

Talk Among Friends



October-November-December 2018

Norfolk and Western Historical Society

Capitol Campaign

by Todd Arnett (arnett@nwhs.org)

Yes, this column is a repeat from last quarter, but it is vitally important for our members to participate in the capitol campaign called “Clear Block to the Future.”

Now the Society has sort of let a capitol campaign slide for a number of years, but we have now decided to address the campaign once again. Our members might ask “Why a campaign? Is the Society broke?” The answer is really not simple. Over the last 33 years since the Society was organized we have accomplished a great many things; we have a truly world class archival collection of material with over 150,000 items cataloged and more being added every week. We have an outstanding publication, the *Arrow*. We’ve produced a number of books and assisted in preservation efforts in a variety of ways. We do have money in the bank. The Directors and Officers are working hard to make changes and move the Society forward to meet our mission statement:

The vision of the Norfolk & Western Historical Society is to be the recognized authoritative source for information about the history of the Norfolk & Western and Virginian and predecessor railroads.

However, we are nearing a turning point of operations, our Archives building in Roanoke is an older building and we have simply outgrown it, we have a large off-site location that we are using thanks to Norfolk Southern we also have a storage building, and are expecting to add even more material in the near future.

It is pretty easy, our building is just too small, and due to its age, the on-going maintenance continues costing more and more. Our roof has had a variety of leaks over the past few years, which are being addressed as we speak, no material was damaged from the roof, but it is a flat roof building, and flat roofs always become an issue the older they get. Couple that with the additional materials we have or are expecting, means we really need a new home. Not to mention that an older building is always creating a new problem, fix something and something else decides to break or need fixing as well. We have also had some water infiltration via the

walls of the building, and there simply is no easy or cheap way of fixing those.

Your first question is probably can we fix the building? The short answer is yes we can. The practical answer is no. The building is not nearly large enough to hold our collections, and we are simply landlocked, there is no room to add on. The parking area beside our existing building is not suitable for construction of an addition, not to mention we lose the parking if we did that.

When our building was purchased, it may have been the best option. If you are a rail fan, and want to look out from the front sidewalk and see motive power at Shaffers Crossing, our location is nice. But if you are an average person, that scenery is not exactly what they want, it is also not in a neighborhood that is growing in value. So, from a financial standpoint, it really does not make sense to put money into a location that is not going to return the investment should we decide to move.

Now, if you think we just want a new place, you are mistaken. We are really open to any options, but the chances are, the present building is not really going to be adaptable to any kind of future growth or value improvement. We would be open to suggestions or other possibilities. We have considered putting a new roof on that is pitched, but the estimates we received is more than we feel that we would be able to yield a return on our investment. The fact is, we are out of space, and the roof is a somewhat secondary factor.

So, what are we looking for? That is not even easy to answer, we need at least two or three times the space we presently have. That is a big order because we presently have about 7,354 square feet of space inside the Salem Avenue location.

Property in downtown Roanoke is pretty expensive, and not a lot of good locations are really available at anything resembling a good price.

So, what options do we have? For all the obvious reasons, we need to remain in the Roanoke area. Our volunteer base is there and it was the headquarters of the N&W for almost 100 years. Roanoke is also the heart of N&W and Virginian preservation anywhere, being close to that would seem to be critical as well.

The Board feels that a place within 20 miles of Roanoke would be our best option, naturally we’d like it to be readily

accessible, close to town, a one story building seems more practical as moving things up and down stairs is really not a good choice. It would be nice if it was close enough to an active rail line to allow folks to see some train action, a modern building with modern systems and plenty of space to grow and include more material that comes along as well as what we already have.

Indeed that is a pretty long list! Not to mention some pretty expensive options.

However, this is a long-term proposal and we need to look to the future. This is not something that will happen in a year, or even two. There are many steps towards this kind of process. A new home requires a lot of research, and a determination of what we need and where we are going.

If we can find a place that meets the requirements, we then need to do the modifications that make it exactly what we want. If we cannot find a suitable place that meets the criteria, we are left with one option, and that is to build a home to meet what we need.

In either case, we have to acquire a place or land, hire an architect and consulting engineers to be sure what you want to do it feasible and legal, create our design, then build the place. All of that takes money, and a lot of it. Can we do it? This organization has pulled off a lot of amazing things over the years, this should be no different.

