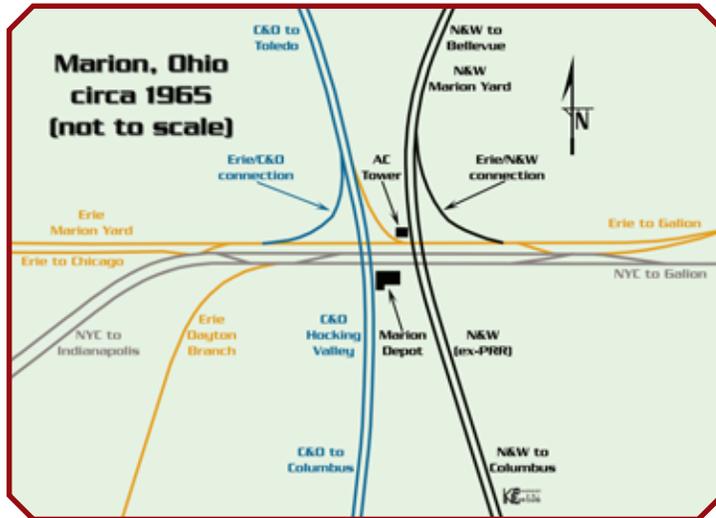


TALK AMONG FRIENDS

April - May - June 2015



Are we going to see you at
the NWS Annual Convention in
Marion, Ohio?
June 17-21, 2015
On-Line Registration and Details at
www.nwhs.org



Marion is located in north central Ohio on US 23 about 40 miles north of Columbus. Convention Headquarters will be in the Marion Union Depot which sits at the juncture of three busy double track rail lines. 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 is the Holiday Inn Express & Suites in Marion, about a 10-minute drive from the Marion Union Depot. Conveniently located off US 23 in the Marion business district, the hotel is surrounded by historical sites, retailers and fine-dining options. Amenities include free internet, express start breakfast bar, a fitness center and indoor pool!

Our Tentative Schedule

Wednesday - June 17: We will have an information desk open at the Holiday Inn Express and at the depot 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 NWS 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 NWS commissary will be open Thursday, Friday and Saturday. There will be both photography and modeling contests with \$25 prizes for the winners.; categories are on the registration website.

For non-rail events there is available a make-n-take “clinic” at a local flower shop; Among the historical and other non-rail sites in the Marion area, there is the Shamrock Vineyard and Winery at Waldo, President Harding’s birthplace, the Edward Huber Machinery Museum, and Heritage Hall.

NWHS News of Interest

NWHS member Skip Salmon was Stationmaster for the Candy Cane Express at the Virginia Museum of Transportation, on December 6 and 7. The train was operated by the Roanoke Chapter of the NRHS. The train consisted of Roanoke Chapter NRHS Alco T-6 pulling two former Powhatan Arrow coaches and two N&W cabooses (all chapter equipment except one Caboose belonging to member Jeff Shelton) and safely gave rides to almost 3,000 total for the Saturday and Sunday event. Each train could accommodate over 150 riders each trip. Skip "opened the gate" with a loud 'ALL ABOARD' to let the riders on the Candy Cane Express, and directed the de-boarding after each run. You will find Skip pictured on our new membership brochure.

The NRHS National Winter Conference was held at the Hotel Roanoke January 10-11, 2015. The NRHS Advisory Council and NRHS Board of Directors held joint meetings at the Hotel Roanoke. The NWHS Archives advertised that it would be open during the conference in case any attendees wanted to visit the facility. Ed Holowink from the NRHS took the time to walk from the Hotel Roanoke to the Archives. Dave Stephenson gave him a tour of the facility and Charlie Schlotthober offered him a ride back downtown.

Saturday, February 14, was Train Lover's Day at the Virginia Museum of Transportation. Ron Davis manned a display table for NWHS. Roanoke Chapter NRHS offered train rides to over 600 persons, in spite of the low temperatures and high winds. As part of the activities, there was a bus tour to the NWHS Archives. We had 17 visitors of all ages who arrived on the bus tour. Gordon Hamilton, Hunter Atkinson and Charlie Schlotthober gave tours of the archives and answered questions.

We are continuing to see an increased number of visitors to the Archives because of our outreach program.

Commissary News

Because of continual changes to USPS shipping rates and other USPS policies such as tracking requirements on every package, the NWHS is actively working on an eDelivery Policy which would allow some products, such as photographs and drawings, to be delivered to an email address. We plan to offer eDelivery products at a discounted price beyond the normal 10% membership discount. We are also looking at providing scanned products via disc at a set flat shipping rate when requested. We are planning to have no shipping charges for qualified eDelivery products.

While there are a number of assorted issues to work through such as split orders, automated pricing, website updates, etc., we expect to offer eDelivery and disc shipping within the next six months.

New Products Available at Commissary

Norfolk & Western in Ohio SCIOTO DIVISION 1890 - 1930



Alex Schust

The next addition to the NWHS Branch Line series of books will be *Norfolk & Western in Ohio: Scioto Division 1890- 1930*. This soft cover book will be between 75 and 100 pages. It will detail how the N&W purchased its tracks in Ohio, rather than build them. The book covers the Scioto Valley Railway between Columbus and Petersburg (Coal Grove) up to the N&W's purchase in 1890. It also covers the acquisition of the N&W's Cincinnati District from the Cincinnati, Portsmouth & Virginia in 1901 and the predecessors, Ohio & North Western and Cincinnati & Eastern. The book then details the improvements to the Scioto Division after 1902 including the building of the East Portsmouth Yard and the expansion of the Joyce Avenue Yard. Expected by July 2015. ~ **SKU 139.20**

Perhaps it is only fitting that Y-3 No. 2016 leads a Roanoke-bound freight near Hollins,

Virginia, on the cover of our 2016 NWHS Calendar. Printed in black and white with 18 new pictures the calendar is expected to be available by June 2015. ~ **SKU 131.031**



Archives Report for December - January - February Work Sessions

We had 18 attendees at the work session in December, 16 in January and 17 in February. 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, Dave Stephenson

Nine of our members made at least one of the three archive work sessions. These members were Hunter Atkinson, Bob Cohen, Dick Fisher, Bud Jefferies, Dick Kimball, Tom Salmon, Alex Schust, John Swann, 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 33 specific research requests over the November, December and January time period. We have handled 147 specific requests over the past 12 months.

