



TALK AMONG FRIENDS

January - February - March 2015



Working Trackside

October Board Meeting

Board meeting agenda items generally fall into four categories — a quarterly review of the financial report which is sent to officers and directors on a monthly basis, a review of progress on on-going activities, committee reports, and new topics. New topics normally include member commentary/questions/suggestions that come up on the NWHS mailing lists.

Three mailing list topics that came up in the October Board of Directors meeting were content presented in *The Arrow* (see page 2), the NWHS Vision Statement (see page 16), and modeling reviews. Because modeling reviews are presented in modeling magazines and on-line, the BoD did not establish any requirement for the NWHS to prepare model reviews. Reviews may be submitted to the Modeling Editor by anyone

who wants to write one, however submitting a review does not necessarily mean it will be published.

Other agenda items were the planned capital campaign (see pages 15-18), an in-depth discussion about the NWHS approach to conventions and the production of supplementary conventional manuals, the 2015 NWHS Convention (see page 3), the November Open House (see page 4), using *Constant Contact* as a means of communicating with members and friends of the NWHS (it was launched in November), and scanning the *Norfolk & Western Magazine* (the BoD approved funding to scan the magazines, but needs more process and cost information before it approves producing CDs of the scanned magazines).

Alex Schust

Call for Nominations For Board of Directors

Each year, the terms of three of the nine Directors of the Society expire and the seats come up for election to a three-year term of office. This year the seats held by Gary Rolih, Bob Bowers and Alex Schust are up for election. Gary and Bob are eligible to run for another term as a Director. Bob has chosen not to run for another term and Alex is term limited.

All members of the Society are eligible to run for a seat on the Board of Directors and the Society encourages all members who are interested in running and serving the Society. To this end, Gary Rolih, the NWHS Election Committee Chairman, is seeking nominations of members to be candidates in the up-coming elections. Nominations can be made through the end of February 2015. All nominations should be sent to Gary Rolih at rolih@nwhs.org. The election will be held in the spring of 2015 with the new directors announced at the general membership meeting at the 2015 Convention.

Description of the Duties of a Director

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

A Director should have a strong interest in the society's purpose and goals and in serving the membership. In addition, a members experience in or knowledge of administration, finance, program development, marketing, media communications, railroad and regional history, railroad modeling are useful strengths that can be directly applied to the administration of the Society and its projects and plans. Also, a Director participates in implementing the Society's Mission Statement: *The Society exists to serve the interests of its Members and the public at large in the Norfolk & Western and Virginian railways. To that end, it shall, among other activities, acquire, preserve, archive, and make available to the public, historians, museums, and other railroad historical groups, the historical documents, including drawings, photographs, and other graphics, of the two railroads. As an aid to general education about the role the Norfolk & Western and Virginian railways played in the industrial development of the Central Appalachian Region, the Society shall promote the history of the two railroads through the publication of a magazine and other materials for its Members, books and articles, via web media, and by participation in appropriate events*

A topic that occasionally comes up on our mailing list is a discussion of what articles members would like to see in our quarterly magazine — *The Arrow*. Since we don't have a cadre of authors who take on assignments to produce material for *The Arrow*, the fact is that what goes into *The Arrow* is dependent on what articles individuals choose to submit.

We budget 160 pages for the four issues of *The Arrow*. While our goal is to produce an entertaining magazine with the content balanced between development history, operating history, motive power, modeling, photo essays and the occasional personal story, the more important goal is to produce 152 pages of copy each year. We leave the cover and masthead page, or eight pages, to Kevin EuDaly, our managing editor, to produce. Fortunately Kevin produces a lot more copy for *The Arrow* than just those eight pages.

In 2014 the NWHS only produced 135 pages of copy for *The Arrow* – 17 pages short of our goal. This, along with the mailing list discussion of *The Arrow*, prompted a review of the last five years, or 743 pages, of *The Arrow* production.

What we found is that 147 pages of copy were produced in 2010, 149 in 2011, 152 in 2012, 149 in 2013, and 135 in 2014, or a total of 732 pages. The other 11 pages were used to publish and comment on letters received about *The Arrow*, side bars on upcoming articles, corrections and an occasionally-expanded Publisher's commentary.

Out of our 732 pages of copy, 32.0% of the pages were devoted to operational history, 31.8% were devoted to motive power articles, 13.1% were devoted to modeling articles, 11.7% were devoted to developmental history, 6.8% were photo essays and 3.6% were personal history stories. The remaining 1% was a five-page article on *Repowering N&W Wreck Derricks* and two pages on the convention in Front Royal.

The 233 pages (31.8%) on motive power consisted of 124 pages on N&W Electrics, 65 pages on Virginian Electrics, 40 pages on Train Masters and four pages on GP-9s. The 189 pages of copy on the N&W and Virginian Electrics were generated by Kevin EuDaly. In fact, Kevin has generated 226 pages (30.9%) of our 732 pages over the past five years in addition to being our managing editor, history editor, and publisher.

Out of the 234 pages (32.0%) of operational history in our magazine, 222 pages appear under the by-line of Louis Newton. Louis's writing allowed us to supplement his articles with photographs, magazine and newspaper clippings, and other materials from the NWHS Archives, as well as photographs from other collections.

Over the past five years Kevin EuDaly and Louis Newton have generated 448 pages of our 732 pages of copy in *The Arrow*, or 61.2% of the content.

Louis Newton informed us in September that he may only provide one or two more articles for *The Arrow*. Kevin has taken on additional responsibility at White River Productions with his purchase of *Railroad Model Craftsman*, *Railfan & Railroad*, and *The Railroad Press* magazines.

The Board of Directors recognized in 2013 that, as a historical society, we both needed and wanted more developmental history in *The Arrow*, so we started the "History 101 Series." Our larger goal is to bring the history packed in the Archives to the general public.

Having reviewed the content of the last five years of *The Arrow*, the Publications Committee would like to strive for about 25% operational history, 25% locomotive/rolling stock history, 25% developmental history, and 25% modeling and photo essays. But the goal we will meet in 2015 is 152 pages of copy. The actual distribution of content is dependent on what authors choose to submit to the magazine.

In order to further increase the developmental history content in *The Arrow* we are launching a new series on "Implementing the Norfolk & Western Vision" with the January 2015 issue. The Norfolk & Western's vision was to build a railroad into the Central Appalachian coalfields and extend it west to reach mid-west markets. While we all think about the Norfolk & Western as a railroad, it was actually a corporation. It created subsidiary companies like the Roanoke Machine Works, Virginia Holding Company, and Pocahontas Coal Company. When the N&W Board of Directors met in May 1895, there were 15 different companies represented at the board meeting, with individuals serving as officers or directors on multiple boards. Frederick Kimball was an officer or director in six of the 15 companies at the board meeting. The Norfolk & Western also created a number of subsidiary railroad companies to construct new railroads. And the corporation designed and built locomotives, rolling stock, and structures to meet its needs to transport commodities, livestock and people.

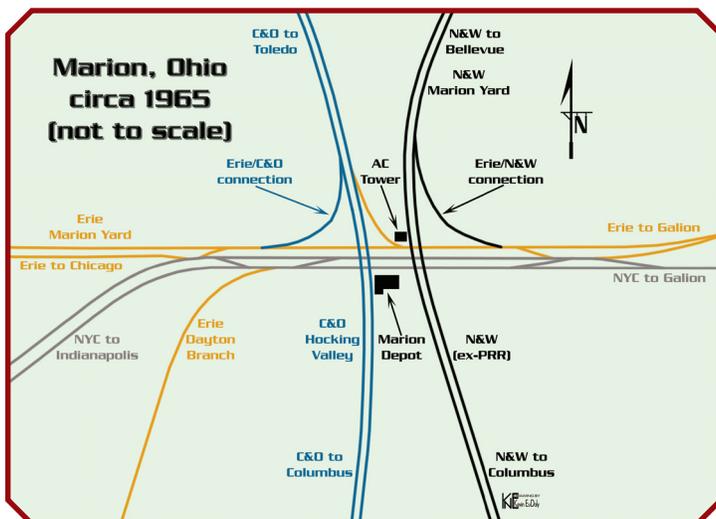
The "Implementing the Norfolk & Western Vision" is not intended to be chronological in nature or directed toward a particular subject. It is intended to be about how the Norfolk & Western built a transportation system that both created and served markets. The January *Arrow* article is about how the Norfolk & Western created and built the market for Pocahontas coal, as described in a letter written by Frederick Kimball

The plan for the April *Arrow* is an all Ohio/mid-west magazine to tie in with the NWHS 2015 Convention in Marion, Ohio. The "Implementing the Norfolk & Western Vision" article will be about the Scioto Valley Railway. "History 101" will be about the Cincinnati, Portsmouth and Virginia Railroad. We are also working on articles about Marion, Ohio and the N&W merger with the mid-western railroads.