But we need the support of lots of members and community support as well. Do we expect the membership to come up with enough money to do this by ourselves? While that would be great, we are talking about a huge investment, and while our members are important, and we hope most will pitch in, it certainly is not going to be enough to pull this off. This is where we need help from the community as a whole. Our members need to help us find available grants, or business support. If you have ideas, suggestions, know someone who might be able to help or you are willing to help, email me directly at arnett@nwhs.org

One of the first things a large donor wants to know is how much the organization has to put up for this plan. There is no such thing as free money, we need to be able to put up at least 25-50 percent of an overall campaign goal.

Now, how much money are we talking about here? Hard to say, but very easily \$500,000 to \$2,500,000 or more. Now those are some scary numbers for a small group. Obviously, we can get some return on our building, but that is money we cannot get until we are out of the existing building, and we cannot bank on a quick sale. A large building just down the street from our archives has been on the market for well over a year. Indeed it may be overpriced, but it proves there is a weak market in this neighborhood. It is hard to admit, but our options are not good, as far as the

collective wisdom of the board sees it.

So, our choice is 1) stay static and hope for the best or 2) be proactive and start looking towards the future. If we stay the same and get the materials that we understand is coming our way, we are back to the drawing board. We have to figure out how to spend more money to safely store it and not have it readily accessible for cataloging.

You can ask, "well, how about grants?" Great idea, we need someone to find those grants for us and we need a person who can apply for these grants. That process is slow, and usually folks who want to give you grants like to see that an organization is vested in the project, in other words, ready to lay their money on the table as a partial or more matching funds.

Ken Miller tells me that the grant program on the Virginian Station in Roanoke required that the Roanoke Chapter NRHS provide at least 25 percent plus of the matching funds to meet Virginia Department of Transportation grants. The real catch of that was the Chapter had to pay the bills first, then apply for reimbursement which were administered, even if they were federal grants, by Virginia Department of Transportation. All that takes time. Some grants also have time limits and disappear if not used within the proper time frame. So, you will have to have a fair amount of cash on hand to accomplish a project.

So, where does this leave us? We have a vision of where we want to go, and know it takes money to get there, and it is a lot more money than we expect our membership will donate. So, where do we go? Pretty simple, we are running a small dollar campaign right now, we need enough seed money to show major donors that we are really serious about the project. This is where the members come into play. We are asking every member to join the club, if every member would donate at least \$50, we'd start out with \$50,000 or more to our fund, as pointed out, that is a good start, but \$100,000 would be a lot better. So, as an incentive we are offering for a \$50 donation, plus shipping of course, a capitol campaign supporter shirt and window decal. Naturally, if you want to donate more, we'd be thrilled to have it! This will give us a starting point, and something to show our corporate folks that we truly serious about our mission.

We hope to have your support!

CLEAR BLOCK TO THE FUTURE

Capital Campaign

Norfolk and Western Historical Society



The Electronic Arrow

by Ken Miller (*miller@nwhs.org*)

Sadly, I was totally underwhelmed by the responses on an electronic Arrow. I only had five. That is rather sad considering we have 1100 subscribers. Since that was such a small sample of total potential respondents, it is truly hard to make a judgement on overall interest or lack thereof.

So, I'm asking once again:

We would like to get the general membership's input into this subject. Please email us at survey@nwhs.org. If you do not use email, please send us a postcard with the following questions answered:

- 1) Electronic or Print or Both
- 2) Electronic on memory device at end of year (yes or no)
- 3) Classified ads on members only website (yes or no)
- 4) High resolution download at secure website (yes or no)

Be sure to put your name and contact info on the card.

Thanks for your participation!

Archives Report

by Dave Stephenson

Database Entry

Jim Blackstock, Fred Boettner, Harry Bundy, Ron Davis, Dick Kimball, Roger Link, Beth Miller and Joe Shaw completed data entry tasks this month.

Total items entered - 827.

Several of the above volunteers do significant amounts of data entry from home, so this total will change substantially as each month progresses.

