

THE Arrow

Norfolk and Western Historical Society Magazine

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THIS ISSUE:
HIGH NOON
ON THE N&W:
COLUMBUS DISTRICT
THE BEGINNINGS OF
A GREAT RAILROAD, PART 2
1978 STRIKE
EXPERIENCE
1968, PART 3

Sample Issue ©2018
Norfolk and Western Historical Society



Norfolk and Western
HISTORICAL SOCIETY



THE HEAD END

BY TODD ARNETT - PRESIDENT

I write as the effects of hurricane Florence have confined me to my home just outside of Charlotte, NC.

Although my family and I are fortunate that we are not under any threat, the society's archive building did incur water in the building thanks to storm water run-off, which came before the hurricane actually arrived. Fortunately, only the carpet was soaked as Ken and Beth Miller with Charlie Schlotthober and Bill Mason had the foresight to get any items of importance up to higher ground. There was some cleanup necessary and Ken and Beth Miller acquired dehumidifiers and vacuumed up the muddy water on the carpet.

Despite the hurricane, we are entering my favorite time of year. Autumn brings us cooler weather, colorful hillsides and football! This time of year is, for me, prime to complete modeling projects that have been on the books or perhaps a railfan trip to the Pocahontas division. For some, it could be as simple as reading a book outside by the fire which is perfect for those just want to relax. Either way, I hope you enjoy the autumn season as winter and the Christmas season will soon be upon us.

FROM THE EDITOR'S DESK

BY KEN MILLER

Moving Forward

Well we are into my third issue, and I think we have gotten some good material in, with more coming. I'm really pleased with Glenn Fisher's *High Noon* series and a fine addition to the historical record. So far, the feedback has been good, on the *Arrow*.

I am also pleased to see the true story of the Virginian finally being told by Tom Salmon. Tom has done a huge amount of digging since I first met him and turned up really amazing stuff! The toughest part of this absolutely almost pre-history is, we don't really have much we can illustrate with. There is nothing you can show because the railroad was not built, much less even surveyed! But with the next part, it will have some illustrations! I promise.

Another story of a totally different era is Tom Heinrich's experiences on duty during the 1978 Clerks strike. Yes, I realize that this strike and coverage are somewhat controversial with some folks even 40 years later, but it was the past, and is now history. Both parties

You may have noticed that the NWHS has developed relationships with several model manufacturers that have agreed to let us sell their products through the Commissary. This endeavor is good method to raise money for the society. Recently announced products are available for pre-order such as the Bowser RS-3 and Rapido RS-11 and are expected to arrive mid-2019. Items that we will have in stock are the N&W SD40-2, N&W mid-train dome car, N&W Airslide hopper and the Mahone style station. In addition, we have our exclusive N&W Section Foreman's house. Please visit the NWHS commissary at www.nwhs.org/commissary for all of your N&W needs.

The next time I write will be in the early part of 2019. This being said, I extend my best to you for wonderful Thanksgiving and Christmas seasons. Thank you for your continued support of the N&W Historical Society.



were stubborn, and it was finally settled. But, Tom's story is interesting and well documented and a period that is not much documentation has been done on.

We've got a small variety of materials in hand for future issues, but you need to remember that magazines have voracious appetites and materials get used really quickly! So, don't just sit there enjoying others work, write up something you know about. See the last few issues for suggestions of how to start.

Please note on the next page "My Brush With N&W History." This is a column for members stories of their close encounter with some part of N&W (or VGN) history, as you see it can be very short. How about your experience?




My NORFOLK AND WESTERN

How I became interested in the railroad.

Steve Hutchison, Winston-Salem, NC

It was easy to become interested in N&W trains if you were born in Welch, WV in the 1950's as I was. With the passenger loop running right through town, the main line a short distance away and the Tug Fork Branch just behind my Dad's business. It was non-stop action.

I was just seven years old in 1959 when steam ended so most of my memories of steam in the Welch area come from photos my dad took. Dad enjoyed trains but didn't have the time or money to take a lot of pictures, but the few he did take have stuck with me for 66 years. I hope to share more of them in future issues of the Arrow.

