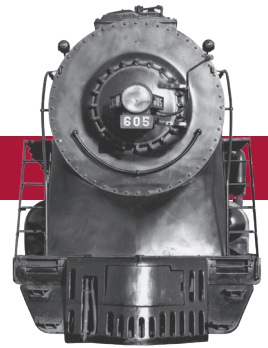


FROM THE EDITOR'S DESK

BY KEN MILLER



Thanks for downloading the 2021 Issue Four sample copy of *The Arrow*! I certainly hope you will enjoy the sample. This is our current (at this writing, December 14, 2021) magazine, complete, no missing material, that is our gift to our friends.

We hope that you all will consider joining the Society to help make us a stronger organization, please see the membership form at the end of the PDF.

About this issue; it was delayed due to some unfortunate circumstances, and due to the cost of paper rising, and shortages, it was cut back to a 32 page issue plus covers. Most of our recent issues are 48-pages plus cover.

The Arrow is a high-quality publication, which I hope you can get that idea from this downloadable copy, US members receive 4 issues of *The Arrow* a year in the mail with their membership.

Please consider supporting us, to continue with the quality magazine you see here. You can simply join on line at:

<https://www.nwhs.org/commissary/membership.html>

THE Arrow

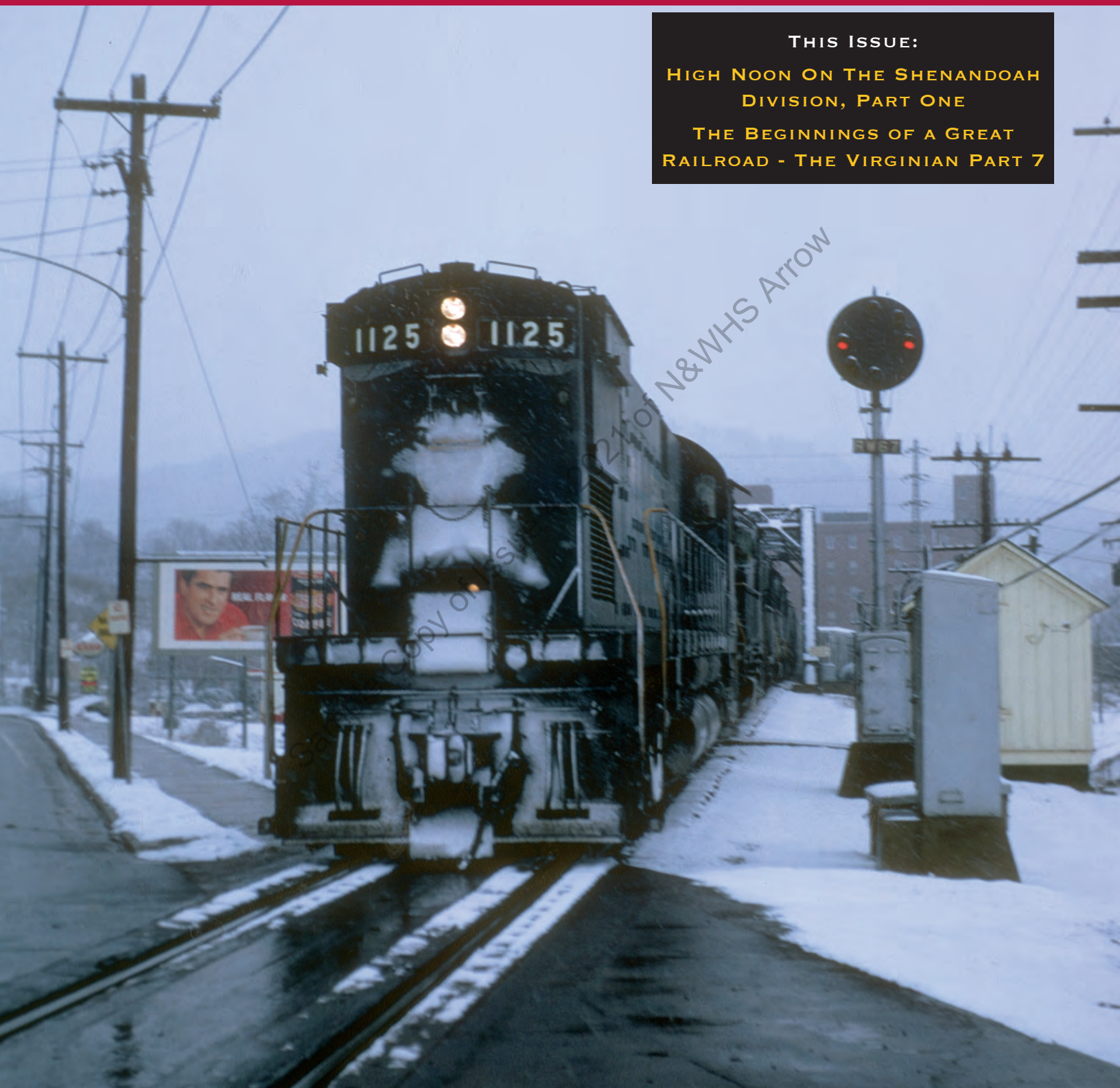


Norfolk and Western Historical Society Magazine

PRICE \$12.95

VOLUME 37 ISSUE 4

OCTOBER - NOVEMBER - DECEMBER 2021



THIS ISSUE:
**HIGH NOON ON THE SHENANDOAH
DIVISION, PART ONE**
**THE BEGINNINGS OF A GREAT
RAILROAD - THE VIRGINIAN PART 7**

Norfolk and Western
HISTORICAL SOCIETY



From the President's Desk 1

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Letters to the Editor/From the Mail Bag 2
Letters, we get letters! Comments, and corrections abound!

The Beginnings of a Great Railroad, Part 7 8
Tom Salmon's great series on the early days of the Virginian Ry.

High Noon on the N&W, Part 10 22
Glenn Fisher continues his exploration of the Norfolk and Western at the height of the steam era, in August 1955 with a visit to the Shenandoah Division, in this issue, part 1, from Hagerstown to Shenandoah.

Coming Up In Future Issues of the Arrow:

*Tom Salmon's outstanding history of the earliest days of the Virginian continues.
 High Noon will conclude with the final part of the Shenandoah Division
 Alex Schust focuses on N&W's Camp Obidah and the Narrows Branch
 A Look at St. Paul Virginia
 Part Two of the Last Years of N&W Passenger Service
 Personal experiences of growing up as the daughter of an N&W Engineer*

Remember, articles are always needed, just because it might not have appeared in the Arrow, does not mean it has been forgotten. It either needs some illustrations to carry it better, or simply space has not been available. There are a number of articles awaiting space right now.

To those who would like to contribute, we love having a backlog of material, but we only can publish so much in a given time. So, please be patient, space is at a premium, and like in the past, recognizing those anniversary events is very important. The editor juggles a lot of things here, and this magazine is a big production, so patience is a virtue.

My sincere apologies for the lateness of this issue. As you will note in the editor's column, the price and availability of printing paper has changed considerably due to shipping logistics, production of the paper and more. Hoping to be back to schedule with the next issue.

www.NWHS.org

Cover

While the cover photo has nothing to do with the subjects in the *Arrow*, it is such a dynamic winter scene, the editor could not resist using it for the winter issue. On snowy February 29, 1968, Dorr. M. Tucker captured a rare view of Train No. 50 from Winston-Salem, NC about to cross Jefferson Street in Roanoke. Leading today is C-628 No. 1125 running long hood forward with three more units trailing. This is a timeless scene with a light snow on the ground, and sky promising more to come. So much has now changed in this scene, the grade crossing has been eliminated, the highway bridge (at left) is long gone, of course, the big Alcos are long gone. For the Roanoke-area readers, note the billboard for H&C Coffee, served on N&W Dining Cars at the time and still available locally today.



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www.nwhs.org

* International is considered as any non-US mailing address. Those members receive the *Arrow* as a downloadable PDF only, for rates for a printed magazine, please email membership@nwhs.org

THE HEAD END

BY TIM HENSLEY - PRESIDENT

Much of my activity of late was spent diligently working back and forth with Ken Miller on revising our *3 Times a Lady* book for the Society. In addition, I made two trips to Roanoke for the purpose of this work.

Once the product arrived, Ken and I signed approximately 300 books. Then, I made a three-day trip to Strasburg over October 1-3, in the company of Chairman Scheer and Ken Musante to market the book while N&W Class J No. 611 was still operating there.

We sold approximately \$5,700 in books, picked up seven new memberships and sold miscellaneous hats and other merchandise. Since the 611 will have federal work performed in PA over the winter, the opportunity to revisit this lucrative venue will present itself again in the spring and perhaps into the summer...

On Thursday, October 7, I addressed 30 retired N&W railroaders during their monthly luncheon at Bluefield, VA. Sold two new memberships and two hats. Then, I went on to Twin Falls State Park (October 8-9) for two days of

FROM THE EDITOR'S DESK

BY KEN MILLER

And so we end another year. I hope it has been a far better year than 2020 was all our members and friends. While we have come a long way, at least it is hoped, on COVID-19 and its variants, please keep in mind this is something that may continue for some time, so as they say on the railroad: SAFETY FIRST!

Follows is what I consider another excellent *Arrow*, I hope you feel the same. One point you will notice, is this is a 32-page issue. There are several reasons this is not a 48 page issue, primarily, with supply shortages, one of the many things that has drastically gone up in price and down in availability is printing paper. The price of this 32-page issue is higher than any previous 48-page issue had been! Second, it is late, simply because of I want to give special mention to Dr. Rev. Glenn Fisher who has provided us with an excellent snapshot of the N&W at the apex of steam operation in his series "High Noon." We are considering taking all the articles (with noted corrections!) and put them in the form of a book, with additional illustrations and drawings. We'd like to see the interest in this project, please email me at theArrow@nwbs.org with your interest. It would likely be late 2022

fellowship with the Virginian crazies; we visited Mullens, saw where the new Consol Met Coal mine at Itmann is going and toured the Winding Gulf.

Other activities included two phone calls with retired NS Chairman David Goode in regards to possible property acquisition, the capital campaign and pending items we have requested. Our capital campaign is off to a good start as a long-time member has recently contributed \$12,000 anonymously and another has hinted at one of "five to six figures" after the after the first of the year. Finally, I assisted Ken Miller with *The Arrow* and tended to routine administrative matters.

In closing, let's remember those we have lost. And I want to wish each and every one of you a Happy Holiday Season and Prosperous New Year!

.....

before it would be available even with a strong expression of interest.

While this issue was in production, we lost one of the real icons of the Society; Louis Newton passed away. I am grateful to Gordon Hamilton who did his memory of Louis for us.

One person I want to recognize here is Dorr M. Tucker, Jr. Dorr is originally from Charleston, W.Va. and grew up watching the C&O out the window. His family relocated to Roanoke when he was young. Dorr started his photography in the mid 1960s and continues to this day. Dorr made a decision a few years back to donate his slides that relate to the C&O to the C&OHS and now he has donated the N&W slides to N&WHS. You saw some examples in the recent issues of the *Arrow*, and there is much more to come. Dorr realizes that his material needed a good home to last after he has gone. So he chose us.

I'd also like to make a pitch for all you members and friends out here who were shooting photos and slides during the 1950s-60s-70s-80s. While we all might think



High Noon Correction

In regards to the issue 37-3. On the *High Noon* segment. My understanding is the Crewe roundhouse had 26 stalls and the original had 21 stalls. Changed when 85 foot turntable was replaced with 115 foot turntable around 1919?

Al Gerard

From the Editor: Mr. Gerard, Indeed you are correct. Glenn Fisher quoted that from another book. We do not know where the original author got his data. The original roundhouse from the 1880s was 21 stalls. The original turntable was replaced with an 85' one in 1910. In 1914, the roundhouse was enlarged to 25 stalls. The turntable was again replaced, this time with a 115' turntable in 1919. (*N&W Annual Reports*) Drawings in our Archive collection from 1923 and 1925 confirm it was 25 stalls were in place at those times.

Ken,

I just found some time to start reading the *High Noon* article in issue 3. First page second column, I think you will find that it should read "Automatic Block Signals," not, "Absolute".

Jimmy Lisle

Issue 37-3 Comments

The latest issue of *The Arrow* is a real treasure with all of the information and superb photographs of the N&W east of Crewe. I was especially pleased with the two August A. Thieme pictures taken in Blackstone. I hadn't thought about that town since my 1968-1970 U.S. Air Force duty at Langley Air Force Base in Hampton, Va. I was a C-130E pilot then and we used to fly two and three ship, in-trail formation training over central Virginia at 500 ft. above ground. Most of the missions involved climbing a bit higher at Camp Pickett just east of Blackstone to drop some very battered Jeeps on pallets. The navigators would steer us around school buildings and the sightseeing was an authorized treat, especially when I would spot an N&W freight, coal or hopper train below.

*Bob Krone
Greenville, SC*

The editor notes: Gary Street chastised me in a lengthy letter for stating it was possible for the sleeper Buchanan County might have appeared in the actual Buchanan County. Gary, I'm sorry and offer my apologies, but it still was remotely possible on an inspection train or special train, but you are the expert on the territory, so I will bow to you. By the way Gary, I'd suggest when you are writing to complain about accuracy you should probably make a special effort to spell the editor's name correctly on the mailing envelope! ●●●●

we are invincible and nothing will ever happen to us. But unfortunately, we are all mortal, and unless we have things specifically spelled out, there is no telling what might happen to your collections. Your photos, slides, negatives most certainly don't mean as much to those who might be left as they do to you. Over the years, I cannot tell you how many trays or magazines of slides I've seen at estate sales or even simply tossed in the trash. Never found any mother load of railroad slides, but it does not mean it was not out there! It is a simply fact that most family members (particularly younger ones) or relatives have zero interest in your hobby, history, or even family history, so a lot of that stuff simply is viewed as garbage and tossed without a second thought.

In addition, all that stuff that you spent many hours and dollars collecting, photographing or just saving, might look fantastic to you, but when you no longer have a say in the matter those who are charged with cleaning out your place after you are gone or unable to make decisions, it just looks like so much trash. And it is part of an overwhelming job to clean out a place. Believe me, I look at this for myself, and my house is full of stuff. I come from a line of "keepers." While it may not be quite as bad as a "horders" TV show, it is bad enough. My father kept copies of his federal income tax forms from his first in 1938 to his last! And that is just one example. Unfortunately, in my mother's last few years, she decided to "clean up" and may well have tossed or had someone toss out. As an example were are missing a life insurance policy that the insurance company cannot find, and I can only guess at the other things. I've begun to take a look at what all is there, trying to look at it from the standpoint of my stepson who will very likely be the person who will have to clean the place out, and I do not envy him. While a lot of my stuff is reasonably well organized, there is still enough that is not. My collections are not simply railroad related, but covers World War II, rock and roll music, local milk and soft drink bottles, local history, well, you get the idea. I've made efforts to point out items that are particularly valuable, but nothing compares to tags and details on items.

Whatever it is you collect, timetables, photos, artifacts, etc. please consider what may happen to it if something happens to you. The Society looks for everything, and if it is duplicate or not significant to us, it is recycled in the form of being sold to help keep the archives up and running, which is as important as the artifact, because an artifact that has no home is of no use to folks.

In that same vein, the Society is willing to work with you on an estate gift or any kind of bequest you'd care to make. Please feel free to contact us at the post office box or via e-mail and we will be glad to talk with you.





In Memorium

By Gordon Hamilton

This is an occasional article about the passing of notable N&WHS folks. For readers of the *Norfolk and Western Magazine* many years ago may recognize the phrase "The Innumerable Caravan" which titled the listing of those members of the N&W family who had recently passed on.

Louis Maitland Newton May 3, 1927 - August 13, 2021

The N&WHS lost one of its most knowledgeable and esteemed members with the death of Louis (aka Louie) Maitland Newton.

Louie retired as Norfolk Southern Assistant Vice President - Transportation Planning, and was a frequent attendee at the N&WHS Archives' monthly work sessions. He exhibited a wide interest in, and knowledge of, anything that ran on rails.

Louie was born in Chattanooga, TN, where he grew up and where he showed early fascination with the local streetcars and trains.

Louie doubtless inherited much of his rail interest from his engineering-educated father, Walter Lewis Newton, who held various jobs in the street railway systems of Rome, Ga.; Birmingham, Al.; and Mobile, Al., and who obviously had more than a normal interest in rail matters as evidenced by his many streetcar and railroad photographs that appeared in Volume One of a four-volume set of books, titled *Rails Remembered*, that Louie would later write.

