



TALK AMONG FRIENDS

July - August - September 2015

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NWHS News of Interest

Board of Directors Elections: Roger Link, Ed Painter and Harold Davenport were elected to 3-year terms on the NWHS Broad in the election that concluded on May 30, 2015.

Board of Directors Policy Statements: When the NWHS By-Laws were rewritten the BoD decided that policy statements would be attachments to the By-Laws rather than be in the By-Laws. This would allow the BoD to add, change or remove policy statements as situations warranted. After in-depth discussions on issues the BoD had dealt with over the past 12 months, the BoD established the following policies at the March BoD meeting:

1. It is NWHS policy that members are allowed to purchase a table at an NWHS convention to sell their products, but there could be no direct competition with NWHS Commissary products.
2. It is NWHS policy to prohibit advertising products for sale on the Mailing List.
3. It is NWHS policy the Commissary not sell children's books.
4. It is NWHS policy not to allow model reviews for manufactured products in *The Arrow*.
5. It is NWHS policy that the Commissary only market NWHS custom-designed models.
6. It is NWHS policy not to give honorariums to individuals who are asked to participate in convention activities. Honorariums may be given to organizations.
7. It is NWHS policy that individuals who sell products they copied at the Archives would be subject to being banned from the archives.

Return to the Appalachian Coalfields with the 2016 Convention: Planning is underway for a late May/early June return to the coalfields in 2016 with Pikeville, Kentucky as the host city able to provide the lodging, restaurants and other facilities needed to host a convention. Pikeville is 35 miles from Williamson, 42 miles from Grundy, 50 mile from Norton, 70 miles from Richlands. Plan to join us as we explore the Clinch Valley District, Buchanan Branch, Levisa Branch.

Pikeville is also within easy driving distance of the mining museums of Lynch, Kentucky and Big Stone Gap, Virginia. Just 66 miles from Pikeville, Lynch, Kentucky is where the nearly fully preserved coal community is part of the Kentucky Mining Museum. Experience life as a coal miner by the underground tour of Portal 31 where you travel back in time via a mantrip car that takes you through eight stops as animatronic figures (think Disneyland) tell the story of mining and living in a coal community. Big Stone Gap (61 miles from Pikeville), is where, at one time, the N&W planned to build terminus of its Clinch Valley District.

As noted, planning is just underway, but our 2016 convention will allow the participants to explore the history of the N&W, as well as the history of coal mining and railroad development. Details of the 2016 Convention will be published in the October and January TAF and eTAF with registration packages sent out in March 2016.



Return of 611: N&W Class J 611 has been restored and returned to operation. The NWHS mailing list has been filled with discussions, pictures and videos as members have tracked 611 on its return to Roanoke and on its subsequent excursions. You can follow and see J 611 by participating on the NWHS mailing list. Join the mailing list by going to www.nwhs.org and clicking on the Join the e-mail Discussion Group on the left set of Tabs.

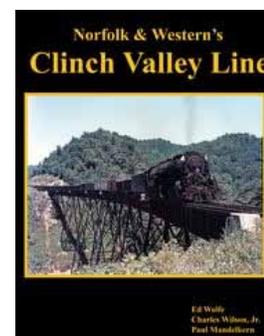
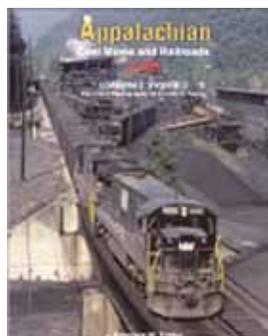
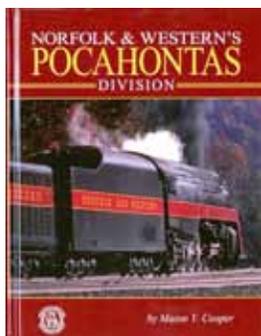
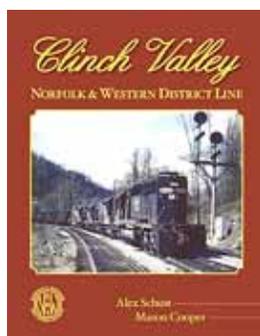
Jeff Lisowski photographed Ron Davis managing the NWHS display at the Virginia Museum of Transportation on May 31. NWHS members have been handing out membership applications and Archives brochures at 611 events. See page 13 for photographs.

Commissary News

Commissary Changes: Bob Bowers, who has been in charge of the Commissary for about 20 years, is planning to retire in May 2016. The BoD has been dealing with the best way to transition all of Bob's NWHS-business related activities for the past 12 months. The biggest issue with respect to the Commissary is order-fulfillment which includes verifying credit cards, producing requested Archives materials such as drawings and photographs, packing, getting mail to the post office, etc. To date the BoD has not found anyone willing to takeover the Commissary job, nor have we found an outside organization willing to do order-fulfillment for us. In the long-term it is possible we will remove all low-profit items from the Commissary and only concentrate on selling Archive products and NWHS produced products. There is also the potential that NWHS-products will only be available through the Commissary. Our Commissary is a low-volume operation, but one which accounts for a large portion of our operating revenue. We cannot compete with large volume dealers, even when they are selling our products. We cannot offer free shipping, nor can we offer large discounts. While we understand some members will seek the most economical way to purchase their N&W/VGN related products, the end result is going to be less and less products being sold in the Commissary. You may expect updates on this issue in the future.

Digital Pricing: Over the past year we have gotten an increased number of requests for digital delivery via the internet. The BoD voted in March to establish a digital delivery process. Members may request delivery to an email address for digital scan products. Such products will receive a five per cent (5%) discount and there will be no shipping charges. Members may also request that their Archives product order be scanned and placed on CD/DVD for shipping.

