

Wednesday 27th April

at 19:15

Southern Medley and Cuba Revisited Film Presentation by Alan Wallbank



Alan is an accomplished amateur film maker and his two previous visits to Chichester Branch have been highly successful, attracting many complimentary comments on the standard of the productions.

The first half will begin with a film about the old Tisted Railway Station, with the owner talking about his property. Then follows Alan's last Hayling Billy post closure film, covering the period from 2009 - 2020. Railway content, what we see now and what the Hayling Billy trail offers to the visitor today. Those who saw the first part of this story know they will not be disappointed.

Following a short interval Alan will show Stuart Egbeare's cine film of southern steam at Southampton Central, Brockenhurst, Bournemouth Central and Weymouth Bank, followed by a video taken by someone who was actually on the Eastleigh Breakdown Train around the 1990's. The evening ends with Alan's latest Cuba film taken in 2018/19. It looks at life in Rafael Freyre and ends with steam and his ride on a diesel railcar.

DON'T MISS THIS ONE!

**The Bassil Shippam Centre
Tozer Way, St Pancras, Chichester, PO19 7LG**

**Come and join us. Bring a friend.
Everybody welcome**

J Class Locomotives Abroad - Ian McKey

In the second half of last year, member Bobby Roberts sent me some images he had taken in the USA. Amongst them were some of the preserved Norfolk & Western (N&W) Railway's J Class locomotive No. 611. My interest in New Zealand Railways (NZR) made me think about the NZR J Class and the differences between the two country's versions!

Norfolk & Western Railway

A total of 14 N&W J Class were built at the N&W's own works at Roanoke, Virginia. The first 5 (600 – 604) were built in 1941. They were built streamlined and were fitted with lightweight rods and roller bearings. They were the most powerful class of 4-8-4 locomotives in the USA. The N&W ran through mountainous territory, so a high tractive effort was required. The J Class had a high boiler pressure of 275 psi, large cylinders, long travel Baker valve gear, large ports and small (5ft 10) driving wheels all designed to give a high tractive effort (TE) of 73,000 lbs. Later the boiler pressure was raised to 300 psi which increased the TE to 80,000 lbs.

In 1943 a further 6 engines (605 – 610) were built, but wartime conditions meant they were not initially fitted with the streamlining or the lightweight rods and roller bearings Those improvements were fitted after the end of WW11. The final three (611 – 613) J Class were built in 1950.

Tractive effort was not the J Class's only attribute. Although the driving wheels were relatively small, the valve gear, ports and the rods and roller bearings all help to make them very free running. No 610 was tested by the Pennsylvania Railroad and covered several miles at 90+ mph. On at least 3 runs, pulling up to 15 carriages, the J Class reached 110/111 mph! The J Class were not just for express passenger traffic. They were also seen on the long heavy freights.

(Continued on page 3)



Night shot at Portsmouth Ohio of N&W J Class No. 611.

Simmering in the yard ready for the morning departure. © Bobby Roberts

J Class Locomotives Abroad

The N&W had modern clean and well-equipped maintenance facilities and a J Class could be fully serviced in just 1 hour. This meant that the small class of J's could handle 80% of the N&W's passenger trains. Additionally, the J Class had automatic lubricators over 200 points and with roller bearings in all the main areas, monthly mileages could exceed 15,000. Overhauls were scheduled at 18-month intervals.

N&W Class J No. 611 is the only survivor but has been restored to running order and is currently stored at the Virginia Museum of Transportation in Roanoke Virginia. It is expected to be going to the Strasburg Railroad in Pennsylvania to spend some time there.

The J Class Engines were, of course big. Below are some of their dimensions: -

Length (Engine & Tender) 121' 10"
 Engine Weight 291 tons (UK)
 Tender Weight 169 tons (UK)

Data from www.steamlocomotive.com

Map of the Norfolk & Western Railroad – link below

[1948 Norfolk and Western Railway - Land of Plenty - Norfolk and Western Railway - Wikipedia](#)
 (Continued on page 4)

