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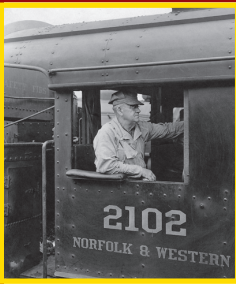
Our electronic version of Talk Among Friends or eTAF made a successful debut on January 2, 2013.

We notify members about eTAF by publishing the address in TAF on a quarterly basis and through the NWHS Mailing List and Modeling List when we post a new eTAF. We currently have 476 respondents on the mailing list and 368 on modeling list. We know that not all respondents are members. Assumption is all respondents on modeling list are also on mailing list, so we have about 476 active respondents.

In the first four days after we launched eTAF we had 250, 93, 55, 123 hits for a total of 521. On the fifth day we had 37 hits and the next six days there were 35, 39, 47, 33, 21 and 41 hits. After our first 11 days we had 784 hits. We had a total of 1695 hits when we reset the counter on Feb 27 as we launched our special eTAF issue for the 130<sup>th</sup> Anniversary of the opening of the Pocahontas Coalfield. After the first 11 days we averaged 20.26 hits per day with a high of 33 and a low of 7. The median value was 21.

You can participate in eTAF by sending your ideas and photographs to [taf@nwhs.org](mailto:taf@nwhs.org),

### The Place for Modeling within the NWHS



View From The Cab

One of the primary ways that interest in railroad history can be expressed is through modeling of past and present rolling stock and structures. For railroads like the Norfolk & Western and Virginian, which have been merged into new mega railroads, such as the Norfolk Southern, modeling offers an insight into what came before and helps explain the present as well.

The NWHS maintains a standing Modeling Committee to coordinate modeling and modeling functions within its organization. The Modeling Committee comprises a chairman and selected members interested in promoting modeling of N&W and VGN prototypes. The committee is open to all members of the Society who wish to participate. Functions of the Modeling Committee include presenting modeling clinics at the conventions of the Society. Also at the Society conventions modeling contests and "Bring-n-Brag" sessions are an integral part of the presentations.

The Modeling Committee supports the development of N&W and VGN models by commercial manufacturers. This work includes identifying appropriate drawings, photos and other data that provide manufacturers with the most accurate information available. The Modeling Committee also works with suppliers of models to offer, through our Commissary, exclusive N&W and VGN prototype models not available from other sources. The Society has, and continues to offer a number of models of N&W and VGN hopper cars, box cars and cabooses with specific number sequences unavailable elsewhere. As conditions change in the model railroad merchandise world, the Society, to meet the needs of our members, works with decal manufacturers to provide otherwise unavailable N&W and VGN decals in several scales.

The Modeling Committee has undertaken a new project to supply cast detail parts for N&W and VGN modeling. We are currently awaiting the receipt of brass cast tender truck side frames from England. These side frames are for VGN early Baldwin-built locomotives such as the MB, MC, and EA. These side frames were also used on some ALCO built locomotives such as the AE class. If this effort proves successful other parts may be offered in the future.

The Society in addition to our annual convention, offers from time to time mini-conventions featuring modeling efforts of our members and are open to the public. The mini-conventions offer an opportunity for the Society to present our story and enroll new members.

For those members interested in modeling it is hoped that you will take advantage of the Society's model offerings and support for your model project. If you are interested in becoming a member of the model committee contact me at [barolds@bellsouth.net](mailto:barolds@bellsouth.net). We always have room on the committee for new members and new ideas.

D. Harold Davenport – Chairman Modeling Committee

# MOUNTAIN HOLLERS AND COAL HAULERS

## NWHS 2013 CONVENTION

### JUNE 12-15th TWIN FALLS STATE PARK, WEST VIRGINIA

#### Conventional Schedule

Although the convention does not formally open until Thursday evening, we plan to have the registration/information desk manned on Wednesday, June 12, between 5 p.m and 9 p.m., or there will be a note on where someone can be found. A limited number of the railfan guides will be available on the registration table for those wishing to railfan before the convention. If you want to railfan on the way to Twin Falls, or just to plan ahead of time, it may help to print the railfan guides in advance before you leave home. There should be people around the registration table from time to time to help your planning for Thursday. In the evening there will be impromptu get-togethers and possibly some informal seminars, slide shows, etc. Be sure to check at the registration table for more information.

#### Thursday, June 13

12:00AM - 7:00PM Sign-in and Registration.  
7:00PM - 10:00PM Welcome and Clinics

#### Friday, June 14

8:00AM - 5:00PM Sign-in and Registration.  
9:00AM - 5:00PM Beckley exhibition mine tour  
5:00PM - 7:00PM Dinner  
7:00PM - 10:00PM Clinics  
10:00PM - ??? VGN Interest Group (after last seminar ends)

#### Saturday, June 15

8:00AM - 12:00PM Sign-in and Registration.  
8:00AM - 3:00PM VGN West End Bus Tour  
5:00PM - 7:00PM Dinner  
7:00PM - 11:00PM Clinics

Sunday, June 16 9:00AM - 11:00AM Membership Meeting (No breakfast, please eat before or after on your own)



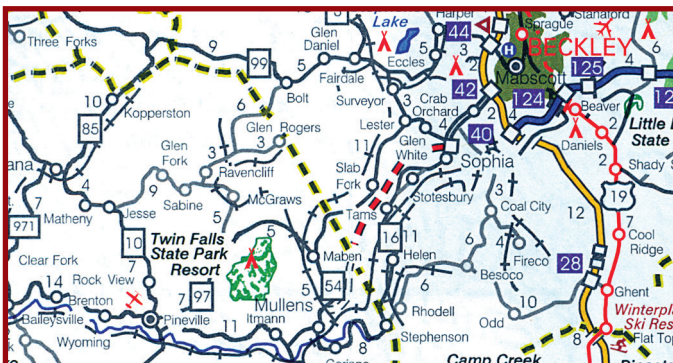
Convention plans are complete for the NWHS 2013 Convention. Complete plans and registration forms can be found at [www.nwhs.org](http://www.nwhs.org). Members and non-members are welcome to join us this June for a weekend of fun and learning more about the Virginian Railway.

