

# 2-8-8-2

its most powerful locomotives. Although to history, their haulage Mountains of West are legendary.

The N&W's main line was 663 miles long, stretching from Norfolk, Virginia, to Columbus, Ga. It was on the climbs, over the dramatic 100 ft per mile gradients of the Allegheny mountains and on the numerous colliery branches in the deep Appalachian valleys, that the 2-8-8-2 Mallet articulated compounds reigned for 40 years.

## Continuous development

In 1918, the N&W built its prototype 2-8-8-2 compound, classified Y2, at its Roanoke shops. It was an enlargement of the 1910 freight locomotive, the 21 class 2-8-6-2s, derived from a Chesapeake & Ohio Railroad (C&O) upendesign.

By the end of 1924, the N&W had a fleet of 100 Class Y2 and Y3 2-8-8-2s, built by three main workshops at Roanoke as well as by private builders, the Y3 being the United States Railway Administration (USRA) derivative of the N&W Y2. A further 10 of these locomotives, Class Y4, were added in 1927. These were given bolster side frames and cross tie units gave greater length.

The N&W Mallets were provided with a main valve, enabling them to operate as four-cylinder simple expansion locomotives. As such,

The Y6Bs were of the Mallet type, pioneered by the Swiss-born engineer of that name. The LP cylinders and driving wheels were mounted in a separate frame hinged from the main frame. This feature enabled large and powerful locomotives to have greater flexibility in negotiating curved tracks, of which the N&W had many.



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In August 1942, 1946-48 2171s were off the line at Roanoke, VA. The Mallet compound of cylinder action and simple expansion action was never used in the US. In 1942, the railroad the steam locomotive to achieve a higher production in grain than other freight train power, then only other US railroad.

### An engineer's sight

In 1942, just after his appointment as General Manager of Motive Power and Equipment, Clarence Ford, who later had to carry through the new president's order to a Mallet-making Roanoke as a Mallet named "What you hear that engine's exhaust crack, with the rearward motion up right, you wonder what anyone would want to do with it. With the N&W's modern steam power and maintenance facilities contributing to the highest productivity and freight train production any comparable US railroad, his location was not hard to understand.

ing, the exhaust from the high pressure (HP) cylinders was taken directly to the blastpipe, instead of to the low pressure (LP) cylinders as normal. This eliminated back pressure on the HP pistons at starting and meant an increase in tractive effort.

During 1930-32, Roanoke built 30 Class Y5 engines. In these, the boiler pressure was increased from 240 to 300 lb - a high figure for that time. By enlarging the firebox, the grate area was increased from 240 to 106 sq ft. This increased the firebox heating surface and evaporative capacity of the locomotive. By enlarging the LP piston valves from 14 to 18 in diameter and providing large bridge exhaust pipes from the LP cylinders to give free exhaust, the steam flow was improved for higher power output at speed.

The Y5s set the basic pattern for the classic Y6 series, of which 15 were produced during 1936-40. This class had the added refinement of cast-steel frame beds with integral cylinders, roller bearings on all axles and a modified valve setting to

increase power. In 1942, N&W once again modified the design and 16 Y6s engines incorporated an improved type of mechanical stoker (an essential feature on locomotives burning up to 6 or 7 tons of coal per hour) and plain instead of roller bearings for the tender axles.

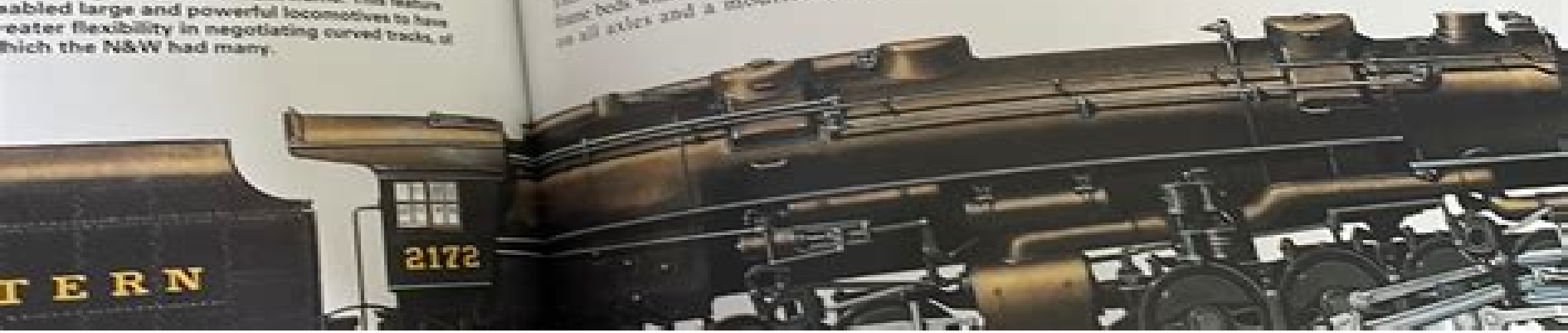
## Last of the line

In 1948, just as the big three commercial US locomotive builders, Alco, Lima and Baldwin, were fulfilling their final domestic steam orders, Roanoke embarked on the construction of a further series of compound 2-8-8-2s. Ultimately, 30 were built, classified Y6b, and numbered 2171 to 2200.

