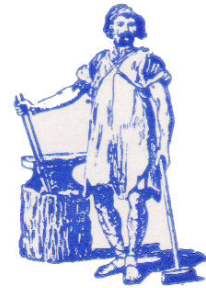
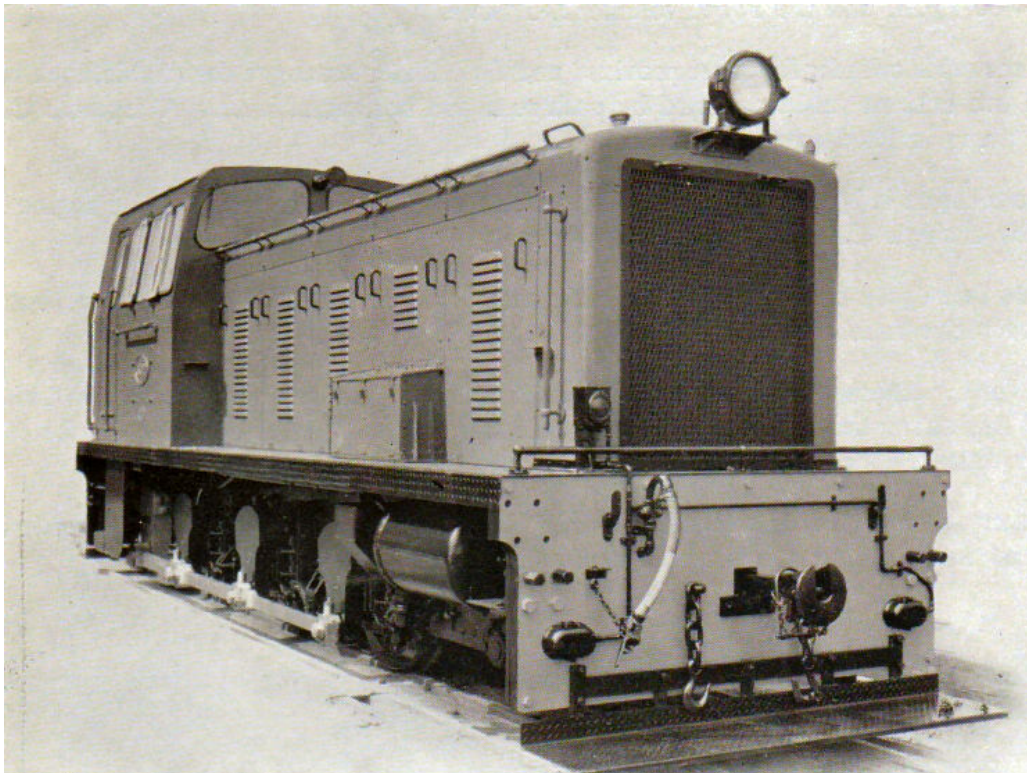


# 260 H.P. VULCAN-DREWRY DIESEL MECHANICAL LOCOMOTIVES



3 ft. 6 in. Gauge

0-6-0



*260 B.H.P. 0-6-0 Locomotive, New Zealand Government Railways*

Engine H.P. at 1,250 R.P.M. ....	<b>260</b>	Maximum Axleload.....	<b>12.5 tons</b>
Tractive Effort (75% Efficiency) :-		Weight in Working Order ..	<b>36.5 "</b>
	<b>5.85:1 Final Drive; 12,100 lb.</b>		
	<b>9.67:1 " " ; 19,830 "</b>		

To provide a locomotive of rather greater power than the 153 H.P. 0-4-0 and 204 H.P. 0-6-0 versions, a 260 H.P. type, has been evolved and 25 of these were built for the 3 ft. 6 in. gauge New Zealand Government Railways in 1954 and 1955.

Again these particular locomotives have external frames, Timken roller-bearing axleboxes and S.C.O.A.-P. wheel centres.

Except for the engine and one or two other minor modifications, the design and appearance is almost identical with the 204 H.P. type.



