

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 locomotive, classified Y2, at its Roanoke shops. This was an enlargement of the 1910 freight locomotive, the 21 class 2-8-6-2s, derived from the Chesapeake & Ohio Railroad (C&O) experimental design.

By the end of 1924, the N&W had a fleet of 10 Class Y2 and Y3 2-8-8-2s, built by three outside 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 steam 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, 1946-49, 2172 was one of the last of the class, at Roanoke, VA. The Mallet compound of roller-bearing wheels and roller-bearing axles was unique in the US. In 1942, the railroad was the only one in the world to achieve a 100% production of goods and services per freight train per hour. There are other US railroads.

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 out a reorganization programme, said to a friend, "Roanoke is a Mallet town." What you hear that engine's exhaust crack, with the rearward motion up right, you wonder what anyone would want to do for 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 is 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 enlarged 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 4 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-

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Ultimately, 30 Y6b and numbered 2171 to 2200. The time they were all modified applied to all Y5, Y6 and Y7 were almost Y6b engine.



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Oswald Stevens Nock



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