Engineering Drawing of the Norfolk & Western Railroad's Class J Engine

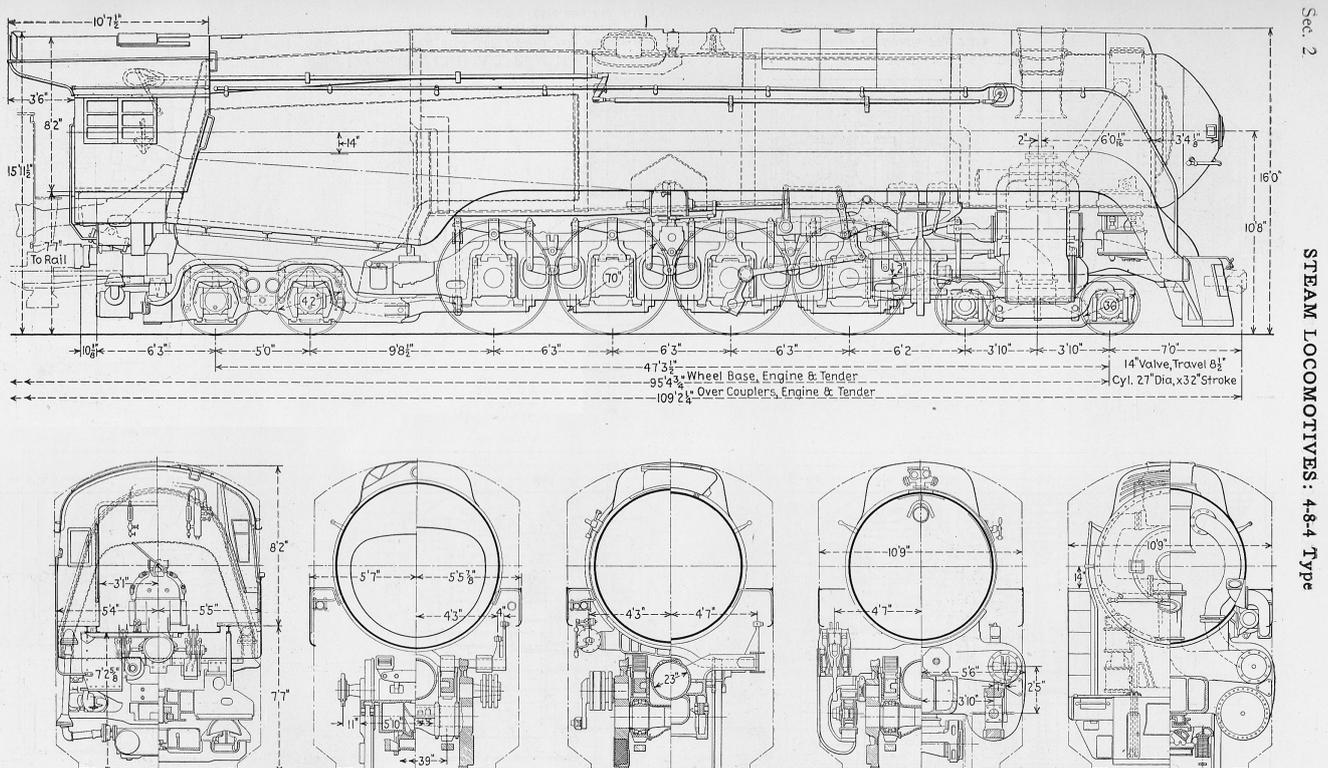


Fig. 2.165—Norfolk & Western 4-8-4 Type Locomotive, Class J, Road Nos. 600-610. Elevation and cross-sections. Built by the N. & W. Roanoke Shops.
 (See also Fig. 2.163)

J Class Locomotives Abroad

New Zealand Railways (NZR)

At the same time that the N&W were building their J Class, New Zealand Rail already had a 4-8-4 in the K series locomotives which had been in service since 1932. These were built to the maximum the New Zealand height and axle loading limitations allowed. By the late 1930s, NZR needed something powerful but with a wider route availability than the K series. Thus the NZR J Series Engines were conceived. These were to be of the 4-8-2 wheel configuration.

NZR has its own works at Hutt near Wellington in North Island and at Hillside Dunedin in South Island. These were fully committed to building the K^A and K^B classes, so the decision was taken to have the new J Class engines built by North British Locomotive Company (NBL) in Glasgow, a firm that NZR had had a long and successful relationship. The mechanical design was under the responsibility of NBL with NZR's chief draughtsman R.J. Gard keeping an eye on the progress in Glasgow. The engines were to be streamlined and the design of that was done by Jack Ashman, a NZR mechanical draughtsman, who based his design on the New York, New Haven and Hartford Railroads I-5 class.

