

Norfolk And Western Railway Va Images Of Rail

[#Norfolk and Western Railway](#) [#Virginia rail images](#) [#N&W train photos](#) [#historic railroads Virginia](#) [#steam locomotives Appalachia](#)

Explore a compelling collection of images featuring the legendary Norfolk and Western Railway, showcasing its rich history across Virginia. These vintage rail photos capture the power and majesty of N&W trains, including iconic steam locomotives, as they traversed the challenging Appalachian rail lines, offering a glimpse into a bygone era of American transportation.

Each publication is designed to enhance learning and encourage critical thinking.

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Norfolk and Western Railway Stations and Depots

The tracks of the Norfolk and Western Railway snaked through Virginia's Shenandoah Valley and the coalfields of West Virginia. For nearly 100 years, the Norfolk and Western brought freight, passengers, and economic vitality to large cities and rural mining towns. At each stop was the depot or station; some stations were large, architecturally ornate structures that represented the muscular energy and romantic era of this great steam railway with its famed J-class engines. In other places there were small wooden depots that depicted the hard-scrabble life of the mining communities, tucked amid steep mountain valleys that were indelibly shaped by the railway's presence. Today some of those structures remain, while many disappeared when the railway ceased passenger or other service. The Norfolk and Western eventually merged with the Southern Railway, and though the trains of the Norfolk Southern still run along those same lines, they simply pass by where they used to stop many years ago.

Norfolk and Western Railway

Includes 15 postcards of historical scenes of the Norfolk and Western Railway.

Norfolk & Western Railway Images

The Norfolk and Western Railway, commonly called the N&W, was a US class I railroad, formed by more than 200 railroad mergers between 1838 and 1982. It was headquartered in Roanoke, Virginia, for most of its existence. The Norfolk & Western Railway was a unique operation of modest proportions that achieved recognition beyond contemporary railroads of similar size. The story of the N&W is a story about people—a story of the tens of thousands of people who worked in the shops and aboard the trains, sold the tickets and moved the freight, laid the track and managed corporate affairs. This book celebrates that heritage through the lens of some 200 archival photographs. From images of

the muscular Class J steam locomotive to the lone agent of the rural depot, these photographs have been harvested from the N&W's files at the Virginia Museum of Transportation. The archival material provides the reader the rare opportunity to rummage through the N&W's attic. See the engine crews at the turn of the last century, the shop gangs, freight agents, roundhouses, stations, and iron horses of a bygone age. With views of the rugged and, at times, dangerous days of railroading in the late 1800s to the rise of the N&W as a member of America's corporate elite, these pictures convey the railway's storied history.

Norfolk & Western Railway Photograph Collection

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The Virginian Railway

The Virginian Railway existed as a separate entity for only a half century, but that period of American history witnessed two world wars and the emergence of the United States as a global superpower. Henry Huddleston Rogers, who marshaled the development of the U.S. oil industry through his leadership of Standard Oil, invested \$30 million of his personal wealth into the making of the Virginian. He speculated that south-central West Virginia coal would fuel America's Industrial Revolution. Although Rogers died before his railroading dream could realize its full potential, the Virginian Railway continued on from 1909 until its merger in 1959 with the Norfolk and Western Railway (now Norfolk Southern). During that time, the Virginian grew to a point that it was originating from 1,200 to 1,500 hundred-ton carloads of coal per day and serving 60 active coal mines. It earned a reputation for power, service, and efficiency that placed it among the great railroads of America.

Roanoke Locomotive Shops and the Norfolk & Western Railroad

Roanoke Shops has been an indispensable part of the Roanoke Valley and the “Magic City” for more than 125 years. Founded in 1881 as an independent company, Roanoke Machine Works built new locomotives and cars for the Shenandoah Valley and Norfolk & Western Railroads. Situated between the picturesque Allegheny and Blue Ridge Mountains, the facility caused an economic boom in the nearby village of Big Lick and the surrounding area. By 1891, Big Lick had become Roanoke and had emerged as one of the most important economic centers in the New South. Today, Roanoke Shops employs skilled craftsmen who provide the highest-quality overhauls and repairs to diesel locomotives. This book takes a look into its history, particularly at production during that exciting and enchanting era of the steam locomotive.

