

United States Department of the Interior
 National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Norfolk & Western Class A No. 1218 Locomotive

Other names/site number: VDHR ID# 128-6655

Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 303 Norfolk Ave SW

City or town: Roanoke State: VA County: Independent City

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national X statewide ___ local

Applicable National Register Criteria:

X A ___ B X C ___ D

<p>_____ Signature of certifying official/Title: <u>Virginia Department of Historic Resources</u> State or Federal agency/bureau or Tribal Government</p>	<p>_____ Date</p>
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<p>In my opinion, the property ___ meets ___ does not meet the National Register criteria.</p>	
<p>_____ Signature of commenting official:</p>	<p>_____ Date</p>
<p>Title :</p>	<p>State or Federal agency/bureau or Tribal Government</p>

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only one box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>0</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>1</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/rail-related

Current Functions

(Enter categories from instructions.)

TRANSPORTATION/rail-related

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7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER/ Norfolk & Western Class A Locomotive

OTHER/ Superpower Steam Locomotive

Materials: (enter categories from instructions.)

Principal exterior materials of the property: METAL: Iron, Steel

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The sleek, modern, superpower articulated design of the Norfolk and Western (N&W) Class A No. 1218 Locomotive is considered to be one of the most novel and striking in railroad history.¹ At a total length of 121 feet, a width of 11 feet 2 inches, a height of 16 feet, and weighing 951,600 pounds, the 1218 was solidly built, huge, and immensely powerful. Fueled by coal, the tender car attached to it at all times carried 35 tons of coal and 22,000 gallons of water. Its boiler pressure could handle 300 pounds per square inch and produced 5,400 horsepower. The engine's top speed of 70 miles per hour was practically unheard of in the universe of coal-burning locomotives. It has a Baker valve gear that replaced the expansion link of the Walschaerts gear with an assembly of levers and links which produces the same effect of allowing continuous variation valve travel; the Pilliod Co. sold the gear as a single assembly which was mounted on the frame in the location ordinarily occupied by the Walschaerts expansion link. The engine also has 70-inch-diameter drivers for more speed (until this time, the Superpower era freight locomotives had drivers between 56 and 64 inches, except for special circumstances) and tractive effort (the force applied by a locomotive for moving itself and a train) rated at 114,000 pounds. The N&W Class A No. 1218 Locomotive was restored in 1986 and used for passenger excursions between 1987 and 1991. The engine is parked at the Virginia Museum of Transportation in Roanoke, Virginia, along with other railroad engines and cars, beneath a

¹ Articulated steam locomotives have one or more engine units that can move independently of the main frame. Articulation allows the operation of locomotives that would otherwise be too large to negotiate a railroad's curves, whether on mainlines or special lines, with extreme curvature such as logging, industrial, or mountain railways.

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purpose-built shed with support poles. Its integrity of location, setting, design, workmanship, materials, feeling, and association is pristine.

Narrative Description

Location and Setting

The Virginia Museum of Transportation occupies the former Norfolk & Western Railway Freight Station (NRIS 12000969; DHR # 128-6162). The 3.14-acre property is bounded to the north by the active eastbound main tracks of the Norfolk-Southern Railroad. Listed in the Virginia Landmarks Register and the National Register of Historic Places in 2012, the Norfolk & Western Railway Freight Station is significant for its association with the history of the N&W Railway (now Norfolk-Southern), which for nearly 100 years played a significant role in the industrial development of Roanoke. Roanoke's railroad history began with the arrival of the Virginia & Tennessee Railroad in 1852. In 1882, Roanoke became the most important junction point as well as corporate headquarters for the newly formed N&W. The N&W went on to become a major carrier of coal from mines in West Virginia and Virginia. Construction of freight handling and locomotive manufacturing facilities at Roanoke by the N&W during the late nineteenth century spurred unprecedented economic and population growth in Roanoke during this period. To handle freight traffic in Roanoke, the N&W for many years utilized several older depots, including a former passenger station it had inherited from a predecessor railroad, the Atlantic, Mississippi & Ohio. Deemed inadequate for the ever-increasing amount of freight traffic coming into Roanoke, the N&W built a new freight station at 2nd and Norfolk Avenues beginning in 1916. Opened for freight operations in 1917, the station was completed in 1918. In addition to handling freight, the station included an Annex for its freight accounting and billing staff. In 1963, the station was converted for use as the Roanoke Transportation Museum, which became the Virginia Museum of Transportation in 1985.

