

Our Pictorial Railroad History

“To exit, hit the “X” on your browser’s tab for this page.”

The Great Bend Tunnel
also know as the Big Bend Tunnel
was constructed in the 1870s in Talcott, WV



The Great Bend Tunnel also known as *the Big Bend Tunnel*

Located near Talcott, West Virginia, a location about 10 miles east of Hinton, WV. The building of the tunnel was one of the largest construction projects by the Chesapeake & Ohio Railway (C&O) during the course of extending its rail line through West Virginia. When completed, it was the longest tunnel on the C&O mainline.

"Big Bend" is a name for a section of the Greenbrier River where the river literally makes a big bend around Big Bend Mountain. The distance around this u-shaped bend in the river is about eight miles. At this point, The C&O's surveying crew chose to avoid this lengthy bend by building a tunnel through the mountain.

The building of a tunnel of more than a mile and a quarter in length was quite an undertaking considering the technology available in the early-1870's. Crews found the hard, faulted shale of Big Bend Mountain resisted drilling and blasting. Once exposed to air, the shale would quickly become brittle, promptly cracking and crumbling into pieces. Recurring rock falls during construction of the tunnel killed many workers and mules used for haulage. An incredible amount of rock, totaling 22 million pounds, fell in one huge fall near the east end of the tunnel.

The construction of the tunnel was begun in 1870. The newspaper, The Border Watchman, of June 6, 1872, reported that construction crews broke through the mountain on May 31, 1872. In the latter part of 1872, the first train passed through the tunnel. However, it was not until 1873 that work was fully completed. In February of 1873, the first full freight train passed through the tunnel.

Although the tunnel was lined with timbers, recurring rock falls continued to be a problem for an entire decade following the tunnel's completion. In 1873 (some sources state 1876) an entire train crew was killed by a massive rock fall in the tunnel. To curb the falls, the C&O soon began a project to line the tunnel with brick, a project that took ten years and more than six million bricks to complete.

The Great Bend Tunnel Construction – 1872 Talcott, WV



The Great Bend Tunnel Construction – 1872 Talcott, WV



Early C&O Conductors – 1890

UNK - Oce Bobbitt - Bill Echols

(Photo Courtesy of West Virginia & Regional History Center)

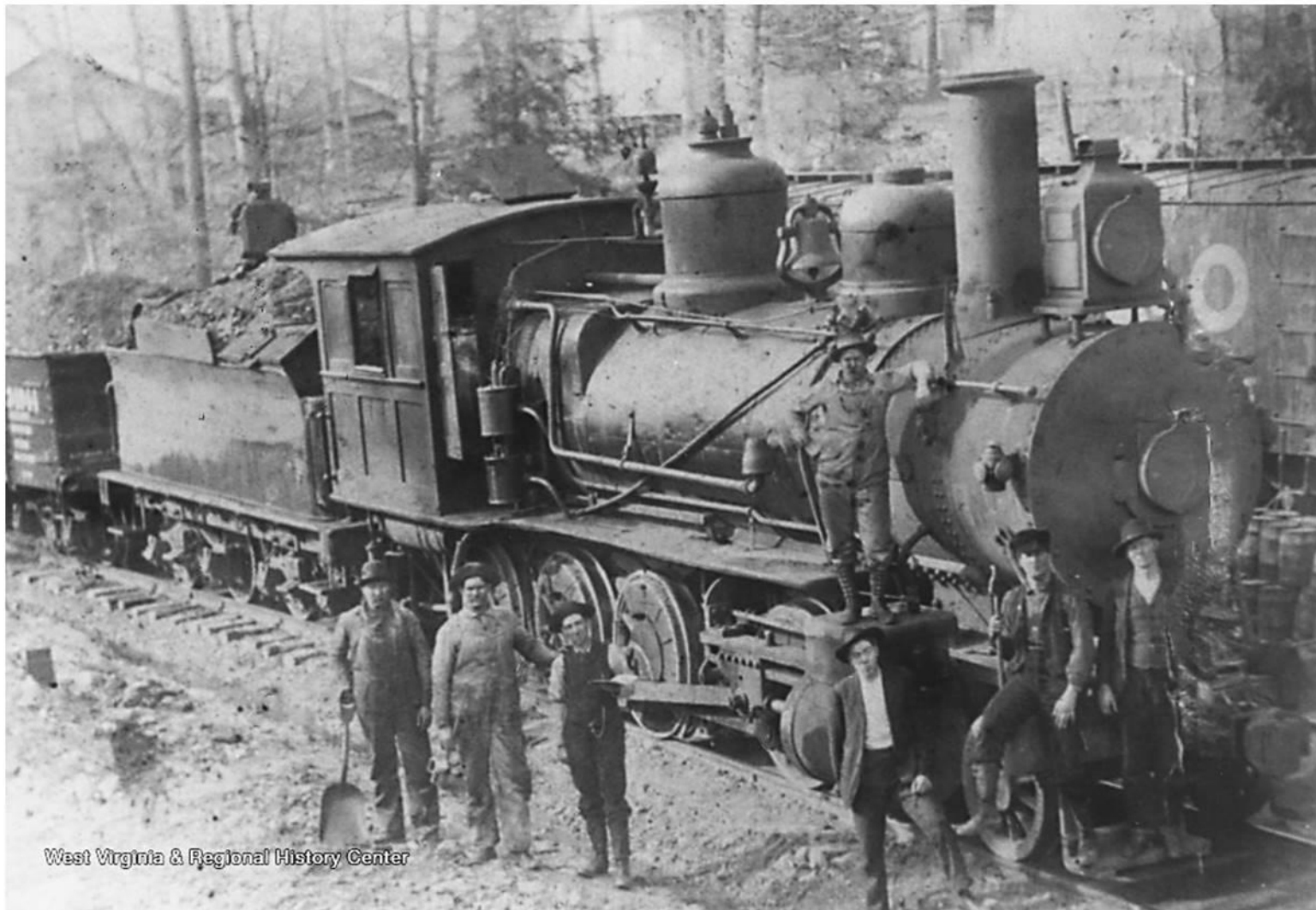


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Engine and Crew on Freight House Hill – ca 1890

Hinton, WV

(Photo courtesy of West Virginia and Regional History Center)



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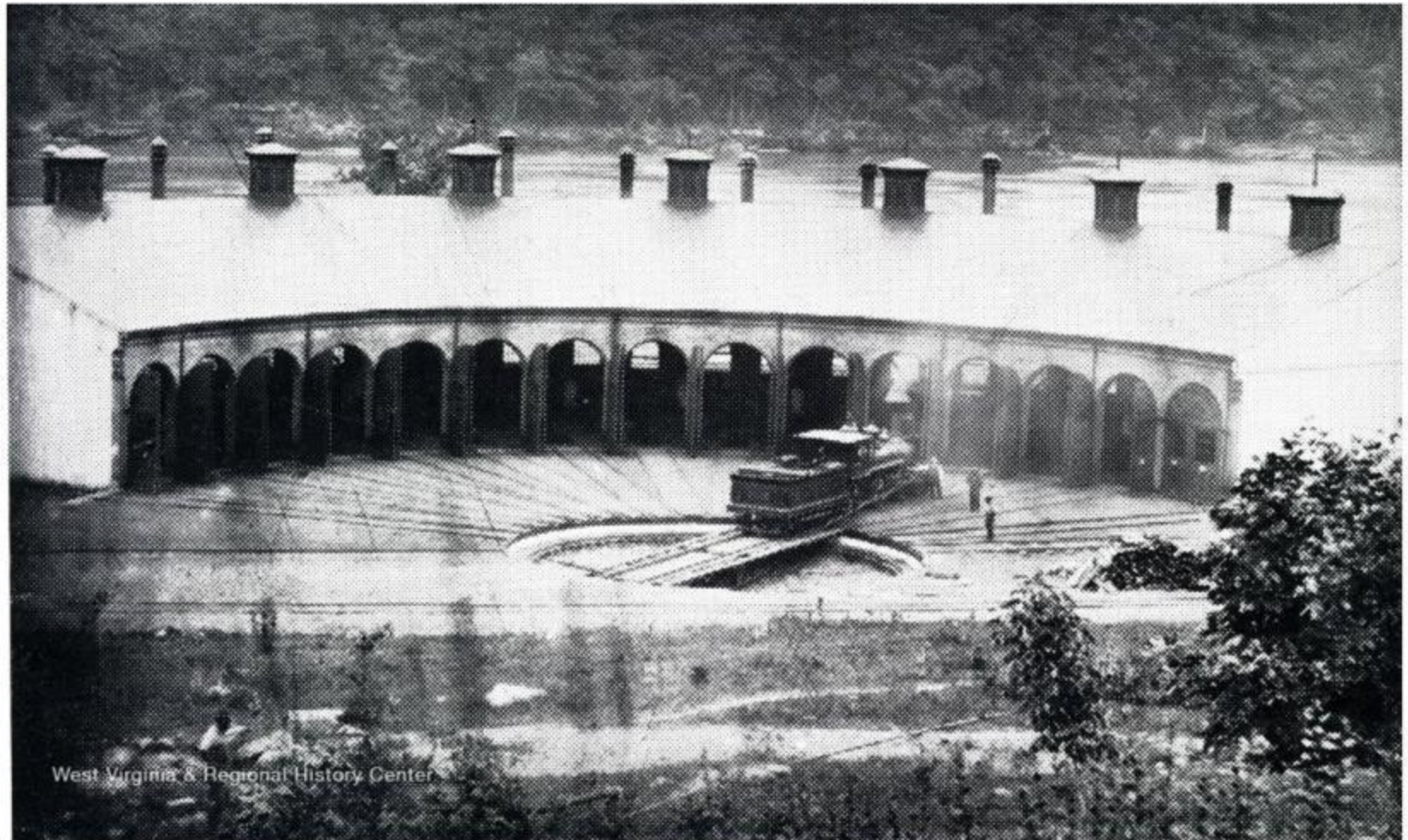
The Lilly Hotel – ca 1890
(Photo courtesy of the West Virginia and Regional History Center)



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First C&O Roundhouse in Hinton – ca 1893
Notice that New River is behind the roundhouse.
Hinton, WV

(Photo courtesy of the West Virginia and Regional History Center)

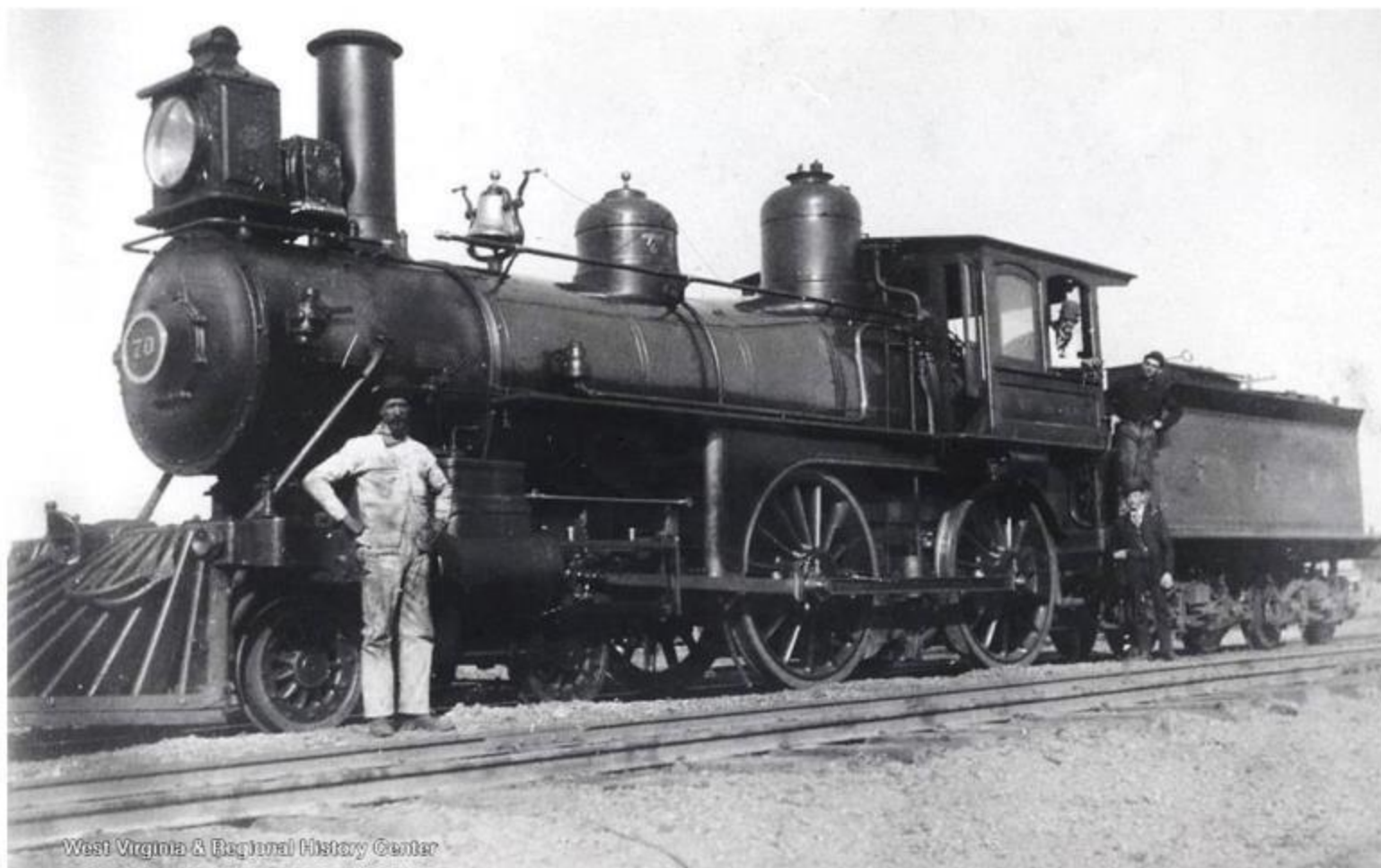


Legendary Engineer Billy Richardson - 1891

In white coveralls with Baldwin engine No. 70 at Huntington yard.

Background for “Billy Richardson’s Last Ride” on following pages.

(Photo courtesy of West Virginia and Regional History Center)



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Billy Richardson was an Unlucky Engineer

Hinton Daily News
November 7, 1903

Hinton Independent Herald
August 6, 1903

UNLUCKY ENGINEER

Despite all His Precautions, His Engine is Constantly Killing People.

Montgomery, W. Va., Aug. 3.—M. Powell, a coal miner living at Crescent, who was killed by train No. 5 Saturday was buried here to-day. The train which killed Powell was run by "Billy" Richardson, who has been the unfortunate engineer on the trains which have made the killings at this place. Mr. Richardson in order to avoid striking any one commences whistling a half mile above the dangerous

Crescent curve and continues whistling until it is completely passed. Saturday, Powell was on the track, and seeing a freight train approaching, he stepped off the east bound track in front of No. 5, which was approaching on the west bound; for some reason Powell did not heed the warning and the long train could not be stopped in time to prevent killing him. His body, badly mangled, was brought here and interred to-day. Mr. Richardson said to a friend at the depot. "I can't see how we can prevent these accidents. Sign boards warn the people off the tracks, I whistle for more than a half a mile before I come to that curve, but still they seem to get caught."

Struck by Torpedo

"Billy" Richardson, an engineer on the C. & O. fast passenger train between Hinton and Huntington, suffered a serious accident Thursday morning near Thurmond by being struck by a piece of tin from a torpedo that had exploded under the engine wheels.

Engineer Richardson was on Four and going at a rapid rate of speed when his engine ran over a torpedo, used as a danger signal. A piece of tin struck him on the nose cutting a considerable gash, and causing much pain. He would not desert his engine, however, and, after his wound had been dressed, climbed into the cab and stuck to his post until the train pulled into Hinton. It is thought he will be able to resume his run within a few days.

ENG. RICHARDSON KILLED AT SCARY

MAIL CRANE STRIKES VET.
ERAN RAILROADER ON THE
HEAD WHILE IN CHARGE
OF C. & O. TRAIN NO. 3

From Yesterday's Daily Issue.

W. S. Richardson, for 46 years in the service of the Chesapeake & Ohio Ry. Co., met almost instant death at Scary, just the other side of Charleston today. Mr. Richardson was leaning out of the cab window of No. 3's engine, in which he was in charge, when a mail crane struck him on the head. The body was taken on the same train to his home in Huntington to be prepared for burial.

The tragic death of the veteran engineer was received with profound regret by his many friends here, where he once lived and was so well and favorably known. He was familiarly known among his fellows employes as "Uncle Billy" and was very popular with the railroad men.

His run was between Hinton and Huntington, bringing No. 4 here in the morning and returning a few hours later in charge of No. 3 to Huntington.

Mr. Richardson is survived by a wife and several children. He was about 65 years of age.

Billy Richardson's Last Ride

A popular train song commemorates the death of a locomotive engineer in the Kanawha Valley of West Virginia. Billy Richardson, an engineer on the Chesapeake & Ohio Railroad from 1878 to 1910, was known to run fast and on time. People along the C&O recalled that Richardson would wave and whistle as his train sped by, his long beard flying in the wind. The affable engineer developed a habit of leaning far out of the right cab window.

Richardson's usual run was from Hinton to Huntington and back. On December 14, 1910, he was running west toward Huntington. Passing through Scary, near St. Albans, Richardson blew the whistle and stuck his head out the window to look back. The mail crane, a track-side device from which trains snatched mail bags on the fly, hit Billy Richardson in the head, pounding his left temple. The fireman, Cecil Lively, brought the train into Huntington on time. Richardson died shortly after reaching the hospital there.

On August 10, 1926 Carson Robison copyrighted "Billy Richardson's Last Ride" with words credited to C.C. Meeks.

Vernon Dalhart recorded it for Columbia, Okeh, Victor, Pathe, Plaza, Gennett, and Brunswick record companies.

Billy Richardson's Last Ride
Lyrics by: Cleburne C. Meeks in 1926

*Through the West Virginia mountains came the early morning mail;
Old Number Three was westbound, the fastest on the rail.
She pulled right into Hinton, a junction on the line,
With a Baldwin Mountain engine, they made the run on time.*

*Billy Richardson at Hinton was called to take the run,
To pull the fastest mail train from there to Huntington.
His fireman he reported for duty on the line,
Then reading their train orders, left Hinton right on time.*

*Then Billy told his fireman that he would happy be
If he could die while pulling a train like number 3.
"I want to die on duty, right in my cab," said he,
"While pulling eastbound number 4, or westbound number 3.*

*The fireman then said, "Billy, you know you are old and gray,
Your name is on the pension list. You should retire some day."
But Billy said, "Dear fireman, the truth I'm telling you.
I must die right in my engine cab and nothing else will do."*

*Then pulling down New River came westbound number 3.
By Thurmond, then by Cotton Hill, no danger could he see.
His head then struck a mail crane while pulling down the line.
He'll never pull his train again, to Huntington on time.*

*He's pulled the fastest time freights. he's pulled the US Mail.
He's pulled the fast excursions to the music of the rail.
He lost his life on duty in his engine cab so free.
While pulling in Montgomery, on westbound number 3.*

*Now ladies, if your husband is a railroad engineer,
You know he is in danger, and death is ever near.
You know he loves you dearly when he is by your side.
Remember well that his next run may be his farewell ride.*

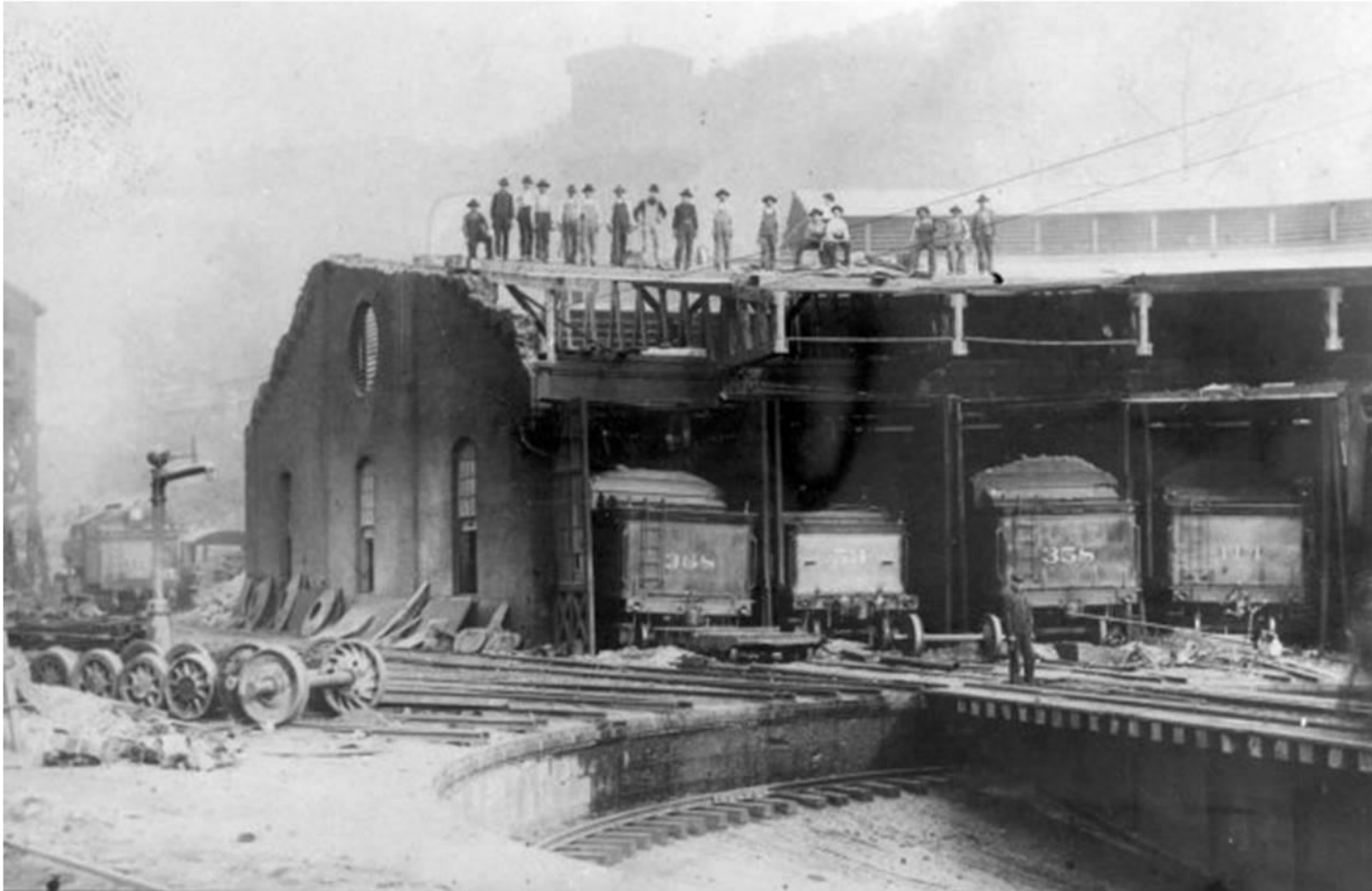
Hilldale Telegraph Office – 1894



Octagonal Telegraph Tower – 1895
Wiggins, Summers County, WV
(Photo courtesy of West Virginia & Regional History Center)



C&O Roundhouse – Year Unk



In 1892 the C&O completed construction of the roundhouse with 17 engine stalls and a car repair shop that would hold 40 cars. The roundhouse employed 370 men and the car shop 170.

Neighborhood Gathering - 1900

Great Bend Tunnel, Talcott, WV

Names provided on following page.

(Photo courtesy of the West Virginia and Regional History Center)



Great Bend Tunnel Gathering - 1900 - NAMES

Pictured L-R:

Top of Hill – Rosa Jones, Rena Jones, Fannie Huston Rhode, and UNK;

Next Group Below – 3 UNK women, 1 UNK man and Amy Jones Miller;

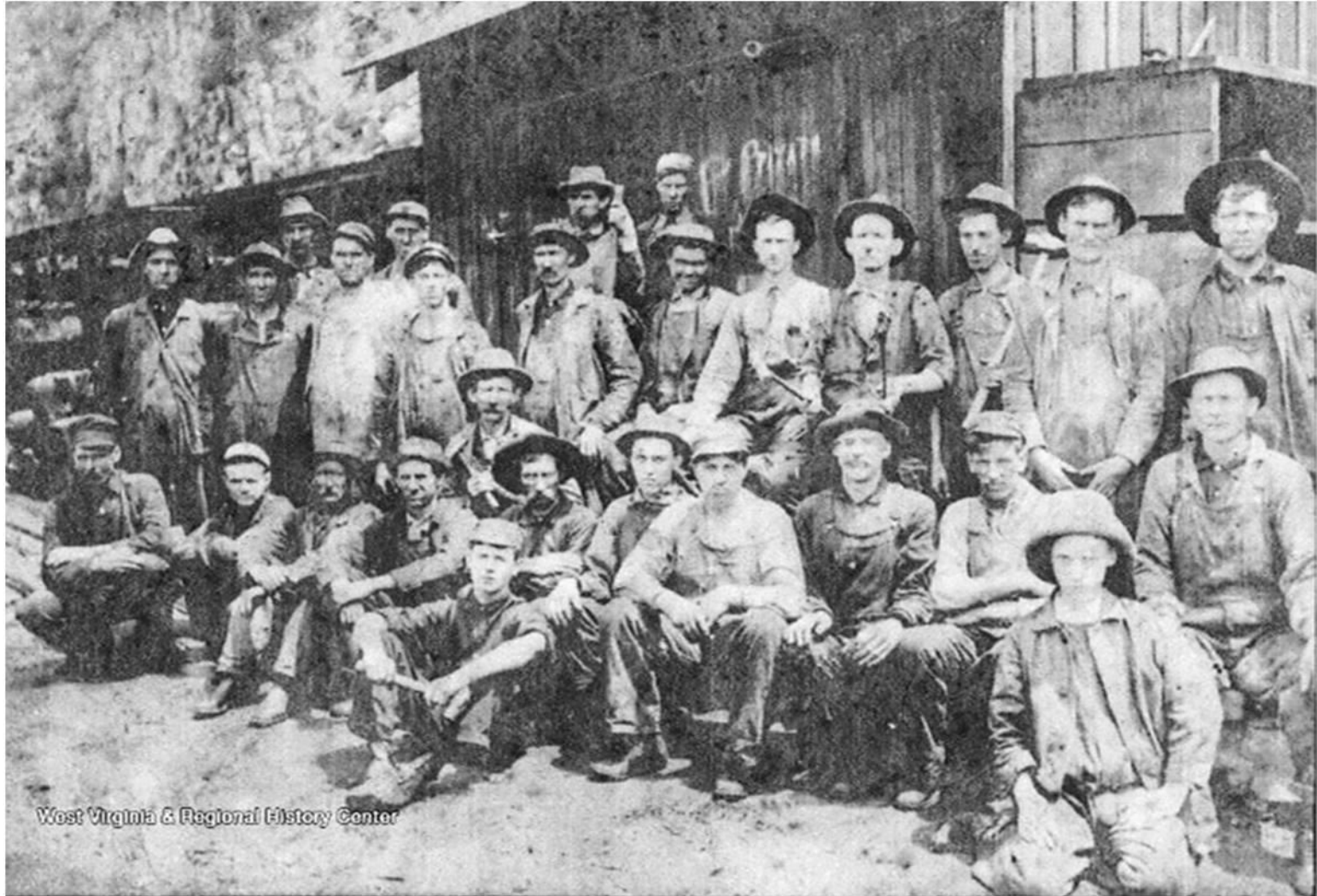
On The Track: Maggie Jones Eades, UNK man and UNK child:

**On Side of Track: F.W. Jones, Nora Gillespie Lively, Edna Keaton, UNK
and Carrie Hill Grimes Howell**

C&O Railroad Workers – 1900

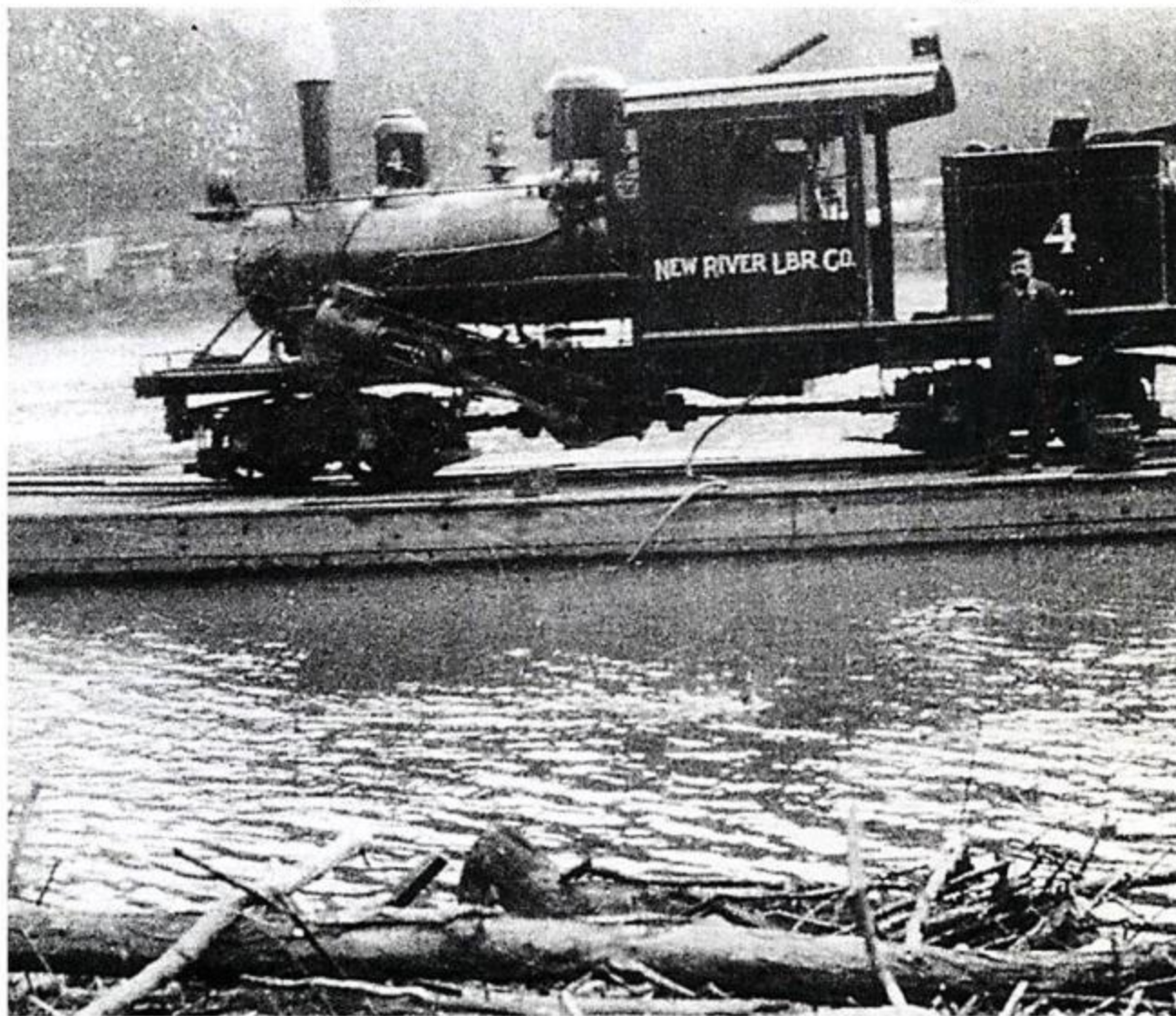
Avis, WV

(Photo courtesy of the West Virginia and Regional History Center)



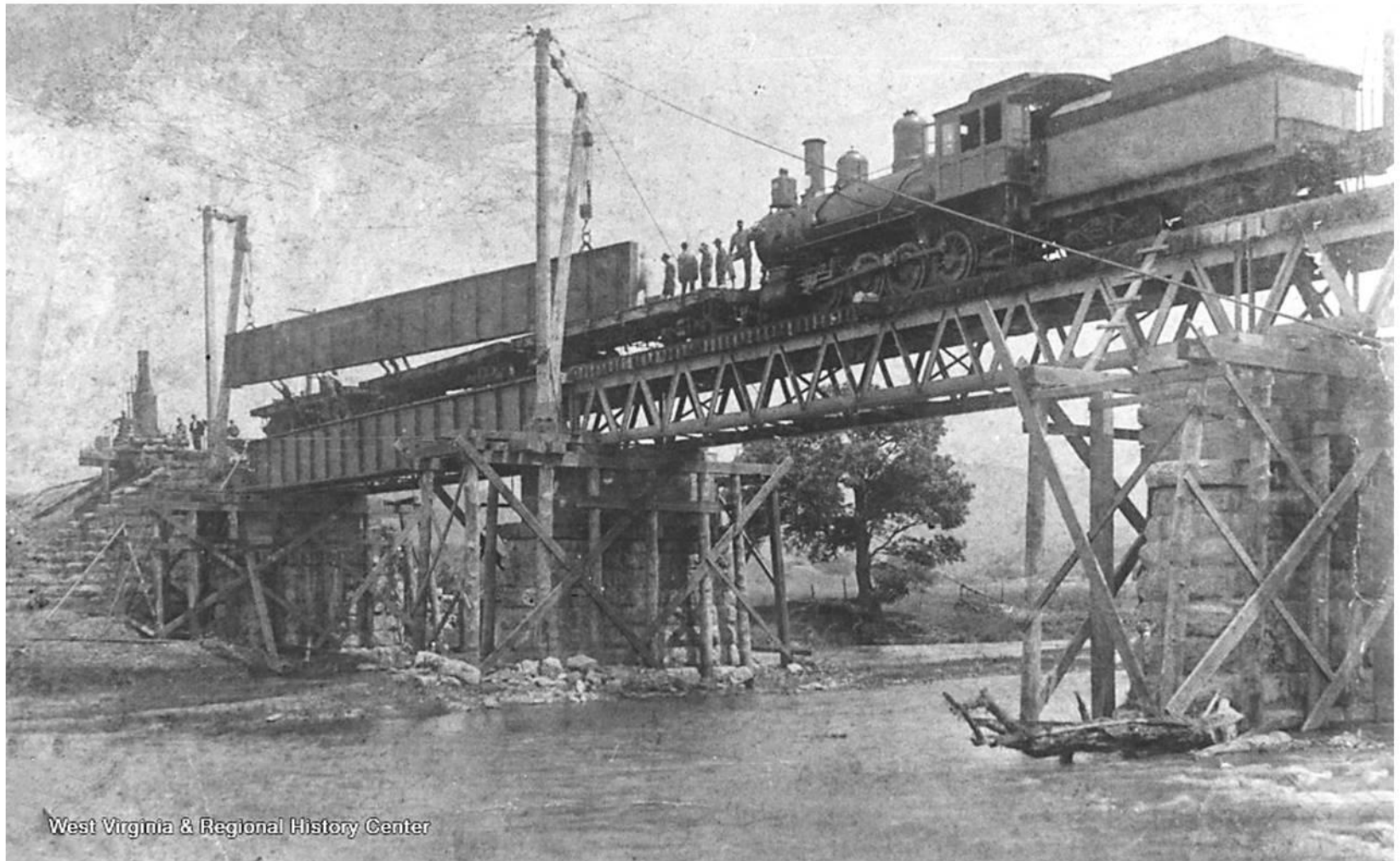
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**New River Lumber Co. Class B Climax Locomotive - ca 1900
Transiting New River near Hinton via barge.**



Rebuilding C&O Bridge over Greenbrier River - ca 1900 Lowell, WV

(Photo courtesy of West Virginia and Regional History Center)



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Finishing Touches on C&O Bridge over Greenbrier River - ca 1900 Lowell, WV

(Photo courtesy of West Virginia and Regional History Center)



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Newly Constructed C&O Bridge over Greenbrier River - ca 1900 Lowell, WV

(Photo courtesy of West Virginia and Regional History Center)



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**C&O Railway Company - CW Cabin Telegraph Station
West End - Hinton - 1904
Wyatt Morris - Telegraph Operator**

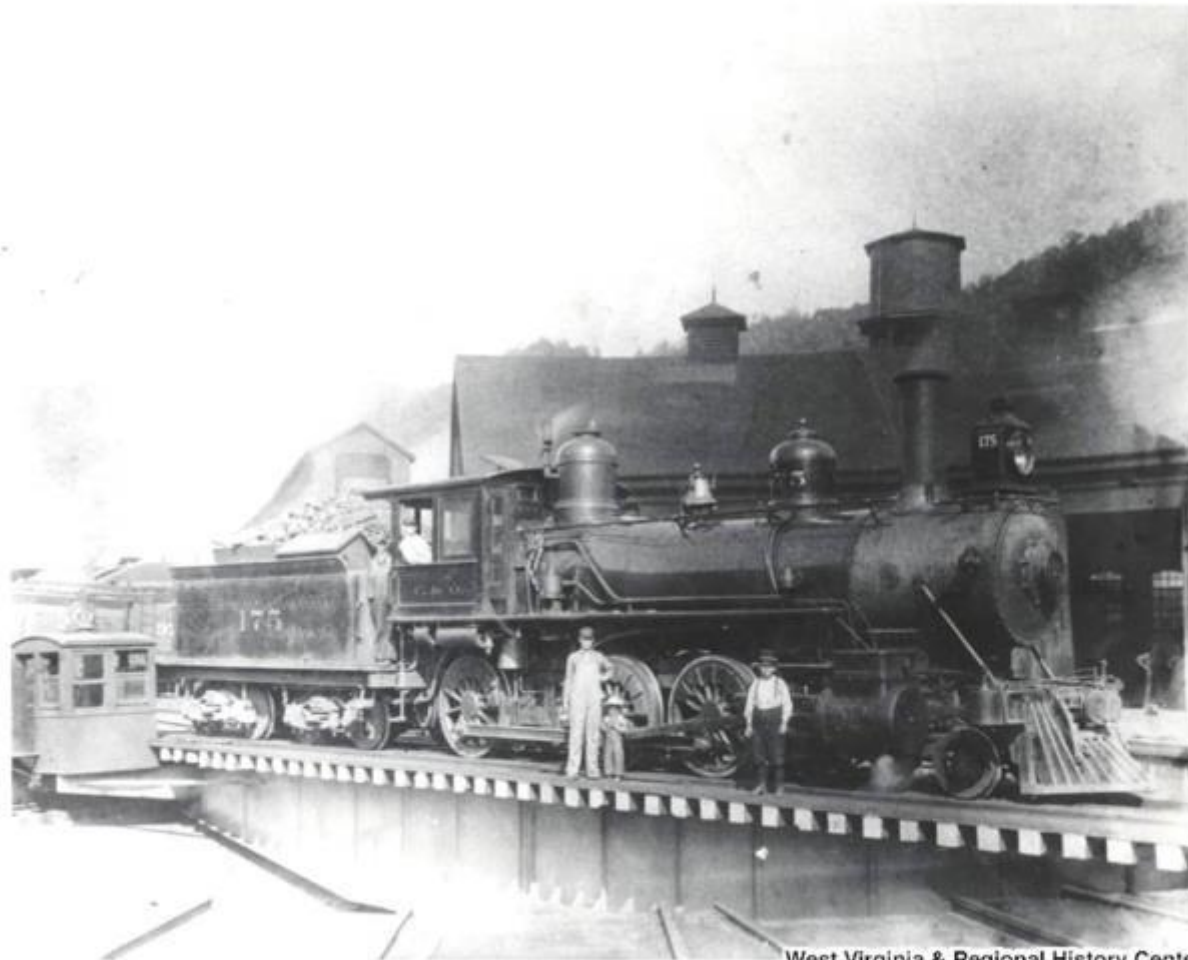


C&O Engine 175 on Turntable – 1905

Stoddard family taking a ride.