Planning for Your 2016 Coalfields Convention



The NWHS Commissary offers four books to help you learn about the railroad and coal history in southwest Virginia – the area of the NWHS 2016 Coalfields Convention.

Clinch Valley: N&W District Line (SKU# 139.19) covers the Clinch Valley District mile by mile. The book is developed around the 1916 Resurvey, the 1916 N&W Industrial Guide, and 1917 ICC Valuation of the Clinch Valley main line and each of its major branch lines – Big Creek, Town Hill Creek, Coal Creek, Honaker, Russell Creek, Little Tom, Marion, and Big Toms Creek. The book highlights the communities of Richlands, Coeburn and Norton.

Norfolk & Western's Pocahontas Division (SKU# 139.12) covers the development of the Clinch Valley District, Levisa Branch, Buchanan Branch and the various sub-branches in southwest Virginia.

Appalachian Coal Mines and Railroads in Color Volume 2: Virginia (SKU#138.181) showcases noted Appalachian-area photographer Everett Young photographic coverage of coal mining in southwestern Virginia. Featured are the western Virginia coal mines and railroad operations of CSX and Norfolk Southern and their predecessor roads – the Louisville & Nashville, Clinchfield, C&O, N&W, Southern, Interstate and the Haysi Railroad. The book includes photography on the Clinch Valley District, Buchanan Branch, Levisa Branch and the Wyatt Cutoff-Big Creek Branch.

Norfolk & Western's Clinch Valley Line (SKU#138.176) documents the construction and operation of the N&W's scenic line through the Clinch Valley area of southwest Virginia between Bluefield (Graham) and Norton. Coverage highlights include development of the towns and villages along the route, construction photographs of the rugged area between Pounding Mill and Cedar Bluff and between St. Paul and Coeburn, passenger service, freight service and the early years after the formation of Norfolk Southern and the assimilation of the former Interstate Railroad and the Southern Railway's St. Charles Branch into the Clinch Valley District as the Clinch Valley Extension.

Archives Report for March - April - May Work Sessions

We had 13 attendees at the work session in March, 16 in April and 15 in May. We had a cadre of 15 members who made two or more of the work session at Salem Avenue. This cadre included Jim Blackstock, Harry Bundy, Ron Davis, Rob Fisher, Landon Gregory, Gordon Hamilton, Larry Hill, Chris and Harold Hunley, Roger Link, Skip Salmon, Charlie Schlotthober, Ben Shank, Joe Shaw, and Dave Stephenson.

Three of our members made at least one of the three archive work sessions. These members were Hunter Atkinson, Dick Kimball, and Aubrey Wiley,

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

Specific Research Requests

Archive volunteers handled 20 specific research requests over the February, March, and April time period. We have handled 128 specific requests over the past 12 months.

Harry Bundy, Cecil Jones, Roger Link, Ron Davis, and Dave Stephenson worked on specific research requests. One of the more interesting requests was locating photos between Welch and Williamson for Film Posse which will be used in a PBS presentation next year covering the Matewan mine wars of 1921-22.

Volunteer(s) Needed

We need a volunteer to take over the specific research request program. It is currently organized and has a spreadsheet to format and track the requests as they come in and are processed. It requires "hands-on" time at the archives as well as some time between the archives work sessions. The administrative tasks and some of the investigation for the requests can be done outside archives work session and off-site. Please contact an Archives Volunteer at archives@nwhs.org or any NWHs officer at nwhsbod@nwhs.org if you can help.

Specific Research Fees

After considerable discussion and research into fees charged by other Archives, the NWHs BoD voted to charge for specific research requests that are expected to take over 10 minutes to research. The fee will be \$25 per hour for the first hour and then \$15 per hour for each additional hour or increment of an hour. The fees will be treated as donations and each requestor will receive a tax donation form from the NWHs.

When a specific research request is received the requestor will be advised of the expected time the research will take. The requestor will be asked to provide a credit card number before the research begins. The requestor will also be asked to specify the number of research hours authorized.

As always, members may come during an Archives work session and do their own research at no charge.

General Archives Activities

Considerable data base work was done over the months of March, April and May such that we have exceeded our 2015 goal of 107,000 data base entries. As of June 9, 2015, we had 113,607 data items entered in our data base which is an increase of 2,541 over the March 17, 2015 report. A considerable amount of data base work is done off site. Over the last three months members have worked on the following:

Hunter Atkinson sorted *Norfolk and Western Magazines* to be shipped to the contractor scanning the employee magazines. He also processed several boxes from the Gillum donation, flattened drawings and reorganized the accessioning area in the warehouse to improve accessibility and open up more shelf space. Hunter also worked on sizing and entering the drawings out of the front file drawers starting with "Y."

Jim Blackstock worked on HS-B series drawings for VGN EL-C and H24-66. HS-A and C series drawings from the Library of Virginia collection. HS-D series assembly drawings for the 2,000-ton concrete coaling station at Bluefield and drawings for the Annex to the Roanoke General Office Building.

Harry Bundy and Landon Gregory continued to cut and steam-flatten prints although they have to scour various boxes in the warehouse to find the correct sizes. There are plenty of oversized prints, but few size G or smaller. Someone did them a favor, leaving a box of right size drawings to be steamed. They also spent several hours in April cleaning the mangle press of baked-on gunk. At the May work session Harry and Landon flattened a large

volume of electrical diagrams for Virginian FM's. They began trimming and steaming 32 drawings of Lambert's Point Pier N, the rail-to-ship transfer point for merchandise traffic.