This year's NWHS convention will be held at Twin Falls State Resort Park. Twin Falls is near Mullens, West Virginia, the heart of the Virginian's operations in the West Virginia coal fields, and not too far from Beckley.

The NWHS 2013 Convention highlights the Virginian Railway in West Virginia as we travel over Norfolk Southern's Princeton-Deepwater District.

The Virginian Railway was built by Henry H. Rogers in the early 1900's to reduce transportation costs for coal from West Virginia to Tidewater export ports. In order to disguise his intentions, the railroad was chartered in West Virginia as the Deepwater Railway, after a shortline already in existence, and as the Tidewater Railway in Virginia. The N&W and C&O were aware of this subterfuge by 1903, but couldn't stop the construction. The Tidewater built west from Sewall's Point on a mostly flat, water-level route, and the Deepwater built east through the more difficult mountainous terrain to meet the Tidewater at the West Virginia - Virginia border near Narrows, Virginia. When construction was finished in 1909, the new railroad became the Virginian.

Unlike the N&W, which was built to reach the coal deposits of the Pocahontas coal field and with the financial assistance of the coal operators, the privately-funded Virginian was built in a manner to minimize grades and maximize operations, often bypassing larger communities in favor of a more direct route or a more favorable grade. While this made the Virginian one of the most profitable railroads in history, with a very favorable operating ratio over the years, it makes it a little less convenient to find locations to railfan.



# NWHS News of Interest

## Fired Up about Firing Up 611

A committee has been formed to investigate returning Class J 611 to operating condition. The committee is headed by Preston Claytor and Scott Lindsey. It is expected that much of the restoration work will involve redoing the boiler to bring it up to new FRA standards that were placed in effect after the 611 left active service.

The bigger challenge is making sure that following restoration the 611 can be operated in a financially sustainable manner. The committee is measuring the strength of the railfan community to support the excursions and Norfolk Southern to use 611 to run employee appreciation excursions in their 21st Century Steam program. The project will also incur significant expenses to construct a maintenance building for the 611 at the west end of the museum property.

Part of the announcement was a request for participation in a survey. Within three weeks,

- 3,300 people had completed the survey
- 2,500 people had signed up for the newsletter
- Donations had been received from 29 states and four foreign counties

You can sign-up for the newsletter and participate in the survey at [FireUp611.org](http://FireUp611.org)

Initial study results indicate the 611 is in good shape. The locomotive was retired by the same individuals who are now working to study her restoration.

A second part of the study is how to maintain 611 once it is restored. With no shop facilities available in Roanoke, there will be a need to build a shop in order to provide the care 611 will require. Maintenance costs will have to be included in the amount that needs to be raised before 611 can run again.

A third part of the study is the potential logistics of operating 611. The survey responses to date are being considered as a business plan is being developed.

As the most visible and well-known artifact from the Norfolk and Western Railway, restoration of the 611 is one of the most important projects for sustaining the Society over the long term.



## Archive Donations during December–February

A. M. Swann, retired N&W steam-era locomotive engineer from the Norfolk Division, donated a carton of items from his long career with N&W/NS.

The Milwaukee Road Historical Association forwarded 281 black-and-white negatives, 10 black-and-white photos and 14 color slides of N&W and Virginian subjects from the Wade Stevenson Collection.

Frank Gibson donated his notes and other materials he used to write his latest article in *The Arrow* on the 755th Railway Shop Battalion. See *The Arrow* - Vol. 19, No. 3; Vol. 19, No. 4; and Vol. 21, No. 6.

Mason Cooper donated 502 black-and-white digital images he took along the N&W, especially along the Shenandoah Division where he is a recognized expert.

## NWHS Foundation

The NWHS Foundation, an organization separate from the NWHS, was chartered in 2004 to raise funds to support the NWHS Archives.

The foundation launched a fund raising campaign for the NWHS Archives in the spring of 2012 which raised over \$30,000. At the conclusion of the fund-raising campaign, the NWHS Foundation Board of Directors voted to dissolve its charter. NWHS will continue its fund raising activities.

## Roanoke Virginian Station Restoration

NWHS Archive volunteers found the original drawings for the Roanoke Virginian Station. The drawings were scanned and sent to the Roanoke NHRS Chapter and the architect.

The Virginian Station restoration is in Phase II which will finish the interior of the buildings, do the windows, doors, fencing, HVAC, paving for parking, and outside grounds. It will also furnish the station with artifacts, a memorial wall, signal and other railroad items. The restoration plan calls for completing the project in 2013.

## New Products in the Commissary

New products added to the Commissary in First Quarter 2013 include hats, DVDs, and books.

Three new hats - VIRGINIAN, sku 143.43; N&W with small yellow logo, SKU 143.44; and N&W in white, SKU 143.45.

Books - NS Locomotive Directory 2012-2013, SKU 138.167

New DVDs are "NS Hot Spots 4 - Bellevue, Ohio," SKU 136.14DM; "NS The Pokey Elkhorn Grade," SKU 136.14DL; "NS on Lynchburg's Trestles," SKU 136.14DK; and "NS Christiansburg Mountain," SKU 136.14BX.

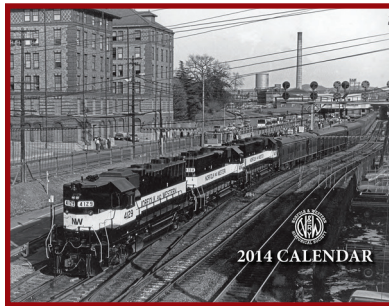


## Books for Your Library

A soft-cover reprint of NWHs member Mason Cooper's *Norfolk & Western Electrics*, SKU 139.13 is on the Commissary shelves. Mason's original 131-page hard-cover book was printed in August 2000.

