



TALK AMONG FRIENDS

October - November- December 2015

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It was Back to Marion in 2015

(Photographs from Everett Young)

The NWHS returned to Marion, Ohio for its 2015 Convention. Following the convention format we first used two years ago at Twin Falls, railfanning information was provided both at the convention hotel and at Marion Depot on Wednesday evening, June 17th. Several members came by to make plans for Thursday, and to help set up. Marion is a center of railroad activity, and several of the attendees had arrived a day early to see the new Fostoria Rail Park, the restored station in Galion, Ohio, and the railroad lines around Columbus.

The official opening of the convention was the evening of Thursday, June 18th. After a welcome by Society officers, the attendees heard a fine history of Marion with emphasis on the railroad history by local Marion historian Gail Martin. The evening ended with a brief preview of the Friday tour.

Friday morning the group took the tour bus to Bellevue, Ohio. At Bellevue, through the efforts of Society Director and Norfolk Southern retiree Gordon Hamilton, we were treated to an excellent tour of the new, expanded, and modernized NS yard there. The yard superintendent, Will Washington, and the supervisor of the motive power shop, acted as tour guides and provided excellent information, and were very patient answering our questions. After the yard tour, we took the bus to the Mad River & NKP railroad museum a short distance away. The museum provided lunch for our group, and we toured a good collection of railroad rolling stock. Included in the exhibits are an N&W SD9, an NS safety instruction car, and an N&W wreck crane. Because we were making good time, we were able to make a quick "bonus" stop at the restored Toledo & Ohio Central (NYC System) depot in Bucyrus, Ohio.

Friday evening we were treated to a clinic by Jim Nichols, who once again demonstrated his encyclopedic knowledge of Norfolk & Western passenger equipment, and good practical information for taking standard off-the-shelf models and bashing and detailing them to much closer representations of N&W equipment used on *The Pocahontas*. Jim's clinic



NS eastbound 188 waits at Harvey on June 21, 2015, to proceed through Marion. Pennsy 2-10-4s once got coal here on their trips to the Sandusky coal dock.

was followed by Tom Salmon sharing the results of his research on the early days of the Virginian, with emphasis on Henry Huddleston's unfulfilled plans to extend into Ohio. The evening closed with the annual meeting of the Virginian Interest Group.

Saturday was a day of seminars. Alex Campbell gave a great slide show on the railroads and railroad history of Columbus. Mike Shockley told us how he built Roanoke's Virginian JK Tower in HO Scale, that took a first place in last year's modeling contest. Ed Painter gave a fine slide show of current activity on what used to be the Norfolk & Western lines. Paul Weber maintained his usual very high level of modeling clinics with a presentation on the variations of and modeling N&W's GP-35s.

Saturday evening was the banquet at the Warehouse. In addition to the awards for the modeling contest, we were treated to a fine presentation by Randy Winland on the industrial history of Marion.

This convention would not have been possible without the help of a large number of people. The convention committee of Frank Bongiovanni, Steve Summers and Paul Weber; volunteers Laura Hughes, Nathan Robinette, Jim Kehn, David Lugar, Becky and Larry Olsen, Nancy Breed, Dave Nethery, and Ron Davis who in addition to all his other tasks handled the finances, Bob Bowers who handled the registration, Roger Link who patiently handled the webpages, the Marion Convention and Visitors Bureau, the Warehouse Restaurant, the Marion County Historical Society, Marion Union Station, Brecksville Transit, and, of course, support and advice by the Society Board of Directors and the officers. [sincere apologies to anyone I forgot].

Frank Bongiovanni

Chase Freeman "posting up" as a cub operator at AC Tower in Marion

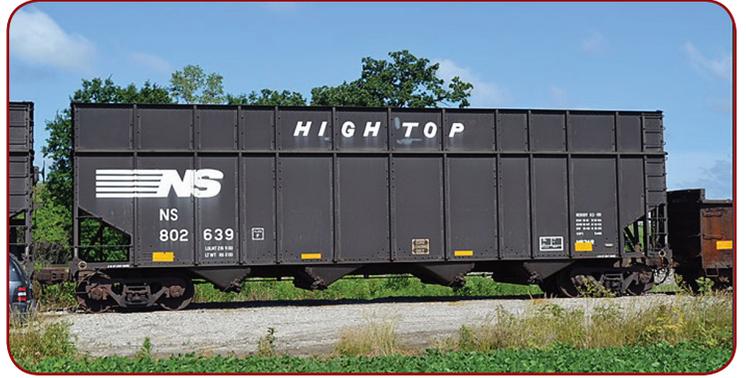
Ex-NKP N&W SD9 2349 is well-maintained at the Mad River & NKP Railroad Museum

NKP ALCo RSD-12 329, built in 1957, waits by a NYC style signal. No. 329 spent her last years at Lamberts Point



Return to the Appalachian Coalfields with the 2016 Convention:

The 2016 Convention is still being planned, but it will be in late May or early June and will focus on the history (and the past and current operations) on N&W's/NS's Buchanan Branch in Buchanan County, VA and Pike County, KY, along with the associated on-line Coal and Coke Operations. Plans may also include Williamson, WV, its yard and the adjacent Pocahontas Division mainline. The convention lodging and headquarters will either be in Pikeville, KY or at The Breaks Interstate Park.



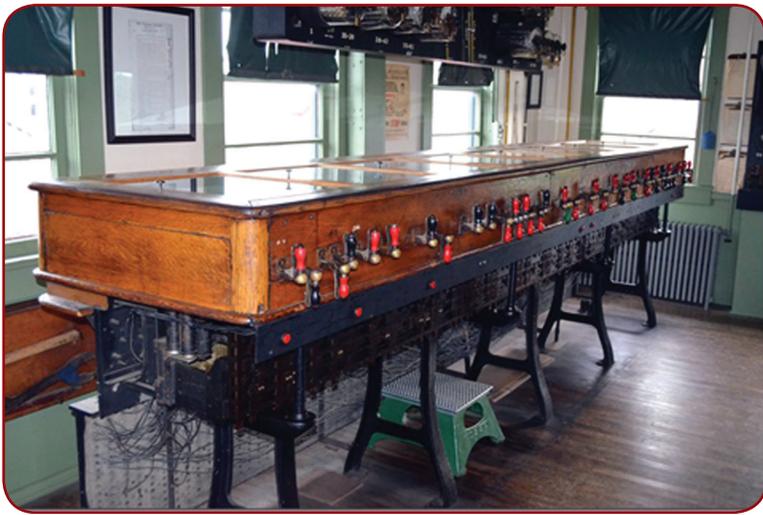
NS 9974-8350 blasts by Harvey with 27V-19, an empty 42-car auto rack train from Walkerton, NC to Sterling, MI.

The beautifully restored former Toledo & Ohio Central depot in Bucyrus. The NS Sandusky District is in the background. The former Pennsy main line is to the right.

NS 802639 was built 7-78, but has been extended to 5465 cubic feet to haul coke. It is classed H63AR.

Hot coke is being quenched with water at SunCoke Energy's fairly new coke plant at Haverhill, OH. Production goes east to Kenova and then via CSX to AK Steel's Ashland Works or west on NS.





Action at AC Tower in Marion

Retired Erie Lackawanna and Conrail operator Pete White manned the operator's desk on our visit to AC Tower. Pete said that there were roughly 55 moves through AC during each shift in the 70s and 80s, but the level of traffic is reduced these days. The model board and switching are shown in the top photographs. The original switching was installed by Taylor Signal which later became part of General Railway Signal.