Ron Davis worked on slides and HS-series drawings of right of way maps for the Little Miami Railroad, Scioto Division, and list of N&W road numbers for locomotives and freight cars. Ron also scanned 150 CC-sized drawings from GOB East.

Charlie Schlotthober and Larry Hill scanned and printed drawings for sales orders at all of the work sessions. Charlie also did some refiling.

Gordon Hamilton researched the contents of various *Norfolk and Western Magazine* articles on the history of building the N&W in order to establish a chronological order for the history content of the articles rather than their magazine published date. The intent is for NWHS to publish the articles in book form. Gordon Hamilton continued research for an upcoming article in *The Arrow* on operating VGN squareheads. A preview indicated that they were much more complicated than you would imagine. Gordon also reviewed Stephen Warren's project on the Rorer Iron mines in South Roanoke.

Dick Kimball scanned slides of various classes for freight cars.

Roger Link scanned slides from the Bowers collection and photos from the Dressler collection and Gillum collection, as well as photos of N&W stations and VGN drawings for Class BA and various freight cars. Roger, working with Harry Bundy and Landon Gregory, found a photo from the VPI&SU files of the Loch Laird operator's station on the Shenandoah Division requested by someone writing an article for the C&O Historical Society. Loch Laird was the point near Buena Vista where C&O left trackage rights on N&W for its branch line terminal at Lexington.

Ben Shank continued scanning AAR photos. For those who aren't familiar with this collection it consists of both photos and negatives, usually 8x10, covering all aspects of railroading in the 1940s. It's about four file cabinets worth of material. Our goal at this point is to scan the photos and the data on the back of each one rather than do manual data entry. He also performed other perhaps more mundane but nonetheless important tasks of changing several fluorescent tubes throughout the building. Ben started the assembly of a metal storage shed which was ordered for the Archives and delivered during the May work session. It will be used to store the lawn mower and other non-archives materials that are currently taking up space in the warehouse.

Skip Salmon is entering the remainder of the Virginian material on the west wall to make room for the rest of the AFEs. Most of the files are rolling stock, MoW equipment, and passenger cars. Several passenger color schemes were significant. The first Club Cars (Class CL-1) were cadmium yellow with wine color lettering and C&O brownish olive trucks. When the third order of coaches came from Pullman (CH-3 class) the color changed to Lowe Brothers Big #4 standard orange with maroon lettering and gold leaf stripping. Also the club cars had interesting items such as cake covers and ginger ale stands with "The Virginian Railway" stamped on the bottom. The silverware had "Virginian Ry." stamped on it. Skip also worked on a VGN timebook for Sewells Point personnel 1922-1929, a Radford division train sheet donated by Landon Gregory, specifications and drawings for VGN mail and baggage cars, coaches and club cars and VGN schedule of freight car repairs and seniority lists.

While he was unable to attend official work sessions, Alex Schust was at the Archives in March and May scanning ICC Valuation photos and researching material for upcoming *Arrow* articles and researching material for the new NWHS book on the Scioto Division.

Joe Shaw worked on HS-C and D series drawings of N&W box cars, N&W, ex-Wabash and NKP covered hoppers and N&W Pm coaches; HS-A series drawings for details for gondolas, covered hoppers and box cars; HS-series drawings for various classes of ex-Wabash, ex-AC&Y and N&W freight and passenger cars; Library of Virginia rolled drawings (Drawing HS-R0000 was about 200 inches long and must be one of the longer drawings we've seen so far); and proposed fire protection system for the Hotel Roanoke

Dave Stephenson partitioned Banker Boxes to handle multiple small donations. He filled several Banker Boxes with multiple donations, identified the contents with accession forms, and relocated them to the accessioning storage area. He also accessioned two batches of railroad books donated by Phyllis Foster and added them to the library inventory list. Dave also worked on resolving locator problems in a number of Hollinger boxes

(Note: Multiple Archives volunteers work at the Archives outside of regularly scheduled work sessions. These members file material, scan material, process commissary orders, work on the building and do research among other activities.)

GOB East Archives

Five people attended the GOB East Archives work session on February 28: Ron Davis, Rob Ervine, Roger Link, Joe Shaw, and Bruce Harper. Ron did data entry, Rob flattened drawings, Roger sized drawings, Joe did data entry, and Bruce continued working on a research project.

There were also five attendees for the March work session at GOB East: Rob Ervine, John Garner, Gordon Hamilton, Roger Link, and Joe Shaw. Gordon continued his recent research project. Rob Ervine flattened and sized drawings from the VT collection. Joe Shaw, Roger Link and John Garner worked on data entry. John Garner also worked on HS-C series drawings mostly of VGN track additions and modifications.

On April 25, six 6 people attended the GOB East Archives work session: Ron Davis, Rob Ervine, Gordon Hamilton, Joe Shaw, Rex Teese, Steve Warren. Rob Ervine worked flattening and sizing HS-A series N&W box car and covered hopper drawings from the Virginia Tech collection. Steven Warren continued his research on the narrow gauge Roher Mine railroad. Gordon Hamilton worked on research for a Nuggets article in *The Arrow* on how to operate VGN squarehead locomotives.

Rex Teese shot some video of the crew working at the GOB East Archives for possible inclusion in the documentary on the 611 restoration. We also discussed the 611's upcoming return to Roanoke and strategies for filming the event. Rex reported that they had started digitizing the films that Rex has borrowed from the Salem Ave Archives.

Ron Davis and Joe Shaw performed data entry on 134 drawings, mostly HS-F series track diagrams, maps and mine track layouts.