Just as important, anytime we have an article on Virginian Railway development, all we have to do is substitute Virginian for Norfolk & Western in the series title.

One other note about what you can expect in 2015 and 2016. Ed Painter is working on a series of articles to take us "beyond Appalachia," as was suggested on the NWHS mailing list. And of course we will publish any article that Louis Newton submits.

The NWHS Annual Convention Returns to Marion, Ohio June 18-21, 2015



Marion, site of our 2008 Annual Convention, is located in north central Ohio on US 23 just about 40 miles north of Columbus.

Our Convention Headquarters will be located in the Marion Union Depot which sits at the juncture of three busy double track rail lines as shown in the Kevin EuDaly drawing. These lines were busy in the days of steam and continue to be busy today. The train station has been preserved and the grounds made into a park-like setting for rail fans. The station itself has many museum-like displays and an HO layout occupies one of the freight buildings.

Our base hotel will be the Holiday Inn Express & Suites (1842 Marion Mt. Gilead Rd., Marion, Ohio 43302). The hotel is an approximate 10 minute drive from the Marion Union Depot.

Our Tentative Schedule

Wednesday - June 17: We plan to open an information desk at the Holiday Inn Express with rail fanning information and “experts” to help you plan your “On-Your-Own Rail Fanning” on Thursday. Marion is in a great location, convenient to Bucyrus, an historic station in Galion, and the Columbus Railroad Museum.

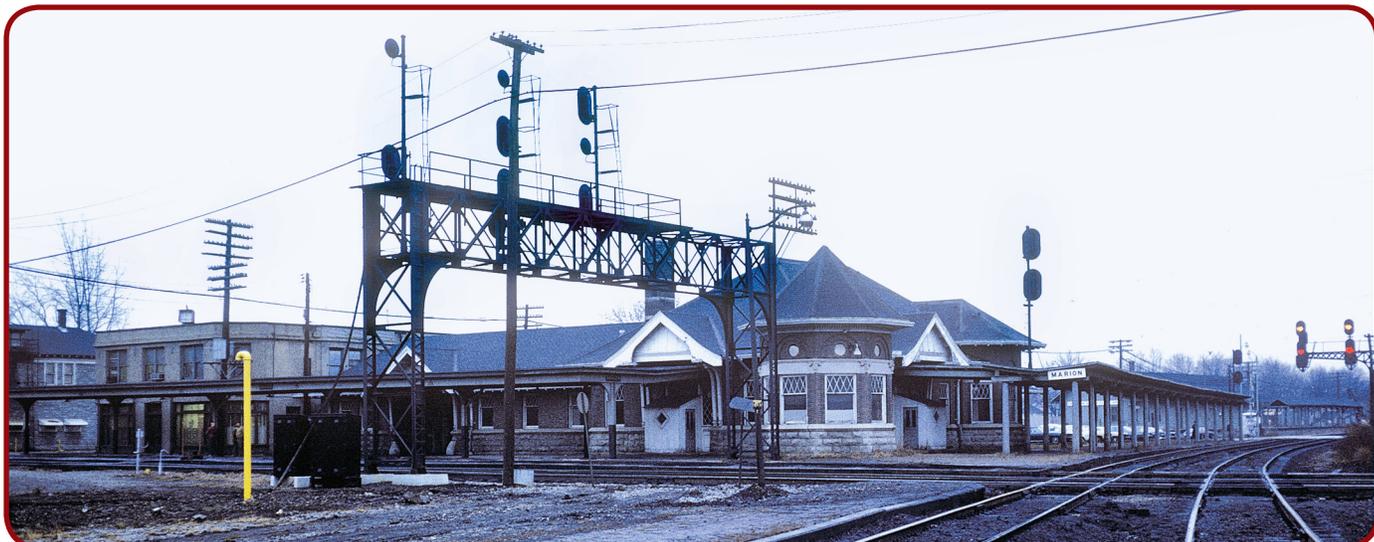
Thursday - June 18: Registration starts at 1 PM. The convention officially opens at 7 PM at Marion Station with welcoming presentations by NWHS officers, a preview of the Friday Tour by the Convention hosts, and a seminar.

Friday - June 19: We depart from the Holiday Inn Express at 8:30 AM for an approximate 8-hour tour (lunch will be provided). Current plans are to go to the Fostoria Rail Park and the Mad River railroad museum in Bellevue. We are working other potential attractions. We plan to be back in time for dinner, followed by an evening of clinics and seminars.

Saturday - June 20: Seminars, Clinics and Train Watching at Marion Station. We are working to get the model railroad club’s layout in the station opened for visitors. Our concluding event at Marion Station will be our annual membership meeting, at Marion Station as the last event at the station on Saturday to free up Sunday morning for travel, church, and possible layout tours. We will conclude our Saturday with a banquet and speaker at Marion’s Warehouse Restaurant.

The commissary will be open Friday evening and all day Saturday. There will be a modeling contest; categories to be announced soon.

For non-rail events there is available a make-n-take “clinic” at a local flower show; for \$5 attendees can assemble and bring home a potted plant or something similar. We are also arranging for a tour of historical sites in the Marion area: depending on participation this will be a 2 or 3 hour tour, for \$20 to \$30 per person.



Dave Oroszi photographed the Marion Union Depot from the C&O tracks on the north side of the Erie-NYC tracks. The shed over the C&O side of the depot was built to a C&O design, hence the two posts supporting the structure. The Erie and NYC shed are the more usual single post and cantilever style. To the left of the depot is The Erie terminal building was located to the left of the depot.

NWHS Open House Celebrates Data-Basing 100,000th Item

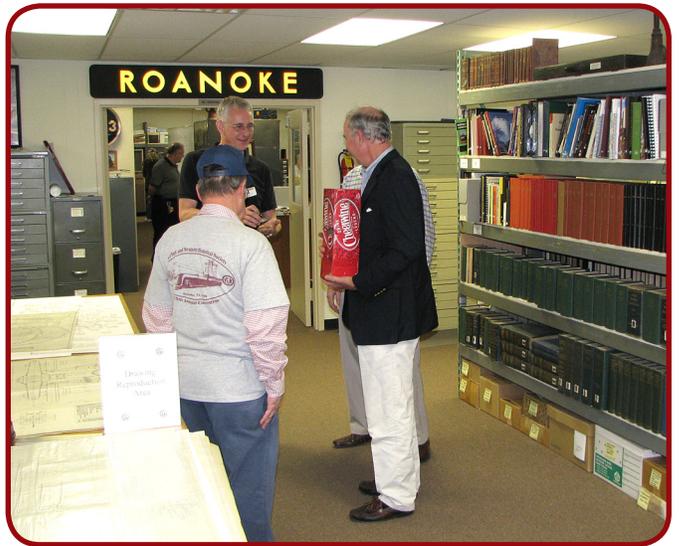
On Saturday, September 13, 2014, NWHS President Ron Davis watched the data entry counter as we neared our 2014 goal of entering 100,000 items into the NWHS Archives database. The 100,000th item entered into the database was Drawing HS-CC00341 - Comprehensive map relative to canalization of Big Sandy River, Catlettsburg, KY to Louisa, KY and Fort Gay, WV; Levisa Fork, Louisa, KY to Millard, KY; Tug Fork Fort Gay, WV to Sprigg, WV - Dated 8/31/1945.

