EGYPTIAN REPUBLIC RAILWAYS

4 ft. 8½ in. Gauge   **1952**   **2-8-0   (700 Class)**

Cylinders…………….	**(2) 18½ in. Diam. x 28 in. Stroke**	Maximum Axleload……………………………	**16.5 tons**
Diameter Coupled Wheels……………………	**4 ft. 8½ in.**	Weight :	
Working Pressure……………………………	**225 lb.**	Engine in Working Order………………… **75.6** ,,	
Tractive Effort at 85% Pressure……………	**32,450 lb.**	Tender ,, ,, ………………… **70.6** ,,	
		Total ,, ,, ………………… **146.2** ,,	

As mentioned on Page 36, a substantial number of L.M.S.. Class 8F 2-8-0 locomotives which were converted to oil-burning and used in Egypt during World War II, were later purchased by the Egyptian Republic Railways.

This type proved very satisfactory on freight duties and as a result the Egyptian Authorities subsequently placed orders for considerable numbers of additional locomotives suitably modified to meet Egyptian conditions. The Vulcan Foundry participated in these orders and delivered 20 of these engines to Alexandria in 1952.

Instead of the tapered boiler of the L.M.S. engines, the boiler in this case is parallel and the Belpaire firebox has an all-welded steel inner shell provided with one Nicholson thermic syphon. Since oil fuel is the firing medium, a shallow welded firepan is fitted which can be removed without lifting the boiler:
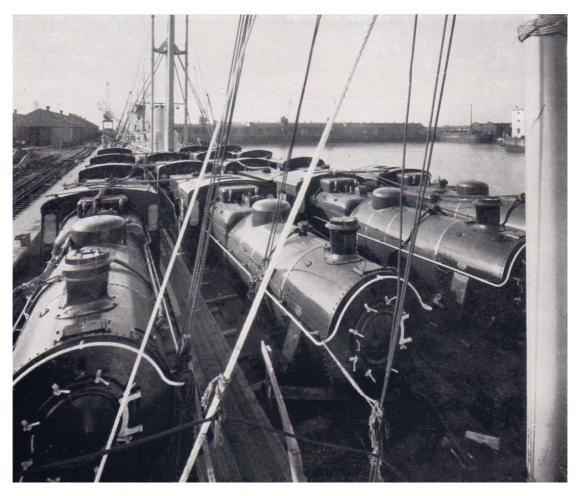
The superheater has 21 elements and the return bends of these were left 4 ft. 5 in. from the firebox tubeplate. A Joco regulator and a steam drier are, provided in the dome.

The plate frames are 118 in. thick and continuous hornblocks are fitted at all coupled axlebox openings, the axleboxes themselves being of Stone's bronze, lubricated by hard grease blocks on the Ajax system. Manganese steel liners are provided on both boxes and guides. The springing is underhung without compensation.

The tender water tank is of welded and riveted construction and has a capacity of 5,500 gallons, but the oil tank is welded throughout and carries 9.6 tons of fuel thus enabling the locomotives to remain in traffic for extended periods.

The two four-wheeled tender bogies are fitted with Timken roller-bearing axleboxes.

2-8-0 Locomotives for Egypt loaded on board prior to sailing