On June 18, 2015, BNSF 7906-9124-8426-HLCX 3867 on eastbound 117-18 (Bellevue-Chattanooga) bangs across the CSX Indianapolis Line SD diamond at AC Tower with 86 loads and 67 empties while a NS yard engine waits on the interchange. UP 7231-7002-5595 heads west on the CSX Indianapolis Line SD (former NYC-Big Four) with CMO and UP empties. CMO is a UP reporting mark for predecessor Chicago, Minneapolis, St. Paul & Omaha which was merged into the Chicago & Northwestern.



NWHS News of Interest

2015 BoD Elections: The results of the 2015 BoD election were Ed Painted, Harold Davenport and Roger Link were elected to the BoD. Hunter Atkinson was elected Chairman of the BoD, Ron Davis was elected NWHS president, Alex Schust was elected vice-president, and Jim Flynn was elected treasurer. There was no candidate for secretary.

2015 NWHS Award Winners: The BoD normally makes four awards each year to members for service to the society. The 2015 award winners for the July 1, 2014 to June 30, 2015 time period were:

Precision Transportation Award - Roger Nutting
Brakeman Award - Harry Bundy and Joe Shaw
Golden Arrow Award - Frank Gibson
H.Reid Award - No award was made

Norfolk and Western Magazine scanning project:

The *Norfolk and Western Magazine* scanning project contractor has scanned 355 of 726 issues which includes a complete scan of the 1923 - 1930, 1931 - 1940, 1951 - 1960 decade plus 1949 and 1950. The magazine started in June 1923. A single magazine averages about 100 MB. A full 12 issues for a year averages between 1.1 to 1.4 GB. We anticipate the scanning will be completed by December 2015, but there are a number of other activities that have to be completed before we will be selling the scans. We are working on indexing programs to develop a simple search function. Our current thinking is to publish an on-line index which allow individuals to select magazine's they may want to purchase. We also plan to package the magazines on CDs by decade for sale through the Commissary, but currently have no plans to produce paper copies.

Roanoke Activities: Class J 611 excursions continued July 3-5. These were the final trips for 611's opening season and it has been returned to VMT. Several NWHS members were car hosts. NS research and test car NS-32 was used on all six excursions to measure some performance aspects of 611 with a 21-car train. NS requested assistance from NWHS to develop a test procedure. Ron Davis forwarded copies of 1945 tests with Class J 604. Dave Stephenson recommended four locations that would likely produce significant results at a constant speed and still stay within the 40 mph limit imposed on the excursions. He developed mileposts, estimated balance speed, drawbar pull and horsepower figures for each location. Unfortunately, 611's peak DBHP is between 45 and 50 mph, which was out of reach. Initial data at one location indicated that 611 developed 4,400 DBHP at 26 mph, almost exactly matching a point on the theoretical curve in Chart 1 of the 1945 test report. Currently NS is working on all of the test data and a report may be out by next month.

Bob Bowers and Charlie Schlotthober manned several tables at Lynchburg Rail Day in August, selling items from the Commissary and handing out membership brochures.

Commissary

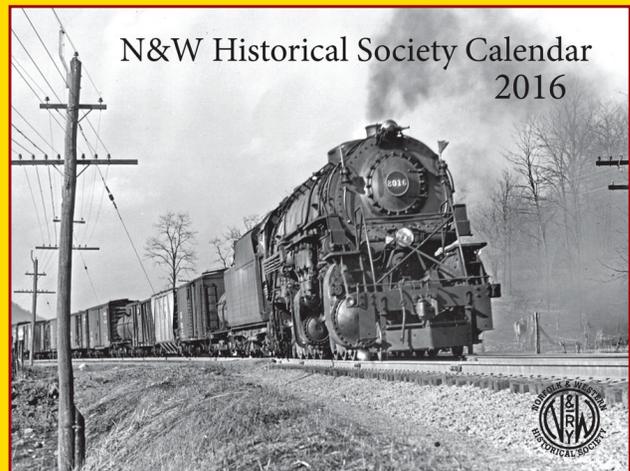
Norfolk & Western in Ohio SCIOTO DIVISION 1890 - 1930



Alex Schust

Norfolk & Western in Ohio – Scioto Division ~ 1890 to 1930, is similar to the NWHS's Branch Line series in style and format. The soft-cover publication uses 176 black/white pages, 14 maps, 143 photographs and 121 N&W drawings and charts to tell the story of the 242 miles of main line operating between North Kenova and Columbus and Cincinnati. The N&W constructed about eight of those 242 miles and bought the rest. NWHS's

newest publication uses construction records, track charts, ICC Valuation records, newspaper articles and the Norfolk and Western Magazine to tell the why, how, who, what and when of the Ohio portion of this N&W Division. The book details what parts of the Scioto Division the N&W built and which parts were acquired from other railroads between 1890 and 1901. One entire chapter devoted to the building of the East Portsmouth and Joyce Avenue Yards. ~ 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 2016 calendar is shipping now. ~ SKU 131.031

Archives Report for June - July - August Work Sessions

We had 14 attendees at the work session in June, 14 in July and 19 in August. We had a cadre of 15 members who made two or more of the work sessions at Salem Avenue. This cadre included Jim Blackstock, Harry Bundy, Ron Davis, Landon Gregory, Gordon Hamilton, Larry Hill, Chris and Harold Hunley, Cecil Jones, Roger Link, Skip Salmon, Charlie Schlotthober, Joe Shaw, Dave Stephenson,

Eight of our members made at least one of the three archive work sessions. These members were Ben Shank, Dick Fisher, Robb Fisher, Dick Kimball, Louis Newton, John Swann, Dean Taylor,

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

Volunteer(s) Needed

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

Specific Research Requests

Archive volunteers handled 29 specific research requests over the May, June and July time period. We have handled 125 specific requests over the past 12 months.

Bob Bowers, Ron Davis, Cecil Jones, Roger Link, Alex Schust, Joe Shaw and Dave Stephenson worked on research requests.

Database Archives Activities

There was considerable database work during the work sessions in June, July and August sessions. Some of the specifics include:

- Joe Shaw continued work on the freight car vendor drawings: HS-C series ex-Wabash covered hoppers (HC39, HC52, HC54, HC-59), ACF box cars (B118), HS-D&S series, HC15 HC56 covered hoppers, and Shenandoah Division track charts. Joe entered over 600 items in the database, mostly outside of the formal work session. They covered Wabash painting and stenciling diagrams, details from Wabash automobile box cars, various classes of refrigerator cars, flats, box cars, and parts for H14 hoppers.
- Roger Link cataloged slides from the Ken Borg, Jim Gillum and F. X. Giacoma collections, drawings and slides from the Faville and Giacoma collections and postcards (several from Shenandoah, VA), digital scans from Sunday River Productions, prints from Bob's Photos, HS-B series drawings and N&W G size mechanical drawings.
- Jim Blackstock entered data on the HS-D Series, N&W Pier N and warehouse, plans for the original Roanoke passenger station and improvements, and HS-E series from the Library of Virginia Collection.
- Skip Salmon entered data on VGN documents and information on VN tower in Salem, VA, VGN C11 caboose specifications, N&W operations record at Norfolk Terminal, and dispatcher's record at Sewells Point.
- Ron Davis entered data on HS C&G series, maps, passenger GP9 drawings, East End Shop, LE&W Passenger station, VGN Annual Reports Nos. 1 through 47 (1910-1956) with some vacancies, Hotel Roanoke and old General Office Building drawings, Roanoke shop modifications, and HS-series drawings of repairs to the 1,500 ton coaling station at Williamson WV.