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

General Archives Activities

Considerable data base work was done over the months of December, January and February such that we have exceeded our 2015 goal of 107,000 data base entries. As on March 17, 2015, we had 111,066 data items entered in our data base. A considerable amount of data base work is done off site. Over the last three months member have accomplished the following:

- (1) Hunter Atkinson entered data on HS series drawings from Library of Virginia, passenger station plans, old General Office Building in Roanoke, right-of-way drawings and track maps. There was a diagram (See Hol-01016.05) for a proposed Western Locomotive Group 4,500 HP solid fueled, full condensing, rotary steam-electric single unit locomotive!
 - (2) Jim Blackstock entered HS-G and H drawings, continued with drawings from the Library of Virginia which included plats and land transactions, HS series property maps, line changes in Columbus Ohio, 1,500 ton coaling station in Williamson WV, and roundhouses for West Roanoke and Crewe.
 - (3) Ron Davis worked with GOB East drawings in the HS series, entered maps and profiles for the Guyandot & Tug River and the Barker Creek & Clark's Gap railroads.
 - (4) Bruce Harper entered VGN annual reports to stockholders, locomotive calculations for AG and BA classes, renumbering data for VGN units to N&W and ICC Finance Dockets.
 - (5) Dick Kimball worked with slides from the Durnwald collection.
 - (6) Roger Link entered data on slides, postcards, drawings and photos; continued with digital scans, drawings and slides from the Burnett and Durnwald collections as well as slides recently donated by Bob Bowers; photos by H. Reid, Mason Cooper, and Bob Yahnke; GP38AC photos and VGN electrification drawings.
 - (7) Tom Salmon entered VGN maps, ICC Annual Reports, correspondence files, and inactive personnel correspondence.
 - (8) Skip Salmon and Landon Gregory entered VGN financial reports for 1920-1925 and 1959; details for the New River bridge at MP 331.1; detailed data on VGN locomotive cranes; mine tracks and Sewalls Point maps; entered data on Virginian B8 and B14 cranes, maintenance of way equipment and poling cars P1 and P2.
 - (9) Alex Schust entered data from the new Banker Box series, largely field notebooks;
 - (10) Joe Shaw entered electrification maps, track layout drawings including Island Yard, various types of freight cars in the HS series (box cars, gondolas, covered hoppers, flatcars, depressed center flats, and side dump cars), and HS series drawings for ex-NKP and Wabash covered hoppers,
 - (11) Dave Stephenson entered correspondence on N&W's early orders for Alco and EMD diesels and locomotive rosters for the N&W/C&O/B&O proposed merger
 - (12) John Swann continued entering books into the library's general railroad series;
- Charlie Schlotthober, Larry Hill and Eddie Mooneyham worked on pulling, scanning and refiling drawings necessary to fill sales orders and to support the FireUp611 restoration.
- Ben Shank and Eddie Mooneyham poured concrete to stabilize west bank of the archives parking lot. An area near the rear fence has been collapsing and washing into the next lot downhill of our building. They also installed weather stripping on rear doors into the warehouse.
- Tom Salmon, Bruce Harper and Landon Gregory processed about 20 Hollinger boxes of VGN items into the

database. The boxes were then relocated to the main part of the Hollinger box collection in order to clear shelf space for additional VGN AFE's near the current VGN AFE collection.

Harry Bundy and Landon Gregory continued to process rolled drawings from cartons in the warehouse. These drawings usually require a substantial amount of work to remove the creases and kinks prior to sizing. They cut rolled up drawing to fit the "G" size template. The drawings were from the Cincinnati District, the Big Sandy line of the Kenova District and the Buchanan Branch of the Pocahontas Division, which included the abandoned Knox Creek RR line out of Kenova, and the Scioto Division's Peavine District. One drawing was of particular interest: HS-H00145 which showed the landscape following the explosion of Y6a 2153 west of Wytheville.

Alex Schust, Roger Link and Harry Bundy previewed photos for the 2016 NWHS calendar.

Ben Shank and Charlie Schlotthober scanned photos and negatives from the AAR photo collection.

Dave Stephenson continued accessioning donations, repacking a large amount of signal department material into boxes instead of plastic bags, and partitioning Bankers Boxes used to store multiple donations awaiting processing.

Gordon Hamilton replaced the faded labels on the photo album binders with labels that he produced on a new portable labeling machine provided by Ron Davis. The new labeling machine uses a process and ink that should yield labels that will last longer than the old ones.

Harold Hunley assembled five different years of Arrow magazines for the Commissary to sell.

Hunter Atkinson accessioned items from the donation table, flattened and ironed drawings, worked on the SRHA drawing donation, and constructed the outline for this month's archives report

Ben Shank and Landon Gregory worked on recording VCR tapes to DVD.

GOB East Archives

Ron Davis, Rob Ervine, John Garner, Landon Gregory, Roger Link, Joe Shaw attended the November 24 work session at GOB East. Rob and John cleaned, flattened and sized drawings from the Virginia Tech collection. Landon sized flattened drawings. Ron and Joe performed data entry. Roger Link pulled and scanned drawings for orders.

The December 27 GOB East Archives work session had six participants: Hunter Atkinson, Ron Davis, Larry Evans, Rob Ervine, Bruce Harper, Rex Teese. Ron Davis, Bruce Harper and Hunter Atkinson performed data entry. Larry Evans flattened drawings in the Virginia Tech room. Rob Ervine sized and sorted drawings. Rex Teese is from the PBS crew that is filming a documentary on the restoration of 611. He searched for materials to include in the film. Following the work session he met Ron Davis at Salem Ave and reviewed movie film in the collection.