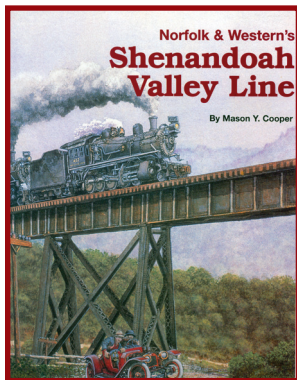
We expect to have TLC Publishing's *N&W Steam: Last 30 Years* in the Commissary by August 30, but we may be able to get it sooner. SKU 138.166.

### 2014 NWHs B/W Classic Calendar



The NWHs 2014 B/W Classic Calendar, SKU 131.03G, went on the Commissary shelves in mid-March. (Note: NWHs is not publishing a 2014 All-Color calendar).

### NWHs Publications Coming in Spring 2013



The NWHs sales Department is publishing a soft-cover reprint of NWHs member Mason Cooper's *Norfolk & Western's Shenandoah Valley Line*. The original 246-page hard-cover book was published in February 1998 and has been out of print for some time. We have been seeing increased interest about this part of the N&W on the mailing list.

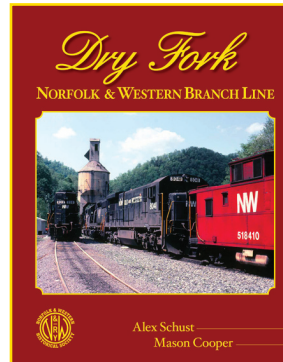
### COMMISSARY NOTICE

The NWHs sales department is open for business on Thursday and Friday of the archives work session between 10 a.m. and 2 p.m. With prior arrangements orders may also be picked up Saturday between the same hours. You may place your order on the web site or by a phone call to the NWHs answering machine and note your choice of day for pick up. No shipping charges apply when you pick up your order at the Archives.

See the NWHs Commissary webpage for more information on all products. Remember only Visa and Mastercard are accepted.

## Book Preview

### Dry Fork - Norfolk & Western Branch Line



"Dry Fork" is the fourth book in the NWHs Branch Line series of books. This soft-bound book uses 178 pages, 113 photographs and charts, 25 maps and 118 N&W drawings to tell how the Iaeger & Southern Railway evolved from a lumber railroad to the N&W's Dry Fork Branch.

"Dry Fork" documents the building of the branch line from Iaeger, West Virginia to Cedar Bluff, Virginia, as well as the all of the branch lines and spur lines off the Dry Fork Branch and the industries the tracks serviced. Detailed N&W drawings show the track arrangements at the major industrial sidings.

Expected to be on the Commissary shelves in mid-to-late April. SKU 139.16.

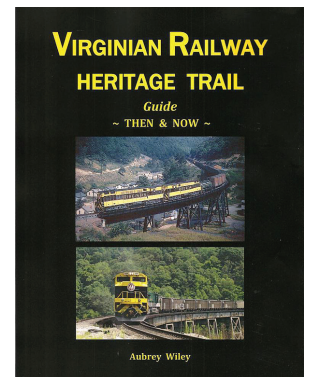
### Virginian Railway Heritage Trail Guide

The Virginian Railway Heritage Trail has been a huge success with nearly 3,000 visits to its blog since being announced in September 2012. There are three dozen locations on the trail, reaching from Norfolk to Roanoke to Princeton to Deepwater and on to Charleston. Charleston was the western end of Virginian's passenger service until all Virginian passenger service was discontinued on January 24, 1952.

Aubrey Wiley has prepared a guide to the trail, which includes historical information on the railroad's operation and surviving locations and facilities today in Virginia and West Virginia. The book is a then-and-now approach as the information and photographs cover the time span from 1907 to the present. Over fifty people have contributed primary source information and pictures to the book. The 8½ by 11 inch hardback book has 90 pages containing 175 pictures and nine maps. The book contains instructions for reaching each of the locations on the trail.

"Virginian Railway Heritage Trail Guide" is expected to be on Commissary shelves in mid-to-late May. SKU 138.168.

The Virginian Railway Heritage Trail blog, as discussed in the "Virginian Railway Heritage Trail Guide," can be accessed at :



<http://virginianrailwayheritagetrail.blogspot.com/>



# Archives Report

## December - January - February Work Sessions

We had 26 different individuals attending our December, January and February Work Sessions. Fifteen individuals made it to all three work sessions.

The 26 individuals included Jim Blackstock, Harry Bundy, Bob Cohen, Ron Davis, Larry Evans, Curry Fisher, Dick Fisher, Robb Fisher, Landon Gregory, Gordon Hamilton, Larry Hill, Chris Hundley, Harold Hunley, Dick Kimball, Roger Link, David Lugar, Louis Newton, Skip Salmon, Charlie Schlotthober, Alex Schust, Ben Shank, Joe Shaw, Dave Stephenson, Brent Stevens, John Swann, and Percy Wilkins

We had 16 attendees at the work session in December, 17 in January, and 23 in February. The 23 attendees in February were the highest we have had in over a year. With the large number of February attendees, computer workstation capacity was maxed out for a brief time at the Saturday work session, but it was a nice problem to have.

All NWHS members are welcome to attend the Archives work sessions, which are held on the second weekend of each month. Session hours are 8:00 a.m. - 4:00 p.m. Thurs-Sat and Sunday starting 12:30 p.m.

### Some Specific Research Requests

We get multiple research requests every month. We had 16 new research requests just in December. Most of the requests are handled by Gordon Hamilton, Charlie Schlotthober, Joe Shaw, Ron Davis and Dave Stephenson.

**Class K2a Twin Sealed Beam Headlight.** In January we researched a photo of Class K2a 137 with a twin sealed beam headlight that was sent by Rob McGonigal of Classic Trains magazine. This stumped all of our experts because

there is no known record of any N&W locomotive being equipped with this kind of headlight in revenue service. The photo was taken in the Williamson, WV, lubricatorium, probably around 1946 when the K2's were streamlined and the servicing facilities at Williamson were improved. It may have been a "what-if" photo, developed by N&W's P.R. Department.