To obtain the additional power a National M4AA7 engine was installed, manufactured by the National Gas & Oil Engine Co. Ltd., of Ashton-under-Lyne. This unit develops a maximum of 260 B.H.P. at 1,250 r.p.m. and has seven cylinders in line of 6 in. bore by 82 in. stroke. The idling speed is 400 r.p.m. and the swept volume 27.5 litres.

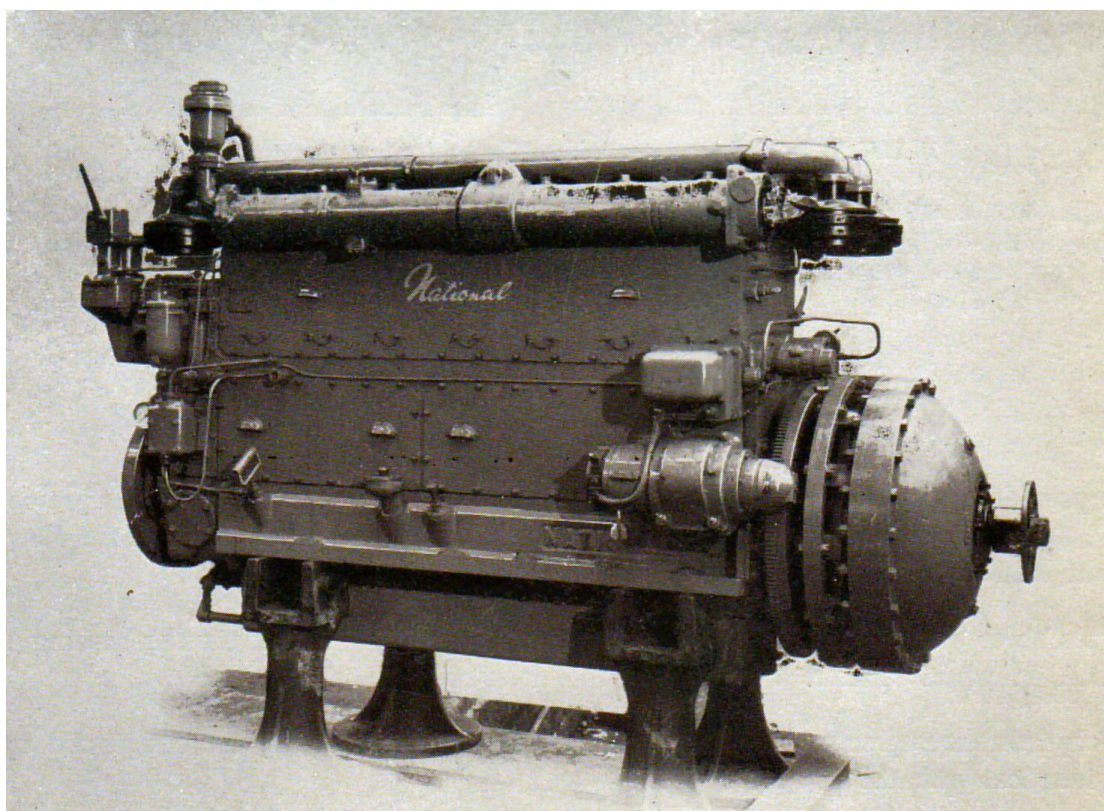
Renewable cylinder liners are provided and the cylinder heads are detachable, each having two inlet and two exhaust valves operated by push rods and horizontal levers. A separate C.A.V. fuel injection pump is fitted to each cylinder.

Lubrication is by forced feed in conjunction with a C.A.V. gear pump, and engine starting is effected by a single C.A.V. 24-volt axial starter.

The four-speed epicyclic gearbox is the same as that for the 204 H.P. type, but with the fifth or overdrive ratio omitted.

A further difference is that the reverse and reduction gear unit by David Brown Ltd., allows a choice of two alternative final drive ratios of 5.85 and 9.67 to 1 either of which can be engaged by the driver when the locomotive is at rest, to suit the duties to be carried out.

Other minor differences to the 204 H.P. locomotives include spring compensation between leading and intermediate wheels and a rather longer cab.



*A National M4AA7 Engine*