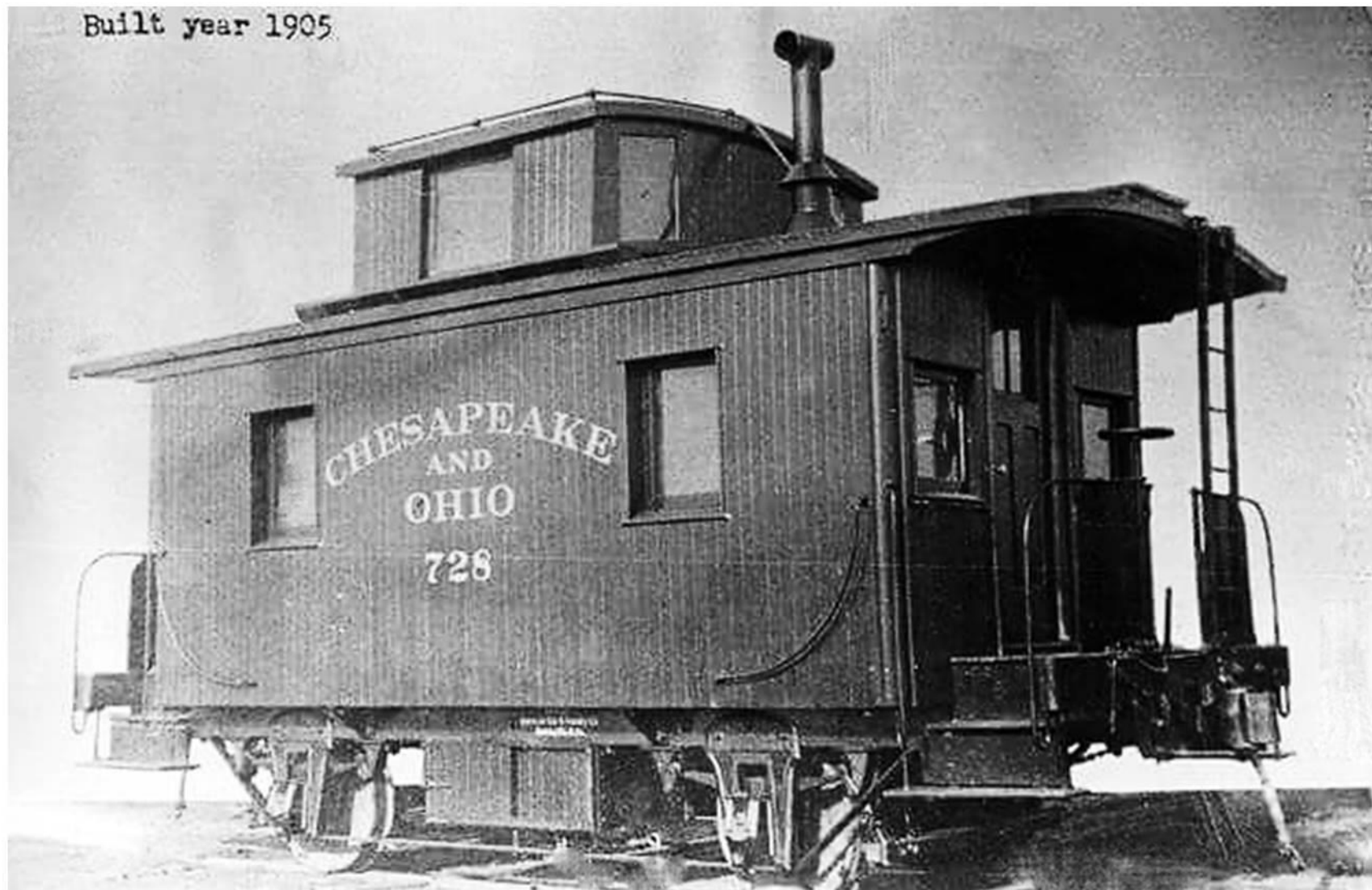
The Turntable was 100ft long with a circumference of 900ft.

(Photo Courtesy of West Virginia & Regional History Center)



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Early C&O Caboose Built in 1905

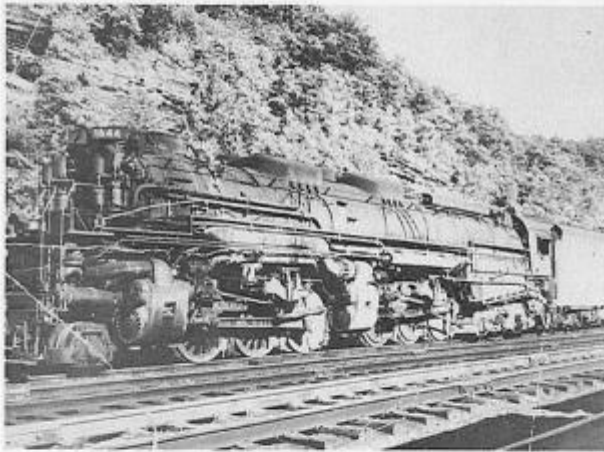


Steam Engine #1600

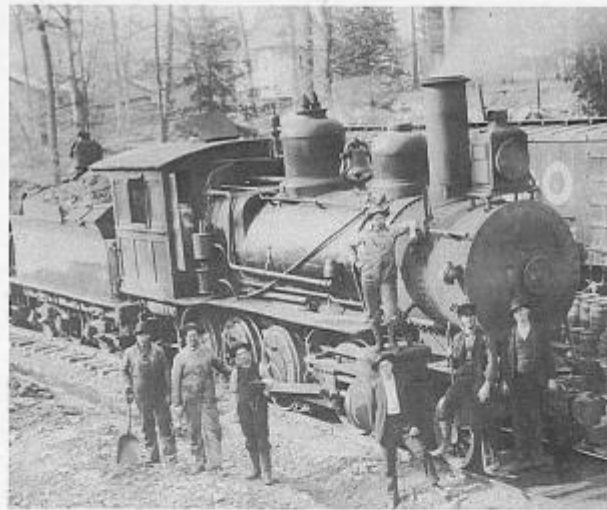
Logger Engine

ca 1906

Early Railroaders



The 1600 type steam locomotive - the most powerful ever built - was used mostly on Alleghany Mountain runs between Hinton and Clifton Forge. The engine and tender weighed 1,197,400 pounds; the tender held 25 tons of coal and 25,000 gallons of water.

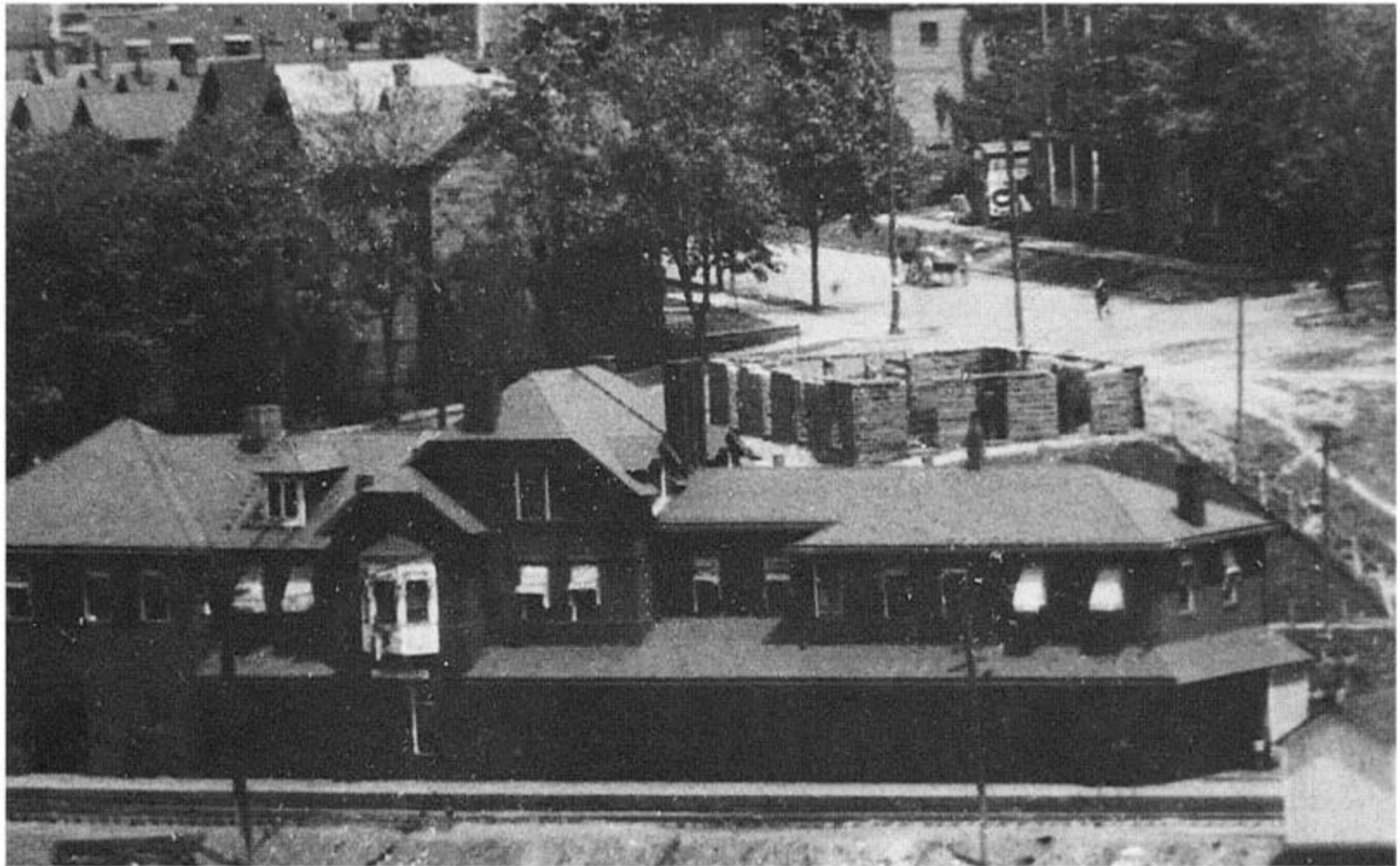


Early Railroad Logging Engine

**C&O Railway Yards
Hinton, WV
1906 Postcard**



Hinton Passenger Station 1906



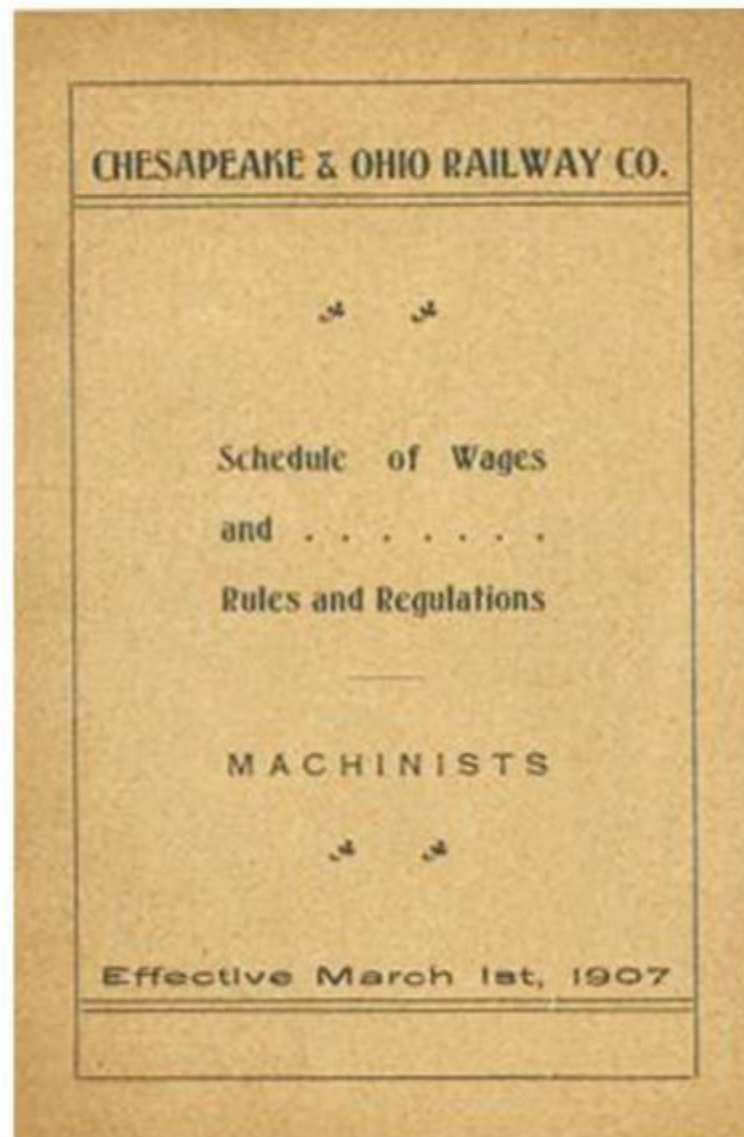
C&O Passenger Station - ca 1900
(Photographer – J.R. Shelkett)



Hinton Railroad YMCA – ca 1906
Destroyed by fire December 6, 1911
Corner of Second Avenue and Summers Street
(Photo courtesy of West Virginia and Regional History Center)



**C&O Schedule of Wages
Rules and Regulations
Machinists - 1907**



Fast Flying Virginian Wreck - March 12 1907
Near Wiggins, Summers County, WV
(Photos courtesy of West Virginia and Regional History Center)



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Postcard – Wreck of C&O Train No. 3 Near Hinton – March 12, 1907



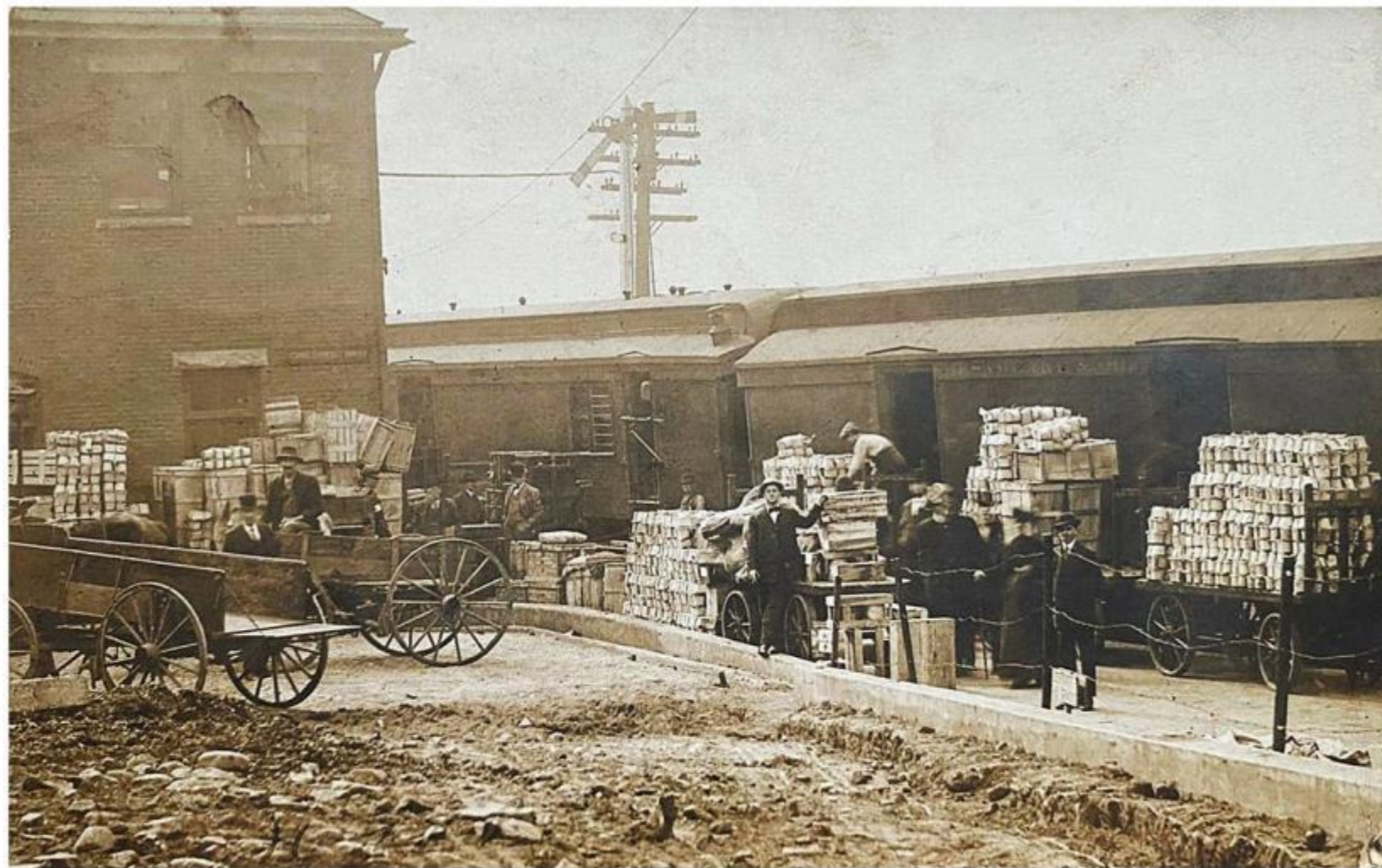
Post Card – New C&O Depot and YMCA – 1908
Hinton, WV
(Photo courtesy of the West Virginia & Regional History Center)



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NEW C. & O. DEPOT AND Y. M. C. A. AT HINTON, W. VA.

C&O Train Station – 1909
(Photo courtesy of the Harry Bryson Collection)



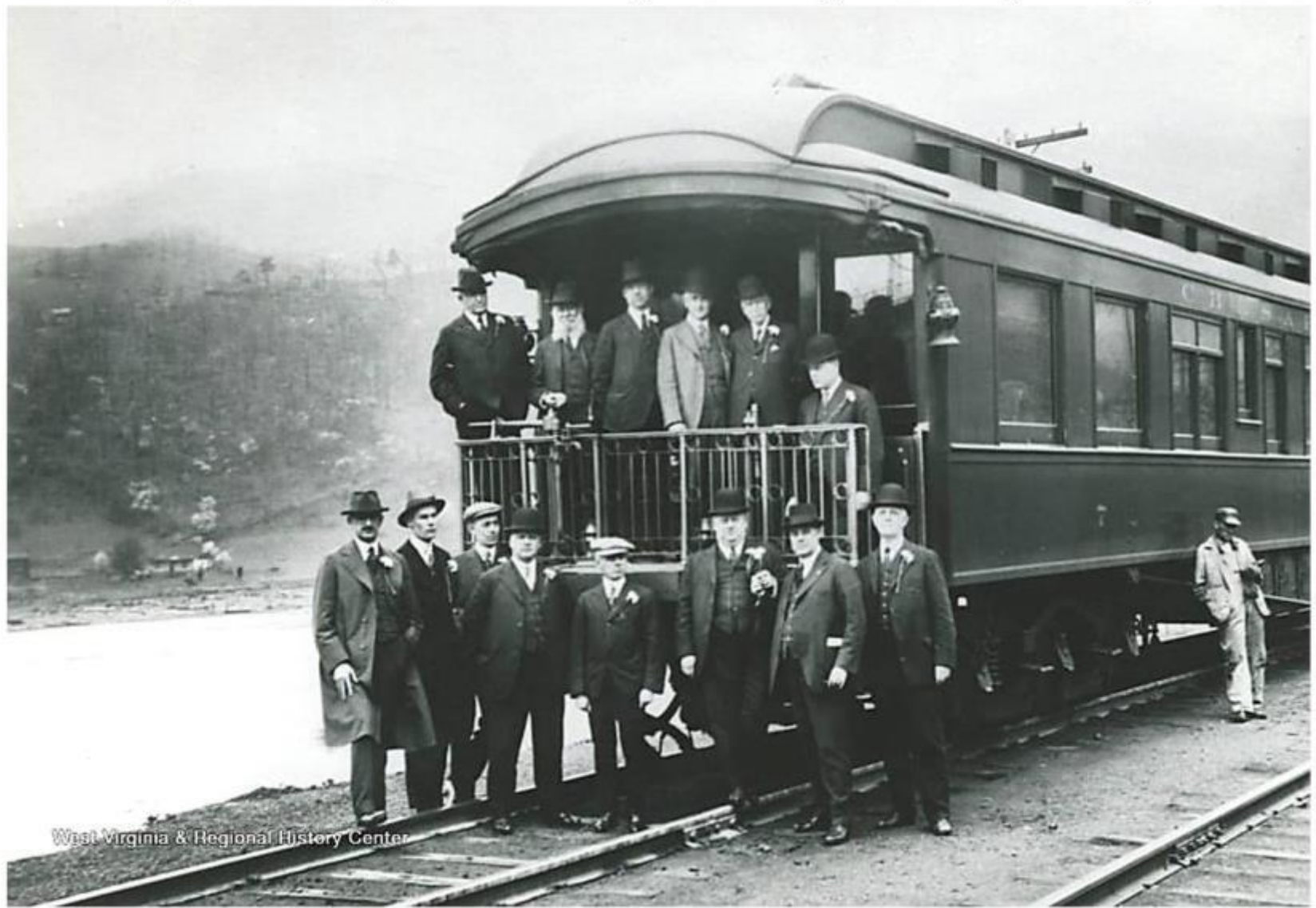
C&O Engine 128 - ca 1910
Alco-Brooks Locomotive Works Class C-6, 0-6-0
Hinton Yard
(Photo courtesy of West Virginia and Regional History Center)



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C&O President George W. Stevens and Associates – 1910

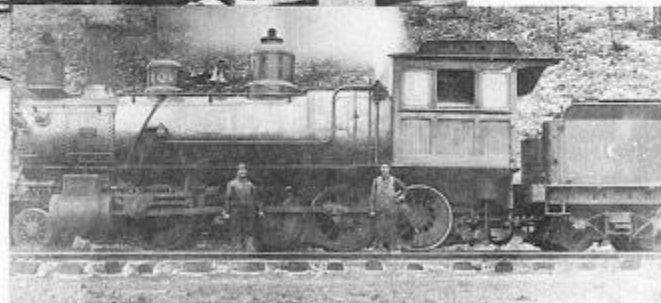
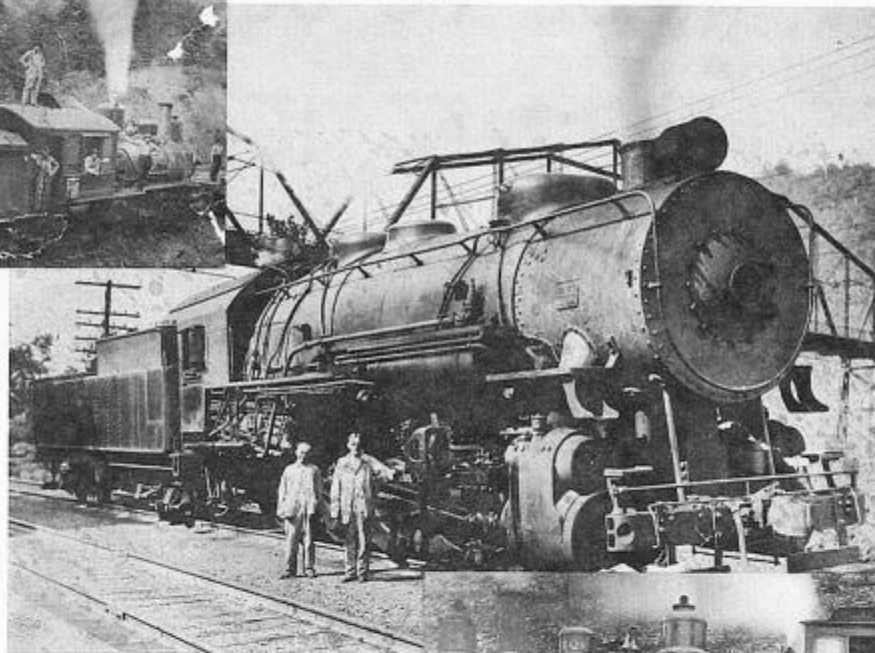
To the right is Car Inspector John Doyle, Sr. His job is to detect & prevent a Hot Box.
(Photo courtesy of the West Virginia and Regional History Center)



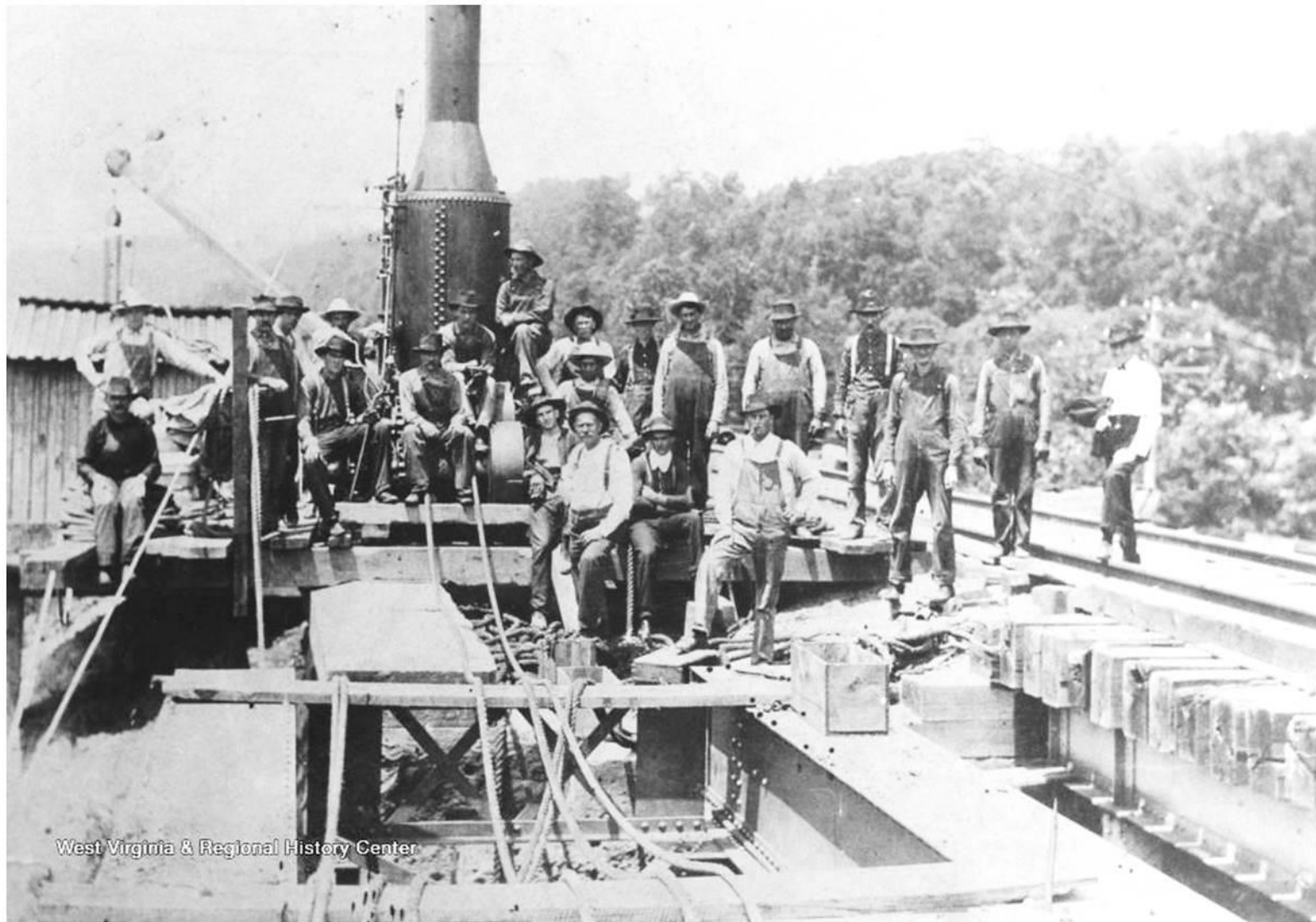
Railroad Postcard - Hinton ca early 1900s

Railroading in Hinton

ca. 1900



Railroad Bridge Trestle Under Construction – 1910
Forest Hill District, Summers County, WV
(Photo courtesy of the West Virginia and Regional History Center)



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C&O Train Station – 1910
Adams Express Company

C & O Train Station
"Adams Express Co."
1910



Hinton Railroad YMCA – ca 1910
Destroyed by fire December 6, 1911
Corner of Second Avenue and Summers Street
(Photo courtesy of West Virginia and Regional History Center)



The Hinton Railroad YMCA Fires of 1911

The YMCA was damaged by fire on three separate occasions in 1911.

January 3, 1911

December 4, 1911

The third and final fire on December 6, 1911 totally destroyed the building.

The following newspaper article describes the final event.

The Hinton Railroad YMCA Fire

The Independent Herald - December 7, 1911

FIRE AGAIN WIPES OUT Y. M. C. A.

THIRD CONFLAGRATION IN
YEAR—NOTHING BUT
FOUNDATION IS
LEFT

From yesterday's daily issue.

The fire alarm was sounded between 5:30 and 6 o'clock yesterday morning. The fire proved to be at the Young Men's Christian Association building, on Second avenue near the passenger station. Mr. S. D. Weeks, the secretary had on the 1st of the month assigned Ernest Pitzer to the work of looking after the affairs of the building at night. Mr. Pitzer heard a roaring prior to the discovery of the fire, but took the

noise for that made by an engine on the tracks. When he looked out the window of the building he saw that practically the entire basement was ablaze. His first thought and duty was to awaken the sleeping men upstairs, which he did. The building being a frame structure it burned with great rapidity and by the time the fire companies arrived the fire had gone beyond control. Owing to the inflammable material of the building the blaze went a great distance up in the air and burning chunks of wood went perhaps a hundred feet or more, upward. A tremendous explosion in the early stages of the fire is supposed to have been the boiler in the basement.

Assistant Sec'y L. C. Scott occupied a room in the building. Mr. Pitzer aroused him and Grover Angel, but they went back into the burning building and on their return found their exit cut

The Hinton Railroad YMCA Fires (Continued)

The Independent Herald December 7, 1911 (Continued)

off by the fire. In escaping from the second story porch, Angel was painfully hurt by falling therefrom to the ground below, knocking out some teeth and otherwise slightly hurting himself. Mrs. Fredeking's property nearby was slightly scorched and required considerable attention to save it.