**Accident at Elam's Crossing.** Jim Blackstock assembled material for Amy Tillerson as part of her research project regarding a March 1951 accident near Farmville, VA, involving a bus and a Norfolk & Western passenger train. The accident occurred at Elam's Crossing in Prospect, VA

**Virginian Drawings.** One of our more unusual requests came in February for complete sets of drawings for all major Virginian steam locomotive classes. Recognizing that the total research cost of accumulating such a large number of drawings would be high and the probability of actually selling the drawings likely very low, Brent Stevens came up with the idea of selecting a few representative drawings for each of two classes (elevations and cross sections for the BA and AG) as a sample to see if this is what the requestor wanted. The BA drawing set was completed.

### General Archives Activities

Archive volunteers take on multiple tasks during archive work sessions such as researching requests for help, escorting visitors, maintaining the premises, etc. Many volunteers also do scanning, data base development and other activities off-site. Some of the continuing projects over the last three archives sessions include the following:

Harry Bundy and Landon Gregory flattened rolled drawings using the rotary press and then sorted them by size for inclusion in the HS series. Ron Davis entered 37 of them into the database.

Louis Newton continued research for future Arrow articles. Roger Link scanned photos and newspaper articles for the next installment of Louis Newton's stories in The Arrow. Louis had one slide he needed scanned, but the slide scanner was not working. Roger, Ben Shanks and others disassembled the scanner, polished up the scanner guides with some toothpaste(!) and restored an expensive piece of equipment back to service.

Charlie Schlotthober and Dave Stephenson worked through two pallets of railroad and model-related magazines from the Gillum collection. They found a number of Mainline Modeler, Model Railroader and Railroad Model Craftsman magazines that we needed to fill in our collection and at the same time got rid of many duplicate issues. Empty binders were salvaged for resale.

Our Virginian crew of Skip Salmon and Landon Gregory researched info regarding converted VGN tenders used with USBs (USRA 2-8-8-2 copies) as auxiliary tanks. They entered several items into the data base, including VGN standard drawings, two VGN classification books (passenger,



Dave Stephenson looks for the right Hollinger box as he checks a research request at the March Archives work session. Alex Schust photo



Yes, Virginian fans, there is a Virginian section at the Archives. It is where you normally find Skip Salmon. Skip and Ben Shanks were busy discussing the Virginian at the March Archives work session. Alex Schust photo



freight and misc.), a flyer for the NRHS Roanoke Chapter's 2012 Veteran's Day, and a Virginian Railway September 1, 1937 Public Timetable. They investigated using a Tidewater Railway dispatch table as a conference room table in the restored VGN station in Roanoke. They also researched VGN sign information for the station project.

Dick Fisher worked on locating and tagging N&W/VGN specific information in *Railfan* and *Railroad* magazine. The tagged information can be inventoried and indexed later.

Roger Link scanned 70 slides for the database. He also continued working on scanning the donation from the Milwaukee Road Historical group. At the moment we have 103 documents entered.

Landon Gregory hung a large color picture of the Radford Division Dispatch Panel with Dispatchers Lucian Durham and Basil Ramsey on duty. The photo was taken by N&W photographers and given to Landon by legendary Dispatcher Tommy Duncan. The photo shows all the CTC panels and

items such as calendars, phones, papers, etc. typical of a Dispatch Office of the era (circa 1958).

Ben Shank continued to organize VHS tapes, CDs and DVDs. In addition he replaced the bulbs in some of the fixtures in the warehouse area and began work on repairing the sinks in the restrooms.

Charlie Schlotthober and Larry Hill continued their work on scanning mechanical drawings. The large-format printer went down in January and was still down in February because parts are hard to find. Bob Bowers found a local source to get drawings printed at a reasonable price without compromising quality. This may work as a longer term solution to the printer problem.

Dick Kimball continued reviewing slides to determine content and enter them into the database. He completed over 100 slides.

John Swann continued to add information to the database for books in the library. He and Dave Stephenson are evaluating a future research section in the library which would organize periodicals such as bound volumes of *Railway Age* and *Railway Mechanical Engineer*, as well as numerous reference and textbooks used by railroad office and shop employees as early as the 1890s.

Joe Shaw, assisted by Robb Fisher, continued organizing the freight car files. Joe also worked on a research/purchase request for RB173 refrigerated box car information.

Dave Stephenson processed a box of N&W/Wabash items we received from SRHS. Additional items from the Gillum Collection were processed including: (1) Chessie system posters and photos to be taken to C&OHS in Clifton Forge, (2) new books to the library, and (3) a framed print of an O. Winston Link article.

Having finished cataloging and filing the HS-series drawings on the middle room tables, Ron Davis tackled the HS drawings in the drawing files located on the north wall of the front room. Currently, the stored drawings are both flat and rolled.

## GOB East Activities

Ron Davis, Harry Bundy, Landon Gregory, Roger Link and Bob Bowers worked at GOB East on December 1, December 29 and January 26. Bob Bowers helped out at the December 1 and 29 sessions.

The December 1 session focused on processing rolls of Virginian drawings from the NRHS Roanoke Chapter Collection, which includes cataloging the sorted drawings into the database. We are finding a lot of old material from the N&W Railroad and its predecessors. The rolls of Virginian drawings contain a lot of material from the Deepwater and Tidewater Railways made during the construction of the Virginian Railway.

At the December 29 session the major effort was organizing the boxes of material from VMT by box number. More drawings from the Virginia Tech Collection were flattened, sized and entered into the database.

The January 26 work session was a continuation of flattening and sizing drawings and data entry. An awkwardly shaped map drawing made by Jedediah Hotchkiss showing the proposed route of the East River Railroad from Glen Lynn





Ron Davis looks over the N&W's map for building a railroad from the mouth of the East River at Glen Lynn, Virginia to Pocahontas, Virginia. Roger Link photo

to Pocahontas was photographed. Another map was found showing the railroads (existing and under construction) and mineral resources of Rockbridge County in 1884. There were two interesting items on this map. One showed the Richmond and Allegheny and the Shenandoah Valley on opposite sides of the Maury River between Glasgow and Buena Vista. The other item showed the route under construction of the Valley Railroad leaving Lexington headed toward Salem. A set of 13 drawings for the Virginian Railway station at Roanoke, Virginia were found. Scans were made of these drawings and they are being used by the architect working on Phase 2 of the station's restoration.

