

ARGENTINE RAILWAYS

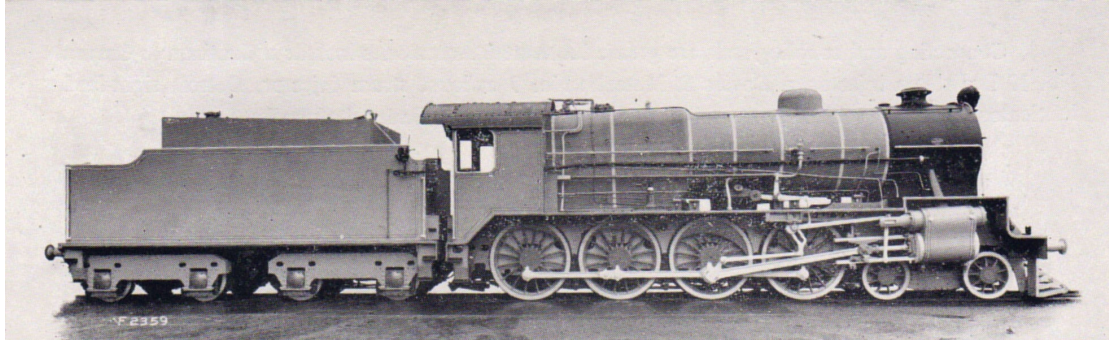
(General Roca Railway)



5 ft. 6 in. Gauge

1949

4-8-0 (15B)



Cylinders.....	(2) 19½ in. Diam. x 28 in. Stroke	Maximum Axleload.....	15.6 tons
Diameter Coupled Wheels.....	5 ft. 8 in.	Weight :	
Working Pressure.....	225 lb.	Engine in Working Order.....	82.35 "
Tractive Effort at 85% Pressure.....	29,943lb.	Tender " "	66.1 "
		Total " "	148.45 "

Just prior to the nationalisation of the Argentine Railways, the then Buenos Aires Great Southern Railway placed an order with Vulcan for 30 4-8-0 mixed traffic locomotives to be known as Class 15B.

These engines were delivered in 1949 and were a development of the eight 15A Class built earlier at Vulcan in 1938, which in turn were based on the original Buenos Aires Western Railway 1500 design.

The boiler, which has a 27 element superheater, is provided with a Belpaire firebox with sloping top and tapered sides and a steel inner shell. Oil fuel is the firing medium controlled by means of the railway's own combined apparatus which synchronises the correct opening of oil valve, atomiser, blower, and damper for any position of the regulator.

Plate frames are fitted, the coupled springs being of the underslung type, compensated throughout.

The 19 1/2 in. diameter cylinders are provided with extra large area steam ports and have a stroke of 28 in.



Unloading a 15B Locomotive at Buenos Aires



The engine bogie is of the swing link type with inside bearings, in contrast to the external axlebox arrangement on the 15A Class.

Connecting and coupling rods are grease lubricated. Accessories include a Gresham & Craven No. 10 live steam injector, a Davies & Metcalfe No. 9 exhaust steam injector, Detroit sight-feed lubricator, continuous blow-down valve, and steam-operated cylinder draincocks.



15B Locomotive passing Sierra de la Ventana with Express Fruit Train

The tender, carrying 6,000 gallons of water and 11.6 tons of oil fuel, is of welded construction and the double plate tender bogies are carried on Skefko roller-bearing axleboxes.

The relatively light axleload of 15-6 tons enables these powerful locomotives to operate on a large number of lines and services. Originally intended for hauling 1,000 ton express fruit trains between the Rio Negro valley and Buenos Aires, their use has been extended to both express passenger and sleeping car trains between the Capital and Bahia Blanca, and also to operation on the late Patagonian State Railway which runs West to the tourist centre of San Carlos de Bariloche in the Argentine Lake District.