We also checked out a new book donated to the Archives titled "Arming the Confederacy, How Virginia's Minerals Forged the Rebel War Machine" by Robert C. Whisonant, a geology professor at Radford University. The book makes a number of references to the Virginia and Tennessee Railroad and includes a picture of the original bridge over the New River.

Archives Drawing of the Month

Harry Bundy reported that the drawing of the month for March had no number. It was used by Becky Freemal, co-anchor of Fox Channel 21/27 news, to demonstrate how the mangle press flattens drawings. The "drawing" was actually a blank piece of paper trimmed from an oversized drawing. Freemal was skeptical about her ability to use the mangle press without damaging a real drawing.

The drawing of the month for April was HS-D01217. It is dated 1914 and titled, "Typical plan of signs to be used at passenger stations". The drawing shows examples of information for the 19 trains through Roanoke.

The drawing of the month for May was HS-T00001, the proposed 2706 foot (+/-) extension to the passing siding at MP 12 (Posm) on the Lynchburg Belt Line. The drawing is dated 12/30/57. Extending this passing siding meant that the US 460 overhead bridge east of Lynchburg had to be expanded to cross two tracks.

March - April - May Visitors

We had four visitors in March. Peg McGuire from VMT continued working with the *Norfolk & Western Magazine* for a VMT project. Becky Freemal, Fox Channel 21/27 News, along with a cameraman and another station representative, filmed a story on the NWHS and the work done in the Archives. This feature was part of her Out-And-About series, and was broadcast on May 20. Apparently, May is a big month in broadcasting, and Channel 21/27 is counting on 611 and the area's rail heritage to pull in big numbers. Stephen Warren continued working on a research project and Cecil Jones stopped by on Thursday.

In April Deena Sasser and Emma Clemente donated surplus material from VMT. It included 10 carousels of slides, two AAR manuals, and a box of miscellaneous papers. Cecil Jones stopped by Saturday and worked on one of the research requests. It involved finding drawings of prep plant and tipple complexes at Itmann, Tralee and Eccles. He also brought in two photos to be scanned for the Archives collection – the N&W accounting department in 1944 and circa 1970's. His mother, Jacqueline Jones, was a member of the department and appears in both photos. Stephen Warren continued a research project on the history of the Rorer iron ore mines' narrow gauge railroad that used to operate in Roanoke.

Dean Taylor, candidate for the NWHS Board of Directors, visited the Archives in May and discussed his ideas for making the Society more attractive to the modeling community.

Changes to Archives Search Results Page

Ron Davis is reworking the new search results pages for the Archives database. The results will be able to be displayed one of three ways:

- (1) Mixed: Displays a Google-style return page with the corresponding document thumbnails displayed along the right side of the screen,
- (2) List: Displays a table listing the matched documents, and
- (3) Images: Displays thumbnails with the document description displayed below.

An "Add to Cart" button is being added to the mixed results screen which will save users from having to go to the detail screen to add a drawing or photo to the cart.

The new rolling stock search page will allow selecting more than one class of rolling stock. Click the "Select" button to activate a column of check boxes. After selecting the desired classes, click the "Submit" button to return your results.

You can test out the new pages by going to <http://www.nwhs.org/archivesdb/rollingStock/>

Send your ideas, thoughts, complaints or suggestions to Ron at davis@nwhs.org

How Did the Mangle Press Get Dirty?

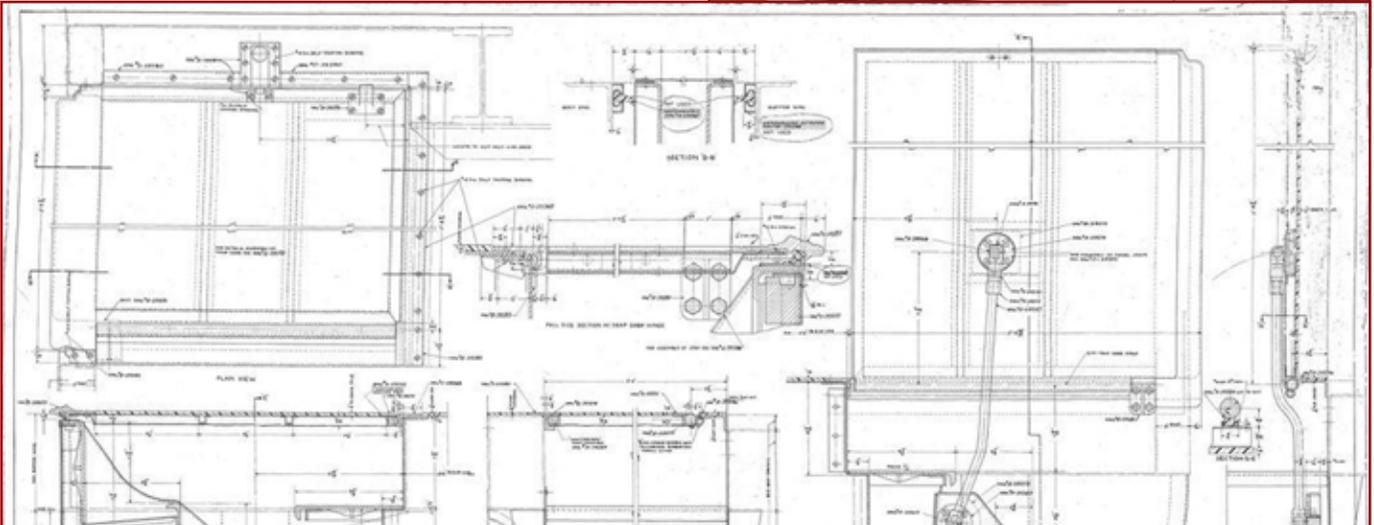
You may have noticed in the General Archives Activities section that Harry Bundy and Landon Gregory spent

several hours in April cleaning the mangle press of baked-on gunk. How the mangle got dirty is an interesting story by itself because it illustrates the types of activities the Archives volunteers get involved in as we sort through and catalog data items in the multiple boxes that are stored at Salem Avenue and GOB-East.