### The Hatfield-McCoy Feud and the Archives

We received a special research request from Jerry Cline on January 9, 2013. Jerry asked, "Do you know what records would be available regarding the survey for the railroad through Delorme (Edgerton) WV? I know that the right of way was surveyed around 1888 and that the tracks were completed by 1892. There was an old cemetery with several graves that, according to an old family story, were moved to the current cemetery when the tracks were laid. Would the company or county keep records of obstacles, like cemeteries, that had to be moved? This has some historical significance as it is tied to the events of the Hatfield McCoy feud."

Some e-mail exchanges brought the following response from Jerry, "Our goal is to prove that the family story is correct – that graves were moved when the tracks were laid in Delorme. As I stated earlier, this cemetery has historical importance. The graves would include the grave of what many consider to be the first fatality of the feud, and would also help to provide additional proof as to the residence of Devil Anse Hatfield during the 1870's and 1880's when the Hatfield McCoy feud raged in the region. The feud involved the Cline family in several ways, and it is this Cline Cemetery that is thought to have been moved to its current location just

west of the tracks in Delorme.

"Some background: Peter Cline (1756-1843) was a Revolutionary War soldier and pioneer who settled in that region (Pike Co. KY) in 1813 or so. He settled on Peter Creek, a tributary that flows into the Tug just opposite of Delorme, in Freeburn, KY. In subsequent years, his son, Jacob "Rich Jake" Cline bought all of the land that is today Delorme, WV, and lived there. In the 1830's, Peter Cline and wife Elizabeth, who were advanced in age, moved in with their son Jacob, across the Tug in Delorme. Both died in the early 1840's and were buried in what is today Delorme (Edgerton).

"In 1858, Jacob Cline (veteran of the War of 1812) died (his wife died around that time as well) and provided this "Delorme" land, along with the farmhouse, and several thousand acres from the Tug River to Grapevine Creek, to his son Perry Cline. It is believed that Jacob and wife Nancy were also buried in the Cline Cemetery. Unlike the rest of the Clines of the region, this particular branch of the Clines was unionist during the Civil War (and ironically the only Clines who owned slaves). In January, 1865, Perry's brother-in-law, Asa Harmon McCoy (39th KY Cav. USA), brother to Randolph McCoy who was the patriarch of the McCoys during the feud, was ambushed and killed by Devil Anse Hatfield's Logan Wildcats (CSA). The family story is that Asa Harmon McCoy's wife, Martha Cline, buried her husband in the Cline Cemetery, where her father, mother and grandparents were buried.

"In 1870, Perry Cline and Devil Anse Hatfield lived next to each other. In 1871, Devil Anse sued Perry Cline for illegally cutting timber. In an out-of-court settlement, Perry Cline deeded his family's homestead and several thousand acres of land along the Tug and Grapevine Creek to Devil Anse. Perry then moved to Pikeville while Devil Anse moved into the old Cline home there in Delorme where he lead his family during all of the major events of the feud in the 1870's and 1880's.

"In 1888, Devil Anse Hatfield sold his interests in these lands to J.D. Sergeant, an agent for out-of-state coal interests. Later that spring, surveyors and agents for the Norfolk & Western Railroad began surveying the tracks and purchasing rights-of-way through the Tug River Valley. I understand that the Ohio Extension began around 1890 and was completed in 1892.

"During the laying of tracks, family history states that the marked graves were moved by the N&W to the current cemetery in Delorme, which is right next to the tracks. The problem is that many of the headstones appear to be very old and are illegible. We hope to find some surveyor's notation or other documentation to show the removal and transfer of these graves, and possibly their identification."

During the March Archives work session Alex Schust searched through the Field Note Books for the Ohio Extension from 1887 to 1892 that had been indexed. While we did not find any information for Mr. Cline, we have kept his request on file on as something to look for as we continue to index the N&W's Field Note Books.

## Musing at the Archives



The mangle press is the first step towards indexing and cataloging drawings which have been rolled up for many years. In the top photo, Harry Bundy is busy turning a rolled-up drawing into a flat drawing as he hand-feeds the drawing through the mangle on February 7, 2013.

Once the drawings have made their way through the mangle they are sorted by size and placed with similar sized drawings on the long tables where they are held down with books, bottles and anything else that is available until they get used to their newly flattened condition. It can sometimes take weeks for the curl on the ends of the drawings to disappear. Flattening drawings, which can be a tedious process, is just one of the many important activities that take place at an Archives work session.

The bottom photo, taken on February 8, 2013, shows Landon Gregory in the distance operating the mangle, as the long tables are partially covered with flattened drawings from the February 7 work session.

After flattening, each drawing is then marked with a unique "locator" identification, logged into the database and placed in the flat files. *Alex Schust photos*



### Harry, The Mangle and Me

I was working at the February 2013 Archives session doing some final fact checking on the Dry Fork Branch book when a strange odor reached my nose. I quickly discovered that Harry Bundy had turned on the rotary steam press (or "mangle") to flatten rolled drawings. He just happened to be working about three feet from me because that is where the long tables used to hold the flattened drawings are located. Harry and Landon Gregory are the two main volunteers at the Archives who take on the task of running rolled drawings through a mangle to flatten them. Once the drawings have been flattened they can be stored in flat files. Steam pressing rolled drawings to flatten them is a time consuming, but necessary, job.

I was slightly intrigued by the process, because my grandmother had used a mangle in the 1950s to iron or press clothes. Even though I had seen the mangle at the Archives over the years, I did not recognize it for what it was, I had never seen it in operation, and I did not realize this was how we flattened drawings. Most times, in my experience, rolled drawings were just reversed rolled and hand flattened.

