



### Features

<b>View from the Cab .....</b>	<b>1</b>
<b>NWHS 2013 Convention .....</b>	<b>2</b>
<b>NWHS News of Interest .....</b>	<b>5</b>
<b>NWHS Archives Report .....</b>	<b>8</b>
<b>Musing at the Archives .....</b>	<b>9</b>
<b>Places on the N&amp;W .....</b>	<b>10</b>
<b>N&amp;W in the 21<sup>st</sup> Century .....</b>	<b>11</b>
<b>Tracking Heritage Units .....</b>	<b>12</b>

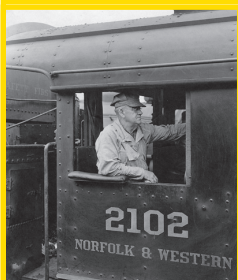
**O**ur electronic version of Talk Among Friends or eTAF is designed so that members of the NWHS can have greater participation in the society.

After our basic news that has always appeared in TAF we have added new features. All of our features such as News of Interest, Musing at the Archives, Places on the N&W, N&W in the 21st Century and Tracking Heritage Units require member participation to be successful.

eTAF is about sharing what we liked about the N&W, not skills in writing or excellence in photography. It is about the everyday things we saw or heard on the N&W and it is about the things we see and hear today on the routes of the old N&W.

What news do you want to share with NWHS members? Do you have a favorite photo you want us to muse about? What is a favorite place you have on the N&W that you would like to see featured? What photograph along the old N&W do you want to share? Where did you photograph a heritage unit?

Send your ideas and photographs to taf@nwhs.org, We will figure out how to package them into a one or two page eTAF feature.



View From The Cab

**Y**our Board of Directors is discussing the future of conventions and it needs your input and thoughts. The annual convention has traditionally been held somewhere along the pre-1964 N&W main lines. It is the one time each year that the Society provides an opportunity for all members to gather and renew friendships, to do fun things and to see interesting activities and operations concerning our favorite railroad.

But times are a-changing! The railroad's operations and facilities continue to become less accessible to outsiders, even to an organization like ours. As time marches on, there are fewer N&W icons remaining from the past. Over the years some locations have hosted the convention multiple times and it seems that it is becoming stale to revisit. Our member demographics are changing greatly and using electronic media is becoming very significant, too. And then there are the economic times and associated costs to our members to attend.

Since many of our members have never attended a convention, I'll briefly outline what takes place. Typically the convention is about three days long, with scheduled trips/tours to interesting rail locations and/or rail activity of historical significance of the old N&W/VGN railways. These trips and activities usually are conducted for about two days. On the Saturday evening, there is the banquet with a noted guest speaker. Then on Sunday morning, there is a breakfast and a general membership meeting with a special presentation made before the convention ends.

The format and future for annual conventions is being wrestled with by the Board. At the center of this discussion is the decline in attendance and what can be done to increase participation. The convention is for our members and the Board now needs your feedback. Do we begin using areas of the post-1964 N&W? What are the demographics of the attendees and should we do more with the post-steam era N&W? Do we have conventions when actual railroad facilities are not available for us to tour? Should the length of the convention be reduced? Maybe instead of a normal convention every year there can be a one-day "gathering" to do a specialized activity such as modeling, seminar, photography or whatever. Something like that does not require renting hotel or meeting space except on an individual basis. Among all of this soul-searching, it is thought that every five years we need go back to Roanoke for a convention.

The annual convention is a major part of our Society and we want to provide a convention that meets your expectations. Your input and thoughts are needed about what you desire for your conventions. Please contact any Director or Officer with your suggestions or send it to eTAF@nwhs.org.

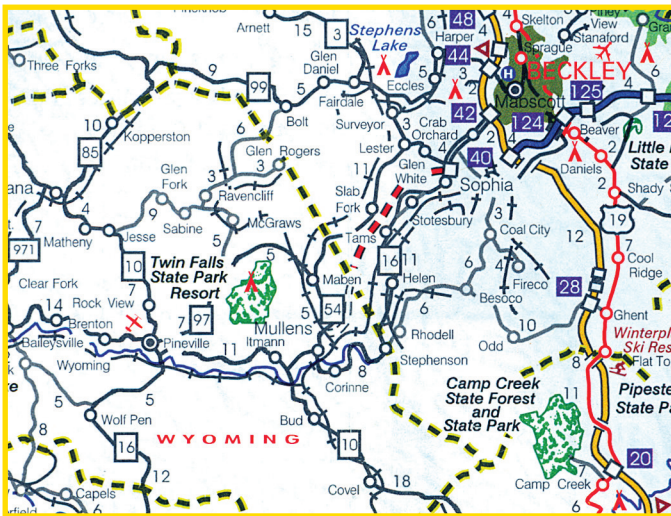
Bud Jeffries, Chairman of the Board

# MOUNTAIN HOLLERS AND COAL HAULERS

## NWHS 2013 CONVENTION

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

Come join us this June for a weekend of fun and learning more about the Virginian Railway. This year's NWHS convention, for NWHS members and non-members, 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. (Just to help you out we have provided driving directions at the end of this announcement)



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 favorable to find locations to railfan.