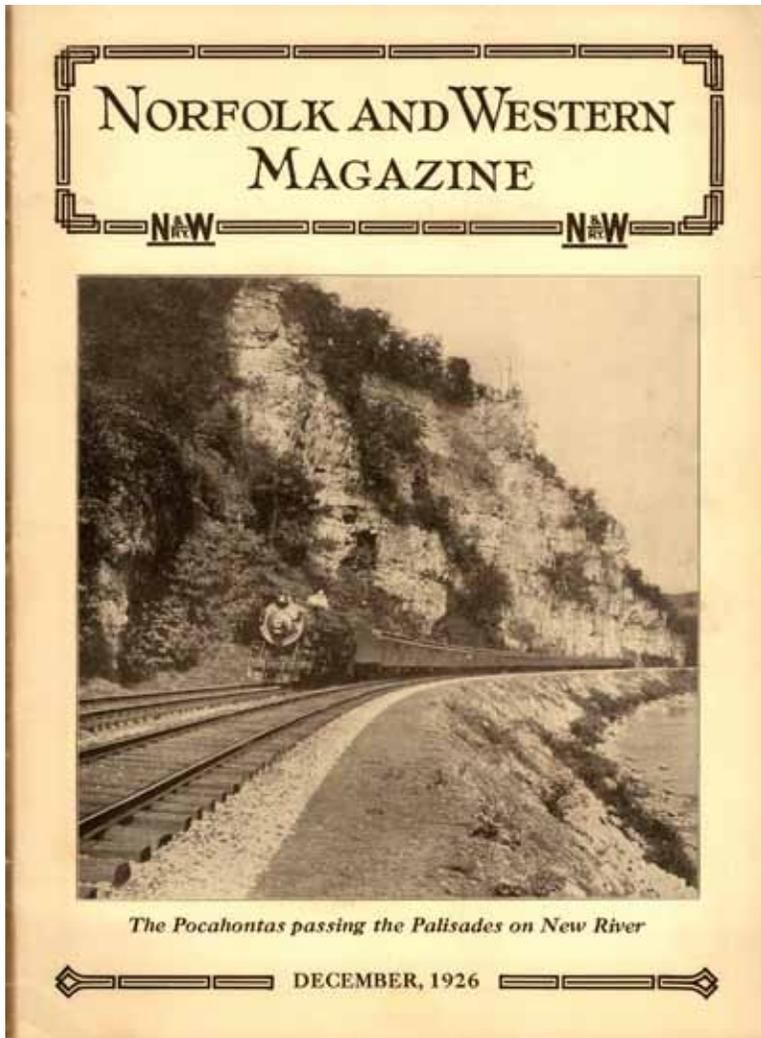
At one of the Archive work sessions volunteers opened a box (top left) that had 128 drawings that had been in the 1985 flood that destroyed the Virginia Museum of Transportation in Roanoke's Wasena Park. The drawings were rolled up and many had been folded further into very tight bundles. Exposure to the flood waters coated the drawings in mud and cemented the linen drawings together as shown in the top and bottom left photo.

Through a tedious process of rehydration and with very careful fingers, volunteers were able to carefully unfold the drawings as shown in the top right photo. The bottom photograph is a partial view of the drawing after it has been flattened using the rotary "mangle" press shown in the middle right photo. Sometimes the 1950's technology found in the rotary press is the more important asset in the Archives.

Once the 128 drawings were processed we found that all of the drawings related to the N&W Class PM coaches. Of the 128 drawings, the Archives only had copies of 7 in its collection. What we recovered were 65 A size drawings, 54 B size drawings and 9 G size drawings. The recovered drawings were the original linen drawings made by N&W draftsmen.



Musing at the Archives



An often overlooked source of historical information is the *Norfolk and Western Magazine*. The magazine, which was published from 1923 into the 1980s, is a valuable source of a variety of information. The information varies from published articles, to employee provided columns on what was happening at their work location, to long-time employees recalling what it was like to work on the railroad in the “old days.” Another valuable source of information within the magazine is the period advertisement that was published.

The NWHS is in the process of scanning the *Norfolk and Western Magazine* for sale through the Commissary. The scanning project contractor has scanned 128 of 726 issues which includes a complete scan of the 1951 - 1960 decade plus some single years. A single magazine averages about 100 MB. A full 12 issues for a year averages between 1.1 to 1.4 GB. We anticipate the scanning will be completed by December 2015. We are working on indexing programs to develop a simple search function. Our current thinking is to publish an on-line index which allow individuals to select magazine's they may want to purchase. We also plan to package the magazines by decade for sale through the Commissary.

The cover of the 104-page December 1926 issue is shown to the left in a reduced form. The following page presents the Table of Contents for the December 1926 issue to illustrate the type of articles and columns

that appeared in the magazine. Following the Table of Contents is the article on “A New Fast Passenger Train” which illustrates both the type of articles and advertisements that appeared in the magazine.

The box below shows how an historical interview presented in December 1925 issue of the magazine has been adapted for the NWHS's upcoming book, *Norfolk & Western in Ohio, Scioto Division 1890 - 1930*. The book is expected to be available in September 2015.