General Archives Activities

Roanoke got a large share of rain during the past few weeks, from storms generally as well as Hurricane Florence. With anticipation of the impacts of Florence, on Tuesday, September 11, Ken and Beth Miller, Charlie Schlotthober, and Bill Mason moved items normally stored on the floor to "higher ground" on plastic sheeting or tables, to avoid potential damage to the mostly secondary material, duplicate magazines, etc. Local TV channel WDBJ was interested in the activity and visited the archives. The story was planned for their evening or next morning news program.

An unanticipated localized downpour occurred that very night, causing substantial runoff on the east side of our building (the uphill side) which penetrated the archives, soaking the carpet in about half of the front room, office and commissary space, and several places in the middle room. Ken and Beth Miller rented two large dehumidifiers in addition to the ones we already have in the warehouse, and used a shop vac to dry the carpet.

The main storm was still forecast for the weekend and first of the week, with varied amounts of rain expected between 3-10 inches. With that in mind, Ken and Beth went to the archives and made some sandbags for the front door, where the intrusion seemed to be the worst, and put them in place on Sunday. Fortunately, no other major intrusion of water occurred this time.

Charlie Schlotthober and Larry Hill scanned drawings for orders and continued working on scanning mechanical drawings for the collection. Charlie also donated copies of the different AM&O timetables.

Fred Boettner finished scanning the Bob Bowers slide collection, with a formidable data entry task ahead. With the Bowers collection scanning completed, Fred, Ken Miller, Ron Davis and Roger Link discussed other slides that should be scanned. Fred determined that there are about 7500 slides in the Gillum collection that should be considered. He noted that the carousel projector is starting to have problems advancing the slides and has to be checked out.

Harry Bundy and Landon Gregory worked on flattening and trimming rolled drawing sizes B, C, and CC. Many of these required considerable research because in many cases the Engineering/Maintenance of Way Department only referenced a milepost or bridge number in the description. As a result, track charts had to be searched to develop the nearest station for data entry location.

The drawing of the month (selected by Jim Blackstock) is HS-B05720, dated December 19, 1899, and titles "Proposed Guano House for J. R. Weaver and Sons, Rice, Virginia." These structures were used to store fertilizer.

Bob Cohen donated copies of several very early N&W employee timetables.

Gordon Hamilton did additional research on locomotive booster engines for a future article in *The Arrow*.

Visitors

Stephen Warren continued his research on local railroad operations.

Chuck Fluty donated about 840 color slides from the N&W Motive Power Department training program and additional material. Fred Boettner scanned them and Gordon Hamilton summarized them for the accession record.

GOB EAST (from Rob Ervine)

There were five attendees at the August GOB East work session Aug 25th: Ron Davis, Rob Ervine, Gordon Hamilton, Joe Shaw, and Stephen Warren.

Joe and Ron scanned drawings and did database entry. After considerable discussion, they also rearranged the computer workstation scanner area. Stephen continued his research projects. Rob and Gordon flattened, repaired and sorted drawings.

Support Your Society

I'd like to remind all the members that supporting your Society by purchases from the Commissary is vital for our continued ability to keep the operation going. If we do not have income, we cannot keep the doors open and the lights on. Instead of purchasing items from some internet seller, it might cost you a few dollars more, but if you spend your money with the Society, it helps keep our new products coming your way.

While the purchase of Archive materials is important as well, we are mainly speaking of books, DVDs, models etc. The more you purchase, the more variety of things we can carry, it is that simple.

Capitol Campaign Shirts

As you have read elsewhere, we are doing a small dollar campaign (but if you want to give more, we gladly will take it!) to raise funds for the "Clear Block Ahead" campaign. Now, how can you help? First it is easy, order one of the lovely T-Shirts shown here for \$40 plus shipping add another \$10 and we'll include a window decal for your vehicle (even if it is a Pullman car). The shirts are available in yellow, red or white. **Only available here!**

White shirt with black, maroon and yellow logos

LARGE . . .SKU# 1453.48.WL
XLSKU# 1453.48.WXL
XXLSKU# 1453.48.WXXL
XXXLSKU# 1453.48.WXXXL

Yellow shirt with black, maroon and yellow logos

LARGE . . .SKU# 1453.48.YL
XLSKU# 1453.48.YXL
XXLSKU# 1453.48.YXXL
XXXLSKU# 1453.48.YXXXL

Red shirt with black, white and yellow logos

LARGE . . .SKU# 1453.48.RL
XLSKU# 1453.48.RXL
XXLSKU# 1453.48.RXXL
XXXLSKU# 1453.48.RXXXL

Only \$40 per shirt!