### Our Convention Headquarters



### High-Lighting the Virginian

The NWHS 2013 Convention high-lights 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 though the more difficult mountainous terrain to meet at the West Virginia - Virginia border near Narrows, Virginia. When construction was finished in 1909 the new railroad became the Virginian.

Twin Falls State Resort Park's Cardinal Lodge recently expanded to 47 rooms. This expansion also included a new indoor pool/spa, exercise center, and business center. Twin Falls also has a sprawling 18-hole, Par 71 championship golf course. Other leisure activities at Twin Falls include twelve scenic hiking and biking trails, picnicking, and swimming in an outdoor pool. There are also cabins for up to 6 people, and RV parking. For more information, please see the lodge's website: <http://www.twinfallsresort.com/>

### Our Convention Plans

We are planning a convention full of activities designed to showcase mountain railroading and coal mining at its best as we tour the ex-Virginian main line from Mullens to Page, West Virginia. This still active railroad is now the Norfolk Southern's Princeton - Deepwater District.

We are planning a diverse selection of clinics and seminars, including some specifically for the modelers. The NWHS commissary will also be there.

We will not have a model contest at this convention, but want all modelers to bring some of their work for

display (including, if possible, a little write up about how you did what you did). Also there will be no Saturday banquet this year.

As we firm up details of the convention (such as costs) and develop the registration packets we will post the information at the convention icon on the NWHS website, [www.nwhs.org](http://www.nwhs.org). Plans are to activate the site by February 15, 2013.

## Something Extra – Convention Area Guides

Some NWHS members have railfanned almost all of the Virginian in West Virginia and have put together railfan guides and maps for much of the Virginian tracks in West Virginia. These guides will be included in your registration packet. For those of you who want to do some extra railfanning before the convention officially opens on June 13, the registration table will be open at Twin Falls on Wednesday evening for you to pick up your registration packet and maps. We will also post these guides online at the convention website on the NWHS website so you can railfan on your way to Twin Falls. We plan to include almost all of the existing Virginian lines in West Virginia in the extended versions available online and some of the N&W mainline in southern West Virginia. A limited number of these extra guides will be available at the registration table beginning on Wednesday evening, but to ensure you get one we urge you to print your copies in advance.

## Our Convention Schedule

### Thursday Evening, June 13

Our convention officially starts on Thursday evening at 7 pm with the official welcome and seminars from 7 to 10 pm. Included in the seminars will be a “Welcome to Twin Falls” and an overview of Friday’s tour. As always tours will be dependent on a minimum number of participants which we will post as soon as possible.

### Friday, June 14

Major activities start Friday morning with our first tour as we board a bus to travel to Beckley along the ex-VGN mainline from Maben to Lester. From Lester we are going to the Beckley exhibition mine with lunch on the grounds. For those who haven’t been to the exhibition mine before or haven’t visited in addition to the refurbished mine, there are also examples of typical coal camp structures located on the grounds.

On our return trip, the bus will follow the Winding Gulf branch to Mullens where we will visit the Mullens caboose museum, Feller Heritage center, Elmore yard, and some of the iconic trestle locations south and east of Elmore as we follow the Virginian main towards Lamar.

After we return to Twin Falls we plan a number of seminars between 7 and 10 pm that will include an overview of our Saturday tour.



Beckley Exhibition Mine - Tom Marshall photo  
Mullens Caboose Museum - Steve Summers photo  
Feller Heritage Center - Tom Marshall photo  
Trestle at Covell over WV 10 - Steve Summers photo





Whipple Store on October 26, 2012  
 Eastbound CSX thundering through Thurmond on October 19, 2012  
 Steve Summers photos

## Saturday, June 15

Saturday's tour will take us to the west end of the ex-VGN as our bus leaves Twin Falls and travels along the ex-VGN mainline from Maben to Page. Our route will take us along the way of some of the most important locations along the Virginian, including some of the large trestles the Virginian is famous for, and former coal camps such as Slab Fork, Eccles, Lester, Sweeneyburg, Pax, Dothan, Oak Hill, and Page. We plan stops at some of the locations for close up views.

Our lunch time stop will be at the spectacular Whipple Company store on the White Oak Railway/Branch. After lunch we will have time to tour the branch line.

As we head back from Page we are going to Thurmond on the C&O. While this famous location is not on the Virginian or N&W, it is one of the most famous railroad locations in the eastern United States. This is truly one of the "don't miss" destinations in rail fanning, and fortunately we are close enough to it to

include it in our tour as an "extra added attraction." This historic site is now preserved as part of the New River National Gorge. We will have a park ranger join us to point out the sights and explain some of the history of the town.

After we return to Twin Falls we plan a series of seminars from 7 pm to 10 pm that include a showing of a recent West Virginia PBS documentary on the Winding Gulf with the producers of the show.