The loss, which is fully covered by insurance, will probably reach \$3,500 or \$4,000.00. The insurance is carried by the C. & O. R'y Co. Nothing but the foundation is left. Practically all the equipment was burned.

This is the third time this institution has been visited by fire in the past year. The first time was in January and the second in May. The structure was practically wiped out in May and there is no doubt about it being in ashes since the last fire. It had just been recently rebuilt,

but was constructed around the same old defective flue that has been the buildings ruin in each fire. The situation has convincingly illustrated the folly of erecting a frame, inflammable structure on the present site. It is sincerely hoped the Chesapeake & Ohio R'y Co. will give us a magnificent new Y. M. C. A., more handsome, durable and safer against fire. This being a terminal point and home for many hundreds of the company's employees, it seems that Hinton should have a building of this kind commensurate with the seemingly apparent demand that existing conditions and the city deserve.

C&O Passenger Station - ca 1912
(Photo courtesy of Harry Bryson)



Hinton Passenger Station Fire - 1913
Gutted by fire April 7, 1913
Directly below the Railroad YMCA
(Photo courtesy of West Virginia and Regional History Center)



Regional History Center

The Hinton Passenger Station Fire

Hinton Daily News - April 7 1913

PASSENGER STATION GUTTED BY FIRE

STUBBORN BLAZE PLAYS
HAVOC WITH C. & O. OF-
FICES AND DESTROYS
VALUABLE FILES

From Monday's Daily.

At 2:45 o'clock this morning fire broke out in the attic over the dispatcher's offices in the passenger station. When first discovered a blaze was issuing from the roof and it was thought it could be placed under control without much damage, but it proved one of the most stubborn conflagrations ever witnessed here, this being in a measure due to a slate roof and other disadvantages that so frequently hamper fire fighting. The blaze is

thought to have originated in the file room in the attic from a defective wire. Considerable water was played on it, but it nearly destroyed two-thirds of the building before it began to show defeat from the fire company's efforts. The second alarm brought other reinforcements. The lower end of the depot, except the walls, is a wreck, this practically being true of two-thirds of the building, especially the upstairs. Much damage has naturally resulted from water. The worst loss is in the destruction of valuable records of the company, though a majority of the equipment of the entire building was saved. The Adams Express Co. saved all its effects, and the ticket office equipment was preserved. The main damage to the downstairs is due to water. The upper end of the building is little damaged. The C. & O. lunch stand is doing business at his ac-

The Hinton Passenger Station Fire

Hinton Daily News - April 7 1913 (Continued)

customed place and Supt. Harris' offices and Chief Clerk Houchins' office, upstairs, are in fair condition. Chief Dispatcher Curry's and his aids offices and the five offices occupied by the supervisors were destroyed. Trainmaster Falconer's office is also no more. Officer Duke maintained an office in the upstairs of the building. He had a great and interesting collection of guns, pistols, rogue gallery adornments, relics, etc. He says he saved 11 guns, but places his loss at about \$1,800.

After summing up the wreck this morning every fellow on the force, from Supt. Harris to Tom Kirby, cheerfully and energetically went to work to cope with the situation and by 10 o'clock each knew "where he was at." Temporary offices of the trainmaster and supervisor's will be maintained in the Y. M. C. A. Timekeeper John Craynon will

be located in the office of the chief clerk and his office will be occupied by the dispatcher's offices. The ticket office will be in a downstairs waiting room. A temporary building was erected at the upper end of the depot today for a baggage room. The building is insured for \$6,000. The loss is variously estimated at from \$4,000 to \$6,000.

Hardly had the fire sufficiently cooled until Supt. Harris and other officials had placed a force of men to work clearing away the debris, preparatory to rebuilding. It is thought that in a few weeks the depot will be better and more modern than ever.

Hinton Passenger Station Reconstruction after Fire - 1913

(Photo courtesy of West Virginia and Regional History Center)



& Regional History Center

Hinton Railroad Passenger Depot Steam Passenger Train - 1913



C&O Telegraph Tower, GN Cabin - 1914
Operator Mr. McDonald - Lowell, WV
(Photo courtesy of West Virginia and Regional History Center)



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Hinton Depot Dispatcher's Quarters – 1915

L-R: T. E. Hanifin (dispatcher), F. L. Cox (dispatcher), J. D. Germer (Dispatcher), T. A. Kirby (clerk), E. M. Curry (chief train dispatcher), O. E. Houchins (chief clerk to sup't) and M. A. Boland (assistant train master).

(Photo courtesy of West Virginia and Regional History Center)



Hinton Passenger Depot, YMCA, and Brunswick Hotel – 1915
(Photo courtesy of West Virginia and Regional History Center)



MW Cabin - 1915

Hilldale, WV.

(Photo courtesy of West Virginia and Regional History Center)



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New Hinton Railroad YMCA Post Card – ca 1915
Replaced the Original YMCA which was destroyed by fire December 6, 1911
Corner of Second Avenue and Summers Street
(Photo courtesy of West Virginia and Regional History Center)



Hinton YMCA

Like dozens across the country, the Hinton YMCA was a “Railroad” YMCA. In the late 1800s railroad companies teamed with the YMCA organization to secure affordable lodging for train crews who had to spend the night before returning to their home town. The first Railroad YMCA was organized in 1872 in Cleveland, OH.

Hinton’s original YMCA was built in the early 1900s, and was totally destroyed by fire in 1911. The current building was built in the same location at the corner of Second Avenue and Summers Street.

The new building had approximately 20 rooms on the second floor and an additional 5 rooms in the basement, which also had a common kitchen. Railroad crews from Clifton Forge and Huntington could spend the night at the “Y” prior to returning to their hometowns the next day. Likewise, Hinton crews could spend the night in Clifton Forge or Huntington during their layovers as well.

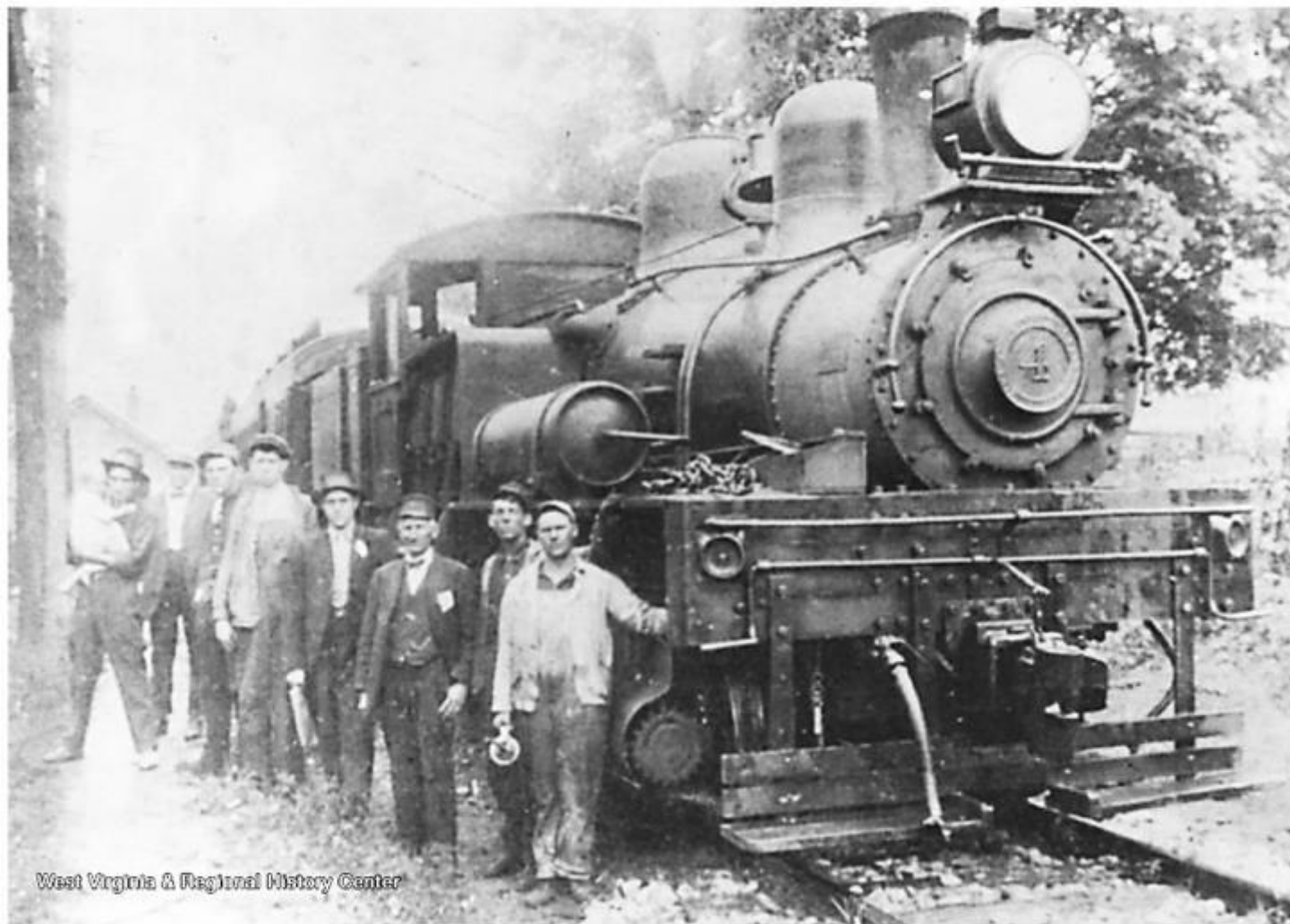
As the railroad declined, there was less and less need for crew lodging. The building was made handicap accessible and became the Senior Citizen Center.

Sewell Valley Passenger Train – 1917

Meadow Creek, WV

Names provided on following page.

(Photo courtesy of the West Virginia and Regional History Center)



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Sewell Valley Passenger Train – 1917
Operating Between Rainelle, and Meadow Creek, W. Va.

**From L-R: Harry Lee (holding his daughter, Lucy), Lum Bennett
Emmitt Crotty, Cap. Starrett Moore, John Dobbins, John Wilt,
Mark Perkins, and Mitchell Dilly.**

Earnest Bleau Telegrapher - 1918

Pictured on top of a railroad bicycle or “velosipede” used to get him to the different telegraph offices that he had to work at on the New River Division.

(Photo courtesy of West Virginia & Regional History Center)



Grace Mills Diefenbach – 1920

**C. & O. Railroad Telegraph Operator and the horse she rode to and from CW cabin.
(Photo courtesy of West Virginia and Regional History Center)**



Early C&O Motor Car – 1920

L-R: young Raymond Miller, George Miller, young W. L. Miller and Unk Motor Car Operator
RK Cabin, Brooks, WV

(Photo courtesy for the West Virginia and Regional History Center)



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Hinton Passenger Depot early 1920s



C&O Railroad Station

The Hinton station was built for the Chesapeake & Ohio Railway (C&O) in 1905 as a division terminal. The station and tracks lie along a bend in the New River; in a quirk of engineering, the eastbound trains pass southwest through the station and westbound trains pass northeast. The otherwise two-story depot has a middle section that stands at three stories and is built entirely from red brick with a rock-faced stone belt course that runs at the window heads. The porch coverings are supported by heavy wooden brackets that feature a wood-fan pattern trim.

By 1905, when the station was built, Hinton was a booming railroad town. The rail traffic was primarily coal. It was an assembly point for shorter coal trains from area mines to be combined into longer trains that would be sent east to the port of Hampton Roads, Va.

Roundhouse Workers – 1925

Donald Brightwell on steps of the train Mr. McClean in the window

Standing on the ground is A. F. “Pete” Sents and Fred Worles

(Photo courtesy of West Virginia and Regional History Center)



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Hinton West Yard – 1925

A.F. “Pete” Sentz changing bulb on light pole.

(Photo courtesy of the West Virginia and Regional History Center)



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C&O Shop Apprentices – 1927

Names provided on following page.

(Photo courtesy of West Virginia & Regional History Center)



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C&O Shop Apprentices – 1927 – Names

Photo of Machinists, electricians, carman, etc.

Front Row L-R: Jack Wicker, "Dec" Meadows, Jim Lindsay, Lynn W. McMann, Ted Haythe, Charley Young.

Middle Row L-R: Hershel Gilpin, Raymond Thornton, Bill Lovelace, Bob Terry, Norvel "Dink" Reid, Charlie Norris.

Back Row L-R: Ferrell Harford, Ike Bowman, Merritt Reid, Moody Burdette, EK "Toots" Rogers, Meredith Nicely, Chris Baer, WA "Fatty" Arrington, "Blu Jay" Nicely, JD "Dizzy" Turner.

Mail Carrier Donnie Gwinn – July 15, 1928

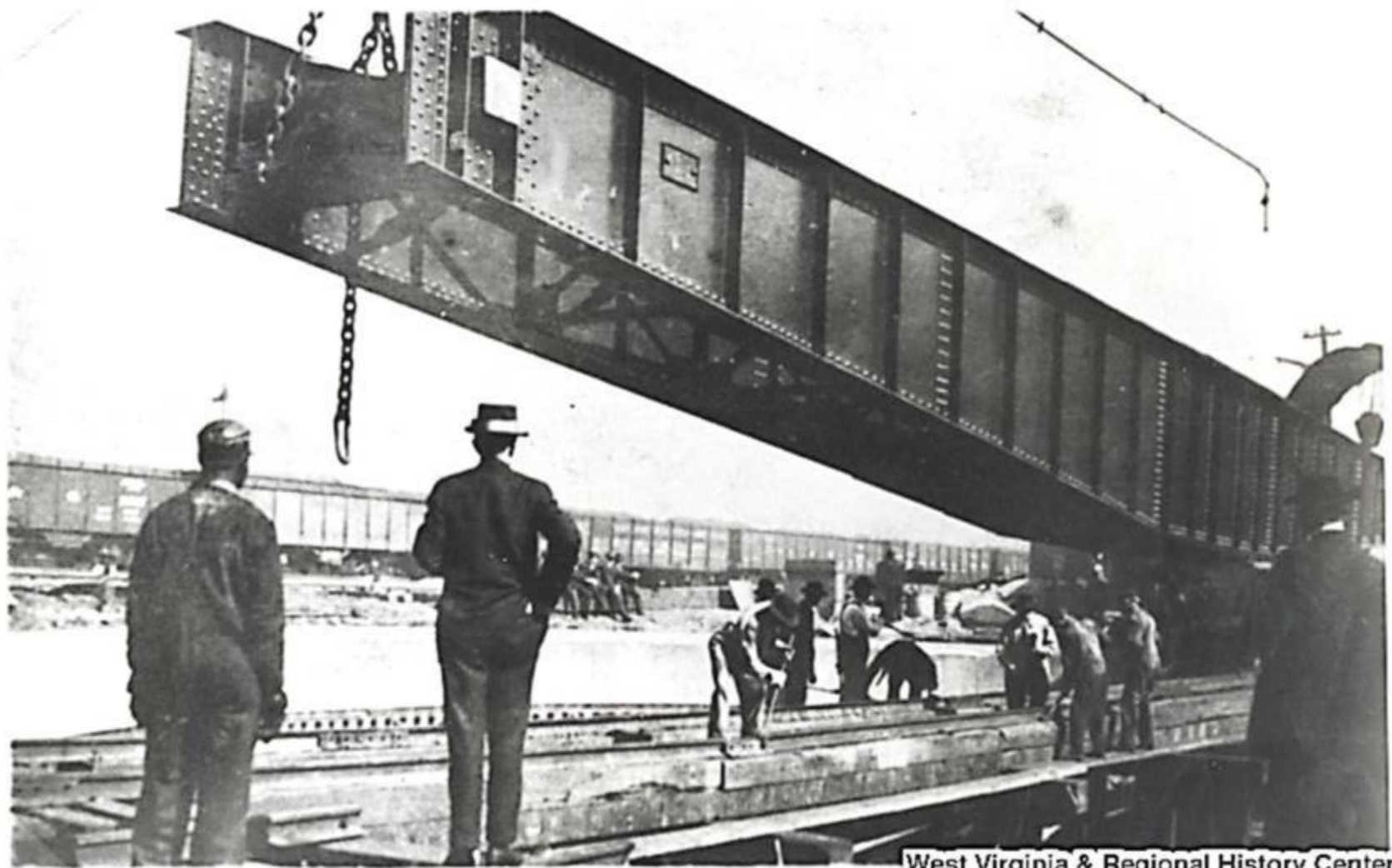
Mail Carrier Donnie Gwinn & his horse Gurly, waiting on C&O train's 13 & 14 at Meadow Creek, Summers Co. He hauled the mail back to the Nicholas, Fayette & Greenbrier Railroad that ran to Rainelle, Greenbrier Co.

(Photo courtesy of the West Virginia and Regional History Center)



Turntable Under Construction – 1929

(Photo courtesy of West Virginia and Regional History Center)



West Virginia & Regional History Center

**Hinton, WV YMCA
ca late 1920s -early 1930s**



Hinton Train Station and Temple Street Bridge 1930

(Photo Courtesy of West Virginia and Regional History Center)



West Virginia & Regional History Center

First Shift Crew - Outside Roundhouse - 1930

(Photo courtesy of West Virginia and Regional History Center)



**Ladies on the train
ca UNK**



A small C & O railway “Section Gang Cart” near Meadow Creek Station – ca 1930
(Photo courtesy of the West Virginia and Regional History Center)



West Virginia & Regional History Center

**Old and New MW Cabin - 1931
Hildale, WV.**

(Photo courtesy of West Virginia and Regional History Center)



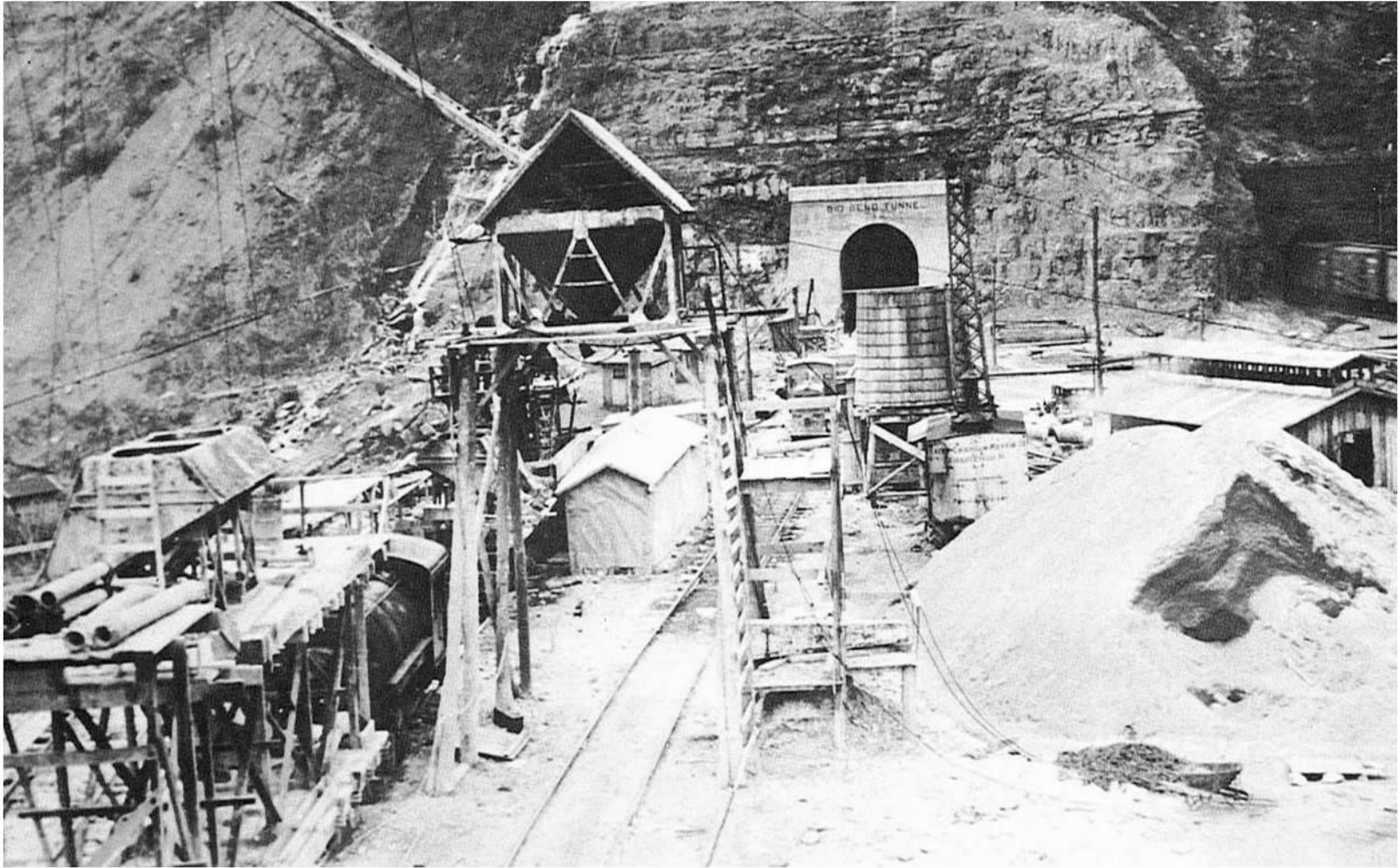
Bellepoint C&O Station - 1932

A “Flag stop” shed, probably located near the Foss Bridge on the Avis side of the Greenbrier River.

(Photo courtesy of the West Virginia and Regional History Center)



The New Big Bend Tunnel Under Construction - 1932
The pre-existing Great Bend Tunnel can be seen on the right.
Talcott, WV



The New Big Bend Tunnel Construction - 1932

Talcott, WV

(Photo courtesy of the West Virginia and Regional History Center)



West Virginia & Regional History Center

Big Bend Railroad Tunnel

Inside - 1932



Big Bend Tunnel Switch – 1932

The pre-existing Great Bend Tunnel is on the right.

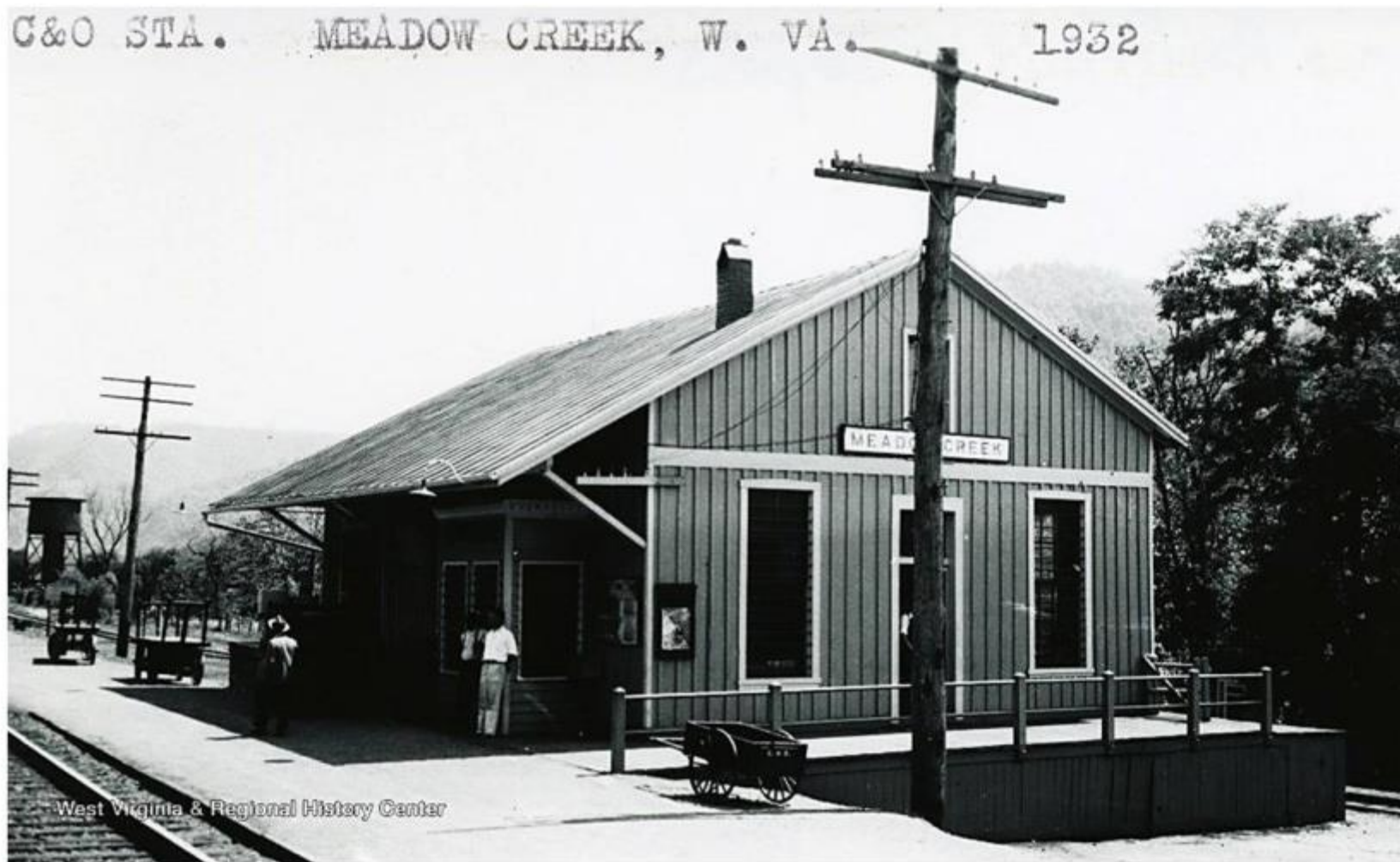
Talcott, WV



C&O Station – 1932

Meadow Creek, WV

(Photo courtesy of West Virginia and Regional History Center)



Chessie
The Chesapeake and Ohio Railroad Mascot
1933



Chessie – C&O Mascot

Chessie was a popular cat character used as a symbol of the Chesapeake and Ohio Railway. Derived from an etching by Viennese artist Guido Gruenwald, the image first appeared in a black and white advertisement in the September 1933 issue of Fortune magazine with the slogan "Sleep Like a Kitten." The advertisement makes no mention of the cat's name.

When the ad generated a positive response, the railroad developed an advertising campaign around the image and chose the name Chessie as a derivation of the railroad's name. The promotion proved widely popular and, in addition to national print advertising, grew to include calendars, clothing, and even two children's books about the character. Chessie's mate was Peake, who was introduced in the June 1937 issue of Life magazine and was the father of her two kittens, "Nip" and "Tuck". During World War II, the Chessie character was used to promote War Bonds and support for the war effort, depicted as working on the home front to support Peake, who was off to war. The Chessie image continued to appear in advertising until 1971 when passenger train travel was consolidated under Amtrak.

**International Brotherhood of
Blacksmiths, Forgers & Helpers
Union Card - 1935**

**International Brotherhood of Blacksmiths,
Drop Forgers & Helpers**

This is to Certify that


Mr. Dave Humphries Reg. No. 25335
Qualification Blacksmith Initiated 2/10/06
Rejoined 12/30/35

is a member of the INTERNATIONAL BROTHERHOOD OF BLACKSMITHS,
DROP FORGERS & HELPERS, providing a receipt for dues and assessments
to date accompanies this card.

Wm. F. Krauer.

General Sec'y-Treas.

Signature of Member.

156 

C&O Station Lowell - 1935

Lowell, WV

(Photo courtesy of West Virginia and Regional History Center)



Virginia & Regional History Center

Meadow Creek Crossing – 1935

(Photo courtesy of the West Virginia and Regional History Center)



West Virginia & Regional History Center

C&O Station - 1935

Talcott, WV

(Photo courtesy of West Virginia and Regional History Center)



West Virginia & Regional History Center

Hinton, WV Train Depot 1936



Circus Train – Hinton – Year Unk



C&O East Yard Hinton, WV
Location where Circus Wagon with Lions ran away.
April 30, 1938



Chesapeake & Ohio RY. Co.
Looking east off the highway bridge in Avis with the Avis yard in the distance and the place where the old grade crossing used to be & where a circus wagon with lions ran away. 4:00 p.m. April 30, 1938

CHESAPEAKE & OHIO RY. CO.
Looking east off the highway
bridge in Avis with the Avis
yard in the distance & the
place where the old grade
crossing used to be & where
a circus wagon with lions ran
away. 4:00 p.m. Apr 30 1938.

Chessie on a 1940s Timetable



Hinton Railroad YMCA – ca 1940s
Corner of Second Avenue and Summers Street
(Photo courtesy of West Virginia and Regional History Center)

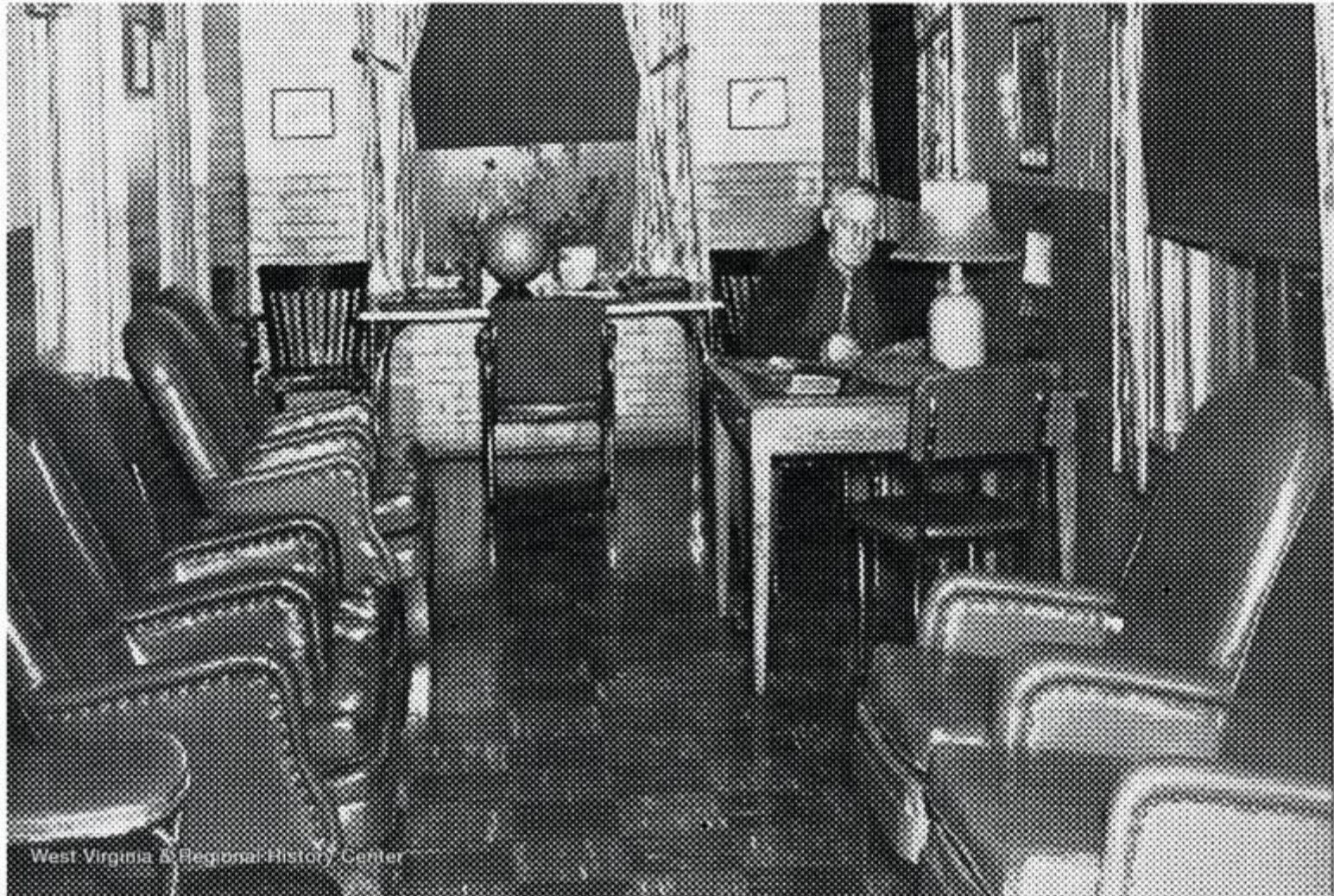


Hinton Railroad YMCA Lobby – ca 1940s
Corner of Second Avenue and Summers Street
(Photo courtesy of West Virginia and Regional History Center)



West Virginia and Regional History Center

Hinton Railroad YMCA Writing Room Lobby – ca 1940s
Corner of Second Avenue and Summers Street
In the late 1950s this room became the TV Lounge.
(Photo courtesy of West Virginia and Regional History Center)



The Great Bend Tunnel and Big Bend Tunnels - 1940

View from Hilldale, WV side.