The above photo was taken in 1956. It must be a Sunday, as my mom had me decked out in my Sunday best. I am standing on the pilot of M-Class 475 with Class J No. 605 behind me at the Welch Depot. The smile on my face says it all! 



NORFOLK AND WESTERN LOCOMOTIVE FACTS, PART TWO by Bob Bowers

Some little N&W tidbits about various Norfolk and Western diesel locomotives as provided by Bob Bowers. This is a continuation of the article on the inside cover wrap of the last issue (34-3)

F-M model H-12-44 N&W R/N 2139 (NKP R/N 139) – 11/25/75 - Last model H-12-44 in service on N&W.

F-M model H-24-66 VGN R/N 59 and 69 – 12/1/1959 – 1st VGN locomotives to be on N&W trackage at Salem, Va.

F-M model H-24-66 N&W R/N 174 (VGN R/N 74) - 6/1957 - was the last Trainmaster to be built by Fairbanks-Morse. Also last model H-24-66 in service on N&W.

F-M model H-24-66 N&W R/N 3599:2 – (N&W R/N 161, VGN R/N 61) – 2/67 – Became the only VGN F-M locomotive to be repowered with an ALCO engine removed from NW R/N 3599:1. (WAB R/N 599)

Alco model T-6 N&W R/N 42 and R/N 44 – 5/28/1982 – Locomotives used on the last train on the Norfolk, Franklin & Danville (NF&D) from Danville, VA. to Suffolk, VA.

ALCO model S-1 N&W R/N 2085 (NKP R/N 85) – 6/1950 – Last model S-1 to be built by ALCO Products.

Alco model S2 N&W R/N 3317 – 6/1944 – Had a special builder plate with for being the 1,000th Alco diesel to be built. Delivered as Wabash (WAB R/N 317.) (Never had N&W R/N or Paint.

ALCO model S-4 N&W R/N 2069 (NKP R/N 69) – 9/29/76 – Last model S-4 in service on N&W.

Alco model RS11 N&W R/N 321 – 5/27/56 - 1st N&W diesel locomotive to be in a wreck. Wreck was at Richlands, VA. Unit was shipped to Roanoke, VA. Shop for repairs.

Alco model RS11 N&W R/N 322, 332, 352, and 362 – 7/28/1958 – 1st locomotives through the new Sandy Ridge Tunnel.

Alco model RS11 N&W R/N 392 – 5/4/59 – Demonstrator unit on Seaboard R/R (SAL) before delivery to N&W R/R.

Alco model C-420 N&W R/N 2578 – 6/64 - Last new locomotive to be delivered to N&W (NKP R/N 578.)

EMD model SW1 N&W R/N 2105 – 12/17/96 – Last NKP unit (NKP R/N 105) to be retired on the N&W. (In NS paint and lettering)

EMD model SW8 N&W R/N 2115 – 10/1950 – GM/EMD demonstrator as EMD R/N 800. (Former Illinois Terminal (IT) R/N 725, renumbered to IT R/N 801)

Want to see the rest of this article and more?

The full issue is 48 pages, this is only a sample.

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OUT OF THE PAST

A N&W related news story as provided by our readers

A local newspaper recollection of passenger service on the Cincinnati District

Only occasionally is it possible to ride behind a steam locomotive these days. Such an occasion took place two weeks ago and another will take place this Saturday.

This next opportunity will take railroad buffs over our historical N & W line right through Anderson Township and Clermont County. How fortunate are those happy railroad fans who will be on this trip.

It reminds me of the pleasure I used to derive from field trips with boys from my classes. We would board the regular every day steam hauled Cavalier at Newtown and go to Lawshe, a whistle-stop in Adams County, where we could enjoy nature in the rugged way it was here long ago. But more of this in a moment. First let me explain the above photograph taken by Robert W. Lehker for the *Cincinnati Times-Star* of July 19, 1958. It pictures sleek, streamlined, N & W steam locomotive number 603. The caption under the photo was, "Roaring into railroad history, Norfolk and

Western's locomotive number 603, as it hammered past the Winton Place Station to become the last main line steam locomotive run in America."