Ron Davis, Rob Ervine, Landon Gregory, Bruce Harper, Roger Link and Joe Shaw attended the GOB East Archives work session on January 24. Rob and Landon pressed and sized drawings. Bruce Harper worked on digitizing the index to the correspondence files. Ron, Joe and Roger worked on data entry. A ChromeBox was installed for data entry. It is a inexpensive computer that will run a web browser and Google apps.

December - January - February Visitors

The Archives had four visitors in December including Louis Newton who stopped by on one of his first outings following recent surgery. Other visitors included Cecil Jones who came in and volunteered to work on one of the research requests and Robert Runyon who came in to purchase copies GP35 wiring diagrams for a rebuilding project. Another December visitor was Toni McLawhorn (Roanoke College) also visited the archives in December and met with Tom Salmon, Joe Shaw and Dave Stephenson to talk about possible interns. Roanoke College has 2 programs for interns: (1) a For Credit option, and (2) the Not For Credit option. The latter has much looser requirements and may be better suited to our operation/procedures. Toni speculated on an internship that combined activities with VMT and Link Museum. Her next step will be to contact the new history department chair and arrange a visit for them. If there is mutual interest we can proceed to learn specific details.

In January Cecil Jones stopped by again and volunteered to work on some of the research requests. He also shelf checked the Southern Ry books against the database to make sure they were in the correct location. This task must be performed on each group of books after assigning locator codes and completing of data entry. Other January visitors included Ed Holowink from the NRHS who took the time to walk from the Hotel Roanoke to the Archives. Dave Stephenson gave him a tour of the facility and Charlie Schlotthober offered him a ride back downtown. David McCall and Kevin Byrd returned to continue their research on various topics. On Sunday Stephen Warren visited to do some personal research.

In February, Rex Teese, 611 documentary filmmaker, researched and previewed 16mm movies. His assessment of the films was that they were in fair to great condition. In addition to widely-distributed N&W films such as "Operation Fast Freight," there was one film containing never-seen footage of Class J 605 being serviced at Shaffers Crossing. Peg McGuire from VMT also visited to review some N&W employee's magazines and meet with Rex Teese and Ron Davis. Other February visitors included Kevin Byrd and Stephen Warren who continued their research projects. Joe Prichard, property manager from The Crossings (Apartments constructed in the old General Office Building in downtown Roanoke), also visited to look for drawings and photos of the building.

Places on the N&W - Return of Caretta Branch

For years after the Caretta Branch was closed in 1986, Signal I207 remained illuminated as a silent sentinel to what used to be. The last bulb on Signal I207 finally flickered and died sometime after 2006. But now the Norfolk Southern is bringing Caretta Branch back to life, nearly 30 years after the line was shut down and nearly 110 years after it was originally opened.

A new mine operator has removed the last of the Olga Mine buildings and is building a new coal preparation plant at the site. The Norfolk Southern is refurbishing the old Caretta Branch to service the new plant

A Short History of Caretta Branch

The Caretta Branch was constructed by the Caretta Railway Company which was owned by George L. Carter. Carter developed the mines in Coalwood and Caretta, West Virginia, under the Virginia Pocahontas Coal Company name. Caretta Railway Company was incorporated on March 29, 1905, to build a short line railroad branch from Caretta, West Virginia to connect with the N&W's Dry Fork Branch line near Susanna, West Virginia. The 1959, 1964 and 1977 N&W Stations & Sidings Lists place Caretta Branch Junction at Dry Fork Mile Post I-20.43.

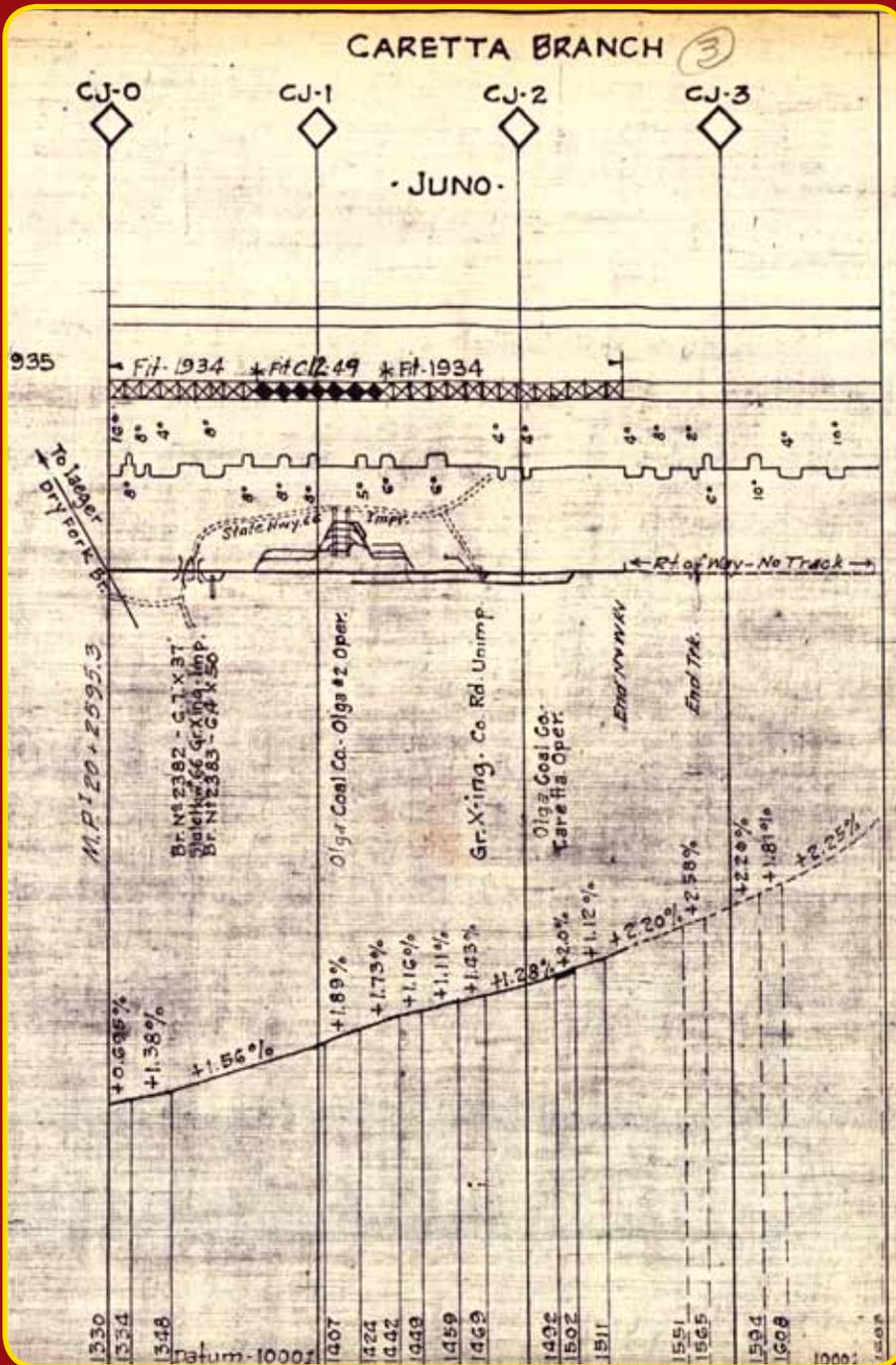
On November 25, 1907 an agreement was signed between the N&W and Caretta Railway Company for the N&W to take over the Caretta Railway. On December 17, 1907 George Carter and the other directors resigned their positions and new directors were appointed from the staff of the N&W Railway. On February 26, 1909 the directors met and approved the sale of the Caretta Railway Company to the N&W Railway. The sale was for the 2.52 miles of railroad that had been constructed. The Caretta Railway Company was officially dissolved on June 28, 1910, and the former Caretta Railway Company railroad became the Caretta Branch of the N&W.