Alex Schust

Scioto Valley Railway Memories

In 1925 Frank Helvestine interviewed a number of long-time employees. One of those employees was Circleville Agent B.K. Clapp who was asked to comment on his days on the Scioto Valley Railway. Clapp's comments were published in the December 1925 Norfolk and Western Magazine.

“I was checked in as agent at Hanging Rock on August 15, 1884, so you will see that I am one of the old agents from the Scioto Valley. When I came on the road, and for quite a while afterwards, the cars in those days were light affairs compared with those in use today. It would take several hundred of them to handle as much tonnage as is hauled in one of our tonnage trains of today. The coal cars at that time were of 12, 15 and 20 ton capacity and the box cars 10, 12 and 15 tons. A train was 18 loads, and often a train would have to double around the curve at Hanging Rock depot with less cars than that. I was often held from one to three hours in the evening because of the local freight being unable to make the grade and curve through Hanging Rock. Forty years ago such a thing as hours wasn't in the railroad vocabulary, one simply worked until he got through. On the road the pay was so much for the trip, whether it took six or 20 hours to get through. If one got through on time, very well; if not, you were “out of luck.”

NORFOLK AND WESTERN MAGAZINE

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VOLUME IV

DECEMBER, 1926

NUMBER 12

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The Norfolk and Western Magazine is published monthly at Roanoke, Va., by the Norfolk and Western Railway Company and is devoted to the interests of its 30,000 active and retired employees.

It is distributed without charge to all employees and pensioners. To others the subscription price is \$2.00 a year. Advertising rates will be furnished upon application.

All employees are invited to write articles and items for the Magazine. Contributions should be typewritten, double-spaced and on one side of the page only. Photographs are especially desirable and will be returned upon request.

While we cannot guarantee our advertising of course, we do know that our advertisers are worthy and therefore we urge our readers to patronize them.

Introducing
THE POCAHONTAS

A New, Fast Train

CONNECTING

The Mid-West

WITH

The Carolinas

AND

The Virginia Coast

SCHEDULE

Effective November 21, 1926

WESTBOUND		EASTBOUND	
READ DOWN		READ UP	
11.00 AM	Lv. NORFOLK . . .	Ar. 6.45 PM	
11.55 AM	" . . . RICHMOND . . .	" 5.40 PM	
1.00 PM	" . . . PETERSBURG . . .	" 4.40 PM	
8.45 AM	" . . . DURHAM . . .	" 8.25 PM	
4.15 PM	" . . . LYNCHBURG . . .	" 1.15 PM	
2.10 PM	" . . . BUENA VISTA . . .	" 1.49 PM	
1.10 PM	" . . . WINSTON-SALEM . . .	" 4.00 PM	
6.00 PM	" . . . ROANOKE . . .	" 11.55 AM	
1.27 PM	" . . . BRISTOL . . .	" 2.55 PM	
5.40 AM	Ar. . . . PORTSMOUTH . . .	Lv. 12.50 AM	
7.00 AM	" . . . CINCINNATI . . .	" 9.25 PM	
7.45 AM	" . . . COLUMBUS . . .	" 10.15 PM	



**NORFOLK AND WESTERN
 RAILWAY**

Reproduction of an advertisement appearing in newspapers throughout the country

A New Fast Passenger Train

The Pocahontas Offers A 21-Hour Service Between Tidewater And The West

THE POCAHONTAS, the first fast, through passenger train to be operated by the Norfolk and Western between its western termini at Cincinnati and Columbus and the Virginia Coast at Norfolk, made its first run on November 21, the westbound train leaving Norfolk at 11.00 a.m., and the east bound train leaving Cincinnati at 9.25 p.m. and Columbus at 10.15 p.m. This is rather needless repetition of familiar facts to the members of the Norfolk and Western Family, but nevertheless a necessary introduction for the *MAGAZINE*'s first story on the new passenger service.

The essential facts regarding the new train schedules, which were placed in effect simultaneously with the inauguration of this new service, have been made public through the medium of announcements, newspaper advertisements, time tables, blotters, newspaper stories and official circulars. Therefore, little other than the skeleton schedule of The Pocahontas, reproduced in a box on this page, need be added. Nor would it be possible, in the *MAGAZINE*, to point out the many advantages of the new train schedules over the old, except to call attention to the fact that the running time of The Pocahontas from Cincinnati or Columbus to Norfolk or *vice versa* has been reduced by more than three hours, giving better than a 21-hour service between Tidewater Virginia and the Middle West.

The equipment of The Pocahontas will not be radically different from the equipment in use on trains Nos. 3 and 4 prior to the effective date of the changes with the exception that sleeping cars of the latest design have been ordered from the Pullman Company and will undoubtedly be supplied for regular operation.

As a matter of fact, the principal changes involved in this improvement in the service which we are able to offer the traveling public are in the vastly improved and faster schedules, and in the giving of a personality to the train by naming it after the Indian princess whose act of kindness 319 years ago changed the course of Colonial history and whose name later became associated with the world famous coal which has always been, and still is, the backbone of Norfolk and Western traffic.

The method of selecting a name for the new trains brought interesting developments. On October 7, Passenger Traffic Manager W. C. Saunders issued a circular announcement regarding the

schedule changes under consideration at that time and offered a prize of \$25.00 "to the employee, or any person not an employee, who suggests the name that may be selected by a committee appointed for that purpose." An avalanche of suggestions buried Mr. Saunders' office the following day and before the closing date of the contest, October 20, 13 days later, more than 2,000 letters containing between 8,000 and 10,000 suggested names for the trains had been sent in, numbered in the order in which they were received, and filed, to be turned over later to the committee appointed to select a name.

