



Growing the NWHS



Working Trackside

Organizational growth can be measured by the size of an organization as well as by the capability an organization presents to its members, its customers and to the public at large in meeting its published Mission and Vision Statements. NWHS organizational size is dependent on voluntary participation. A review of the NWHS demographics resulting from the recent survey indicate a low expectation of membership growth. Given this expectation, the NWHS officers and directors are concentrating on growing NWHS capability. By “capability” we mean how do we most effectively turn the thousands of letters, drawings, agreements, photographs, pamphlets and other data in the NWHS Archives into more usable information for the relative, researcher, model maker, historian or any other individual or entity searching for information on the N&W or Virginian.

Our first step was to create a measurable near-term goals. The first goal created was to achieve 100,000 items in a searchable data base by the end of 2014. As of March 9, 2014, we have 97,002 items. When we achieve our 2014 goal, our next near-term goal will be to increase our data base by 10,000 items per year.

Our second step was to agree to a NWHS governing process that takes into account current technology. No longer are officers and directors constrained to meeting three time a year. Now there is a constant exchange of ideas, discussion on issues and, when appropriate e-mail votes. Do we all agree on issues? Absolutely not. But we normally find that by working together we can develop a solution that everyone can agree to. The Board of Directors voted to accept this new governing process by modifying the NWHS By-Laws to allow e-mail voting. That seemingly simple act will save a whole day of discussion at the upcoming April BoD meeting. The new NWHS By-Laws were posted on the NWHS website on April 1. It is surprising to see how little actually changed from the old By-Laws.

With a measurable near-term goal and a more efficient governing process in place, our third step is a work in progress and is the major topic for the April BoD meeting — What should NWHS product development strategy be if the long-term goal is to grow NWHS capability? And the capability goal is directly tied to the goal of moving N&W history from the Archive shelves and files toward public use. It seems simple enough until you introduce issues of digitization, video, pricing, research costs and their interrelationships.

These three steps are on the pathway to our ultimate, long-term goal - We want to create a dynamic environment that causes people of any age and background to want to participate in NWHS activities. You can measure our progress toward this goal when you look at the size and the capability of NWHS. We will keep you informed of our progress.

All of the NWHS officers and directors look forward to seeing you at the Roanoke Convention and hearing your ideas on what NWHS goals should be and the best way to achieve them.

Alex Schust,

Chairman of the NWHS Board of Directors

Voting on Candidates for NWHS Board of Directors

We only have three candidates – Hunter Atkinson, Gordon Hamilton, and Ben Shank – running for the three vacant positions on the NWHS Board of Directors. The NWHS By-Laws state: *If the number of nominees is the same as the number of vacancies, the Board may vote to elect the nominees without a membership ballot process.* The reason for this statement is that the cost of election materials is about \$600, and in the past when there were only three candidates for three positions there were only about 45 returned ballots. While the NWHS By-Laws use the permissive, *may*, to allow the Board of Directors to directly elect candidates to the BoD when the number of candidates are the same as the number of vacancies, the By-Laws do not require the Board of Directors to take this action.

After considerable discussion on the election process, the current Board of Directors voted to have a less formal ballot inserted into the printed *Talk Among Friends* that is sent out with *The Arrow* to give the opportunity to all members to vote for the candidate of their choice.



Come and live history with us at Hotel Roanoke

Norfolk & Western Historical Society
30th Annual Convention will be held at the
Hotel Roanoke June 26 -29, 2014

<http://nwhs.org/convention> has all of the details



The bridge from Hotel Roanoke leads to the walkway along the tracks



Friday Night Cookout at VMT



Saturday tour of Virginian Station



Visit O. Winston Link Museum anytime

Member's Registration Package was sent with April Arrow

Features

Working Trackside	1
Annual Convention	2
Roanoke Activities	3
The Commissary	4
NWHS Archives Report	5
Musing at the Archives	8
Places on the N&W	10
Along The Old N&W	13

NWHS Calendar of Events - 2014

Apr 10-11 Archives work session
May 8-11 Archives work session
Jun 12-15 Archives work session
Jun 26-29 Annual Convention
Jul 10-13 Archives work session
Aug 7-10 Archives work session

Roanoke Activities

NWHS Headquarters

The NWHS is headquartered at 2101 Salem Ave SW in Roanoke, Virginia. The NWHS-owned building houses part of the NWHS Archives, the commissary, meeting space, a warehouse, and storage space for NWHS-owned equipment. Ben Shank, a member of the NWHS Board of Directors, is the building supervisor.

During December, January and February, Ben has continued working on several building-related tasks to meet Fire Department regulations. The major effort has been to replace the roll-up door in the warehouse section with double doors. Ben and Eddie Mooneyham hung the two new doors in December. The existing roll-up door was retained for security purposes until the new door installation was completed in February. Once the door was completed, the NWHS building passed the fire inspection.



Writing History By E-Mail

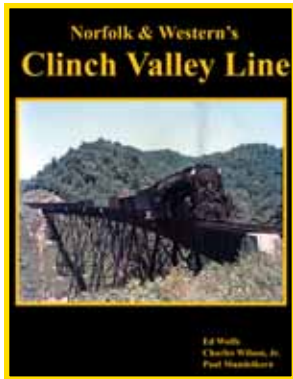
The NWHS web site at www.nwhs.org is one of several communication services provided by the NWHS both to members and to non-members. It is a portal into the activities of the NWHS as well as a way to explore N&W/VGN history.