Specific Research Fees

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

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

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

- John Swann cataloged books in the General Railroad series in the library, from Commuter Railroads (Gen.Com .01) to General Motors Advanced Generation Diesels (Gen.Gen.03.02).
 - Dick Kimball entered slides of MOW equipment from the Ed Dumwald collection.
- (Note: Data entry was restricted in August due to server problems at our providers, not at the NWHS archives. We lost time both Thursday and Friday. Ron Davis/Roger Link moved the archives database to a different server and updated the web site to reflect that change. The database was back on line Saturday.)

General Archives Activities

During the June - July - August work sessions members worked on the following activities in addition to the data base work.

Charlie Schlotthober and Larry Hill scanned and printed drawings for sales orders.

Landon Gregory and Harry Bundy trimmed mostly size "D" drawings. Luckily, they found a stack of flattened drawings that didn't need to be pressed. About 40-plus N&W and contractor drawings covered the 1950s expansion of the Williamson coaling facility. In August Landon and Harry Bundy worked mostly. They found a pile of "D" drawings that needed no trimming, just steaming. There were 20 plus right-of-way drawings for the Buchanan Branch and some seemed to be duplicates of previously entered information. Because the search feature of the NWHS site was down, this couldn't be confirmed, but the drawings were prepared for Jim Blackstock to enter in September.

Gordon Hamilton continued research for an upcoming article on operating the VGN Squareheads for *The Arrow*.

Louis Newton was at the archives in August working on future articles for *The Arrow*. This was the first time he's been able to visit the Archives for almost a year. Everyone was happy to see him back.

Ron Davis started developing an archives manual to document what we do at the Archives and how we do it. Many of the details of specific Archives activities are known by only a few individuals. The manual is planned to document useful information for all our volunteers as well as visitors and other users of the Archives. As we work through the manual development we plan to provide instructions for receiving donations, accessioning, operating the mangle presses, sizing, cataloging, printing labels, data entry, scanning, digitizing, printing and selling. In the end, we expect to have more documents than drawings in the collection. However, currently drawings get more attention both by our volunteers and our members, and we do not expect to see the current status quo changing anytime soon.

Dick Fisher worked in the Library making sure the shelf order of books matched the locator codes in the database. He covered the specific railroad classification starting at Aberdeen and Rockfish (RR.ABR001) and completing through Central Vermont. (RR.CEV002).

Robb Fisher worked on freight car research.

Ben Shank continued the assembly of a metal storage shed in June, which was ordered for the Archives. He constructed and leveled the base for the building which is inside the fence at the north end of our parking lot. Ben also scanned AAR photos.

Dave Stephenson worked on research requests and donations. Dave worked on printing and organizing research requests, checking the library database and accessioning donations from Jeffry Blackwood, Edward Brown and Craig Brumitt. He also organized and accessioned 38 field notebooks that Louis Newton donated. The notebooks contain a detailed record of his activities on the N&W/NS from 1945 through 1986.

Dean Taylor flattened and sized drawings.

At the June work session Ron Davis and Roger Link assembled and loaded material for the NWHS Convention in Marion June 17-21.

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

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

Salem Avenue Archives Drawing of the Month

The Archives drawing of the month for July was HS-E00475 – Improvements to the Roanoke Passenger Station dated January 1, 1911.

The drawing of the month for August was NS-D01651, a 1920 drawing of the N&W's aerial tram. This conveyor transported coal directly from the Thacker seam in Kentucky to the Williamson coaling station. No hopper cars, no waybills, and no interstate coal tariffs to contend with.

GOB East Archives

May work session attendees were Rob Ervine, Ron Davis, Roger Link, Gordon Hamilton, Bruce Harper and Stephen Warren. Bruce, Ron and Roger entered drawings into the database most of the time. Rob found new

maps, plans and drawings of stations and flattened drawings in addition to several Wabash drawings.

There were four volunteers attending the June work session: Rob Ervine, Bruce Harper, Gordon Hamilton, and Ron Davis. Rob flattened drawings in the morning and then moved to sizing drawings in the afternoon. Bruce continued his work digitizing the subject file index. Gordon did research for his upcoming Arrow article on operating electric locomotives. Ron cataloged G-sized drawings.

NWHS purchased a new mangle press and placed it in the Virginia Room at GOB East. This gives us two presses there to help work through the backlog of rolled drawings from the Virginia Tech collection. Norfolk Southern repaired the air conditioning in the Virginia Tech Room. This will make it much more comfortable to work in that area.

With eight volunteers we had our largest crowd ever for the July GOB East work day. This was our first work session with the recently acquired second mangle press. Now our only bottleneck is having the volunteers to work on the collection.

During the July work session Ron Davis did data entry, Gordon Hamilton researched the squarehead electrics, Landon Gregory sized and sorted drawings, Rob Ervin flattened drawings, Joe Shaw did data entry, Stephen Warren did data entry and sized and flattened drawings, Aubrey Wiley sized and sorted drawings, and Roger Link did data entry.

Stephen Warren also took a number of photos of volunteers at work in GOB east. These were posted to the NWHS Facebook page. Upon seeing a photo of all the drawings waiting to be processed, Eddie Minter commented "Holy cow! Look at all those drawings!"

GOB East Archives Drawing of the Day

The drawing of the day for the July work session was the map showing the area around Paint Bank, VA.

June - July - August Visitors

We had two visitors in June. Stephen Warren continued research on the Rorer Iron narrow gauge in South Roanoke, and he was able to compare notes with Gordon Hamilton. Dean Taylor visited the archives Sunday and Joe Shaw trained him on the Mangle Press and had him flatten some drawings.

We had three visitors in July as Stephen Warren continued his research on the Rorer Iron narrow gauge in South Roanoke. Charles and Barbara Heath from Scottboro, AL visited the archives. They are members of NWHS and were traveling through the Roanoke area. Just by chance they discovered the archives was open for its regular work session and Charlie Schlotthober gave them a tour. They were impressed with what they saw.

Stephen Warren was our single visitor in August as he continued his research on the Rorer Iron narrow gauge in South Roanoke.