Louie's introduction to Norfolk and Western Railway's Precision Transportation and its outstanding steam locomotives took place in the waning days of World War II when, as a U. S. Army soldier on his way to Camp Pickett near Blackstone, Virginia, he had enough layover time between trains in Roanoke, Virginia, to ride a Roanoke Railway & Electric streetcar to South Roanoke and back, plus time to familiarize himself with the N&W's fine steam locomotives,

particularly the streamlined Class J passenger locomotive, which his writings show impressed him very much.

Following army service and a degree in Mechanical Engineering from the University of Tennessee, Louie joined the railroad that so impressed him, the N&W Ry. His first assignment was as a special apprentice in the Motive Power Department, involving hands-on stints in various N&W locomotive and car shops. Subsequently, Louie performed a key role in the construction of the N&W's massive steam-turbine-electric locomotive at the Baldwin-Lima-Hamilton shop in Eddystone, Pennsylvania, and in the road testing of the completed locomotive on the N&W.

Louie next began an upward climb in the Operating Department that led to his ultimate AVP position. One legacy from Louie's service in the Operating Department is the extraordinarily detailed notes that he took as he traveled and worked over the railroad.



The N&WHS archives has a collection of 36 of these notebooks. An examination of one of his notebooks for the Clinch Valley line shows that he sketched and identified every track switch, signal, curve, etc.

Louie was a true gentleman who practiced his religious faith. Those of the N&WHS monthly group who would go to lunch with Louie would observe his closed eyes for a moment before he began eating and would understand the significance.

One of Louis' projects at the N&WHS archives was a time-consuming search through all of the N&W Magazines from 1923 on for N&W historical articles, which he marked by appending yellow sticky notes as tabs.

Louie is survived by his wife, Sibyl, and daughters, Alice Newton Harris, Ellen Newton Auten and Julia Newton Buie. *RIP*

.....

N&WHS Archives Collection NW05891

N&W No. 2300 Class TE1 Jawn Henry at Shaffers Crossing roundhouse on July 31, 1956. Front: H.L. Scott, Jr. (N&W), W.A. Jamison (N&W), C.C. Hamilton (B&W), L.M. Newton (N&W), Back row: B.K. Martin (BLH), H.S. Swenson (B&W), J.A. Dillon (B&W), J.G. Buttner (Westinghouse), H.M. Sink (N&W), H.G. Bartlett (B&W)





In Memorium

By Gordon Hamilton

This is an occasional article about the passing of notable Norfolk and Western people. I had hoped to have a photo of Mr. Sterzing, but found nothing in any of the available files.

Carl Bruce Sterzing, Jr, May 14, 1933 - October 9, 2021

The recent deaths of Louis M. Newton (covered elsewhere in this issue) and Carl Bruce Sterzing, Jr. have had an emotional effect on me because both were personal friends of mine.

I met Bruce Sterzing during my early days in the Motive Power Department of the Norfolk and Western Railway when Bruce was a solicitor in the Law Department of the N&W after earning a Juris Doctor at Harvard Law School. We were both railfans and single in those days, and we formed a friendship after we met. I remember a trip we took together to Pennsylvania to ride a Reading Ramble excursion train. Also, as outlined in the July - Sept. 2019 issue of this journal it was Bruce who phoned me to invite me to join him in the cab of a Southern Railway F3a diesel locomotive for a ride over most of the restored Roanoke - Hagerstown line following the destruction wielded by Hurricane Camilla, with a return

in the caboose of a freight train. Bruce and I even double dated one time, but both of us ended up marrying ladies different from the two on that date.

Bruce had an authoritative voice that belied his sensitivity to human matters. I experienced this a year or so ago when Bruce called me from his home in Virginia Beach, VA, suggesting that we get together for some railfan activity, and he said that he did not want to return to Roanoke because the memories of his life there with his late wife of 41 years, Bettye, were too painful for him to bear. I wish I would have accepted his invitation to get together, but I regret that I missed my chance forever.

Bruce left his mark on the railfan scene in the Roanoke area. He was instrumental in getting the Roanoke Chapter of the National Railway Historical Society up and running and he facilitated the acquisition of key exhibits, such as the N&W

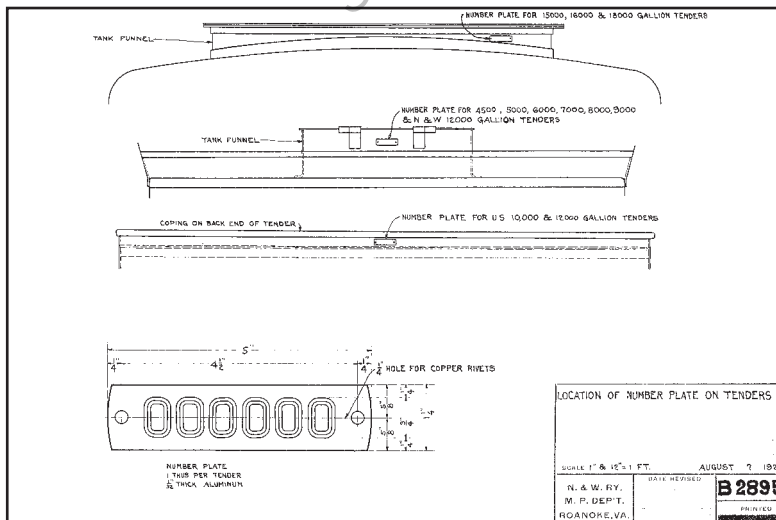
Class A steam locomotive, for the Roanoke Transportation Museum (now relocated and renamed the Virginia Museum of Transportation).

Of course, Bruce is most widely known for his presidency of the Delaware and Hudson Railway where his leadership helped to return the D&H to profitability. Bruce left the D&H and went to the Rock Island Railroad where he served as general manager and later as chief operating officer. After bankruptcy and liquidation of the Rock Island in 1980, Bruce had some other jobs before joining the N&W's successor, Norfolk Southern Railway, in Norfolk, VA, in 1982, where he worked in transportation planning, personnel and labor relations until his retirement in 2000.

Left to cherish Bruce's memory are three children and a brother. RIP

♦♦♦♦

A BRIEF PIECE FROM THE ARCHIVES



Here is one of those recently discovered drawings from the archives.

This is one of those little details that most folks never knew about. The small stamped metal plates were applied to all the tenders over time beginning in August of 1936. We have some internal memos showing the dates applied to which tenders but there is not nearly enough space to place the lists here.

So, this is a detail that the modelers might want to look for! Here, courtesy of Larry Evans is his photo showing that the 611 still has her ID plate to this day.





From the ARCHIVES

One item that has always seemed to confuse many folks is the application of the brakeman's cupola (doghouse) to the tenders of the Class J locomotives. Many folks seem to be under the impression that this was not done until after the locomotives had been removed from passenger service.

The "formal" announcement of leasing the RF&P and ACL E-units came in July 18, 1958, see the clipping from the *Roanoke World-News* at right. Note the key sentence "Most of the Class J engines have been pulling passenger trains." Obviously, some Class Js had been in freight service prior that date. Below from our Archives is drawing D47437 dated February 4, 1958. The drawing was rapidly placed into use as per the following schedule:

Locomotive	Received	Shop
600	02-12-58	Shaffers Crossing
601	02-18-58	Shaffers Crossing
602	02-14-58	Shaffers Crossing
603	02-11-58	Shaffers Crossing
604	02-24-58	Shaffers Crossing
605	02-13-58	Shaffers Crossing
606	02-18-58	Shaffers Crossing
607	02-10-58	Shaffers Crossing
608	02-26-58	Shaffers Crossing
609	02-26-58	Shaffers Crossing
610	02-13-58	Shaffers Crossing
611	02-11-58	Roanoke Shops
612	03-07-58	Roanoke Shops
613	02-27-58	Shaffers Crossing

It is suspected that Roanoke Shops was producing the cupolas between the date of the drawing and the first application only a week later at Shaffers Crossing and the famed 611 at Roanoke Shops.

All from N&WHS Archives Collection

Friday, July 18, 1958.

N&W Passenger Trains To Use Rented Diesels

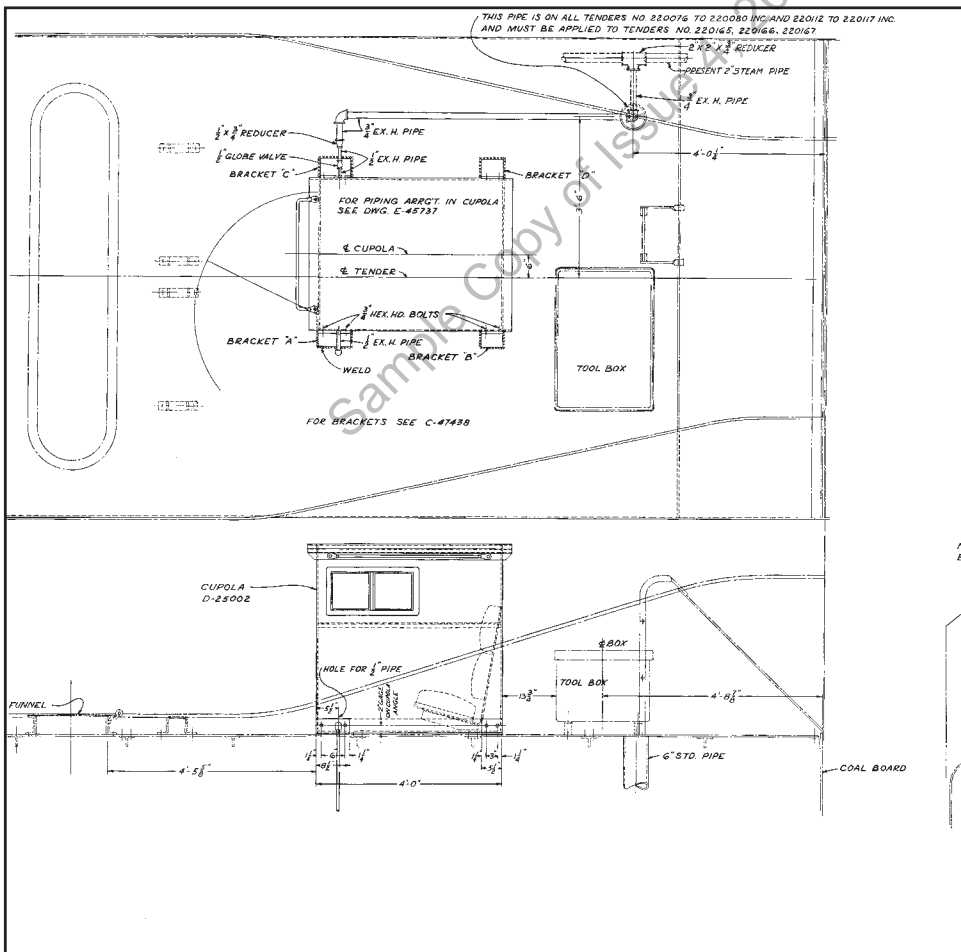
All of the Norfolk & Western Railway's passenger steam locomotives are being replaced by diesel units leased temporarily from two other railroads.

An announcement was made yesterday that the N&W is leasing four 2,250 horsepower diesels from the Richmond, Fredericksburg & Potomac Railroad and eight 2,000 horsepower units from the Atlantic Coast Line Railroad.

They are replacing 14 streamlined Class J steam locomotives which will be stored. Most of the Class J engines have been pulling passenger trains. They are not as big or powerful as the N&W's Y6 and Class A steamers used for freight and coal trains.

Six of the leased diesels came to Roanoke yesterday and were taken to the shops to have the N&W symbol painted on. The first pulled the westbound Powhatan Arrow into Roanoke at 11:45 a.m.

The remaining six diesels will be turned over to the N&W at Petersburg, the junction of the ACL and the N&W.



CANCELLED

N. S. W. RY. M. P. DEPT. ROANOKE, VA.

D47437

SCALE: 1" = 1'-0"



The Building of a Great Railroad

Legends, myths and facts about the earliest days of the Virginian Railway

Building the Tidewater Railway

Part 7 by Tom Salmon

Chapter 9

Early in 1905, H.H. Rogers and his associates had still not committed to begin building the Tidewater Railway from Matoaka, W.Va. to Hampton Roads, Va. Even though construction of the Deepwater Railway in West Virginia was well along, and even though surveys had been made in Virginia and land options for right of way signed, the "combination" still had not pulled the trigger. Assistant Chief Engineer Howard summed up the activities for 1904 in a letter to William Page, whom I assume passed it on to H.H. Rogers.

Jan. 19, 1905

Maj. W. N. Page, President, Ansted, W. Va.

Dear Sir:

I beg to submit the following report of operations on the Tidewater Railway for the year ending December 31st, 1904.

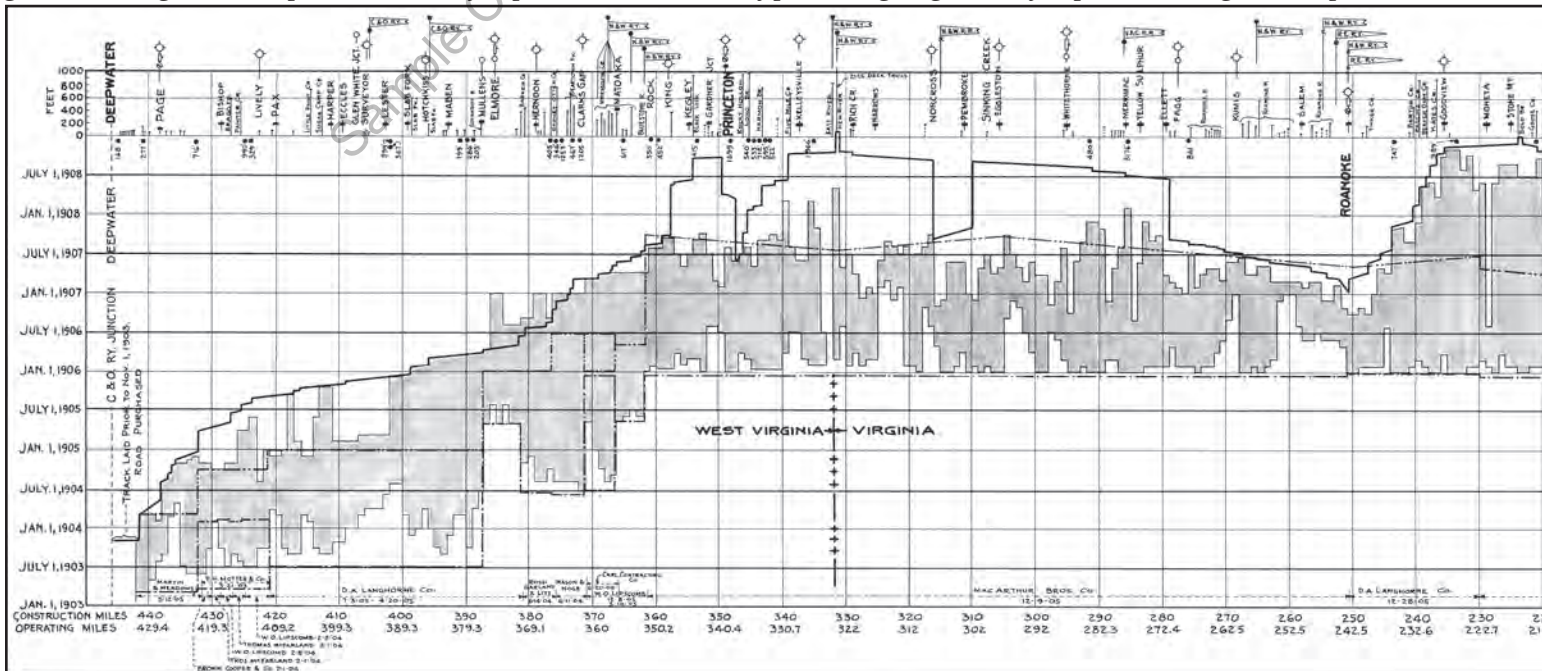
The entire line has been carefully surveyed from the West Virginia state line at the mouth of East River to Sewell's Point on Hampton Roads, 367 miles, and a satisfactory route obtained.

The grades are uniformly light, the maximum east bound ascending grade (against the loads) is 0.6%, compensated, or 25 feet per mile. This grade occurs at only one place; that is on the Alleghany divide between New River and Christiansburg. From Christiansburg to Norfolk or Sewell's Point there is no grade exceeding 0.2% compensated (7 or 8 feet per mile) so that

from the Alleghany mountain at Christiansburg, one engine can haul a train of 50 loaded cars, 100,000 lbs. capacity each, all the way to Norfolk or Sewell's Point. If, as contemplated, a helping engine is used on the grade east of Princeton, W.Va., and another on the Alleghany mountain, the ruling grade for operating purposes from the Princeton Yard near the edge of the coal field to Sewell's Point, Virginia, will be reduced to 0.2% compensated, or about 8 feet per mile.