Norfolk and Western Railway

Following on the heels of *Images of Rail: The Southern Railway*, this volume takes a more detailed look at a historic railroad that has served the South for over 100 years and continues to serve as the Norfolk Southern Railway. Included in these pages are stories of bravery in war and ingenuity in peace. From 1942 to 1945, the 727th Railway Operating Battalion—sponsored by the Southern Railway—served in North Africa and up the spine of Italy into Germany. The courageous unit received a citation from Gen. George S. Patton for its involvement in the Sicily Campaign.

The Southern Railway

The renowned photographer's stirring tribute to the last steam locomotive railway and the end of an American way of life. O. Winston Link photographed the Norfolk and Western, the last major steam railroad in the United States, when it was converting its operations from steam to diesel in the 1950s. Link's N&W project captured the industry at a moment of transition, before the triumph of the automobile and the airplane that ended an era of passenger rail service. His work also revealed a small-town way of life that was about to experience seismic shifts and, in many cases, vanish completely. Including a collection of more than 180 of Link's most famous works and rare images that have never before been published, *O. Winston Link: Life Along the Line* offers a moving account of the people and communities surrounding the last steam railroad.

Norfolk and Western Magazine

Most images of Norfolk & Western passenger trains feature bullet-nosed Class J locomotives at speed in Virginia's Blue Ridge Mountains. The image is the essence of a railroad which invested considerable time and resources in a passenger service second to none. This complete revision of the popular 1990 volume focuses on the period from the end of World War II to the conclusion of the steam era, providing scores of additional archival photographs and supplementary text. Details on paint schemes and lettering, along with a complete locomotive roster, make the book a valuable addition to the library of any N&W modeler or enthusiast.

Night Trick

"There have been some steam locomotives of sufficient importance to warrant an entire book about them. The Chesapeake & Ohio's 2-6 + 6-6, the Pennsylvania's 4-4 = 6-4, and the Union Pacific's 4-8 + 8-4 come to mind. But there was one locomotive whose design and performance was even more outstanding than those just mentioned; yet recognition of its remarkable characteristics has been overshadowed by the popular appeal of great size, enormous weight, and the operational visibility possessed by other external-combustion motive power. This was the Norfolk & Western's Class A single-expansion 2-6 + 6-4, 43 of which were produced in the railroad's own shops during a 15-year period 1936-1950." --From inside of book jacket

O. Winston Link: Life Along the Line

The Southern Railway was the pinnacle of rail service in the South for nearly 100 years. Its roots stretch back to 1827, when the South Carolina Canal & Rail Road Company was founded in Charleston to provide freight transportation and America's first regularly scheduled passenger service. Through the Civil War, Reconstruction, and the Great Depression, rail lines throughout the South continued to merge, connecting Washington, D.C. to Atlanta and Charleston to Memphis. The Southern Railway was born in 1893 at the height of these mergers. It came to an end in 1982, merging with Norfolk and Western Railway to become Norfolk Southern Railway. The history of the railway lives on, however, and Norfolk Southern continues to "serve the South." In 2003, the Southern Railway Historical Association selected the Southern Museum of Civil War and Locomotive History as the repository for their extensive archives. Included in this collection are hundreds of professional quality, black-and-white photographs taken by company photographers throughout the railway's history. These photographs not only capture the transition from steam to diesel and the pinnacle of rail travel, but also the development of the South through much of the 20th century. While a few of these images have been seen by the public, the vast majority have not.

