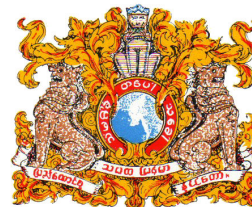


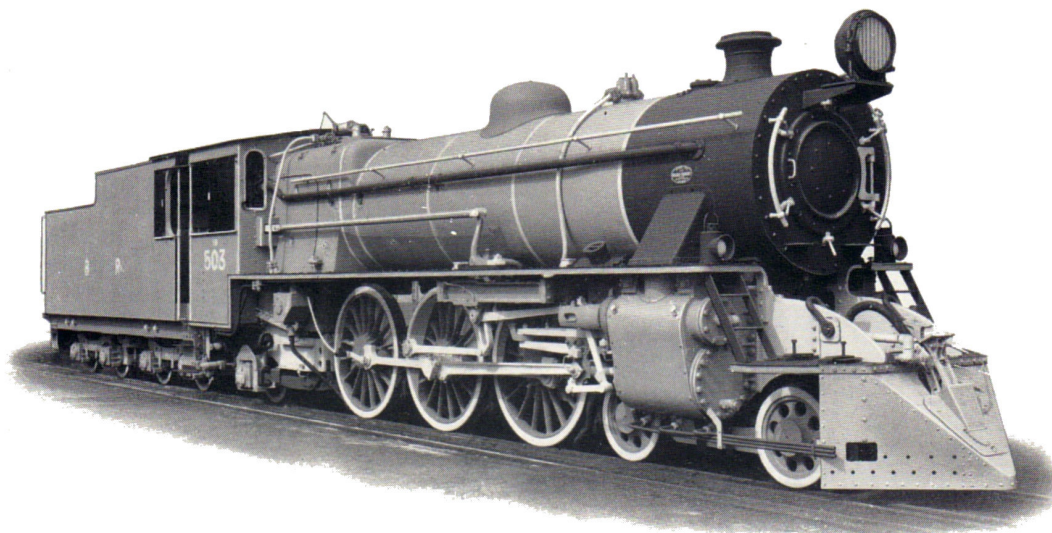
BURMA RAILWAYS



Metre Gauge

1947

4-6-2 (YB)



Cylinders.....	(2) 16 in. Diam. x 24 in. Stroke	Maximum Axleload.....	10 tons
Diameter Coupled Wheels.....	4 ft. 9 in.	Weight :	
Working Pressure.....	180 lb.	Engine in Working Order.....	51.75 "
Tractive Effort at 85% Pressure.....	16,492 lb.	Tender " "	39.25 "
		Total " "	91 "

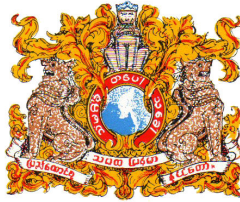
The YB 4-6-2 passenger locomotive has been a standard type on the metre gauge lines of the Indian Railways for many years and considerable numbers have been supplied from time to time by The Vulcan Foundry.

During World War II the robust qualities of the YB also became popular in Burma and as that country had a large proportion of its locomotive stock destroyed during hostilities, 50 of these engines, modernised and brought up to date, were subsequently ordered from Vulcan and shipped to Rangoon in 1947 to assist in overcoming this situation.

Destined for service on passenger and mixed trains, their 10 ton axle load enables them to work on any line on the Burma Railway except for one short stretch south of Moulmein.

The boiler with wide type Belpaire firebox and steel inner shell, combustion chamber, and three arch tubes, has the tubes arranged in vertical banking. It is also equipped with Continental type washout doors of standard size, capable of being used anywhere on the boiler irrespective of position.

The axles of the tender, engine bogie, and hind truck are all equipped with Timken rollerbearings, whilst the eccentric rod big ends also revolve on rollerbearings, these latter being by Skefko Ltd. The cylinder diameter is 16 in. and that of the coupled wheels 4 ft. 9 in., whilst all other wheels on both engine and tender have a uniform diameter of 2 ft. 4½ in.



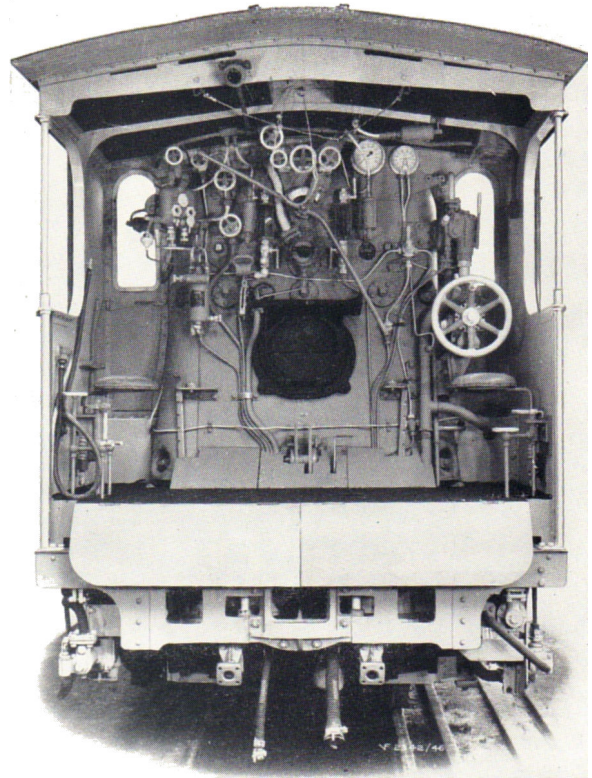
The coupled axleboxes are lubricated by grease on the Ajax system and hard grease is also applied to the rods. The motion is oil lubricated and a Wakefield sight-feed lubricator with transfer filler feeds the valves and pistons.

A radial-arm spring-controlled hind truck takes the place of the Cartazzi slides and radial axleboxes fitted to earlier engines of this type.

A tubular reversing rod is provided and the union link connection to the crosshead consists of a tapered pin driven into the latter and secured with a cotter.

Other features include a dumper ashpan, hand-operated finger bar type rocking and drop grate, Stone's electric lighting, one No. 9 Gresham & Craven live steam injector and one No. 7 Davies & Metcalfe exhaust steam injector, Parry soot blower, the Vacuum Brake Co.'s brake equipment, and a Stone's electrical speed indicator driven off a spigot on the right trailing crankpin to assist drivers to observe speed restrictions.

Cab, 3,000 gallon water tank, and bunker are of all-welded construction and the coal capacity of eight tons is greater than that of any previous YB tender.



View of Cab of YB Locomotive



YB Locomotive in steam in Rangoon Yard

These locomotives were all finish painted in dark olive green with stainless steel clothing bands and orange lettering, and were among the first British exports to arrive in Burma after that country became an independent republic.