The grades on The Tidewater Railway as projected and surveyed are lighter than on any existing road crossing the Alleghany mountains. From the Alleghany mountain to Norfolk and Sewell's Point, the grade may be considered as practically level.

Owing to the extremely light grades employed, and the wide stretch of country examined, it has been necessary to conduct a very elaborate system of surveys; this has been extended over a number of alternate routes, representing about 1600 miles of line run, on which careful estimates have been made. There are a number of alternate routes between Roanoke and Suffolk. The Goose Creek line east of Roanoke through the southern part of Bedford county would cut off 19 miles of distance, but increase the cost. A second line from Brookneal in Campbell county, to Suffolk in Nansemond county, has been nearly completed, which it is exacted will cheapen the work, cut off some distance, and afford better yard facilities, though requiring about seven miles of pusher-engine grade 25 feet per mile) as against the present



8-foot grade. An alternate line has been run from Meherrin in to Newport News, crossing James River at Wayanoke, and estimates have been made on a second line to the same point, crossing the river at Mulberry Point.

Another route is being examined south of Roanoke River, running through the counties of Pittsylvania and Halifax, designed to save distance. While these various alternate routes have some advantages to offer, and it is necessary to examine them carefully, the low grade line first surveyed down Staunton River to Brookneal, and thence nearly due east across the country to Suffolk is considered to be the adopted line not to be changed unless for a distinct improvement.

Right of way

All right of way of strategic importance from the West Virginia state line to the Blue Ridge mountains east of Roanoke has been secured by actual conveyance or by contracts still in force. Although keeping contracts in force and renewing options along the line entails an expenditure for right of way agents and expenses disproportionate to the amount paid out for land acquired, the object so far has been not to buy any more land than actually necessary to hold ground of strategic importance. And with holding the ground thus secured it may

be important to remember that the mere acquirement and possession of a right of way, together with prior location of line, will not secure a railway company from rival companies, when the first company "sleeps" as to construction.

Respectfully, (Sgd) C. P. Howard.
Chief Engineer.

In a report in the *Virginian-Pilot* newspaper of Norfolk, Va. dated Feb. 24, 1905, the City Council of Norfolk appropriated \$95,000 for the purchase of right of way for the Tidewater Railway to reach Sewells Point. I doubt that this contribution of \$95,000 tipped the scales in favor of Norfolk over Newport News, nor that it was all that stood in the way of deciding to complete the road in the first place. But, as they say, every little bit helps.

Sometime in early 1905 Assistant Chief Engineer C. H. Howard ceased working for the Railway. There is a document suggesting that it may have been a medical issue. And another suggesting that management was looking for a more rounded and experienced man to be chief engineer. And there is a later letter seeking donations from senior management personnel for a "retirement" honorarium. Whatever the reason, we are missing some valuable material.

It appears that as late as mid-March

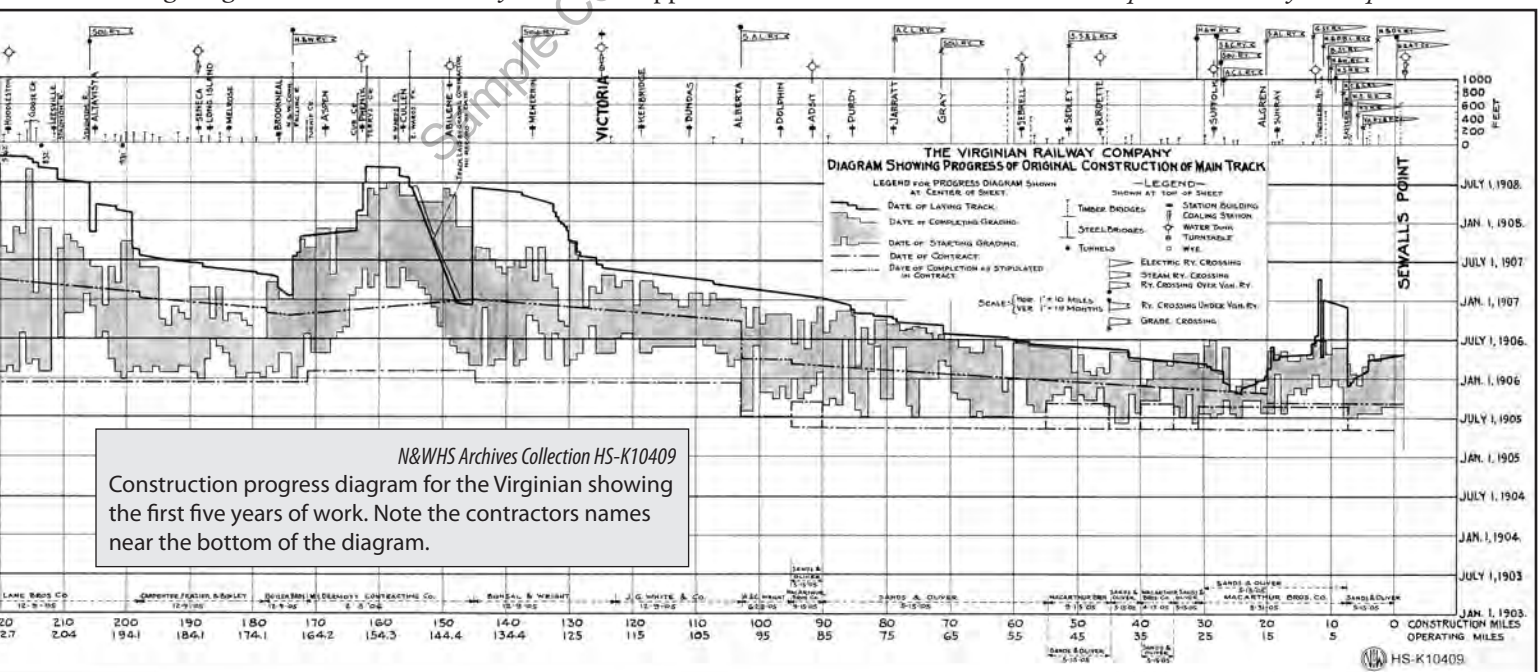
1905 the final decision had not been reached, because Page met with George Stevens of the C&O to discuss some propositions. Mr. Stevens wrote a memo to record the conversation. To whom he shared it with is unknown. March 13, 1905
Memorandum:

At a conference today between Mr. W. N. Page and Mr. Geo. W. Stevens, it was suggested by Mr. Page that if the Chesapeake & Ohio and Norfolk & Western Railway Companies would make a proposition to pro-rate with the Deepwater Railway on business destined both east and west, and would make a rate as low as One Dollar per ton, if necessary, on export and New York harbor business Mr. Page would submit it to his people for consideration looking towards the discontinuance of further work on the Tidewater Railway.

Page must have been in touch with his superiors and a couple of days later, on March 20, 1905 he sent the following to George Stevens. Mr Geo. Stevens., President, Chesapeake & Ohio Railway Co. Richmond, Va.

Dear Sir.

Referring to the memorandum you made in your office on the 13th instant relative to pro-rating with The Deepwater Railway, and special rates to



N&WHS Archives Collection HS-K10409
Construction progress diagram for the Virginian showing the first five years of work. Note the contractors names near the bottom of the diagram.

All Photos Unless Otherwise Credited: National Archives
 Looking west towards Klotz near
 Pembroke, Va.



Tidewater Railway, conditioned upon the abandonment of the Tidewater Railway, beg leave to advise that my people decline to consider any such proposition.

*Yours truly,
 William N. Page*

And with that one could reasonably assume that Rogers and company were going to build to the Sea. And with that missive our sources of documented information from the decision makers mostly dries up.

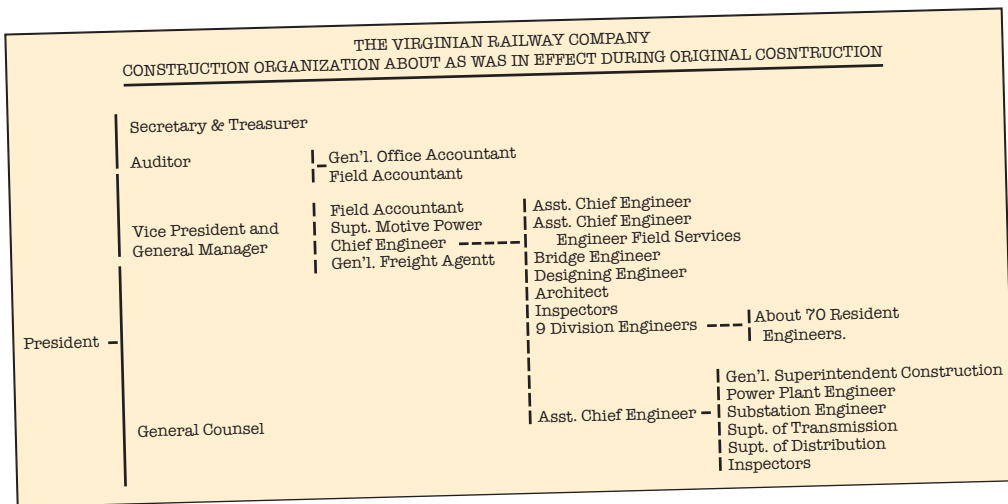
What remains are four letter books from the office of Treasurer Church; surprisingly, three are in the Norfolk Southern archives in Roanoke (as far as we know) and one is in the Princeton, W.Va. Railroad Museum.

For any future researcher wishing to delve into the more arcane financial aspects of the financing of the Railway's construction, this would be an excellent start. As that is a topic all by itself, I shall not address it here.

A very late arrival, and a fortuitous one, to the archival record of period correspondence concerning construction of the Virginian is housed in the Norfolk Southern Archives in Roanoke. Amongst a pallet of material from some dusty old attic somewhere on the railroad were a dozen or more square wooden boxes that held letters pertaining to the construction of the road between Roanoke, Va. and Rock, W.Va. This author with

helpers removed the material from the deteriorating boxes and placed them into Hollinger boxes for storage on the shelves without displacing any material from its original place within the files.

The material appears to be either the files of the Division Engineer responsible for overseeing construction of the road along the New River, or from the files of Asst. Chief Engineer B. T. Elmore in Norfolk. The files appear to be very incomplete but very informative about some issues that arose while constructing the line along the river and beyond. Another section of these files contains a fair body of correspondence between the Company and MacArthur Brothers, General Contractor of the line west of Roanoke to Rock, W.Va. The files are complimentary but touch on a variety of subjects not covered in both. As the



Editor's Note: Both charts depicted at left and at right are replicas. The originals are not available to us at present, and Tom recorded them at the time with his cell phone. Unfortunately, he had a very low resolution camera, and they are not suitable for reproduction as is. These are retyped and thus may reflect some tiny errors, but the original photos are very difficult to read as they were carbon copies to begin with. So, if they are in error, sorry!

files were only a sampling of what must have been a larger set, and because the files were not completely in order, there was some confusion as to their arrangement. Thus, this researcher labeled the Hollinger boxes with stick on notes and made no effort to give them "official" filing numbering at this time. I shall leave it to the future for that task.

Additionally, the photographic collection on the Virginian Railway contained within the National Archives in College Park, Maryland has a number of images from the period showing the construction of the line along the New River. Therefore, I shall give a sampling of the issues that confronted the builders west of Roanoke. Construction contracts were let beginning in late spring 1905. The construction files in Roanoke begin in mid 1906 and end late 1907. **By the summer of 1906 construction was well along on nearly the entire length of road from Norfolk to the coal fields of southern West Virginia.** And the organizational chart of the Tidewater Railway/Virginian Railway was filling out also. On the facing page (left) is a chart submitted to the ICC during the hearings on Finance Docket 3976 in 1916.

The bulk of the following material centers around Division Engineer O.H. Hoffman who had charge in the New River Valley. The earliest letters in these files are from mid-1906 and the first one of note is a letter dated June 25, 1906 from Div. Eng. Hoffman to Resident Engineer J. S. Wyss in Pembroke, Va. Hoffman is calling Wyss' attention to a letter from N&W Chief Engineer Chas. S. Churchill complaining about the grading contractor in his area blasting excess rock into the river that could seriously cause problems with the N&W embankment across the river.

Another interesting paper from June 29, 1906 was the MacArthur Brothers Forces report (right). This is just the headcount of labor constructing the road from Roanoke to Matoaka, West

Virginia. I imagine the number was similar if not greater from Roanoke east.

The list appears to be geographical in nature listing camps and sub-contractors from Roanoke on the top and proceeding westward to Rock. A decrease in 500 men in a week could have any number of reasons and probably fluctuated often. There is a notation in these letters that one contractor moved a couple of hundred men south to work on the Clinchfield Railroad.

But the most serious issue at this time was the contractor activities just downstream from Eggleston. Mr. Churchill and others have written to the Division Engineer for the Tidewater Railway complaining about narrowing the river at N&W's Eggleston Station to the detriment of the N&W. and to the landowner's riverfront land. Division Engineer O.H. Hoffman wrote to Chief Engineer Fernstrom on July 25th, 1906 his findings at that point.

"...and find that from Station 1190 to Station 1193, at 2 points the rock has been pushed out into the river a considerable distance I have seen these points before and knew that there was a great deal of waste rock here.... I had protested against this waste to the contractors and Mr. Respass, Resident Engineer, has also done the same thing as earnestly as possible... In order that you might have a good idea of the river at this point, I have instructed Mr. Respass, resident engineer, to make a map of this side of the river..."

Hoffman added a post script "Messrs. Cabill & Parnell, contractors, were with me when I looked over this point.... And they remarked, somewhat pertinently, I thought, that it would be a bad precedent for the N&W Ry. to complain as they had narrowed the river in many places in double tracking, far more than they had at this point, which is undoubtedly true."

Hoffman followed up a few days later with the map and more concerning the waste rock and channel narrowing. The main point was that there was no impact on the N&W across the river.

"... The point of the cliff that I referred to as extending nearly as far into the stream as this waste rock, is shown on this map as Anvil Cliff. Our line makes a break through this cliff."

Showing how much rock was thrown into the river and unusable as fill elsewhere.

The issue of "wasted rock" would loom large in the following months.

ABSTRACT OF POWER REPORT MAC ARTHUR BROTHERS COMPANY ----- TIDEWATER & DEEPWATER CONTRACT Roanoke Va. Week Ending July 29, 1906						
Location	Increasing		Decreasing		Men	Teams
	Men.	Teams	Men.	Teams		
+Camp Roanoke	62	6 1/2			187	2 1/2
+Camp Furnace	32	14 1/2		4 1/2	31	
+Camp Salem	49	12			41	1/2
+Garet Creek	16	13			15	
*W.E. Fowler	55	1				
W.H. Winston & Co.	119	14				
W.H. Johnson	54	4	2			
Brice Grisson & Co.	64	5		1	6	
Dunn & Crawford	258	22			11	2 1/2
Dore Bros.	110	17 1/2		3	22	
Douglas Bros.	253	10	3	1/2		
Callahan & Hornick	76	7 1/2			11	
Ettore Forata	108	5 1/2	9	2		
+Alleghany Tunnel	197	18 1/2		1	6	
Harman Lindsay & Co.	81	5		1/2	3	
Ingles & Shelburne	154	13			6	1
F.J. Millett	98	7			3	8
J.C. Nobrist	96	13			102	3
W.B. Virgie & Co.	55	6		10	6	
+Camp Carroll	49	10 1/2				1
Cahill & Purnell	182	17			15	1
Mizell & Turnquist	123	8			37	5
Pikeville Grdg. Co.	55	5		14	11	1
Millett & Fitzgerald	89	2		2		
R. F. Rhy	36	2		1	2	
Cenedella & Co.	68	4		4	1	
Leonard Beckman & Co.	71	1		3	1	
Mike Elmore	146	5				1
+Hales Gap Tunnel	206	10				
D.J. McDonald	255	26			9	1
Mason Hanger C. Co.	173	23				
Carpenter & Boxley	374	31				
+Oney Gap Camp	127	5 1/2				34
+Camp Princeton	60	8 1/2			3	3
+Concrete Camp	60	3				1
W. M. Camp Co.	96	6				
Winston & Co.	187	34				
Jan. Hearn & Co.	91	7				
Garland Litz & Co.	132	12				
Bates & Rogers	360	80	15			
+Camp Rock	100	4				
	4867	462 1/2	60	19 1/2	552	26 1/2
Total No. of Men on Line this week	4867					
Total No. of Men on Line previous week	5369					
Decrease (Net) for Week	472 men					
Total No. Teams on Line this Week	462 1/2					
Total No. Teams on Line Previous Week	469 1/2					
Decrease (Net) For Week	7 teams					
MacArthur Bros. Camps + Roanoke Va. July 31, 1906						



“Wasted” rock is rock material that cannot be used elsewhere. It is a generic term used here to describe rock not placed in fills in other nearby areas of right of way. It is just plain wasted. Ideally, engineers try to plan a roadbed where all the fill material they need can be gotten from nearby cuts that they have excavated. In the case of contractors on the New River, they tried not to incur the cost of hauling

the material to the next site, so they blasted it away. Also, they could claim that they excavated, say 1000 cubic yards, when all that was called for was 500 yards. Thus, they could claim additional monies for work performed (see photo on facing page, right).