When the Society offers a model, sales turnaround is very important. The quicker we turn product off our shelf; the quicker we can turn a profit! While we do not make a large profit off models, every little bit helps.

The books we publish ourself is a similar case, again, we have a large investment in the production and printing of any book, and your orders help change that to a positive cash flow sooner not later.

So, before you order that book, model, or DVD, make sure you check with the Society to see whether we have it, or will have it, just because it is not listed, does not mean we do not have it. So, you can email info@nwhs.org and ask. We appreciate your support and will get back with you promptly.

The Capitol Campaign is vital to our long term goals and every dollar helps, any amount over the \$40 shirt price will be considered as a donation and may be a tax deduction depending on the current IRS tax laws, consult your accountant for specifics.

Add at least \$10 and note it on your order, and we will include a special campaign window sticker to proudly display your support.



Call For Nominations For N&WHS Board of Directors

Each year, the terms of three of the nine Directors of the Society expire and the seats come up for election to a three-year term of office. This year the seats held by Larry Hill, David Rice and Joe Shaw are up for election. As per the By-Laws, Larry and Joe are not eligible to run for another term as a Director, as they have run the limit

All members of the Society are eligible to run for a seat on the Board of Directors and the Society encourages all members who are interested in running and serving the Society. To this end, Vice-President Dean Taylor, is seeking nominations of members to be candidates in the up-coming elections.

Nominations can be made through the end of January 2019. All nominations should be sent to Tisha Boggs at boggs@nwhs.org. Nominations of another individual should be approved by that person prior to submission. The election will be held in the spring of 2019, with ballots needing to be in by May 1, 2019 with the new directors announced at the general membership meeting at the 2019 Convention.

Description of the Duties of a Director

Collectively, the Board of Directors assumes fiduciary, legal and philosophical responsibility for all N&W Historical Society activities. The Board of Directors is responsible for establishing society policy, approving the annual budget and determining the goals of the Society in accordance with its mission statement.

A Director should have a strong interest in the society's purpose and goals and in serving the membership. In addition, a members experience in or knowledge of administration, finance, program development, marketing, media communications, railroad and regional history, railroad modeling are useful strengths that can be directly applied to the administration of the Society and its projects and plans. Also, a Director participates in implementing the Society's Mission Statement: The Society exists to serve the interests of its Members and the public at large in the Norfolk & Western and Virginian railways. To that end, it shall, among other activities, acquire, preserve, archive, and make available to the public, historians, museums, and other railroad historical groups, the historical documents, including drawings, photographs, and other graphics, of the two railroads.

2019 Convention - Save the Date, Back Home To Roanoke!

Yes, it is hard to imagine that our annual convention is just over six months away, but indeed it is.

The Board has suggested that we try to set our convention schedule to the same general time in May of the ensuing years to allow members to be best prepared for the following year, as well, the Board has discussed options for having conventions in places that are not necessarily online to the original N&W.

Our 2019 Annual Convention will be held, as it is every five years, back home in Roanoke. While you all might think that Roanoke is just the same old place, lots of changes always take place over time.

Make your plans for May 2-4, 2019 to visit Roanoke. Yes, the convention is early in May, but we had no hotel available for the original time frame we desired, a week back made it Mother's Day, which to many conflicts later conflicts with the end of the school year many places; it is a constant struggle to find a good time.

Our Convention hotel is the Sheraton Airport, which has a large facility to offer us at a decent rate of \$99 (plus tax, of course!) per night. n our rates was superior to what the Hotel wanted.

Regardless, we think we will have an interesting convention for you in 2019. One of the main changes from 2014

is that Roanoke is now served by Amtrak with a daily train each way. This is something that has never been available for our Roanoke convention.

Now, we have no idea about the 611's availability or presence at Roanoke. No firm plans for 2019 have been established, so we won't know anything until much closer to time. We are hoping to have a train show that will be available for convention attendees and for the general public. We will have a picnic again, possibly tied to an available train ride at Virginia Museum of Transportation. An outing to see the former North Carolina Branch and some other items along the way is among the activities being considered.