Harry and I got into a discussion about what he was doing, why he was doing it and the order he was proceeding in. That turned into a discussion of what I was working on and how he might be able to help me. Two minutes later Harry was showing me the rolled drawings the Archives had indexed on the Pocahontas Division. Four minutes later Harry was running Pocahontas Division drawings through the mangle rather than those from the Norfolk Division. As each rolled drawing was flattened, Harry would have me look at it to see if it had any useful information.

Because of Harry's efforts I redesigned some pages in the book to include portions of the flattened drawings. Harry found a 1931 drawing for an extension to Auville Yard. The yard had been extended in 1926, but the 1931 drawing showed another planned extension to the southern end to increase the capacity. I assume the depression stopped the plans because the expansion did not take place until 1953. Another drawing that Harry found was a highly detailed drawing for county road reconstruction between Excelsior and the south end of War. Various portions of this drawing were incorporated into the new book.

While there was information on many other drawings, from my perspective the true treasure was the drawings of the multiple surveys made in 1902 for the alternative routes between Jaeger and Bluefield. I had been looking for those drawings for about 10 years and now they were found. The drawings were found because Harry happened to be operating the mangle next to me and while we talked he asked, "How can I help?" That is a question I hear from all Archives volunteers when I am there.

*Alex Schust*



## Places on the N&W - Rural Retreat

### Mount Airy

The community of Mount Airy was formed in the 1700's by Scots-Irish and German settlers along the Wilderness Trail in present-day Wythe County. In 1855, the new Virginia & Tennessee Railroad was built about one mile away and began to replace stagecoach traffic. In 1856 Solomon Buck sold a parcel of his land to the V&TRR for the new Mount Airy Depot, and the community began to gravitate toward the depot. The Mount Airy Depot became a gateway for local produce and raw materials to be shipped out to regional markets, including bottled water from Wyrick Springs, sauerkraut from Crockett cannery, iron ore from Speedwell, and locally raised beef cattle and cabbage. During the Civil War, the Mount Airy depot was key to Confederate supplies including salt from Saltville, leading to its destruction on Dec. 17, 1864 by Union troops.

### Rural Retreat

The depot was rebuilt in 1866. The community was renamed Rural Retreat by the Post Office Department in 1871. The new depot was of Italianate design characterized by low roofs, arched windows, and two towers, and is one of only three such depots of that design still standing today. The others are in Cambria and Abingdon. An 1892 newspaper noted that Rural Retreat boasted a restaurant, broom factory, roller mill and power

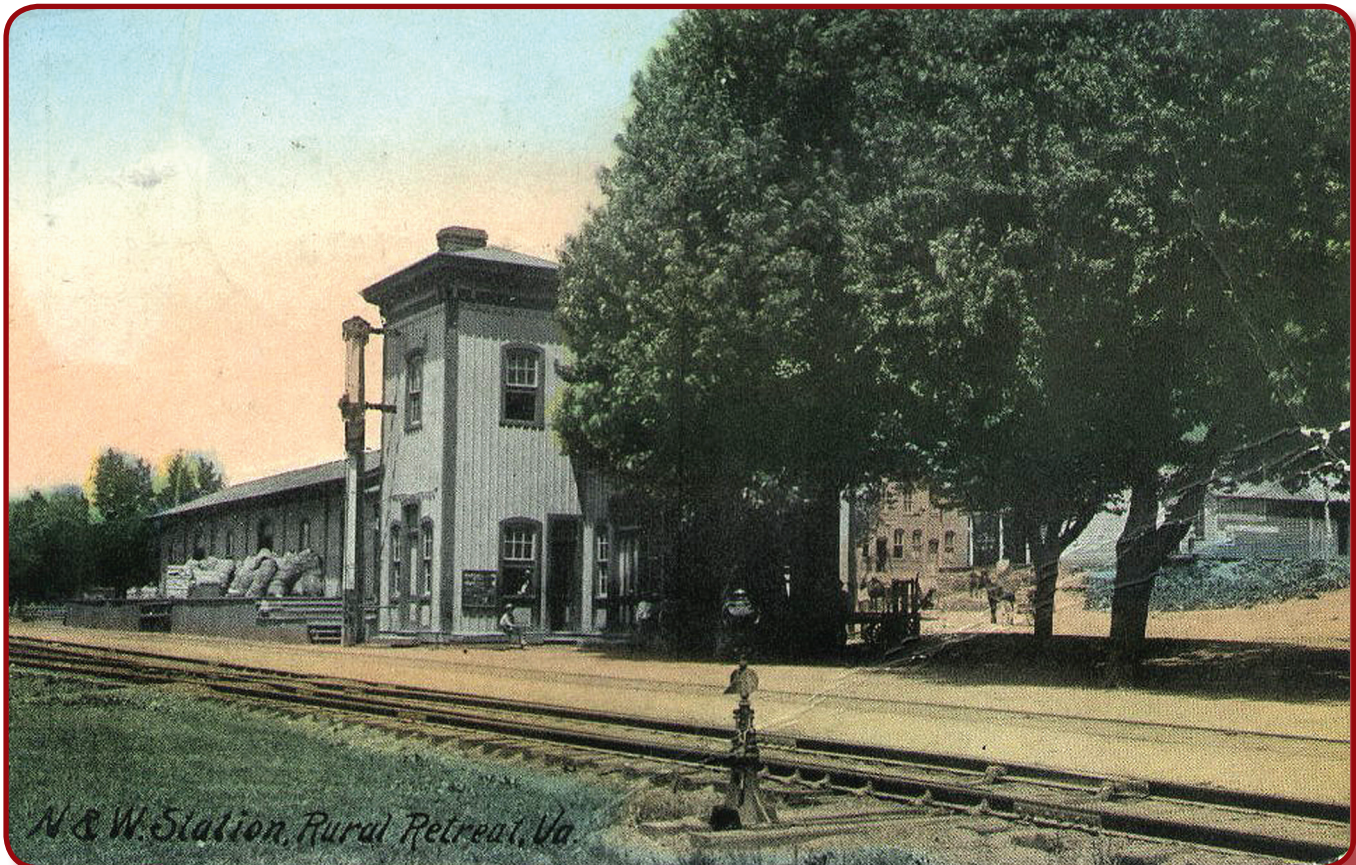
plant, livery stable, barber shop, pressing shop, motion picture theatre, two tin snips, two banks, two blacksmith shops, two hotels, two dentists, three produce houses, three churches, 14 stores and numerous boarding houses. The postcard below shows the depot circa 1910.