## Sunday, June 16

Annual Meeting (no breakfast this year) - Join the members of the board for a short explanation of NWHS activities in the last year and say your good-byes to your society friends before heading for home. Be sure to keep your railfan guides handy for the first part of your return trip as you will probably be following the Virginian mainline for several miles.



## Getting There is half the Fun!

Exit off of I-64/I77 at Beckley, West Virginia at Exit 42 (marked Beckley and Robert C. Byrd Drive). From Exit 42 it is 28 miles (45 minutes) to Twin Falls Lodge.

From the Exit Ramp turn right onto WV 16 South/WV 97 West (marked Sophia, Mullens). Drive approximately 3.5 miles on WV16 South/WV 97 West. This is all 4-lane road. Watch your speed here as the speed limit changes in different sections and it is patrolled regularly. Save your money for the commissary!

Bear right onto WV 54 South towards Mullens. Drive approximately 15 miles on WV 54 South. Again, watch your speed in Lester. Lester has acquired a reputation as a speed trap. Also at Lester, the Virginian mainline will join the road. If you printed your railfan guides in advance from the website you will be able to follow along on some of the locations along this stretch of road.

In Maben, about a quarter of a mile past the 7-11, turn right onto WV 97 West and drive about 5.5 miles to Saulsville. Along the way you will pass under an abandoned-in-place Virginia & Western branch trestle on WV 97. At Saulsville, about a quarter of a mile past the Exxon Station you will come to a STOP sign. Turn left onto Bear Hole Road. It is 4.1 miles to Twin Falls Lodge.

An alternative route is to take US 19 North out of Princeton to WV 10 which will take you towards Mullens along the Virginian main line from Matakoka to Mullens. At the intersection with WV 16 turn right to Mullens. When WV 16 intersects with WV 54 take WV 54 north to Maben and pick up WV 97 west.

## NWHS News of Interest

### 2013 Election for Board of Directors

NWHS members elect three members to the Board of Directors each year in the spring. Being on the board requires the member to participate in board meetings three times a year that are normally held in Princeton, Roanoke and at the convention. If you have someone you want to nominate for election to the board please contact Gary Rolih (rolih@nwhs.org) who manages the election process.

### An Honor for NWHS Member Mason Cooper

Mason Cooper's *Norfolk & Western's Pocahontas Division* has been nominated for the 2012 Hilton Book Award from the Railway & Locomotive Historical Society.

The Railway & Locomotive Historical Society, Inc., founded in 1921, is the oldest organization in North America devoted to railroad history, and among the first anywhere to pursue formal studies in the history of technology. Its object is to promote research and to encourage preservation of documentation pertinent to business history, finance, labor history, and biography as well as technology.

### 2014 NWHS Calendar Black & White Only!

Calendar sales have steadily decreased over the past five years. In response NWHS has steadily reduced the quantity of calendars produced on an annual basis. We used to produce up to 1500 calendars each of color and black and white. For the 2013 calendar we produced 500 of each calendar. As of October 30 we have sold 278 Classic Calendars and 222 color calendars with the majority of our sales being sold to retail shops.

As we produce a lower quantity of calendars each year the unit cost of production goes up which forces the NWHS to charge more at the retail level. The Board of Directors concluded at the October 2012 meeting that the projected sales quantity for the 2013 color calendar will not cover the production costs of the calendar. The board voted to only produce a Classic Black and White 2014 calendar which should be available in April 2013.

### NWHS Foundation Fund Raising Campaign

The NWHS Foundation is an organization separate from the NWHS. The NWHS Foundation was chartered about six years ago strictly to raise funds to support the NWHS Archives.

The foundation launched a fund raising campaign for the NWHS Archives in the spring of 2012. The Foundation report of October 23, 2012, noted the organization had raised \$23,611.86 of which \$17,761.86 was cash on hand and \$5,850 was in pledges.

The NWHS Board voted to use the collected NWHS Foundation to purchase a new large-size scanner for the NWHS Archives. This new scanner has been on the Archives Committee wish list for some time.

### Abingdon Station

Major restoration work was planned to begin on the Abingdon Station in December 2012. Restoration plans include replacing the asphalt shingles with a slate roof and installing four skylights and one dormer. In addition, opaque glass panes will replace the plywood panel ceiling. When completed, the exterior of the station will look like it did in the 1950s, except for the passenger shed. Much of the detailed data the architect used came from the NWHS Archives.

This is a TEA-21 project that was approved for the Town of Abingdon several years ago, and is just now getting under way.

### Roanoke Virginian Station Restoration

The Virginian Station restoration in Roanoke started Phase II in December 2012 with advertisements for bids for architect and professionals. Phase II 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.