IF THE response on the part, not only of Norfolk and Western employees, but also of the public in the territory served by the railway can be considered as illustrating the interest in this new service, there is little doubt that it will be highly successful and well worth the two years of study and negotiation which preceded its inauguration.

Subsequently, a committee was appointed to select a name for the train from the 8,000 or 10,000 suggested as appropriate. The consist of this committee was not made public for obvious reasons and the announcement of the committee's report occasioned some surprise, particularly among those who had accepted "sand house reports" as truth.

After the name "The Pocahontas" had been definitely decided upon, a review of the contest entries revealed the fact that E. V. Perdue, city ticket agent, Portsmouth, was the first person to submit this name as used. (Attention should be called to the fact that selection of the name "The Pocahontas" eliminated the thousands of entries which suggested the use of names such as "The Pocahontas Limited" or "Special," etc.) To Mr. Perdue then goes the \$25.00 check and the honor of having named the first fast, through train to be operated by the Norfolk and Western. To the 2,000 or more other contestants goes the appreciation of the railroad for their interest and cooperation in making this little contest a much greater success than had been expected.

By the time this article is read The Pocahontas will have become an institution on the Norfolk and Western; the members of the Norfolk and Western Family will have become familiar with every schedule change—and there were many of them—and it is hoped that the traveling public will

(Turn to page 100)

SCHEDULE

THE POCAHONTAS

Westbound		Eastbound	
11.00 am Lv. - - -	Norfolk - - -	Ar. 6.45 pm	
11.31 am Lv. - - -	Suffolk - - -	Ar. 6.10 pm	
12.50 pm Ar. - - -	Petersburg - - -	Lv. 4.50 pm	
1.00 pm Lv. - - -	Petersburg - - -	Ar. 4.40 pm	
2.15 pm Lv. - - -	Crewe - - -	Ar. 3.30 pm	
4.10 pm Ar. - - -	Lynchburg - - -	Lv. 1.25 pm	
4.15 pm Lv. - - -	Lynchburg - - -	Ar. 1.15 pm	
5.45 pm Ar. - - -	Roanoke - - -	Lv. 11.45 am	
6.00 pm Lv. - - -	Roanoke - - -	Ar. 11.35 am	
9.20 pm Ar. - - -	Bluefield - - -	Lv. 8.40 am	
9.25 pm Lv. - - -	Bluefield - - -	Ar. 8.30 am	
1.20 am Ar. Williamson (E. T.)		Lv. 4.40 am	
12.30 am Lv. Williamson (C. T.)		Ar. 3.35 am	
2.30 am Ar. - - -	Kenova - - -	Lv. 1.35 am	
3.40 am Ar. - - -	Portsmouth - - -	Lv. 12.30 am	
3.50 am Lv. - - -	Portsmouth - - -	Ar. 12.25 am	
7.00 am Ar. - - -	Cincinnati - - -	Lv. 9.25 pm	
7.45 am Ar. - - -	Columbus - - -	Lv. 10.15 pm	

on behalf of the A. G. Spaulding Company, the donors. They were accepted on behalf of the teams by Fred, "Lefty," Dean, who expressed the deep appreciation of his fellow-players and himself. George Anderson, acting for the Young Men's Christian Associations of the entire system, presented each player with a gold baseball trophy. They are beautifully engraved and will serve as mementoes of one of the most successful baseball seasons enjoyed by the Family. With the toastmaster's expressed hope that the crowd might get together again next year to celebrate a similar occasion, the banquet came to an end and—that's all.



A New Fast Passenger Train

(Continued from page 989)

have become equally interested in the new service and will have given this loyal Family an opportunity to show that the Norfolk and Western can render a courteous, efficient passenger transportation service in keeping with the high standard of its freight service.



Our Exhibit At The Virginia State Fair

THE agricultural and educational exhibit of the Norfolk and Western Railway, arranged by the Agricultural Department at the 21st annual exposition of the Virginia State Fair at Richmond, October 4 to 9,

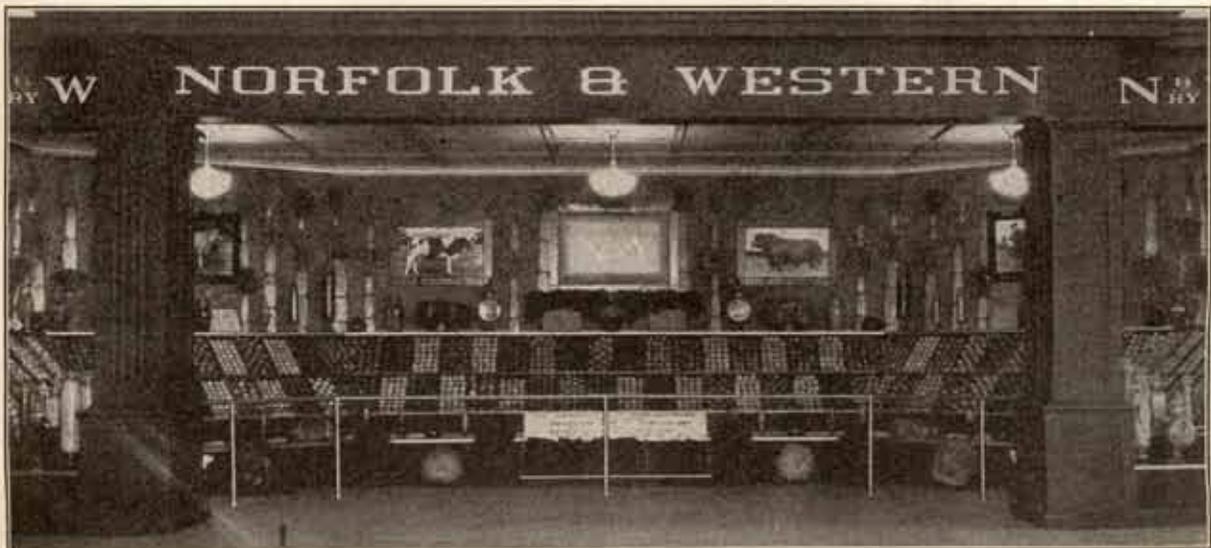
was pronounced the most creditable, representative and comprehensive ever provided by the company at any previous fair or exposition.