Physical Description

The Norfolk & Western Railway 1218 locomotive has a 2-6-6-4 wheel arrangement and is known as a Class A type steam locomotive in the railroad industry. Under the Whyte notation for the classification of steam locomotives, 2-6-6-4 represents the wheel arrangement of two leading wheels on two axles, six powered and coupled driving wheels on three axles, another set of six powered and coupled driving wheels on three axles and four trailing wheels on two axles. The Class A's were designed and utilized as fast freight, heavy coal, and passenger locomotives and powered passenger trains between Norfolk, Virginia, and Columbus, Ohio. Based on one of Norfolk & Western's finest designs, these articulated locomotives featured all the latest components when introduced in the late 1930s. After two appeared for trials (engine numbers 1200 and 1201, the first two built by the N&W for trials/testing), eight more followed in 1936-1937. N&W produced 25 more during World War II (using Alligator crosshead guides), and eight more in 1949-1950. Between Williamson, West Virginia, and Portsmouth, Ohio, these engines had a tonnage rating of 13,000 tons of slow freight. Between Portsmouth and Columbus,

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they were rated at 5,200 tons of time freight. And they could pull passenger trains at 70 mph (113 kph).

In addition to a high-pressure boiler, an A-class locomotive had a cast-steel frame and roller bearings on virtually all surfaces. The firebox had 57 sq ft (5.30 sq m) of arch tubes and a long combustion chamber, but no circulators or syphons. The last five of the type had McGill MultiRol roller bearings in the side and main rods, the only articulated to take such friction-reducing measures. Max consumption rates per hour were 7 tons (6.35 tonnes) of coal burned and 116,055 pounds (52,642 kg) of water (or about 60% of the tender's capacity evaporated). Supplying such prodigious steam generators were a Worthington Type 6 5A feed water heater and a Standard Modified Type B S mechanical stoker.

In the 1950's, the N&W conducted studies showing that an auxiliary tender (known as a "canteen" on the railway) would "eliminate the need for some water stops and increase gross ton-miles per train hour (GTM) 31 percent on the 112-mile Kenova District between Williamson and Portsmouth, Ohio." As a result, the railway converted many 16,000 gallon tenders. As far as Locobase can tell from the 1957 diagram, eliminating the coal space increased capacity to 20,800 gallons (78,728 liters). Light weight was 108,000 pounds (48,988 kg) and loaded weight with that gallonage came to 281,400 pounds (127,641 kg). Overall power system weight (engine, tender, and auxiliary water tender) topped out at 1,233,000 pounds (559,280 kg).

Over the Kenova District, the N&W increased the Class As's tonnage ratings from 13,000 to 14,500 tons. Engine designs like these offer the best support for the contention that steam could equal diesel in cost-effective rail transport, but no other railroads could offer the combination of home-grown talent, facilities, and relatively cheap coal possessed by the N&W. Ultimately, even the N&W had to relent. All of the Class As were retired in 1958-1959.

During its entire career on the N&W, No. 1218's appearance, changed very little. It was painted in standard locomotive black and lettered "1218" on its cab, while the tender sides were lettered Norfolk & Western in gold lettering. The 1218 is the only survivor of the 43 Class As built for the N&W and the only existing 2-6-6-4 wheel arrangement in the world. When restored to operational excursion service in 1987, minor modern modifications were made to the 1218 for safety and current railroad operations. A twin seal beam headlight was added for better crew visibility at night, a 26L brake system was installed (common on modern railroad locomotives), and a second steam powered dynamo generator was added for radios. The 1218 pulled excursions all over the Norfolk Southern rail system from 1987 to 1991 before the locomotive needed another overhaul restoration. Due to costs, the 1218 was retired from excursion service in 1992 and returned to Roanoke in 1995. In 2003, the 1218 was put on display at the Virginia Museum of Transportation at 303 Norfolk Ave, SW in Roanoke, Virginia, where it remains today.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

ENGINEERING

Period of Significance

1943–1959

Significant Dates

June 2, 1943

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Norfolk & Western Railway East End Shops – Roanoke, Va.