So, make sure you save the date, the conventions are always a great time to meet old friends, and make new ones. If you have been wanting to see our archives and maybe do some research, it will be open and available. If you do have specific research requests, please contact our folks in plenty of time to allow them to arrange for easy access to the items of interest when you arrive.

We are working on a great banquet speaker and clinic presenters. If you have a suggestion, or knowledge you'd love to share, please contact taylor@nwhs.org or miller@nwhs.org, we'd love to hear from you! Just remember to save the date, May 2-5, 2019.

59 Years Ago - October 24, 1959

Class J, No. 611 would power its first final excursion from Roanoke to Williamson and return, ending the steam passenger era on the Norfolk and Western.

It was a gloomy day, cloudy, a bit of snow, cold but finally the sun would break out during the stop over at Williamson. The riders saw the sad sight of steam locomotives awaiting shipment to the scrappers, many more had already left and been cut up.

This day, the very last class J on the railroad was still alive, all her sisters already scrapped or at the scrappers. Most folks on the trip probably felt that 611 would be joining her sisters not long after the trip was over. The meter was running as she ran fast down the last miles through Salem into Roanoke in the gloomy dusk. She was tired, dirty, and ready to head to Shaffers Crossing and an uncertain future.

Exactly one year to the day before, the first of the fourteen Js was retired, the 604 was retired at Shaffers Crossing. The last two in service, 610 and 612 had been officially retired on August 21, 1959, 610 at Crewe and 612 at Lamberts Point. Both had been stored for some time.

The weekend before, she ran her last trip on the east end of the railroad, between Petersburg and Norfolk and return. Only months before, the few remaining Class Js were running out flue time on that same territory, dusty, dirty, sad, in local freight service, one by one, they were retired.

Maybe one or two folks on that trip expected that it would truly not be the last time 611 would feel fire on its grates, Bob and Graham Claytor, but they probably did not think it would be almost 23 years later.

But not all was lost, W. Graham Claytor had been on a letter writing campaign with N&W

Norfolk and Western Photo

611 is shown here while paused at Bluefield to take water on October 24, 1959. A large number of fans gathered for this, the final steam powered excursion. The weather was cold, cloudy and rainy with some snow falling in places, it was a somber occasion. It was by chance that 611 survived to run this trip. That is famed photographer O. Winston Link in the foreground with the glasses and cap.



President Stuart T. Saunders doing his best legal arguments to have the 611 saved. Saunders, maybe feeling the pressure, maybe just tiring of the subject, and hoping that Claytor would simply go away, had agreed to not immediately scrap the 611.

Just because Saunders had agreed not to scrap the 611 did not mean it was safe for long. The Virginian and N&W merger would be completed on December 1, only 37 days away. Once that was out of the way, Saunders may turn his attention back to getting rid of those steam locomotives, but he was busy working towards his next merger that with the Nickel Plate Road.

Graham continued his campaign, and with Bob working behind the scenes, helped keep the 611 safe. The 611 did indeed feel a hot boiler as she served as standby steam power at Roanoke Shops for a short time, the exact dates seem to be lost to history.

Graham's campaign ran on, with the announcement of the Transportation Museum in Roanoke, he was encouraged and encouraging, corresponding with the folks involved about having the 611 running for the grand opening of the Museum, and to build a building to house her in. Neither thing happened, obviously. Saunders entered the picture one final time by donating the 611 to the City for its Museum.

There was a plan afoot in 1970-71 to bring the 611 to service again, but that vanished with little documentation. Once Bob Claytor had risen to President of the N&W in October 1981, the wheels were in motion, as she was pulled from the Transportation Museum and sent to the Southern Steam shop in Birmingham for rehabilitation.

—Ken Miller

98 Years Ago

Today, Rural Retreat Virginia might be best known for its restored Mahone-style depot and O. Winston Link's recording of Christmas Carol's being played while a passenger train powered by a Class J approaches from the west, slows and makes a station stop at night on the way to Roanoke.