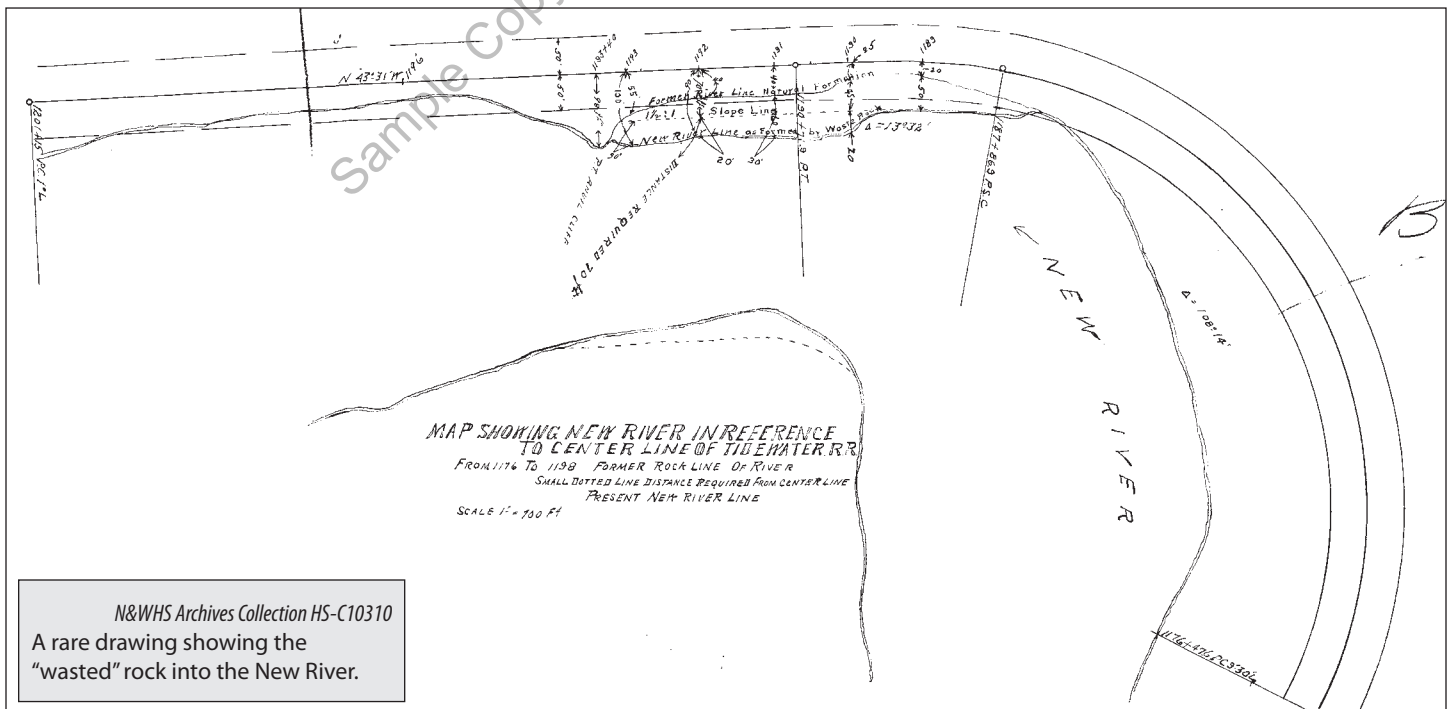
Even Anyil Cliff could not protect the roadbed.

There were several additional back and forth letters between Hoffman

and Norfolk headquarters concerning waste rock on the New River contracts and Hoffman had to reaffirm to all his contractors what the policy was.

*Eggleston, VA. Sept. 18, 1906
TO SUBCONTRACTORS*

Messrs. P. J. Millett & Co., J. C. Zobrist & Co., W. B. Vergie & Co., MacArthur Bros. Co., Cahill & Purnell, Mizeell & Turnquist.



N&WHS Archives Collection HS-C10310
A rare drawing showing the
“wasted” rock into the New River.



Even Anvil Cliff could not protect the roadbed.

Gentlemen

On Sept. 15th I was instructed by our Chief Engineer on account of the waste that has been put into the New River which tends to contract the channel, to give all contractors positive instructions, and see personally that they are carried out, that no material is to be deposited outside of the cross section area of our embankment which would in any way restrict or contract the channel. If these instructions are disobeyed and any material is thus wasted, you will be required to move it at your own expense...."

Hoffman had recently arrived as Division Engineer and was trying to get his hands around this whole waste issue. Not only to satisfy the N&W's concerns but to see if the contractors

were doing what their contract called for. To his chagrin, he found out that they were not.

On October 12th, 1906, he wrote to Asst. Chief Engineer B.T. Elmore in Norfolk.

"...I desire to say, here, that in going over the cross sections on this part of the line with Mr. Respass, who has also recently arrived here, I find that there has been very heavy breakage allowed that never ought to have been. Mr. Guerringer had estimated most of it before Mr. Respass came on line and Mr. Respass has estimated some places in his rock work for a 1/2 to 1 slope in order to take in the amount that has been blasted by Cahill & Purnell.... There will be an excess of breakage claimed here over Mr. Respass's

estimate, of many thousands of yards.... Until I came here and Mr. Respass, who came a few days after me, had arrived, the whole top of the work had been blown off of the cliffs into the river, only a few yards having been hauled into the dump, and the intention of the contractors undoubtedly was to handle it all the way they had been doing and when they were stopped they were generally disappointed or claimed to be...."

Sure enough, contractors will be contractors. Issues concerning wasted rock continued for nearly a year and the correspondence was all similar in nature and tone. And there was a lot of rock work performed.

The railroad continued to monitor and cajole the contractors so as to minimize wastage, and though there

was improvement there continued to be issues. Apparently, the frustration got the best of Division Engineer Hoffman. In a letter dated May 5, 1907 he wrote to Asst. Chief Engineer Elmore concerning the work of contractor P.J. Millett in the Big Stoney Creek area to MP 320. *"This is the part of the work on which Mr. P.J. Millett has been doing so much wasting during the last month.... At the beginning of last month the powder man was changed, the man not wasting enough, I presume....I will now give you some of the cuts handled by the new powder man. In the cut at Station 1677+50-1684 the amount of excavations is given as 9094 cubic yards, the amount taken out 9094 yards, the amount placed in fills 3010 yards, the amount wasted 6084 yards."*

Hoffman detailed other examples nearly as bad. There are many letters like this and it was only a matter of time before the Company refused to reimburse contractors for such wastage. They in turn filed suit and the Company prepared for the court dates. The following are excerpts from a letter to John Kee, Assistant Attorney for the road from Chief Attorney Knight.

"June 23rd, 1908

*Mr. John Kee, Assistant Attorney,
Virginian Railway*



Pinnacle Rocks at Eggleston, Va. - May 13, 1909.



Virginian Ry, Looking East From near Whitethorne, Va. - May 13, 1909. M.P. 287

As you are aware, mechanics' liens have been filed by sub-contractors under MacArthur Brothers company, Cahill & Purcell, J. C. Zobrist & Company, and P. J. Millett, all in Giles County, and suits have been brought by Cahill & Purcell and Zobrist. Louis Mizell, a subcontractor under Mike Elmore, another of Mac Arthur's subs, has also instituted suit, his work being in Giles county....In the case of Cahill & Purnell, _____ Munsey and H. J. Henvonnet, of Eggleston, both of whom were in the employ of Cahill & Purnell while doing their work, have told Mr. O. H. Hoffman, division engineer, that powder was intentionally used to save work for the contractors, and that blasts were

frequently postponed while engineers were in the vicinity in order to escape detection."

Knight's letter went on to outline the company's plans to defend and win the suit. Identify witnesses, both pro and con, collect any and all notes and reports about the subject and prepare evidence to support their argument.

The purpose of this thesis is not to delve into legal arguments or declare a winner. The line opened in 1909 so I can only assume that all legal challenges were settled in a timely manner.

MacArthur Brothers Files

The bulk of this file dates between



East End, Alleghany Tunnel. M.P. 277.2

July 1906 and late November 1907 and there are a number of letters about waste in blasting. For those interested in the details of how the construction progressed, there are a few letters from the Company listing specific locales where work is behind schedule or needs more attention and similar letters from Mac-Arthur Brother's listing progress at many sites. These letters have run up to 10 pages and are bit more tedious than necessary here. But there is some correspondence that is notable in the file.

Sept. 13th, 1906

Tidewater General Manager Raymond Du Puy to Chief Engineer H. Fernstrom

"An inspection of the progress profile to date seems to me to warrant that you should exercise your powers as Chief Engineer under the contract with all of our contractors and pick out places where you should demand that they should put on force. I consider that they have to a large extent been allowed to choose the places where they should do their work first, and I have no objection to this, but I think the time has come when they should be made to put force to do the work where the profile plainly shows that work should have started months ago. If we are to have the work finished with any degree of symmetry, this step is now necessary on our part.

Apparently this mild rebuke of Fernstrom hit the mark, for he got off a letter to MacArthur Brothers (strangely of which there is no copy available) and possibly others. MacArthur Brothers responded with an incredible statement for a contractor.

October 2nd, 1906

H. Fernstrom, Chief Engineer

Answering yours of September 26th, in which you call attention to various portions of the work under our contract which need increase in force, and renewed energies on our part. Will say that we are very glad to get this advice from you on this subject. We have not been particularly making extraordinary efforts to push the work during the last two or three months, on the advice of our Vice President and General

Editor's Note: The original photo was very crooked, it has been straightened up for presentation here.



New River, near Whitethorne, Va. - June 8, 1911. About M.P.286

Manager, who had said to the writer, in confidence, that it was the desire of the Railway Company to keep the expenses and estimates as nearly as possible down within a certain limit. Many of the points which you mention, however, need, and have needed for some time, a little more active pushing; but, with the impression that seems to have gotten out on the line among our subcontractors, that our contract work was not being pushed with rapidity with which it first started in, it has been a little hard... to drive these contractors up to their full limit...."

*Signed for D.D. Madden,
General Superintendent*

The situation improved and the Company was, in general, satisfied with MacArthurs' performance but, of course, they always wanted more – yesterday. Another area of concern was Alleghany Tunnel, the nearly-mile-long bore under the Eastern Continental divide. The problem there seemed to be rock, as discussed by MacArthurs' Madden in the 1906 letter above.

"Will say that this tunnel, from the start, has been a decided disappointment to everyone connected with it, on account of bad ground which we have encountered, which has not only retarded our progress by fully 60 per cent of what we had expected, but has in the same rate added to its cost...."

"Our records show that during the months of August and September, we drive 711 feet of heading, which is much better showing than any previous month. As the material at both the east and west

ends, and the heading west of the shaft is, according to my judgement—after a very thorough recent examination—getting much better, I think we ought to make more rapid progress from now on; and if the average ground holds as good as it is now, we think we ought to average at least 400 feet of heading driven per month. Upon this basis, I figure that we will have the headings through safely by July 1, 1907. If we do this, we will have ample time to take out the benches, and complete the tunnel within our contract time." Again, during this period there were a number of letters, maybe more accurately "reports" showing the progress made and areas of continuing concern. Then came this stunning letter to round out the file.

November 25, 1907

Mr. A.F. McArthur,

V. P. & Gen. Mgr., McArthur Brothers Company- 11 Pine Street, New York.

Dear sir:

In view of the unprecedented financial situation it seems to me that it would be wiser for your company to shut down its work on our road to the greatest possible extent. Whenever this shutdown is effected we will willingly extend you necessary time to complete the work in the future.

The slide at Mile Post 357+/- need not be taken away now nor will we ask you to finish lining any of the tunnels. The work at Alleghany Summit Tunnel should be cut in half or more, and all outside grading have the forces taken off until next Spring or Summer. I realize that it may require some cash for pay roll purposes in order to enable you to



The Virginian's Norfolk division point was Victoria. The station had originally been constructed as a single-story building. In just a few years, the need of a division office brought about adding a second floor. This is obviously fresh paint on August 3, 1910.

get rid of the larger share of your men and I believe that you could make such arrangements as are absolutely necessary with our Treasurer Mr. Church.

Please let me know what you feel like doing about this.

Yours truly, Raymond DuPuy

There was not a response letter in the files that this researcher saw.

So what happened here?

The Financial Panic of 1907

What happened was collapse of the financial stability of the United States. Throughout 1907, stock prices were falling for a variety of reasons, losing 24% in the first nine months of the year. The *Wikipedia* article (the free source website) gives a good capsule of the event and I quote excerpts from it here.

“The Panic of 1907 – also known as the 1907 Bankers’ Panic or Knickerbocker Crisis – was a United States financial crisis that took place over a three-week period starting in mid-October, when the New York Stock Exchange fell almost 50% from its peak the previous year. Panic occurred, as this

was during a time of economic recession, and there were numerous runs on banks and trust companies. The 1907 panic eventually spread throughout the nation when many state and local banks and businesses entered bankruptcy. Primary causes of the run included a retraction of market liquidity by a number of New York City banks and a loss of confidence among depositors.... The panic was triggered by the failed attempt in October 1907 to corner the market on stock of the United Copper Company. When this bid failed, banks that had lent money to the cornering scheme suffered runs that later spread to affiliated banks and trusts, leading a week later to the downfall of the Knickerbocker Trust Company— New York City’s third-largest trust. The collapse of the Knickerbocker spread fear throughout the city’s trusts as regional banks withdrew reserves from New York City banks. Panic extended across the nation as vast numbers of people withdrew deposits from their regional banks....

The 1907 panic began with a stock manipulation scheme to corner the market in F. Augustus Heinze’s United

Copper Company....Augustus’ brother, Otto, devised the scheme to corner United Copper, believing that the Heinze family already controlled a majority of the company. He also believed that a significant number of the Heinze’s shares had been borrowed, and sold short, by speculators betting that the stock price would drop, and that they could thus repurchase the borrowed shares cheaply, pocketing the difference. Otto proposed a short squeeze, whereby the Heinze’s would aggressively purchase as many remaining shares as possible, and then force the short sellers to pay for their borrowed shares. The aggressive purchasing would drive up the share price, and, being unable to find shares elsewhere, the short sellers would have no option but to turn to the Heinze’s, who could then name their price.... To finance the scheme, Otto, Augustus and Charles Morse met with Charles T. Barney, president of the city’s third-largest trust, the Knickerbocker Trust Company. Barney had provided financing for previous Morse schemes. Morse, however, cautioned Otto that he needed much more money than he had to attempt the squeeze and Barney declined to provide



This inspection party stopped their motorcar at the not-quite-completed Meherrin, Va. depot on May 6, 1909. The depot is so fresh, the contractor has not even installed the train order signal or station sign board. On the following page is a HO scale plan for this building.

funding. Otto decided to attempt the corner anyway. On Monday, October 14, he began aggressively purchasing shares of United Copper, which rose in one day from \$39 to \$52 per share. On Tuesday (Oct. 15), he issued the call for short sellers to return the borrowed stock. The share price rose to nearly \$60, but the short sellers were able to find plenty of United Copper shares from sources other than the Heinz's. Otto had misread the market, and the share price of United Copper began to collapse. The stock closed at \$30 on Tuesday and fell to \$10 by Wednesday (Oct. 16)."