Enlarged and colored photographs of prize-winning sheep, hogs, beef and dairy cattle, highly developed specimens of golden grains, 20 varieties of luscious apples and other commercial crops and commodities artistically grouped and arranged, constituted the major portion of the exhibit.

Virginia ranks third among all States in the production of apples. On account of the enormous yield this year, apples were featured in the display. Many visitors who had not purchased their supply of apples for the winter were furnished a copy of the Norfolk and Western Market Bulletin which included the names and addresses of orchardists who were offering over 430,000 barrels of apples for sale; also a booklet which contained over 50 apple recipes. This publicity resulted in increasing the sale, transportation and utilization of apples.

Over 5,000 bulletins, pamphlets, circulars and leaflets relating to the conservation of soil fertility, land drainage, rotation of crops, farm management, eradication and control of insect pests and fungus diseases, feeding of farm animals, economical utilization of by-products, storing and marketing of farm crops, forest fire prevention, reforestation, and other subjects of equal importance, as well as booklets presenting the facilities afforded through Hampton Roads for exporting apples, tobacco, etc., were distributed among orchardists, farmers, stockmen and others.

An invitation to visit the Virginia State Fair on October 8 and 9, as guests of the Association, was extended to the delegates and friends in attendance at the System Efficiency Meeting by T. Gilbert Wood, agricultural agent, who is also vice-president of the Virginia State Fair Association. Many accepted and were delighted with the diversity of exhibits assembled from Virginia and other States. Norfolk and Western representatives who have inspected practically all of the company's exhibits for 15 or 20 years stated without reservation that it surpassed all others in design, quality and arrangement.

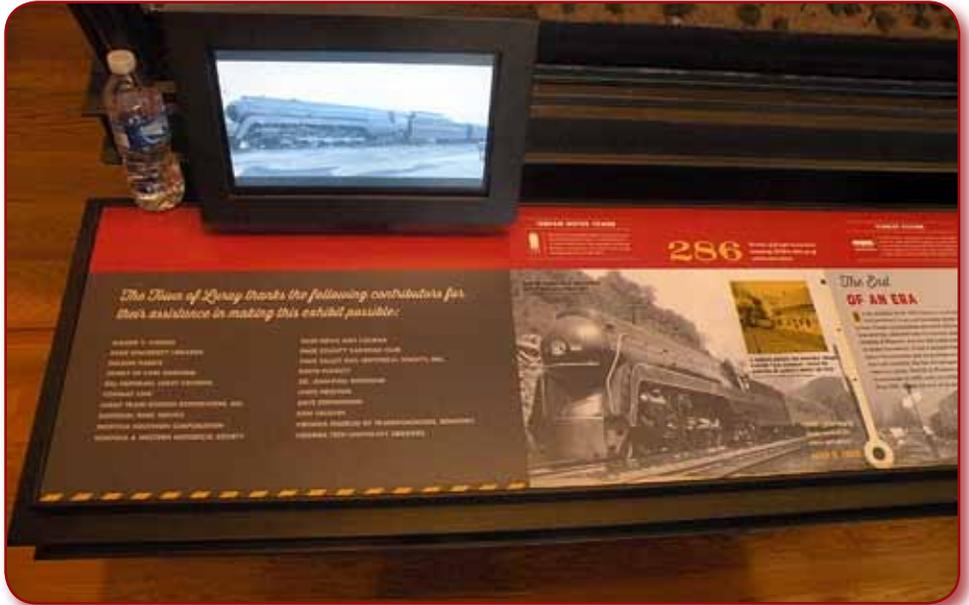


Educational and agricultural exhibit by the Norfolk and Western Railway at the Virginia State Fair, Richmond

Places on the N&W - Luray, Virginia



Ron Davis attended the dedication of the newly restored N&W Luray Depot in Luray, Virginia on May 27, 2015. The depot is now the town's visitor center and museum. You can see more photographs of the dedication and the museum at www.townofluray.com. Click on Depot Restoration Project.



J 611 Returns to Roanoke

Roger Link photographed J 611 on May 30, 2015, as it arrived from Spencer and took the wye, passed the crowd and stopped to take on water at "Kinney." The CPL in the background is showing a green signal.



J 611 Returns to Roanoke

Ron Davis photographed 611 from an excursion coach window as the train approached the former Roanoke station on May 30.



After the homecoming speeches were completed on May 30, Roger Link photographed 611 going west under the Dr. Martin Luther King, Jr. bridge.

Ron Davis photographed 2156, 611 and 1218 at the Virginia Museum of Transportation on May 31.



NWHS 2015 Convention in Marion, Ohio - Bellevue Yard



Ron Davis photographs of the NWHS conventioners touring Bellevue Yard

NWHS 2015 Convention in Marion, Ohio - On the Tour



Top four photographs by Ron Davis, bottom two by Roger link. The empty Herzog ballast train is crossing the diamond in Marion while NS SD40-2 6122 waits in the background.