If you click on "Join the e-mail Discussion Group" in the upper left of the NWHS home page you will find how to join the NWHS on-line mailing lists. Just as important, you will also find a link to NW-Mailing-List Archives. All of the e-mail, dating back to April 26, 2004, that have been exchanged on the mailing list are archived here on a weekly basis. The e-mails can be accessed by Thread, Subject Author or Date.

The mailing list serves multiple purposes. It allows members and non-members to ask questions, get answers, recount stories, offer opinions, etc. But if you look at the mailing list on a daily basis what you see is history being written, often by people with first hand knowledge. Not every e-mail leads to a long discussion, but some do.

On January 1, 2014, Ben Blevins asked a question about the alternate alignment on the Christiansburg grade at Arthur. By the time the e-mail discussion finished on February 1 (after 37 e-mail exchanges on the subject), the alignment had been defined, a map of the Arthur alignment had been found in the Archives, and a photo of the tower at Arthur had been found and published to the mailing list. During the time period from January 1 to February 1, multiple e-mail participants used their collective knowledge and resources to write the history of Arthur, Virginia.

All of the "Arthur" e-mails are in the mailing list archives. NWHS mailing list participants are currently writing the history of the signal on Caretta Branch.



Norfolk & Western's Clinch Valley Line, by Ed Wolfe, Charles Wilson, Jr., and Paul Mandelkern (432 pages, hardbound, published by HEW Enterprises, Pittsburgh, Pa.) is a highly detailed publication covering a vital part of N&W's Pocahontas Division which in the past has received far less attention than it deserved.

The book's principal author, Ed Wolfe, is a native of southwestern Virginia who has previously written about other railroads in the area. In this one he devotes 177 pages to a mile-by-mile account of the construction of the Clinch Valley Line, which took place between 1887 and 1891, and the development of communities along the way. This section contains many rare photographs and detailed maps showing some of the challenges encountered in building a railroad through highly difficult terrain.

Another section covers passenger operations from the earliest days through the period when the trains were powered by N&W's two remaining Pacific-type steam locomotives and into the final months when diesels took over.

Freight operations are covered from the era of struggling double-headed Consolidations to the latter days of steam when as many as three Mallets worked to move tonnage over the ruling grade. Eventually, of course, they were supplanted by diesels, a period also covered in some detail.

Another section covers the changes following the 1982 N&W-Southern merger, when operations of Southern's Appalachia Division and the former Interstate Railroad were integrated into the N&W Clinch Valley Line. The book is rounded out with a section of rare color photographs of the Clinch Valley Line and other railroads in the territory.

The book is profusely illustrated with high quality images, the maps are highly detailed, and the entire publication is an excellent account of the history of an important part of the route of "Precision Transportation." SKU - 138.176

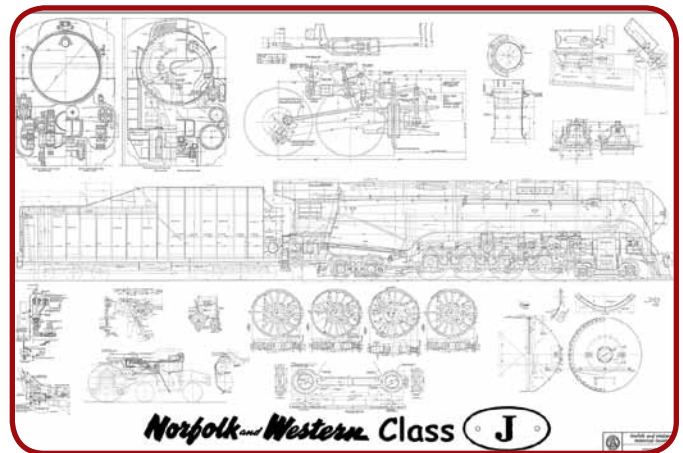
Louis Newton

NWHS Book Review

New at the Commissary



Package of 12 locomotive statistics cards. Each 4" x 10" card contains a builder's photo on the front and locomotive statistics on the back. Includes the following classes: A, E3, GP-9, J(B&W), J(Color), K2, RS-11, S1a, T-6, TE-1 (Jawn Henry), Y6, and Y6b. — SKU136.04L



This N&W Class J poster is compiled from multiple NWHS archives drawings showing the engineers side view of later J's (such as 611) with tender. The drawings include drivers, nose, rod, oiler, baker value gear, and other detail drawing inserts as drawn by the N&W draftsmen. This poster is "fine art" for N&W J locomotive fans! Poster size is 24" x 36" on heavy weight poster stock, perfect for framing and display. — SKU 136.04M



Extra 1214 West passing through Gennette, Ohio on June 29, 1947 is the cover photo for the NWHS 2015 Calendar which will be available by May 2014.

COMMISSARY NOTICE

The NWHS Commissary is open between 10 a.m. and 2 p.m. on Thursday and Friday of the archives work session. With prior arrangements orders may also be picked up Saturday between the same hours. You may place your order by calling 540-342-0575 or on the NWHS website. Please note your choice of day for pick up. No shipping charges apply when you pick

Archives Report

December - January - February Work Sessions

We had 19 attendees at the December work session, 16 in January, and 17 in February. There was a cadre of 18 members who made two or more of the work sessions at Salem Avenue. This cadre included: Jim Blackstock, Harry Bundy, Ron Davis, Dick Fisher, Landon Gregory, Gordon Hamilton, Larry Hill, Chris & Harold Hunley, Dick Kimball, Roger Link, Eddie Mooneyham, Louis Newton, Skip Salmon, Charlie Schlotthober, Ben Shank, Joe Shaw, and Dave Stephenson.