The Caretta Branch was built to serve Carter's No. 5 Operation at MP CJ-1+4124. The mine opened in May 1908. On January 5, 1917, the Sayers Pocahontas Coal Company signed an agreement with the N&W for an 800-foot siding to be located at MP CJ-0+2290 of the Caretta Branch Line.

Signal I207, located just prior to Bridge No. 2382, still had one bulb lit when photographed by Jim Gillum on March 24, 2005. The middle and bottom photographs were taken by Roger Link on January 17, 2015. Note that the track had been cleaned in Roger's photograph.



Caretta Branch



The Caretta Branch left the Dry Fork Branch main line at Caretta Branch Junction and traveled 2.84 miles along Barrenshe Creek to its endpoint near Juno, West Virginia. Over time the branch line served the Sayers Pocahontas Coal Company, a lumber mill, the Olga No. 2 shaft mine, Caretta store and the Caretta No. 5 mine.

The 1968 version of the 1927 track chart shown to the left shows the Caretta Branch leaving the Dry Fork Branch at MP I-20+2595 (MP I-49) on a 16 degree curve to the left and a 0.695 percent grade. The grade increased to 1.38 percent and then 1.56 percent in the first mile. The track chart shows an 8 degree S-curve and then a 4 degree curve to the left as the tracks cross Barrenshe Creek on Bridge No. 2382 at MP CJ-0+1839. The 38-foot long Bridge No. 2382 was a two-span timber trestle built in 1907 by Caretta Railway Company.

The tracks continue eastward on a tangent as they cross Barrenshe Creek a second time on Bridge No. 2383 located at MP CJ-0+2162. The 60-foot long, four span timber trestle was built in 1907 by the Caretta Railway Company. The tangent track is followed by an 8 degree curve to the left and then a facing point switch located at MP CJ-0+2269 led into the Olga No. 2 coal operation.

Between mileposts CJ-1 and CJ-2 the branch line goes through a 5 degree curve to the right, two

6 degree curves to the right, and a 4 degree curve to the left as the grade varies between 1.89 percent and 1.11 percent. The grade was 1.28 percent as the tracks passed through MP CJ-2.

(Note: The Caretta Branch was originally built with seven bridges numbered 2382 through 2388. All of the bridges were timber trestles built by the Caretta Railway Company in 1907. The 1968 track chart only shows Bridges No. 2382 and 2383. Both the 1986 and 1990 track charts show six of the seven bridges. Bridge No. 2384 was a 24-foot single span trestle located at MP CJ-1+642. It was replaced by a culvert. Bridge No. 2385 was a 46-foot, two-span trestle located at MP CJ-1+793. Bridge No. 2386 was a four-span trestle 63 feet in length located at MP CJ-1+2059. Bridge No. 2387 was a five-span trestle 76 feet in length located at MP CJ-1+2606. Bridge No. 2388 was a two-span trestle 29 feet long located at MP CJ-3590.)

The N&W did not offer passenger service on the branch line. Anyone who wanted passenger service had to make their way to Excelsior (Susanna) or English to catch a train.

Portions of the Caretta Branch tracks are still in place in 2015 as the tracks have been abandoned in place.

(Note: The Sayers Pocahontas Coal Company assets were sold to Carter Coal Company on August 26, 1936. On November 5, 1936, Carter Coal Company requested that the N&W remove the tipple tracks at the Sayers Pocahontas Mine.)

Consolidation Coal Company

Consolidation Coal Company took over the Carter Coal Company operations on Caretta Branch in 1922. One of Consolidation's first projects was the development of a new shaft mine on Caretta Branch to reach the Pocahontas No. 4 Coal Seam that lay nearly 600 feet below the surface.

By October 10, 1922, the N&W had constructed a siding at MP CJ-0+3845 of the Caretta Branch at the site of Consolidation Coal's Mine No. 261. Consolidation Coal and the N&W signed a siding agreement on October 22, 1922, for the siding and track totaling 8,066 feet to be constructed at the mine.

The construction and development of Mine No. 261 was completed in April 1926 at a cost of \$854,000. However, Consolidation Coal and N&W signed a contract on June 15, 1925, to rearrange the existing track and add additional track at Mine No. 261. This brought the total trackage to 10,284 feet.