The NWHS celebrated its 100,000th database entry with an open house at the Archives on Thursday, November 6. The *Roanoke Star* ran an article (written by VMT's Peg McGuire and published in our October-November-December eTAF) to publicize the event. We also sent out invitations. (Note: Because of different publication deadlines the October-November-December TAF was already at the printers before we decided to have a celebratory open house in November. We did include an announcement in the on-line October-November-December eTAF.)

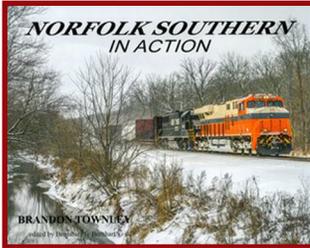
We had 27 visitors attend our open house. Numerous visitors drove to Roanoke from Lynchburg, Richmond, and the Norfolk/Tidewater area. Some visitors drove from North Carolina. Many of the volunteers gave tours of the building. Our visitors were impressed by the technological capability we have added to the Archives such as our data entry work stations, our scanning and printing capabilities, and our information management system. Our visitors were just as impressed with our use of old rotary mangle presses to flatten drawing. Four visitors commented on how we have made the Archives an inviting work place in both appearance and lighting and how clean we keep it. During a brief ceremony, Ron Davis presented awards to the volunteers with the highest data entry totals. On Friday Roanoke Channel 10 (WSLS) recorded several operations at the archives and Alex Schust presented a brief history. WSLS condensed this into a 1-minute video spot for their evening news programs:

As part of our outreach program we ran our first open house on November 9, 2013. We had six visitors. We used what we learned from that first open house to plan for our second open house. As a result our attendance went from 6 to 27, an over 400 percent increase and three visitors joined the NWHS. Some of our visitors brought donations for the Archives. Other visitors took the opportunity to purchase items from the Commissary.



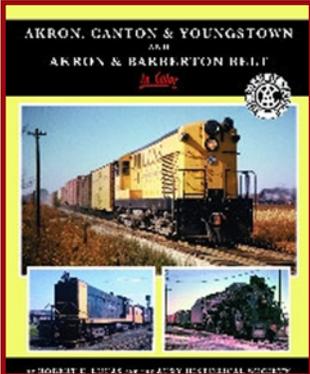


New Products Available at Commissary



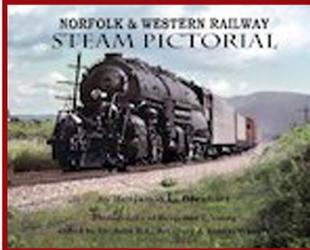
Norfolk Southern in Action is a hardcover, 80 page book by Brandon Townley and Benjamin Bernhart. The picture book shows Norfolk Southern diesels in various locations. All pictures in full color with minimum captions. ~ SKU 138.187

Akron, Canton & Youngstown and Akron & Barberton Belt in Color is a 128-page hardcover book, mostly in color, that examines the history and operations of the title railroads. Authored by Robert E. Lucas and the AC&Y Historical Society. ~ SKU 138.188

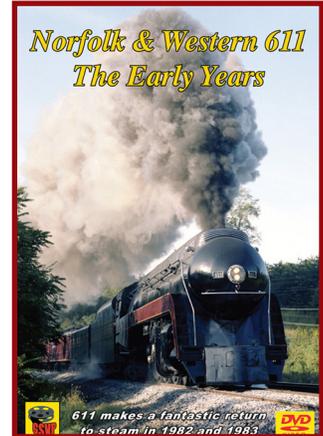
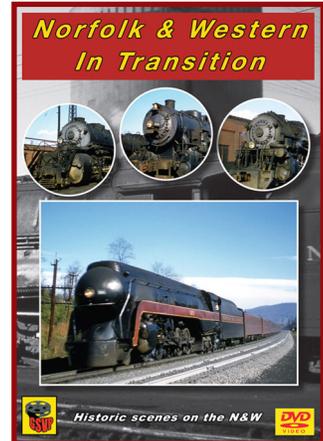


Norfolk & Western Railway Steam Pictorial is a landscape format book featuring over 100 black and white N&W steam photographs from the 1950s. The book primarily focuses on Shaffers Crossing engine terminal, Roanoke and Crewe. Authored by Benjamin Bernhart with photography by Benjamin Young. **(Shipping in February 2015)** ~ SKU 138.189

Norfolk & Western in Transition is a 67 minute DVD, from Greg Scholl Video Productions, covers the transition from the end of steam on the N&W mostly around Batavia, Ohio. Includes the last steam powered "Powhatan Arrow," rare scenes of a wreck, and final says of steam at Portsmouth and Williamson. ~ SKU 136.14DR



Norfolk & Western 611: The Early Years, from Greg Scholl Video Productions, covers the first two years of operation of N&W Class J 611 after its 1980s restoration in Birmingham, Alabama. The 80-minute DVD shows the first run to Roanoke along the Southern main line, the first trip to Norfolk up Blue Ridge Grade, plus multiple trips in 1982 and 1983 including freights and special excursions. ~ SKU 136.14DS



Shipping Rates

Our shipping charges are not postage rates. Shipping rates are based on the price of the order rather than weight which is consistent with the policies of many mail order companies. We recognize that with this policy some people will pay more for shipping than they would if we priced by weight and other people will pay less. We adopted this policy for a variety of reasons, including the fact that most of our shipping is done by priority mail.

By using priority mail we can get free shipping boxes from USPS. If we didn't do that we would have to stock a variety of boxes at an added cost to the NWHHS. A single book cardboard wrapper of minimal size starts at \$0.95 and increases in cost with increases in size. While there are no directly comparable sizes to USPS shipping boxes, most boxes in the general size range we use start at about \$1.24 a box.

We also don't charge for order processing, credit card fees, handling and packing. Surprisingly it averages about 10 minutes per order just to assemble the requested material and get it packed.

Since the USPS will not pick up our packages (because we don't have set hours), our commissary volunteer has to drive the packages to the central post office. If there are package issues, the volunteer can spend over 2 hours at the post office dealing with the postal clerk.

If we had a paid commissary employee we might take a different approach on shipping rates, but at the present time we don't, nor do we expect to have a paid commissary employee in the near future.

So while the shipping rate may be high if you think of it only as a postage rate, it is not so bad if you consider all of the costs that go into shipping a package. We could cut the shipping rate if we increased the cost of our products, but that is self-defeating.

Our goal is to neither make money nor lose money on shipping Commissary products. As the end of November we were losing \$857 on 2014 shipping costs.

However, we have reassessed our member shipping rates that were published in the October 2014 TAF/eTAF. By reducing the dollar range between changes in shipping rates we have reduced the shipping rates between 11% and 40% in some categories of order value as shown in the box to the right.

Commissary Announcement

New Commissary Shipping Rates Effective January 1, 2015

Membership Pricing

\$0.00 to \$19.90	- \$5.90
\$20.00 to \$29.95	- \$6.90
\$30.00 to \$49.99	- \$10.10
\$50.00 to \$69.99	- \$12.10
\$70.00 to \$99.99	- \$14.75
\$100.00 and up	- \$16.65

Archives Report for September - October - November Work Sessions

We had 16 attendees at the work session in September, 15 in October and 17 in November. 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, Landon Gregory, Gordon Hamilton, Larry Hill, Chris & Harold Hunley, Roger Link, Eddie Mooneyham, Skip Salmon, Charlie Schlotthober, Ben Shank, Joe Shaw, and Dave Stephenson

Seven of our members made at least one of the three archive work sessions. These members were Hunter Atkinson, Bob Cohen, Bud Jefferies, Jimmy Lisle, Alex Schust, John Swann 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 41 specific research requests over the August, September, and October time period. We have handled 147 specific requests over the past 12 months.