Bob Cohen and John Swann made at least one of the three work sessions.

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

Much of the administrative and research work for research requests is done outside archives work sessions. Archive volunteers handled 27 specific research requests over the November through January time period. Some specific research requests included:

- 1) Singling out the Class J Birmingham drawings;
- 2) Identifying and labeling photos taken at VMT of 611, 521 and VGN No. 4;
- 3) Finding and sending drawings of the dam for the city reservoir to the town of Victoria, Virginia. It was constructed by the VGN and after 100 years it needs some repairs; and
- 4) Completing an order for the town of Luray, Virginia, consisting of photos, drawings and other items for a new exhibit in the visitor's center located in the former passenger station.

General Archives Activities

There was a considerable amount of database entry work during December, January and February. Jim Blackstock, Ron Davis, and Joe Shaw entered hundreds of HS-CC, E and G-size Engineering drawings, including an extensive number on the Wabash steam-powered car ferry *Windsor*. Dick Kimball evaluated and entered slides. Skip Salmon entered a Virginian article, several NS locomotive stenciling and painting details, N&W Booklets, items from Fairbanks-Morse regarding the H24-66 Trainmasters, and NS executive locomotive paint schemes. Roger Link entered Mechanical Department drawings, digital scans, HS-C, D, and F-size Engineering drawings and photos. Photo entry included photos from Tom Dressler's collection, Roanoke Chapter NRHS, Virginia Tech and Roger Whitt collections. Working from home and at the Archives, John Swann added books covering the Soo, Southern, South Park, Southern Pacific, Texas & Pacific, Union Pacific, Wabash and Western Maryland to the library.

Larry Hill, Charlie Schlotthober, and Ron Davis scanned drawings from the archives collection. Some drawings were printed to satisfy specific research requests.

Eddie Mooneyham and Ron Davis worked on a large group of Class J drawings/prints that will be used on the new Fire Up 611 rebuilding project. Eddie also repaired one of the "new" rotary presses, several damaged D-size drawings, and refiled scanned drawings.

Gordon Hamilton and Louis Newton researched information for upcoming articles in *The Arrow*.

Dave Stephenson worked on accessioning donations. He recorded new books and other additions in the library inventory including John Swann's database additions. Dave integrated two cartons of magazines from the R. "Scottie" Hunter collection into the existing groups of magazines, organized material regarding a comparison of N&W's Class J and NYC's Niagaras from the Tom Dressler collection, and assembled several cartons of surplus Trains magazines for VMT. Dave also separated several Locomotive and Car Cyclopedias



Louis Newton spends many hours at the Archives researching his articles that appear in *The Arrow*. Roger Link photograph



It takes a lot of space to roll out and flatten drawings for storage. Harry Bundy was working on gathering data to enter into the Archives data base from a flattened drawing when he was photographed on March 8, 2014. When Harry entered the data into the data base it was one more step into reaching our goal of 100,000 items in the Archives data base by the end of 2014. *Roger Link photograph*

from the Ed Webber donation as potential additions to our library. Dick Fisher evaluated two of these to determine if they were higher quality than two similar cyclopedias in our collection.

Harry Bundy and Landon Gregory flattened and classified drawings from the HS series. Harry and Landon Gregory inventoried a large donation of employee and public timetables and other items from Ed Webber.

Eddie Mooneyham refiled scanned drawings.

Harold Hunley attached new drawing numbers to the HS series drawings from the N&W Engineering department.

GOB-East Archives Activities

GOB-East work sessions were held on November 23, December 28 and January 25.

Joe Shaw, Roger Link, Ron Davis, and Gordon Hamilton attended the November 23 GOB East Work session. The focus was on catching up with the data entry and moving piles of drawings from the tops of the cabinets.

On December 28, Gordon Hamilton, Joe Shaw, Hunter Atkinson and Ron Davis attended. The VMT collection was searched for photographs of a mail crane that stood in the museum when it was down at Wasena Park and RPO related material. One photo showing the interior of an RPO car in service was also found.. Harry Bundy later contributed two of his photos of a mail crane in service on the Seaboard in McKenney, VA. The photos will be used by VMT for an interpretive display on their RPO car currently undergoing restoration.

Hunter Atkinson found a treasure trove of information in the Treasurer's Office book of circulars and bulletins from the first days of the N&W. Gordon Hamilton reviewed the topographic maps used for laying out the Deepwater Railway. Near Kellysville the maps showed an alternate route that more closely followed the N&W alignment. Apparently the decision was made instead to follow a straighter alignment through Hales Gap Tunnel and across the East River and New River Bridges.

Harry Bundy, Ron Davis, Roger Link and Joe Shaw worked at BOB-East on January 25. Aubrey Wiley, Ed Burnett and his son Jeb came from Lynchburg. After a tour they got right to work on trimming Virginian drawings from the rolled blueprints. Harry spent the entire day flattening drawings from the Virginia Tech Collection. Joe Shaw and Roger Link worked on data entry while Ron Davis sized, sorted and repaired drawings.

Harry Bundy and Joe Shaw took an old mangle presses from Salem Ave to GOB-East. When they “fired up” the older press they unintentionally tested the archives’ fire detection and alarm system. The relocated press hadn’t been used for some time, and it runs hotter than the one that had been used at GOB-East. We now know the alarm system works as intended.

Archive Items of Particular Interest

In December Harry Bundy and Louis Newton completed their work on the 2015 NWHS calendar.