Mine No. 261 was a shaft mine operating into the Pocahontas No. 4 Coal Seam that was located 553 feet below the surface elevation of 1,402 feet. The coal seam averaged 78 inches in thickness.

Carter Coal Company

Carter Coal Company reacquired its property from Consolidation Coal Company on March 16, 1933, including Mine No. 261. Carter Coal changed the mine name from Mine No. 261 to Olga No. 2.

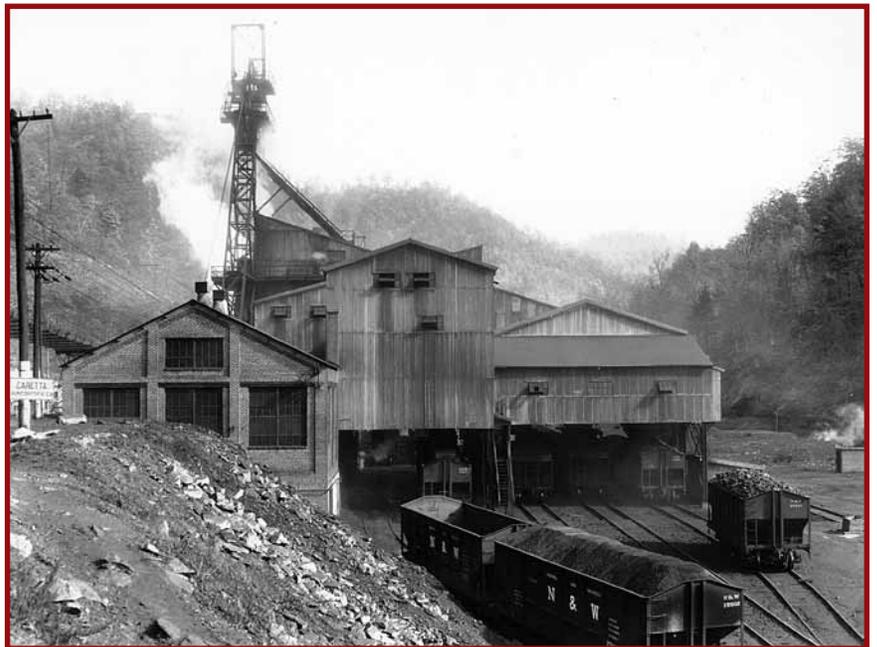
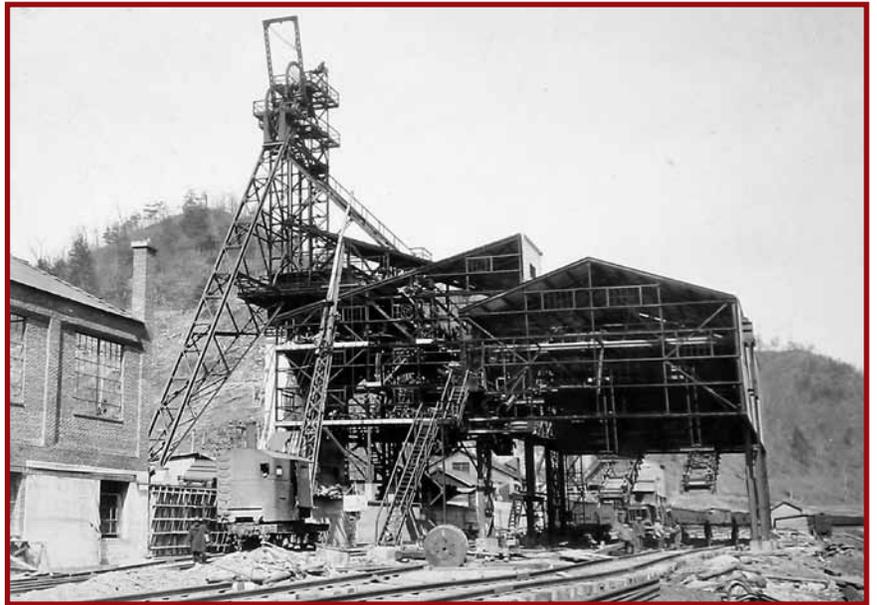
Carter Coal Company and the N&W signed an agreement on June 9, 1937, to extend the Olga No. 2 siding by 3,702 feet by moving the switch location from MP CJ 0+3845 to MP CJ 0+2065 which was near the Sayers Pocahontas Coal Company's former mine.