Harry Bundy, Charlie Schlotthober, and Dave Stephenson worked on most of the research requests during the reporting period. The administrative tasks and some of the investigation for the requests are done outside archives work session. One request from Voyce Glaze's niece (he was a prominent member of N&W's mechanical engineering department) was particularly notable. She is interested in obtaining a copy of his calculation books.

General Archives Activities

There was considerable database work during the September, October and November work sessions: (1) Joe Shaw entered over 1,400 items into the database during the three sessions, largely HS series drawings for B118 and B119 box cars, covered hoppers, hoppers, Shenandoah Valley Railroad mile sheets from Hagerstown to Roanoke and other railroad property maps; (2) Roger Link concentrated on post cards, photographs and mechanical drawings; (3) Jim Blackstock entered right-of-way maps of N&W's Moberly Div. from the Library of Virginia collection, diesel stenciling and painting drawings, and HS series C and H-size drawings; (4) John Swann, working from home, started entering books from the general railroad and reference sections of the library; (5) Ron Davis concentrated on photos, HS series drawings, and large HS-K series drawings; (6) Skip Salmon entered information on VGN right-of-way, revisions to VGN application for employment, information on the Virginian's conversion from oil to electric lanterns, a *Roanoke Times* article about the retirement of Virginian's electrification, a 1951 passenger schedule, a wiring diagram for a NKP SW1, drawings of VGN facilities in Mullens, and cataloged information on the sale of four VGN MB 2-8-2's to the Montour Railroad (They became nos. 41-44 [See Hol-00976.01]); (7) Hunter Atkinson worked mostly on the Hank Kinzel donation; (8) Dave Stephenson entered various record copies of NWHS-published books; and (9) Alex Schust, using a new Banker Box locator designation developed and implemented by Ron Davis, started entering data on Field Note Books.

Charlie Schlotthober and Larry Hill scanned and printed drawings for sales orders and scanned drawings from the archives collection. They also scanned and printed drawings supporting the FireUp611 restoration and Y6a No. 2156 move.

Ben Shank worked on slide copying for Gordon Hamilton. Ben also, working with the alarm system tech, tested the smoke alarms. He also worked on developing an estimate for a sprinkler system cost for the building.

Eddie Mooneyham, Harry Bundy and Landon Gregory began to process rolled drawings from cartons in the warehouse. Some of these drawings required a substantial amount of work to remove the creases and kinks prior to sizing. Eddie also researched information regarding the proposed but unbuilt N&W Y7 2-8-8-2.

Harold Hunley continued his long-term project of correcting errors in photo captions.

Dave Stephenson and John Swann decided on the next step in the organization of the library – establishing a reference section. This will include large groups such as bound volumes of *Railway Age* and *Railway Mechanical Engineer*, as well as many individual reference books used by the railroad industry generally and the N&W specifically. Some reach back to the late 1800's. Current library locator codes will be revised as we begin to include the general railroad books. The new codes will be (1) specific railroads (RR), (2) general railroad (GEN) and (3) reference (REF). Dave also rearranged *Railway Mechanical Engineer* bound volumes, relocated the ICS textbooks, and deaccessioned some miscellaneous magazines as part of the reference library improvement project. This will enable the archives to establish a starting point for the reference book section of the library. Dave also accessioned donations from David R. Phelps (control schematics for LC1 and LC2 electrics) and Bill Mason (Signal Dept. material), corrected errors and expanded notes on several previous entries in the database.

Ron Davis worked on the search box on the Archives main page. We are tracking what people are typing in this box and making adjustments so that it does a better job of presenting what they are looking for. As we work on the database we are also rewriting some of the interfaces so they are more difficult to hack.

Harry Bundy continued flattening rolled drawings and noted that drawing HS-E00178 (RR ID 13621) was the

outstanding drawing this session. It shows the track alignment following the derailment of No. 22 (Winston-Salem to Roanoke passenger train) on 2/06/48 near Madison, NC. It also indicated the positions of the derailed equipment by number and name:

Position 1: N&W 111 - K-1 Class locomotive, Position 2: N&W 180081 - Tender, Position 3: N&W 1210 - Baggage-Mail, Position 4: N&W 1343 - Express, Position 5: N&W 1642 - Coach, Position 6: N&W 1612 - Coach, Position 7: Powhatan - Winston-Salem to Columbus Pullman

This equipment and positions define a typical consist in service on the Pun'kin Vine in the 1940s.

GOB East Archives

There were four attendees at the August GOB-East work session: Ron Davis, Rob Ervine, Roger Link, and Joe Shaw. Rob continued flattening, sizing and refileing drawings. Ron, Roger and Joe focused on data entry.

We had five attendees at the September 27, 2014 GOB East work session: Ron Davis, Rob Ervine, John Gardner, Roger Link, and Joe Shaw. John performed research in the HPT&D and WSSB records from the Winston-Salem NRHS collection. Joe Shaw, Roger Link and Ron Davis performed data entry. Rob Ervine worked on flattening and sizing drawings from the NS/VT collection.

We had four attendees at the October 18, 2014 GOB East work session: Ron Davis, Rob Ervine, Larry Evans and Joe Shaw. Larry Evans worked on flattening drawings from the NS/VT collection. Rob Ervine and Ron Davis worked on cleaning, sizing and repairing drawings from the NS/VT collection. Joe Shaw and Ron Davis worked on data entry.

We have a new size of HS series drawings at GOBE - the new HS-K series is for drawings up to 18" x 75", essentially a half-height HS-G size drawing.

September - October - November Visitors

The Archives had five visitors in September. Zach Barlow, John Garner, Dave Barnes, Chester Phillips and Peg McGuire. Zach Barlow (Virginia Tech and VDOT) was looking for information regarding several bridges for VDOT. His search focused on the bridge east of the Bedford station, a road overpass (road over, tracks under). We looked through the Valuation Maps from the section near Bedford, but no specific information on the bridge was found. We did find a photo of the Rt. 460 bridge in Bedford in one of our post card books. We are currently scanning our post card collection into the Archives database.

John Garner visited the archives with Roger Link on Saturday. John has been working at GOB-East.

Dave Barnes visited the Archives to see about donating some N&W calendar background information to the Archives

Chester Phillips stopped by to see the Archives. Part of his family is related to W. P. Wiltsee, N&W's Chief Engineer in the 1930's and 40s

Peg McGuire (VMT) worked with Ron Davis to gather information for an article on the new 611 Society newsletter.

We had four Archives visitors in October - Todd Arnett, Shane Welson, Kevin Byrd, and Gary Skaggs. Todd Arnett and Shane Welson stopped by to see if they could get information on the N&W's SD-40 painting diagram (F-6 and F-8 schemes). Charlie Schlotthober made copies. They were also looking for information on details for SD40-2 trucks.

Kevin Byrd researched various topics (Shaffers Crossing facilities, Blacksburg Branch, CF caboose, HSa wood hoppers, and the Class As).

Gary Skaggs visited the archives to look for information on a variety of subjects. Dave Stephenson gave him a tour of the Archives and Harry Bundy researched the gallon capacity of a water tank on the Bluestone Branch.

We had 27 visitors in November who attended our open house. Among our visitors were Ralph Coleman and Marc Orton.

Ralph Coleman, a regular volunteer in the past, drove up from Chesapeake, Virginia to visit the archives for the first time in several years. It was good to see him again and we hope he will return. His



Correction - Correction - Correction

We included a picture of Raymond East, retired Norfolk Southern Yard Engineer, in our October - November - December issue of TAF. In the picture caption we noted that Raymond would have his 80th birthday in October. In fact Raymond turned 90 in October. While Raymond may have appreciated getting 10 years back, but we wanted to note that he has lived them and deserves to count them. *Photo courtesy of Skip Salmon*

detailed knowledge of the railroad is extremely valuable.

Marc Orton, Director of Visual Communications with Norfolk Southern Corporation, drove from Norfolk, Virginia, to attend our open house and celebrate our 100,000 data entry event. Marc is responsible for all of Norfolk Southern's "visual assets" which includes the Norfolk Southern Archives. After touring our Archives, Marc had a number of favorable and helpful comments. We had considerable time to visit with Marc and discuss ways that we can improve our partnership with Norfolk Southern and our joint archive at GOB East. We also discussed our activities at Salem Avenue.