### Norfolk & Western

In 1870 the V&TRR became part of the new Atlantic Mississippi & Ohio Railroad that reached from Norfolk to Bristol, and in 1881 the AM&O was renamed the Norfolk & Western Railroad. During its heyday from the 1880s to the 1920s Rural Retreat was known as the "Cabbage Capital of the World", with 299 railcar loads of cabbage shipped from the depot in 1887 alone. Passenger service was discontinued in the 1960's and the depot was leased to local merchants, who used it as a warehouse until recently.

### O. Winston Link

On Christmas Eve in 1957 O. Winston Link made a series of photographs of the last of the N&W steam engines passing the Rural Retreat Depot. Two of the most famous are "The Birmingham Special Gets the High Ball at Rural Retreat" and "The Pelican at Rural Retreat". Both photos show station agent J. L. Akers signaling the trains. Akers was the telegrapher and agent at Rural Retreat from 1919 until his retirement in 1959.



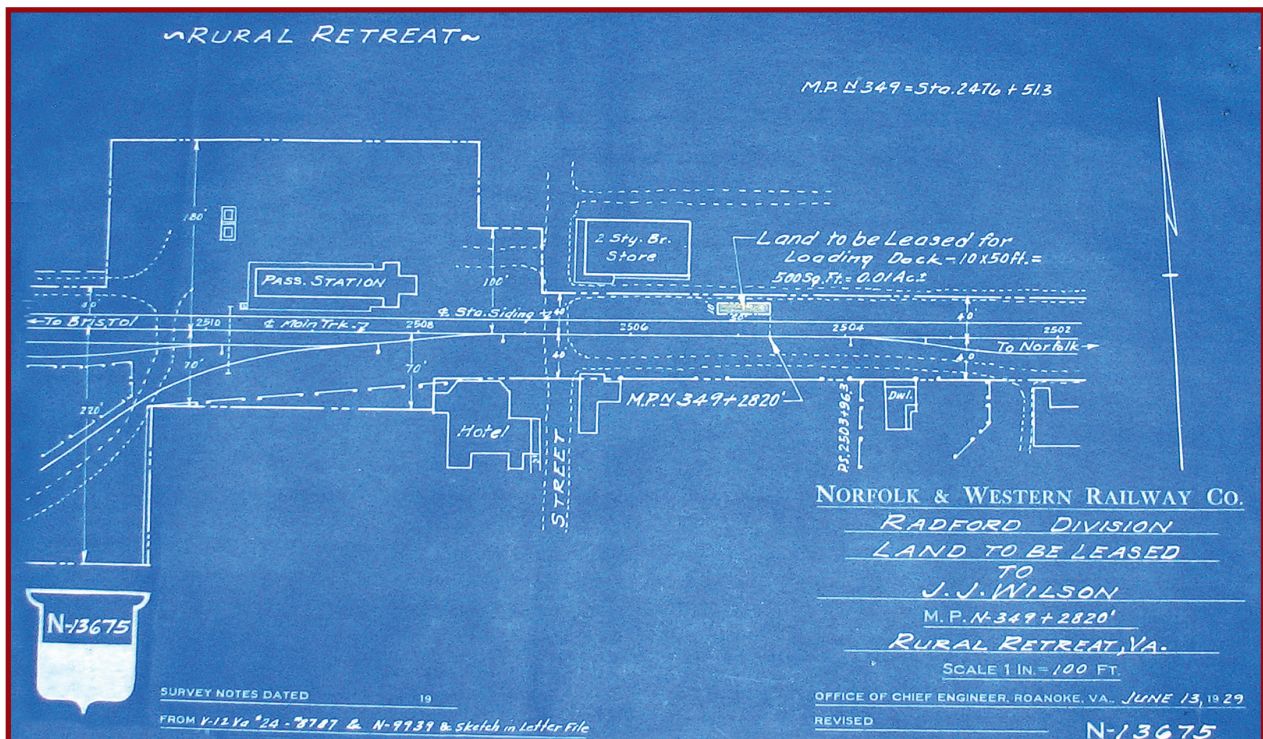
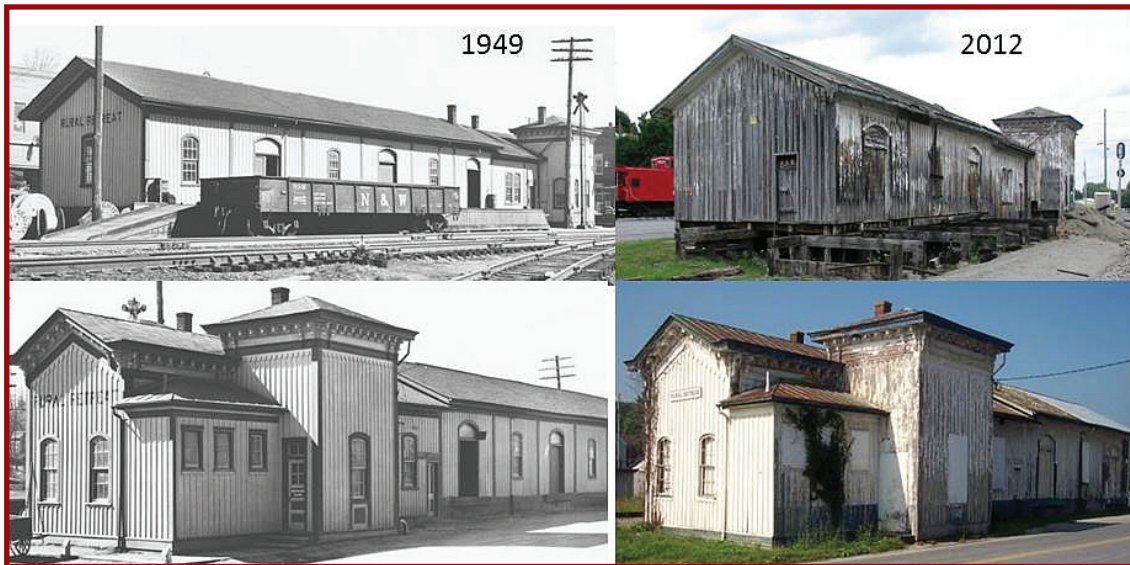