In January, Gordon Hamilton sorted through slides of the old Roanoke Transportation Museum in Wasena Park and is organizing them into a presentation about the old museum for a meeting of Roanoke Chapter NRHS.

While working at GOB-East in January, Harry Bundy found about a half-dozen grade profile drawings from the N&W Railroad and the Shenandoah Valley Railroad, circa 1891. Drawing 10736, dated June 2, 1921, shows line revisions in the Arthur/Shawsville area from MP 281 to MP 282.65 including alignment, right-of-way and Topography. Railroad alignment at Arthur had been a topic of a lengthy discussion on the NWHS forum.

Visitors to the Archives

Gary Wood, retired N&W/NS engineer, stopped by in December and January. Two other January visitors were Aubrey Wiley and Wayne McKinney.

In February, Skip Salmon researched traction motor cut-outs for Robert Runyon, retired NS official. Also in February, Richard and Carol Lindamood researched material for a book on Bluefield Yard. Gordon Hamilton and Jim Blackstock assisted them

in researching material and made copies of N&W Magazine articles.

Aubrey Wiley brought a condensed profile of the VGN in February. The profile showed the entire main line from Deepwater to Norfolk and a number of branches. We scanned the drawing and gave Aubrey a copy.

Chris McBride visited the Archives in February looking for information on caboose cushions for restoring caboose 530064 in a Lynchburg city park.

Archive Equipment and Work Space

Roger Link, Ron Davis, Charlie Schlotthober and Larry Hill met on December 11 to assemble the new Context scanner and receive training from the manufacturer’s rep. The new scanner automatically adjusts to different-sized drawings. It also scans in color. Adjustments to the scans can be made in the computer without having to re-scan the drawing. These characteristics will be invaluable as we move out of the mechanical drawings into the civil engineering drawings. Later that day Roger Link was able to scan about 70 B-size drawings in a little over an hour.

Roger Link installed three new computer systems. This brings all of the regularly used research workstations up to current standards with Windows 7 or XP operating systems. Ben and Roger Link pulled new computer cables to upgrade the internal computer wiring for the Archives.

Archive Donations

Joe Shaw donated a book, The History of the Pulaski Railway Station by R. Lloyd Matthews (Hol-00949.15).

William F. Mason donated a Carbuilders Cyclopedia and two Fairbanks Morse parts manuals (P&WV and VGN) during his visit in January.



Larry Hill is busy using the new scanner and printer as he fills an order for a print from the NWHS Archives collection. Roger Link photograph

Musing at the Archives

Righting History

Writing history seems simple enough; after all, history is just a record of past events. What confuses the issue is when you find conflict in the records for the same event, or the same place, or the same time, or you cannot find any record at all for something that exists. The NWHS Archives collection has a number of records that present conflicting information, and it is up to the researcher to sort through them to present the most likely historical narrative.

This challenge in writing history can be illustrated by the Little Tom and Marion Branches on the Clinch Valley Line. The Clinch Valley Construction Ledgers record that Little Tom Branch was constructed during the March - June 1891 time period. The Little Tom Branch appears for the first time in the N&W 1893 Annual Report and continues to be included in N&W annual reports through 1930. After 1930, the N&W annual reports did not include specific branch lines and their mileage.

The N&W annual reports from 1893 through 1906 listed the Little Tom Branch length as 0.30 mile. In the N&W's June 30, 1907 Annual Report Little Tom Branch was listed as 0.30 mile in length with 0.65 mile of siding. The branch line's listed length remained constant at 0.30 mile, but the siding lengths on Little Tom Branch were listed as 0.65 mile from 1907 through 1913, increased to 0.84 mile in 1914 and 1915, and then dropped to 0.19 mile from 1916 through 1930.

The fact is the total length of siding on Little Tom Branch never exceeded 1,110 feet, but the branch line length did grow to 0.658 mile in length in 1907 or 1908. But, it depends on what was considered the branch line.

Marion Branch, which was nearly four times longer and crossed Little Tom Branch, was never included in any N&W annual report. If N&W annual reports are the researcher's only source of information, then there would be no indication that the Marion Branch actually existed.

Our first clue to Marion Branch is a single line in Presidential Authority Book No. 4, which lists Presidential Authority (PA) No. 1102 - *Spur to Marion Mine on Little Tom Branch*, but no other information. By looking at the dates on sequential PAs the researcher can surmise that the authorization is in the May-June 1906 time period. The 1907 N&W *Stations & Sidings List* includes a listing for Marion Mine, but no listing for Marion Branch. But, the listing notes that the Marion Mine is located at station MB1, indicating a branch line. At the same time, the 1907 list includes Banner Coal Company, which is on Little Tom Branch, but the 1907 list places it on the Clinch Valley main line.

The first solid information in the NWHS Archives about the Marion Branch is the 1913 *Stations & Sidings List* which includes Marion Branch and tells us the branch line junction is at Milepost N-453.62.

The 1916 Resurvey, while not naming Marion Branch, recorded a trailing point switch at Station 4616+70 (MP N-453.629) that led into a 6,925-foot spur for the VICCC Marion Operation. The spur track was recorded as Clinch Valley Spur CV-23.