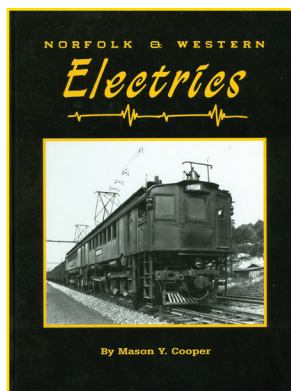
### New Products in the Commissary

New products in The Commissary include DVDs, books and a calendar.

New DVDs are "Powhatan Arrow & J Class Steam," SKU 138.14DJ; "Christiansburg Autumn Tour," SKU 136.14DI; "611 Across the Mountains," SKU 136.14DH, and "The Big "A" 1218," SKU 136.14DG.

We also have the O.W.Link 2013 Calendar, SKU138.162.

### Books and Calendars for Your Library



The NWHS Commissary is continually adding new N&W-oriented books to its sales list. A recent addition is a soft-cover reprint of NWHS member Mason Cooper's *Norfolk & Western Electricies*, SKU 139.13. Mason's original 131-page hard-cover book was printed in August 2000. It has been sold out for some time, but the N&W Electric's series

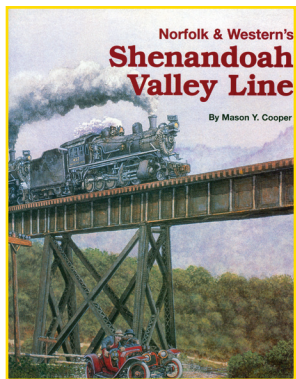
in the Arrow has brought a renewed interest to the book.

Another recent addition is Tony Reeve's *O. Winston Link - Life Along the Line*, SKU 138.159. See the review to the right.

Other new books include *Last Train to Dunlow*, SKU 138.163; *VGN Railway: The Wooden Axle Railroad*, SKU 138.164 and *Appalachian Coal Mines & Railroads in Color Vol. 1 Kentucky*, SKU 138.165.

### NWHS Publications

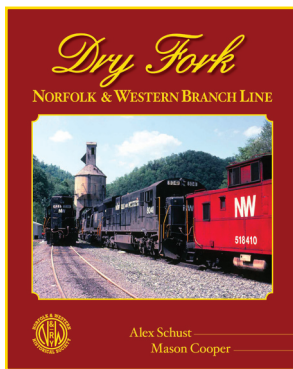
#### Coming in Winter 2013



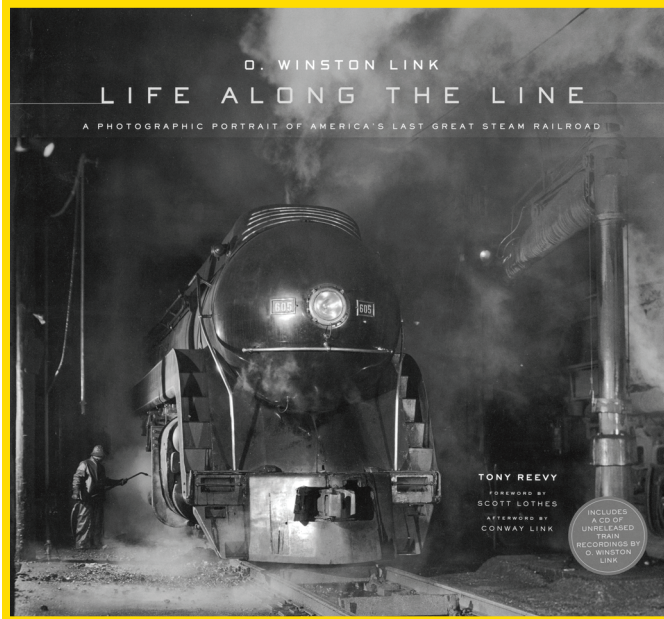
The NWHS sales Department is in the process of publishing a soft-cover reprint of NWHS member Mason Cooper's *Norfolk & Western's Shenandoah Valley Line*. The original 246-page hard-cover book was published in February 1998 and has been out of print for some time. We have been

seeing increased interest about this part of the N&W on the mailing list.

The second planned publication for winter 2013 is NWHS member Alex Schust's *Dry Fork - Norfolk & Western Branch Line*. This soft-cover book will be the fourth in NWHS's branch line series of books. The book is projected to be about 160 pages and draws extensively on the original construction ledgers and field note books to show how the branch line was constructed.



## Book Review



For those who have never heard of O. Winston Link, he was a commercial photographer and railfan who produced over 2,200 black & white photos, 400 color photos and multiple hours of movie footage and audio recordings along the Norfolk & Western Railway during the period 1955 to 1960. For the countless O. Winston Link fans in the NWHS Tony Reeve's *O. Winston Link - Life Along the Line* is a welcome addition to material by and about O. Winston Link.

This 240-page, 11 by 11.75 horizontal book contains 183 photographic plates along with 16 additional photographs interspersed throughout the text. If you add in the dust cover and book cover, there are 202 total photographs. A big bonus for audio fans is the book comes with a CD of selected Link recordings. NWHS member Dave Stephenson assisted in developing the CD. Fifteen of the 21 tracks on the CD are indexed to the book's photographs as described on page 236 of the book.