However, tragedy occurred near Rural Retreat some year before. The weather was clear on the morning of October 20, 1920. At approximately 8:43 in the morning, westbound local passenger train No. 37 collided with eastbound train No. 14 in a head-on collision just west of Rural Retreat.

No. 37 was running from Roanoke to Bristol with Class E2 Pacific No. 558 with eight cars in tow. By the rule book, eastbound trains (No. 14) were superior to westbound trains (No. 37), so train No. 37 would take the siding unless instructed otherwise.

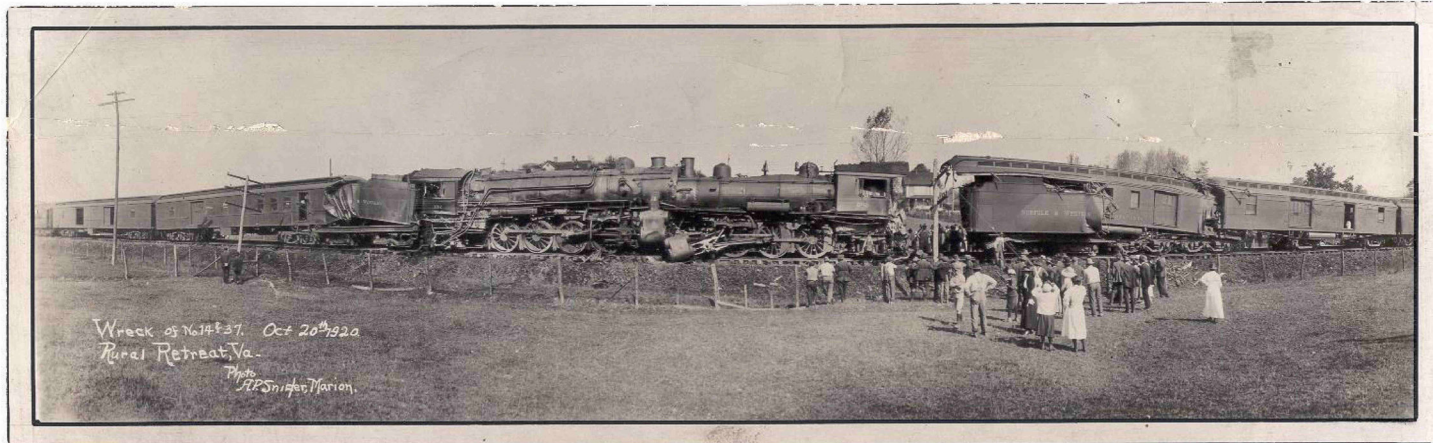
The train in charge of Conductor Charlton and Engineer Linkous received Train Order No. 56 to meet eastbound Train No. 14 at Rural Retreat at 8:02 a.m. Train 37 stopped at Rural Retreat to handle passenger and express and was partially into the passing siding. After station business was complete, the engineer continued to pull into the siding

Engineer Pyeritz and Conductor Newman were in charge of Train 14, with Class K1 No. 102 and six cars were approaching from the west. For whatever reason, train 14 entered the passing siding and the result is seen in the photo.

Sadly, three employees paid with their lives, 11 passengers were injured, three more employees were injured, two mail clerks, a Pullman conductor and porter and a mail messenger were also injured.

This story may become an in-depth article for the Arrow in time for the 100th Anniversary. There is a lot more detail and some more photos to be seen.

—Ken Miller



Courtesy Of Abram Burnett

The famous panoramic view of the wreck. The wooden car behind the tank of the 558 did not stand a chance as it telescoped over the tender. This was one of the reasons of the end of the wooden car era on America's railroads.

Norfolk and Western Around the World

Most of our members are, by nature, residents of the United States. But, the appeal of the N&W does spread around the world. Our magazine goes out to people as far away as Australia and Germany, but there is an interest beyond our subscriber base as well. One of the inquiries that have come in via our Facebook page is a gentleman from Minsk whose interest is the Y3 Class steam locomotives. He asked numerous questions, which I answered to the best of my ability, but it is rather difficult to explain things when your audience cannot refer to the books that we take for granted like, Mr. Jefferies "Giant of Steam" or Richard Prince's "Pocahontas Coal Carrier."