With United Copper ruined, banks that held those securities became endangered and depositors withdrew their money as fast as they could. Other banks associated with, or even hinted as being associated with, the Heinz's and their financiers were collapsing. J.P. Morgan and other New York bankers stepped in and tried to shore up the city's banks, and for the most part they stemmed the tide. However other events occurred that added to the tension and confusion and lessened the public's trust in the market and banks in general. Public confidence was shot, banks weren't lending, factories were laying off workers, stocks had fallen 50% and

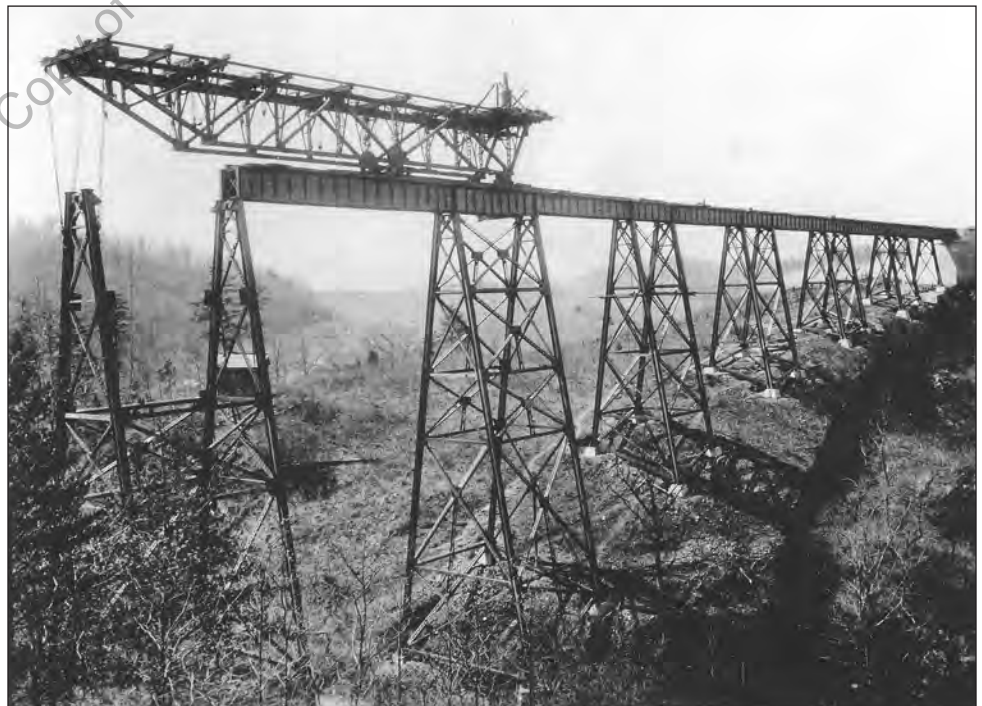
besides no one was buying anyway, and the retraction was complete.

H.H. Rogers was a spectator in this copper-driven mess. But as one of the principal stockholders of the Amalgamated Copper Company, the other huge copper company in North America, he was grievously wounded – having seen his holdings decrease by at

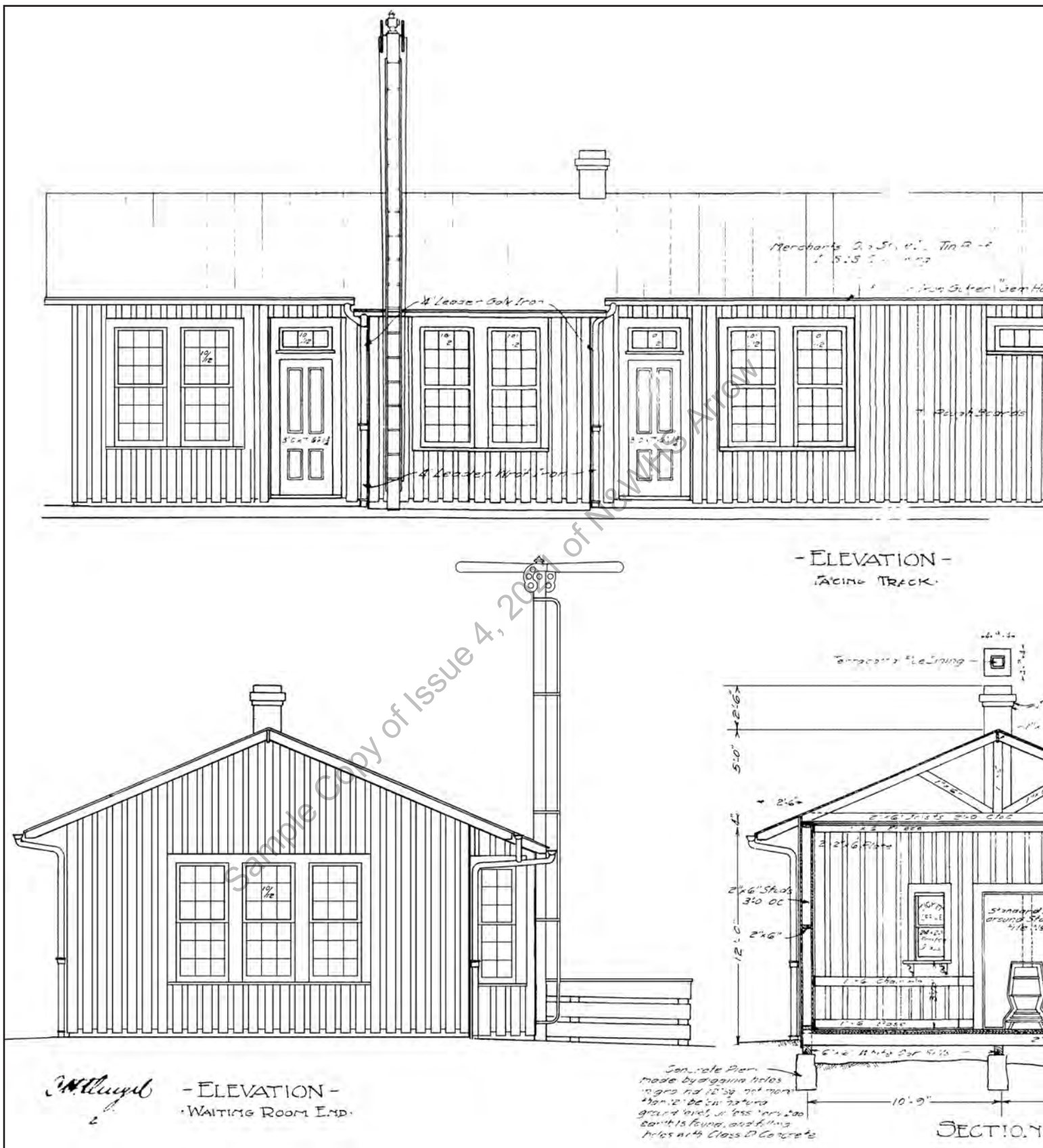
least 50%. And with that, construction of the Virginian Railway came to a near total shut down for almost a year.

The Virginian work was restarted in 1908 and the line was completed by April 1909, in time for H.H. Rogers to tour his road for the first and only time.

.....

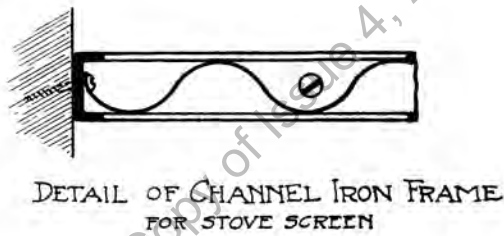
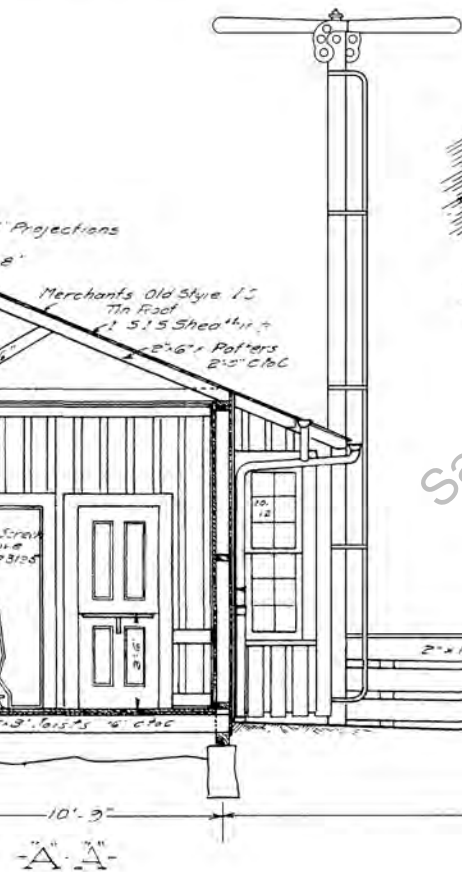
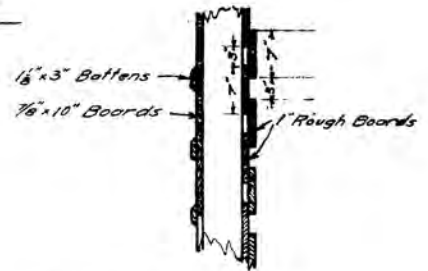
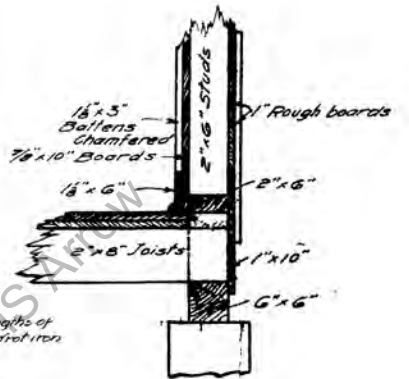
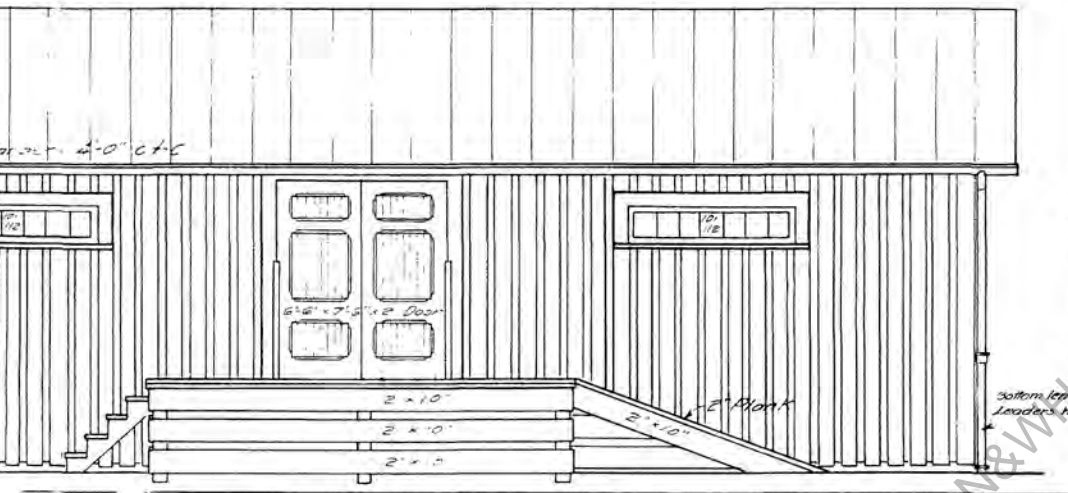


Falling Creek Viaduct - 1907. M.P. 168.0



N&WHS Archives Collection, NWCC00323

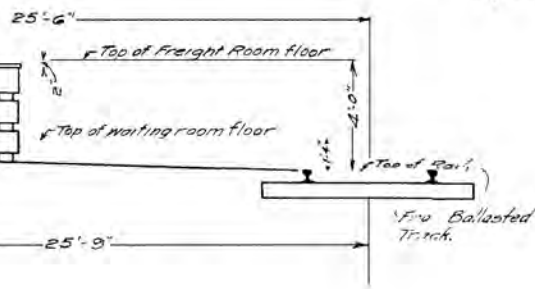
The depot at Meherrin as seen on page 13. The plans were completed on December 9, 1908 and the photo of the finished depot was taken barely six-months later. This drawing, should be very close to HO scale, but check your dimensions with a scale rule. This is actually a fairly large depot for a small place like Meherrin, Va. Today's area population is less than 4,000. Virginian used a variety of virtually the same theme on depot construction, some larger, some smaller. Anyone care to scratchbuild one and show us how it can be done?



DETAIL OF WAITING ROOM WALL

THE VIRGINIAN RAILWAY STATION, MEHERRIN

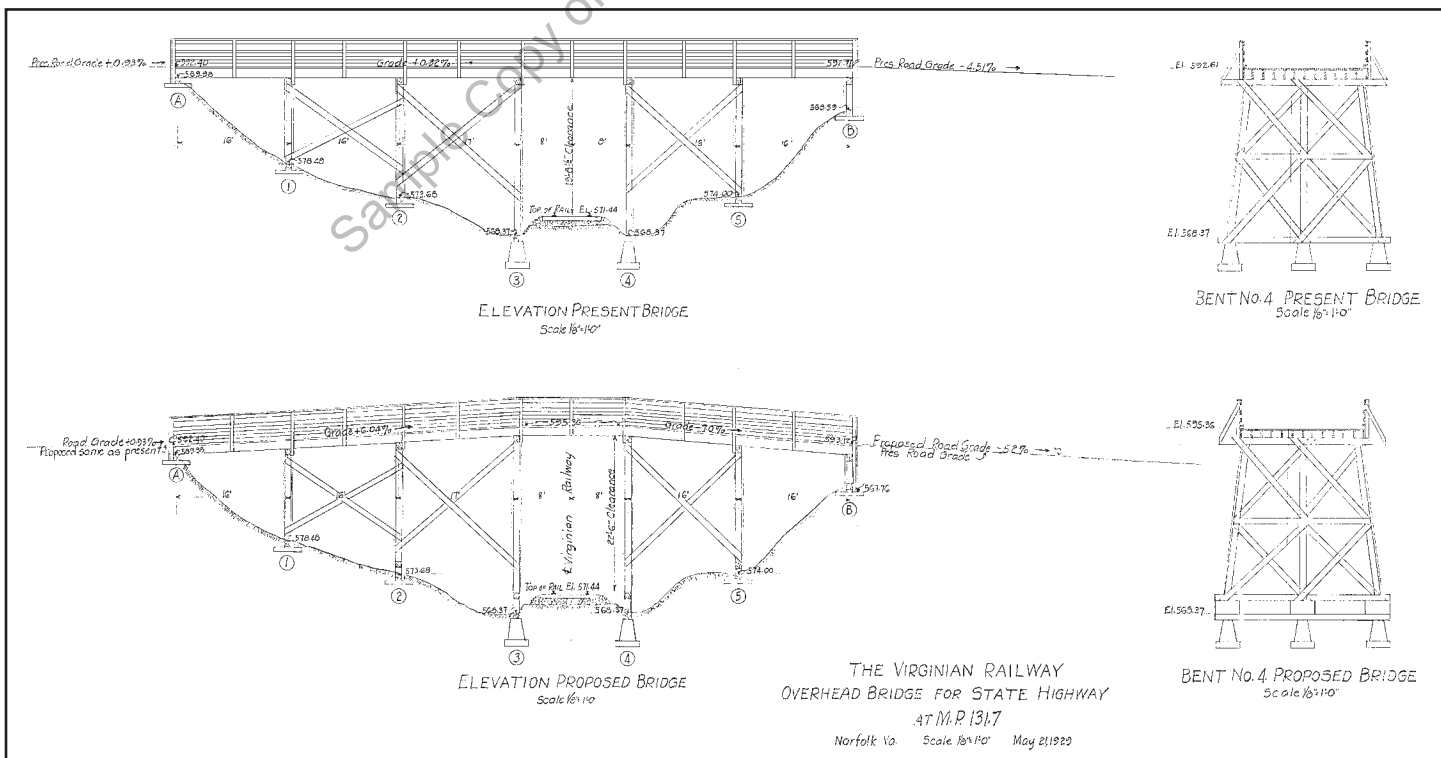
Norfolk • Scale 1/4" = 1'-0" • Dec 9th 1908 • Approved