Changes to Archives Search Results Page

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

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

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

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

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

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

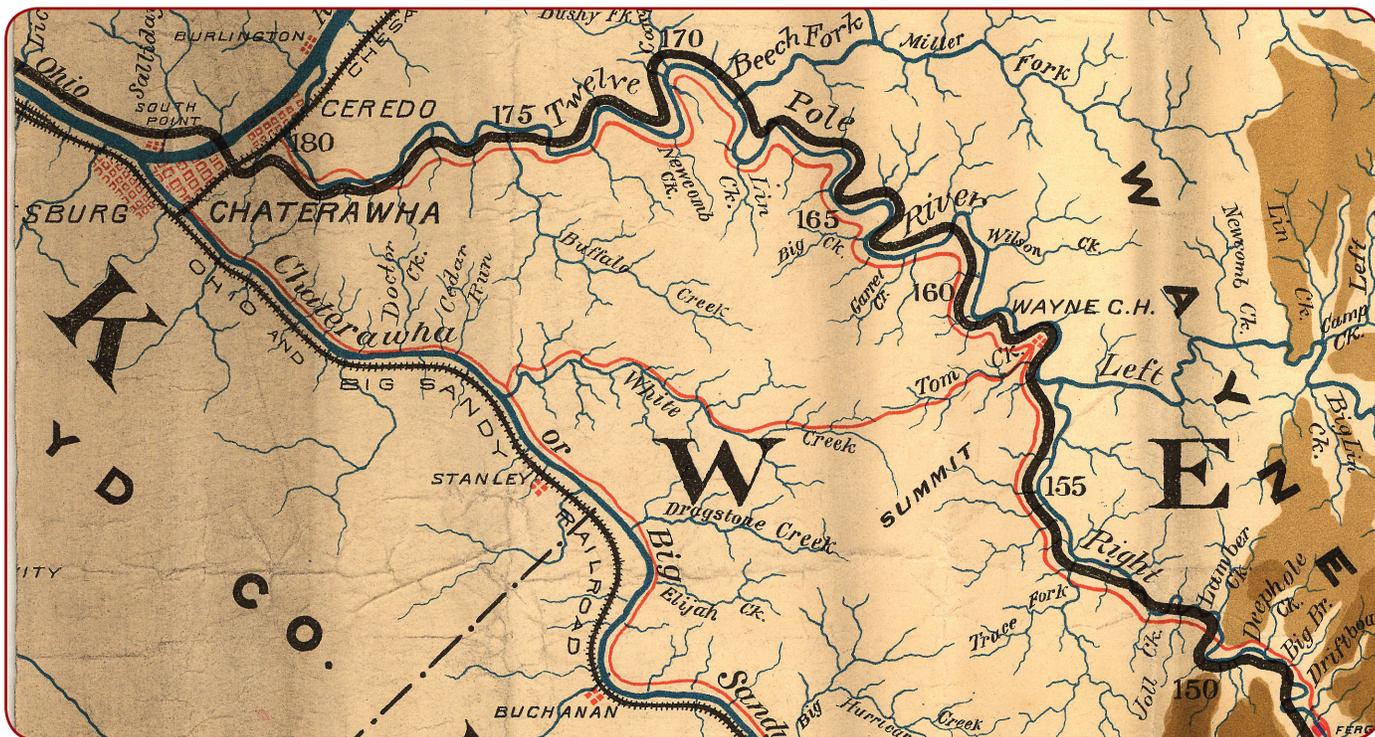
Archives Goals and Results

After Archives volunteers entered the 100,000th data item into the Archives Data Base in September 2014, the Board of Directors set a goal to enter an additional 7,000 items into the data base by October 2015. By September 29, 2015, Archives volunteers had entered an additional 15,484 data items into the data base to bring the overall data base total to 115,484 items. The 2016 goal will be 130,000 total data items in the data base by October 1, 2016.

Musing at the Archives

Puzzle Pieces of History

Look at the “Search Our Archives” section of the NWHs web page at least once a week to look through the “New Additions or New Scans” section to see what has been added to the database that might be useful to a project I am working on or thinking about working on. I always find something useful that helps our understanding of how the Norfolk & Western built its railroad/railway. Understanding is an important word, because a single drawing can lead to an incorrect narrative about what happened or it can lead into a complete new insight about what happened.



The two drawings on page xx illustrate this point. The multicolored drawing is a cropped section of NWHS HS-C10186 that was entered in the NWHS database on September 29, 2012. HS-C10186 is a map of the Ohio Extension dated 1890. Unfortunately the drawing has been torn in half so we only have the portion from Hatfield Bend to the Ohio River. The map shows the railroad as a large black line, while wagon roads are shown as smaller black lines. The legend for the red lines is torn from the map, but the red lines appear to be surveyed lines. While not apparent on the displayed portion of the map, the only community between Pondmouth (Williamson) and Ceredo is Wayne Court House. The full map shows settlements or business points labeled Clarks Mill, Marcums Mill, W.B. Brown and Fergusons Store between Pondmouth and Ceredo indicating the planned route was in a largely unsettled area.

The map presents three digit numbers that gives the impression these are mile markers as measured from some reference point. In reality these are probably section numbers, but since each section was one mile long, they are good approximations for mile numbers. In this particular case the reference point is assumed to be the beginning of the Ohio Extension near North Fork, which was 180 sections from Ceredo. It is also assumed that Drawing HS-C10186 is basically the planning map for the Ohio Extension.

One of the more interesting notations on the map is the community of Chaterawha, the planned name for the new community the N&W was planning to build as its engine terminal near the Ohio River. Note that the map lists the Big Sandy River as “Chaterawha or Big Sandy.” Chaterawha was the Indian name for the Big Sandy.

When the N&W decided to build a terminal at an undeveloped location near Ceredo, the N&W hired J. H. Dingee of Philadelphia to do it. Dingee had just recently completed the development of Norton at the west end of the Clinch Valley Line. Dingee, in turn, hired L.T. Peck to supervise the work of building the new community. Peck arrived in Ceredo in the autumn of 1889. Frank Peck, L.T. Peck’s brother, compiled an “Early History of Kenova,” in which he stated L.T. Peck suggested the name of Kimball or Chaterawha or Kenova for the new community. Chaterawha, the Indian name for the Big Sandy River was initially selected by the Philadelphian office, but Frank Peck went on to note the community name was changed to Kenova within a day. However the name Chaterawha on the map indicates the decision to change the name to Kenova may have taken a little longer than a day, or the name Chaterawha was selected before L.T. Peck arrived in Ceredo. It is assumed the map in Drawing HS-C10186 was published between the time W.W. Coe completed his reconnaissance of the planned route of the Ohio Extension in April 1889 and the end of 1889. Such a map would have to be available to potential bidders so they would know what they were bidding on for right-of-way construction.

The name Kenova does not appear in the Ohio Extension construction ledgers until November 1890. Prior to that time the N&W engineering forces were listed as operating from Ceredo. The earliest indication of the name Kenova is a personal note in the October 18, 1890, Xenia, Ohio *Daily Gazette* that an assistant surveyor, laying out the new town of Kenova, West Virginia, had resigned his job to take a position with the Norfolk & Western. The first note of Kenova in the Roanoke and Richmond newspapers was when the newspapers started publishing ads for the new town of Kenova on November 11, 1890. The ads were for a sale of the first lots in the new town of Kenova that was to take place on November 19, 1890.

The blue drawing is a cropped section of NWHS HS-CC00221 that was entered in the NWHS database on September 28, 2015. HS-CC00221 is a map of the Ohio Extension dated 1893, which was after the Ohio Extension was operational. The complete drawing shows the railroad from Bluefield, West Virginia to Ironton, Ohio, but the drawing is still labeled the Ohio Extension. A small note near North Fork labels the location as the beginning of the Ohio Extension.

KENOVA,
WEST VIRGINIA.

The new city at the confluence of the Ohio and Big Sandy rivers, where the three States of West Virginia, Ohio, and Kentucky meet. The point at which

The Norfolk and Western Railroad
IS BRIDGING THE OHIO RIVER AND CONNECTS WITH THE
CHESAPEAKE AND OHIO (VANDERBILT SYSTEM)

The Newport News and Mississippi Valley, the Ohio and Big Sandy, and the Ohio River Railroads and River Navigation lines. The location of the

NORFOLK AND WESTERN RAILROAD SHOPS.

A Hotel to cost \$75,000 is under construction; also a brick and stone Union Passenger Station, two stories high, with Restaurant, while large Manufacturing Plants are to be erected, owing to LIBERAL INDUCEMENTS offered by the Association.

FIRST LIMITED OFFERING OF LOTS AT KENOVA

WEDNESDAY, November 19th, at 10 A. M.