September - October - November Donations

Jimmy Lisle donated 17 railroad related International Correspondence School (ICS) books to our growing collection of railroad reference material. ICS texts were developed for home study and self improvement starting in the late 19th century. While different from today's standards, the ICS texts open a window on how railroad shop and office employees learned what they needed to know in order to get ahead. The books were incorporated into the reference section of the library during the October work session.

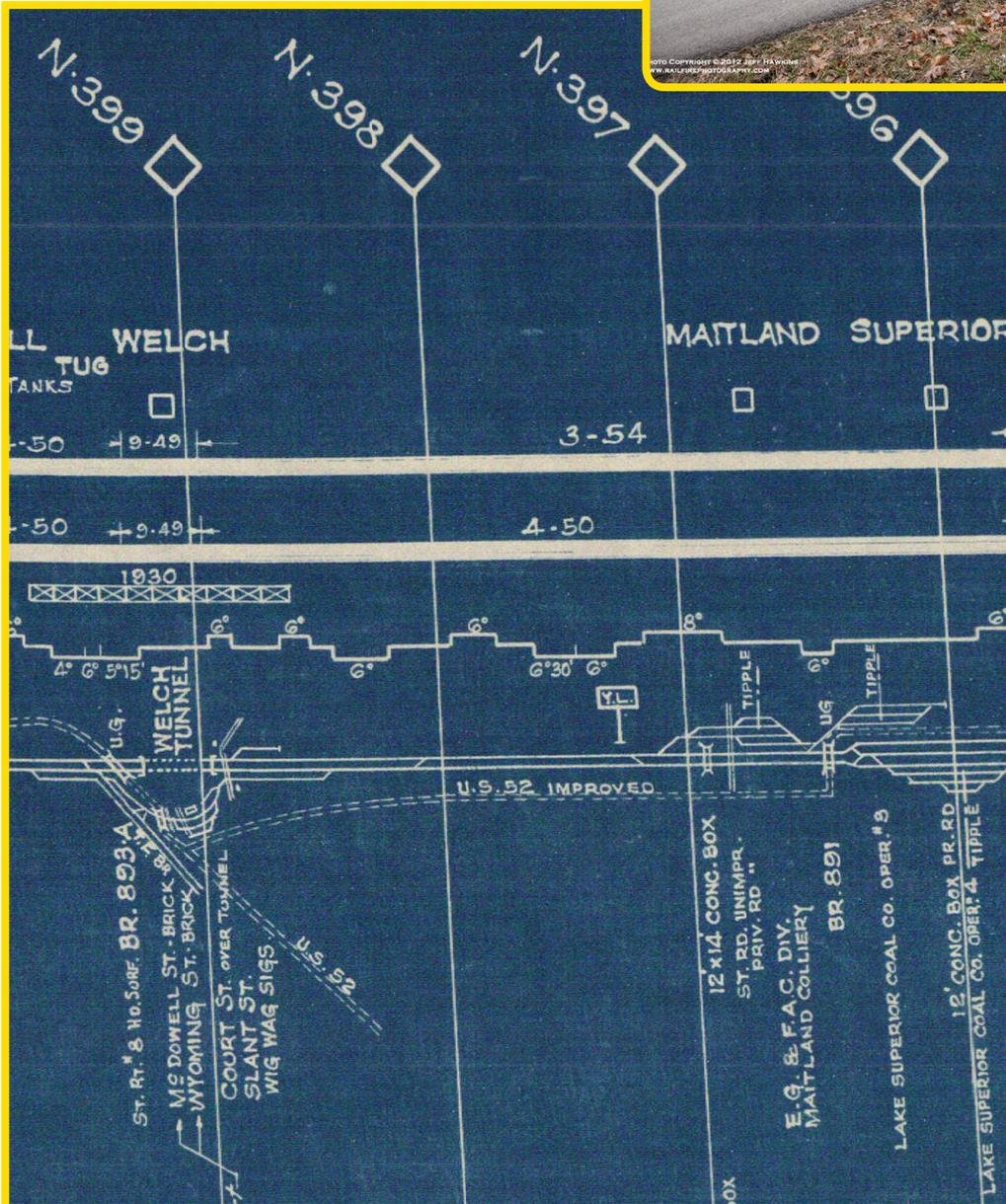


Ron Davis presented Certificates of Achievement and Recognition to Archives volunteers Larry Hill, Landon Gregory, Skip Salmon, Hunter Atkinson, Dave Stephenson, Roger Link and Joe Shaw at the November Archives open house. Collectively these seven individuals have accounted for approximately 22% of the 100,000 data items entered into the Archives data base. Certificates were also prepared for those Archive volunteers who could not attend the open house.

Places on the N&W - Bridge No. 893

You can never be sure where questions asked on the NWS Mailing List will take you. Some questions are asked, answered and then go away. Other questions are asked, answered, and then take off in an entirely different direction.

On March 19, 2014, NWS Member Jeff Hawkins asked on the NWS Mailing List, "Can anyone provide a number for these bridges which still retain their concrete bridge ID markers? Image 8438 (shown to the right) was once part of the passenger main through downtown Welch, WV. This bridge spanned the Tug Fork."



NWS Member Alex Schust noted on the mailing list on October 20, 2014, that "Bridge Numbers went into place around 1892. The original main line would have crossed the Tug Fork at Welch on the passenger line bridge and stayed on the south side of the Tug Fork until the track was realigned and double tracked beginning around 1903-1905. The Welch tunnel was bored around 1910 [actually 1907] resulting in a second bridge at Welch (No. 893-A) [completed in 1908]. According to 1950 track chart (1956 Revision) This Bridge No. 893-A is 26 ft by 306 ft. The only nomenclature for the first Tug Fork Bridge on the track chart is TF Bridge. The referenced track chart only shows one Bridge as No. 893-A.

"The realignment/double tracking resulted in a number of new bridges between Welch and Wilmore (and probably further) which you can tell by all of the bridges with the suffixes A, B, C, etc attached to the bridge number.

"My assumption is since Bridge No. 891 was between Superior and Maitland, Bridge No. 892 was replaced by a 12 by 14 box culvert that would leave the first bridge across the Tug Fork as Bridge No. 893. I think we can prove or disprove that assumption by looking at the 1916 ICC Valuation tables."

NWHS Member Grant Carpenter, using older track charts, responded to the mailing list on October 21, 2014, and confirmed that the bridge was Bridge No. 893.