Olga Coal Company

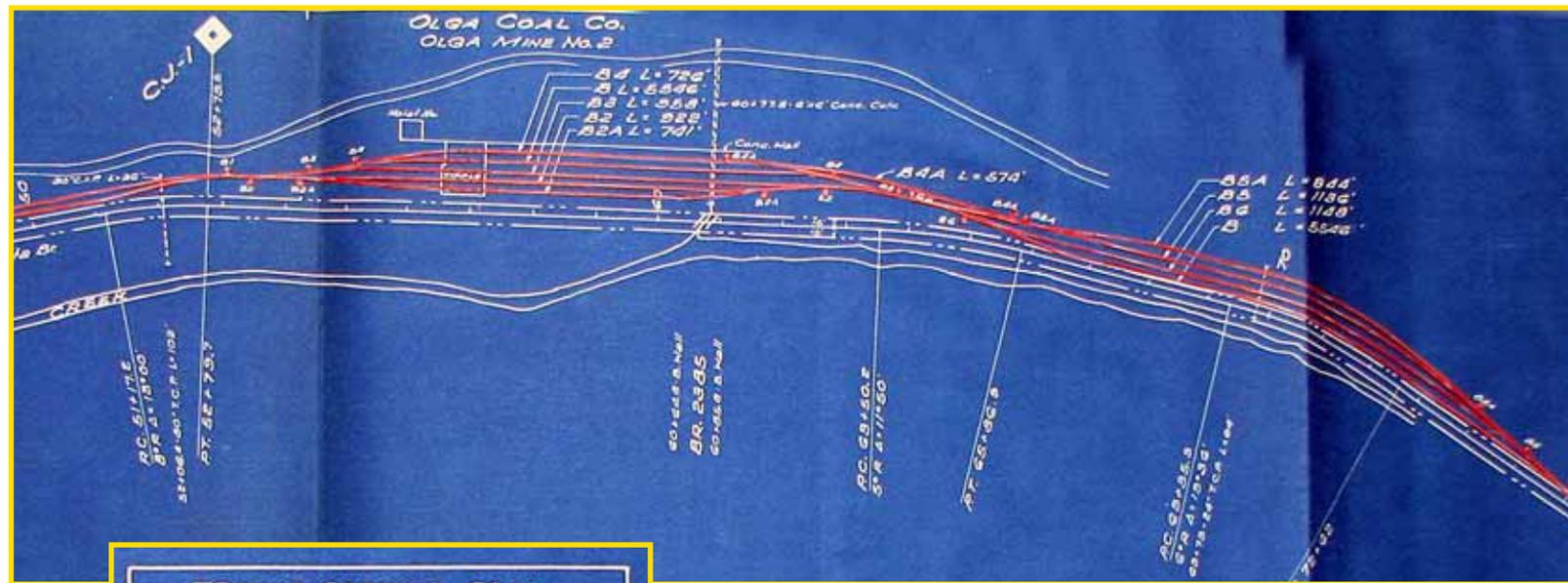
Olga Coal Company purchased the Carter Coal Company properties in November 1947. The new coal company closed the No. 5 Mine toward the end of Caretta Branch on Caretta Branch while upgrading its coal preparation plant at the Olga No. 2 Mine.

Olga Coal Company and the N&W signed a new siding agreement on December 7, 1950, which accepted the new track layouts that had been approved on August 1, 1950. The new track layout moved the siding switch to MP CJ-0+2269.4 which just about 115 feet beyond Signal I207. The new track arrangement included 15,930 feet of track with the tipple located at MP CJ-1.15.

Once the track arrangement was redone at Olga No. 2 to allow for more emptys and loads, Olga Coal Company brought in modern shuttle



Mine No. 261 was still under construction on March 22, 1926 when the top photograph was taken. The bottom photograph shows Mine No. 261 in operation on November 6, 1932. *Eastern Regional Coal Archives*



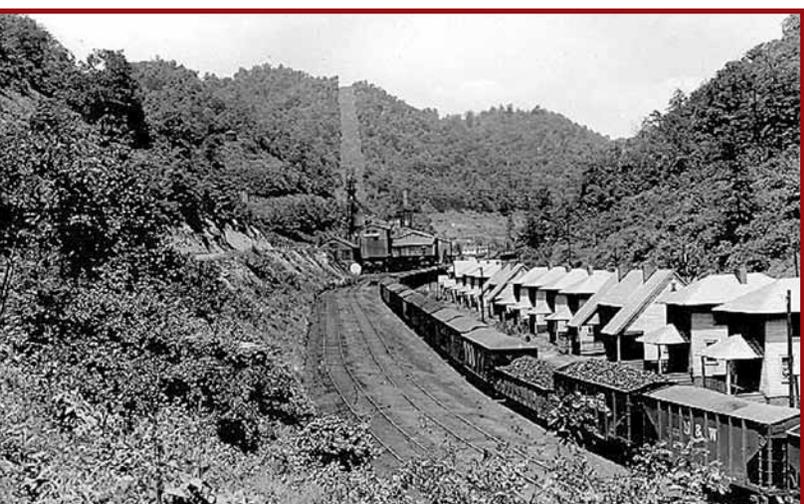
TRACKS SERVING COAL OPERATION	
TRACK NO.	LENGTH
B	5546 FT.
B1	2967 -
B2	922
B2A	741
B3	958
B4	726
B4A	574
B5	1196
B5A	844
B6	1148
XO ML-B	205
" B-B1	163
TOTAL	15930 FT.

This portion of N&W Drawing 10851-E, dated August 1, 1950, shows the tipple tracks and empty tracks at Olga Mine No. 2. NWHS Archives

locomotives, and redid the dump facilities in Olga No. 2. By May of 1952 a new coal “washery” was being built at Olga No. 2. The new washery was planned to bring the newest technology in coal preparation to Olga No. 2. The intent in the modern washery was to recover more coal through more efficient cleaning. This would reduce the amount of good coal going to the refuse pile and at the same time provide the customer with cleaner coal as more slate and other impurities could be removed. The new preparation plant and much of the modernization was completed in 1954.

In 1959, Olga No. 1 Mine, located at Coalwood on the Clear Fork Branch, was connected to the Olga No. 2 Mine underground. From 1962 until the mines were closed in 1986 all of the coal coming from the Pocahontas No. 4 Coal Seam from both mines came though the Olga No. 2 preparation plant and was recorded as Olga No. 2 coal.

The Olga Coal Company’s Olga No. 2 Mine produced 35,719,634 tons of coal from 1948 through 1986 when the mines and the coal preparation plant was shut down. The property was leased out to small coal companies, but the coal preparation plant was dismantled and the Caretta Branch was disconnected from the Dry Fork Branch. ~ Alex Schust and Roger