Norfolk and Western Passenger Service, 1946-1971

For a century, the Norfolk and Western Railway operated as one of the greatest transportation companies in the southeastern United States. From developing the coal fields of West Virginia to accommodating passengers aboard its famous Powhatan Arrow and Pocahontas lines, the N&W was the last major railroad to abandon the steam engine. The story of the N&W is a story about people—a story of the tens of thousands of people who worked in the shops and aboard the trains, sold the tickets and moved the freight, laid the track and managed corporate affairs. *Images of Rail: Norfolk and Western Railway* celebrates that heritage through the lens of some 200 archival photographs. From images of the muscular Class J steam locomotive to the lone agent of the rural depot, these photographs have been harvested from the N&W's files at the Virginia Museum of Transportation. The archival material provides the reader the rare opportunity to rummage through the N&W's attic. See the engine crews at the turn of the last century, the shop gangs, freight agents, roundhouses, stations, and

iron horses of a bygone age. With views of the rugged and, at times, dangerous days of railroading in the late 1800s to the rise of the N&W as a member of America's corporate elite, these pictures convey the railway's storied history.

The A

Out of print since 1987, William E. Griffin, Jr. has updated and expanded his popular history of this colorful Virginia shortline railroad with a new layout and extensive new photographic coverage. Here is the complete history of the railroad that was originally built with a large investment of British capital to transport cotton from the farms of Southside Virginia to the port of Norfolk. It operated a steam powered narrow gauge branch line and Southern Railway steam locomotives during its 50-year lease to that road, then favored Alco diesels during its period of independent operation and subsequent operation by the Norfolk and Western Railway as the Norfolk, Franklin and Danville Railroad. The book has also been updated to cover the history of the railroad since the creation of the Norfolk Southern Corporation and provides a new color section that will be of interest to modelers and historians. Extended photo captions also provide details on the railroad's locomotives, Norfolk naval operations, stations and rolling stock. In addition to fans of the A&D, the book will be of interest to fans of the Southern Railway, Norfolk and Western Railroad, Norfolk Southern Corporation, shortlines and narrow gauge railroads.

The Southern Railway

Norfolk & Western Railways Magnificent Mallets William E. Warden. Subtitled: The Y Class 2-8-8-2s. The N&W 2-8-8-2s hauled coal and fast freights up to the very end of steam in the fall of 196. N&W was the last hold-out for steam against the wave of post-WWII dieselization in the US. Most railroads abandoned the compound articulated design in the mid-1920s in favor of the simple (single expansion) articulated design, and except on the N&W the big Mallets were confined to slow drag freights, hump yards, and coal mine shifters. But N&W refined the design up to the last of the new Y-6bs in 1952, using them on all types of heavy trains in defiance of the proven efficiencies of diesels. This book explores their fascinating history. Sftbd., 8 1/2x 11, 6 pgs., 114b&w ill., 1 maps.

Norfolk and Western Railway

Since the opening of the first permanent railway in 1833, hundreds of railroad companies have operated in North Carolina. Rail transportation, faster and more efficient than other methods of the era, opened new markets for the products of North Carolina's farms, factories, and mines. Over the years, North Carolina rail companies have ranged in size from well-engineered giants like the Southern Railway to temporary logging railroads like the Hemlock. Cross ties and rails were laid across almost every conceivable terrain: tidal marshes, sand hills, rolling piedmont, and mountain grades. Vulnerable to the turbulent and unregulated economies of the day, few railroad companies escaped reorganizations and receiverships during their corporate lives, often leaving tangled and contradictory histories in their passing.

The Atlantic and Danville Railway Company

Celebrates the Norfolk and Western Railway and the communities through which the last commercially-operated steam engines in America traveled.

Norfolk & Western Railway's Magnificent Mallets

"A collection of little known historical stories in Roanoke, VA"--

Railroads of North Carolina

Roanoke, Virginia, is one of America's great historic railroad centers. The Norfolk & Western Railway Company, now the Norfolk Southern Corporation, has been in Roanoke for over a century. Since the company has employed many of the city's African Americans, the two histories are intertwined. The lives of Roanoke's black railroad workers span the generations from Jim Crow segregation to the civil rights era to today's diverse corporate workforce. Older generations toiled through labor-intensive jobs such as janitors and track laborers, paving the way for younger African Americans to become engineers, conductors and executives. Join author Sheree Scarborough as she interviews Roanoke's African American railroad workers and chronicles stories that are a powerful testament of personal adversity, struggle and triumph on the rail.