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Norfolk & Western Class “A” No. 1218 is a coal-burning steam locomotive completed and delivered for service on June 2, 1943, by the Norfolk & Western Railway at their East End Shops in Roanoke, Virginia. The 1218 is a quintessential example of the Norfolk & Western Railway’s and their East End Shops’ philosophy of modern coal-burning superpower steam locomotive design – the last major advance of steam locomotive development/technology in the 20th century. For most of its career, the 1218 served as a dual service locomotive on the Norfolk & Western Railway from Norfolk, Virginia, to Columbus, Ohio. During its years of operational service, it routinely pulled 150 cars loaded with coal and fast freight merchandise trains at an average speed of 70 miles per hour over the flat lands of Virginia and Ohio and 40 miles per hour in the more mountainous areas of western Virginia and West Virginia. It was also used to move military troops and equipment during World War II. From 1987 to 1991, the 1218 pulled excursion trains for Norfolk Southern for public relations purposes and to teach the history of modern superpower steam railroading to new generations. The 1218 is the only surviving Class “A” locomotive built by N&W and the only surviving “2-6-6-4” wheel type steam locomotive in the world. The locomotive is currently housed at the Virginia Museum of Transportation in Roanoke, Virginia. The Norfolk & Western Class “A” No. 1218 is nominated at the statewide level of significance under Criterion A in the area of Transportation for its significance to the history of rail service in Virginia as it had evolved by the mid-20th century and under Criterion C in the area of Engineering for its embodiment of the distinctive characteristics of the “Superpower” era of steam engine design. The period of significance spans from 1943, when the 1218 was completed and put into operation, to 1959, when it was taken out of regular service. The 1218 meets National Register requirements for integrity of setting by being on a railroad line or a section of track adjacent to or near a railroad line.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

1218’s Service Timeline

- Regular Service: 1943-1959
- Stationary Boiler Service (South Charleston, WV): 1959-1964
- Display (Bellow Falls, VT and Roanoke, VA) 1965-1985
- Restored for Excursion Service: 1987-1991
- Public display (Virginia Museum of Transportation): 2003-present

The Norfolk and Western “A” class comprised forty-three “2-6-6-4” articulated steam locomotives built by the Norfolk and Western Railway at its Roanoke Shops between 1936 and 1950. They were designed to pull fast freight, heavy coal, and passenger trains on the N&W main line between Norfolk, Virginia, and Columbus, Ohio until they were outmoded by diesel locomotives in 1958. The Class A locomotives were retired and scrapped in 1959, except for

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Nos. 1202, 1218, and 1230. At that time, the three remaining locomotives were bought by the Union Carbide Chemical plant in South Charleston, West Virginia to be used as stationary boilers. By 1964, the 1202, 1218, and 1230 were no longer needed and were ordered to be scrapped. However, the 1218 was subsequently purchased by the Steamtown Foundation and placed on display in Bellow Falls, Vermont until 1971. The 1202 and 1230 were scrapped, leaving the 1218 as the sole survivor of the "A" class of locomotives. In 1971, the 1218 was sent to the Roanoke Transportation Museum for display.

In 1985, the locomotive was removed from the museum by Norfolk Southern and towed to Irondale, Alabama for an operational restoration. The restoration was completed in April 1987, after which the locomotive powered mainline rail passenger excursions throughout the entire Norfolk Southern Railroad system from 1987 to 1991. The 1218 was retired from operational service in 1992 and returned to the Virginia Transportation Museum in 1995, where it was put on display in 2003. In 2012, the ownership of the 1218 was transferred from the City of Roanoke to the Virginia Museum of Transportation, where it remains today.

Criterion A: Transportation

Railroads of the post-World War I era were mired in a tradition of drag freights and smaller passenger steam locomotives. Management considered long trains for freight and longer, faster passenger trains to be the most efficient method of operation and locomotive design reflected this opinion. Tractive effort was the sole consideration of many mechanical men of the day. More cars required more tractive effort, and more tractive effort meant more driving wheels and bigger cylinders. Speed notwithstanding, the major problem with this philosophy was the lack of boiler capacity to support the demands of larger locomotives.

The 1218 is significant at the statewide level under Criterion A in the area of Transportation for its significance in the history rail service in Virginia as it had evolved by the mid-20th century. The 1218 served as part of the N&W's interstate railroad network from 1943 to 1959, a period when rail-based passenger and freight transportation remained important to everyday life despite trends toward increasing competition from other modes of travel. In 1950, commercial passenger air travel at this time still was uncommon but the industry was maturing rapidly, while the nation's interstate highway system was still being conceptualized. Within a decade, air travel was more widely available, particularly for wealthier people, and rapid construction of state and federal highways meant that trucking and automobile traffic were draining revenue from railroad systems. However, for most ordinary Virginians during the mid-20th century, passenger rail continued to be the best – and often only – option for travel far beyond their home community. Efficient and convenient rail-based travel still served recreational, business, educational, and other purposes, but passenger rail service had entered a period of steady decline.