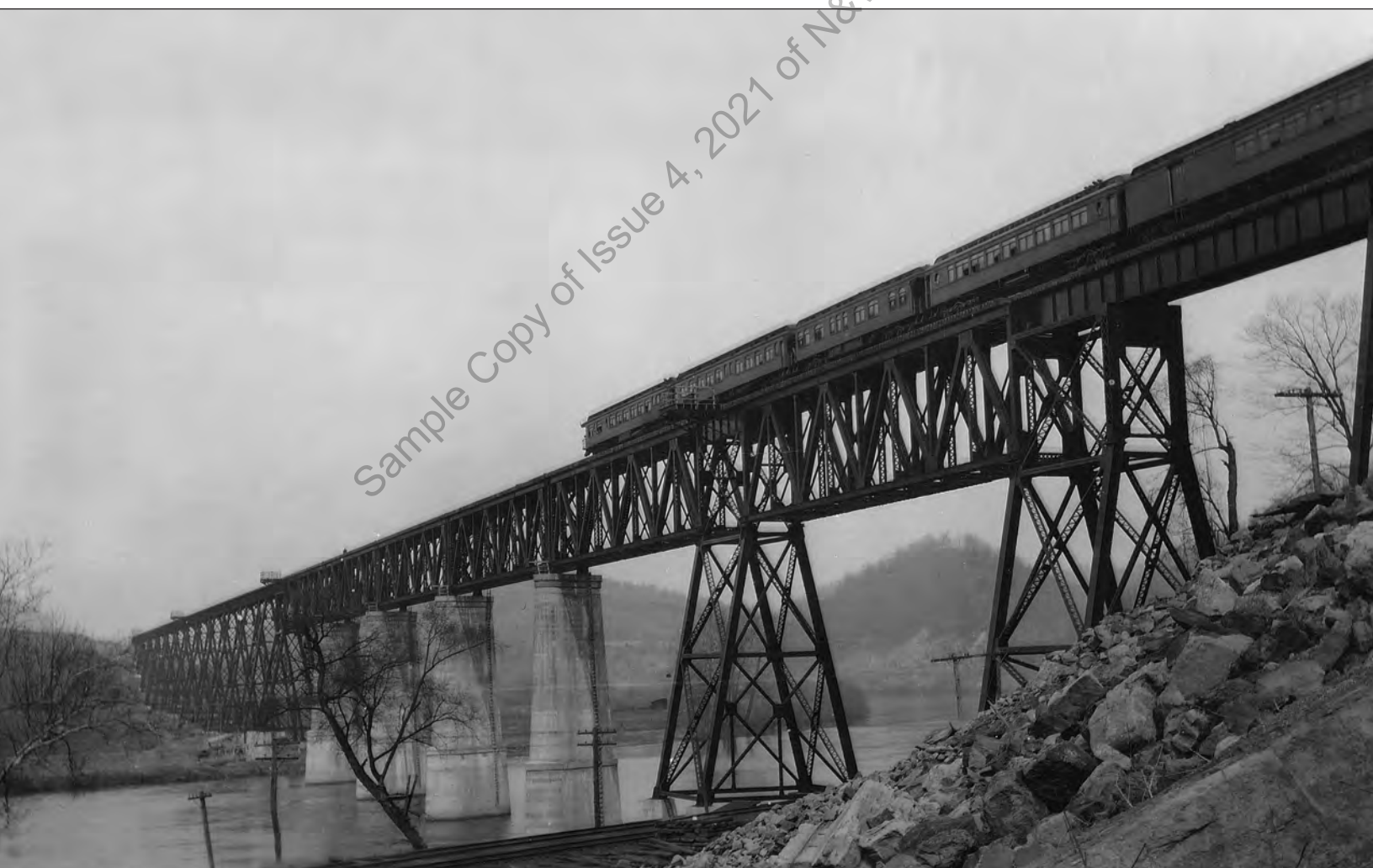
Virginian Ry. west of Meherrin, Va. - May 7, 1909. M. P. 131.7

Now, this is a rarity, finding a period photo of something as mundane as an overhead bridge AND the drawing to match! This is unusual to say the least. Just west of Meherrin, Va (birthplace of musician Roy Clark) is a state highway bridge over the Virginian. Above in 1909, and below to be rebuilt in 1929 to provide more clearance. Now, this raises a question, the original bridge above, and the drawing of the present bridge (below) do not match exactly. Is that to say this proposed bridge (bottom) would be the third bridge at this location? The replacement is 20 years later than the photo. Obviously, the bridge is fairly new in the photo, would readers think it should last 20 years? A mystery to your editor.

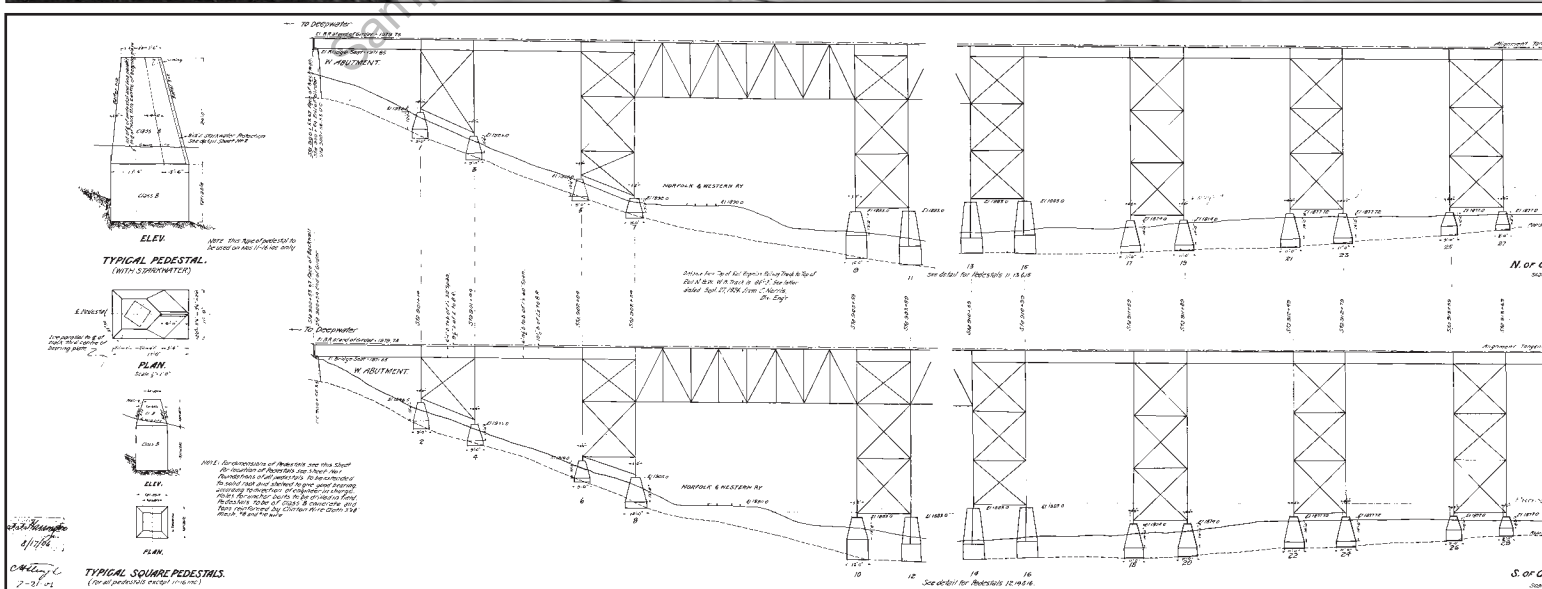
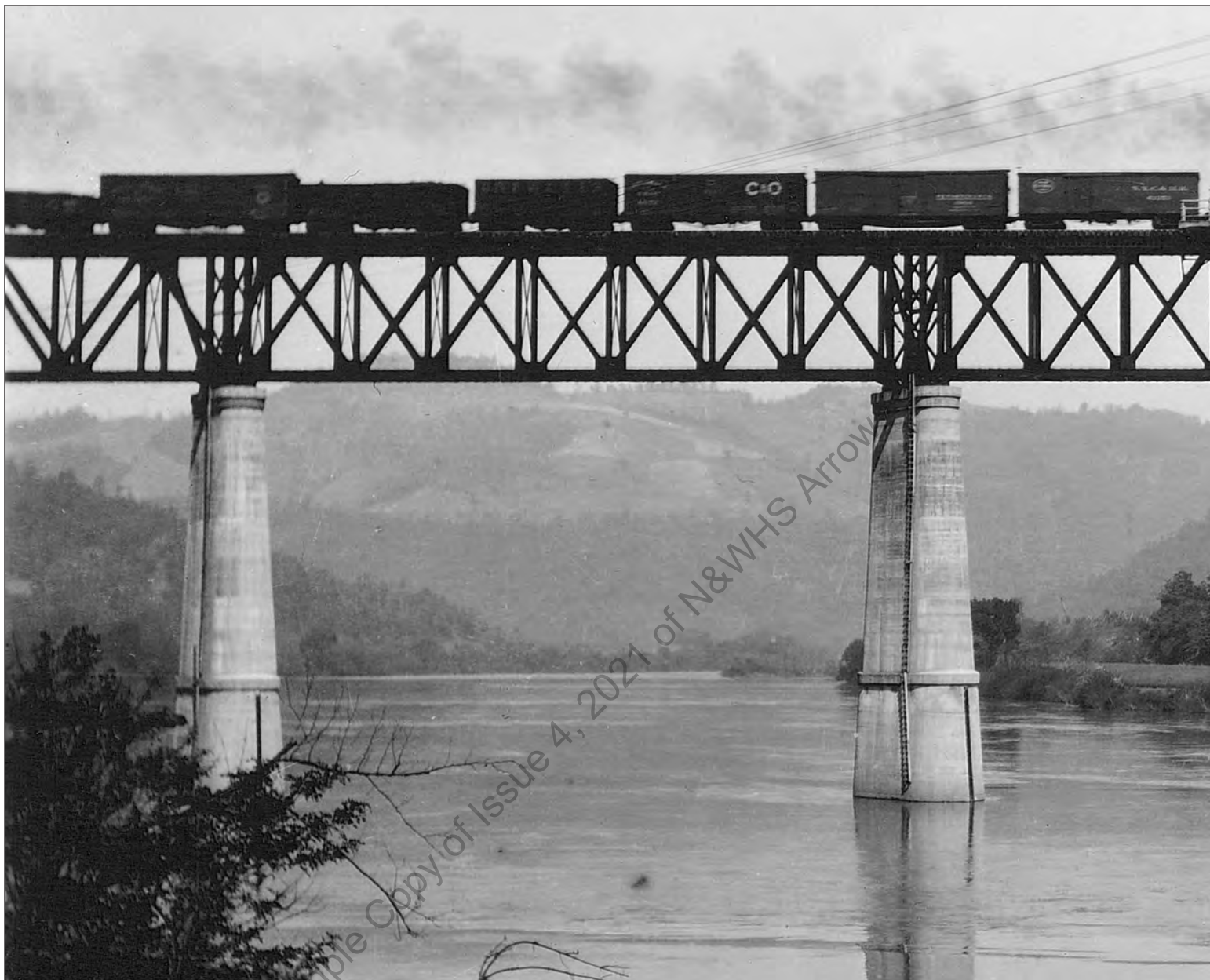


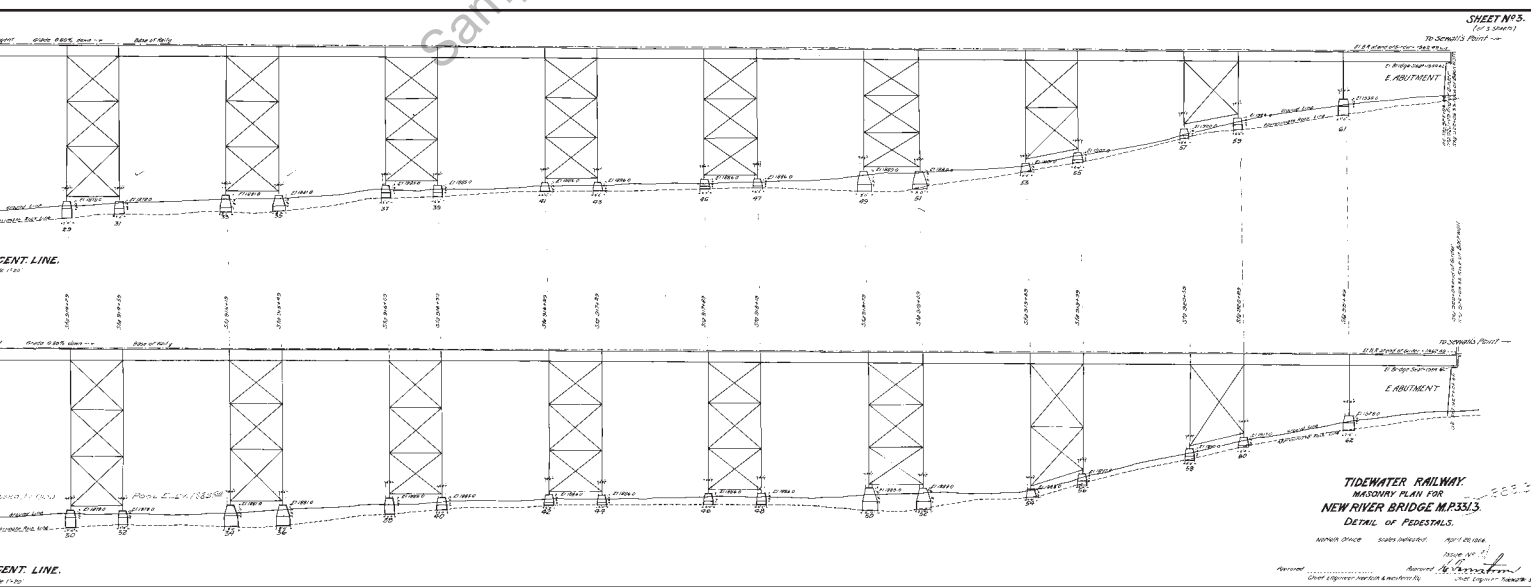
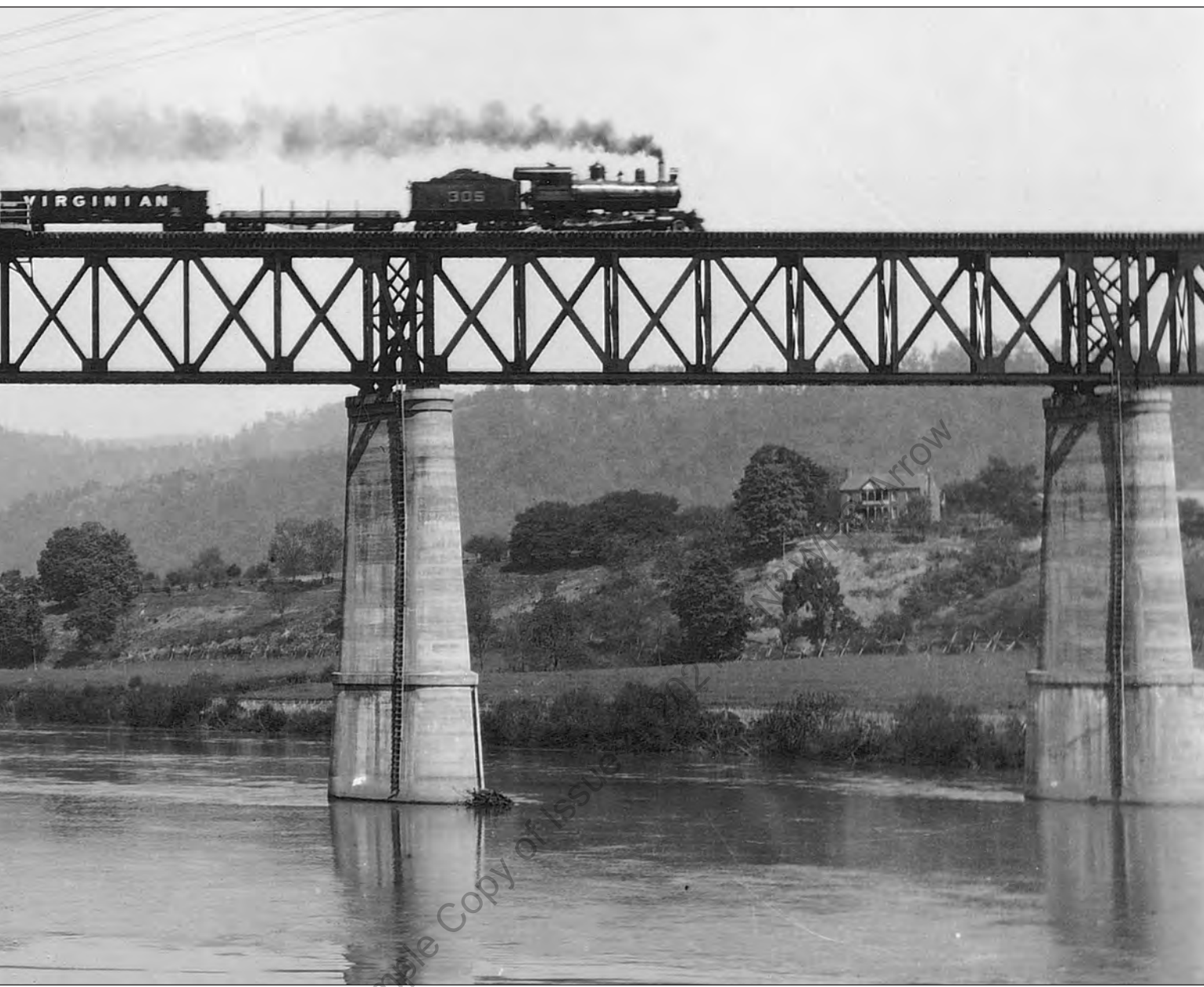


Easily the Virginian's most amazing piece of work is the bridge crossing the New River at Glen Lyn. Certainly not the tallest Virginian bridge, but truly spectacular in its own right. The top view was made from the N&W's right-of-way looking to the west. Below, what seems to be certainly the Rogers' inspection train is viewed from the west end and opposite side of the bridge. Alas, this bridge was removed as the Virginian was abandoned in this location to run trains over the N&W, from a connection at Kellysville, W.Va. to a new bridge east of here near Narrows, Va. While the bridge is gone, the massive concrete piers remain standing over a century after construction.