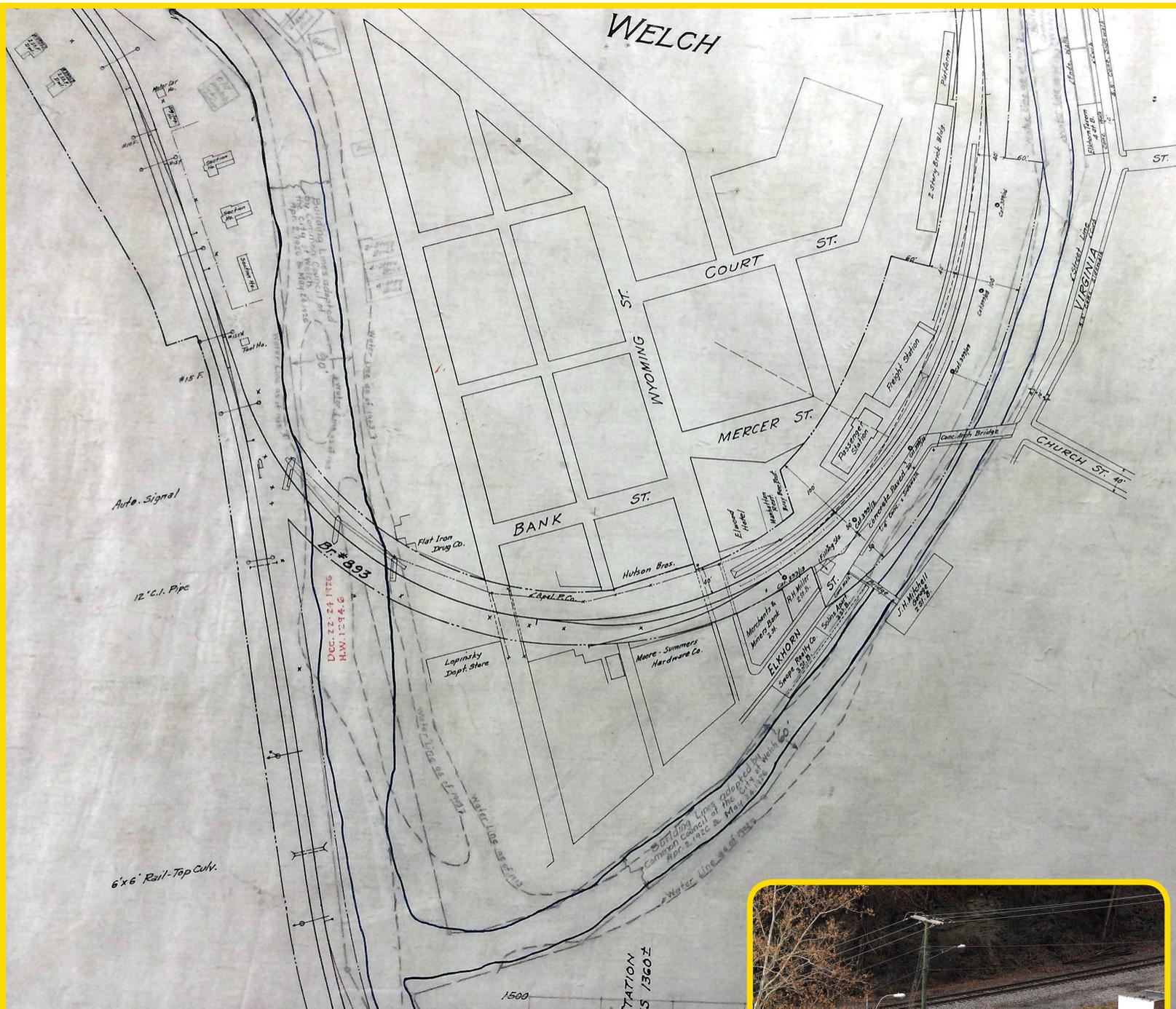
NWHS member Harry Bundy went to the NWHS Archives and looked through ICC Notebook, "V13 W. Va., Structures: Bluefield to Williamson Main Line." Harry noted on the NWHS Mailing List on October 22, 2014, "From the "Structures" file of the ICC's 1917 inventory, Bridge #893 was identified as "1st Crossing of Tug River". It was composed of two thru plate girder spans, one was 102' 9" and one was 104'9". The substructure was completed in 1890 and the superstructure (manufactured by Virginia Bridge and Iron) in 1911. ICC form indicates that bridge was equipped with steel sidewalk brackets for a pedestrian walkway."

Jeff Hawkins noted on the same day, "Here is a photo showing the builder's plate which matches the information from the ICC inventory. There is no evidence today of any type of pedestrian walkway provision on either side of the bridge. I've also included photographs showing the bridge from each end." The builders plate is shown to the left.

The mailing list exchange on Bridge No. 893 ended at that point, but the story of Bridge No. 893 actually expanded for a number of different reasons. First, since the mailing list exchange took place just prior to the October NWHS board meeting, Joe Shaw, Ron Davis and Roger Link drove to Welch on October 25 after the meeting to take pictures of Bridge No. 893. Second, while indexing drawings at GOB-East, Joe and Roger came across a drawing which was entered into the data base as HS-W10017. While Drawing HS-W10017 was about the location of electrification transmission lines, it also provided detail about Bridge No. 893. The drawing also led a discussion about electrification through Welch.

The original Bridge No. 893 was a truss bridge as shown in the circa 1898 photograph below. *Eastern Regional Coal Archives collection*





This portion of NWHS Archives Drawing HS-W10017 shows the original main line through Welch as well as the track layout in Welch. Bridge No. 893 is shown center left, just downstream from the confluence of Elkhorn Creek with Tug Fork.

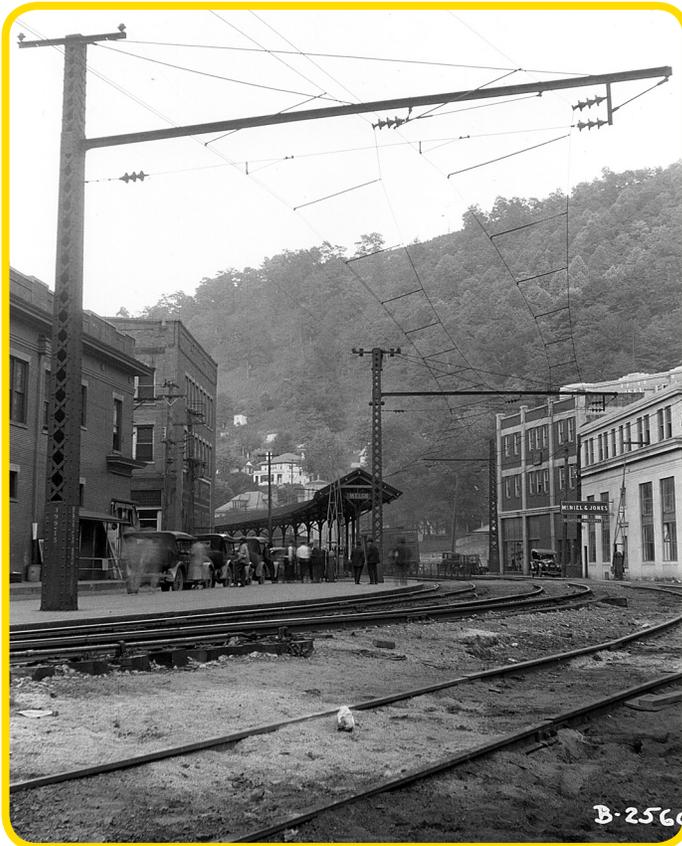
Joe Shaw took the photograph of Bridge No. 893 from the Welch by-pass on November 15, 2014. You can see the bridge marker on the far side of the bridge. Joe took the color photographs on page 13 of November 15, 2014.

The outcome of the discussion on electrification in Welch was settled by the two black & white photographs from Bob's Photo shown on the opposite page. Photo B-2558 shows a walkway on Bridge No. 893 which settled Jeff Hawkins question about a walkway. The two color photographs of the right side of Bridge No. 893 show the remains of walkway supports. The only remaining question about Bridge No. 893 is why the left side girders were offset. The speculation is it was because room was needed for a catenary support pole as shown in Photo B-2558.

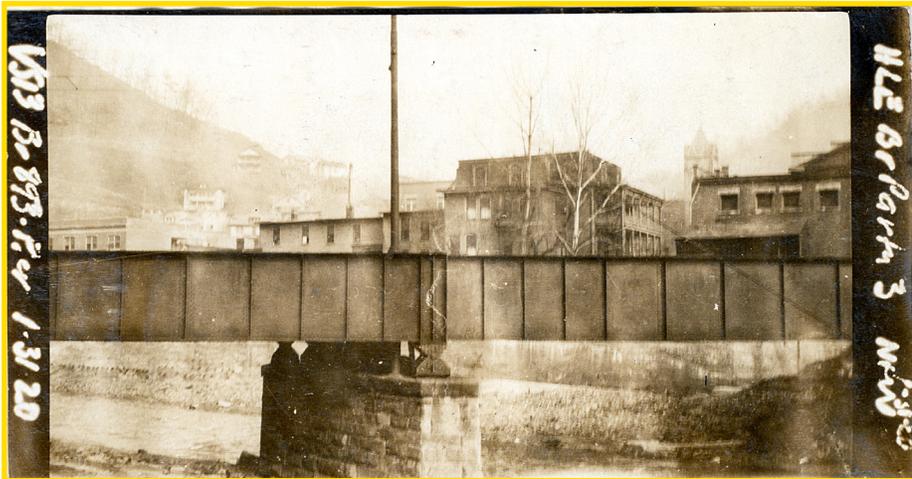
You just never really know in what direction a NWHS Mailing list question will take you and where you will wind up.