July 19, 1958 was Saturday and I was doing what most teachers do, early on Saturday morning - sleeping. The telephone bell rudely awakened me and the voice I heard - a friendly voice - informed me that my last opportunity to photograph a steam locomotive chug through Newtown would take place in less than an hour. In less than an hour I was at the Newtown Station with camera in hand ready to go into action. The pictures I got were all in color so I had to buy the above photo in black and white so you could see the fading majesty of what had been commonplace.

Number 603 stopped at Newtown and I talked with the engineer and as he pulled the throttle he waved goodbye to me. Naturally my eyes were a bit misty. That was the end of an era that loomed important in my life ever since I was a kid.

But there had been happier occasions right there on that spot. Now let me tell you about a couple of them. During my summers I enjoyed taking a half dozen boys from my classes on field trips and at least one

Here is my fun gang on July 11, 1956, ready for a big day at Lawshe. From left to right: Bill Schroer, Bob Klein, Dick Todd, Tom Frame, Marvin Algiers and Barry Canter.

By the time we passed through Batavia and across the East Fork of the Little Miami the boys were willing to settle down for a photograph.

After a strenuous day of hill climbing, tramping through deep woods, over clover fields, finding little green snakes and so on, we had to be back down at the Station ready for the return trip. We heard the No. 116 whistle for Peebles, the next stop east of us and we learned that sound travels faster through steel than through air. We heard the wheels



N & W's 603 on its last run

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HIGH NOON

On the Norfolk and Western

A Thursday in August 1955



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

Part Two: Columbus District

The Columbus District (nicknamed “The Valley”) follows the Scioto River from the Buckeye State’s capitol city to the Ohio River at Portsmouth, paralleling competitor C&O’s Russell Sub-division of the Ashland-Russell Division (known informally as the “C&O-Northern” most of the way. The Valley and the Peavine (Cincinnati District) are as different as night and day. The former is double track with Automatic Block Signals (ABS), few curves with a top grade of 0.3% and a 78 MPH limit for passenger trains. The latter is single track, CTC controlled, filled with curves with a maximum grade of 1.4% and a passenger speed limit of

65 MPH. The Columbus District is also busier with 8-10 coal trains and a similar number of empty hopper trains, five scheduled time freights (three East, two West), four local freights and two passenger trains. Let’s see what is operating at mid-day, beginning with Columbus and moving east.

Freight house Shifter (Cleveland Ave Shifter)

Engine No. 422 (Class M 4-8-0) is finishing its work at N&W’s Inbound Freight House. Upon completion, the crew will take its lunch break before moving to the Outbound Freight House (across Neilston St.) to complete its work for the day. The shifter went

on duty at 7:00 a.m. at Joyce Avenue Yard and backed along the joint PRR/N&W line leading to Union Station pulling about twenty cars, mostly box and refrigerator cars. At Chase Ave. it branched off and climbed to the “flyover track,” a series of three load limited bridges which cross the PRR Yard B as well as Cleveland Ave. (an interesting grade crossing considering that Cleveland Ave. itself is on a bridge) in order to reach the downtown freight houses, team tracks, cold storage warehouse and a coal yard. It is the weight restriction on these bridges that require the use of M class engines only.