New River Bridge - April 6, 1909. M.P. 323.3



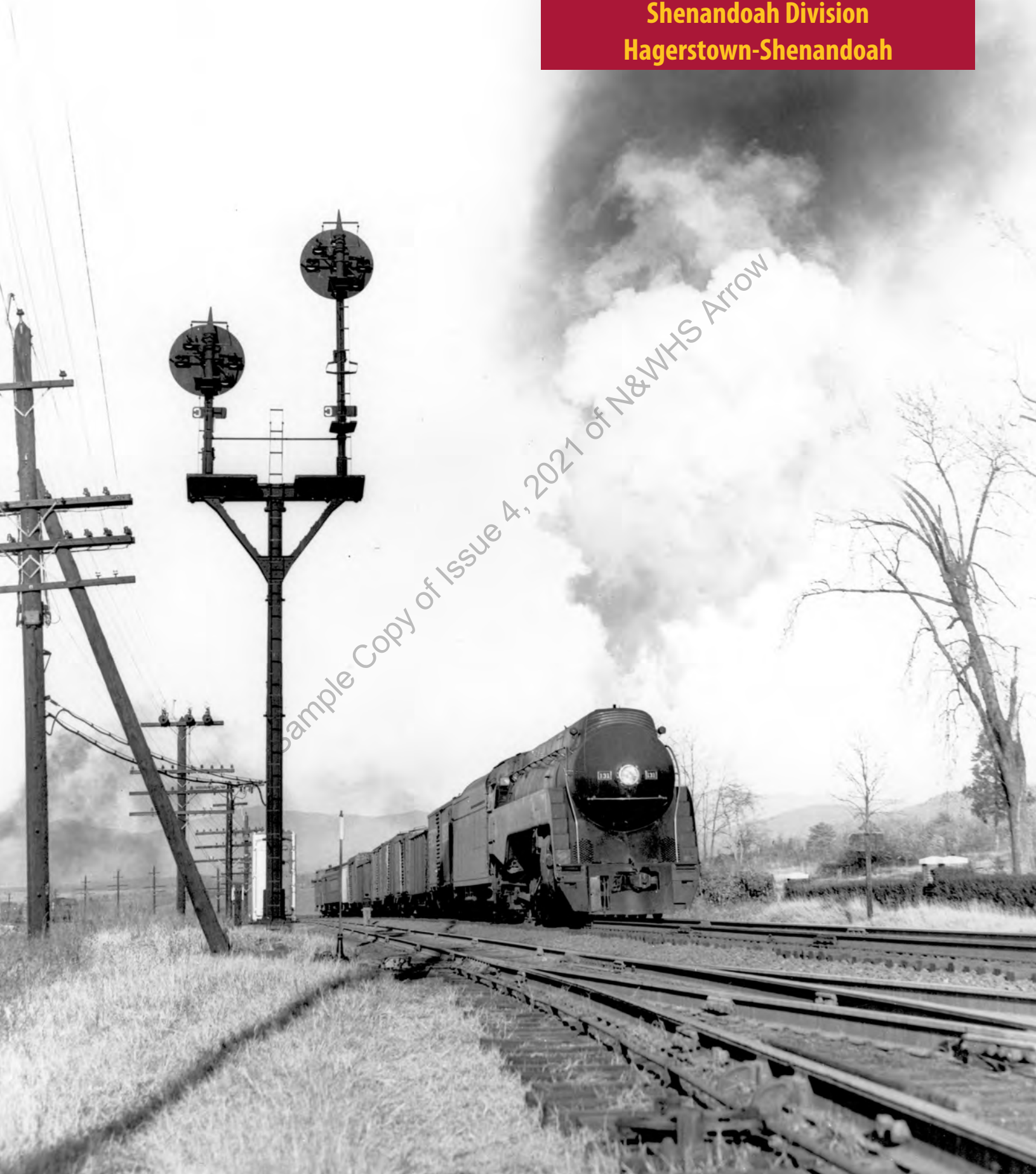


N&WHS Archives Collection Photo NW06526

John Krause captured K2a 131 at Stanley, Va. in 1954. This most certainly appears to be the mixed train No. 13. The signals with the higher mast for the main track were almost a signature of the Shenandoah Division.

Glenn Fisher continues his series covering the entire Norfolk and Western System circa 1955.

**Part Ten:
Shenandoah Division
Hagerstown-Shenandoah**



HIGH NOON

On the Norfolk and Western

A Typical Thursday in August 1955



was H106 and we were paid for 134 miles (northbound). Later on when the trains were yarded west of the hump, four additional miles were added to the pay scale (138 miles) on southbound trips.”

- Winston-Salem, 121.9 miles to that city south from Roanoke

While there are no pusher districts on the Winston-Salem District, there are two north of Roanoke: Lofton Hill, to Lofton, with pushers from Roanoke; and Ingham Hill, with pushers out of Shenandoah to Stanley or Luray.

North of Roanoke traffic control (TC/CTC) has been the control mode since 1953 (some portions going back to 1943) while south of the Star City, automatic block signals and time table and train order are the rule. Three dispatchers in Roanoke are in charge of the division on first trick, while two can handle traffic the rest of the time.

Speaking of traffic, the whole division sports four passenger, two mixed freight, up to 10 time freight, and six local freight, as well as 8-10 extras including light engines and helpers.

The Shenandoah Division runs through the Shenandoah Valley to Roanoke. The territory largely consists of farms and their related products with small clusters of industry at the larger cities.

The Valley itself was a largely contested area throughout the War Between The States, with multiple battles over the course of the war. It was farming territory, and the food, and grain were wanted by both sides. Farming was still largely the industry in 1955, with apples grown on both the north and south ends of the line, wheat was also prevalent as well as poultry raising.

With the Federal mandate of a train control system on one operating district, the N&W chose the Shenandoah Division. All locomotives to operate on the line were to be equipped with cab signaling. This experiment would be eliminated by 1957.

The line north of Roanoke became

From the Editor

Here follows is the first half of the final installation of Glenn's excellent series "High Noon on the N&W" it has truly been a pleasure to help Glenn develop this series, and he is talking about two parts on the former VGN as well, if enough information comes to light.

I had to break this up into two parts as there simply were not enough pages available to do the division justice in photos and drawings. So this is the northern part of the division between Shenandoah and Hagerstown. Part two with the Shenandoah to Roanoke and Roanoke to Winston-Salem will follow in the next issue.

Glenn has done a tremendous amount of research to write this up, and it has been my pleasure to illuminate it with photo selections and maps. I think it is a huge addition to the N&W history base. And we are not quite done!

We are considering assembling the finished product into a book form, with additional material, if there is enough interest in such from our readers.

For the past three years I have been taking the reader back to August of 1955 where, in ten articles, I have tried to present what could have been happening at that moment in time just before diesels came on the scene. Using the resources of the historical society and its members, as well as a bit of imagination on my part, my description moved from Cincinnati and Columbus over four operating divisions to Norfolk. Now I am ready to begin with the final division...the Shenandoah.

The Shenandoah Division differs from the other four in six ways:

- It runs north to south while the other four travel from east to west.

- With the exception of ten miles of double track from Vesuvius to Greenville over Lofton Hill, the whole division is single track. While the other divisions have some single track districts and branches, they mostly consist of double track main lines and even some branches.
- The division is not mainly focused on originating or delivering coal with very few "pure" loaded coal and empty hopper trains. It does, however, transport coal, but just not in solid trains.
- It is the only division that uses cab signal rules on its Hagerstown and Roanoke Districts, with all its road engines so equipped.

Its two northern districts do not connect directly with the third, being segregated by the Roanoke Terminal.

- All the other divisions have more than two passenger trains a day.
- This is the only division to operate in four states: Maryland, West Virginia, Virginia and North Carolina.

The Shenandoah Division stretches 240 miles from Hagerstown, Md. to Roanoke, Va. This territory consists of three districts:

- Hagerstown, 105.7 miles from that city south to Shenandoah Va.
- Roanoke, 134 miles to that city south from Shenandoah

Jimmy Lisle adds: *"Roanoke to Hagerstown was 240 miles. MP H239 was located near 65 Crossover, just north of the passenger station, which would have made the original arrival yard of "Park Street" MP H240. Shenandoah*

You have to look close to see some of the interesting details in this May 8, 1956 scene. The first Y6, No. 2120 is backing down to take a train south. The tender is piled high with coal and she is ready to go. In the distance, we see a K2a and the tender of a Pennsy engine.



more important with the onset of World War II. The mission of shipping oil and coal to the industrial Northeast was vitally important resulting from the German U-boats that were constantly prowling the waters off the coast. Early in the war, the U-boats attacked with very little opposition; However, by mid-1943, the tide had turned as the Allies had learned methods of anti-submarine warfare. In what is maybe one of the most secret operations of the war, the Allies had captured and broken the German's famed Enigma code, allowing them to know locations of U-boats, plans and movements.

Coal and oil subsequently started a decline as the war wound down and oil had virtually disappeared by 1955.

Let's look at the trains and locations on the Shenandoah Division on a Thursday in August of 1955, beginning at Hagerstown, Md. and moving south.

Vardo Yard Switcher

At Hagerstown, most employees

were joint employees between N&W and the Pennsy. The yard switcher, using one of the Pennsylvania's L-1s 2-8-2s, has finished its morning work at this joint yard in Hagerstown and is enjoying its lunch. (The Pennsy road power was normally these 2-8-2s, but occasionally a 2-8-0 served. Pennsy diesels had been appearing, off and on, for several years. In less than a year, the Pennsy will inform the N&W they intend to fully dieselize and will stop using the coal and water facilities after 12/31/1956.) It will then await the arrival of 1st 88 in several hours. Although they share the yard with the Pennsy whose engines they use, they do not share its name. For some reason the "northerners" call it Shomo. Vardo/Shomo yard is actually three smaller yards, end-to-end. It features a three-stall engine house with no turntable, large concrete coaling tower, large water tower and a small car repair facility. Crews out of Shenandoah take their rest here in the YMCA.

Hagerstown (1950 population of

36,260) is an important gateway for north-south traffic. From September 1952 through August 1953, a total of 114,653 loaded freight cars passed through Hagerstown, via the N&W, PRR and Western Maryland (that is an average of 314.1 cars a day!). In addition, roughly 10 cars originate per day in Hagerstown. While the major portion of the interchange traffic goes to the Pennsy, there are two special routes maintained with the WM and connecting with the Reading at Lurgan, Pa.: Southern States and Blue Ridge Dispatches, the latter also with the Central Railroad of New Jersey, Lehigh and Hudson River and New Haven all the way to New England.

In a 1956 study, the numbers into Hagerstown coming north was 80,656 loads, and 55,766 loads went south. Of those, 25,662 loads went to the Pennsy, while N&W got 18,348 loads back from the Pennsy. The Western Maryland delivered the N&W 33,051 loads and received 27,411 loads from the N&W.

K2 No. 124 is getting ready to pick up orders at Hager Tower before starting the journey south with a heavy train No. 1 in this scene that probably dates to just before World War II.



Fourteen miles south of Vardo Yard, the Potomac River, separating Maryland and West Virginia, is crossed at Shepherdstown W.Va. by a single track riveted Pratt Deck Truss bridge. It stands 112 feet above the river and is 1,324 feet long and was completed in 1908-1909 with some alignment improvements.

Moving six miles south we come to Shenandoah Junction, where the main line of the B&O passes underneath. Near the south end of the 7,582 foot passing siding, two well-used interchange tracks slope downhill to meet the nation's first common carrier railroad. In 1956, the N&W delivered 8,727 loads and received 7,255 loaded cars from the B&O here.

No. 14 (Mixed)

Once the regular daytime passenger train, this lowly mixed train (since January of 1953) is sitting on the Belt Line at Charles Town waiting for first 88 to pass. Once this happens, it, with any passengers in the Class

BPd combine, will follow first 88 to Hagerstown, working freight customers along the way. A scheduled meet with its southbound counterpart No. 13 took place at Berryville. Both mixed trains normally use a streamlined Class K2/K2a as power, which lasted right up to the end of steam in 1957. But on occasion (when steam heat was not needed) was freight diesel powered in 1956. The first N&W passenger diesels would arrive here in February 1957 immediately following delivery from EMD.

Charles Town, W.Va. (population 1950 of 3,035) lies 25 miles south of Vardo Yard. The N&W has a few customers here on the belt line (seasonal business tied to apple harvest) which leads to a connection with the B&O's Shenandoah Sub-division just east of town near the Charles Town race track. Right in town the railroads cross at an automatic interlocking. The B&O crews have these instructions governing its use across the much busier N&W if the signal does not

automatically clear when they approach it:

"Crews of trains finding home signal in Stop position will communicate with N&W dispatcher and permission to operate push button in metal box on pole near crossing marked "B&O" and locked with B&O switch lock. Push button must be pushed only one time, and then released. Home signal will then indicate proceed if conditions permit."

Between Rippon, five miles south of Charles Town, and Gaylord, the Shenandoah Division leaves its brief sojourn in West Virginia (16 miles) and passes into Virginia.

First 88

Perhaps the crack time freight on the division, First 88 is passing Boyce, Va. headed for a scheduled arrival in Hagerstown at 2:00 pm. First 88 had left Roanoke about 3:30 this morning with a Y6 on the front. It is carrying mixed freight destined to the PRR's CV-88 in Hagerstown, and to a lesser extent, the B&O at Shenandoah

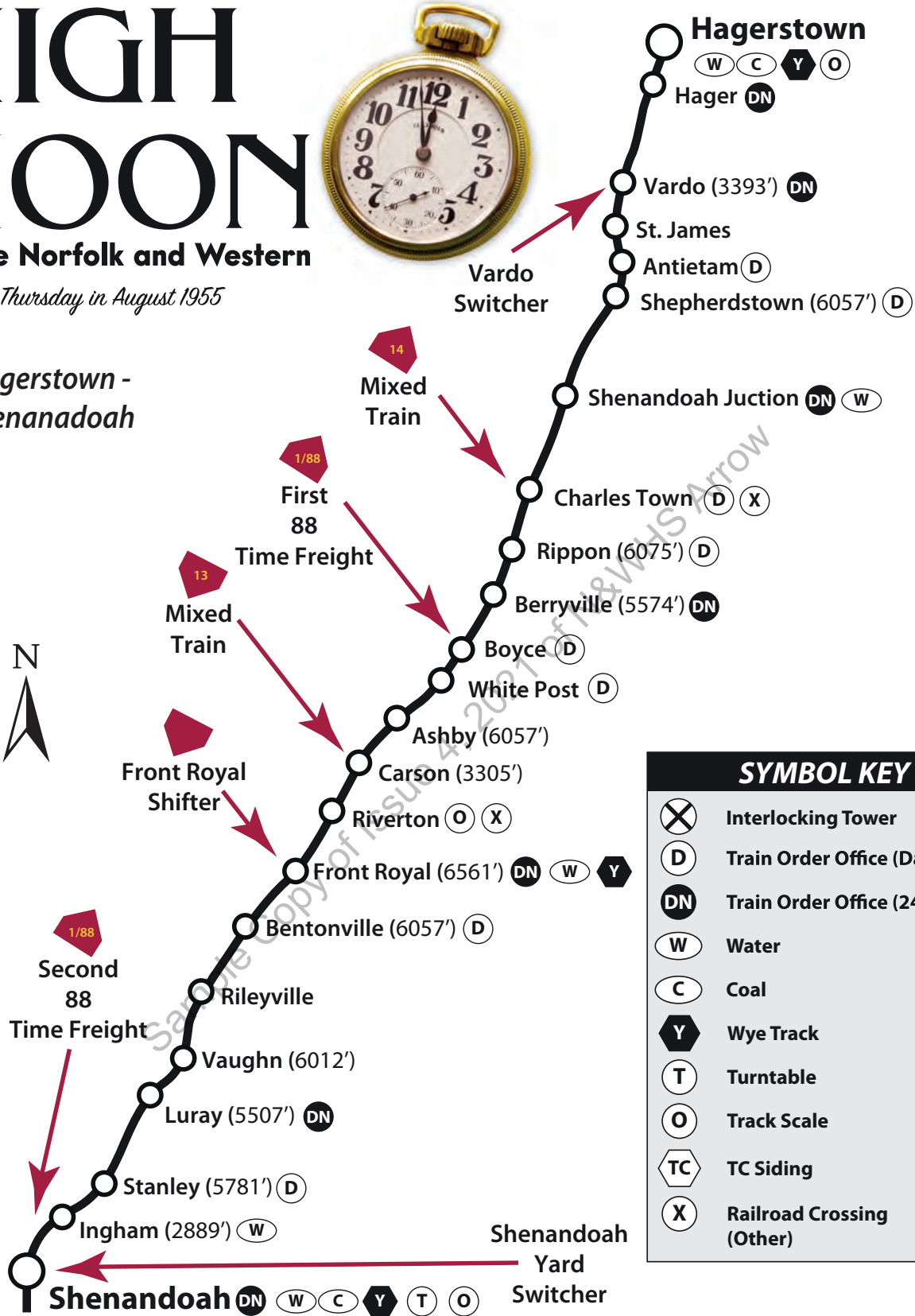
HIGH NOON

On the Norfolk and Western

A Typical Thursday in August 1955



Hagerstown - Shenandoah



SYMBOL KEY	
	Interlocking Tower
	Train Order Office (Day)
	Train Order Office (24 Hour)
	Water
	Coal
	Wye Track
	Turntable
	Track Scale
	TC Siding
	Railroad Crossing (Other)