KENOVA

Occupies the best natural site in the Ohio Valley. For maps and terms of sale address
THE KENOVA ASSOCIATION, Kenova, Wayne county, W. Va.,
or J. H. DINGEE, President, 330 Walnut street, Philadelphia.

Purchase tickets via Chesapeake and Ohio Railway, leading to Catlettsburg (next station West).

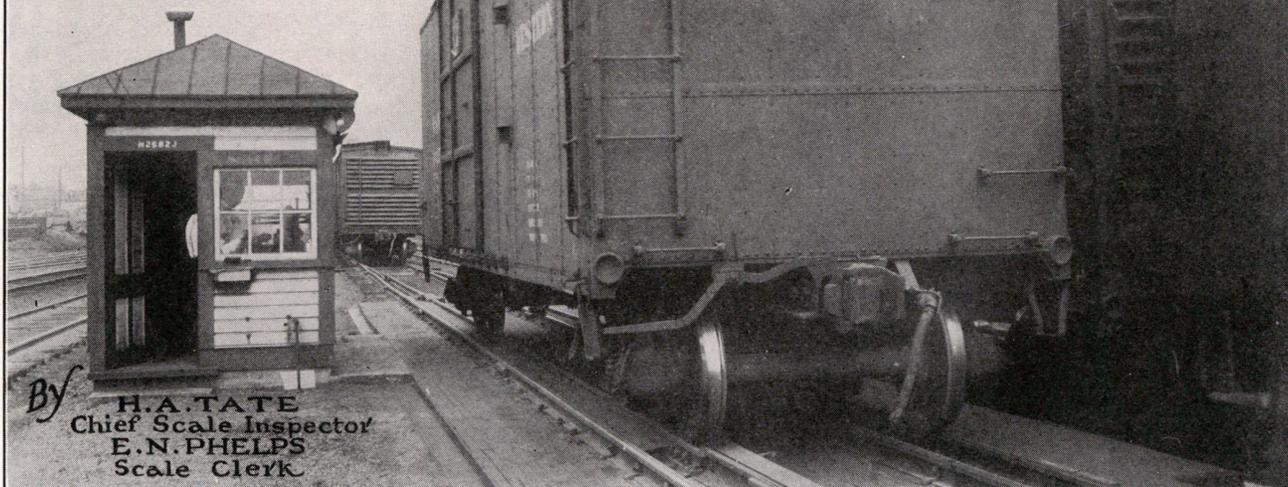
Whereas the black line on HS-C10186 is more an indicator of where the railroad was planned to be built, the crossed-hatched line on HS-CC00221 is an indicator of where the railroad was built. There are no three digit numbers on HS-CC00221 as indicators for sections or miles, rather there are underlined elevation numbers. Another major difference between the two maps is HS-CC00221 shows communities between Wayne and Ceredo, communities that were created by the building of the railroad. Another difference between the two maps is the name Chaterawha has been replaced with the name Kenova.

Having one map without the other changes our understanding and perspective of the Ohio extension. Especially when we see the difference between planned and built.

(Note: A copy of Frank Peck’s “Early History of Kenova” is published in “Trail of the Powhatan Arrow” by Jack L. Dickinson and Kay Stamper Dickinson. NWHS Commissary SKU# 138.118)

Alex Schust

WEIGHING FREIGHT SCALES ARE THE CASH REGISTERS OF THE RAILWAY INDUSTRY



By
H. A. TATE
Chief Scale Inspector
E. N. PHELPS
Scale Clerk

TO REPEAT in this article all of the rules and regulations with respect to the weighing of freight would be burdensome, but it is thought that an outline of some of the fundamentals of weighing as it relates to the transportation of freight might be interesting to the large number of employees whose duties bring them in contact with the use of the various types of scales employed by the Norfolk and Western.

During 1926 there were slightly over sixty-four million tons of freight carried by the Norfolk and Western representing all kinds of commodities and products in the raw and finished state. All of this enormous tonnage had to be weighed. Now, the weighing of freight is primarily for the purpose of assessing the proper revenue charges, and the correct performance of this service is therefore of vital importance to our company. Correctly weighing a car, using correct tare (light weight of car) and making proper deduction of the tare from the gross weight of car, as reflected by the scale beam, or recorded on the tape, or scale tag, as the case may be, insures to the carrier the full and just revenue for service rendered. So, a properly maintained scale is to the railway company what a cash register is to a merchant.

There are very few merchants today who do not use a cash register; there must be some way to accurately record the

daily income of the business. So, in weighing freight, the same care should be taken in reading the scale beam and recording weights as you would take if you were reading the keyboard of a cash register when you ring up dollars and cents.

If a shipment is carelessly underweighed the railway loses the revenue on the amount of weight of the error. On the other hand, when a shipment is carelessly overweighed the railway must make a refund, incurring the extra expense of an investigation with the possibility of a dissatisfied customer.

A careful weighmaster tests the track scales every day, sees that they are balanced, weighs a car that has already been weighed on some other scale, and, if there

is any doubt as to the accuracy of the scales, reports it promptly to the Transportation Department so that scale inspectors may be sent to adjust, repair and test the scale.

The Norfolk and Western Railway uses and maintains the very best scale equipment. But this alone is not sufficient; employees charged with weighing freight must exercise every care in securing accurate results so that the confidence of the public regarding the accuracy of our weighing may be retained.

About 80 per cent of all carload freight weighed on the Norfolk and Western is handled over scales equipped with automatic weight record-



Fig. 2. Weighing a car with a Streeter-Amet recording attachment

ing devices. These machines are very sensitive to shock or undue vibration. In weighing cars on scales so equipped, in order to secure accurate weight, the car must be entirely and alone on the scale a minimum of three seconds; that is, three seconds must elapse from the time that the last or rear wheel of the car passes onto the live or weighing rail until the first wheel of the forward truck of the car strikes the automatic trip leaving the scale.

THE handling of cars over the scale within the prescribed time must be controlled by the yard forces performing the weighing service. The speed is governed by the length of wheel base of the different classes of equipment, and the length of live, or weighing, rail of the scale. Generally, the speed for long wheel-base cars, such as our 70-, 90- and 100-ton coal cars, should not exceed two miles per hour over scales having live weighing rails 54 feet, 6 inches long. Shorter wheel base cars should not exceed four miles per hour over such scales. On a scale having a 72-foot live weighing rail the speed may be increased safely to four and six miles respectively for the long and short wheel-base cars mentioned.

American Railway Association rules provide for wooden and steel underframe cars (except refrigerator cars) to be re-weighed and re-marked once each twelve months during the first 24 months the car is in service and thereafter once every 24 months. All steel cars and all refrigerator cars must be re-weighed and re-marked at least once every 36 months.