~ Alex Schust, Jeff Hawkins, Harry Bundy, Grant Carpenter, Joe Shaw, and Roger Link





Musing at the Archives



ICC Reports

The story on Bridge No. 893 is illustrative of the many data sources available at the NWS Archives and how they can be used to document the history of the Norfolk & Western and Virginian Railways.

One of the many assets at the Archives is the collection of ICC data sheets. The data sheet on Bridge No. 893 is shown to the right. Harry Bundy was able to go to the Archives, find the correct volume, go to the data sheet, and respond on the NWS Mailing List with the appropriate information on Bridge No. 893.

If you look at the data sheet you can find the location, the mile post and the survey station as well as the purpose of the bridge. In this case it was the first crossing of the Tug River.

The data sheet does not provide all of the information however. While it indicates the superstructure was built in 1911, it does not tell us the original structure was a truss bridge.

In the case of Bridge No. 893, the ICC Notebook also included a photograph of the bridge taken on January 31, 1920. The photograph shows the bridge substructure with the original Ashlar Masonry. The 2014 photographs taken by Joe Shaw shows a concrete substructure indicating a replacement at some point.

By enlarging the 1920 photograph and comparing it to Bob's Photo photograph B-2258, it appears that the catenary pole (No. 39920) is attached to the end of the first girder on the inside of the bridge. However that does not tell us if the girders were offset in 1911 or they were offset when the line was electrified.

Photographs, drawings, ICC notebooks are tangible items we can point to generate historical notes. What we cannot directly point to is the intangible storehouse of knowledge that our members bring to any question. That knowledge is as important as anything we have in the Archives.

Alex Schust

Pre-Inventory Schedule GENERAL CIRCULAR NO. 5.
NORFOLK AND WESTERN RAILROAD

Date Compiled 2-11-1919 Page 113
Date I.C.C. Inv'y. 2-23-19
Owner NORFOLK & WESTERN RAILROAD Compiled by J. H. Welch
Operating Company NORFOLK & WESTERN RR. Correct J. H. Welch
Valuation Section V-134.Vc. Valuation Eng'r. J. H. Welch
For Carrier J. H. Welch
For I.C.C. J. H. Welch

I.C.C. Account No. 6

Main Line Location Welch Bridge No. 893
Mile 3.974 Station 1961 to Station 1963+88 Bldg. No.

Description

No. of Spans 2
Number of Tracks Carried 1 Number of Tracks Spanned
Purpose of Bridge 1st Crossing Tug River
Type Thru Plate Girder
Special Features

Superstructure Dimensions
Length: Each Span 102' 9" + 104' 9" Girders.
Depth 9' 2 1/2"
Width 21' 0" C. to C.

Plan Nos., Substructure Original Final Plans Y-8458
Plan Nos., Superstructure X-899

Built By S. Walter Year Built 1890
Substructure Virginia Bridge & Iron Co. Year Built 1911
Superstructure Live Load and Specifications Used in Design

Equivalent Live Load, A.R.E.A., Specifications, Cooper Loading

Average Pile Penetration or Length of Piles
(Cross out information not furnished)

Depth of Foundation below B.S. or B. of R. 18'3" 19'10" 20'11"

Proportion of Original Cost Paid for by Carrier 100%
Proportion of Maintenance Paid for by Carrier 100%

Quantity	Items	Units	No. of Units	Source of Information
	Bridge Steel	Lbs.	559900	File 15- P.A. 1776
	Ashlar Masonry	Cu. Yds.	109.5	Original Final Plan + Plan Y-8458
	Broken Ledge	"	569.1	do. do.
	Dry Found Exc.	"	229	Estimated from Plans, Profile Book No. 1, Ohio
	Wet " "	"	357	do. do.
	Timber	FT. 13.311	6693	Field Book No. 41, P. 12.
	REMARKS: Steel, Sillmark brackets	Lbs.	2577	Calculated from Plan Y-3648

Correct as shown except

A Capital Campaign for NWHS and our Archives Based on Opportunity, Vision and Planning

The Norfolk & Western Historical Society (NWHS) is launching a Capital Campaign to raise \$250,000 to nearly double our floor space available for our Archives activities by upgrading our building's backroom storage space to our front and middle room archival standards, to deal with two building maintenance issues, and to raise seed money for a future Archives endowment.

The Opportunity



NWHS's first Archives on Orange Avenue

The NWHS was organized in 1984. The NWHS Archives are the result of an unexpected opportunity that came about in June 1995, when a sizeable number of mechanical drawings and related files became available to NWHS from the Roanoke Car Shops. In order to house the multiple files and drawings the NWHS leased a strip mall storefront on Orange Avenue in Roanoke, Virginia in 1996, and the Archives were born.



NWHS's building and Archives on Salem Avenue

As more drawings and documents followed, the space was rapidly filled up. In January 1999, the NWHS purchased a 7,400 square foot masonry building located at 2101 Salem Avenue SW in Roanoke. The front office space was refinished into Archives space, and the NWHS moved the collection into the building in April 1999. Receipt of a



The front section of the NWHS building and the entry to the Archives

large quantity of material from the Norfolk Southern Capital Accounting Department in early 2000 required that the second of three sections of the building be finished for the Archives.

When we acquired material from the Norfolk Southern Roadway Material Yard we exceeded the space available in our building, so we leased a building next door. The arrival of more material necessitated leasing space in another nearby building.



The middle section of the NWHS building is used for filing and houses four research work stations

In April 2009, the NWHS reached an agreement with Norfolk Southern

Corporation to use 5,000 square feet of space in their General Office Building (GOB) East building, located on the grounds of their historic East End Shops. The GOB-East Archives house collections donated to the NWHS by the Virginia Museum of Transportation and the Roanoke Chapter of the National Railway Historical Society. The N&W Railway Collection formerly on loan to Virginia Tech is also located here in the Norfolk Southern Archives section. The space made available by the agreement enabled the NWHS to vacate the two buildings next to its Salem Avenue Archives and terminate their leases.

The Vision

In 2010, 15 years after the NWHS Archives received its first donation and with thousands of items cataloged in the Archives data base, it became apparent to the NWHS Board of Directors that the NWHS, because of the NWHS Archives, had grown into an organization that existed to serve the larger public interest, rather than just the interests of its members. To that end we adopted a NWHS Mission Statement and a Vision Statement. Our Mission Statement is:

“The Society exists to serve the interests of its Members and the public at large in the Norfolk & Western and Virginian railways. To that end, it shall, among other activities, acquire, preserve, archive, and make available to the public, historians, museums, and other railroad historical groups, the historical documents, including drawings, photographs, and other graphics, of the two railroads. As an aid to general education about the role the Norfolk & Western and Virginian railways played in the industrial development of the Central Appalachian Region, the Society shall promote the history of the two railroads through the publication of a magazine and other materials for its Members, books and articles, via web media, and by participation in appropriate events.”

Our original Vision Statement read:

“Over the next 20 years we intend to implement the steps necessary to establish and maintain the Society and its Archives as the recognized, authoritative sources for information about the history and operations of the N&W

and VGN railways and their respective places in the development of the Central Appalachian region and in the development of rail transport in general. As our resources permit, we intend to put in place up-to-date, proven research technologies to make our collections available to the wider history and research communities.”

By the end of September 2014, NWHS had processed the 100,000th item into the Archives data base, upgraded our research stations, purchased new scanners, oriented our quarterly magazine, *The Arrow*, toward more historical content, and launched a successful series of branch line books. It was apparent that NWHS had satisfied the following goals of its Vision Statement:

*Implemented the steps necessary to establish the Society and its Archives as the recognized, authoritative sources for information about the history and operations of the N&W and VGN, and,
... put in place up-to-date, proven research technologies to make our collections available to the wider history and research communities.”*

Since we achieved in four years what we thought would take us 20, and with the urging of some members, in October 2014, the NWHS Board of Directors changed the NWHS Vision Statement to read:

“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.”