CW Switcher

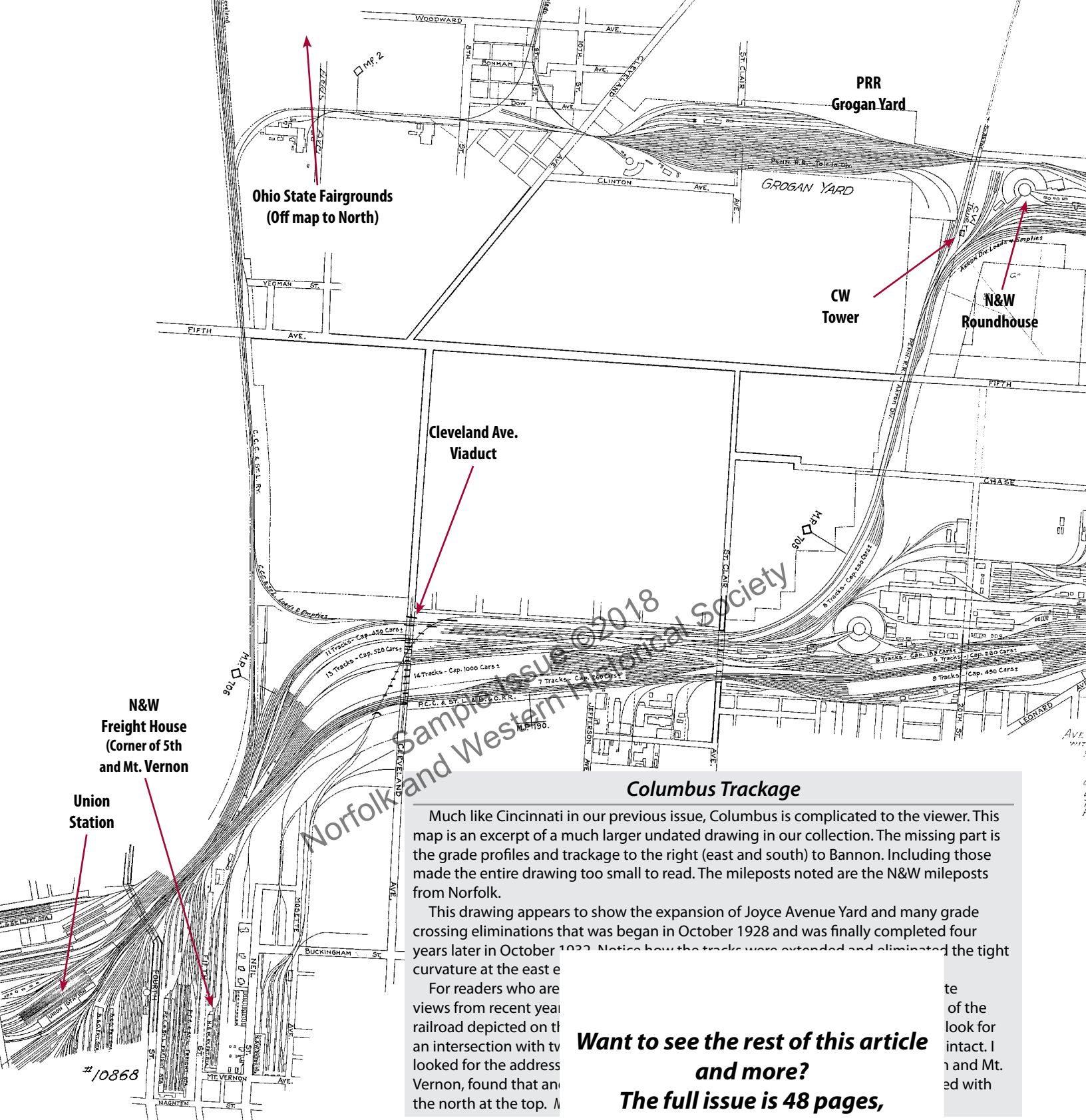
A S-1 class (0-8-0) shifter is putting together the Columbus section of time freight No. 84 at the west end of Joyce Yard. No. 84, with cars from four PRR manifests out of Detroit, Chicago, St. Louis and Cleveland as well as Columbus itself, will be called for 1:30 p.m. and get out of town around 2:30 p.m. On its way east it will pick up NYC and C&O traffic at Watkins Yard (just east of Columbus), B&O cars at Renick (Chillicothe) and DT&I freight at Glen Jean.

Arriving at Portsmouth around 6:00 p.m. its 3 blocks (Bluefield-Norton,

NWHS Archives Photo NW06422

Class M No. 422 was frequently spotted at Columbus, shown here on the turntable at Joyce Avenue roundhouse. May 1954.