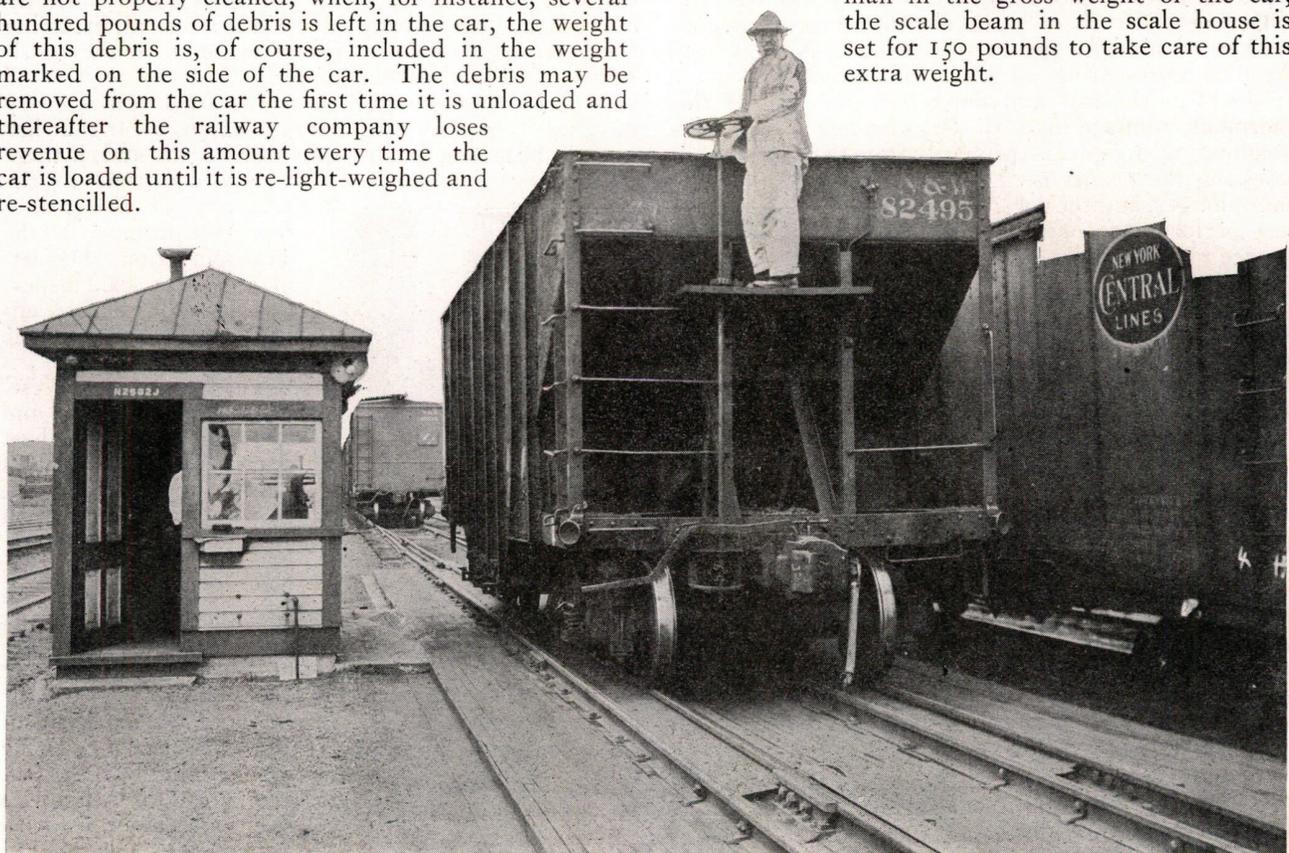
It is very important that cars be thoroughly cleaned of all foreign matter just before being light weighed and the new weight stencilled thereon. In case cars are not properly cleaned, when, for instance, several hundred pounds of debris is left in the car, the weight of this debris is, of course, included in the weight marked on the side of the car. The debris may be removed from the car the first time it is unloaded and thereafter the railway company loses revenue on this amount every time the car is loaded until it is re-light-weighed and re-stencilled.

Considerable carload freight originates at points where there is no track scale and the billing is made at an estimated weight with notation thereon to weigh and correct at the first scale station. Such notations should not be overlooked by yard forces because if the car is allowed to move through to its ultimate destination without the proper scaling, it invariably causes dissatisfaction with the shipper.

Before starting his regular weighing and to insure that the scales are in accurate weighing condition the weighmaster carefully balances and tests his scale by weighing a heavily loaded car spotted in three different positions on the scale and then weighing the same car in motion. He thus gets a comparison of weights.

Fig. 1. shows the weighmaster weighing a car in motion with a Streeter-Amet Weighing and Recording Attachment. By this method the gross weight is stamped on the paper tape that is seen on the top of the machine at the right of the weighmaster. As the weight is stamped on the scale tape the weighmaster inserts the car initial and number immediately under the weight for a permanent record.

THE remaining illustrations with this article show the scale and scale house at Park Street Yard, Roanoke. It will be noted that in one, the front truck of the car is striking the trip lever along the side of the rail. This causes the gross weight to be automatically stamped on the scale tape as described above. In the other illustration a car is about midway on the scale just before striking the automatic trip. All cars when weighed in motion are provided with a brakeman or car rider to control the speed of the car, and in order not to include the weight of this man in the gross weight of the car, the scale beam in the scale house is set for 150 pounds to take care of this extra weight.



NOTES FROM OUR OLD TIMERS

Mike Catron

[Editor's note.—This is the second of a series of sketches of the life and experiences of Mike Catron, the first one appearing on this page in the April issue.]

When "Billie" Mahone was made president, he changed the name to the Atlantic, Mississippi and Ohio Railroad. It was in bad shape, having no rails, ties, engines or cars, and many bridges and depots were gone as a result of the Civil War. So the first thing he did was to borrow a million dollars from England. He bought several shiploads of fish bars and iron rails and gave bonds for about all the road was worth. Part of this money was used to buy engines and cars, to build stations and a few iron bridges. He also bought one shipload of rails from England which had evidently been used on a dirt road bed because the ends of the rails were cocked up like snake heads. This load, which had gotten wet and was covered with rust, was unloaded at City Point. Six section hands, including myself, were sent to City Point with chisels and hammers to cut off these snake heads. In a short time our clothing was so covered with rust that you couldn't tell what it was made of.

There was not much to haul and little money was made; so, when the interest of these bonds came due, the wages of all the employees were cut and then he could not pay the interest. He kept the pay back for seven months and then couldn't pay us anything so we had to sell our time to merchants along the line at 10 per cent discount to get a little money.

He made a contract with the St. Louis and Iron Mountain road to haul their wheat and corn, loaded in bulk in the green line cars, over his road to Norfolk. Also a contract with the Texas people to handle their "long horns" over his line. In 1870, four of these green line cars, loaded with corn and wheat, got off the track and rolled over in the dam at Kents. William Kuhn, with his string of wrecking cars, pulled these cars out of the water. There were bushels of fish

in these cars that had gone in to eat the grain. So "Billie" had to pay for these four cars of grain. Having no money, he cut the trackmen's pay to 65 cents per day so he could pay this bill.

Right then I decided to lay down my pick, shovel and hammer and go tramping. I



Mr. and Mrs. Joe Spaulding and grandson

left Wytheville, went through the mountains to Big Sandy, got a job on a little red steamboat called *Red Buck*, which was hauling barrels of flour from Huntington up Tug River. Handling these barrels with a wheelbarrow and with little pay was too much like work for me. I left the *Red Buck* on the bank of Tug River, near where the town of Williamson is now located, and made a bee line through the mountains for Wytheville, after spending a few weeks at sugar camps in the mountains. I came to the railroad near Atkins tank, hopped on down to Wytheville and went to work on the track. About this time Mr. Stuart, from Tazewell County, loaded 10 or 12 cars of export cattle at Wytheville. Engineer Newman and Conductor Barnes were sent after these cattle, but for some reason the brakemen were left behind. The superintendent told the conductor to pick up sectionmen and bring the train to Lynchburg. Three of us bucks climbed on to act as brakemen, never having been on a box car before.