(Photo courtesy of the West Virginia and Regional History Center)



West Virginia & Regional History Center

C&O Station - 1940

Talcott, WV

(Photo courtesy of West Virginia and Regional History Center)



Hinton Yard – 1940

Engine 1053 entering Mallet House

(Photo Courtesy of West Virginia & Regional History Center)



West Virginia & Regional History Center

C&O Machine Shop - 1940

Hinton, WV

(Photo courtesy of West Virginia and Regional History Center)

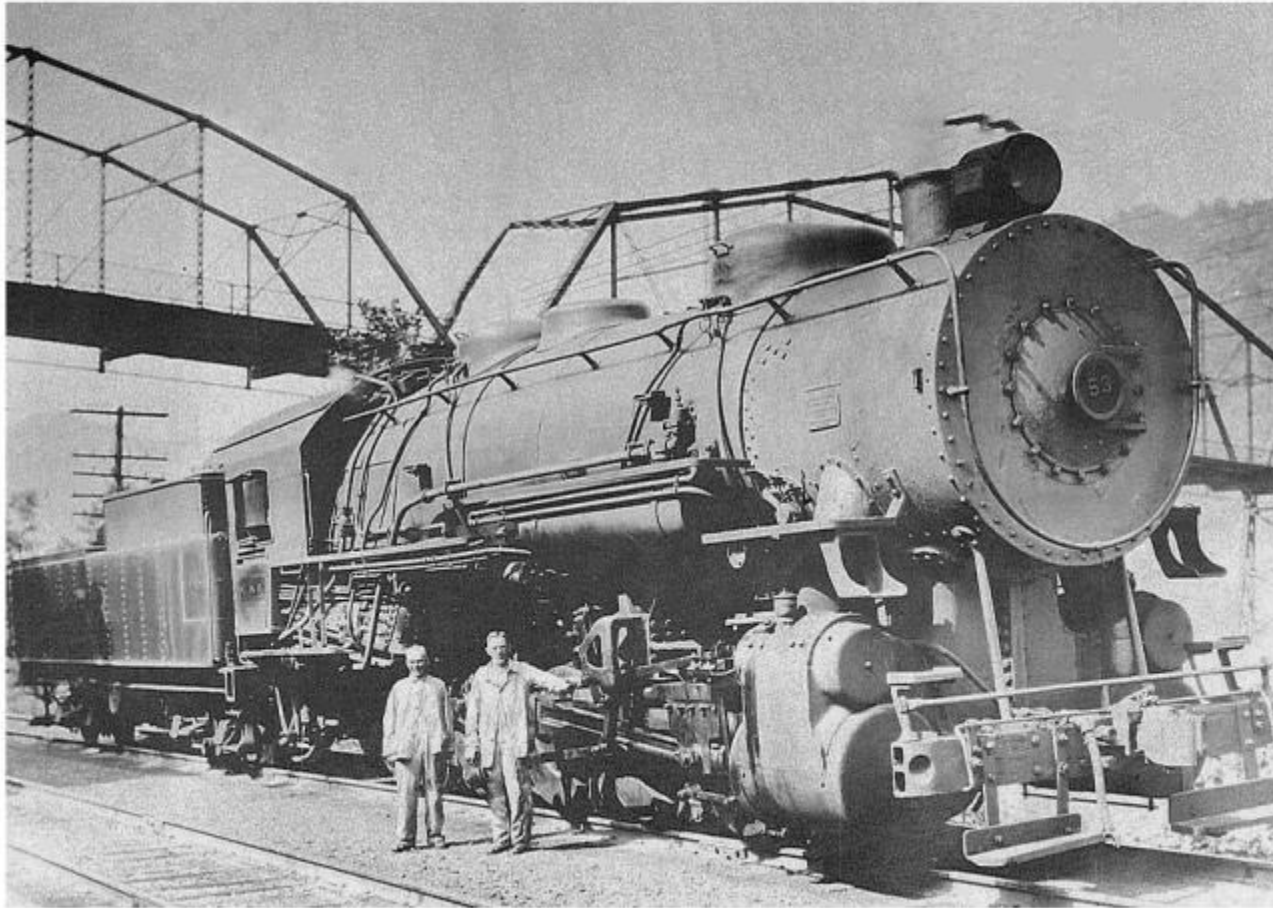


Roy Long – 1941
Telegraph Dispatcher Greenbrier Hotel
(Photo courtesy of West Virginia and Regional History Center)



West Virginia & Regional History Center

**C&O Steam Engine
Fast Virginian - late 1940s
Hinton Railroad Depot**



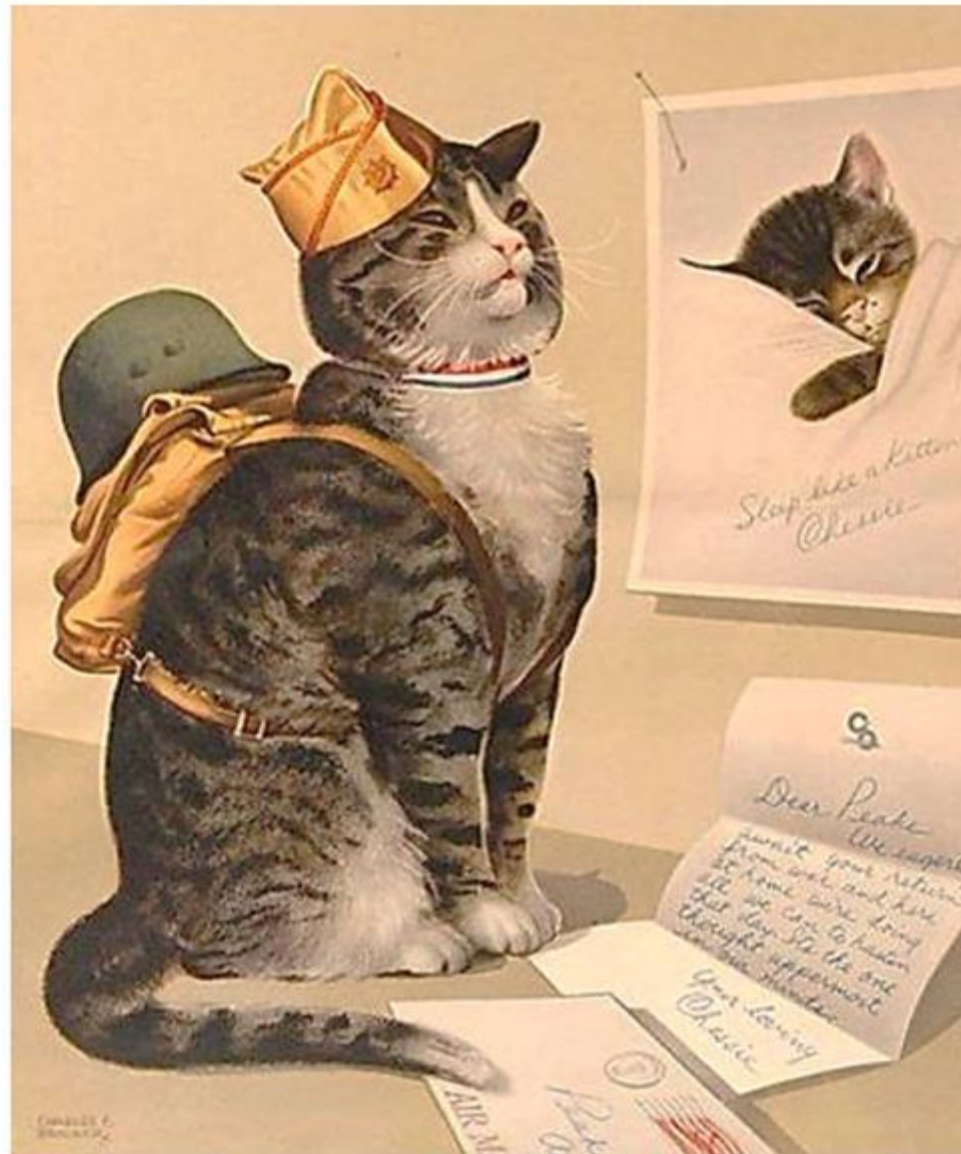
C&O Operator – MX Cabin – 1943

(Photo Courtesy of West Virginia & Regional History Center)

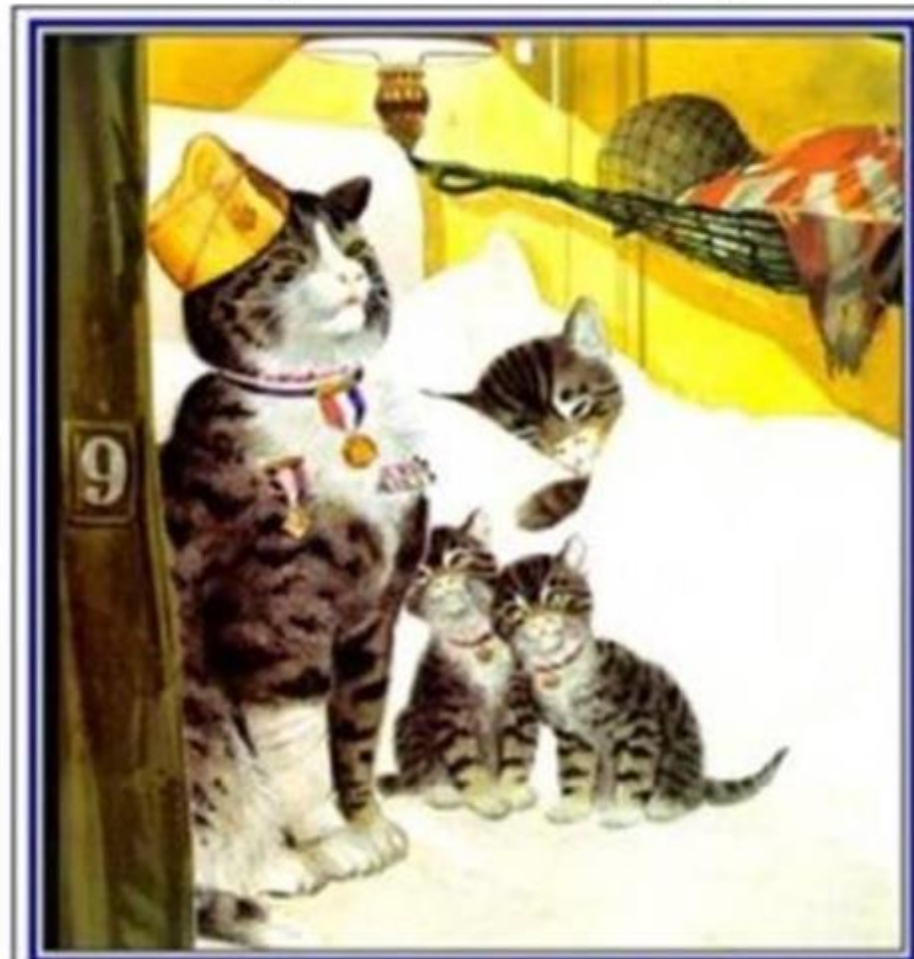


West Virginia & Regional History Center

WWII C&O Chessie Poster – ca 1943



WWII C&O Chessie Poster – ca 1943
Peake stands guard over Chessie, Nip and Tuck



CHESAPEAKE & OHIO LINES

The Route of Purr-fect Transportation

Route 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Hinton Train Schedule – August 1945

Arv. Lv.	TIME	TRAIN HINTON	FROM	TO	NOTES
A	12:15a	90	Chicago	Richmond	"The Expediter"
A	12:44a	2	Cincinnati	Washington	"The George Washington"
L	12:53a	2			
A	1:03a	42	Cincinnati	Newport News	"The George Washington"
L	1:10a	42			
A	1:15a	41	Newport News	Cincinnati	"The George Washington"
L	1:20a	41			
A	1:35a	1	Washington	Cincinnati	"The George Washington"
L	1:40a	1			
L	1:45a	90	Chicago	Richmond	"The Expediter"
A	4:53a	4	Cincinnati	Washington	"The Sportsman"
L	5:00a	4			
L	5:30a	7	<i>Hinton</i>	<i>Cincinnati</i>	<i>Originates Hinton</i>
A	5:37a	46	Detroit	Newport News	"The Sportsman"
L	5:45	46			
L	6:00a	94			
A	6:35a	16	<i>Huntington</i>	<i>Charlottesville</i>	
L	6:45	16			
A	7:10a	43	Newport News	Cincinnati	"Fast Flying Virginian"•
L	7:15a	43			

Hinton Train Schedule – August 1945 (Continued)

Arv. Lv.	TIME	TRAIN HINTON	FROM	TO	NOTES
A	8:03a	3	Washington	Cincinnati	"Fast Flying Virginian"•
L	8:10a	3			
A	10:30a	98	Stevens, KY	Potomac Yard	Fast Manifest Freight
A	8:45a.	103	West Bound Mail		All Mail Train
L	9:00a	103			All Mail Train
L	12:01p	98			
A	12:15 p	104	East Bound Mail		All Mail Train
L	12:30p	104	East Bound Mail		All Mail Train
A	1:05p	14	<i>Huntington</i>	<i>Hinton</i>	<i>Terminates Hinton #</i>
A	1:30p	13	<i>Charlottesville</i>	<i>Huntington</i>	
L	1:35p	13			
L	2:30p	99	Hinton	Russell, KY	Boxcar Pickup
A	7:21p	6	Cincinnati	Washington	"Fast Flying Virginian"
L	7:30p	6			
L	7:30p	92			
A	7:45p	47	Newport News	Detroit	"The Sportsman"
L	7:50p	47			
A	8:05p	5	Washington	Cincinnati	"The Sportsman"
L	8:25p	5			
L	8:40p	15	<i>Hinton</i>	<i>Huntington</i>	<i>Originates Hinton #</i>

MD Cabin – 1945

Meadow Creek, WV

(Photo courtesy of the West Virginia and Regional History Center)



Train Derailment - 1945

**A total of 19 cars derailed at MD Cabin – Meadow Creek, WV
(Photo courtesy of the West Virginia and Regional History Center)**



West Virginia & Regional History Center

Train Derailment - 1945

**A total of 19 cars derailed at MD Cabin – Meadow Creek, WV
(Photo courtesy of the West Virginia and Regional History Center)**



West Virginia & Regional History Center

Train Derailment – 1945

John R. Ratliff in white shirt and pants.

**A total of 19 cars derailed at MD Cabin – Meadow Creek, WV
(Photo courtesy of the West Virginia and Regional History Center)**



Virginia & Regional History Center

C&O Work Train with Crane ca 1945



**Hinton Trackmen aka Gandy Dancers
changing out a switch point
ca early 1940s**



C&O Caboose Interior – ca 1940s



**Rail Gang – ca 1940s
Hinton Railroad Yards**



Railroad Postcard

Hinton - 1946



New C & O Depot and YMCA - 1908



*The Fast Flying Virginian Arriving
at Hinton Station, May 1946*
"C & O Historical Society Photo"



*C & O Wood Station at Meadow
Creek, August 1935*
"C & O Historical Society Photo"



*C & O Wood Flag Stop at
Bellepoint, August 1935*
"C & O Historical Society Photo"

**C&O Steam Engine
heading to Hinton Railroad yards
ca late 1940s**



Hinton Railroad Yards

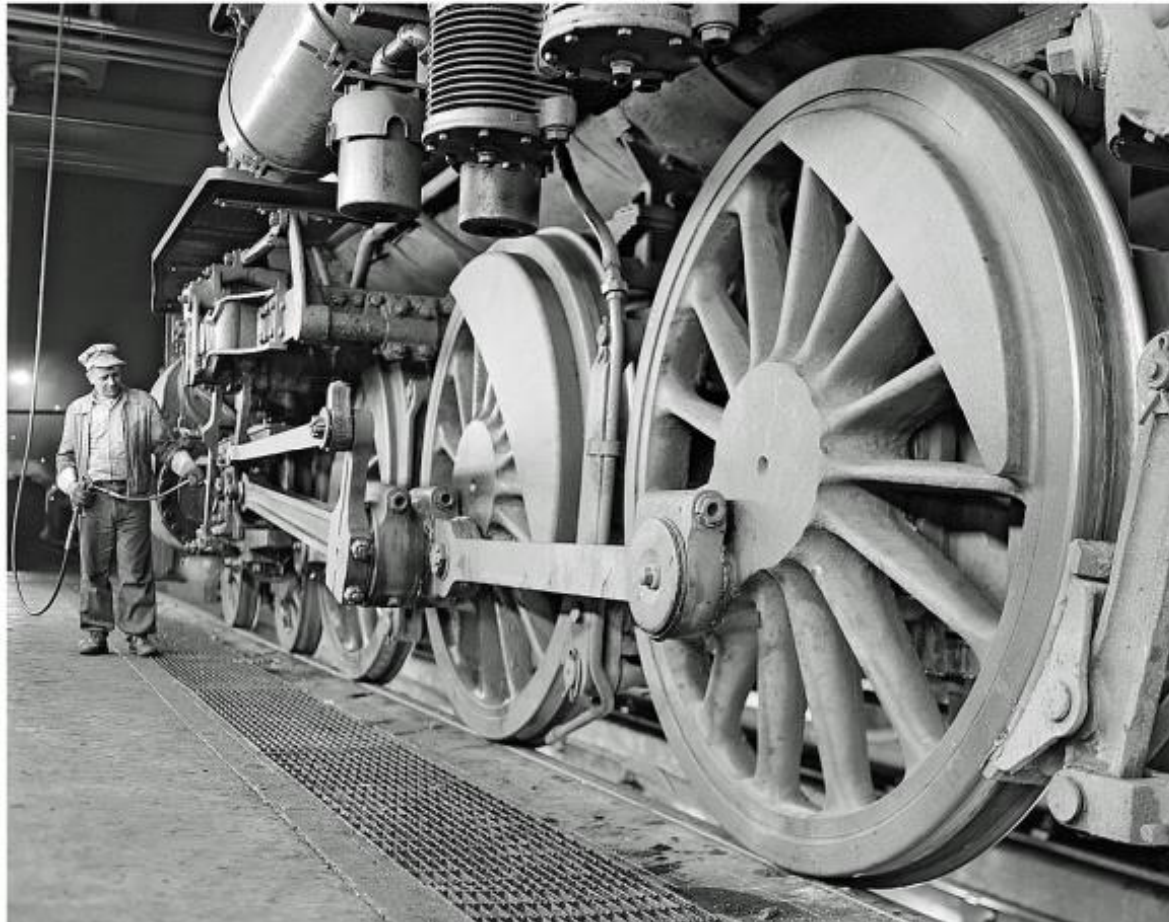
Steam Engines - late 1940s



Steam Engines in Hinton late 1930s-early 1940s



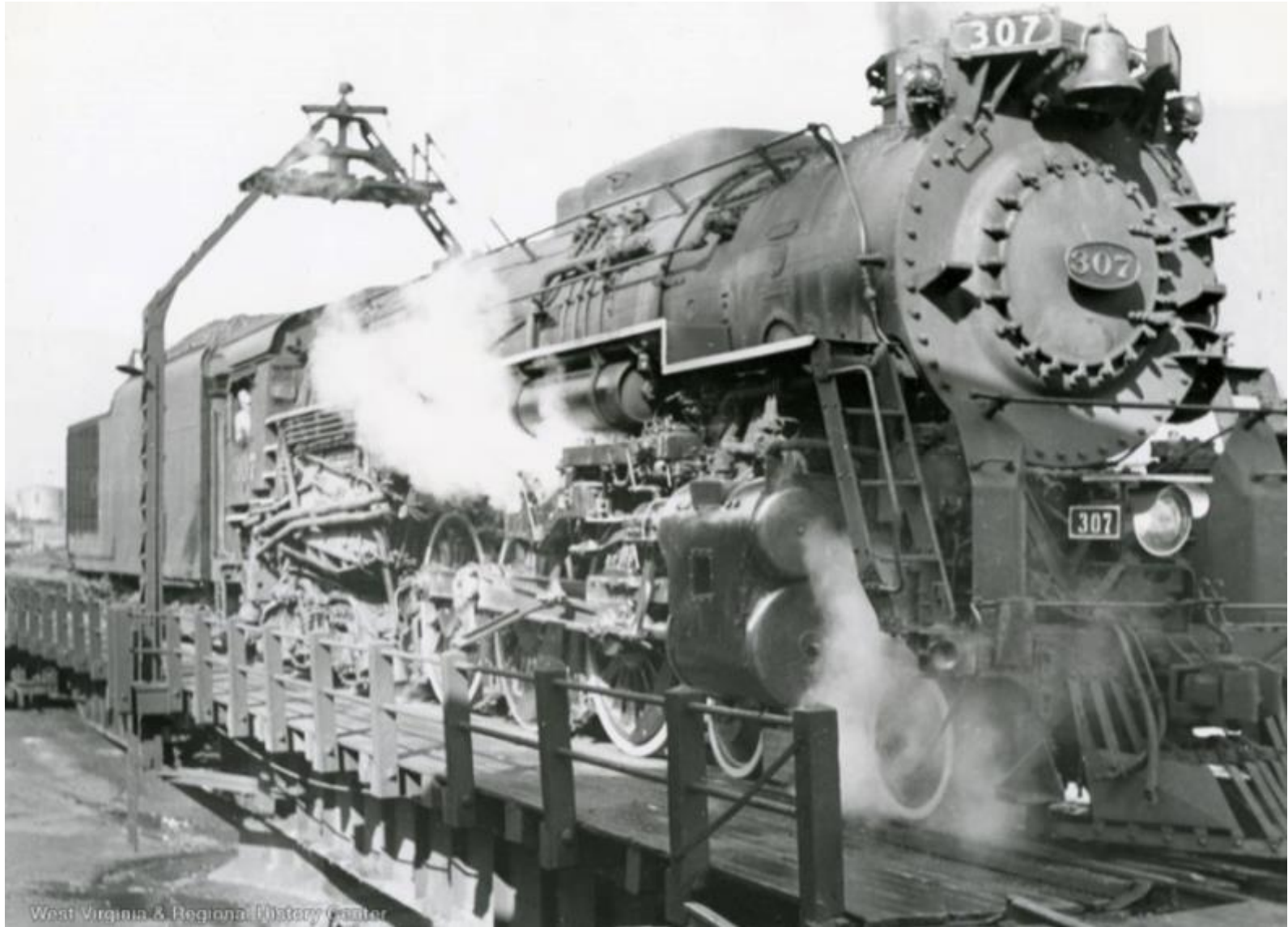
Steam Engine Maintenance at Hinton Roundhouse ca late 1940s



Lima Locomotive H-8 No. 1639 - 1946



C&O L-2 Engine No. 307 – 1946
Taking a turn on the roundhouse turntable.



Hinton C&O Lunch Room – 1946
Waitress, Mildred Williams



Hinton Railroad Station – 1947

Passengers waiting on train.

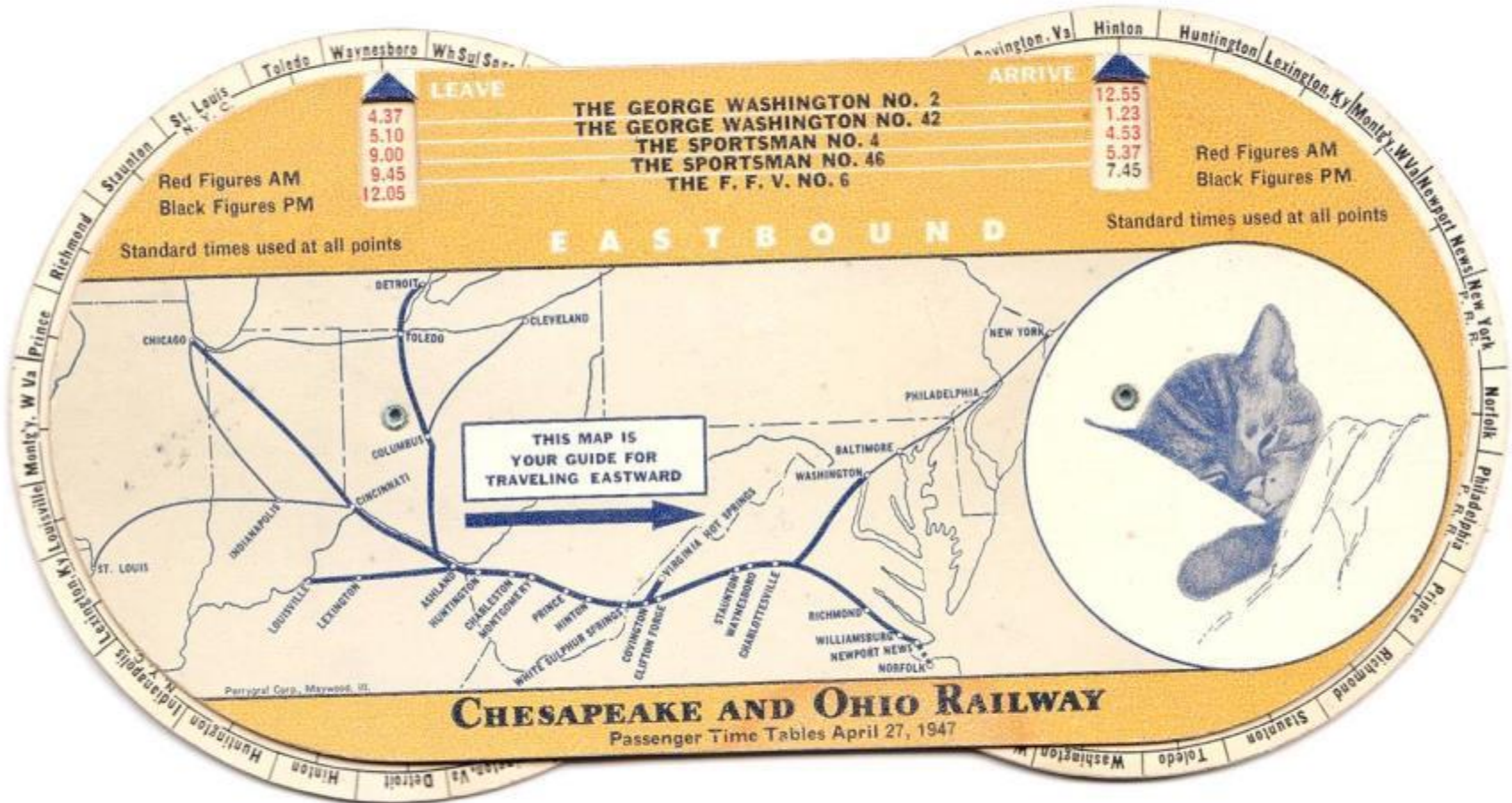
(Photo Courtesy of West Virginia & Regional History Center)



West Virginia & Regional History Center

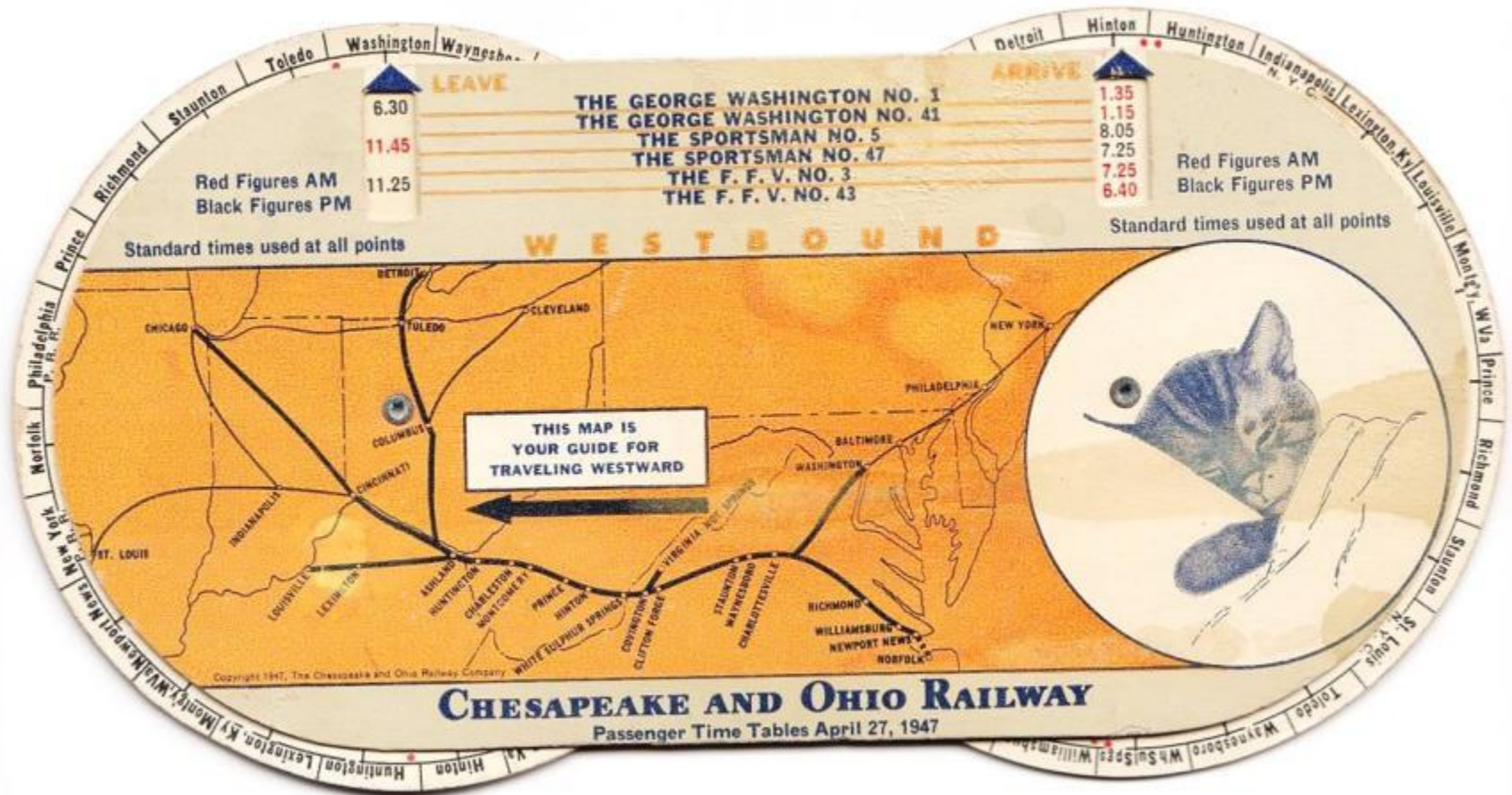
C&O Passenger Timetable – April 27, 1947

Eastbound



C&O Passenger Timetable – April 27, 1947

Westbound



Hinton Yard – 1947

J.E. Burdette (brakeman), O.C. "Battle Axe" Allen (conductor), Hobart Akers (brakeman) and Jack Sweeney (brakeman) with N.B. Allen (engineer) on the steps and C.L. Keaton (fireman) in the cab.

(Photo Courtesy of West Virginia & Regional History Center)



Hudson 4-6-4 No. 494 at the Hinton Depot - 1947



Early C&O Steam Turbine Engine at Hinton Depot - 1947
Baldwin Locomotive Works M-1, No. 500
(Photo courtesy of West Virginia and Regional History Center.)



West Virginia & Regional History Center

Early C&O Steam Turbine Engine at Hinton Depot - 1947
Baldwin Locomotive Works M-1, No. 500
(Photo courtesy of West Virginia and Regional History Center.)



West Virginia & Regional History Center

Early C&O Steam Turbine Engine – Reference Photo
Baldwin Locomotive Works M-1, No. 500
(Photo courtesy of AmericanRails.com)



C&O Roundhouse – 1948

Bernard Richmond

(Photo Courtesy of West Virginia & Regional History Center)

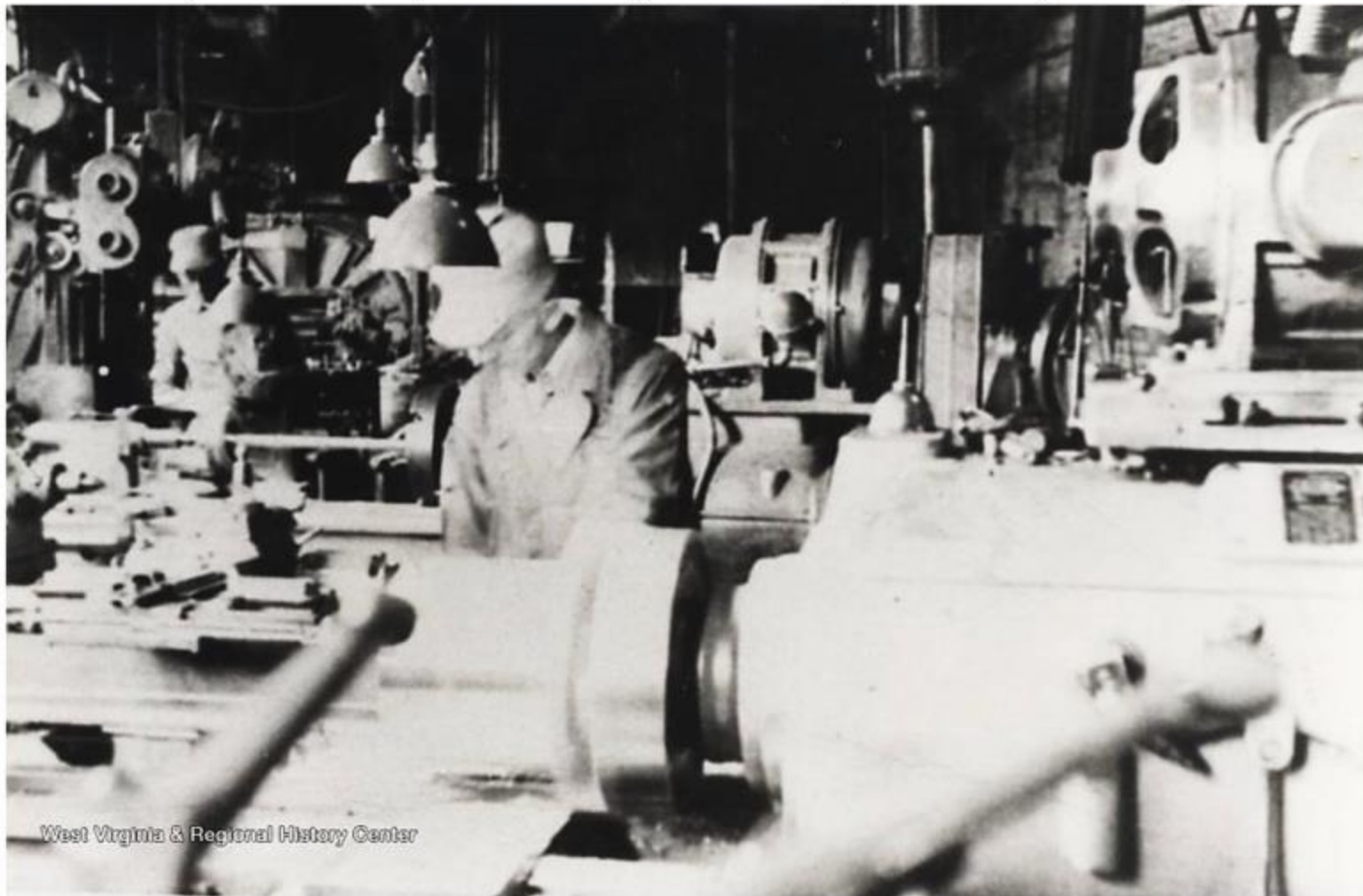


Harold E. Price at lathe in foreground - 1948

K. V. Angell in the background to Price's right

C&O Machine Shop, Hinton WV

(Photo courtesy of West Virginia and Regional History Center)

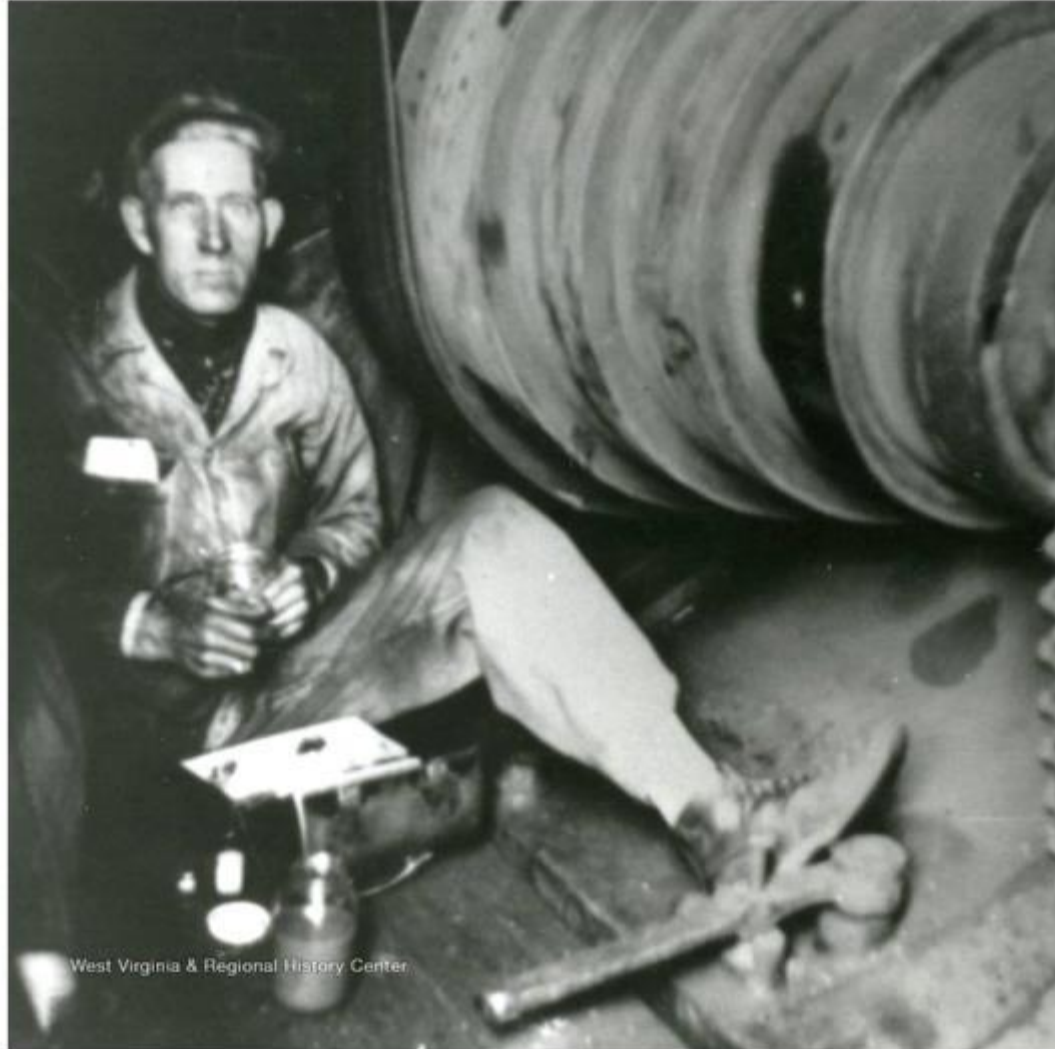


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Carman A. J. Poff - 1948

C&O Machine Shop by Wheel Lathe – 1948

(Photo courtesy of West Virginia and Regional History Center)