The Last Steam Railroad in America

Norfolk Southern Railway's history in southeastern Virginia began in the mid-19th century when a young civil engineer named William Mahone designed an innovative 12-mile-long roadbed through the Great Dismal Swamp that is still in use today. Trees were felled and laid side by side at right angles beneath the swamp's surface, forming a corduroy road, with the roadbed built on top of the logs. The logs sank into the boggy swamp, where they were preserved. Nearly 170 years later, Mahone's corduroy design continues to serve as a major route for Norfolk Southern traffic, supporting millions of tons of freight each year as the railroad provides extensive service throughout Hampton Roads. One of the nation's largest Class 1 railroads, Norfolk Southern was created through the merger of Roanoke-based Norfolk & Western Railway and Washington, DC-based Southern Railway in June 1982.

Norfolk and Western Railway Standards Drawings

The story of the railroads parallels the history of the United States and Canada. This pictorial history explores the early days of steam, the first transcontinental tracks, the robber barons, the luxury trains, and the decline of the railroads in recent years. 140 photos, 120 in color.

Roanoke Valley in the 1940s, The

With a quarter of a century behind it, Norfolk Southern is one of the oldest Class 1 railroads operating in North America. This illustrated history tells how Norfolk Southern came to be what it is today, from the merger of two of American railroadings most legendary roads-- Southern Railway and Norfolk and Western--through its rise to the heights of the worlds leading transportation companies. After a concise history of the roads that became Norfolk Southern, author Richard Borkowski explores the railroads corporate history and operating structure and details the specific operations that go into the lines customer-oriented approach, including its vast intermodal network. Along with each of Norfolk Southern's 11 operating divisions, this book offers a close look at NS motive power, a wealth of color photographs, and a specially commissioned system map.

Norfolk and Western Railway

Published in 1896, this book provides a history of the Norfolk & Western Railway Company from its founding in the 1830s to the late 1800s, including information on the company's development of coal mines and iron furnaces in Virginia and West Virginia. This work has been selected by scholars as being culturally important, and is part of the knowledge base of civilization as we know it. This work is in the "public domain in the United States of America, and possibly other nations. Within the United States, you may freely copy and distribute this work, as no entity (individual or corporate) has a copyright on the body of the work. Scholars believe, and we concur, that this work is important enough to be preserved, reproduced, and made generally available to the public. We appreciate your support of the preservation process, and thank you for being an important part of keeping this knowledge alive and relevant.

Norfolk and Western and Virginian Railways in Color

Following on the heels of *Images of Rail: The Southern Railway*, this volume takes a more detailed look at a historic railroad that has served the South for over 100 years and continues to serve as the Norfolk Southern Railway. Included in these pages are stories of bravery in war and ingenuity in peace. From 1942 to 1945, the 727th Railway Operating Battalion--sponsored by the Southern Railway--served in

North Africa and up the spine of Italy into Germany. The courageous unit received a citation from Gen. George S. Patton for its involvement in the Sicily Campaign.

African American Railroad Workers of Roanoke

From the late nineteenth century through World War II, popular culture portrayed the American South as a region ensconced in its antebellum past, draped in moonlight and magnolias, and represented by such southern icons as the mammy, the belle, the chival

Norfolk Southern in Hampton Roads

Chesapeake and Ohio Railway and Norfolk and Western Railway were two Class 1 railroads that had operations in Michigan. C&O had trackage throughout the State before it started selling its Michigan branch and secondary lines in the 1980's. N&W only had one line in Michigan but it was a busy one as it came into Detroit. Both of these railroads had carferry operations in Michigan and significant operations in Canada, which are also covered in this book of color and black and white photographs taken by the author.

The Pictorial History of Railroads

Take a nonstop journey through 131 years of the Western Maryland Railway's history in this photographic tale. The Western Maryland Railway was never a large Class 1 rail carrier, but during its 131 colorful years of existence, it provided extremely fast, efficient, and reliable freight; coal-hauling; and passenger service in the states it served. This book contains images from the history of this remarkable railroad and also provides the reader the opportunity to see how the legacy of the Western Maryland Railway is being maintained and remembered even today at some of its well-known train stations, such as in Cumberland and Union Bridge, Maryland, now home to the Western Maryland Railway Historical Society (WMRHS). The Western Maryland is now gone, but through the wonderful images captured and preserved by the WMRHS and private archival photograph collections, the dream of the railway will live on.