Much like Cincinnati in our previous issue, Columbus is complicated to the viewer. This map is an excerpt of a much larger undated drawing in our collection. The missing part is the grade profiles and trackage to the right (east and south) to Bannon. Including those made the entire drawing too small to read. The mileposts noted are the N&W mileposts from Norfolk.

This drawing appears to show the expansion of Joyce Avenue Yard and many grade crossing eliminations that was begun in October 1928 and was finally completed four years later in October 1932. Notice how the tracks were extended and eliminated the tight curvature at the east end.

For readers who are looking for views from recent years, the railroad depicted on this map is an intersection with the Union Station looked for the address of Mt. Vernon, found that the north at the top.

Want to see the rest of this article and more?

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Bluefield-Bristol and Roanoke) will be combined with its counterpart from Cincinnati for movement as far east as Norfolk with major classification at Roanoke. If traffic is heavy, No. 84 will move in two sections out of Portsmouth. The CW Shifter works all three tricks sharing the task

of breaking up and putting the manifest freights into the shifter. In addition, it works forth between Joyce Avenue and Pennsy's Grogan Yard non-coal interchange.

Joyce Avenue Yard is one of three yards in the N&W/PRR complex on

quite close to the city (See s. (See) cars (139 rtest), ustries nsy. To better expedite coal/empty hopper traffic (mostly US Steel between Gary



The Building of a Great Railroad

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

Myth? Legend? Many questions. Some answers!

Part 2 by Tom Salmon

Chapter 3

What did Rogers know, and when did he know it?

There has been considerable speculation and comment over the years as to what H.H. Rogers' intentions were in deciding to build the Deepwater/Tidewater/Virginian Railways.

The mythology says that he wanted to build a coal road to service his mining interests but cruel fate played a trick on him. Unbeknownst to Rogers, the two connecting railroads, the C&O and the N&W, were both controlled by the Pennsylvania Railroad which would not allow either to offer good rates that would allow the Deepwater line to ship coal at a profit. "Colonel" William Tams in his book *"The Smokeless Coal Fields of West Virginia"* wrote that "...when the C&O and the N&W definitely refused to give the Deepwater Railway a pro-rate on the coal to be hauled, Mr. Rogers became very angry. He decided to extend his road to Tidewater and eventually to the Great Lakes."

Another aspect of the basic myth was formulated by the late Professor Gene Huddleston. He wrote in *National Railway Historical Society Bulletin*, Vol. 57, No. 4, 1992, an essay that Rogers' intention all along was to trick either the C&O or the N&W to buy him out at a good profit in order to protect their interests in the future development of the smokeless coal fields. When both refused he decided to build to Tidewater to spite both of them. Professor Huddleston's argument says that Rogers had success selling the Ohio River Railroad to the B&O through threat, and he also had success selling the Kanawha and Pocahontas

Railway properties and holdings on Paint Creek to the C&O at a profit. Therefore Rogers believed that he could do it again. When both railroads, in collusion, refused to extend an offer he had to pursue the venture to the end.

I would tend to disagree with the Professor on a couple of points. The Ohio River road was a losing proposition because it did not have a base traffic pattern nor did it service any coal field anywhere. It did not connect anyplace that other railroads or cheaper river shipment could not serve. It therefore had to develop a customer base in order to survive or to be sellable. Splitting the difference between two B&O lines in order to access the northern West Virginia coal fields certainly got that railroads attention and they felt that they had to buy the Ohio River road in order to protect their monopoly in the northern West Virginia fields. (Interesting enough, the Clarksburg to New Martinsville line that Rogers built is the only active line of the three still in existence. B&O's Clarksburg-Parkersburg and Grafton-Wheeling lines are both abandoned.)

Secondly, the Pratt interest that owned the Paint Creek holdings was his old partner's son, not the senior Pratt. And though both Rogers and Pratt's son were Directors of Standard Oil and both had of the Standard Oil building on Broadway in New York. I have searched through all the documentation in that I have searched had any financial in Paint Creek property. No.