West Virginia & Regional History Center

C&O Roundhouse – 1948

L-R: Bob Gully, A.J. Poff, W.B. Tyree, Joe Allen, and Billy Joe Edwards

(Photo Courtesy of West Virginia & Regional History Center)



West Virginia & Regional History Center

Hinton Roundhouse – 1948

John L. Lilly

(Photo Courtesy of West Virginia & Regional History Center)



West Virginia & Regional History Center

Hinton Roundhouse – 1948

L-R: John McLaughlin (machine helper), Arnold Lilly (machinist), Bernard Richmond (machinist), Joe Allen (machine helper), B.J. Edwards (pipe fitter), Bill Linkenhoker (machinist) and Bill Williams (machine helper)

(Photo Courtesy of West Virginia & Regional History Center)

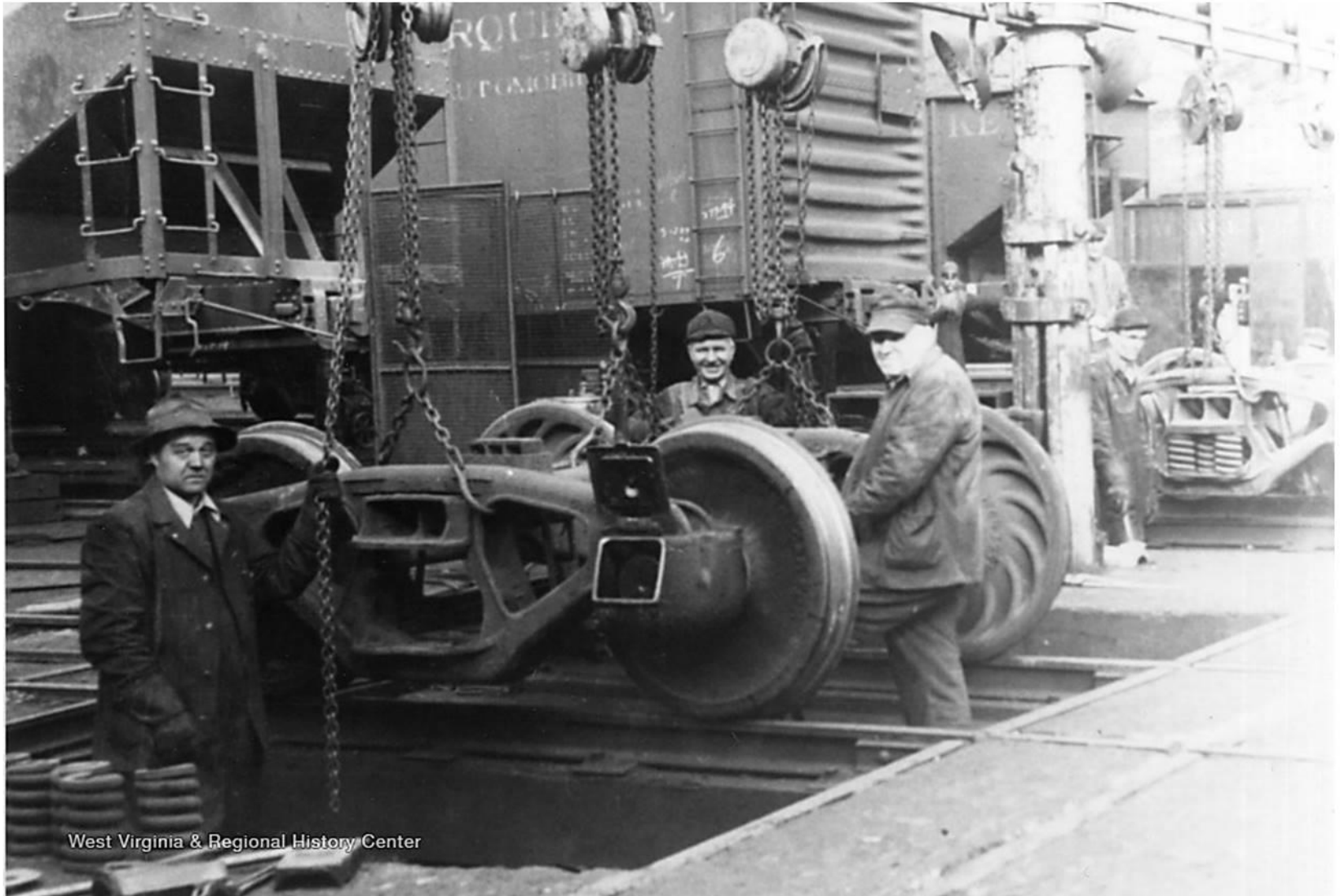


Joe Allen and Bill Williams - 1948
With Engine 1617 on turntable at the roundhouse, Hinton, WV



Shop Track, East Yard – 1948

Train maintenance workers L - R: A.C. Via - Noah Richmond – “Big Boy” Karnes
(Photo courtesy of the West Virginia and Regional History Center)



West Virginia & Regional History Center

Fairbanks Scales - ca 1950

Avis Yard

(Photo courtesy of the West Virginia and Regional History Center)



West Virginia & Regional History Center

Brooks - 1950



Roy Long types on typewriter at HX Telegraph Office – 1950
(Photo courtesy of West Virginia & Regional History Center)



West Virginia & Regional History Center

Hinton Freight Depot - 1950
Below Summers Street at 6th Avenue
(Photo courtesy of West Virginia & Regional History Center)



West Virginia & Regional History Center

Baldwin C-16 No. 227 "Switcher" in Hinton Yard - 1950



William C. Lilly – ca 1950



C&O Inspection Car – Willy's Overland Wagon - 1950

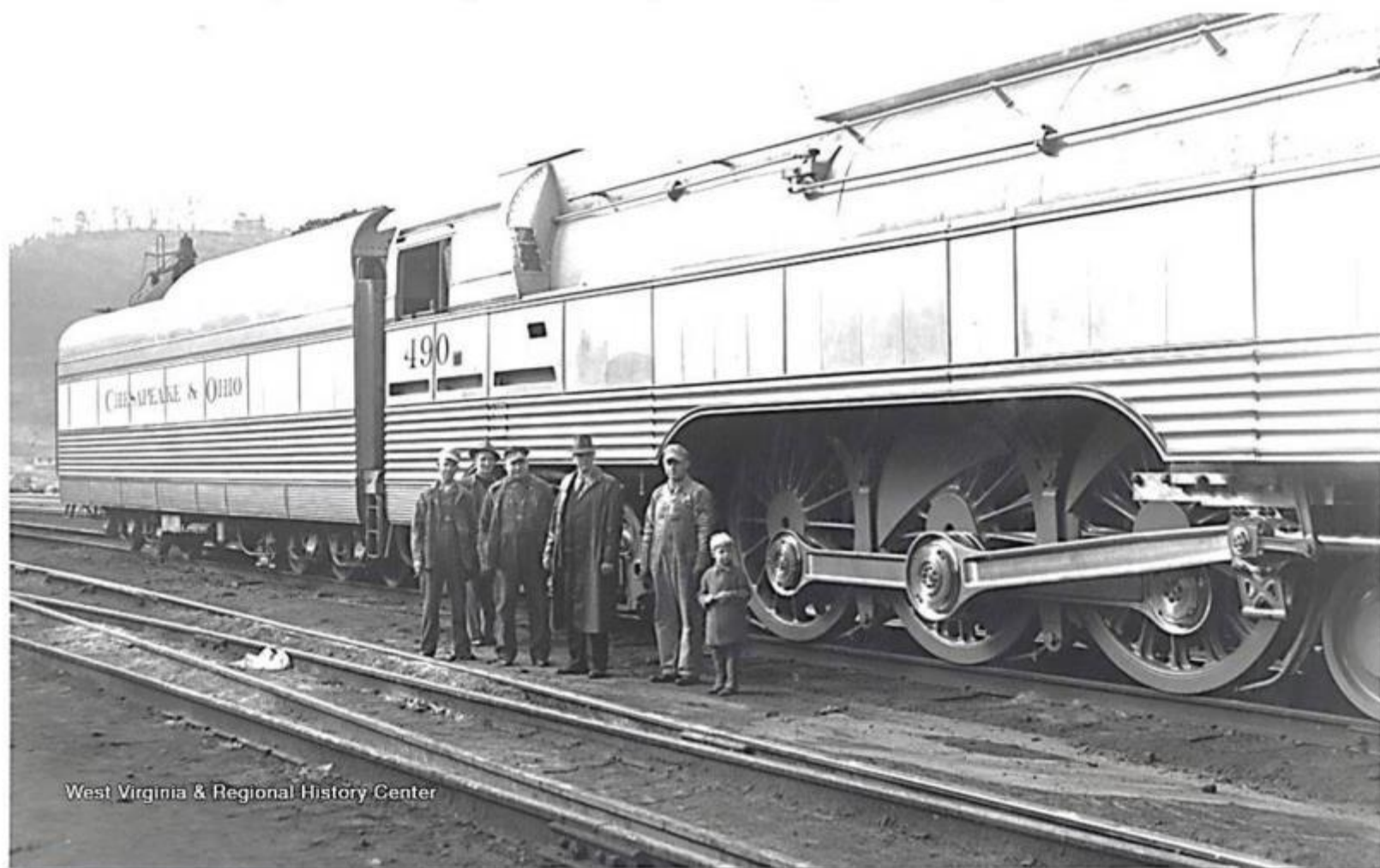


C&O L-1 Steam Engine No. 490 – 1950

Near Hinton Train Depot

The Streamlined “Hudson” was built by American Locomotive Co.

(Photo courtesy of West Virginia and Regional History Center)



**C&O L-1 Steam Engine No. 490 – Full View Reference Photo
As it appeared at the B&O Railroad Museum in 1973**

(Photo courtesy of Rail Pictures.net)



Hinton Freight Depot – 1950s

Below Summers Street at 6th Avenue

Notice the tunnel going into the Atlas Transfer Co. Building on 5th Avenue.

(Photo courtesy of West Virginia & Regional History Center)



MX Cabin - 1950

East end of Avis Yard, Hinton, WV

(Photo courtesy of West Virginia and Regional History Center)



Sandstone Railroad Station – ca 1950
Sandstone, WV



Hinton Freight Depot – 1950s

Below Summers Street at 6th Avenue

Notice the tunnel going into the Atlas Transfer Co. Building on 5th Avenue.

(Photo courtesy of West Virginia & Regional History Center)



Lima Locomotive H-8 No. 1654 in Hinton Yard - 1951



C&O Engine 1642
Hinton Year - 1951



The C&O 1642 was an H8 “Allegheny” or 2-6-6-6, an articulated locomotive type with 2 leading wheels, two sets of six driving wheels and six trailing wheels. It was built by the Lima Locomotive Works of Lima, Ohio.

C&O Engine 1642 Accident

The next 14 slides are photos of the aftermath of the fatal June 9, 1953 explosion of C&O Engine 1642 at CW Cabin.

C&O Engine 1642
June 9, 1953

At 5:25PM, June 9, 1953 C&O 1642 exploded as it was approaching the West End yard, near CW Cabin. The engine crew; Engineer W. H. Anderson, Fireman J. W. Sullivan, and Head Brakeman O. L. Richmond, were all killed. It was first thought to be boiler failure, but it was later determined that the crew felt that they had enough water to make it into the yards, and didn't stop to take water for the boiler. This lapse in judgement resulted in catastrophic failure of the "Crown Sheet" of the boiler. The blast hurled the engine end over end some 400 feet ahead of the point of the explosion. The engine landed upside down and facing the opposite direction it had been going.

**C&O Engine 1642 – CW Cabin near Hinton
June 9, 1953**



From Hinton Daily News

Wreckage of Locomotive No. 1642 which exploded near the C.W. Cabin Tower in Hinton on June 9, 1953, killing three crewmen. The blast sent the cab of the engine 100 feet into the New River and damaged 300 feet of track.

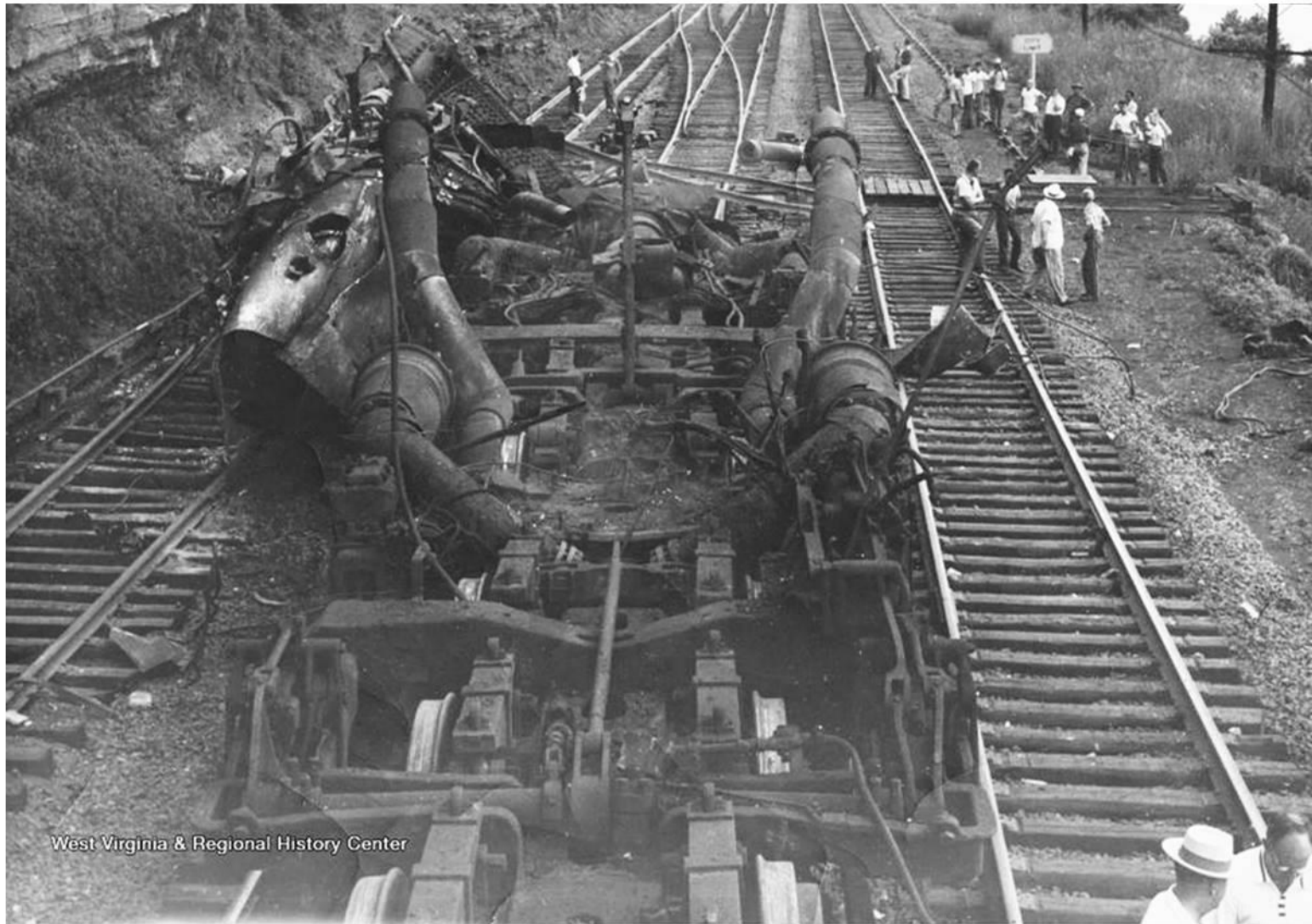
**C&O Engine 1642 – CW Cabin near Hinton
June 9, 1953**



Wreckage of C&O 1642 is scattered over both main tracks. The sound of the explosion was heard as far away as Avis.

C&O Engine Wreckage - 1953

(Photo courtesy of West Virginia and Regional History Center)



West Virginia & Regional History Center

C&O Engine 1642 Coal Tender and Undercarriage - June 1953
(Photo courtesy of the West Virginia and Regional History Center)



West Virginia & Regional History Center

Railcars Derailed as Result of C&O Engine 1642 Explosion - June 1953
(Photo courtesy of the West Virginia and Regional History Center)



West Virginia & Regional History Center

Railcars Derailed as Result of C&O Engine 1642 Explosion - June 1953

(Photo courtesy of the West Virginia and Regional History Center)



West Virginia & Regional History Center

**C&O Engine 1642 Cabin
June 9, 1953**



**The engine cabin is partially submerged at
the edge of New River.**

C&O Engine 1642 Wreckage June 9, 1953



**Numerous boxcars and coal cars were derailed
and scattered along the bank of New River.**

C&O Wreckage – June 9, 1953
CW Cabin near Hinton, WV



C&O Engine 1642 Wreckage 1953



**Remnants of the C&O 1642 wreckage lies
alongside the main track.**

C&O Engine 1642 Wreckage 1953



**Remnants of the C&O 1642 wreckage lies
alongside the main track.**

C&O Engine 1642 Wreckage 1953



Remnants of the C&O 1642 wreckage lies alongside the main track.

*End of
C&O Engine 1642 Accident
Slides*

Lima Locomotive H-8 no. 1609 in Hinton Yard - 1953



Mikado K-1 No. 1137 in Hinton Yard - 1953



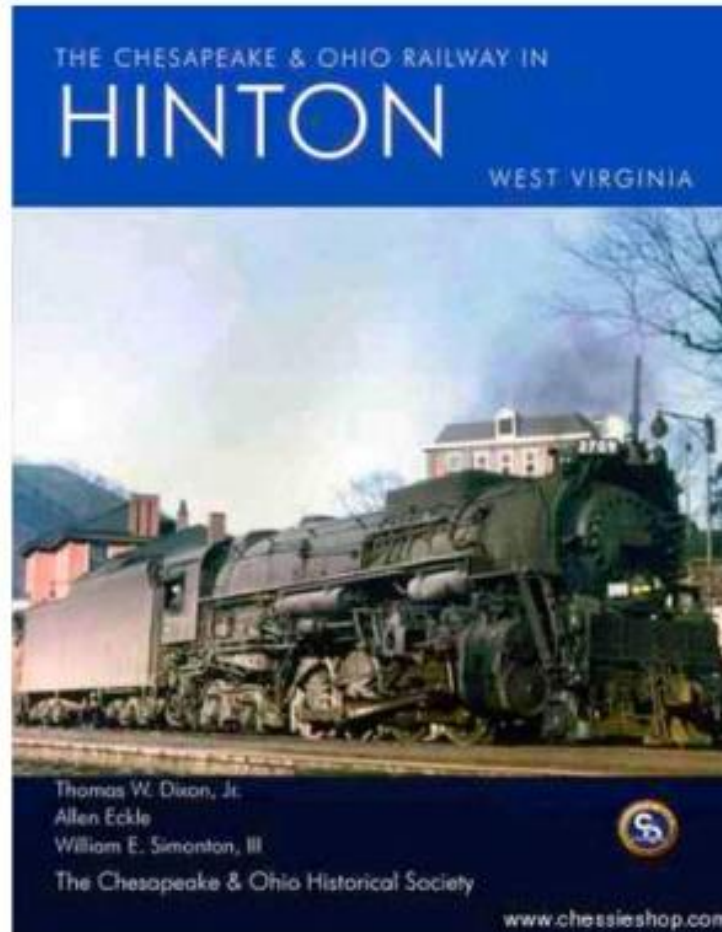
Engine 1621 and Mallet House – ca 1950s



**Mildred Williams, UNK, Lou Turley
ca early 1950s**



**C&O Railway Magazine
frequently featured is
Hinton, WV**



**C&O Conductors
Jim Meadows and Slim Workman
mid 1950s**



Hinton Kids Field Trip to C&O Yards Hinton, WV - ca 1950s



Hinton Yard – mid 1950s
Diesel and Steam Engines at Mallet House.
(Photo Courtesy of West Virginia & Regional History Center)



Hinton West Yard – early 1950s
(Photo courtesy of the West Virginia and Regional History Site)



West Virginia & Regional History Center

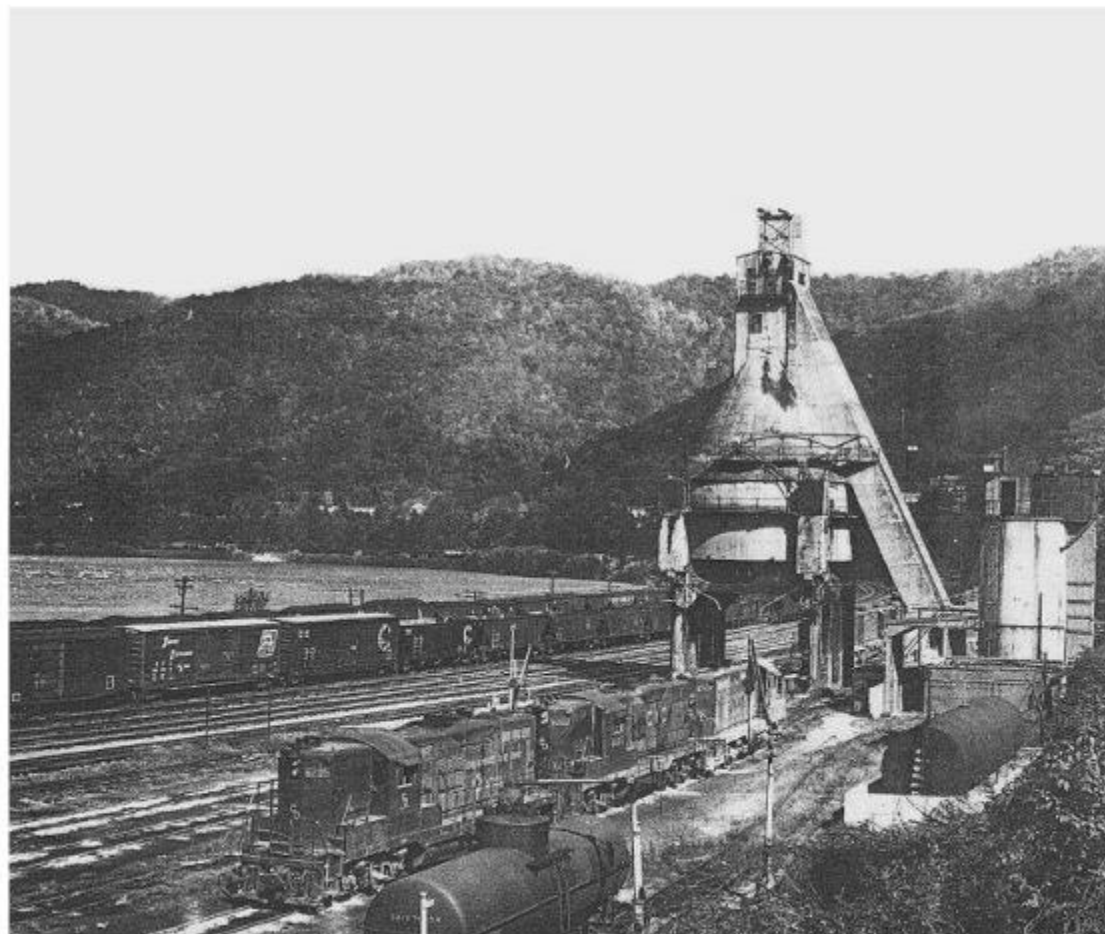
Hinton Roundhouse – 1954

Engine 8010 in Turntable Pit

(Photo Courtesy of West Virginia & Regional History Center)



**Hinton Railroad Yards
Coal Dock and Sanding Station
West End - 1950s**



**Zorie Cooper & Irene McBride
Employees at Hinton Depot Restaurant
ca 1950s**



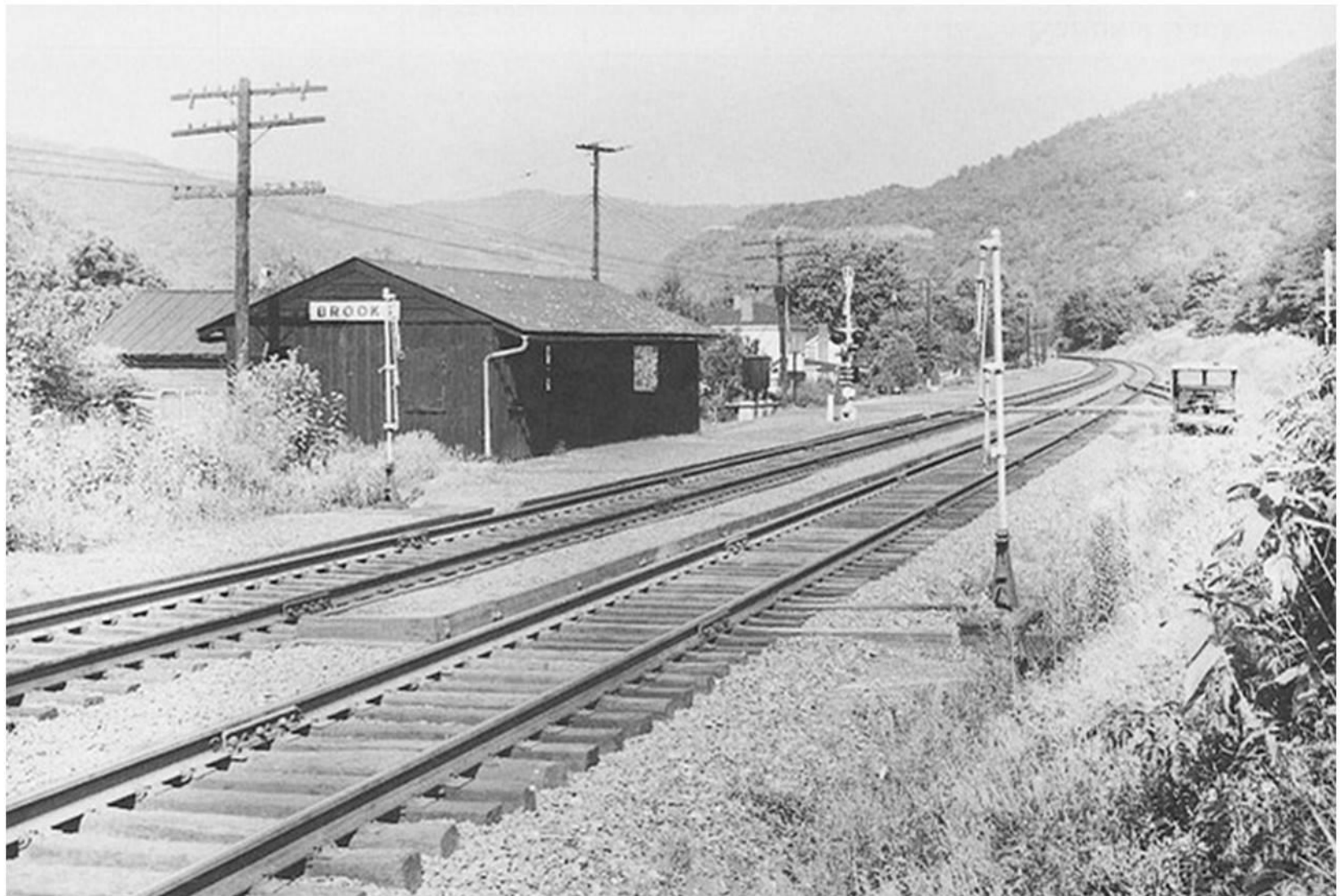
Hudson L-2 No. 307 on Turntable in Hinton - 1955



Lima Locomotive J-3 “Greenbrier” No. 602 – 1955
Hinton Yard – (L) Engineer L. J. Brown - (R) Fireman Lloyd Bryant
(Photo courtesy of West Virginia and Regional History Center)



C&O Station – 1956
Brooks, WV



**Gibby Connor, John Lilly, Charlie ?? and Jesse Plumley – ca 1960
Roundhouse, Hinton, WV**



Roundhouse Foreman “Gibby” W. Conner and Russell Johnson - 1960
(Photo courtesy of the West Virginia and Regional History Center)



West Virginia & Regional History Center

Westbound Sportsman No.5 at Hinton Depot - 1960



Westbound Sportsman No. 5 Departing Hinton Depot - 1960

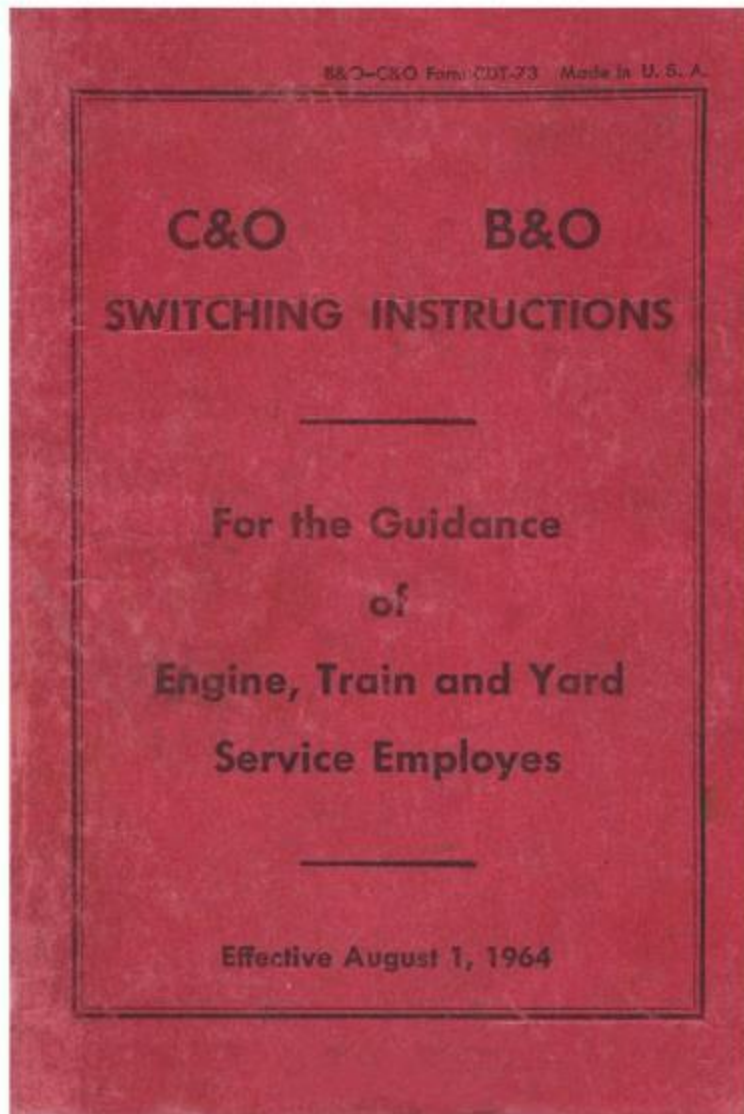


**GP-7s and GP-9s Awaiting Train Assignment – 1961
West Yard - Hinton, WV**

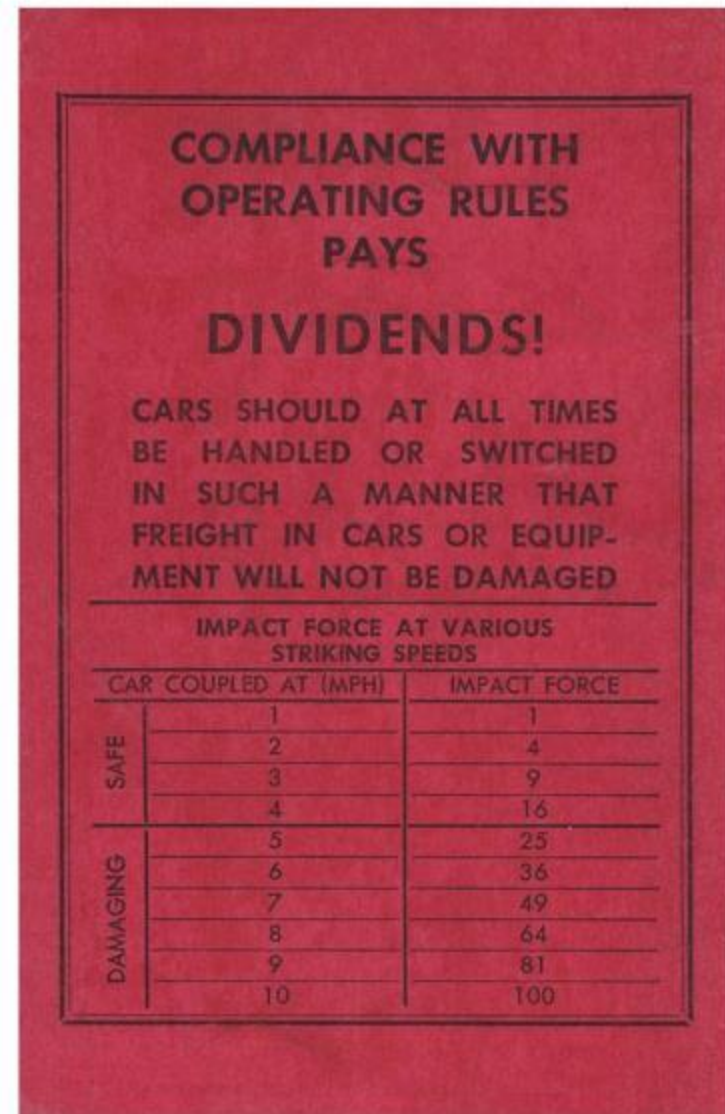


C&O – B&O

Switching Instructions - 1964



Front



Back

Hinton Yard - 1964

**Meadow River Timber Co. Steam Engine No. 7 relocating to CASS Scenic Railroad.
James Williams holding his grandson, Robbie Merritt on the right.
(Photo courtesy of the West Virginia and Regional History Center)**



West Virginia & Regional History Center

Hinton Yard – 1964

Meadow River Timber Co.'s Engine No. 7 relocating to Cass Scenic Railroad
Names provided on following page.