*Life along the line* accurately describes the book as the photographs are categorized by Railroaders (42 plates), Iron Horses (46 plates), Side by Side (38 plates), In the Land of Plenty (46 plates) and How it was Done (31 plates). Twelve of the plates are in color. The book also includes a brief biography of Link, how and why his photographic journey along the N&W took place and how the O. Winston Link Museum came to be in Roanoke, Virginia.

As an owner of multiple O. Winston Link books there are three things I value in this book. The first is the story it tells by the arrangements of the photographs. The second is the inclusion of the CD that indexes sound tracks to 15 of the photographic plates. The sound transports the mind to the site of the photograph and enhances the visual appreciation of the image. Third is the price. Most books published with this quality and content range from \$75 to \$150. At a price of \$40 this book will be sold out very soon.

*Reviewed by Alex Schust*

### COMMISSARY NOTICE

**The NWHS sales department is open for business on Thursday and Friday of the archives work session between 10 am and 2 pm. 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.**

## Archives Report

### September-October-November Work Sessions

We had 17 attendees at the Archives work session in September, 16 in October and 12 in November. Archives attendance was down in November because of the NRHS Veteran's Day Weekend excursions to Abingdon/Bristol and Shenandoah/Luray. Although the trips ran Saturday and Sunday, NWS and Roanoke Chapter volunteers spent Friday cleaning, stocking and otherwise preparing the 17-car train. About 800 people rode the trains.

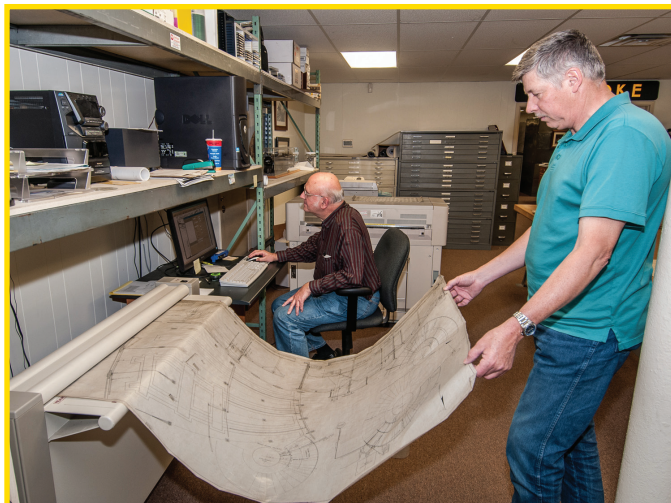
Nine of our NWS members attended all three Archive work session. We also averaged two walk-in visitors each session. All NWS members are welcome to attend the Archives work sessions that are held on the second weekend of each month. Session hours are 8:00 am to 4:00 pm Thursday-Saturday and Sunday (starting 12:30 pm).

### Some Specific Research Requests

**Restored Luray Depot Exhibit.** Chris Brusatte of Howard + Revis Design Services, exhibit designers working with FPW architects and the Town of Luray, is developing the content for a railroad history exhibit in the restored Luray Depot. Archive volunteers presented a list of possible archives sources that included artifacts and magazines. Photo recommendations were reviewed on-line. It was suggested that Chris contact several NWS members that may have useful information regarding the Luray area and Shenandoah Valley Line.

**Planting Fields Exhibit.** Gwendolyn Smith is gathering information for a Virginian exhibit at Planting Fields, the former home of VGN director William Coe, which is scheduled to begin April 2013. Initial interest appears to be Mr. Coe's involvement and the Coe and/or Rogers holdings in the coal field and the Virginian's relationship with the people of southern West Virginia.

**Roanoke Virginian Station.** Archive volunteers assisted Jeanne Bollendorf, Executive Director, Historical Society



Larry Hill (seated) and Charlie Schlottobor spend their time at the archives reproducing drawings. Roger Link photo

of Western Virginia (HSWV). Jeanne is working with the Roanoke Valley Preservation Foundation to provide historic background for the buildings next to Roanoke Memorial Hospital and the Virginian Station.

**755<sup>th</sup> Railroad Service Battalion.** Archive volunteers assisted William Bingham who is looking for information on the 755<sup>th</sup> RSB. His father (William Henry Bingham) served in the 755<sup>th</sup> RSB during WW II. NWS provided the three 755<sup>th</sup> articles in *The Arrow* and some additional correspondence from file Hol-00879.20.

**N&W Freight Refrigerated Box Class RB-173.** We had a request for a quote for providing six documents on N&W Freight Refrigerated Box Class RB-173.

**N&W Freight Train Schedules for Jan.1, 1968.** A request was made for the subject schedules. After the schedules were checked it was thought that reproducing much of the information in the 152-page book plus fold-out system map was extraneous to the request. We are getting clarification from the requestor.