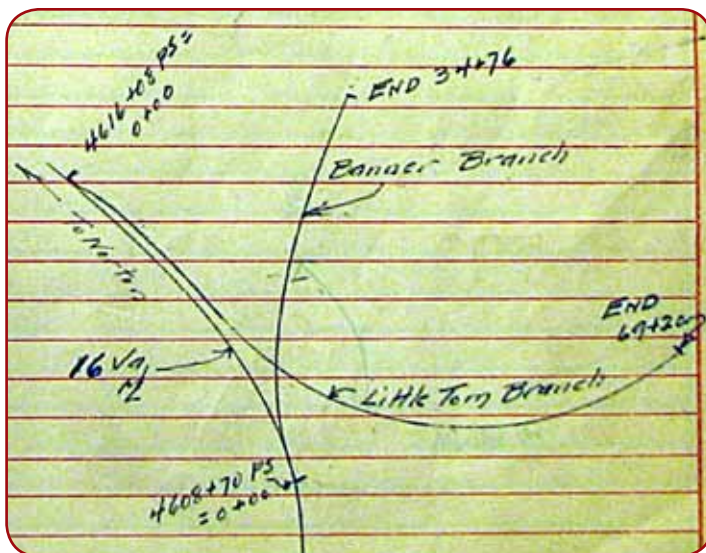
When the ICC Valuation Team came through in September 1917, they made a sketch of Little Tom and Marion

Branches, except they labeled Little Tom as Banner Branch and Marion Branch as Little Tom Branch. The accompanying official ICC narrative noted Banner Branch was built in 1892 and Little Tom Branch was built in 1912. Little Tom Branch was built in 1891 and Marion Branch was operational in 1907. Having gotten the branch names wrong, the valuation team also reversed the bridge numbers associated with the two branches in one part of the narrative and got them correct in another part of the narrative (even though the branch line names were wrong).

The 1917 ICC Valuation located the trailing point switch for Marion Branch at Station 4616+08 (MP N-453.617) and reported the branch length as 6,920 feet in length.

A clue as to why the N&W annual reports had the wrong trackage lengths for the Little Tom Branch after 1907, and why the ICC Valuation team got the branch line names wrong, is found in a 1927 drawing that illustrates an event that took place in 1908.

In 1908 the Banner Coal Company asked that Little Tom Branch be extended to reach its No. 2 Operation. N&W and Banner Coal Company signed an agreement on July 13, 1908 for the extension. The N&W 1907



This sketch was made on September 17, 1917 by the ICC Valuation team, and is included in the ICC Valuation Series 16VA, *Inventory of Clinch Valley Branches*. The line labeled Little Tom Branch is actually Marion Branch, and the line labeled Banner Branch is actually Little Tom Branch. NWHS Archives collection

Annual report indicates the track extension was made in 1907, which is entirely possible since agreements were often signed after the fact. The ICC Valuation narrative indicates the track was extended in 1908, which is entirely possible since the agreement was signed in 1908.

Plan No. 8037, referenced in the first agreement, has not yet been found in the Archives, but plan No. N-12587 referenced in the August 29, 1927, is included in the Contracts and Agreements books and provides the clue for the misinformation. Note how the August 29, 1927 agreement refers to "Little Tom Branch (Banner Spur)."

A portion of Drawing N-12587 and the drawing legend is presented below. The drawing is for 450 feet of additional tipple track at the Banner No. 2 Operation on the 1907/1908 extension known as the Little Tom Branch (Banner Spur). The 1927 Drawing includes the original Little Tom Branch right-of-way that extended from the junction of the Little Tom Branch with the Clinch Valley main line at MP N-453+2521.5 (MP N-453.477 or N-453.48) as Station 0+00 to Station 17+29 (0.327 mile) or the 0.30 mile of the annual reports. The complete drawing effectively shows the entire branch line as the Banner Spur; look at where the arrow is placed with the notation for the centerline of the Banner Spur and the Banner Spur extended to Station 34+76 or 0.658 mile. This is probably how the annual report noted Little Tom Branch as 0.30 mile in length with 0.65 mile of siding. Since many N&W drawings are revisions of previous drawings, it can be assumed that Drawing N-12587 was nearly the same, if not the same, as Plan No. 8037. This assumption is made credible by the fact that Robert Fleming & Company was operating the Banner Coal Company No. 2 Operation on Little Tom Branch by 1910, but N&W and Robert Fleming & Co. did not sign an agreement until August 29, 1927, when additional track was desired.

