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NO. 24—PART 5.

CANCELLED

SPECIFICATION FOR REVISED SPECIFICATION

British Engineering Standards Association.

(Incorporated 1918).

FORMED IN 1901 AS THE ENGINEERING STANDARDS COMMITTEE

BY

THE INSTITUTION OF CIVIL ENGINEERS.
THE INSTITUTION OF MECHANICAL ENGINEERS.
THE INSTITUTION OF NAVAL ARCHITECTS.
THE IRON AND STEEL INSTITUTE.
THE INSTITUTION OF ELECTRICAL ENGINEERS.

BRITISH

STANDARD SPECIFICATION

FOR

COPPER PLATES FOR LOCOMOTIVE FIRE BOXES.

(REVISED 1924).

LONDON:

PUBLISHED FOR THE ASSOCIATION BY CROSBY LOCKWOOD & SON,
7, STATIONERS' HALL COURT, LUDGATE HILL, LONDON, E.C. 4;
AND TO BE PURCHASED FROM ANY BOOKSELLER OR DIRECT FROM THE OFFICES OF THE
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July, 1924.

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No. 24—PART 5.

SPECIFICATION No. 11—1924.

British Engineering Standards Association.
(Incorporated 1918).

FORMED IN 1901 AS THE ENGINEERING STANDARDS COMMITTEE

BY

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The following Authorities have officially co-operated in the preparation of this Specification—

Admiralty.
War Office.
India Office.
Air Ministry.
Crown Agents for the Colonies.
General Post Office.
National Physical Laboratory.
Institute of Metals.
Institution of Automobile Engineers.
Association of Railway Locomotive Engineers.
British Non-Ferrous Metals Research Association.
Railway Companies' Association.
Association of British Motor Manufacturers.
Brass and Copper Tube Association.
Brass Wire Association.
Brassfounders' Employers' Association.
British Electrical and Allied Manufacturers' Association.
Cold Rolled Brass and Copper Association.
High Conductivity Copper Association.
Locomotive Manufacturers' Association.
Manufactured Copper Association.
Society of British Aircraft Constructors, Limited.
Society of Motor Manufacturers and Traders, Limited.

This Specification was adopted by the Sectional Committee on Non-Ferrous Alloys at their Meeting on 11th February, 1924, and by the Sectional Committee on Locomotives at their Meeting on 17th March, 1924, and was approved on behalf of the Main Committee on 19th July, 1924.

NOTE.

In order to keep abreast of progress in the Industries concerned, the British Standard Specifications are subjected to periodical review.

Suggestions for improvements, addressed to the Secretary, British Engineering Standards Association, 28, Victoria Street, London, S.W. 1, will be welcomed at all times. They will be recorded, and in due course brought to the notice of the Committees charged with the revision of the Specifications to which they refer.

Reference to be quoted.

Report No. 24

Specification No. 11-1924

(3)

NOTE.—The Association desires to call attention to the fact that this Specification is intended to include the technical provisions necessary for the supply of the material herein referred to, but does not purport to include all the necessary provisions of a Contract.

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**BRITISH
STANDARD SPECIFICATION
FOR
COPPER PLATES
FOR
LOCOMOTIVE FIRE BOXES.**

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(REVISED 1924).

The figures in British measures are to be regarded as the Standard Approximate metric equivalents are given for the convenience of users in countries in which the metric system has been generally adopted.

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- Quality of Material.**
1. The Plates shall contain not less than 99.20 per cent of copper, and shall contain not less than 0.30 per cent nor more than 0.50 per cent of arsenic.

The Manufacturer shall supply an analysis when required to do so.

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Freedom from Defects.

2. The Plates shall be clean, smooth, free from surface defects, and shall be thoroughly annealed.

Marking.

3. Each Plate shall be stamped with the Manufacturer's name and plate number, about 12 inches (say 300 mm.) from the end in the centre line of the Plate, and shall also be distinctly stamped with such marks of identification as the Engineer (or the Purchaser) may require.

Mechanical Tests.

4. The scrap margin before shearing shall be not less than 30 inches (76.20 mm.) at each end, and 1½ inches (38.10 mm.) at each side of the Plate; from this margin a piece at each end 2 inches (50.80 mm.) wide shall be left attached to the Plate, from which the representative of the Engineer (or of the Purchaser) will mark lengths for tensile and bend tests. All test pieces shall comply with the following mechanical tests without further heat treatment.