The Plan

As the Mission Statement makes clear, the NWHS Archives are only part of the NWHS Mission. We operate a Commissary to make N&W/Virginian oriented products available to our members and the public, we produce a quarterly magazine, and our publication program produces an annual calendar as well as N&W/Virginian-oriented books.

When we established our Mission and Vision statements we also created an NWHS/Archives Strategic Plan intended to maximize the use of our existing building. In 2011 we recognized there may be future alternatives to our building at Salem Avenue, but we also expected to remain at Salem Avenue for at least 3 to 5 years. Four years later we still think we will be at Salem Avenue for another 3 to 5 years (and since we have had no discussions of plans for moving, the expectation is will be at Salem Avenue for the foreseeable future).

Our 2011 NWHS/Archives Strategic Plan required the NWHS to:

- 1. Adopt a recognized professional set of standards to govern our work related to accession, de-accession, storage and retrieval.** We have put in place defined procedures to govern the way we operate the Archives, based on University-accepted standards.
- 2. Conduct an inventory of our entire collection.** This was done in 2012.
- 3. Develop a fixed locator system for the entire collection.** We completed this in 2014, as we developed locator systems for our banker boxes of field note books and books, by both single books and by subseries. Our locator system allows for adding new categories when appropriate (such as long drawings).
- 4. Rationalize our collection to focus on items that fit with our Mission and Vision Statements.** This is an on-going endeavor.
- 5. Find ways to accelerate the scanning of drawings, photographs, slides and paper material.** We completed this part of the plan by purchasing and installed a Contex High Speed Scanner in December 2013 and a high-speed 35 mm slide scanner in July 2014. Whereas we were averaging 16 data items per day when we entered our 100,000th data item on September 14, 2014, since that date we have been averaging 35 data items per day. It took us 19 years to enter our 100,000th item into the Archives data base. If we can maintain our current data item entry pace, we will enter our 200,000th data item entry in just 7.83 years.
- 6. Define the Archives' technology needs:** This was accomplished over the last 15 months as we upgraded our four existing work stations to Windows 7 or 8, purchased three additional work stations, and provided all work stations with LCD Displays.
- 7. Start an Outreach Program:** With marketing help from the Virginia Museum of Transportation, we launched our outreach program in Roanoke on May 24, 2014 with the 611 Send Off. Our second event was May 29 - June 1, 2014, at Spencer, North Carolina for “Streamliners at Spencer” weekend. Our cadre of volunteers at both events handed out NWHS literature, membership applications and ran a raffle. We used our new 50-inch TV to present a program of photographs, drawings and other items from the Archives. We had two banner displays made for our outreach activities.
- 8. Create a periodic press release program:** Again with the help of the Virginia Museum of Transportation, we began using press releases in October 2014. Our first was to advertise our November 6 open house. We launched Constant Contact in October 2014 as an internet-based advertising service that can also be used for press releases and NWHS announcements.
- 9. Consider periodic open houses:** We had our first open house in November 2013. Six visitors attended. We had our second open house in November 2014. Using press releases (as explained above), outreach and invitations 27 people attended. We also got a one minute segment on local Roanoke TV
- 10. Change the financial statement to facilitate reporting by each NWHS activity: Membership, Sales, Conventions and Archives:** This was completed in 2013.
- 11. Building Maintenance:** Over the past 12 months we have replaced the back room door, installed illuminated exit lights, and installed a hand rail, all to bring our building up to current fire codes. We have installed a new roof on part of the building, painted the front three sides of the building, bought four new dehumidifiers for the back room, replaced some of the back room lighting, and modernized one of our bathrooms.

12. Space Utilization: We have developed a preliminary plan for back room utilization.

We have spent approximately \$75,000 over the past 18 months to implement our Mission Statement, our Vision Statement and our 2011 Strategic Plan.

Going Forward

Objective 1: Our objective is to make the NWHS Archives the equivalent of a university archive with respect to searchable data base, equipment, procedures, access and fees.

Objective 2: We want to make our back room space equivalent to our front room in terms of appearance and environment. This requires new lighting, new electrical system, heating and air conditioning, and a drop ceiling. Our preliminary estimate for this space upgrade is \$40,000 to \$60,000. We plan to continue to store our multiple volumes of N&W ledger books in the back room. We are also considering moving our printer, scanner, and rotary mangles to the back room which will free up space in the front and middle room for research tables, additional flat files, and better access to the indexed Hollinger boxes. Part of this plan includes purchasing a shipping container to be installed in the parking lot so we can move the property maintenance equipment and supplies from the back room. The container will also provide some storage space as we continue the rationalization of our current collection of items in the Archives.

Objective 3: Repair the building foundation on the uphill side of our building, and deal with the parking lot drainage issue. Our preliminary estimates for these two building fixes range between \$70,000 and \$90,000.

Objective 4: All of our Archives and production equipment is technologically up to date. However we expect the Archives research work stations and flat-bed scanners will be technically obsolete within five years. Taking Objective 1 and 4 together, we want to establish an independent, professionally managed Archives endowment. The dividends from the endowment will be dedicated to the operation and maintenance of the NWHS Archives.

A \$250,000 Capital Campaign

The Norfolk & Western Historical Society (as distinct from the Norfolk & Western Historical Foundation) has not conducted a Capital Campaign since 2002 when we conducted a Capital Campaign to retire the mortgage on the NWHS building on Salem Avenue. Because the current \$60,000 in the NWHS savings account is inadequate to fund our Objectives 2, 3 and 4 we are starting a Capital Campaign with a goal of \$250,000. The Capital Campaign will run until the goal is met.

The purpose of our capital campaign is to raise \$250,000 to (1) buy a container so we can move building maintenance supplies from the back room, (2) refurbish our back room to approximately double the space available for Archives use, (3) stabilize our buildings parking lot, (4) fix our buildings foundation, (5) set aside \$20,000 for an Archives technology upgrade in 2020, and (6) raise seed money to establish a professionally managed endowment for the Archives.

Please contribute to your Society's Capital Campaign by using the form on Page 12

**You can also donate to by going to www.nwhs.org
Click on the third box on the right, "How to Donate."**



The photograph on the left shows our new scanner, located in the front room, being used to scan a 55 foot long 1903 drawing of the tracks from MP241 to MP298 – Montvale to Walton (Locator HS-T10010). We had to move the Commissary processing tables to have room for the drawing to hang out the back of the scanner. The photograph on the right shows Harry Bundy flattening rolled drawings by using the mangle and also shows our drawing tables currently in the middle room of the our building. The photograph on page 10 shows the same area before we put in the mangle and drawing tables.

Once we upgrade and refurbish our back room we will be able to move the Commissary production area, scanner and printer production area, and mangle and flattening drawing production area to the back room. This will allow us better to utilize the space in the front and middle rooms for research stations, research tables, Hollinger box file storage and to achieve better access throughout our building.



The back room of the NWHS Building on Salem Avenue has approximately the same amount of usable square footage as our front and middle rooms combined. All of the items in our back room have been inventoried and all of the shelves are labeled. The objective of our Building Capital Campaign is to double our usable space for Archives by upgrading and refurbishing our back room to look like the pictures of our front and middle room shown pages 10 and 12. These pictures of our back room show how it looked on December 6, 2014.



Norfolk & Western Historical Society Capital Campaign

I wish to donate \$ _____ to the NWHS Capital Campaign

Check Number _____ (Please make check payable to NWHS Capital Campaign.)

Credit Card: Visa _____ Mastercard _____ Expiration Date _____

Card Number _____ Signature _____

Name _____

Address _____

City _____ State _____ ZIP _____

Mail this form to :
 Norfolk & Western Historical Society
 PO Box 13908
 Roanoke, Virginia 24038-3908

All donations are tax deductible and you will receive a tax deduction receipt from NWHS