Fortunately, I did manage to satisfy our foreign friend and he has ordered some drawings from the archives, and I suspect, as he gets more money, he will be ordering more. Again, we all tend to take for granted the ability to simply pull out our credit card to order something, but never give a thought to having to order something from so far away.

It is nice to know that something as standard as a steam locomotive built almost 100 years ago is a subject of interest of someone so far away.

—Ken Miller

Calendars and New Items

It is the time of year that one of the common questions we get is about calendars for the upcoming year. This year, we have to tell people there will be no N&W or Virginian calendar available through the Society for 2019.

The Society last published a calendar in 2016. Calendar sales had been in decline for several years, and after a few years of making little or no profit, it was decided to no longer produce a calendar. Our friend Aubrey Wiley who had done the well-known Virginian calendar for over 10 years, added a N&W calendar to his offerings. However, even sales of Aubrey's calendar had declined, and we still have a large supply of all previous years calendars still in stock. Back in the spring, Aubrey had announced that he was retiring from the publishing business, and was not doing any further books or calendars.

While I am certain some of you have missed the calendars, we will consider doing them again, but we have to be assured that they will be a success, and not leave us with a huge stock of calendars unsold at the end of the year. Getting the calendar produced and printed is not cheap, and if members will not support the sales of such a calendar or any product for that matter, we cannot simply afford to do them.

So, the question to our members is what kind of products do you want to see and you will buy from us? That is the key, we need to sell product, we do not have a benefactor who is financing the operation of the Society, we have on going expenses, the archive building, internet, website, phones, etc. etc. These all cost money and we need our members support to keep it all going.

While we cannot offer custom models such as locomotives, as the investment in the tooling for such a model is beyond our means, we are working with manufacturers to

offer some N&W specific models or custom numbers of others. But again, we need your support by ordering directly from us.

One of the new items that will be available in our Commissary which I am excited about is art prints of N&W photos suitable for framing. We are offering four different prints this quarter. These are high quality images, some well known, some not so familiar. These make great gifts or fantastic decorations for your hobby room.

As has been seen industry wide, book sales have slowed, press runs have decreased, but we are still in the publishing business and looking for books that fit our publication plans. We are also looking at some smaller publications on limited subjects, these could be considered as an expanded magazine but highly focused on a single subject, we have some ideas of subject matter and are looking for folks who'd like to pull together the information. It may not require much writing, but finding drawings or photos from the Archives or elsewhere to make a good reference book.

One thing we would like to expand into is coverage of Norfolk Southern on the former N&W, photos, article, railfan stories, models, etc. This will be only offered as an electronic publication, but some material may well be suited for the Arrow as well. We are mindful of the Arrow's place as a history magazine but remember that history is happening all around us.

Doing this publication as an electronic magazine will allow us to do one other thing and that is to accept advertising, which can go a long way to keeping us on a good financial footing.

So, what are your ideas, suggestions, thoughts? Please email me directly at miller@nwhs.org. We are truly interested in what members have to say.

—Ken Miller

Member Classified Ads

We are offering, free of charge, classified ads to our members with some restrictions. Ads are available on a first come, first served, space available. Advertiser must be a currently paid in full member. One ad per member per issue, ads are only published in the electronic version of the TAF and the Society takes no responsibility for the ad, or advertiser, the buyer, or seller is responsible for their ad and correctness of the copy. Ads are limited to no more than 100 words and must include contact information in the ad. We will consider photos on a space available basis. Ads content must be Norfolk and Western related material, no website listings, no commercial ads, no illegal items, or questionable mate-

rial, editor has right to reject any or all content if deemed inappropriate. Email your ad copy to: thearrow@nwhs.org.

For Sale: I have two (2) HO scale Oriental Limited Powerhouse Series 2-8-8-2 locomotives, each new in the box, that I am offering for sale.

#1. USRA 2-8-8-2, with N&W type tender and details, lettered for VIRGINIAN, loco #739.

#2. USRA 2-8-8-2, with N&W type tender and details, UNDECORATED.

Price is \$200.00 each, which includes Priority Mail shipping in continental United States, or \$375.00 for both.

Payment is by USPS money order or personal check, which will be held 7 days for bank clearance.

Pics on request; please contact me off list at jim.brewer.3611@gmail.com