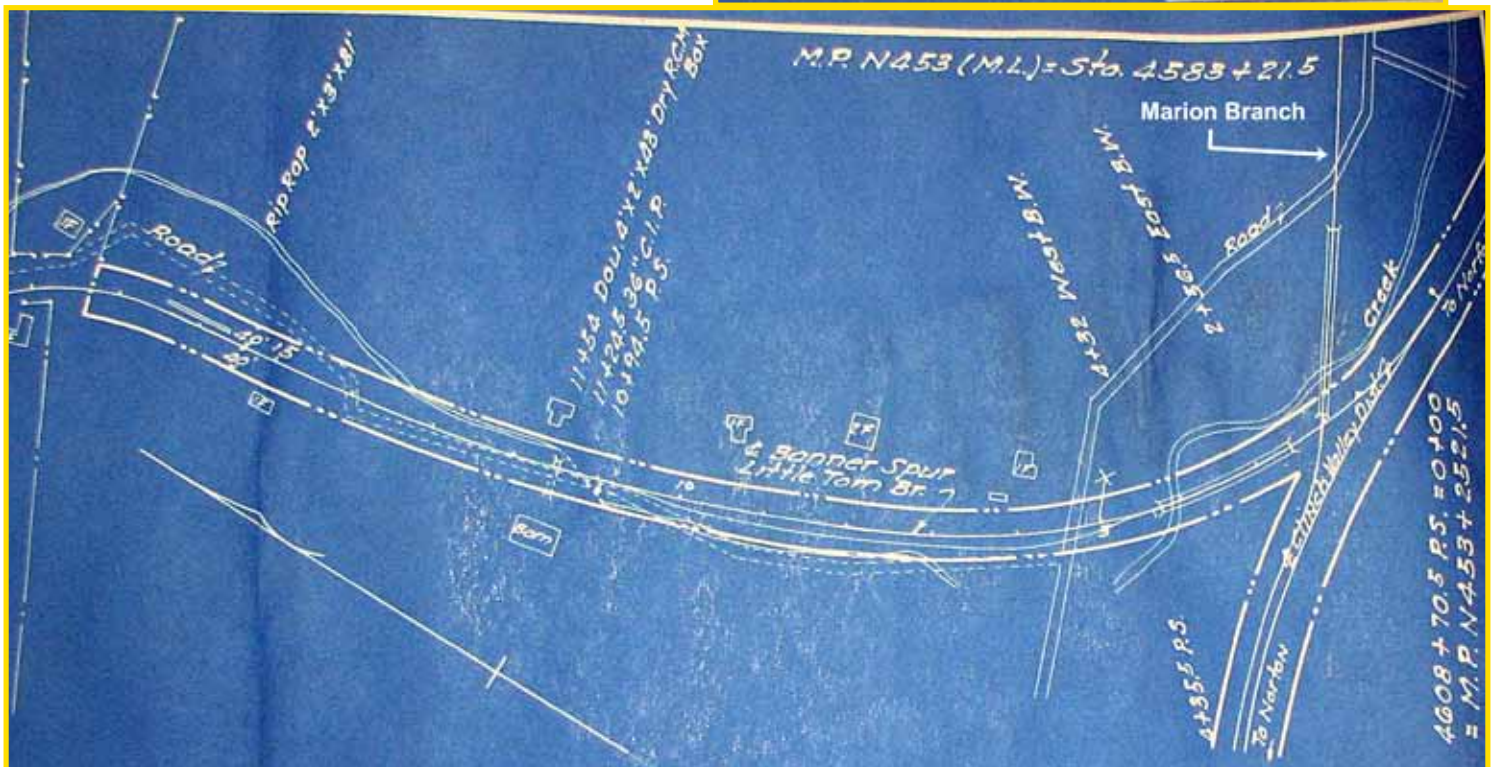
Since there was a 0.30 mile Little Tom Branch and a 0.658 mile Banner Spur, it is assumed the ICC Valuation team concluded the line measured at 0.658 mile was the Banner Branch, and the other branch line had to be the Little Tom Branch. There is no explanation for what happened to the Marion Branch.

The point is, you have to make history right before you write history. Rarely does a single document define the correct historical narrative.

Alex Schust

Form M.W. 52 agreement dated July 13, 1908, with the Banner Coal Company, covering side track facilities, totaling 2700 ft. in length, MP 0 plus 1251 ft., Little Tom Branch, Clinch Valley District, Banner, Va., plan No. 8037; transferred to Robert Fleming & Company by letter agreement dated August 29, 1927.

Form M.W. 52(c) agreement dated August 29, 1927, with Robert Fleming & Company, covering additional side track, about 450 ft. in length, MP 0 plus 2780 ft., Little Tom Branch (Banner Spur), Clinch Valley District, plan N-12587.



Places on the N&W - Arthur, Virginia

Arthur, Virginia, thought to be named for Arthur Siebold, is located 3.08 miles west of Shawsville and 1.06 miles east of Montgomery. Arthur is located near the site of a former 150-foot tunnel that was located on the V&T. What makes Arthur notable is the questions it raises in the 21st Century as to why it existed in the 20th Century. Just as important, tracking the history of Arthur, requires a look at the history of the N&W main line between Radford and Roanoke.



The N&W main line from Lynchburg to Bristol was originally the Virginia & Tennessee Railroad. This portion of an 1856 map of the Virginia & Tennessee Railroad between Christiansburg and Big Spring Depot (renamed Elliston) included the location of what was to become Arthur. Note the three tunnels in the center of the map. From right-to-left, the first tunnel became N&W Tunnel No. 3, east of Shawsville, the second tunnel became Tunnel No. 4 and the third tunnel became N&W's Big Tunnel, which was later renamed Montgomery Tunnel. Arthur was near the location of Tunnel No. 4. *Map courtesy of Larry Evans*

When the N&W opened the Flat-Top (Pocahontas) Coal Field in 1883, the traffic on the main line between Radford and Roanoke, which had originally been built by the Virginia & Tennessee Railroad, increased exponentially until the existing railroad reached its capacity in 1887. The N&W Railroad chose to increase capacity by making major line changes to reduce both curvature and gradient.

A major line relocation occurred from Vicker to Pelton (just west of Christiansburg). The old line had a severe ascending grade as it ran along Crab Creek to the Christiansburg Depot at Bangs (1890 map). The new line, completed in 1890, had a more gradual grade of one percent from Vicker(s) to the summit near Christiansburg. Line relocations also occurred on the east side of Christiansburg Mountain.