(Photo Courtesy of the West Virginia and Regional History Center)



West Virginia & Regional History Center

Hinton Yard – 1964
Meadow River Engine No. 7 – Names

**L-R: W.C. “Bill Lilly in white coat - Joe Bennett – Unk – Raymond Ratliff –
James P. Williams holding grandson Robbie Merritt – Daily News Editor
John Faulconer with camera**

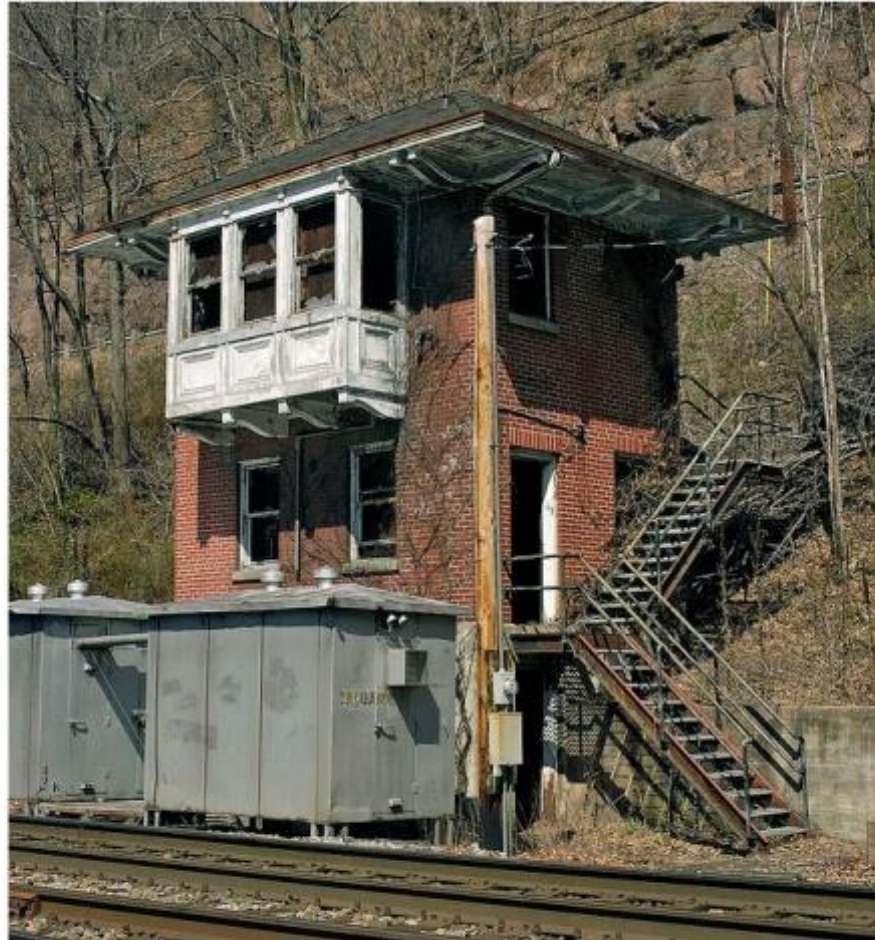
**C&O Switch Lock and Key
ca 1960s**



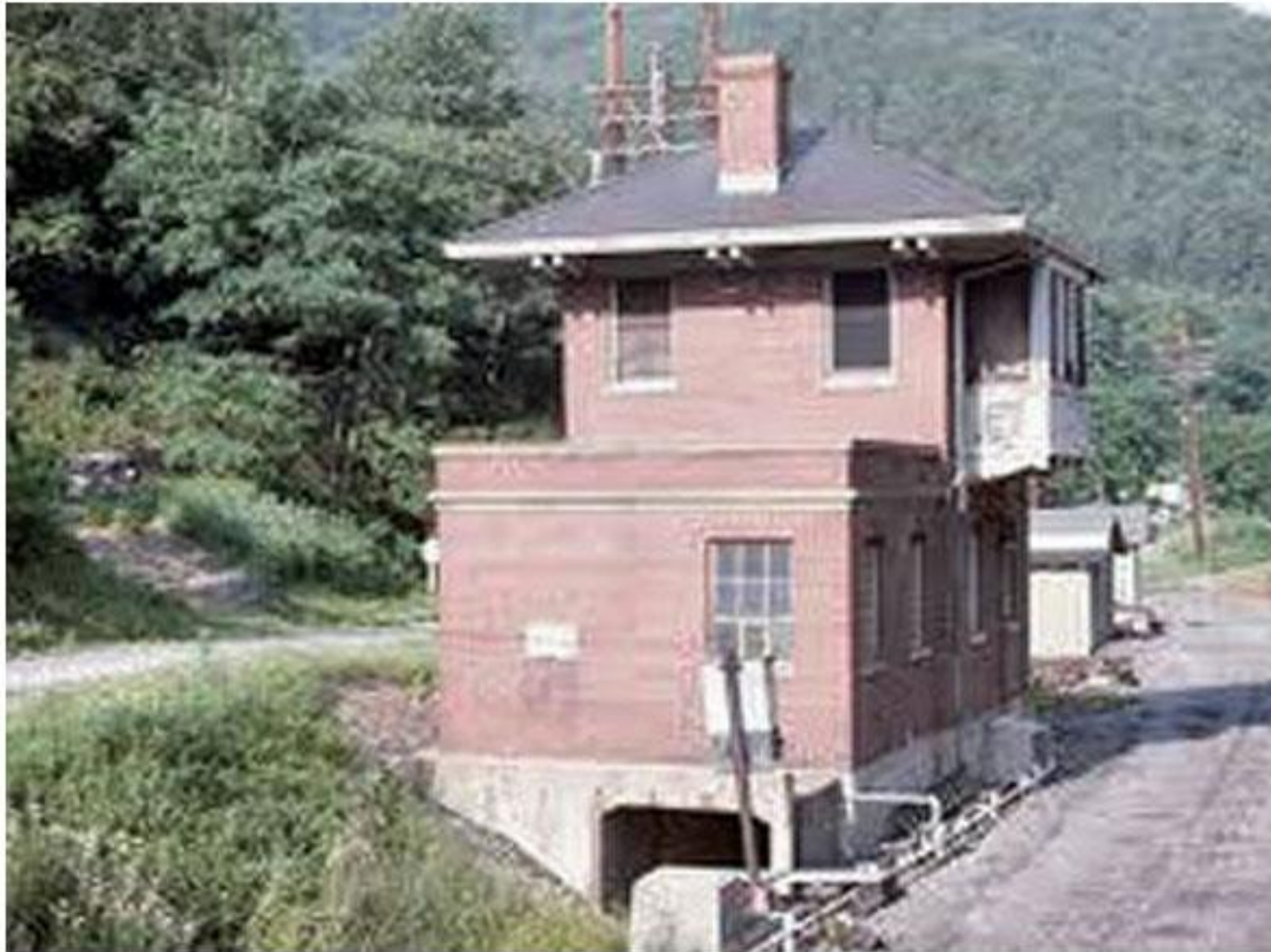
**C&O Station Mounted Yard Lantern
ca 1960s**



C&O Telegraph Tower CW Cabin - ca 1960s



**C&O MK Telegraph Cabin
Hilldale, WV – ca 1960s**



Roundhouse Office – 1960s

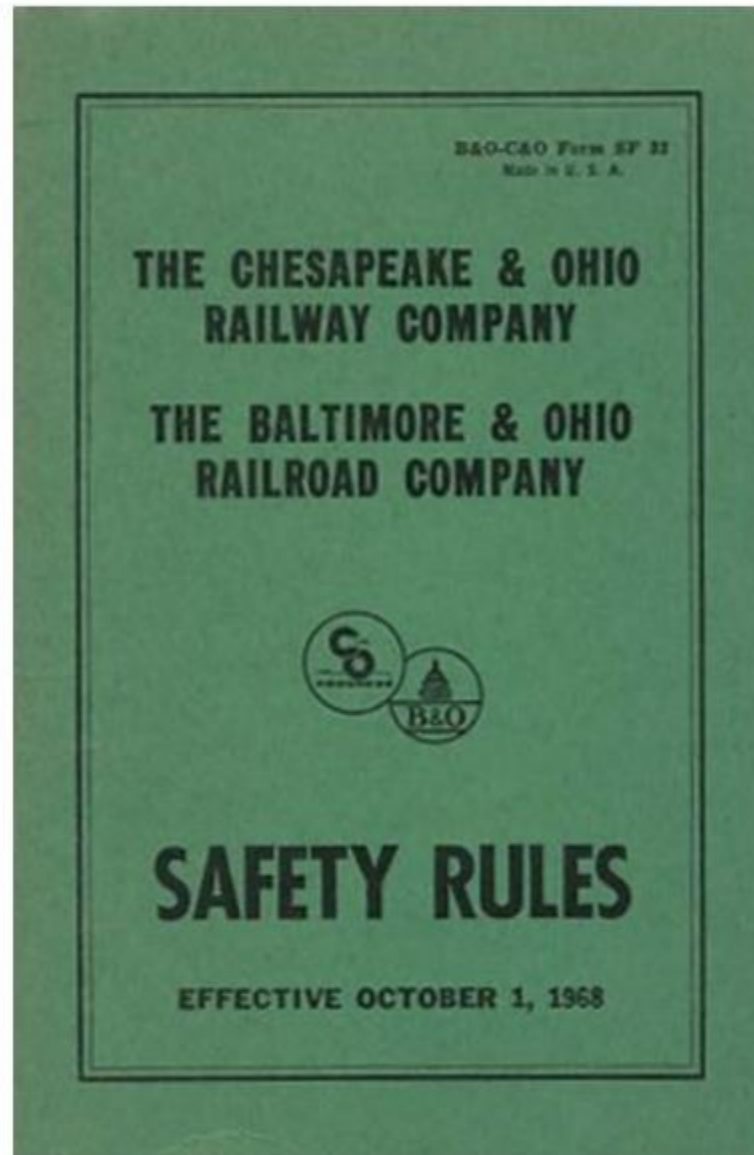


Hinton Yard Office - UNK

View from Front Street



**C&O - B&O
Safety Rules - 1968**



Hinton Freight Depot - 1969



C&O Timetable – October 25, 1970

Hinton and Huntington Division

THE CHESAPEAKE AND OHIO
RAILWAY COMPANY
SOUTHERN REGION

HINTON DIVISION

HUNTINGTON DIVISION

TIMETABLE NO. 2

Effective 2:01 A.M. Eastern Standard Time

SUNDAY, OCTOBER 25, 1970

DESTROY ALL TIMETABLES OF PREVIOUS DATE

Read The Instructions

FOR INFORMATION OF EMPLOYEES ONLY

J. EDWARDS,
General Manager.

C. H. MANNING,
Asst. General Manager.

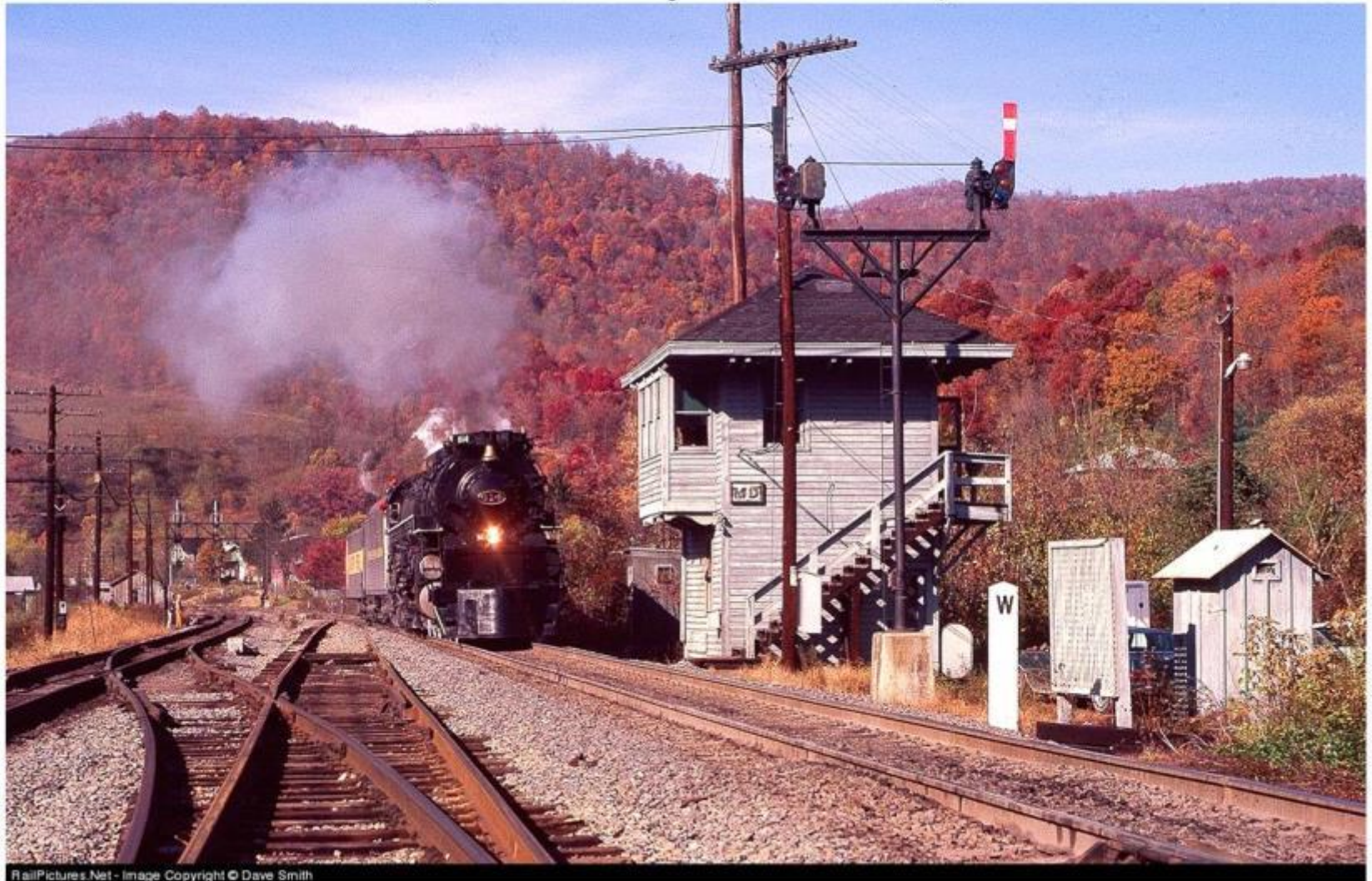
F. R. LUTZ,
Asst. General Manager.

H. H. TALBERT, Supt.,
Huntington Division.

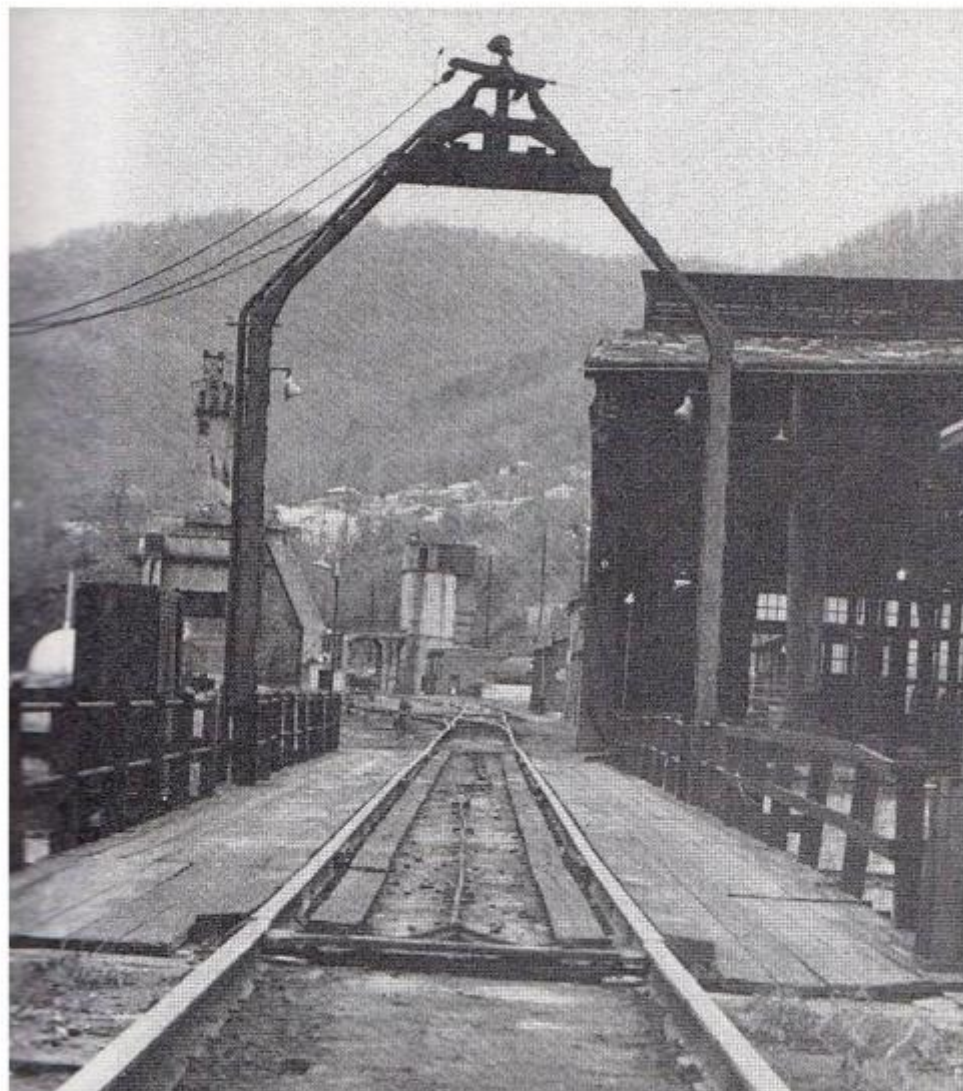
W. H. FROST, Supt.
Hinton Division.

Book of Rules, dated April 27, 1969, governs

Lima 614 Passing MD Cabin - ca 1970
Meadow Creek, WV
(Photo courtesy of Dave Smith)



C&O Turntable - 1970
Hinton, WV



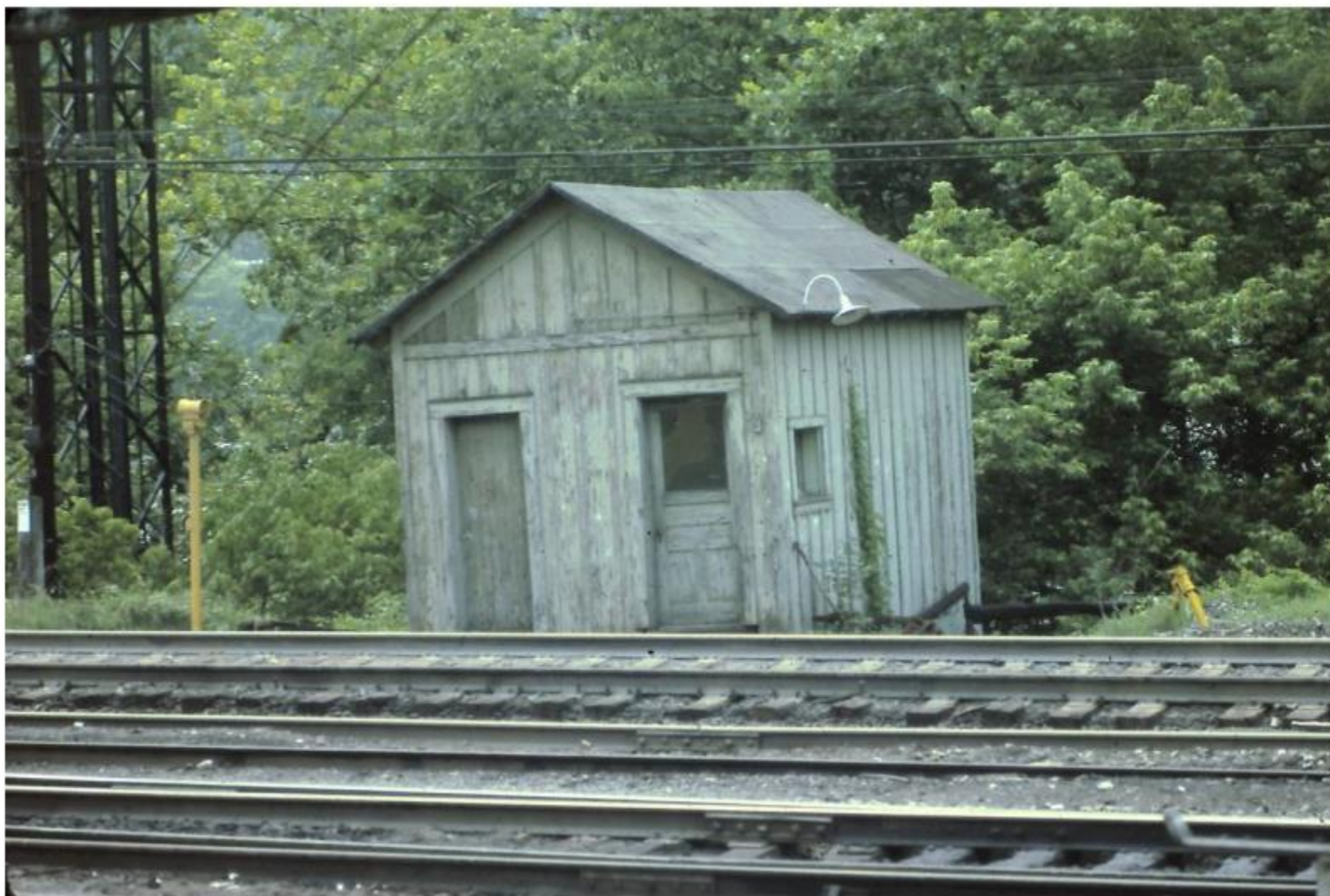
GE Electro-Motor Division GP-7 No. 5886 in Hinton Yard - 1970s



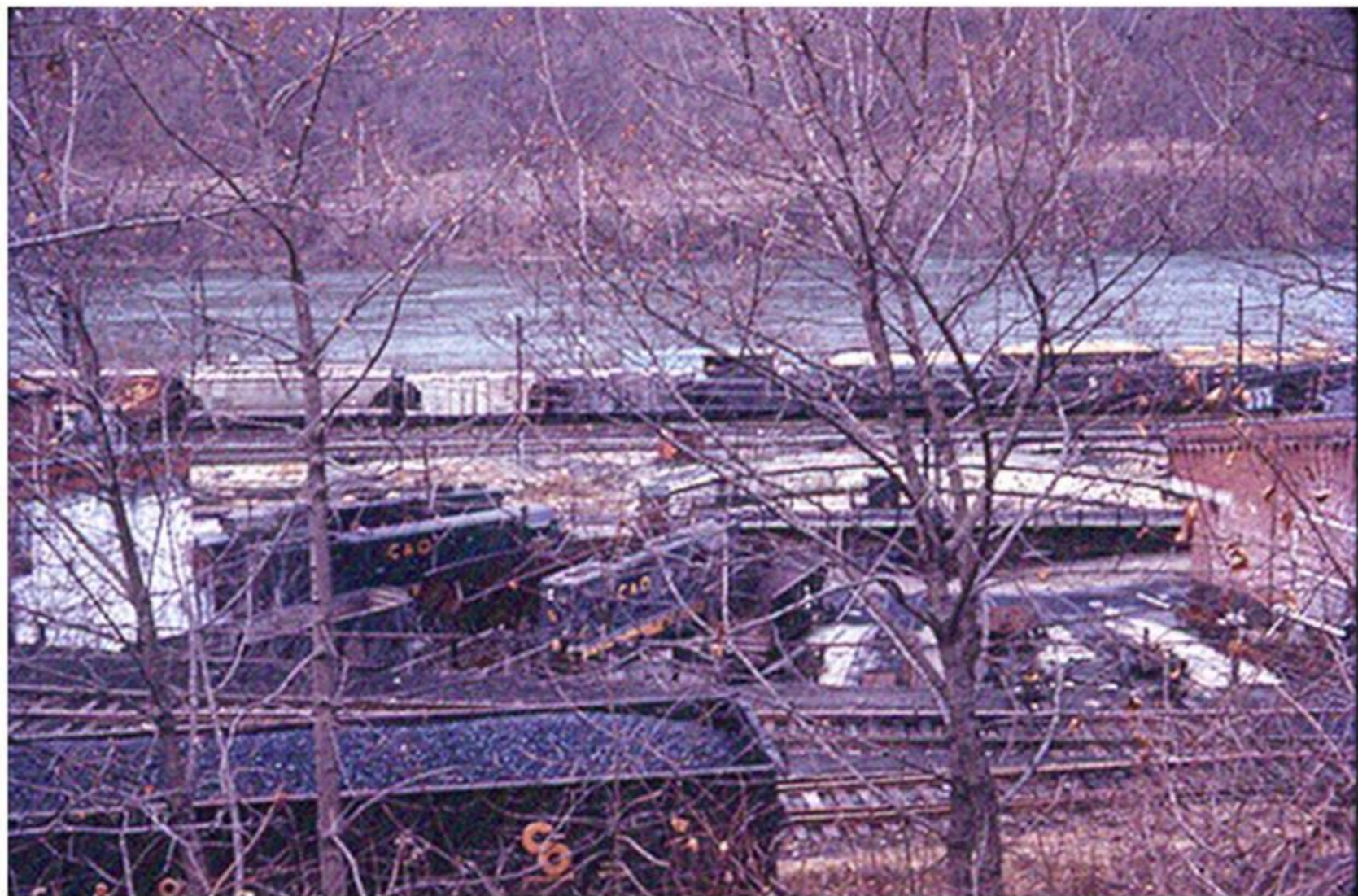
Switchman's Shanty – 1971



Hostler's Shack – 1971



View of Turntable from Summers Street – 1971



American Locomotive Co. PA1 at Hinton Depot - 1971



Chessie System Logo - 1972



Chessie System Logo

In 1972 the C&O merged with the Baltimore and Ohio Railroad and Western Maryland Railway, the newly formed company was named the Chessie System after the popular image and adopted the "Ches-C" logo, which incorporated the silhouette of the kitten into the "C" of the railroad's name. The Chessie System merged with other railroads to become the CSX Corporation in 1986. Though the Chessie logo is no longer found in advertising and was phased out of usage on trains, Chessie is still the mascot of the CSX Corporation, and there are many examples of rolling stock that still feature the kitten logo, having yet to be repainted.

**Great Bend Tunnel
Ventilating Plant Built 1913
ca UNK**



Steam Locomotive ca UNK



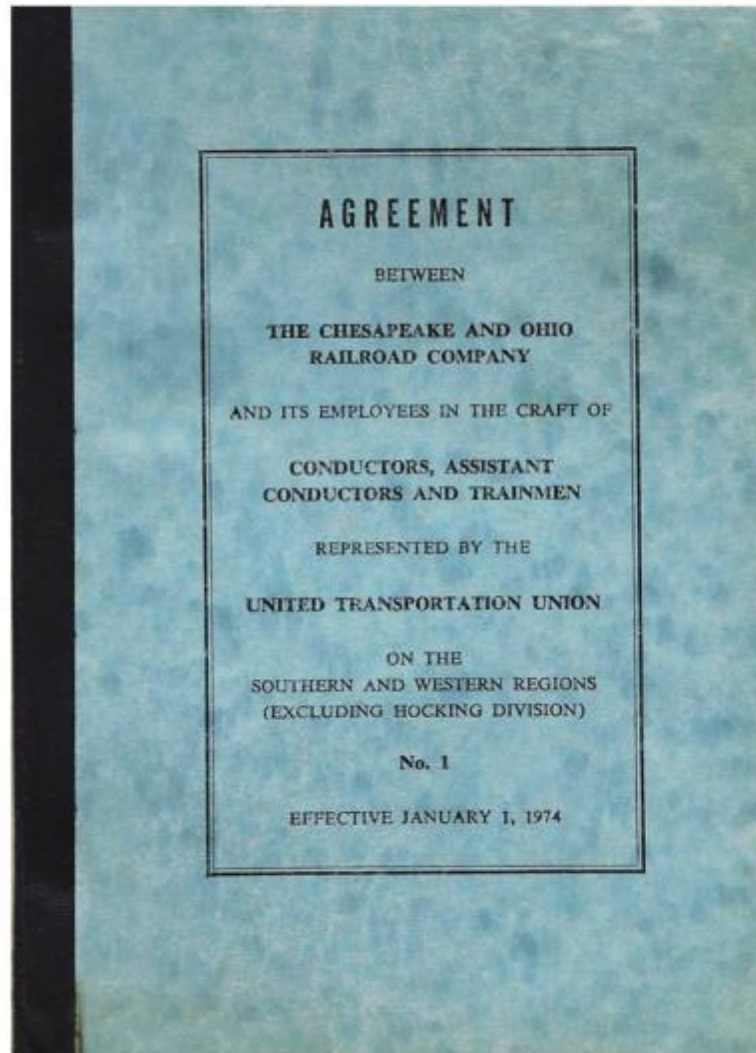
Dispatcher Display Board ca UNK



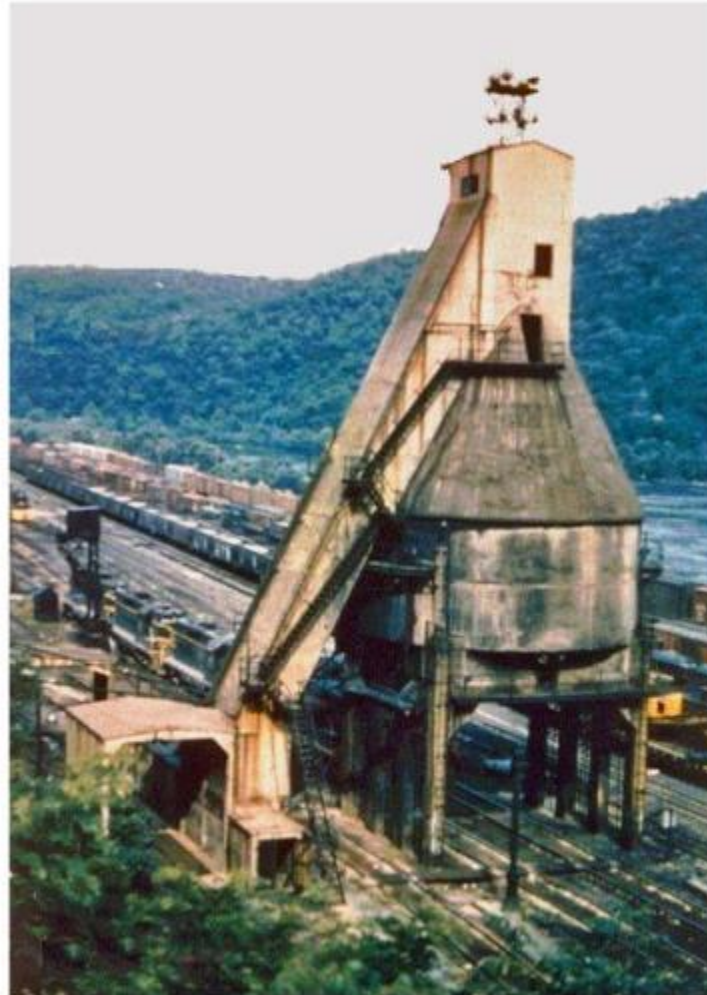
Dispatcher Display Board ca UNK



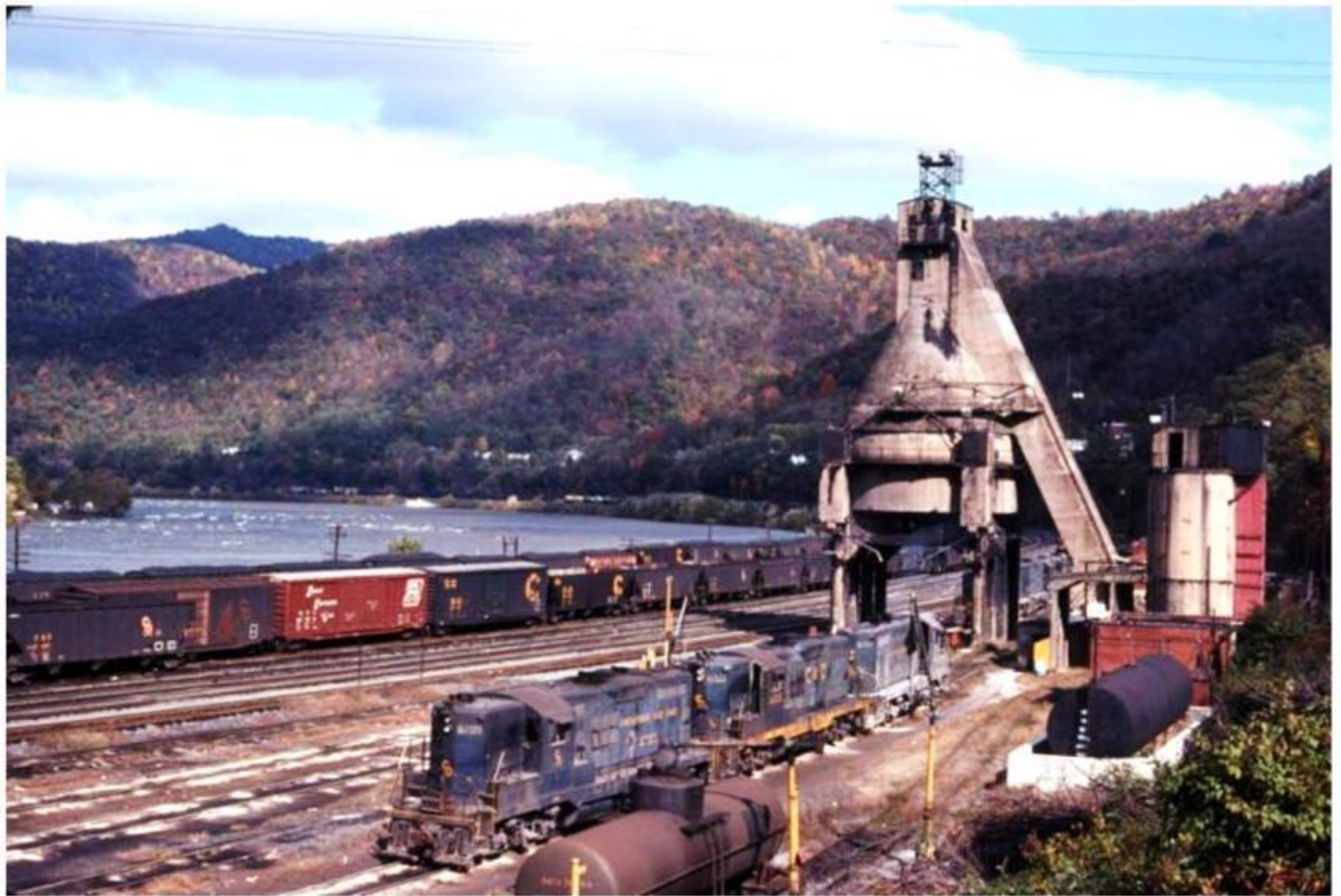
C&O Conductors, Assistant Conductors and Trainmen Union Handbook - 1974