Junction. First 88 started in Bristol yesterday afternoon with traffic from the Southern. In its consist are cars added in Roanoke from the following

connecting trains:
No. 56 from Winston-Salem (Southern and Winston-Salem Southbound)

No. 94 from Columbus and Cincinnati (PRR)
CV-84 from Norton, Va. (Louisville and Nashville)

One of the most spectacular bridges on the N&W is the massive bridge at Shepherdstown, Md., Photographer Larry Patton captured this northbound freight behind a Y6 with a rebuilt 22K tender. Y6 with rebuilt 22 K tender. The A and B tanks were rebuilt into G & H tanks, and can be distinguished from the rebuilt C's by the shape of the roll over the coal bunker. This is either a G or H which makes the locomotive a Y6 rather than a Y6a. See following page for a few more dramatic views



N&WHS Archives Collection

The N&W photographers also thought the Shepherdstown bridge was pretty photogenic as they used it for a magazine cover in October 1953.

SAL and ACL trains at Seacoast, Va. via N&W westbound freight trains. No. 1/88 also forwarded auto traffic from the Pontiac assembly plant in Atlanta, via WSSB, which handed it off to the B&O at Shenandoah Jct.

No. 13 (Mixed)

After meeting its mixed counterpart, No. 14, at Berryville, this local has pulled into the non-controlled siding (3,305 feet) at Carson where it is working the Riverton Stone Company. After that its M2 Class engine will go on the Southern's Harrisonburg Line (nicknamed by employees as the "Weed Line" for its normal condition) to pick up a box car for Roanoke. The engine will have to run around the car before being able to place it in its train and leave for Shenandoah, where it will end its day. On the way there, the dispatcher will have to put the mixed "in the hole" for Second 88 at either Bentonville or Vaughn.

Front Royal Shifter

American Viscose Company has a large plant (built in 1938) at Front Royal (there is also a plant at Roanoke served by the Virginian) which is the major focus of this shifter, its crew now eating lunch. Every day but Sunday, a

modernized Y4 leaves Shenandoah Yard with loads of pulpwood, tank cars filled with caustic soda and hoppers filled with coal, as well as empty box cars. After switching the plant (covering 440 acres on both sides of the N&W and employing 1,300 workers) all day, this shifter will return to Shenandoah with rayon-filled box cars and empty tank, pulpwood and coal cars.

Second 88 plus Pusher

With a Y6 on the head end, and pusher on the rear (cut in front of the caboose) this train is awaiting the clear signal from the dispatcher in Roanoke to move north. After it drops the pusher at Stanley after climbing Ingham hill, and meets No. 14, it will be clear track for Hagerstown. As the second section of 88, this time freight carries primarily traffic for the Reading, including coal for the Bethlehem Steel's Steelton, Pa. plant, and for the Western Maryland. Like first 88, it has the connections listed above.

The countryside near Hagerstown is slightly hilly, as this photo attests. The standard road freights normally were the Y6, Y6a and Y6b. Here the 2142 is not heeding the stencil on the tender "Black Smoke Is Waste" as she has a time freight in hand.



Speaking of pushers, Jimmy Lisle describes how the Shenandoah Division pushers worked out of Roanoke: *"Pushers out of Roanoke were always cut in ahead of the caboose. The pushers were cut off after topping the mountain at Lofton. After cresting the grade, there was a wye track installed on the northbound main (east side of tracks). The caboose was cut off on the fly and stopped between the wye switches. The engine would then cut off from the train and turn on the wye while the caboose was dropped down onto the rear of the train. When the caboose was back on the train, the pushers would signal the head end of the train with two long toots of the whistle. The pushers then would get permission from the dispatcher to use the crossover that was there in order to return south on the southbound mainline."*

Shenandoah Yard Switcher

An S1 switcher or a Class M2 will
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normally handle the work on all three tricks. This is no easy job for one crew, considering what is expected of them:

- Handle the set-offs and pickups for the eight time freights/extras which pause here.
- Build and classify the five shifters which originate and end here.
- Taking the diner off of Train No. 2 going north and putting it back on Train No. 1 headed to Roanoke. In 1958, this operation would change, with the car set out and put on at Waynesboro instead, making this the shortest dining car route on the N&W.

Shenandoah Va. (1950 population of 1,903) is the location of two end-to-end yards east of the main, one northbound with five tracks, and the other southbound with seven. In 1943 the terminal at Shenandoah was rebuilt with a smaller modern steel coal dock, a one stall engine servicing building

that was restricted by material shortage during World War II and a 50,000 gallon water tank. Also during World War II, the water treatment facility was improved at Shenandoah. Every train changes crews here and takes on coal and water. A YMCA serves the crews out of Roanoke who must take their rest here. The Hagerstown District crews work out of Shenandoah. **Note that at away from home terminals, some conductors and brakemen chose to stay on their assigned caboose.* Some stayed at the "Y" and some, like the engine crews, stayed in boarding houses.

Shenandoah has a large Roundhouse built 1919 with a 115' turntable, after the earlier roundhouse had burned down. It was enlarged in 1922. The wye track was located on the east side of the mainline about one-third of a mile south of the station and it also went east toward Rt. 340 to service at least one customer.

Tim Hensely Collection

A K2 leads a southbound mixed train No. 13 across the Potomac River near Shepherdstown, Md. Barely visible on the top of the bridge at left is the state line marker between Maryland on the right and Virginia at the left.



N&WHS Archives Collection Photo NW05817

Y6a No. 2167 is leading an extra south past the Charles Town station. The afternoon sun really highlights the graphite on the smoke box front.





N&WHS Archives Collection Photo NW10114

Y6a No. 2163 is shown at Front Royal, Va. on July 24, 1953. The recent thunderstorm has left a slippery track for the big 2-8-8-2 running backwards with train in tow. It appears that this is a northbound move toward Riverton Junction.



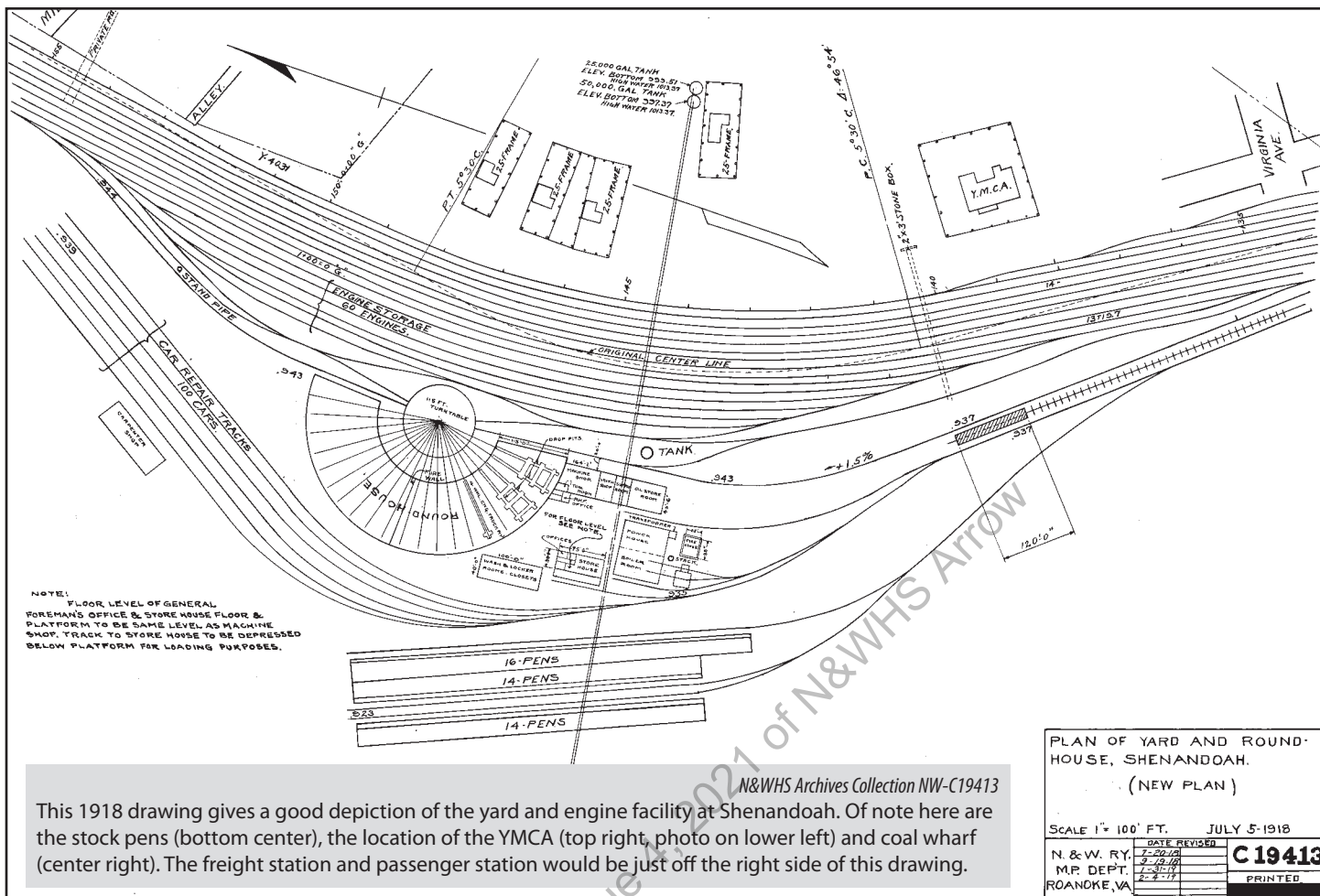
N&WHS Archives Collection Photo NW04765

Part of the valuation study of the N&W, this view of the YMCA at Shenandoah was made about 1917, the two-story building to the right is an office building which, for some unknown reason was not depicted on the drawing at the top of page 31.

With arrival at Shenandoah, we mark off for this issue and head to the railroad YMCA (photo at left) for some much needed rest. We will resume our trip south in the next issue.

Our special thanks to Rick Morrison and Jimmy Lisle for their insights and suggestions for this article. In addition our usual suspects will be mentioned in the concluding part in the next issue.





This 1918 drawing gives a good depiction of the yard and engine facility at Shenandoah. Of note here are the stock pens (bottom center), the location of the YMCA (top right, photo on lower left) and coal wharf (center right). The freight station and passenger station would be just off the right side of this drawing.



Another 1918 drawing depicts the wye, just south of the yard at Shenandoah in the land to be acquired from the Allegheny Ore & Iron Company. Iron ore was a prominent industry for the Shenandoah Valley as well as other places along the N&W. These are featured in some new books now available in the commissary. Generally speaking, the iron ore industry in the region had peaked before the date of this map.





(Top Left) N&WHS Archives Collection HS-NG101333
(Bottom Left) N&WHS Archives Collection HS-NG101329

Left: On August 30, 1953, photographer August A. Thieme, Jr. made one of his photographic pilgrimages, this time on the Shenandoah Division, visiting Shenandoah, Va.

Modelers can study these images for some great ideas of how to recreate a small scene on their layout. The top photo depicts the engine house and inspection pit, simply a shelter built during the era of material shortages of World War II.

A Y4 is sitting next to the standpipe apparently ready to go. In the bottom photo, moving a little further south, Thieme captured the small coaling station and two Norfolk-style ash hoists. Of interest here is the closest Norfolk-style is being used, not as an ash hoist at the moment, but a coal loader for the maintenance of way tender mostly hidden by the brick building. Notice the coupler on the front end of the MofW tender so it may be handling in freight service.

N&WHS Archives Collection Photo NW07273
Photographer John Krause captured what might be a defining image of the Shenandoah Division. The single track with a passing siding, the high mast signal for the main track (almost concealed with the exhaust). Here in this wintry view the No. 2169 is rolling southbound at Berryville with a time freight. Steam is showing every little leak in this image from 1955. Ah, to revisit the past...

Looking back...

N&WHS Archives Collection VG00380/ Bob's Photos

It is a nice spring day at the Virginian's engine terminal in Roanoke, Va. EL-C Nos. 132 and 133 are getting checked out before taking an empty train west that afternoon. The EL-Cs are still fairly new, having been delivered less than a year before, and the black paint is still looking fairly good, not fading to the blueish cast that later photos seem to depict and was famously adopted by Lionel to paint their dramatically shortened model of what were nicknamed "bricks."



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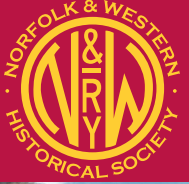
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N&WHS is a non-profit, international organization of 1,000 history enthusiasts—individuals who worked for railroads, modelers, educators, writers, rail fans—who enjoy learning about the N&W/Virginian. N&WHS is known and respected throughout the railroad history community.

N&WHS Members enjoy broadening their knowledge of the N&W/Virginian through oral history, searching the archives, and the discovery of what really happened in the development of the two railways. Our members write articles for our quarterly historical magazine, *The Arrow*, present clinics at our conventions, and contribute their knowledge to our many electronic mailing list discussions.

Members have independent access to the N&WHS Archives in Roanoke, Virginia, where we actively work to preserve the past for the next generation of railroad historians. Documents from the Archives played a critical role in the restoration of the Class J, No. 611 in 2015.

With over 210,000 items that have been indexed—about a third of our holdings—we are achieving our goal of preserving N&W and Virginian Railway historical records, data, drawings, and other materials that would otherwise be lost forever.

Our publications are based on or supplemented with information from our Archives. Volunteers are welcome to join on Archives work-sessions. Your membership will help us continue our success!

One of the prime benefits of membership in the Norfolk & Western Historical Society is our quarterly magazine, *The Arrow*, which takes its name from N&W's famous passenger train, *The Powhatan Arrow*.

Each 32 page (and usually more!) issue is packed full of historical material, wonderful stories from the past, and drawings, all complemented with lots of photos.



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Our Website is chock full of photographs, drawings and documents on our two favorite railroads. Our search engine provides data for over 175,000 items in our collection. Join our history and modeling discussion lists and read our electronic newsletter. **www.nwhs.org**. In the near future, members will be able to access some exclusive archival material through a member log-in on the web.

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Members have an opportunity to attend the **annual N&WHS National Convention**—two-and-a-half days of education and fellowship in or near an N&W/Virginian on-line city. You can be part of this exciting tradition that has drawn friends together for more than 30 years!

There are seminars on all aspects of the railroad—history, locomotives, rolling stock, structures, modeling—as well as modeling and photography contests. Meet fellow enthusiasts and, when opportunities permit, tour railroad-related sites and structures. This annual summer event brings experts and novices together to learn about what made these railroads great! Our convention is a time to make new friends and renew old acquaintances.



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