**Old N&W GOB.** Archive volunteers responded to a request for photos and other information regarding the old GOB, predecessor to the ex-N&W office building on Jefferson St. that has been turned into apartments. NWS was able to locate a small booklet put out by the N&W advertising on offices in Roanoke from 1884, multiple old photographs and a N&W Magazine article.

There were 15 new research requests in November. Most were responded to, but we will start December with a backlog. We are working on ways to track our research request workload and also document responses

### General Archives Activities

Archive volunteers take on multiple tasks during archive work sessions such as researching requests for help,



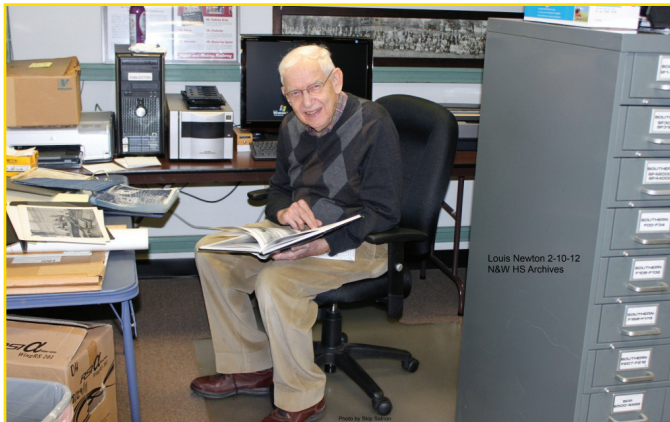
Harry Bundy (standing) appears to be a bit skeptical about something Jim Blackstock is saying. Skip Salmon photo



Landon Gregory is searching hard for something! Skip Salmon photo

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:

Hunter Atkinson worked on bills, receipts and other paperwork from predecessor railroads and holding companies, dating from 1880 through 1920's. His research involves the role of holding companies (e.g., the Virginia Company) in non-right-of-way land and operations such as hotels. Companies that were represented include Virginia and



Louie Newton pauses in his research to smile for the camera. Skip Salmon photo

Georgia Air Line, original Norfolk Southern, High Bridge, Shenandoah RR, SWVA Improvement Company, Deepwater RR, Virginian and others. He is working on a system to handle the increased volume of material being located.

Skip Salmon and Landon Gregory concentrate on the Virginian material in the archives. Specifically over the last three archive session this Virginian crew has (1) checked two drawings for Steve Summers to use for modeling VGN flat cars, (2) checked VGN C-10 paint diagram for Chad Jordan who is working on Roanoke Chapter's VGN caboose #322, (3) made prints of N&W BK 50-ton box car that is going to be restored as part of Roanoke Chapter's Eagle Scout project, (4) found whistle handle drawing for Class J for an NWHS member, (5) worked on information about an early wooden

spoked Fairbanks-Morse #41 Sheffield motor car that has been donated to the Virginian Station Project by Chip Oats (we are trying to determine if it was VGN of N&W), (7) copied VGN C10 drawing for window configuration that was needed for Roanoke Chapter's caboose #322 restoration, (8) worked on VGN disc files, and (9) entered VGN certificate of apprenticeship into database.

Louis Newton continued his research for future Arrow article, assisted visitors in their search for information and helped Harry Bundy with 2014 calendar.

Dave Stephenson spent time installing labels on each warehouse shelf and sorting through material in the warehouse (also known as Archives backroom). Another two cartons of NMRA Bulletins, Railroad Model Craftsman (RMC) and miscellaneous magazines were found in the



Harold and Chris Hunley are regulars at the archive work sessions. Skip Salmon photo