We seemed to be getting along all right, until in going down the Alleghany Mountains, the train almost got away from us running, it seemed to me, 200 miles an hour. I just

laid down on the car, held to the plank and prayed to the Lord that if He would let me live to get back, a pick, shovel and hammer was all I wanted. We ran a mile or two past the tank at Big Spring (now Elliston) and had to back up for water. The conductor told us to get hammers, nails and pieces of plank and half sole some of the brakes as the wooden brake shoes were worn out. We didn't have much more trouble and arrived at Lynchburg 10 hours late. Then the conductor told the trainmaster to "send those men back home and let them stay there."

The next sketch will tell something of firing on a wood burner.

Joe Spaulding

I have been in the employ of the Norfolk and Western for 22 years, but am now retired from active service. I was born in Martin County, Ky., on September 21, 1854, and entered the service of the Norfolk and Western in 1905, as bluff watchman on the Scioto Division. I continued in this position until my retirement on December 31, 1926, because of having reached the age limit.

I wish to say that during the 22 years of my active service my work was a pleasure to me. I tried to give good service in return for the pay which I received. I might add that I feel a little lost for the old job and the pleasure of mixing and mingling with the boys whom I have known these many years.

Now that the flood of years has crept upon me and I am retired, I wish to extend to you and the company my best wishes for a bright and prosperous year.

S. H. Snider

No doubt this will recall history which has been long forgotten. Lots of the old time railroaders, especially engineers, have stood on the siding for as long as six to eight hours waiting for the signal board to go white. But that was 25 years ago.

At that time there was a single track over the Pocahontas Division and all traffic was governed by one board. The signal system of that day has long been discarded and an up-to-date system installed. Today at the drop of the boards the signal is to proceed but in the old days the red board went white by being dropped behind a white board which was stationary.

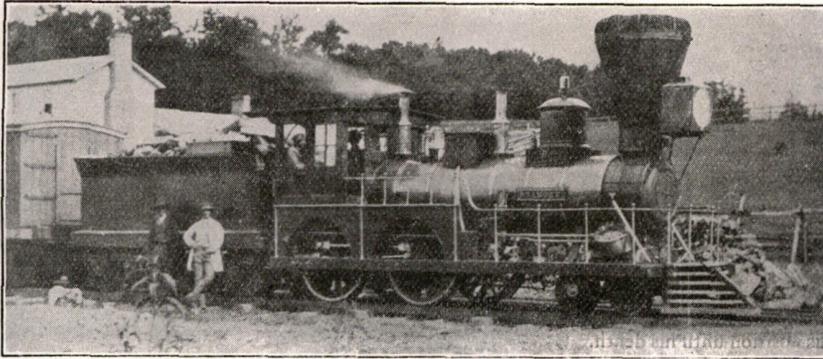
When this picture was made this was the main line and because of congested traffic trains would be held up to such an extent that it required three or four days to make a run that today may be made in 12 to 14 hours. Recently, this was proven by Mr. Snider, when, on April 4, the wreck car was called to handle bridge iron on the Clinch Valley. They went to Flat Top and loaded four girders, moved to Pisgah and unloaded them and from there to Artrip, loaded a span of two girders riveted together and returned to Bluefield in 14 hours, with a total of 150 miles run.

The wreck cars were handled by engine 382, in charge of Engineer "Victoria" Ducan, Fireman Nun, Conductor Becket, Brakemen Ballard and Staples, accompanied by W. F. Birkelbaugh, bridge foreman, and regular crew of the derrick car: S. T. Coleman, engineer, and his assistant, R. W. Gibson;

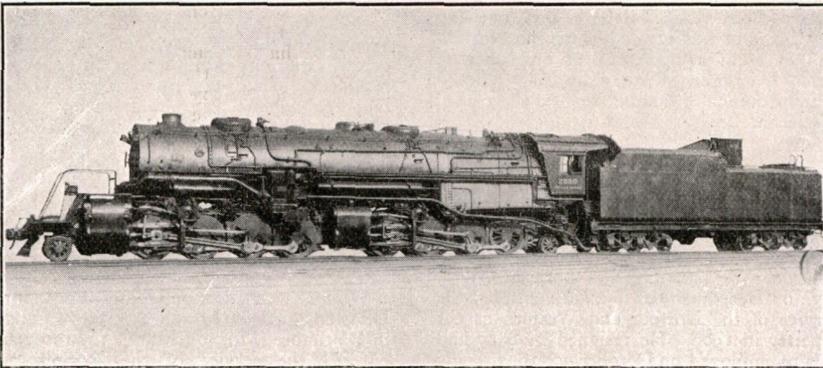


At West Vivian 25 years ago—prior to Ford's invention. Wreckmaster S. H. Snider is holding his bicycle on far side of the "kicker"

Then And Now



THEN: The "Roanoke" ran on strap rail, had pretentious guard rails and was the last word in locomotives. Who can tell us when this was and where the picture was taken? The editor would like to know about this old engine and will appreciate hearing from our old timers



NOW! In 1927 this is the last word in freight locomotives. Compare this with the one shown above

Hampton Holly, cook; Sam Redd, S. B. Tragg, Huston Hays, and John Baldwin, laborers.

At the time I was riding the bicycle the railroad was operating the little G engines. Then, they got the Mallet engines, and I got a motorcycle; later they bought small Mallets and I purchased a small Studebaker and now they have the large Mallets and I am driving a 1927 Big Six Studebaker.

I can recall when we went to as many as seven derailments in 24 hours—one entire week when I worked without being relieved. The younger men on the railroad can see what the old men had to go through with those days as compared with the present time on the Norfolk and Western.

and is so substantial that it will not be effaced by time. It very readily convinces employees that, when their days for rendering service are over through old age or physical disability, they are honored besides being cared for; that the management of the great Norfolk and Western Railway Company does not intend that their names shall be filed away on a darkened shelf to be covered with dust and forgotten.

It is a wonderful card of merit and those few lines speak volumes for us and reflect a mighty high degree of credit on the grand old Norfolk and Western.

T. B. Davis,
Retired Conductor.

Service Certificates

The following letters have been written by Old Timers by way of acknowledging receipt of the Certificates of Service:

Hagerstown, Md.

Mr. L. C. Ayers, superintendent:

I want to acknowledge having received the beautiful Certificate of Service, and to tender to the president and officials in general my highest thanks with the assurance that none can appreciate it more highly than I. It is something to be mighty proud of. It is very beautifully and artistically designed

Chillicothe, Ohio.

To the Old Timers:

I have just received my Service Certificate and am surely proud of it. I have had it framed and it is hanging in the room where all who come may see it. Little did I think, when I entered the service of the railway 43 years and two months ago, that I would be in the service that long, but the years rolled around steadily and now I am one of the "has beens." I love to read the MAGAZINE and almost meet the train that they come on to get my copy. I want to thank all who had anything to do with the sending of the Certificate as I surely appreciate it, and to know that I belong to the Norfolk and Western Family.

Joe Steinhour,
Retired Crossing Watchman.

Roanoke, Va.

I wish to acknowledge, through our MAGAZINE, receipt of the certificate of service. I prize it very highly. Indeed, it, and my naturalization papers which I received in Roanoke in 1884, are the most cherished documents received by me during my 47 years residence in this grand, glorious and free country of ours.

Pat Foy,
Retired Gardener.

William H. Hart

The nearby picture was made in the spring of 1885. At that time my father, H. C. Hart, was shipping and billing clerk at Roanoke freight station. At the time they were standing in front of the building now used by the American Railway Express Company.