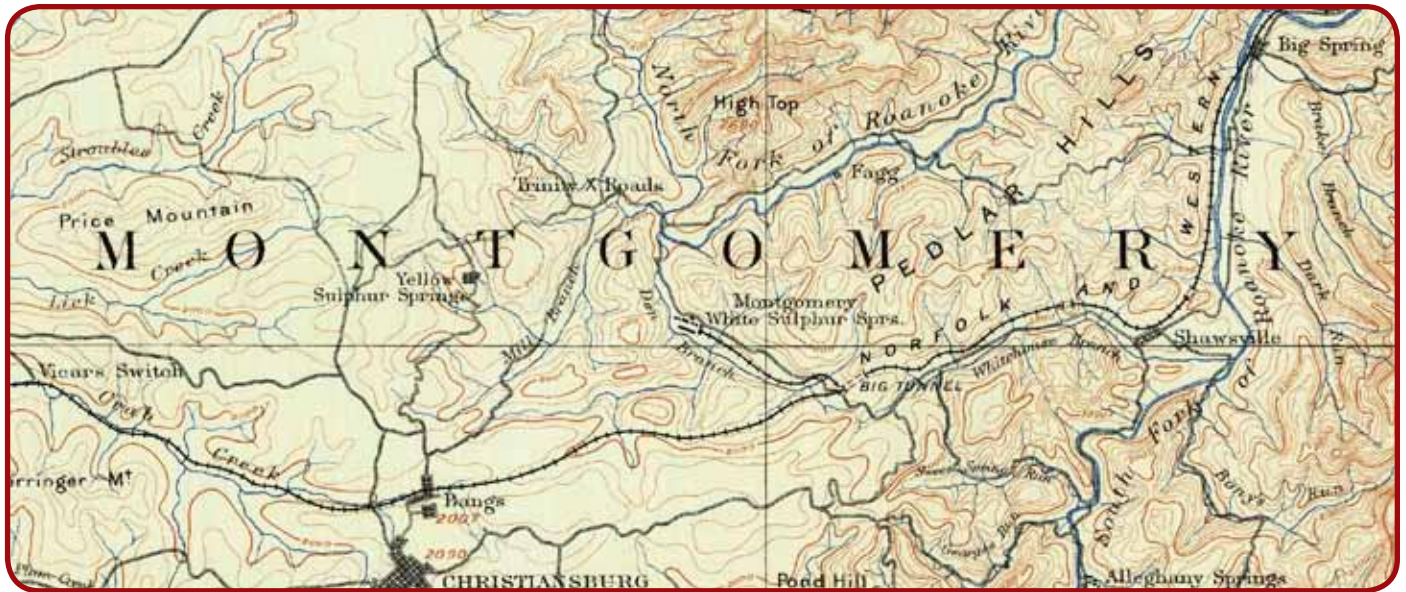
After the line relocations were underway, the N&W made plans for double tracking the railroad between Radford and Roanoke. The N&W's 1889 Annual Report noted surveys were underway for double tracking between Roanoke and Salem, as well as between Christiansburg and Radford. The N&W's 1890 Annual Report noted 34.5 miles of railroad were being prepared for double tracking. In 1891, 12.66 miles from Radford to Christiansburg and 21.84 miles from Roanoke to Elliston were double tracked. These 34.5 miles were the first double tracking on the N&W.

While other parts of the N&W were being double tracked, the gap in double tracking from Christiansburg to Elliston remained until

FROM NORFOLK.	STATION No.	TELE-GRAPH. CALLS.	NAME OF STATION.	NAME OF AGENT.	CLASS OF AGENCY.
258	R	M H	†Roanoke Va.	{ H. D. Guy. B. G. Jones.	F. P.
261	261	.....	‡Jct Roanoke Belt Line "	.....	.....
263	.....	.....	*Winborne..... "	.....	.....
265	264	S D	Salem	J. S. Goldsmith.	P. & F.
266	266	.....	Salem Tannery Siding "	Bill to Salem.	.....
267	267	.....	*Pierpont Siding .....	.....	.....
270	269	D Y	Glenvar	T. P. Goodwin.	P. & F.
271	271	.....	*Yeatman .....	.....	.....
273	273	B A	*Singer .....	.....	.....
277	277	B S	Elliston..... "	R. G. Gardner.	P. & F.
281	281	A G	Shawsville	A. J. Marye.	P. & F.
285	284	W H	‡Arthur..... "	Passing Siding only.	.....
285	285	.....	*Montgomery..... "	.....	.....
288	288	C Y	*Houchins	(See Note C.)	.....
288	.....	.....	*Hamilton .....	.....	.....
290	.....	.....	Vaigini Anthracite Coal & Ry. Co	Bill to Christiansburg.	.....
290	290	B X } R G }	Christiansburg	A. Mannoni.	P. & F.
291	291	.....	Peltons..... "	Bill to Christiansburg }	.....
295	295	V K	Vickers	G. A. Carbaugh.	P. & F.
298	297	B H	*Walton..... "	.....	.....
301	D	C N	East Radford	Arthur Roberts.	P. & F.

For line E, Radford to Columbus and Branches, see Pages 17 to 41.

In 1881 the N&W built west from East Radford to reach the Pocahontas Coal Field. The main line from East Radford to Roanoke was basically the original single track Virginia & Tennessee Railroad. This portion of the N&W's 1907 *Stations & Sidings List* provides a geographic reference for the locations along the double tracking between Radford and Roanoke. *Jim Blackstock collection*



This portion of an 1890 topographical map, developed from 1885 to 1887 survey data shows the N&W track alignment from Vickers Switch (Vickers) to Big Spring (Elliston) and includes the three tunnels in the vicinity of Big Tunnel and Shawsville. Big Tunnel was renamed Montgomery

In 1890, Big Spring, Alleghany Springs, Montgomery White Sulphur Springs and Yellow Sulphur Springs were major vacation resorts along the N&W. The railroad from Big Tunnel to Montgomery White Sulphur Springs was a narrow-gauge railroad operated by the resort to transport guests between the N&W depot and the resort. *Map courtesy of Bruce Harper*

1898. Part of the problems in double tracking the gap were the three single track tunnels, Tunnel No. 3 east of Shawsville, Tunnel No. 4, west of Shawsville, and Big Tunnel.