## The Rural Retreat Depot Foundation

The depot visibly deteriorated from the 1960's until 2012, when it was purchased by the non-profit Rural Retreat Depot Foundation. The Foundation's objectives are to acquire, restore and manage the depot for the benefit of the community. The Foundation was established in 2011 and raised \$90,000 to purchase the depot. It is now seeking donors and grants for the Phase 2 External Stabilization and Restoration. The drawing to the right depicts the restored depot. A community usage survey was conducted that showed strong support for a central meeting and event area, including a regional farmers market and a venue for local artisans. ~ Frank Akers



For more information please visit [www.theruralretreatdepot.com](http://www.theruralretreatdepot.com)





## Along the N&W in the 21<sup>st</sup> Century



Above: Back in the good "ol" days, engineer Eddie W. Wilson rolls past MP H-58 on June 4, 1980, with two cars destined for Berryville. Lead locomotive GP38AC No. 4104 was one of three locomotives sporting the short-lived black and white paint scheme.

Below: On February 11, 2013, a NS welder works on a thermite weld in order to bring the track at the slide site at MP H-58 back up to normal speed. Compare the hillside with the previous photo and you can gain an appreciation of the amount of rock involved in the incident. *Mason Cooper photos*



In the early morning hours of February 1<sup>st</sup> a further complication developed when Train No. 11R derailed while crossing the slide site, putting the 29<sup>th</sup> and 30<sup>th</sup> cars in its consist on the ground. Traffic again ground to a halt. Local No. V89, which assembles and breaks down set offs at the Virginia Inland Port, pulled the north end of the rear of the consist of Train No. 11R back to the south end of the double track at Ashby, while crews began putting the track back in order. The rerailing and right-of-way work was completed in the early afternoon. In the meantime, traffic had backed up again, with Train No. 211 held at Success, the next signal north of Ashby, and Train No. 227 held at Woods, the next signal east of Riverton Junction. Local Train No. V86 left its consist at Front Royal and returned south to get cars from Train No. V88 at Summit, while Train No. 38Q waited at Shenandoah for the route to clear. Traffic held at Hagerstown included Trains No. 37Q and No. 228, with No. 203 positioned to lead them out of town when the smoke cleared.

Finally at 4 p.m., Train No. 11R, with its cars re-railed, backed over the site to pick up the rest of its cars at Ashby. Once on the double track, intermodal Train No. 211 ran around Train No. 11R, and the pace of traffic resumed.

Over the next few days repairs continued, and speed limits over the section were gradually raised. Ironically, the site of the slide and derailment occurred at the same location where N&W Train No. 17 rear-ended Train No. 95 on May 23, 1972. I'm not saying that MP H-58 is jinxed, but it has seen more than its share of trouble.

### Rock Slide on the Shenandoah Division

There are few spots more critical to operations on the former Shenandoah Division than the single track section between Riverton Junction and Ashby, Virginia. This segment is a part of Norfolk Southern's "Crescent Corridor" rail line, which provides rail service between New Orleans and New Jersey and is designated as a high capacity route. Between Riverton Junction, which is located at MP H-59, the line hugs the Shenandoah River as it passes through an area shared by the former Riverton Stone Corporation, Interstate Route I-66 and a county owned golf course. It reaches the south end of the double track at Ashby, which is located at MP H-57.

Fluctuations in temperature in the early morning hours of January 31, 2013, initiated a rock slide that crushed the slide fence, leaving the right of way under tons of limestone and debris. The largest boulder in the rock slide measured 40 feet x 12 feet x 12 feet. Almost immediately traffic began backing up at terminals in Hagerstown, Maryland, and Manassas and Shenandoah, Virginia. Intermodal trains No. 290 and No. 227 were shunted into sidings on the former Southern Railway line from Manassas. Over on the former N&W, morning local No. V86 could get no further north than Front Royal. Following train No. 16T was held at Shenandoah Yard. Intermodal trains No. 211 and No. 228 were held at Vardo Yard in Hagerstown.

The railroad rushed heavy equipment to the slide in order to quickly clear the right of way. It was necessary to use explosives in this work. At 2:56 p.m. the railroad began heading traffic towards the slide in anticipation of its clearance. Intermodal Train No. 211 in Hagerstown was the first train allowed to move, followed by Train No. 203 which had arrived at Vardo Yard from Harrisburg in the interim. All through the rest of the evening traffic took turns crossing the slide site under a 10 m.p.h speed restriction while cleanup work continued.

*Mason Cooper*



## Tracking Heritage Units on the Old N&W



Heritage Unit Interstate No. 8105 was trailing NS locomotive No. 8007 when Jeff Hawkins photographed the train at Bluefield Yard on May 27, 2012.

Everett Young photographed Heritage Unit Savannah & Atlanta No. 1065 as it led eastbound coal train No. 578 pass the Falls Branch signal near Williamson, West Virginia, on August 5, 2012. NS locomotive No. 1061 is behind No. 1065.



Jeff Hawkins photographed Heritage Unit Southern No. 8099 as the lead pusher at Coopers, West Virginia, on May 27, 2012. No. 8099 is trailed by NS locomotive No. 8056.

*If you would like to see your heritage unit photograph here send it to [taf@nwhs.org](mailto:taf@nwhs.org).*