S. B. Haupt was superintendent of Roanoke Machine Works at that time. In appreciation of a number of little courtesies my father was able to render Mr. Haupt in connection with a buggy the latter had purchased, I was able to secure employment in the shops as an apprentice on May 18, 1886.

In the early days I often rode horseback over the ground now occupied by the east end shops, and saw the original shops put up.

I am at present a machinist in the tool room, and my son, Ralph S. Hart, is serving a machinist apprenticeship in the shops. Since he represents the third generation, it is good evidence of our contentment and satisfaction at being identified with the Norfolk and Western Family.

Editor's Note: The same picture was also sent to the Magazine by Mrs. Richardson, wife of Foreman E. L. Richardson, East Roanoke Erecting Shops. H. C. Hart was Mrs. Richardson's father.



See item headed "William H. Hart." In the picture are: W. H. Wade, T. W. Bransford, W. F. Bragg, J. F. Brauner, J. J. Kemp, H. LeB. Mecredy, A. J. Camp, H. C. Hart, B. E. Bransford, F. M. Wade, F. B. Kemp and Sam C. Henry

rapher-clerk. It seems Miss Bautz was already interested in the MAGAZINE staff—particularly its lone, single, male constituent—before our arrival. We understand they're all married in the Baltimore office, too—save the young lady just mentioned and—but we almost forgot to mention there are two other traveling freight agents here who are not in—J. E. Bingley whom we must have passed headed for Washington as we came to Baltimore, and H. C. Crueger, who is on the road. Mr. Crueger is a brother to "Buff," "Ting," Miss Mary, and the rest of the Cruegers in Roanoke.

Mr. Barrett says their Baltimore office is credited with more outgoing traffic than any other Norfolk and Western Eastern agency. "Some of them bring in more," says he, "but Baltimore carries it out." On the wall in his office is a picture of those attending the Traffic Reunion in Norfolk in 1901 or 1902. We can recognize a number of faces, among them Col. W. S. Battle, Jr., then agent at Norfolk, and now vice-president and—but the photographer has copied it and it will appear in an early issue.

Mr. Ermer leads us to his insect—I mean Essex—and we go to the Bingley home to see, and photograph an old family chair. And I mean *old*—but that's another story, too. Next step is at the Baltimore and Ohio Mt. Royal Station. Here are located the offices of the *Baltimore and Ohio Magazine*—another publication that is in the front ranks of the railway magazine field. Really, I hesitate to differentiate between the C. & O. and B. & O. Besides, the staff of both magazines will probably read these remarks and I'm liable to meet them again—and I simply can't run!

Entering, we find H. C. Webber, secretary to the editor—and that's all! Seems like we should have given a little advance notice of our coming. But Mr. Webber is a good entertainer and we are admiring some of the beautiful cover paintings which have been and are used on issues of their Magazine, when in walks Robert M. Van Sant, editor. He's better known as "Mr. Van" and is envied as an editor among his fellow-craftsmen. It's too bad that Miss Margaret Talbott Stevens (Aunt Mary to everyone), associate editor, and M. W. Jones, assistant editor, are out on the line. I wanted you to meet them. And Mr. "Van" dodges the camera, fearing we wish to make of him a "horrible example." Our time is very short in which to catch the train back to Washington, so we must pass up the picture without further efforts at persuasion. And so our story ends for this month.

Of General Interest

An Old Lithograph

Reproduced near by is a copy of an interesting old lithograph produced by H. R. Schile, of New York City, in 1870, and reproduced in the MAGAZINE because of the interest of the Norfolk and Western Family in all things bearing the name of Pocahontas. The illustration is captioned: "Pocahontas saving the Life of Captain John Smith, captured by Opechancanough, King of the Pamunthee, and condemned to death by the Chieftian Powhatan, father of Pocahontas, the chief of two thousand warriors." The chief characters shown in this picture from left to right are: Namontake, Powhatan, Captain Smith, Pocahontas and Opechancanough.

An Invitation?

The editor has the following letter from M. O. Williams, joint clerk at Pier S, Norfolk.

"I would like to offer a suggestion, now that spring is near. Would it be possible for Norfolk General Agency and employees to entertain the boys and girls from up in the mountains at the seashore one day this summer? Then let the mountain boys and girls do likewise at some of their resorts. I am sure this would be a fine thing if it could be arranged."

What do you inland folks say to this? Write the editor.

W. N. Doak Promoted

Another member of the Norfolk and Western Family has been honored. W. N. Doak was elected assistant president of the Brotherhood of Railway Trainmen at the January meeting of the board of directors of that organization. At the same time, President W. G. Lee was given a leave of absence because of ill health and Mr. Doak was elected to serve as acting president during Mr. Lee's absence.

Mr. Doak was employed as a yard clerk and checker in Bluefield Yard on September 1, 1903, was promoted to yard conductor in July, 1905, and on June 1, 1908, he was given a leave of absence because of his election as general chairman of the Brotherhood of Railway Trainmen, Norfolk and Western System. Since that time he has continued to progress as an officer in that organization. His many friends on the Norfolk and Western are proud of his record and predict even greater things for him.

A New N. & W. Club

On February 15, employees of the Engineering Department on the Scioto Division organized "The Technique Club." H. Z. Waggoner was elected president; R. B. Jones, vice-president; A. H. Steele, secretary; H. B. McColgan, treasurer, and W. I. King, chairman, House Committee. Meetings are held on the first and third Tuesdays of each month.

The purpose of the club, according to the secretary, is to form a closer relationship and promote good fellowship in the personnel. The club has a membership of 23 persons at the time this is written and it is their intention a little later on to invite engineers and

others to attend their meetings and address them on engineering and valuation subjects.

The MAGAZINE congratulates these employees for the interest shown and offers to be of service in any way it can. C. E. Armstrong is assistant engineer in charge of Engineering Department activities on the Scioto Division.

Joseph H. Sands Dead

Many older members of the Family will recall Joseph H. Sands, who was for 11 years general manager of the Norfolk and Western, and had held various other official positions with this and predecessor roads. Some time ago Mr. Sands started on a Western trip and word was received of his sudden death in Phoenix, Ariz., on April 3. The news came as a great shock to his friends on the Norfolk and Western, as well as elsewhere.

Mr. Sands was born January 1, 1851, at Washington, D. C., and first entered railway service with the Pennsylvania Railroad on March 9, 1874, serving as clerk to the superintendent of transportation at Altoona, Pa., until on January 21, 1877, when he became trainmaster of the Altoona Yards, in which capacity he continued until November 26, 1879. From November, 1879, until June 1, 1883, he served as superintendent of the Shenandoah Valley Railroad, and from the later date until March 31, 1885, served as general superintendent of the same road. From April 1 to November 1, 1885, Mr. Sands served as general superintendent of the Norfolk and Western Railway, being promoted to general manager of the Norfolk and Western, in which capacity he continued until April 15, 1897.

From 1897 until April 30, 1899, he was general manager of the South Carolina and Georgia Railroads, and from May 1, 1899, until October 31, 1900, he served as superintendent of the Charleston Division of the Southern Railway at Charleston, S. C. From November 1, 1900, until February 1, 1903, Mr. Sands was general superintendent of the eastern district of the Southern Railway at Salisbury, N. C. In the last years of his life, Mr. Sands has lived in partial retirement at his beautiful home in Roanoke.

New Turn Table

It has been decided to proceed with the construction of a 100-foot turn table at Island Yard, Lynchburg. This will be quite



The "rescue" of Capt. John Smith