In 1898 the N&W Railway began double tracking the main line from Christiansburg to Elliston. In the 1898/1899 time period, 0.28 mile of double track was added east from Christiansburg to Houchins. In the 1899/1900 time period an additional 4.10 mile of double tracking from the west reached Montgomery Tunnel, (formerly Big Tunnel).

The N&W's June 30, 1900 Annual Report also notes 1.38 miles of double track were in operation east of Montgomery. Unfortunately there is no indication if this is east of Montgomery or east of Montgomery Tunnel. However, since Arthur is 1.06 miles east of Montgomery, we can assume that Arthur came into being by June 30, 1900. This assumption is bolstered by the fact that while Arthur was not listed in the 1897 Radford Division Time Table, it was included in Radford Division Time Table No. 15 that became effective on May 27, 1900. Arthur was listed as a station staffed 24/7.

The N&W's June 30, 1901 Annual Report noted that Tunnel No. 4, west of Shawsville, which was 150 feet long, had been converted into a double track cut. It is assumed that the tunnel was day-lighted in the 1899/1900 time period when Arthur came into existence; the annual report refers to the completion of work on the double track cut.

By June 30, 1901, the main line between Radford and Roanoke was effectively double tracked except for the track through Montgomery Tunnel and Tunnel No. 3, east of Shawsville. The N&W's June 30, 1901 Annual Report indicates that double track was in operation from Roanoke to Shawsville Tunnel (Tunnel No. 3), Shawsville to Arthur (which is assumed to mean from the west portal of Tunnel No. 3 to the east portal of Montgomery Tunnel) and from Montgomery to Radford.

By June 30, 1902, Tunnel No. 3, which had been 370 feet long, was reduced to 257 feet and double tracked. The N&W's 1902 Annual Report indicated that 53.60 miles of double track from Radford to Webster (nine miles east of Roanoke) were in operation, but that did not mean that all of the track between Webster and Radford was double tracked. Double tracking between Webster and Radford was not completed until the 1904/1905 time period, when the new 649-foot tunnel at Montgomery was completed for the second track.

The 1907 *Stations & Sidings List* on the previous page shows that Arthur was the location of a telegraph station and a passing siding. The more common structure for a telegraph station at a passing siding would be similar to the photograph of the Daw



Daw telegraph station at Daw passing siding on Clinch Valley Line. *Norfolk Southern Corporation collection*



Arthur, Virginia photographed from a westbound train, date unknown. *Courtesy of Abram Burnett*

passing siding on the Clinch Valley Line. But that is not the type of structure that was built at Arthur.

The photograph above indicates Arthur Tower was located at the middle crossovers of the Arthur Middle Track and has Train Order semaphores for both directions. It appears that at least two switches have switch markers, which may indicate they were hand operated (and hence the need for the tower). The home signal at left, next to the face of the cut, is a two-arm upper quadrant semaphore; the ends are squared, indicating they are home signals via-a-vis automatic block signals, but there appears to be (under magnification) a number plate under the bottom semaphore arm, which would be strange for a home signal. The pipeline at right appears to have a minimal amount of rods, likely just two for two arms on the eastward home signal, and one for a dwarf signal governing eastward movement on the westbound main track. The pole at far right has transformers on it with a heavy lead-in cable running to the tower, indicating that the railroad is tapping its private AC power line at this point for signal and perhaps other purposes. The pole directly behind the tower is an “office pole” (i.e. cross arms on both sides of the pole, which is the practice when dropping circuits into a structure,) but there does not appear to be any wires attached to the office pole. Perhaps the office pole was unused at the time, and everything came into Arthur on the heavy lead-in cable. The roof appears to have a stove pipe, rather than a brick chimney. There appears to be a concrete battery well nestled snugly beside the tower, almost directly under the letter “A” in the painted name. No outdoor toilet and no hand water pump are visible. All of this leads to the question – why would anyone build a substantial structure like this on such a precarious hillside where substantial filling had to be done to provide a perch?

There are two photographs of Arthur, Virginia on page 74 of *Norfolk and Western Steam in Color* by William G. McClure III and Jeremy F. Plant and one photograph on page 36 of *Norfolk and Western Passenger Service 1946-1971* by William E. Warden, revised by Kenneth L. Miller. Arthur is also just west of where O. Winston Link took his picture of No. 3 on the embankment behind Ryan’s dairy as the cows were coming in for milking, page 86, *Steam, Steel, and Stars*.

The nearest current day access to Arthur appears to be Road 795 off of US Routes 11 and 460 just west of Shawsville, Virginia.

Jim Blackstock, Ben Blevins, Harry Bundy, Abram Burnett, Larry Evans, John Garner, Bruce Harper, Bud Jefferies, Ed King, Dave Phelps, Alex Schust, Joe Shaw and Ray Smoot

Along the old N&W in the 21st Century



What a difference 36 years make! The two photographs were taken at approximately the same location. The difference is the years and the extension of the passing siding at Berryville out to the Boom Road crossing north of town located near MP H-38. In the top photograph three N&W units are leading RH52 on July 3, 1978. The bottom photograph shows 4270 leading an inspection trip on February 11, 2014.
Mason Cooper photographs