With a focus on freight shipping, the Norfolk & Western Railway remained as one of Virginia's most successful railroad firms throughout its history and continues today as the Norfolk Southern Railroad. The locomotive's continued association with the former N&W Railway Station in Roanoke and its return to service for passenger excursions demonstrate that rail travel continues

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to be important today and allows the 1218 to remain in its historic setting and fulfilling its historic function.

Criterion C: Engineering

As a steam locomotive from the “Superpower” era of engine design, the N&W 1218 is significant at the statewide level under Criterion C in the area of Engineering. In 1922, the Lima Locomotive Works of Lima, Ohio, designed the first of a series of steam locomotives that would revolutionize the railroad industry. Called a “Super Mikado,” it produced considerably more horsepower and was more fuel efficient than its contemporaries. This design was superior to any other engine else then in use but suffered a major limitation in that the two-wheel trailing truck restricted the size of the firebox, thereby limiting the steam generating capacity. Lima resolved this problem by designing a four-wheel trailing truck, which permitted a notable increase in grate area and firebox size, thus giving far greater output at speed through high steam generating capacity. The larger boiler coupled with higher steam pressures could produce a super abundance of steam. Lima introduced advanced practice into every detail and proportion and dubbed the resulting locomotives as “Superpower.” These locomotives represented a quantum leap in locomotive design.

The Norfolk & Western Railway adapted the new “Superpower” concept for locomotives and started applying these practices to their new locomotives they were building in their East End Shops located in Roanoke, Virginia. The new applications for modern steam technology were essential in the design and construction of the Class A locomotives that Norfolk & Western built for its fast freight, coal and passenger trains. Apart from the East End Shops, the only other places in Virginia where locomotives were being built were in Richmond: the Richmond Locomotive Works and the Richmond works of the American Locomotive Company. Those two concerns built engines for railroad companies (including the N&W) across the U.S. and other parts of the world, whereas the N&W’s shop in Roanoke built engines exclusively for the N&W’s sprawling rail network across multiple states. The locomotive was built with, and retains, character-defining features of the last generation of coal-fueled, steam-powered engines, including its Baker valve gear, 70-inch-diameter drivers, and 2-6-6-4 wheel arrangement consisting of two leading wheels on two axles, six powered and coupled driving wheels on three axles, another set of six powered and coupled driving wheels on three axles, and four trailing wheels on two axles. Measuring 121 feet in length, 11 feet 2 inches wide, and 16 feet high, the engine weighs 951,600 pounds. During its period of significance between 1943 and 1959, the engine’s top speed reached 70 miles per hour with tractive effort (the force applied by a locomotive for moving itself and a train) rated at 114,000 pounds. The 1218 is an example of the 2-6-6-4 of steam locomotives, which were used by only the Erie, Pittsburgh & West Virginia, Seaboard, and Norfolk & Western Railways. The 1218 is the only survivor in the world of the distinctive 2-6-6-4 wheel arrangement.

No. 1218 was one of 43 virtually identical 2-6-6-4 articulated locomotives built by the East End Shops for the Norfolk & Western Railway and was delivered in June 1943. Equipped with a full

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roller bearing on axles, large firebox, transverse arch tubes, feed water heater, stoker and a type "E" superheater, the locomotive epitomized the Superpower era.

The Norfolk & Western's reputation was for fast freight and heavy coal trains and had intense competition from the Chesapeake & Ohio Railway, which also connected between Norfolk and Cincinnati. Although both railroads' greatest tonnage was coal, a large source of revenue and pride was forwarding on-time passenger trains. From the mid-1940s to the end of steam power, the Class As were occasionally motive power for the N&W's premier passenger trains especially when the trains grew heavier than what a single Class J locomotive could handle. These efficient, well-maintained and -designed locomotives were a major contributor to the United States success in WW2 hauling many heavy and long troop trains that transported troops from to and from Norfolk, Virginia.

Unlike so many of their steam locomotive counterparts nationwide, the 1218 and its sister locomotives lived out their last days in the steam service after most railroads had retired the majority of their steam fleets. To the very end, the Class As were everything and more that they were designed for and ranked among most successful locomotives ever built.

Postscript

In 1959, the Norfolk & Western Class A No. 1218 was sold to the Union Carbide Chemical Company and used as a stationary boiler in South Charleston, West Virginia.