Norfolk Southern Railway

Over 200 fascinating postcard images show early coal mining in McDowell County and how it progressed throughout the years. Coal was discovered in McDowell County, located in the Billion Dollar Coalfield of southern West Virginia, in 1748, but it was not explored or mined until the early 1800s. Mill Creek Coal & Coke Company shipped the first railroad car of coal in March 1883 via the Norfolk & Western Railway. By the early 1900s, hundreds of mining companies dotted the county's landscape. The coal from McDowell County fueled the nation's home heating and steelmaking businesses and both world wars. As the coal industry developed, the local population grew; by 1950, the county had grown from a few hundred people to more than 100,000. .

Norfolk & Western Railway Company

During the second half of the 20th century, the railroads that operated in the Mid-Atlantic region offered a wide variety of subject matter for railroad enthusiasts and photographers to marvel at. A prime location to witness this activity was in Richmond—a railroad melting pot. As with any major city, the railroads played a significant role in Richmond's growth and development. As a result of being served by five different railroads, a labyrinth of railroad infrastructure emerged, including the Triple Crossing, a world-renowned landmark. Millions of travelers have passed through Broad Street and Main Street Stations on famous streamliner passenger trains such as the Silver Meteor and the George Washington. Images of Rail: Richmond Railroads documents the past 60 years of railroading in the Capital City, which has seen drastic changes as a result of corporate mergers, urban development, and technological advances.

Southern Railway

- Compiled and written by Model Railroader senior editor Carl Swanson, graduate of West Virginia's Woodland School of Photography - Introduction by Doug Riddell, locomotive engineer - Ideal for rail enthusiasts, history buffs, and anyone with an appreciation for evocative black-and-white photography - Supported by national advertising in Trains and Classic Trains Magazines

Dreaming of Dixie

Art Peterson is back with more color images from his Krambles-Peterson Archive. This book focuses on freight railroading and features scenes of switching and trains in industrial areas in the Transition and Classic eras. Large photos and in depth captions go beyond just telling what's in the photo - they put the images in context with the greater railroad scene as well as what was going on in the larger society.

The Railfan Chronicles, Chesapeake and Ohio Railway and Norfolk and Western Railway in Michigan, 1975 To 2000

Hagerstown, Maryland's history is inextricably linked to the railroad. Hagerstown's nickname of the "Hub City" comes from the wheel-spoke effect that the many rail lines in and out of the city created. The first train cars from the Baltimore & Ohio Railroad reached the limits of Washington County on December 3, 1834, where the line crossed into Harper's Ferry, West Virginia. The railroad was instrumental in transporting both goods and passengers and helped spell the demise of the C & O Canal. Through the years, the railroads continued to ply the tracks through the county providing work for many, and transportation of freight and passenger service from Baltimore in the east to the great expanse of the country to the west. Today, passenger service no longer runs through Hagerstown, but freight service continues and trains are far from forgotten.

Western Maryland Railway, The

The Virginian Railway existed as a separate entity for only a half century, but that period of American history witnessed two world wars and the emergence of the United States as a global superpower. Henry Huddleston Rogers, who marshaled the development of the U.S. oil industry through his leadership of Standard Oil, invested \$30 million of his personal wealth into the making of the Virginian. He speculated that south-central West Virginia coal would fuel America's Industrial Revolution. Although Rogers died before his railroading dream could realize its full potential, the Virginian Railway continued on from 1909 until its merger in 1959 with the Norfolk and Western Railway (now Norfolk Southern). During that time, the Virginian grew to a point that it was originating from 1,200 to 1,500 hundred-ton carloads of coal per day and serving 60 active coal mines. It earned a reputation for power, service, and efficiency that placed it among the great railroads of America.

McDowell County Coal and Rail

Richmond Railroads