Compared to the earlier Y6 engines, refinements included increased firebox heating surface and volume, the combustion chamber being extended by 4 ft and the tube length correspondingly reduced. This resulted in better fuel combustion and increased evaporation. The blastpipe ori-

## LOCO

Ultimately, 30 Y6b and numbered 2171 to 2200 the time they were all modifications applied to all Y5, Y6 and Y7 were almost Y6b engine



# Railroad Encyclopedia

**Mary Ellen Snodgrass**



## **Railroad Encyclopedia:**

*The Railroad Encyclopedia* Motorbook Publishing, Motorbooks International, 2001 From steam engines of the 19th century to the 20th century's diesel powered behemoths and the high speed electric commuter trains of today this all encompassing illustrated history examines the impact trains and railroads have had on commerce travel and everyday life around the globe for nearly two centuries Dozens of locomotive types like the tiny Stephenson Rocket of 1829 and the gigantic Union Pacific Class 9000s among others are detailed as are the fascinating stories behind the construction of railroads the portrayal of railways in cinema and the role played by trains in wartime Completely illustrated with archival photography spanning the history of railroads in the United States Europe and Australia Encyclopedia of Western Railroad History Donald B. Robertson, 1986 Distributed by the University of Nebraska Press for Caxton Press This book includes 368 pages of maps photographs and technical data on the history of railroading in California There are detailed reports on dates of operation mergers miles of track maximum grade gauge and rail weight It also includes the histories of thousands of locomotives

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offering a unique glimpse into this integral part of world history      **Encyclopedia of Railroadng** ,1910      *Pennsylvania Main Line Railroad Stations* Jim Sundman,2016-08-24 In 1857 the Pennsylvania Railroad PRR took over Pennsylvania s Main Line of Public Works a state owned railroad and canal system built in the 1830s Most are gone but fortunately some still stand and are in use today Costly to build and maintain and never attracting the traffic needed to sustain it the state was eager to let it go Keeping the rail portion and combining it with its own lines the PRR ultimately developed a well built and well run rail line from Philadelphia to Pittsburgh all while keeping the main line moniker The eastern section between Philadelphia and Harrisburg was especially successful particularly after the railroad built new communities along the line that were at first summer destinations and later year round homes for daily commuters Other towns and cities along the main line had a strong industrial or agricultural base needing rail access and many of these communities had attractive train stations Images of America Pennsylvania Main Line Railroad Stations Philadelphia to Harrisburg documents many of these passenger stations through vintage photographs and other images      Trains and Technology: Cars Anthony J. Bianculli,2001 Volume 2 of Trains and Technology is devoted to railroad cars of nineteenth century America Since the variety of cars used during the nineteenth century was huge the book is divided into three sections passenger freight and non revenue cars The easily understood jargon free discussions and explanations throughout the book are accompanied by over 225 illustrations and accurate scale drawings of the various equipment      *The Underground Railroad* Mary Ellen Snodgrass,2015-03-26 The culmination of years of research in dozens of archives and libraries this fascinating encyclopedia provides an unprecedented look at the network known as the Underground Railroad that mysterious system of individuals and organizations that helped slaves escape the American South to freedom during the years before the Civil War In operation as early as the 1500s and reaching its peak with the abolitionist movement of the antebellum period the Underground Railroad saved countless lives and helped alter the course of American history This is the most complete reference on the Underground Railroad ever published It includes full coverage of the Railroad in both the United States and Canada which was the ultimate destination of many of the escaping slaves The Underground Railroad An Encyclopedia of People Places and Operations explores the people places writings laws and organizations that made this network possible More than 1 500 entries detail the families and personalities involved in the operation and sidebars extract primary source materials for longer entries This encyclopedia features extensive supporting materials including maps with actual Underground Railroad escape routes photos a chronology genealogies of those involved in the operation a listing of Underground Railroad operatives by state or Canadian province a passenger list of escaping slaves and primary and secondary source bibliographies      National Ownership of Railways Charles Henry Vail,1897

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