**Hinton Railroad Yards
Coal Dock and Sanding Station
West End - ca early 1970s**



800 Ton Coaling Tower Dominates The West Yard – 1975 Hinton, WV



Hinton Railroad YMCA – 1975
Corner of Second Avenue and Summers Street, Hinton, WV
(Photo courtesy of West Virginia and Regional History Center)



West Virginia & Regional History Center

**Hinton, WV view from Southside
Old CSX Railroad Yards
ca 1970s**



**Hinton Railroad Yards
Outbound Diesel Locomotive Trains
ca 1970s**



Switching Hinton Yards ca 1970s



Chessie System Caboose – 1979



Hinton Daily News Clipping Ringling Brothers Circus in Hinton -1980



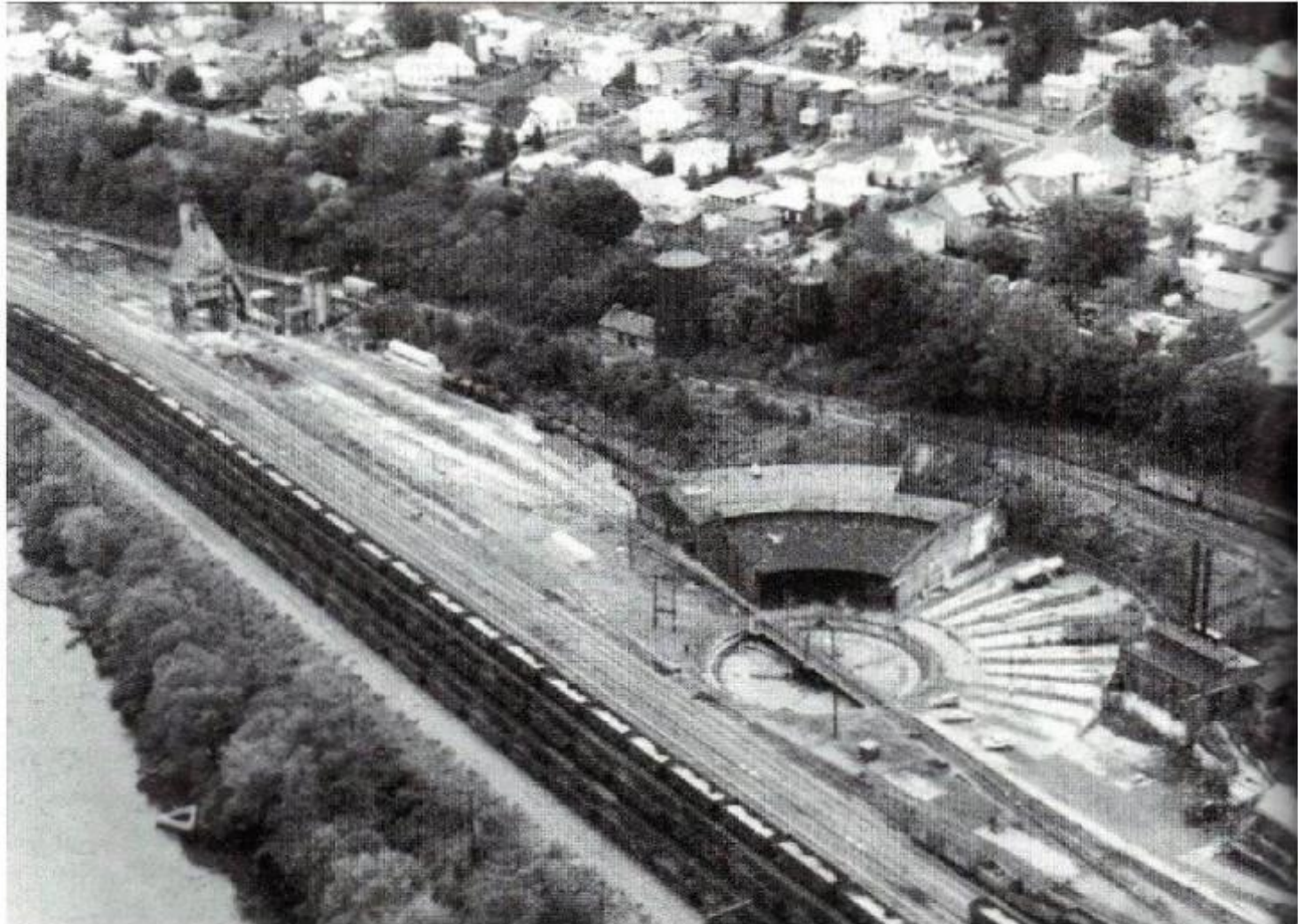
Circus Train Here

The Ringling Brothers-Barnum and Bailey Circus train passed through Hinton about 11 PM Tuesday evening. The 29 car train was enroute to Charleston for a performance. Although the few spectators who had gathered to see the train caught only fleeting glimpses of the animals and circus crew, most agreed it was a rare and interesting experience.

Hinton Roundhouse – ca 1980

After partial demolition

(Photo Courtesy of West Virginia & Regional History Center)



Hinton Roundhouse – ca 1980

After partial demolition

(Photo Courtesy of West Virginia & Regional History Center)



West Virginia & Regional History Center

Hinton Roundhouse – ca 1980s

Turntable Pit

(Photo Courtesy of West Virginia & Regional History Center)



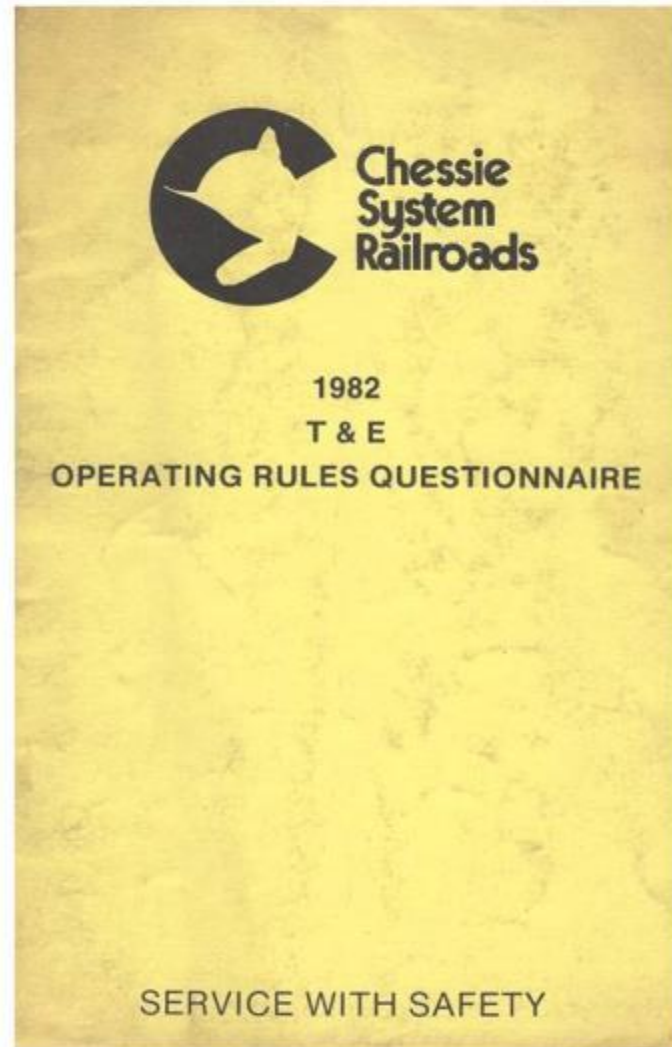
GE Electro-Motor Division SD-18 No 7302 - 1980s



GE Electro-Motor Division GP-35 No. 3572 - 1980s



C&O Test and Evaluation Operating Rules Questionnaire 1982



Brooks Falls Overlook Winter - 1985

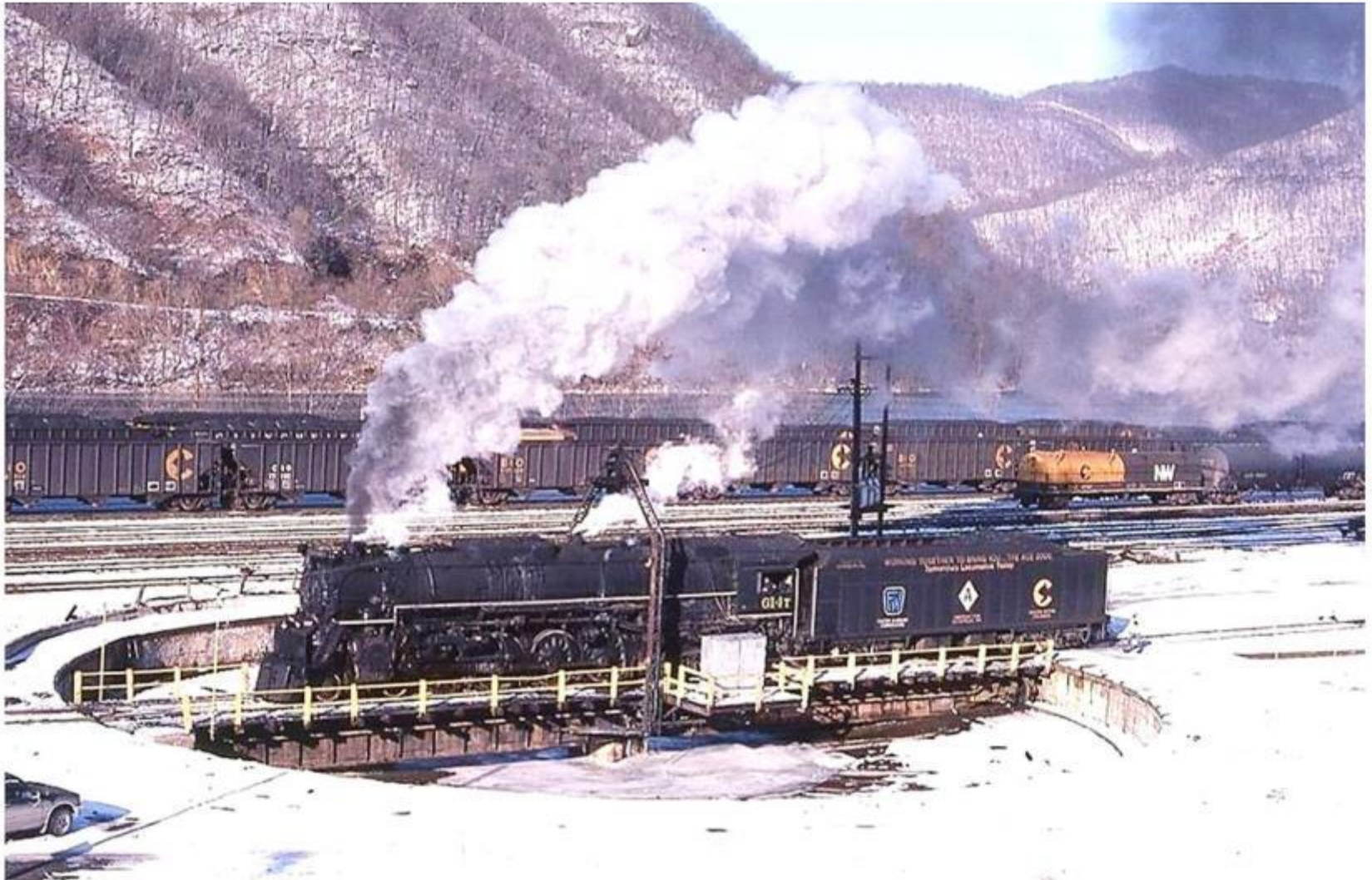


Chessie System Hinton West Yards 1985



Lima Locomotive No. 614T on Hinton Turntable – 1985

During testing for coal service, more information provided on following slide.



Chessie System EMD SD50 No. 8592 – January 21, 1985
Hinton Yard, Hinton, WV
(A William Klapp Photo)



Lima Locomotive No. 614T – 1985
Hinton Yard



Lima Locomotive No. 614T - 1985

History and Coal Testing

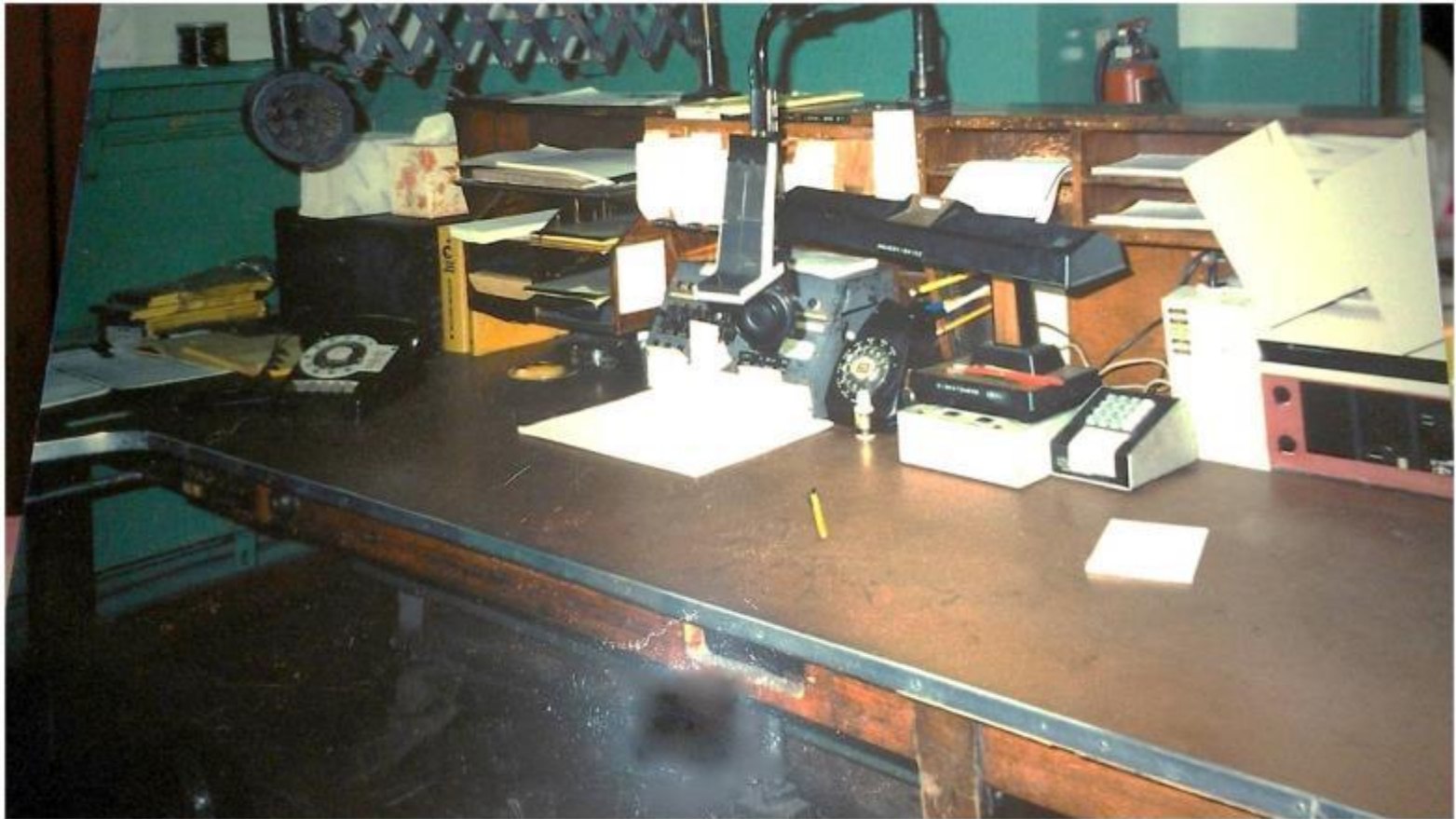
Chesapeake & Ohio 614 is a 4-8-4 steam locomotive built by the Lima Locomotive Works in Lima, OH, in June 1948 for the Chesapeake and Ohio Railway (C&O) as a member of the J3a class. As one of the last commercially built steam locomotives in the United States, the locomotive was built with the primary purpose of hauling long, heavy, high speed express passenger trains for the Chesapeake & Ohio Railway such as the George Washington and the Fast Flying Virginian. Retired from active service in the late 1950s, the 614 was preserved and placed on display at the B&O Railroad Museum in Baltimore, MD. In 1979, the locomotive was restored to operating condition and was used for extensive mainline excursion service from the 1970s until as late as 2012.

American Coal Enterprise was developing a modern steam locomotive to be used as an alternative to rising oil costs by burning coal, known as the ACE 3000 Project. The 614 was modified for better performance under the guidance of David Wardale, and fitted with testing equipment to measure the performance of the engine. For several weeks in January and February 1985, 614 (now 614T, symbolizing it as testing) hauled coal trains between Huntington and Hinton, West Virginia. The 614's fuel consumption costs were actually lower than most diesel locomotives operating at that time.

Lima Locomotive No 614T Engine Cab - 1985



Raleigh Dispatchers Desk - 1986



Nickle Plate Road – Lima 2-8-4 No. 765 – 1986

A 2-8-4 "Berkshire" type steam locomotive built for the New York, Chicago & St. Louis Railroad, commonly referred to as the "Nickel Plate Road", in 1944 by the Lima Locomotive Works in Lima, Ohio. Classified as a "S-2" class Berkshire, the locomotive operated fast, heavy freight and passenger trains until retirement in 1958.

Pictured here taking a turn on Hinton yard's turntable.



**Nickle Plate Road – Lima S-2 (2-8-4) “Birkshire” No. 765 - 1986
Hinton Yard near coaling tower**



**Nickle Plate Road – Lima S-2 (2-8-4) “Birkshire” No. 765 - 1986
Hinton Yard approaching turntable**



**Nickle Plate Road – Lima S-2 (2-8-4) “Birkshire” No. 765 - 1986
Taking a turn on the Hinton Yard turntable**



**Nickle Plate Road – Lima S-2 (2-8-4) “Birkshire” No. 765 - 1986
Hinton Yard near roundhouse**



800 Ton Sand and Coaling Tower – 1986
Lima S-2 (2-8-4) “Birkshire” No. 7856 in background
West Yard - Hinton, WV
(Photo by Steve Hutchison via Rail Pictures.net)

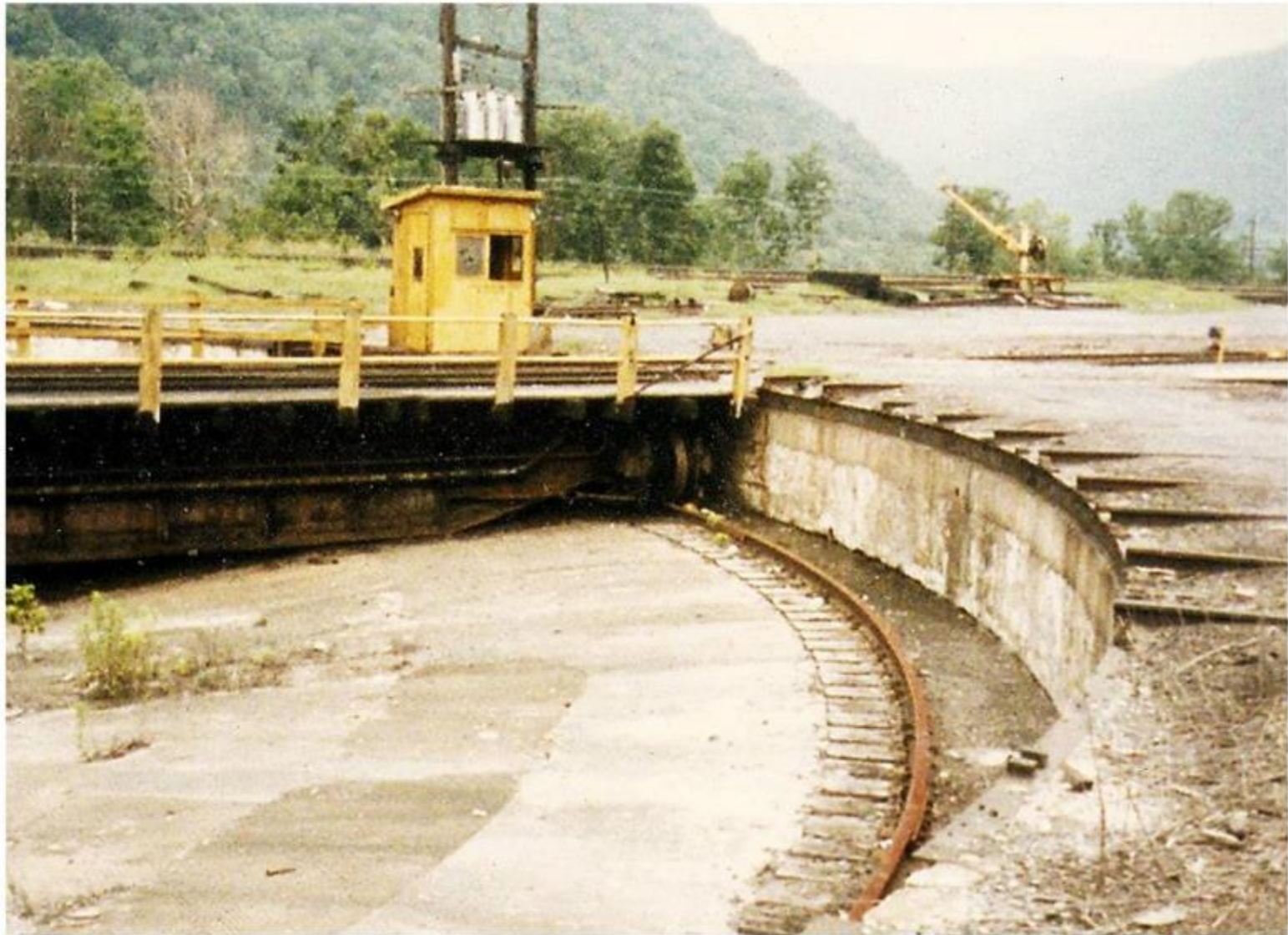


C&O Engine No. 765 at Hinton depot – 1987

**No. 765 is a type S-2, 2-8-4 “Berkshire” of “Nickle Plate Road” Steam Locomotive
built by Lima Locomotive Works, Lima, OH**



**C&O Turntable just prior to its removal - 1988
Hinton, WV**



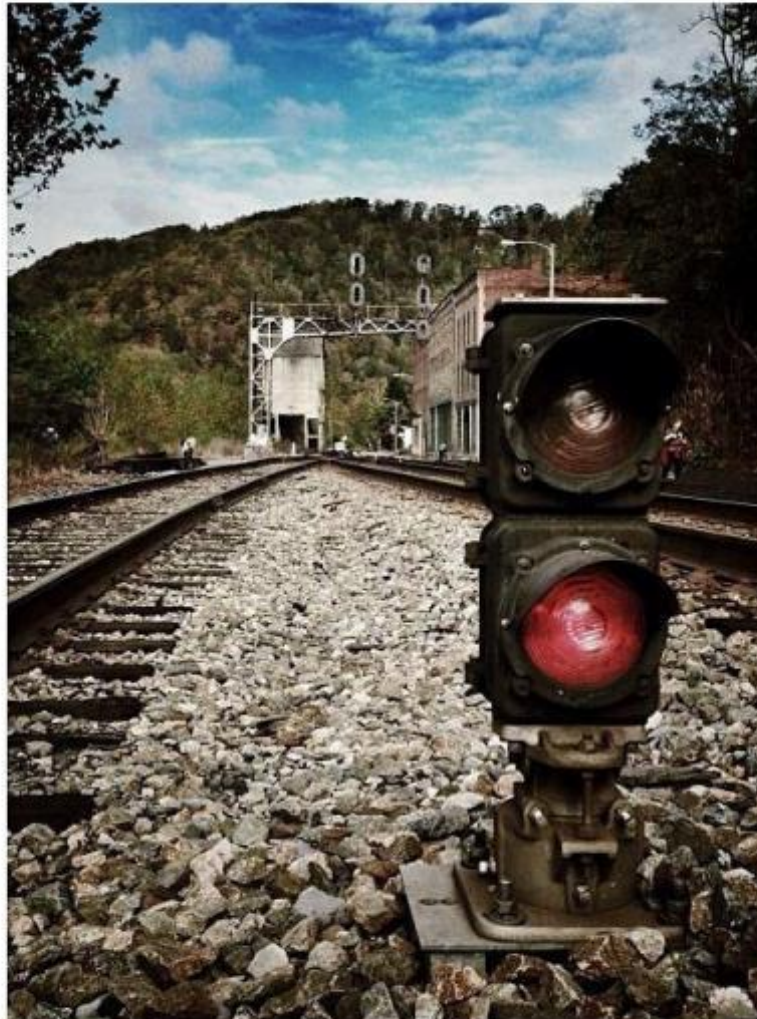
**C&O Turntable just prior to its removal - 1988
Hinton, WV**



**Amtrak Passenger Train near Hinton, WV
ca 1990s**



Red Signal Block
tells the Engineer to stop the train



**Steam Engine #1308
Used to run into Hinton
ca UNK**



CSX Approach Signal at Sewell ca 2000s



Big Bend Tunnel - UNK



Big Bend Tunnel

Aerial View - early 2000s



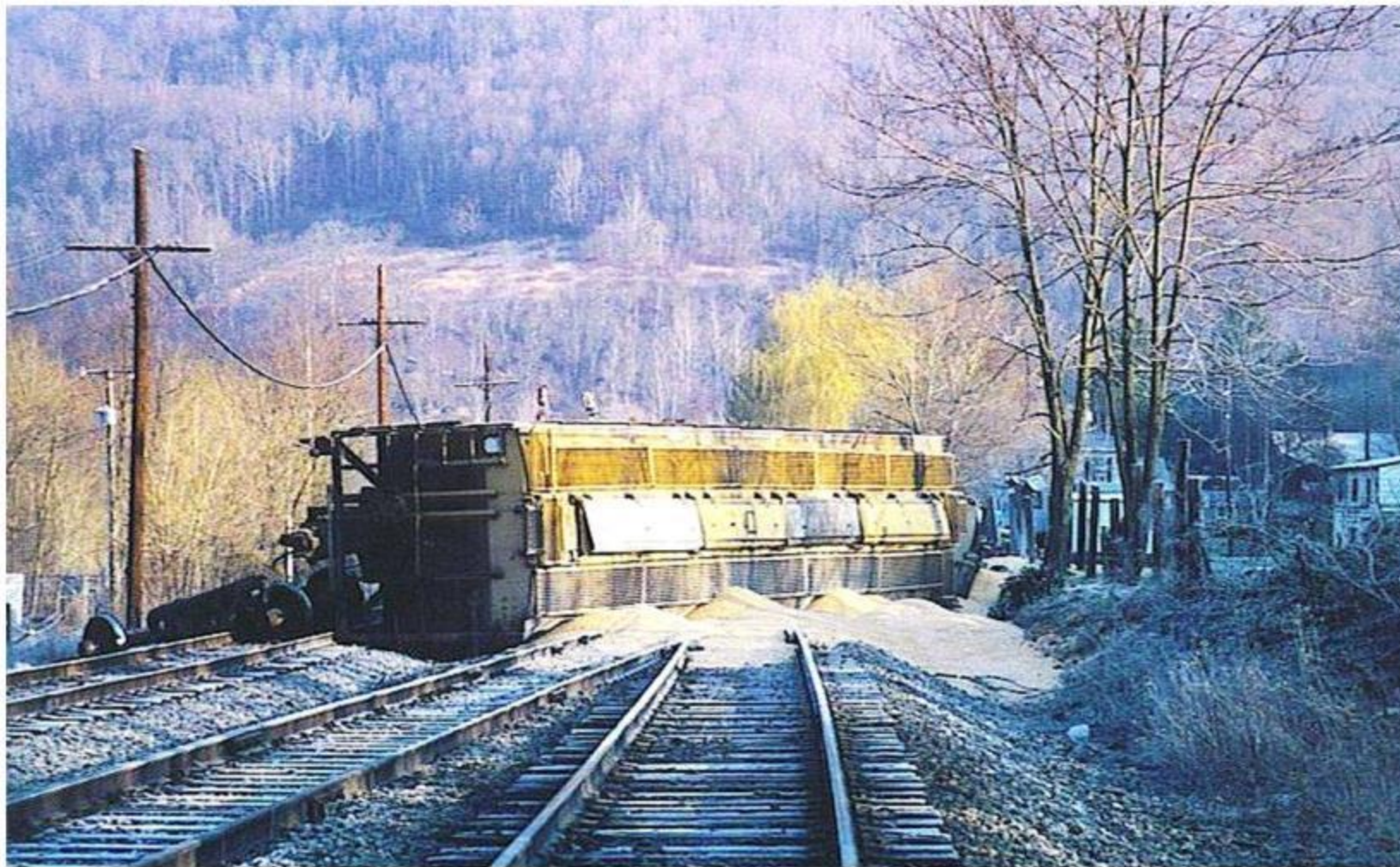
CSX Winter Scene ca early 2000s



Hinton Passenger Depot early 2000s



CSX Train Hauling Corn Derailment – 2001
Meadow Creek, WV



CSX Train Hauling Corn Derailment – 2001
Meadow Creek, WV



CSX Train Hauling Corn Derailment – 2001
Meadow Creek, WV



CSX Train Hauling Corn Derailment – 2001
Meadow Creek, WV



CSX Grain Train Derailment Meadow Creek, WV - 2001



Main Street – Hinton, WV by railroad tacks – 2002



**New Overhead Bridge
over CSX Railroad Tracks
Avis - 2003**



**Amtrak Sign on Hinton, WV Depot
ca 2005**



Hinton Passenger Depot 2010



The Legend Of John Henry

The next 18 slides provide the historical background for the legend. The photos depict the 1972 construction and placement of his statue at the original site on Route 12 and the 2012 relocation to its current location.

The Legend of John Henry: Talcott, WV

Published on the National Park Service website, National Park and Preserve, New River Gorge page

In the early 1870s, construction of the Chesapeake and Ohio Railway along the Greenbrier and New Rivers employed thousands of workers. Many of these men were African Americans who migrated to West Virginia in search of jobs. Jobs on the railroad were labor intensive and low paying, required long hours, and were at times dangerous.

Railroad workers primarily used shovels, wheelbarrows, mules, and black powder to move millions of tons of rock and dirt to prepare the railroad bed. Workers used axe and adz to cut and shape hundreds of trees into ties, bridge timbers, and lumber for railcars. They sweated in the hot summer sun and froze in the cold mountain winters as they worked to connect Tidewater Virginia with the Ohio River Valley.

As the C&O Railway stretched westward along the Greenbrier River, The Legend of John Henry was born at Big Bend Mountain near Talcott, West Virginia. The Legend of John Henry is just that, a “legend,” and through the legend, John Henry became a symbol. He symbolized the many African Americans whose sweat and hard work built and maintained the rails across West Virginia. He was a symbol for the black workers who gave their lives in these dangerous occupations. The legend, as told through ballads and work songs, has kept the story of John Henry and the black railroad workers alive.

In February of 1870, workers began drilling the Great Bend Tunnel, *also know as the Big Ben Tunnel*, where the Greenbrier River makes a seven-mile meander around Big Bend Mountain. Over 800 men, many of them African American, cut a 6,450 foot-long tunnel through the mountain. The workers cut through layers of red shale, which tended to disintegrate when exposed to air, making the tunnel a dangerous place to work. Rock falls were common and death was always a possibility. At nearly a mile and one quarter long, the Great Bend Tunnel is the longest on the C&O Railway.

The Legend of John Henry: Talcott, WV (Continued)

Published on the National Park Service website, National Park and Preserve, New River Gorge page

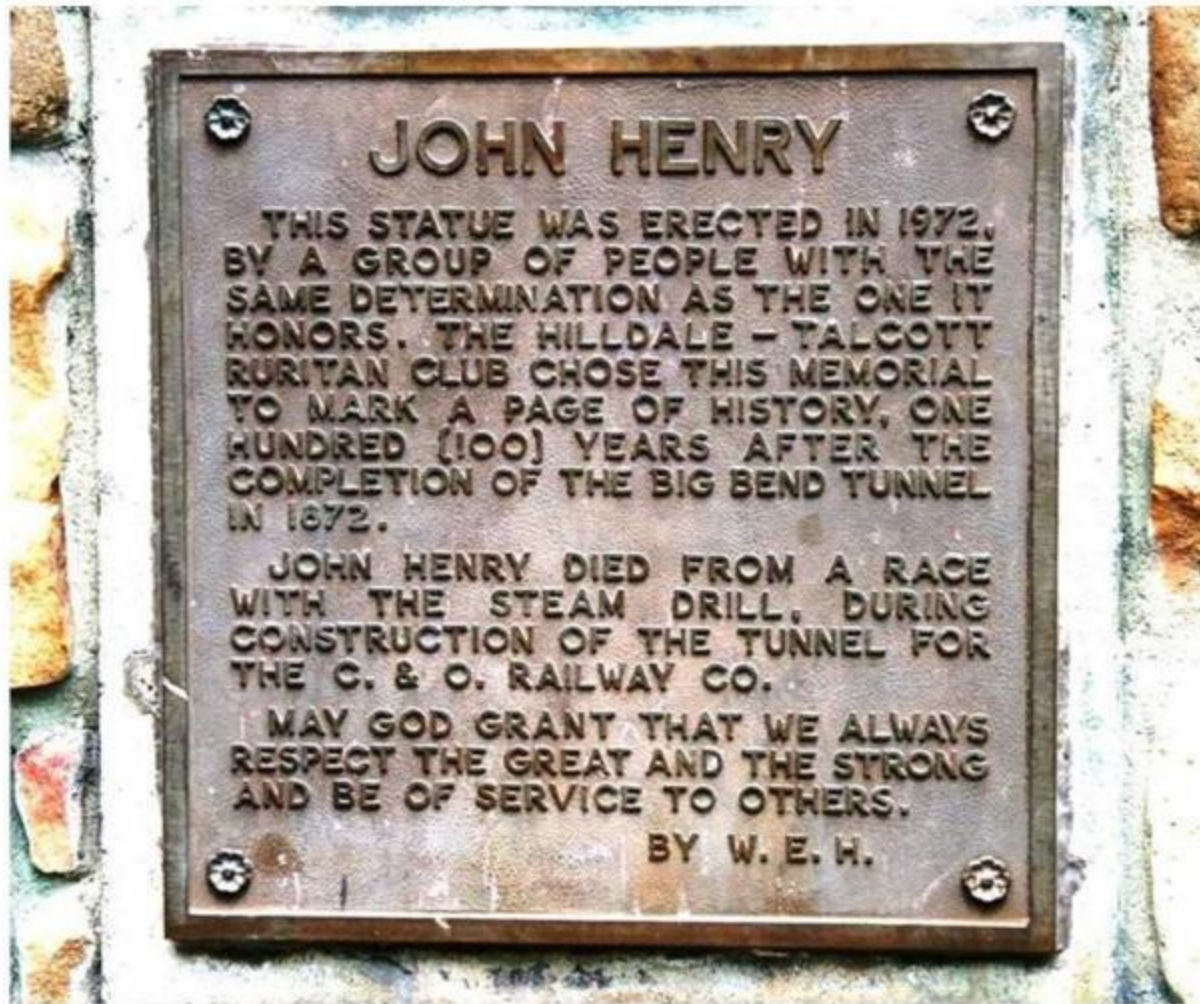
The process of building a tunnel in the 1870s was slow and difficult work. Holes were drilled into the layers of rock using a hand drill and hammer. Holes were then filled with powder and blasted in order to make the rock small enough to remove from the tunnel. The drill was held by a “shaker” who turned it slightly after each blow and gave it a shake to flip the rock dust out of the hole. The “steel driver” swung the hammer as hard and as often as he could, pounding the drill into the rock.