"Are you Se"

She repeated her comment a second time for emphasis. Debbie Charpentier,

the Millicent Library in Fairhaven, Massachusetts. Debbie has studied H.H. Rogers for over twenty years and oversees the sparse collection of Rogers family records in the public domain. "Do you really believe that H.H. Rogers, multimillionaire financier and developer of mines and railroads did not **know** that the C&O and the N&W were both controlled by the Pennsylvania Railroad?"

Her statement left me speechless and embarrassed. Here was a point of view that heretofore had never entered my mind, and apparently the minds of all the other Virginian writers before me. Further study showed that the PRR announced in its 1899 and 1900 Annual Reports that it was purchasing large blocks of stock in the C&O, B&O and N&W in order to insure pricing uniformity from the coal fields. (Clearly PRR did not want price wars erupting that could seriously impact profits).

1899 Pennsylvania Railroad Annual Report

"... The problems involved in dealing with traffic questions covering so vast a territory, and affecting so many diverse interest, are troublesome and intricate, but they are not incapable of solution, and it is believed that by earnest and united effort the difficulties in the way may be met and overcome."

With this end in view, the trunk lines, and to a large extent the entire system of the railways, are to be united with a view to control those lines, and to conserve the result in lower rates and more efficient operations that are the inevitable results of the course

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Introduction

I have always loved trains. I grew up on the Milwaukee Road between Chicago and Elgin. I started in Kindergarten within a month of the switch of the Union Pacific Streamliners from the Chicago & North Western to the Milwaukee Road, so instead of two "flyers" each way through town (plus all the "scoots," or commuter trains), all of a sudden we had six long distance passenger trains each way!

Prior to my graduating from Purdue with a B.S. in Civil Engineering, I had contacted a number of railroads about possible employment. I had interviews with Southern Railway and Illinois Central and had appointments to see Santa Fe and Milwaukee Road. Chesapeake & Ohio, Burlington Northern and Frisco had already indicated they were not hiring engineering graduates at this time. Norfolk & Western was not high on my list, until they sent a recruiter to

campus after which they flew me to Roanoke for an interview. I received an offer I couldn't refuse and started with N&W on June 4, 1973.

Over the next couple of years, I completed the Engineering Training Program, including about nine months assigned to the Division Engineer-Construction's Office on the Pittsburgh Division in Brewster, Ohio (incidentally the only time in my entire career that I was stationed anywhere in my native Midwest). Next was a long summer on the Eastern Region Welded Rail Gang working at various locations from Bluefield, WV to Sandusky, Ohio, including the never-to-be-forgotten experience of laying ribbon rail on the westward track through Elkhorn Tunnel while there was a constant stream of trains passing on the adjacent eastward track.

Then I served eighteen months as Assistant Roadmaster on the New River Division under W. S. Steele and about eighteen more as Roadmaster

for Dry Fork and Tug Fork branches of the Pocahontas Division at Iaeger, WV under Division Engineer G. D. Brown, Sr.

In September, 1977 I was promoted to Assistant Manager of the N&W's Track Geometry Car (No. 514001) under Manager Engineering Systems P. L. Montgomery with headquarters in Roanoke, VA. Also on the TGC was Assistant to Manager TGC-Equipment R. P. Marchenko and Assistant to Manager TGC-Operation W. P. Worley. The Track Geometry Car regularly made three complete tests of all main track of the N&W each calendar year, along with many of the branch lines either annually or as needed. Considering what was unseen on the horizon, my time on the TGC would prove to be most fortuitous.

Stay by your phone

During the first week of July 1978, the Track Geometry Car had been testing east of Roanoke and on Friday,

From the Editor

To this day, the Clerk's strike of 1978 is a sore subject, depending on which side of the picket line you were on. While I take no side in the argument, as we are not pushing one side or the other, we are reporting history, and first person history is always a tremendous resource, far better than someone who did not actually witness it. Tom kept good detailed notes on his experience and it allows us a window into that world. His photos here were NOT taken during the strike but all are in the same general areas he talked about. But a friend of his obliged and provided some of his views during the strike.