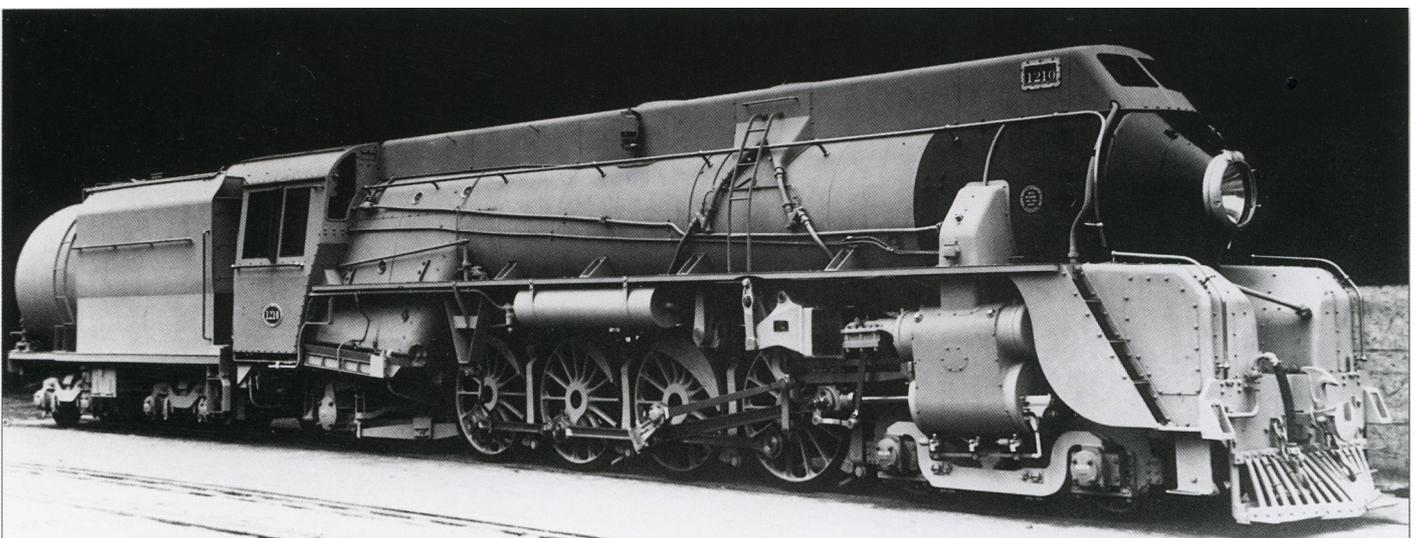
The J class had Baker valve gear, molybdenum alloy steel rods and roller bearings, all of which suggest influences from the then current best practices. NBL delivered the engines between 1939 and 1940, without loss despite the hostilities of WW11. These engines were under pressure to perform, and they did! Between 1941 and 1944 they averaged over 47,000 miles per annum. Mechanically, the class were excellent. Operationally the streamlining caused some maintenance issues and was removed due to short supply of labour, particularly after the end of WW11.

Because of coal shortages, twelve North Island J's were converted to oil burners between 1948 and 1950 and were reclassified as class J^B. Despite the price of oil rising to be more expensive than coal, the fireman's union resisted reconverting the oil burners to coal and so they remained oil burners for the rest of their lives./

(Continued on page 5)

Builders image of J1210 showing the full extent of streamlining.

Image from The NZR Steam Locomotive : A C Bellamy Collection



J Class Locomotives Abroad

(Continued from page 4)

Three J class engines survive: -

1211 – Purchased in 1972, it is now at the Glenbrook Vintage Railway.

1234 – Purchased in 1972 by Steam Incorporated and moved to their base at Paekakariki. It was leased to the Glenbrook Vintage Railway from 1998 to 2003. It has now been returned to Paekakariki where it awaits overhaul.

1236 is owned by Ian Welch of Mainline Steam and is at the group's Plimmerton depot. It was overhauled and returned to service in 2017.

Whilst these are big engines, they are somewhat smaller than their American counterparts!

Length (Engine & Tender) 67' 10"

Engine Weight 68.5 tons (UK)

Tender Weight 40.3 tons (UK)

Data from www.steaminc.org.nz

Information Sources: The NZR Steam Locomotive by Sean Millar & Wikipedia

NZR J Class 1236 in Avondale, Auckland

Image Attrib: GPS 56 from New Zealand, CC BY 2.0 <<https://creativecommons.org/licenses/by/2.0/>>, via Wikimedia Commons



Norfolk & Western Railroad and the Preserved Class J



Norfolk & Western 'J' Class 4-8-4 No 611 taking coal at Roanoake Va. ©Bobby Roberts

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Major works at London Victoria station in 2022

Network Rail are modernising 1980s track and signalling on the lines into London Victoria station. There will be closures to the station and changes to the Southern services that use it.

For you this means you will need to make different journeys on some dates.

You can read more about the works and the benefits at networkrail.co.uk/victoriaresignalling

Upcoming closures - April 2022

- **Saturday 9 to Sunday 10 April**
- **Friday 15 to Monday 18 April (Easter Bank Holiday)**
- **Saturday 30 April to Monday 2 May (May Bank Holiday)**

How will this affect my journey?

Most trains will be diverted to London Bridge, and limited rail replacement bus services will run between East Croydon or Balham and Clapham Junction for local journeys.

To help you with your journey, tickets will be accepted on the following routes

- South Western Railway between Clapham Junction / Vauxhall and London Waterloo
- London Buses between:
- London Victoria and Clapham Junction
- Balham and Streatham Hill

Tube services between:

- London Victoria and Balham / Clapham Junction / Vauxhall / London Bridge / Euston
- London Bridge and Canada Water
- London Overground between Canada Water and Clapham Junction / Crystal Palace / West Croydon and between Clapham Junction and Watford Junction via Willesden Junction
- London Northwestern Railway between London Euston and Watford Junction / Milton Keynes Central

Planned and unplanned closures may affect alternative routes. Please check other operators' websites for up-to-date information.

66746 - (Lo how the mighty have fallen)
© Bobby Roberts



Above: -

66746 Departing Mallaig with the Royal Scotsman luxury train. 20/05/19

Below: -

05/03/22. CI 66 number 66746 passing Bosham in The Royal Scotsman livery with the Civil Engineer Eastleigh East Yard - Preston Park