As the story goes, John Henry was hired as a steel driver for the railroad. Later, the railroad company brought in a steam drill to speed up work on the tunnel. It was said that the steam drill could drill faster than any man. The challenge was on, “man against machine.” John Henry was known as the strongest, the fastest, and the most powerful man working on the railroad. He went up against the steam drill to prove that the black worker could drill a hole through the rock farther and faster than the drill could. Using two 10-pound hammers, one in each hand, he pounded the drill so fast and so hard that he drilled a 14-foot hole into the rock. The legend says that the drill was only able to drill nine feet. John Henry beat the steam drill and later died of exhaustion.

The Great Bend Tunnel was completed on September 12, 1872, and remained in service until 1974. The tunnel and the man have been cemented into the annals of time through The Ballad of John Henry. The song tells of a boy born with a "hammer in his hand." It tells of a man who worked as a steel driver during the construction of the Great Bend Tunnel. It tells us that this man took a hammer in each hand to face down a steam-powered drilling machine. John Henry promised, "If I can't beat this steam drill down, I'll die with this hammer in my hand!" At the Great Bend Tunnel, John Henry became one of the world's great folk heroes.

John Henry Statue - 1972

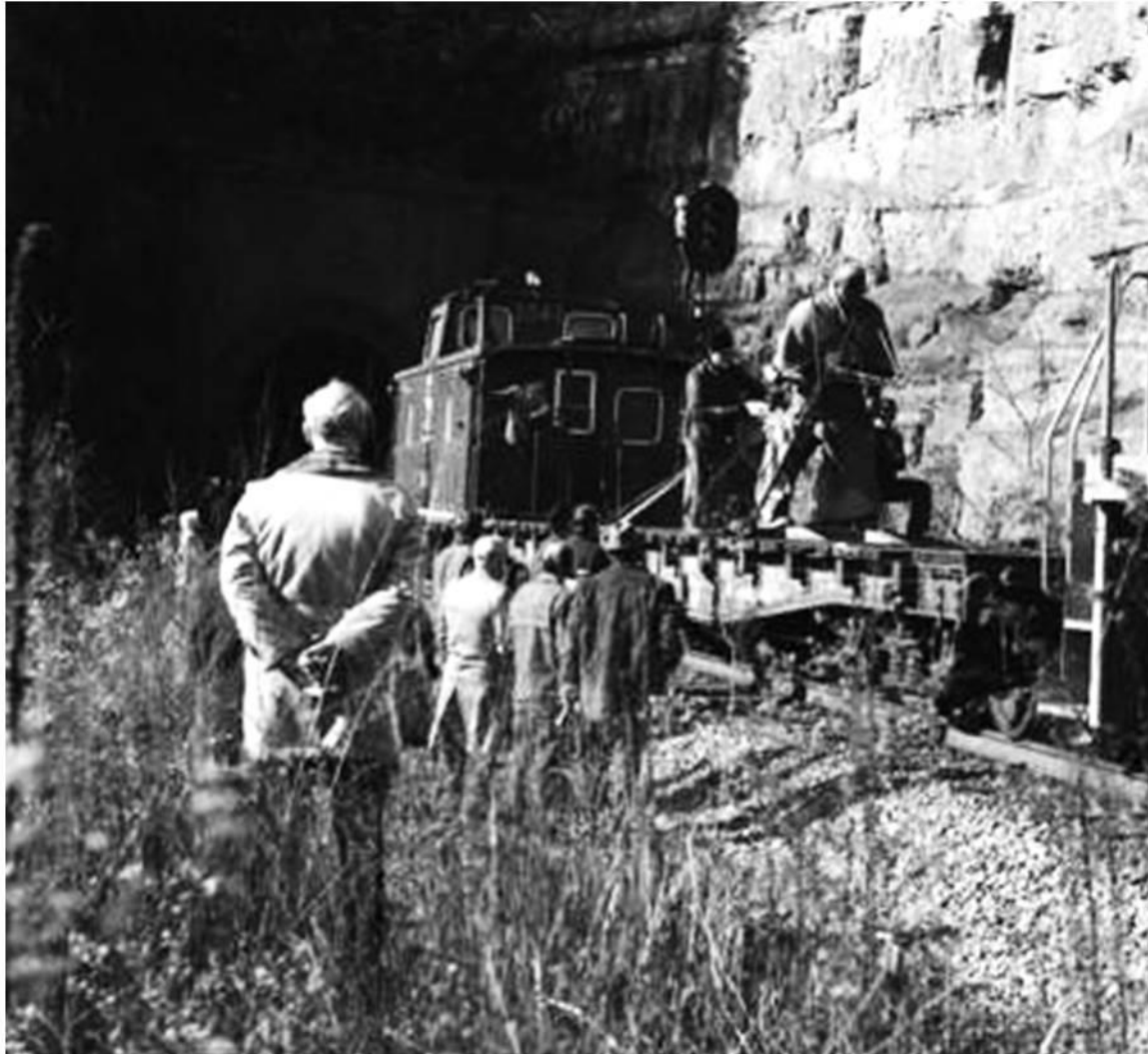
The statue was erected along with the John Henry Caboose in December 1972 on Route 12 directly above the Great and Big Bend Tunnels.



C&O John Henry Special carrying Statue - December 28, 1972
Coming out of the Great Bend Tunnel that made him famous.
Talcott, WV



C&O John Henry Special carrying Statue - December 28, 1972
Coming out of the Great Bend Tunnel that made him famous.
Talcott, WV



C&O John Henry Special - December 28, 1972
Preparing to unload Statue
Talcott, WV



C&O John Henry Special - December 28, 1972
Unloading Statue
Talcott, WV



John Henry Statue - December 28, 1972
Being lowered onto pedestal on
Route 12 directly above Great Bend Tunnel
Talcott, WV



**John Henry Statue - December 28, 1972
Being lowered onto pedestal on
Route 12 directly above Great Bend Tunnel
Talcott, WV**



John Henry Statue - December 28, 1972
Being lowered onto pedestal on
Route 12 directly above Great Bend Tunnel
Talcott, WV

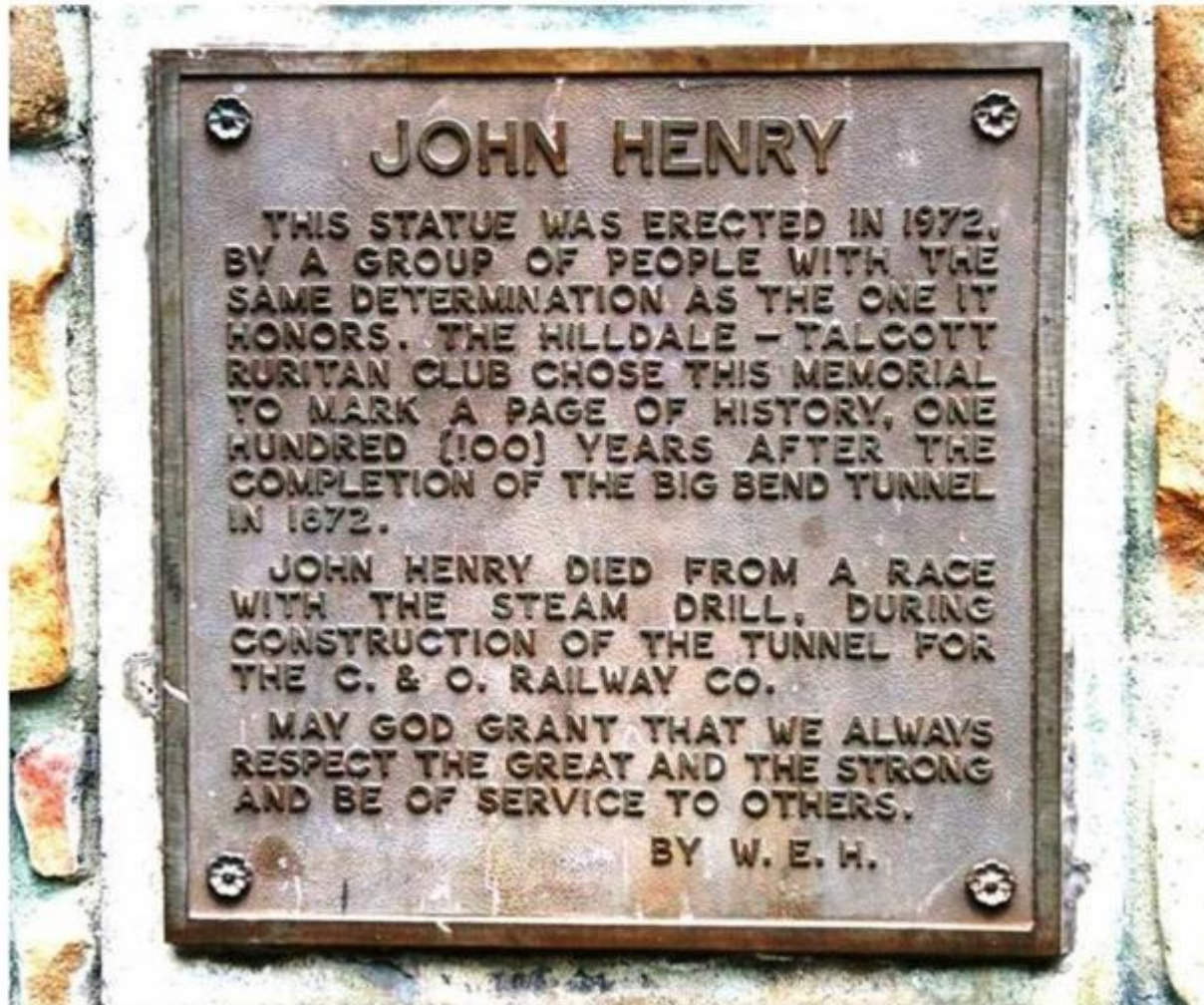


John Henry Statue - 1974
Route 12 directly above Great and Big Bend Tunnels
Talcott, WV



John Henry Statue Relocated – 2012

The statue remained at its original Route 12 location for almost four decades. Due to repeated acts of vandalism, the statue was moved to its current location, adjacent to the Great Bend Tunnel in the John Henry Historical Park in 2012.



John Henry Statue Relocated - 2012

Bolted to its pedestal at the John Henry Historical Park Talcott, WV



John Henry Statue and Great Bend Tunnel - 2014
John Henry Historical Park, Talcott, WV



John Henry Statue and Great Bend Tunnel - 2014

John Henry Historical Park, Talcott, WV



John Henry Statue and Great Bend Tunnel - 2014
John Henry Historical Park, Talcott, WV



Big Bend Tunnel - John Henry Statue - Great Bend Tunnel - 2014
John Henry Historical Park, Talcott, WV



Big Bend and Great Bend Tunnels - 2014

Big Bend is still an active tunnel, Great Bend was sealed in 1974

Talcott, WV



*End of
The Legend of John Henry
Slides*

City of Hinton Railroad Station Marker and Depot - 2014



CSX Coal Drag rolls into Brooks, WV 2014



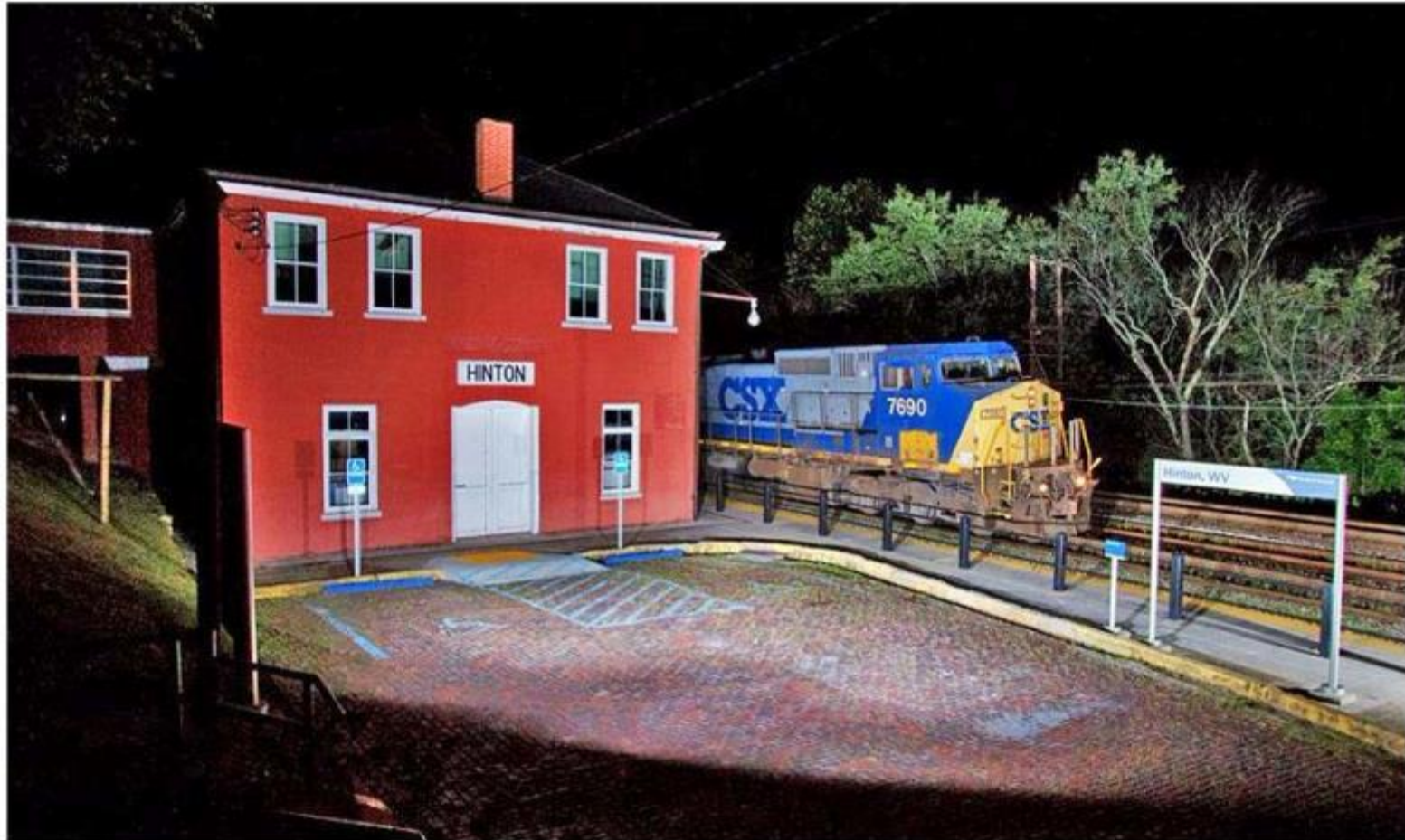
CSX Crossing Diamond 2014



Hinton Passenger Depot 2014



Hinton Passenger Depot At Night - 2014



Hinton Passenger Depot At Night - 2014



Hinton Railroad Depot

Amtrak Special delivers Railroad Days visitors 2014



CSX Diesel Locomotive Winter - 2015



CSX Freight Train ca 2015



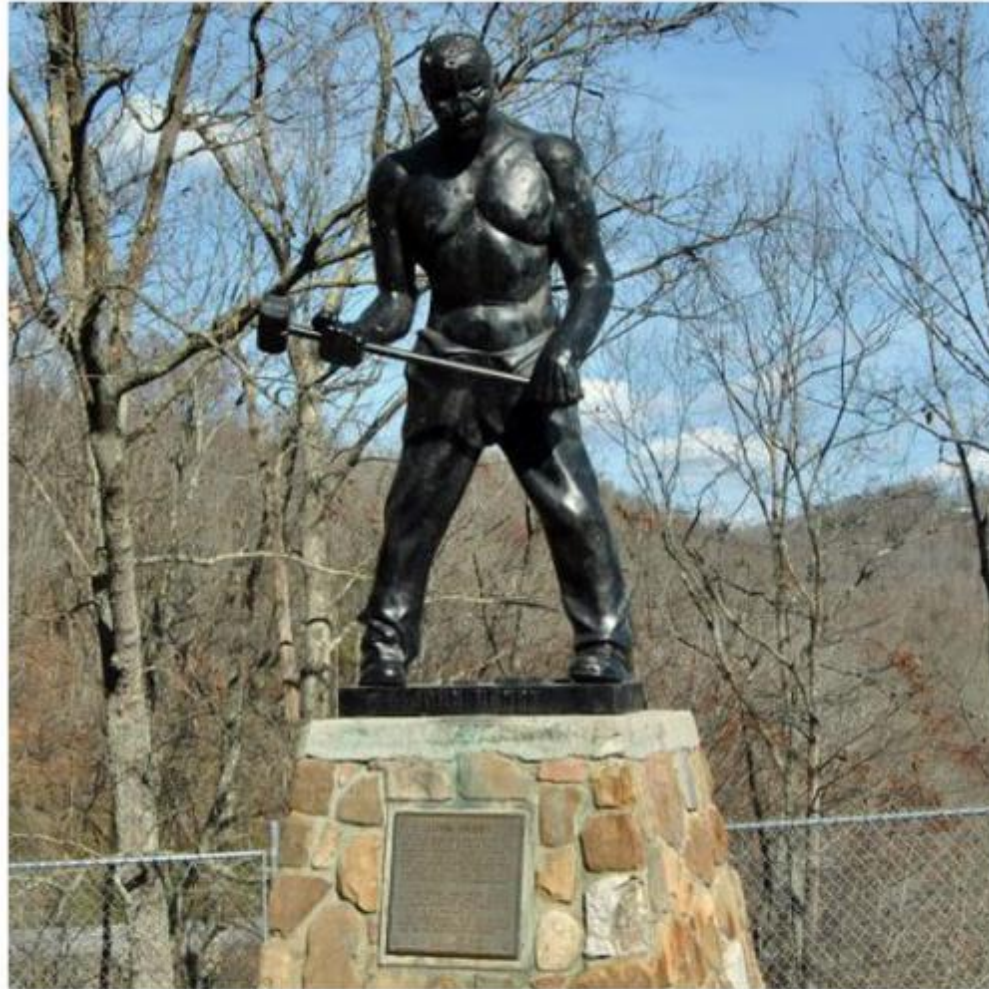
CSX Freight Train coming out of tunnel 2015



Hinton Passenger Depot 2015



John Henry Statue Talcott, WV - 2015



Hinton Passenger Depot boarding Amtrak - 2016



Hinton Passenger Depot 2016



**Hinton Passenger Depot
Looking toward West End
2016**



Westbound CSX Manifest Rolls Through Talcott – 2018



Hinton Train Station – March 2019
(Photo courtesy of Melanie Williams Smith)



Autumn Colors Express
Railroad Days 2019

Autumn Colors Express Arriving – 2019
Railroad Days Hinton, WV
(Photo courtesy of Mike Sullivan)



Autumn Colors Express – 2019
Railroad Days Hinton, WV
(Photo courtesy of Michael Walton)



Autumn Colors Express – 2019
Amtrak Coaches
Railroad Days Hinton, WV



Autumn Colors Express – 2019
Amtrak Coach
Railroad Days Hinton, WV



Autumn Colors Express – 2019
California Zephyr - Silver Palace Coach
Railroad Days Hinton, WV



Autumn Colors Express – 2019
Fox River Valley Coach
Railroad Days Hinton, WV



Autumn Colors Express – 2019
Iowa Pacific - Empire Builder Coach
Railroad Days Hinton, WV



Autumn Colors Express – 2019
Lake Pepin Coach
Railroad Days Hinton, WV



Autumn Colors Express – 2019
The Milwaukee Road - Super Dome Coach
Railroad Days Hinton, WV



Autumn Colors Express – 2019
The Milwaukee Road - Wenonah Coach
Railroad Days Hinton, WV



Autumn Colors Express – 2019
Northern Pacific Vista Dome - North Coast Limited Coach
Railroad Days Hinton, WV



Autumn Colors Express – 2019
Amtrak Engines
Railroad Days Hinton, WV



Autumn Colors Express – 2019
Assorted Coaches
Railroad Days Hinton, WV



Autumn Colors Express – 2019
Assorted Coaches
Railroad Days Hinton, WV



Autumn Colors Express Departing – 2019 Railroad Days Hinton, WV



Hinton Railroad Station – January 2020

(Photo courtesy of Vickie Whitten)



Hinton Railroad Station – August 2020



Hinton Railroad Station - 2021
(Photo courtesy of Melanie Williams Smith)



New Military Vehicles – March 2022

Possibly heading to Europe in support of Ukraine's war with Russia

Hinton Yard



New Military Vehicles – March 2022

Possibly heading to Europe in support of Ukraine's war with Russia

Hinton Yard



New Military Vehicles – March 2022

Possibly heading to Europe in support of Ukraine's war with Russia

With Tim Wheeler - Hinton Yard



New Military Vehicles – March 2022

Possibly heading to Europe in support of Ukraine's war with Russia
Hinton Yard



New Military Vehicles – March 2022

Possibly heading to Europe in support of Ukraine's war with Russia

Hinton Yard



New Military Vehicles – March 2022

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Hinton Yard



New Military Vehicles – March 2022

Possibly heading to Europe in support of Ukraine's war with Russia

Hinton Yard



CSX Derailment

The next 40 slides are photos of the aftermath of a 4 locomotive, 22 car derailment near Sandstone on March 8, 2023.

CSX Derailment near Sandstone, WV

March 8, 2023

The West Virginia Emergency Management Division said a rockslide caused a CSX train to derail around 5 a.m. Wednesday, March 8, 2023.

The train came around a corner to a find rockslide with a big boulder the size of a school bus on the tracks.

Four CSX locomotives and 22 empty cars derailed near New River and Richmond's Store in Sandstone, WV.

The lead locomotive, which carried a conductor, an engineer and an engineer trainee, caught fire and the crewmembers were evaluated and treated for non-life threatening injuries.

Within hours, crews began working to remove the wreckage, repair damaged track and clean up a diesel fuel spill in the New River.

CSX Derailment – March 8, 2023
Near Richmond's Store, Sandstone, WV
(Photo courtesy of Butch Mansfield)



CSX Derailment – March 8, 2023
Near Richmond's Store, Sandstone, WV
(Photo courtesy of Butch Mansfield)



CSX Derailment – March 8, 2023
Near Richmond's Store, Sandstone, WV
(Photo courtesy of Butch Mansfield)



CSX Derailment – March 8, 2023
Near Richmond's Store, Sandstone, WV
(Photo courtesy of Fox News)



CSX Derailment – March 8, 2023

Near Richmond's Store, Sandstone, WV

Derailment caused by rockslide with large bus sized boulder on tracks.

(Photo courtesy of WSLN 10 News)



CSX Derailment – March 8, 2023

Near Richmond's Store, Sandstone, WV

Derailment caused by rockslide with large bus sized boulder on tracks.

(Photo courtesy of WSLS 10 News)



CSX Derailment – March 8, 2023
Near Richmond's Store, Sandstone, WV
(Photo courtesy of Sam Richmond)



CSX Derailment – March 8, 2023
Near Richmond's Store, Sandstone, WV
(Photo courtesy of Sam Richmond)



CSX Derailment – March 8, 2023
Near Richmond's Store, Sandstone, WV
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Near Richmond's Store, Sandstone, WV
(Photo courtesy of Sam Richmond)



CSX Derailment – March 8, 2023
Near Richmond's Store, Sandstone, WV
(Photo courtesy of Butch Mansfield)



CSX Derailment – March 8, 2023
Near Richmond's Store, Sandstone, WV
(Photo courtesy of Butch Mansfield)



CSX Derailment – March 8, 2023
Near Richmond's Store, Sandstone, WV
(Photo courtesy of Butch Mansfield)



CSX Derailment – March 8, 2023
Near Richmond's Store, Sandstone, WV
(Photo courtesy of Butch Mansfield)



CSX Derailment – March 8, 2023
Near Richmond's Store, Sandstone, WV
(Photo courtesy of Butch Mansfield)



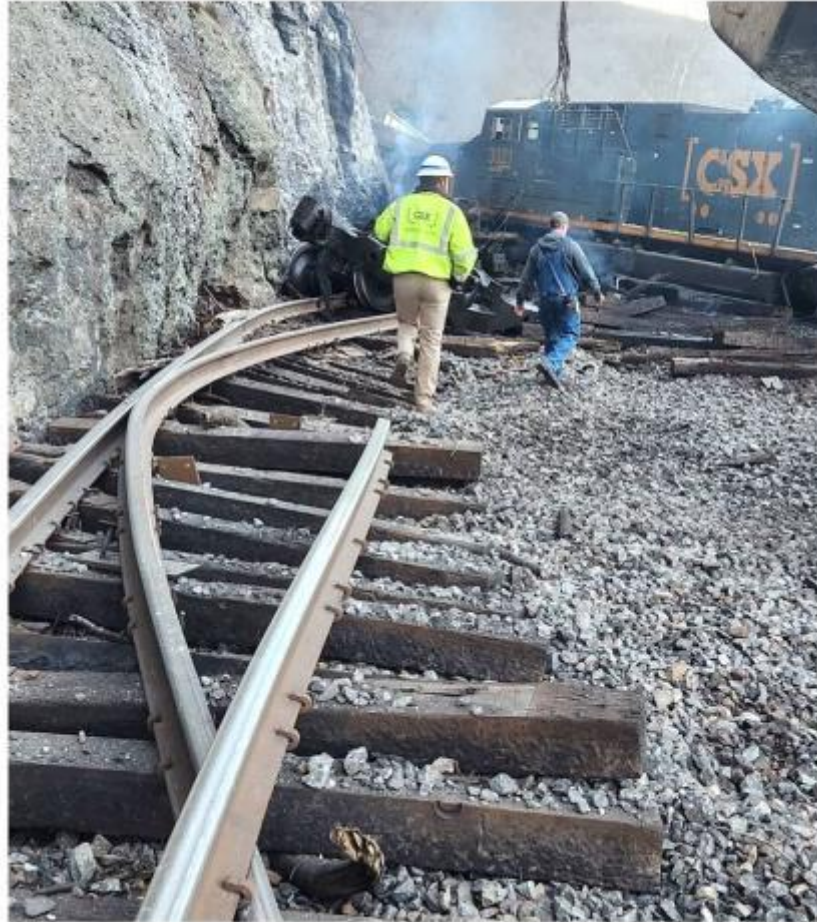
CSX Derailment – March 8, 2023
Near Richmond's Store, Sandstone, WV
(Photo courtesy of Butch Mansfield)



CSX Derailment – March 8, 2023
Near Richmond's Store, Sandstone, WV
(Photo courtesy of Sam Richmond)



CSX Derailment – March 8, 2023
Near Richmond's Store, Sandstone, WV
(Photo courtesy of Butch Mansfield)



CSX Derailment – March 8, 2023
Near Richmond's Store, Sandstone, WV
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Near Richmond's Store, Sandstone, WV
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CSX Derailment – March 8, 2023
Near Richmond's Store, Sandstone, WV
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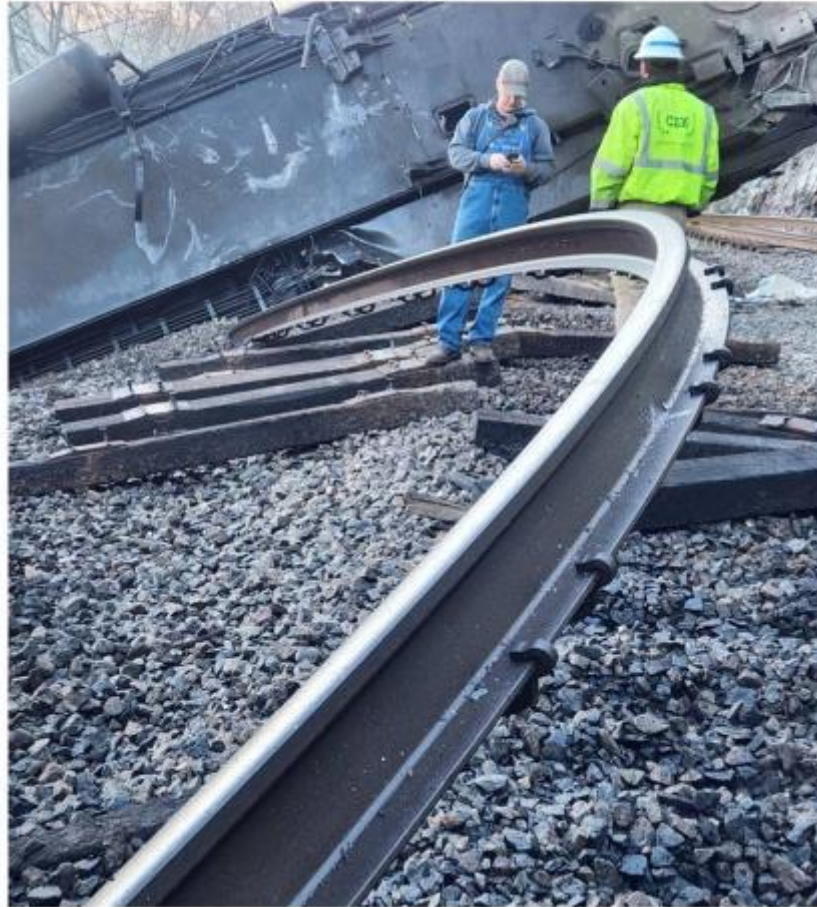
CSX Derailment – March 8, 2023
Near Richmond's Store, Sandstone, WV
(Photo courtesy of Butch Mansfield)



CSX Derailment – March 8, 2023
Near Richmond's Store, Sandstone, WV
(Photo courtesy of Butch Mansfield)



CSX Derailment – March 8, 2023
Near Richmond's Store, Sandstone, WV
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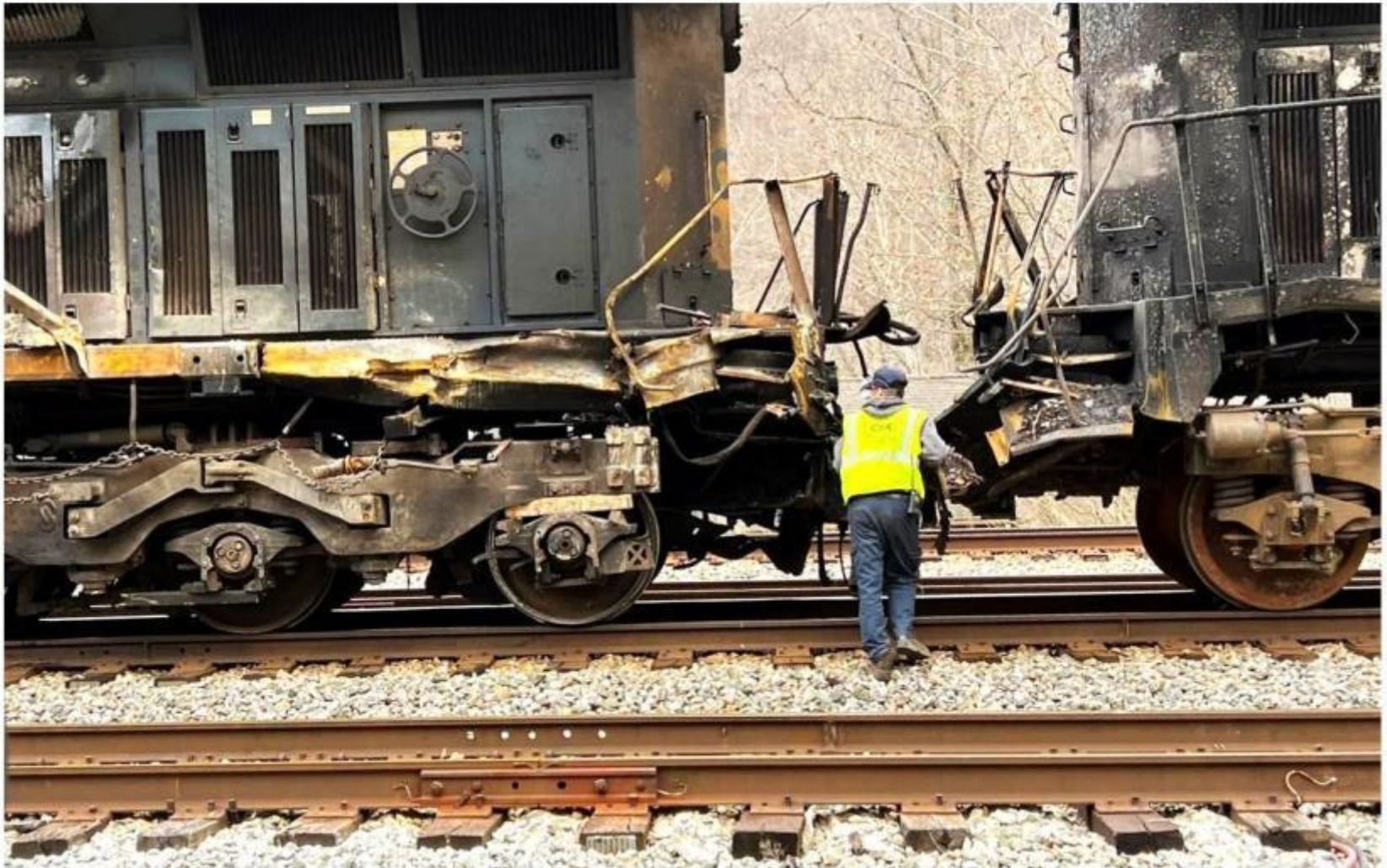
CSX Derailment – March 8, 2023
Near Richmond's Store, Sandstone, WV
(Photo courtesy of Butch Mansfield)



**CSX Derailment – March 10, 2023
Near Richmond's Store, Sandstone, WV
(Photo courtesy of Eric Domboski)**



CSX Derailment – March 10, 2023
Near Richmond's Store, Sandstone, WV
(Photo courtesy of Eric Domboski)



*End of
CSX Derailment
Slides*