The strike was a two-year old dispute between strike spread to other railroads in September 1978 the clerks back to work for a 60-day cooling off pe

The strike held some long-lasting impact on the threatened to "make Portsmouth a ghost town" I do that a lot of N&W facilities and jobs at Portsmouth before the strike can see a huge difference.

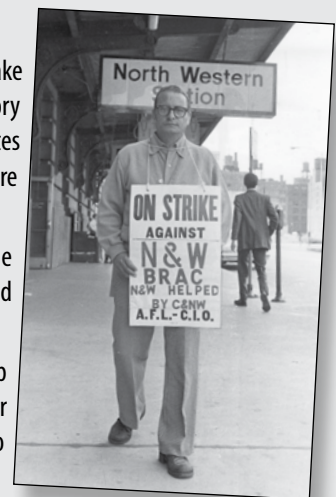
My only real recollection of the strike was coming to Roanoke and shooting a roll of 2.25 inch transparencies. Later, I ventured out to shoot some train photos on a day off. My father gently warned me not to get too close, I might be mistaken for a striker intent on damage. I heeded his advice, went to Merrimac on the former Virginian, saw one or two trains at a distance, with no cabooses, which was a surprise at that time. I did not go out again.

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Wire Photo/Editor's Collection

A Chicago and North Western employee is picketing at Chicago's North Western station in this September 1978 photo.



Thomas C. Heinrich Photo

N&W No. 217 eastbound at Ryan, IL
February 14, 1978.

July 7, we tied up in our usual location on the Private Car Tracks behind the Mechanical Department Building near Randolph Street Tower. Early on the morning of Monday, July 10, I received a phone call from P. L. Montgomery informing me of the Clerk's Strike and requesting that we move the Track Geometry Car from the Private Car Tracks into East End Shops as a protection against any damage to the TGC.

We were told to make preparations to be sent out for strike duty that might last as long as two weeks, as I recall and that we should stay close to our phones and await further instructions. By that evening, we were heading to Cleveland on a chartered Piedmont Air Lines jet and

at Cleveland there were rental cars reserved for us. All three of us from the Track Geometry Car were headed to Homestead Yard in Toledo, Ohio.

In the Beginning...

For the next three weeks, with the help of a qualified locomotive engineer, R. P. Marchenko, W. P. Worley, and I worked as a yard switching crew in Homestead Yard, for about 12-hour days, seven days per week. In Homestead Yard, we switched transfer runs from/to the other railroads in Toledo and switched road trains to Bellevue and those going to Detroit, via either the D&TSL or the Ann Arbor-Milan-N&W. After gaining some experience in switching cars in the yard, we were all some of the many who were located around but otherwise never Homestead Yard. W

and another crew handled the night switching. We shared a rental vehicle back and forth to the motel where we stayed, which allowed us to get "off the property" for a while each day. In locations such as Bellevue, Peru and Calumet Yard in Chicago where the NS had on-site dormitories, yard crews had very limited mobility.

On and on and on and home...

When we originally left Roanoke, none of us had any idea how long we would be away from our homes and families. Having experience in track maintenance, I was asked to leave Toledo and help clean up a relatively minor derailment at Arcadia (or D.A.) where the former Nickel Plate line

line of the
or NKP
e engineer
gotten past
run through

***Want to see the rest of this article
and more?***

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Thomas C. Heinrich Photo

N&W No.1737 southbound at Litchfield, IL. TGC is
in the siding at the left, December 11, 1978



A Half Century Ago

The Norfolk and Western in 1968 – Part Three

by Kenneth L. Miller



The last portion of our look back at the year 1968 on the N&W saw the continued upheaval with the country, but despite that the Norfolk and Western was also looking forward in another manner, for just under 2 years, the Operating and Traffic Departments had been running a program to train college graduates or other qualified young men for careers in those departments. The 18-month program had only a limited number of participants at any time, with nine having completed the program since inception. The effort was being made to recruit folks to grow into leadership roles in the company. Besides the operating department, the program was now being expanded to include parts on pricing, sales, piggyback, industrial development and marketing. It was expected that the trainees would be better equipped to work in sales and pricing after exposure to the actual operations of the railroad. (Editor's

note: the railroad was very much male oriented in 1968, notice the word "men"). A look through the list of retirees in each issue of the Magazine showed very few feminine names.

