

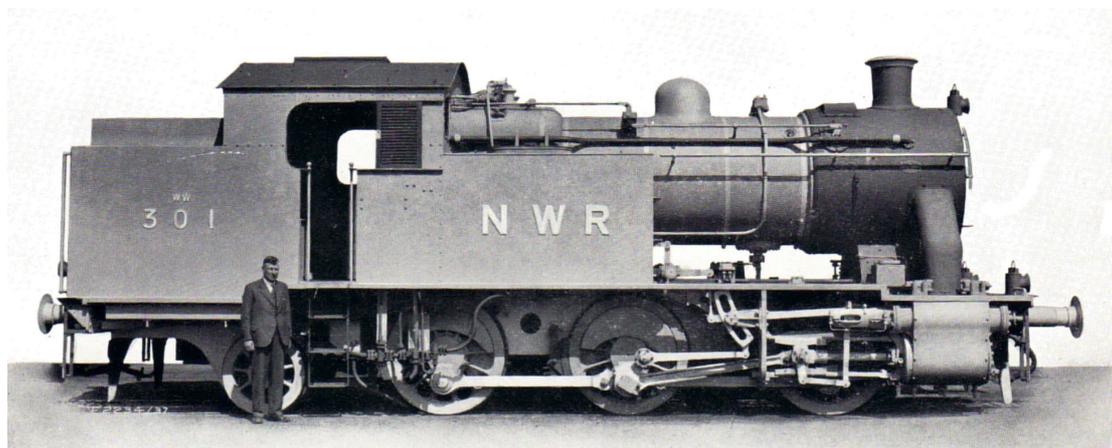
INDIAN RAILWAYS



5 ft. 6 in. Gauge

1942

0-6-2 (WW)



Cylinders.....	(2) 16 in. Diam. x 22 in. Stroke	Maximum Axleload.....	16.5 tons
Diameter Coupled Wheels.....	4 ft. 3 in.	Weight :	
Working Pressure.....	210 lb.	Engine in Working Order.....	65.85 "
Tractive Effort at 85% Pressure.....	19,710 lb.		

Just before World War II the Indian Railway Board placed orders with The Vulcan Foundry for four new types of tank locomotive of the various W series.

The smallest of these was the 0-6-2 WW Class for shunting duties in large stations and marshalling yards, four of which were completed in 1942.

Built to negotiate curves of 573 ft. radius and with a maximum permissive axleload of 16.5 tons, saving in weight by welding was employed wherever possible and the hopper ashpan, cab, tanks, bunker, smokebox saddle, and frame stretchers were all fabricated. The edges of the platform plates were also folded.

The boiler has a steel Belpaire firebox with flexible stays in the breaking zones, and the superheater has an MLS multiple-valve regulator header. The rocking and drop grates are both hand operated.



WW Locomotive shunting in Delhi Yard

The cylinders have liners of heat treated Meehanite "A" castings, and all motion pins are provided with Hoffmann needle roller-bearings with soft grease lubrication. The eccentric rod return-crank bushes are also grease lubricated and have Skefko spherical roller-bearings. Coupling rods and connecting rod big ends are provided with bronze floating bushes and are lubricated with hard grease.

All axleboxes are oil lubricated, but provision was made for the possible application of roller-bearings at a later date.

Standard Indian Government boiler mountings and accessories were employed throughout on all the W series locomotives.

These four engines were originally allocated to the North Western Railway, but since Partition they have been taken over by what is now the Northern Railway of India and employed in Delhi station and yard.