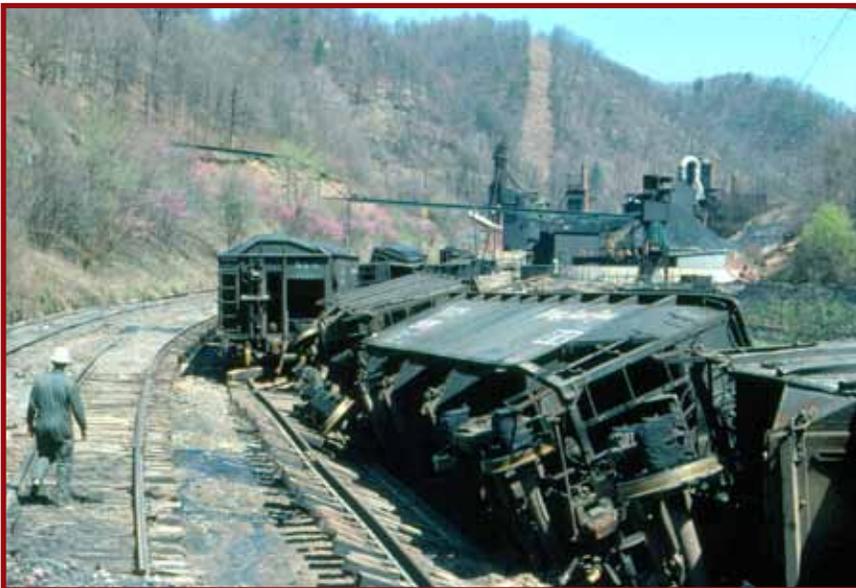
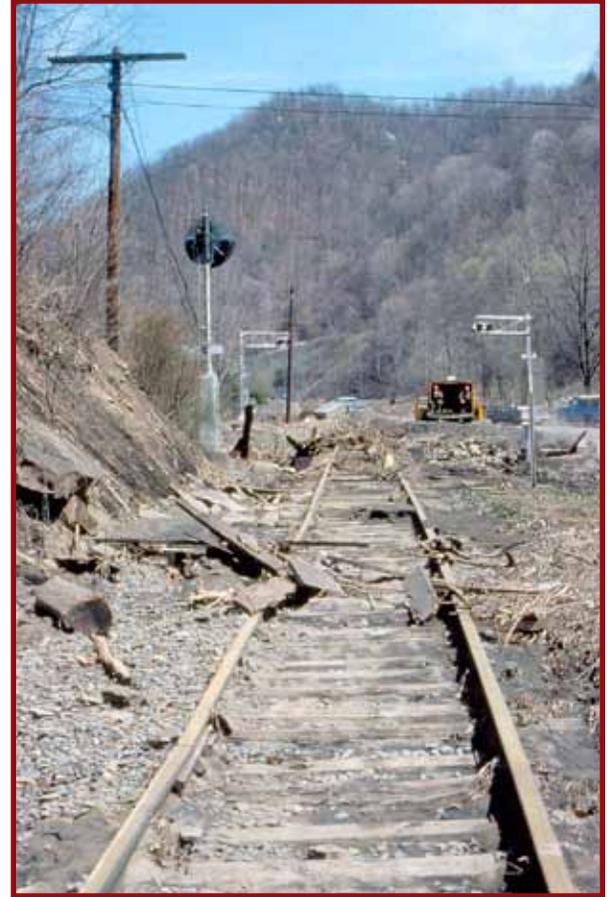


The loaded coal cars are sitting on the main track of the Caretta Branch in the 1950 photograph on the right from the David Goad collection. The load tracks for the Olga No. 2 operation are empty. Roger Link photographed the same location on January 17, 2015. The main track is located just to the right of the stop sign and the new coal preparation plant is shown at the location of the old Olga No. 2 tipple.

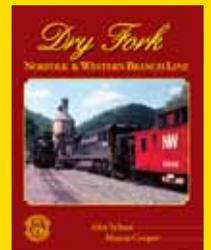
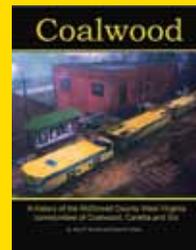


Thomas C. Heinrich photographed the Caretta Branch on April 8, 1977, after the flood on Barrenshe Creek. The top photograph shows the empty tracks at Olga No. 2. The main track is shown to the left. The middle photograph shows tracks in the vicinity of the coal preparation plant. The bottom photograph shows the loads tracks. The photograph below shows the track in the vicinity of Signal I207.

Link



If you would like to learn more about the Caretta Branch you can buy Coalwood (SKU - 138.11) and Dry Fork - Norfolk & Western Branch Line (SKU - 139.17) from the NWHS Commissary.





Change comes slowly to the coalfields. The left column shows the photographs Alex Schust took of the former Olga No. 2 Mine location on December 22, 2002. The right column shows Roger Link's photographs at the same location on January 17, 2015.



Preparing connection with the Dry Fork Branch. The new signal is already installed between the two vehicles.



The old Caretta Branch is ready for its connection. Note the new signal to the right. This is probably the end for Signal I207.



Looking east towards the highway crossing and Caretta. Note the new cut on the hillside.

Looking east pass Signal I207 toward the highway crossing. Probably one of the last photos of Signal I207.



Looking at the new main track east of the new preparation plant. That is a truck scale just beyond the red machinery.



The tracks in front of the old boarding house (club house) appears to be a combination of old and new track.



All photographs on pages 11 and 12 were taken by Roger Link on January 17, 2015.

MEMBERSHIP APPLICATION

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 City _____ State _____ ZIP _____
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 Please charge my: VISA Mastercard
 No. _____ Exp. _____
 Signature _____

If you have areas of interest or skill which you would like to volunteer to the Society, please check the appropriate box:

- Research Publishing Accounting
- Photography Writing Archival Experience
- Virginian Model HO Model N

MEMBERSHIP CLASSES AND DUES (check one)

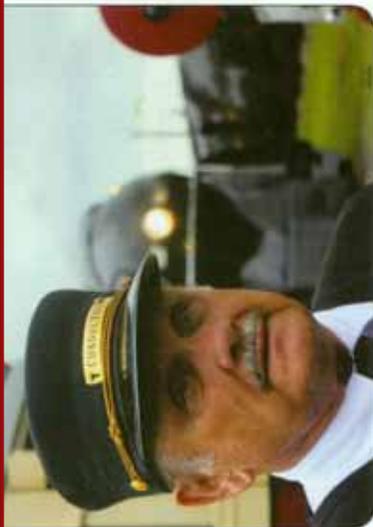
- | | | |
|--------------------|-------------------------------|--------------------------------|
| | ONE YEAR | TWO YEARS |
| USA Regular | <input type="checkbox"/> \$45 | <input type="checkbox"/> \$90 |
| USA Sustaining | <input type="checkbox"/> \$60 | <input type="checkbox"/> \$120 |
| Foreign Regular* | <input type="checkbox"/> \$60 | <input type="checkbox"/> \$120 |
| Foreign Sustaining | <input type="checkbox"/> \$75 | <input type="checkbox"/> \$150 |

Regular Memberships provide all regular N&WHS benefits for one year. **Sustaining Memberships** include all regular N&WHS membership benefits, plus additional support for the work of the Society. Any amount over the annual \$45 basic membership fee is tax deductible in the USA.