Noted in the *Magazine* was the retirement of Agent M. P. Beyerle at Bedford, VA. While this might not be a significant event in the larger history of the railroad, it was yet another example of the railroad's former influence and connection to the local communities on line. Mr. Beyerle began his career on the N&W as an operator on the Radford division in 1919, moving to the Norfolk Division, 3 years later. He became an extra dispatcher in 1937, moved to dispatcher in July 1947 and later in 1947 became the agent at Bedford. Mr. Beyerle was the local face of the railroad in town for almost 21 years and ultimately served several terms on Bedford town council aside from his railroad service. However, by 1968, the local agent was rapidly beginning to disappear, as more and more stations closed, express business was disappearing rapidly. No longer would there be a local face of the railroad in most localities.

The railroad continued to emphasize the containerized freight business, the Norfolk and Western announced that in mid-June, they were inaugurating a new Land-Bridge plan to move containerized freight from ports on either coast to the opposite coast from one carload developed in cooperation with the Union Pacific and offered a major both large and transportation freight handling inauguration of the Pacific, Northern Pacific, D&RGW and

joined in as well. It was expected that other lines would join in as well.

On the lighter side of Norfolk and Western news, the N&W's wholly-owned Hotel Roanoke now offered year-round swimming in an Olympic size outdoor pool that was enclosed with all-weather cover! The Hotel Roanoke was a Norfolk and Western property from 1882 to 1989, when it was closed by the railroad. Today's Hotel has no pool, and where the conference center is built is on the site of the former pool.

The *Magazine* reported that the Celenese Corporation had donated a rare fireless steam locomotive to Roanoke's Transportation Museum. The 35-ton Porter was brought to the Museum under James O. Trout, Museum Chairman, recently elected to Roanoke City Council and N&W assistant industrial agent. The little Porter is still at the Museum today.

A new member of the N&W family of railroads was announced beginning July 1. The Delaware, and Hudson was added to the N&W because of a 1967 Interstate Commerce Commission order directing the N&W to offer inclusion to the D&H, Erie Lackawanna and Boston and Maine. The Erie Lackawanna joined the N&W on April 1 and stockholders of the Boston and Maine rejected the terms

D&H and E-L a wholly-owned W called Dereco. in appointed to : D&H as well /C&O merger, so include the Railroad of he offer was 1. These other

From the Editor

We close out this retrospective of 1968 on the Norfolk and Western at the end of the year. A good year? In many respects, yes, for the country as a whole, well, let's just say that 1968 was a turning point in U.S. History. A lot began to change that year, but the same can be said for the Norfolk and Western.

Material was primarily gleaned from the *Norfolk and Western Magazine*, Norfolk and Western Annual Reports, materials from our Archives, and some other sources.

To help frame the events of the year, many other news and pop culture events are included. These events, while not directly affecting the N&W, surely affected its employees and families. Indeed, volumes have been written on 1968, but to bring it into perspective, I feel that it is helpful to see some of the outside things that came into play during that year.

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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.

As a Society member, you will receive our nationally recognized quarterly publication, *The Arrow*, filled with historical data, stories and photographs about the history of the N&W and Virginian (and also how to model the railroads).

N&WHS Membership is your ticket to discounts at the N&WHS Commissary—a treasure trove of material produced exclusively by and for the N&WHS, as well as dozens of items from other

sources. The Society is actively engaged in publishing original books about the N&W and Virginian.

Our Website is chock full of photographs, drawings and documents on our two favorite railroads. Our search engine provides access to over 150,000 data items. Join our history and modeling discussion lists and read our electronic newsletter. www.nwhs.org

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