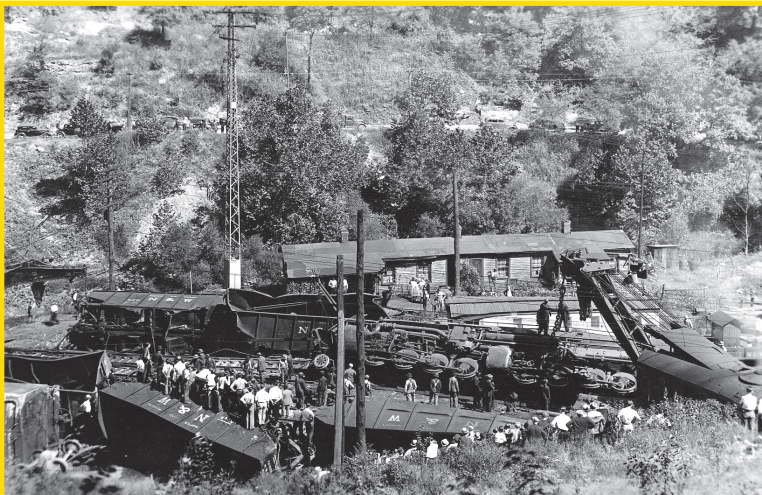
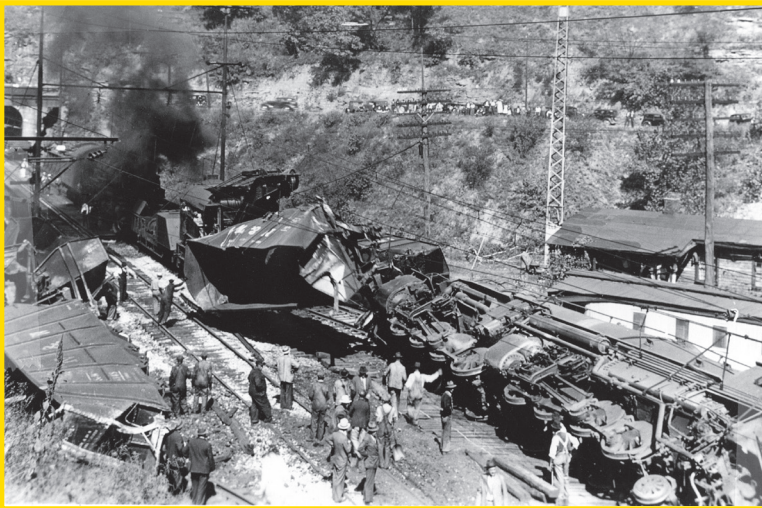
warehouse. NMRA Bulletins and RMC's were used to fill in our collection, all others were surplused and the warehouse inventory adjusted. Dave also completed two donations from the Jim Gillum collection using the new accessioning system and the revised format for database entry. Both systems worked as intended. He also updated the library inventory based on John Swann's input to the archives database over the past several months (other railroads through Chesapeake and Ohio).

Harry Bundy continued the VMT inventory and accessioning. During this effort he found an entire carton of photos, negatives and slides. Because of the volume, we need to develop a revised procedure for large quantities (e.g. full Banker's Boxes) of slides, photos or negatives. Harry completed his work on the 2014 calendar.

Ben Shank has taken on the task of organizing VHS tapes, CD's and DVDs. Ben is adding a new locator code that he and Ron Davis developed for these items in the secured portion of the library. Ben is also consolidating some of the data into a handful of disks. Other activities at some of the archives sessions include Bob Cohen working on various research items Dick Kimball entering slides into the data base, Joe Shaw continued his work organizing freight car builder data, Alex Schust indexing Field Note Books, and Jim Blackstock taking on multiple activities



## Musing at the Archives



### Serendipity - Making fortunate discoveries by accident

Alex Schust had the top photograph for a few years but never pursued the story until Louie Newton brought the same photograph to the archives. Frank Akers posted the two bottom photographs from his father's collection to the NWHS Mailing List on November 30, 2012. Frank wanted to know if anyone knew the location or date of the photographs

### Wreck at Hemphill, West Virginia September 26, 1936

At the May 2012 archives work session Louie Newton brought in the photograph pictured at the top left. Louie asked Alex Schust and Gordon Hamilton if they had any idea where the wreck had occurred. Schust replied immediately that the wreck was in 1936 or 1938 at Hemphill, West Virginia. Schust went on to explain that he had purchased a similar photograph some years before while researching one of his books.

After the archives session Schust decided to find out what he could about the wreck by researching through old newspapers.

The wreck of the locomotive and 14 loaded gondolas occurred at Hemphill in the early evening of September 26, 1936 and was located just prior to Bridge No. 893-B and Hemphill Tunnel No. 1 as shown in the top photograph.

Both the engineer and fireman of the short coal train escaped injury. The train was only traveling at a speed of about 35 mph, because the pony trucks of the locomotive on eastbound No. 16 had derailed a short time earlier near Tug Tower. An old Time Table indicates Train No. 16 should have passed Tug Tower at 6:45 p.m.

Fortunately the locomotive and cars of No. 16 stayed on the tracks. The passenger train was pulled to Bluefield by an electric motor and was about an hour late.

The three photographs were probably taken on September 27, 1936, as it took nearly 30 hours to clear the wreck. Traffic was detoured east and west via the Dry Fork Branch between Iaeger and Cedar Bluff, Virginia. A special train was put into service to take passengers between Bluefield and Welch.

On October 1, 1936, railroad detectives arrested a 14-year old youth from Hemphill for placing spikes on the rails. The youth noted he had been doing it all summer because he liked to see the trains run over the spikes. He never intended to hurt anyone. By October 7, 1936, the youth was in Magistrates Court. The judge deferred sentencing until October 8, because the youth was not represented by an attorney. Information on sentencing was not found.

Railroad detectives testified at the court hearing that 9 of the 14 gondolas were completely destroyed and there was over \$75,000 in damage to the equipment.

Musing at the archive work sessions often causes members to try and pursue the story behind a question or photograph.

*Alex Schust*

# Places on the N&W - Appomattox

## South Side Railroad

Construction of the South Side Railroad was started in December 1849 from Petersburg and preceded westward. By October 1852 the line reached the High Bridge just east of Farmville. Construction continued through Farmville, Pamplin, Appomattox Station and Concord during 1853 and 1854. The first train to pass over the new railroad reached Lynchburg on November 2, 1854.