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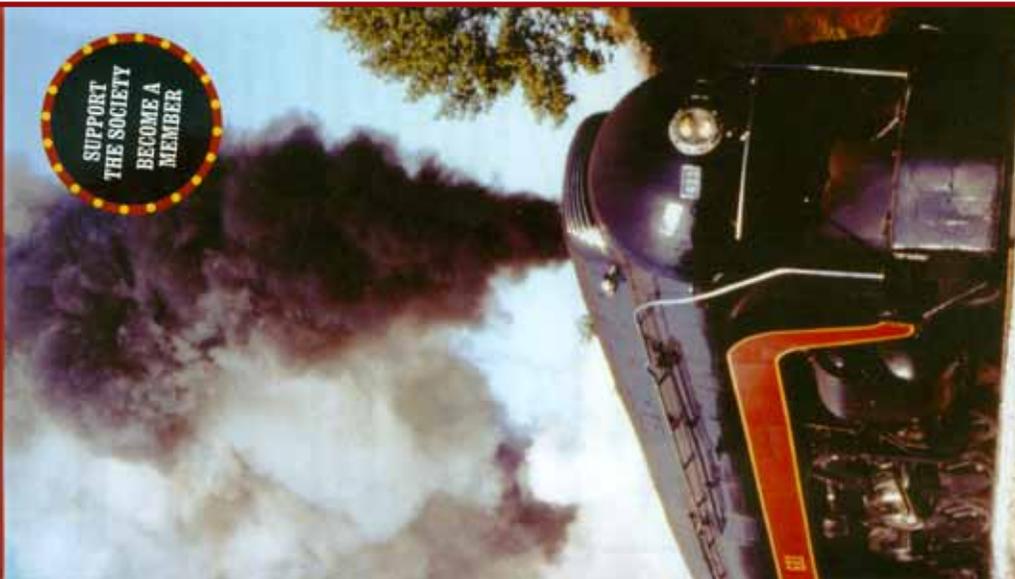
Meet friends at our annual convention in an original on-line city



NORFOLK & WESTERN HISTORICAL SOCIETY



SUPPORT THE SOCIETY BECOME A MEMBER



MEMBERSHIP APPLICATION

The outside of our new membership brochure

OVER 1400 MEMBERS STRONG...AND GROWING

N&WHS Membership is your ticket to the exciting history of the Norfolk & Western and Virginian railroads, and anyone can join. The Norfolk & Western Historical Society is a group of people dedicated to appreciating, preserving, and promoting the history of the N&W and VGN. N&WHS members teach and share knowledge with each other in fun, relaxed settings and everyone, from beginner to expert, is welcome.

WHAT IS N&WHS?

N&WHS is a non-profit, international organization of over 1,400 history enthusiasts—individuals who worked for railroads, modelers, educators, writers, railfans—who enjoy learning about the N&W/Virginian. N&WHS is known and respected throughout the railroad history community.

N&WHS Members enjoy broadening their knowledge of the N&W/Virginian through oral history, searching the archives, and the discovery of what really happened in the development of the two railways. Our members write articles for our quarterly historical magazine, *The Arrow*, present clinics at our conventions, and contribute their knowledge to our many electronic mailing list discussions.

Members have independent access to the N&WHS Archives in Roanoke, Virginia, where we actively work to preserve the past for the next generation of railroad historians. Documents from the Archives played a critical role in the restoration of the Class J 611.

With over 100,000 items indexed—about a third of our holdings—we are achieving our goal of preserving N&W and Virginian Railway historical records, data, drawings, and other materials that would otherwise be lost forever.

Our publications are based on or supplemented with information from our Archives. Volunteers are welcome to join our Archives work-sessions. Your membership will help us continue our success!

One of the prime benefits of membership in the Norfolk & Western Historical Society is our quarterly magazine, *The Arrow*, which takes its name from N&W's famous passenger train, The Powhatan Arrow.

Each issue is packed full of historical material, wonderful stories from the past, and modeling articles, all complemented with lots of photos.



Our Website is chock full of photographs, drawings and documents on our two favorite railroads. Our search engine provides access to over 100,000 data items. Join our history and modeling discussion lists and read our electronic newsletter, www.nwhs.org

Members have an opportunity to attend the **annual N&WHS National Convention**—two-and-a-half days of education and collegiality in or near an original N&W/Virginian on-line city. You can be part of this exciting tradition that has drawn friends together for more than 30 years! There are seminars on all aspects of the railroad—history, locomotives, rolling stock, structures, modeling—as well as modeling and photography contests. Meet fellow enthusiasts and, when opportunities permit, tour railroad-related sites and structures. This annual summer event brings experts and novices together to learn about what made these railroads great! Our convention is a time to make new friends and renew old acquaintances.



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.

GET STARTED TODAY BY VISITING US ONLINE AT WWW.NWHS.ORG/MEMBERSHIP

N&WHS MEMBERSHIP BENEFITS

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

N&WHS Membership is your ticket to **discounts at the N&WHS Commissary**—a treasure trove of material produced exclusively by and for the N&WHS, as well as dozens of items from other sources. With each issue of *The Arrow* you'll receive a catalogue of everything our commissary offers.

In addition to *The Arrow*, we produce a **B&W calendar of previously unpublished photos**, printed edge to-edge, in a 12" x 9" format, suitable for framing! Every photo is captioned. The Society is actively engaged in publishing original books about the N&W and Virginian.