## Civil War

The South Side Railroad played an important role in supplying the Confederate Army during the sieges of Richmond and Petersburg in 1864 and 1865. It was the capture and destruction of the South Side Railroad on April 2, 1865 that forced General Robert E. Lee to abandon both Richmond and Petersburg and flee west. The South Side Railroad was his lifeline. On April 8, seven trains of rations and supplies awaited the Confederate Army at Appomattox Station. The next day Union cavalry captured four of the trains. One of these trains was later attacked and burned by Confederate forces. The remaining three trains escaped west to Lynchburg, leaving Lee with no food or supplies. The Appomattox Station was burned during the fighting on April 9, 1865.

After the war, Confederate General William Mahone, President of the Norfolk & Petersburg Railroad, was elected President of the South Side Railroad on December 7, 1865.

## Atlantic Mississippi & Ohio Railroad

On November 12, 1870 Mahone formed the Atlantic Mississippi & Ohio Railroad by consolidating the Norfolk & Petersburg Railroad, the South Side Railroad and the Virginia & Tennessee Railroad creating a 428-mile line that reached from Norfolk to Bristol.

The financial Panic of 1873 crippled the AM&O's finances and forced it into receivership in 1876. On February 9, 1881, the Atlantic, Mississippi & Ohio Railroad was sold at auction to Clarence H. Clark, senior partner of E.W. Clark & Company for \$8,605,000.

## The Norfolk & Western

On May 3, 1881 the AM&O was renamed the Norfolk & Western Railroad by its new owners. Under the leadership of Frederick J. Kimball, a partner in the Clark firm, the N&WRR constructed new lines into the Pocahontas coalfields of West Virginia and on to Ohio.

The debts taken on for the Ohio Extension resulted in the company being reorganized as the Norfolk & Western Railway on September 24, 1896. The railway reached from Columbus and Cincinnati in Ohio to Norfolk, Virginia and from Hagerstown, Maryland to Durham and Winston-Salem in North Carolina.

Today the Norfolk Southern operates on former N&W tracks that got their start in Appomattox 166 years ago.

*Ron Davis*



The newly chartered AM&O built a new station to Appomattox to replace the station destroyed by the civil war. That station, shown in the 1920 valuation photograph to the left, was destroyed by fire on April 6, 1923. On May 22, 1923, \$50,000 was authorized for a replacement station and tobacco shed by Presidential Authority 5583. The circa 1926 photograph on the right shows the replacement station that was built in 1923 for \$48,822.62. N&W donated the station to Appomattox in 1973. *NS Corporation collection*

### REGISTER OF AUTHORITIES

AUTHORITY REFERENCE			Location	Character of Work.	ESTIMATED COST				COMPLETION RECORD		
Number	Vol. Sec.	Date of A. F. E.			R. & E.	Ex.	I. & Co.	Total	Date of Completion	Report Received	Total Cost.
PA 5583	2-Va.	5-22-23	Appomattox, Va.	Acquiring right of way and construction of brick station Plan M-412-A and tobacco shed Plan M-834.	50,000.00			50,000.00	5-22-23 6-11-23 8-2-23 12-23-23	12-23-23 1-3-24 1-3-24 1-3-24 1-3-24	48,822.62

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



Color position lights were still in service when Ed Painter photographed a westbound freight at Oakvale, West Virginia, on October 25, 2012. NS D9-40CW No. 9443 led four other locomotives that included a Union Pacific unit sandwiched between two NS units on either end.

A former N&W section house sits in forlorn solitude basking in the mid-afternoon sun at the junction of the north leg of the Jacobs Fork wye and the Dry Fork Branch on October 25, 2012. *Alex Schust photo*



Late in the afternoon of November 14, 2009, a southbound coal train splits a pair of N&W color position light signals near Henry, Virginia. These intermediate signals, numbered RW49.1 and RW49.2, once governed rail traffic along the former N&W mainline between Roanoke and Winston-Salem, known as the "Punkin Vine" for its abundance of curves and grades. Within a year of this photograph being taken, these vintage installations were removed from service as a result of the entire line receiving new signals. *Jeff Hawkins photo*

## Tracking Heritage Units on the Old N&W



Everett Young photographed Heritage Unit Central of Georgia 8101 at Dry Fork Junction (laeger, West Virginia) on July 28, 2012. No. 8101 was the third unit behind NS No. 9490 and No. 9600 as the three locomotives pulled coal train No. 576 towards Farm.

Roger Link photographed Heritage Units N&W 8103 and PRR 8102 at Yards, West Virginia on October 26, 2012. The units were heading westbound having just pushed a coal train up Elkhorn Grade.

After the July 4, 2012 show at Spencer Shops Heritage Unit N&W 8103 worked for a week on the Hagerstown District. Mason Cooper photographed N&W 8103 on July 12, 2012, crossing the Potomac River on Bridge No. 699 at Shepherdstown, West Virginia.