By 1964, the 1218 was no longer needed and was purchased by the Steamtown Foundation. It was placed on display in Bellows Falls, Vermont until 1971, when the locomotive was sent to the Roanoke Transportation Museum for display. In 1985, the locomotive was removed from the museum by Norfolk Southern and towed to Irondale, Alabama for an operational restoration. The restoration was completed in April 1987 after which the locomotive powered mainline rail passenger excursions throughout the entire Norfolk Southern Railroad system. The 1218 was in excursion service from 1987-1991. The 1218 was retired from operational service and placed back on static exhibit at the Virginia Transportation Museum. In 2012, the ownership of the 1218 was transferred from the city of Roanoke to the Virginia Museum of Transportation.

Norfolk & Western Class A No. 1218 is immensely popular worldwide amongst train enthusiasts and has introduced many to the excitement and rich history of American steam railroading. Nearly a million passengers have been carried during the 1218's excursion career and millions have witnessed the 1218 under steam and on display.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Drury George H. *Guide to North American Steam Locomotives*. Kalmbach Publishing Co., 1996.

Jeffries, Bud. *N&W: Giant of Steam*. Pruett Publishing Company, 1980.

King, Ed. *The A; Norfolk & Western's Mercedes of Steam*. Trans-Anglo Books, 1991.

Policy Clarification for Integrity of Locomotive Settings, National Register of Historic Places, 2009.

Barris, Wes. "2-6-6-4 Locomotives in the USA." *SteamLocomotive.com*.
<https://www.steamlocomotive.com/locobase.php?country=USA&wheel=2-6-6-4>

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Virginia Department of Historic Resource, Richmond

Historic Resources Survey Number (if assigned): 128-6655

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10. Geographical Data

Acreege of Property less than one acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | |
|-----------------------|----------------------|
| 1. Latitude: 37.27314 | Longitude: -79.94617 |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

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Verbal Boundary Description (Describe the boundaries of the property.)

The nominated boundary encompasses the extent of the Norfolk & Western Class "A" No. 1218 Locomotive itself, wherever it may be located or in transit, and measures at a total length of 121 feet, a width of 11 feet 2 inches, and a height of 16 feet. The engine is not permanently tied to any specific location. The latitude/longitude coordinates entered above refer to the vehicle shed where the locomotive is garaged in the City of Roanoke when not in operation. The attached Location/Sketch Map and Photo Key illustrate the true and correct boundary of the locomotive engine and of the vehicle shed that currently houses the locomotive when it is not in use.

Boundary Justification (Explain why the boundaries were selected.)

The engine is a movable, non-operational object. It is displayed at the Virginia Museum of Transportation in the City of Roanoke, which includes a large shed for locomotives and rail cars on tracks with access to the Norfolk-Southern Railroad main line. The attached Street Map and Aerial View of the vicinity show the footprint of the vehicle shed.

11. Form Prepared By

name/title: Zac McGinnis, Social Media Director for VMT
organization: Virginia Museum of Transportation
street & number: 303 Norfolk Ave SW
city or town: Roanoke state: VA zip code: 24016
e-mail: zmcginnis@gmail.com
telephone: 304-610-9667
date: 11/1/2024

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Norfolk & Western Class A No. 1218

City or Vicinity: Roanoke

County: Roanoke

State: Va

Photographer: Zac McGinnis

Date Photographed: 8/10/24

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 7. N&W 1218 at the Virginia Museum of Transportation; Photo: VMT

2 of 7. N&W 1218 at the Virginia Museum of Transportation; Photo: VMT

3 of 7. N&W 1218 at the Virginia Museum of Transportation; Photo: Zac McGinnis

4 of 7. N&W 1218 at the Virginia Museum of Transportation; Photo: Zac McGinnis

5 of 7. N&W 1218 at the Virginia Museum of Transportation; Photo: Zac McGinnis

6 of 7. N&W 1218 at the Virginia Museum of Transportation; Photo: VMT

7 of 7. N&W 1218 at the Virginia Museum of Transportation; Photo: VMT

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Historic Images (see Continuation Sheets)

Figure 1. N&W 1218 pulling a steam excursion at Coopers, WV, in 1988 (Photo: Bob Lydall)

Figure 1: N&W 1218 in service in the 1950's at Columbus, Ohio (Photo: Norfolk & Western Historical Society)

Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours
Tier 2 – 120 hours
Tier 3 – 230 hours
Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

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Name of multiple listing (if applicable)

Section number Additional Documentation

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Figure 1: N&W 1218 pulling a steam excursion at Coopers, WV, in 1988 (Photo: Bob Lydall)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Norfolk & Western Class A No. 1218

Locomotive

Name of Property

City of Roanoke, VA

County and State

Name of multiple listing (if applicable)

Section number Additional Documentation


Page 2

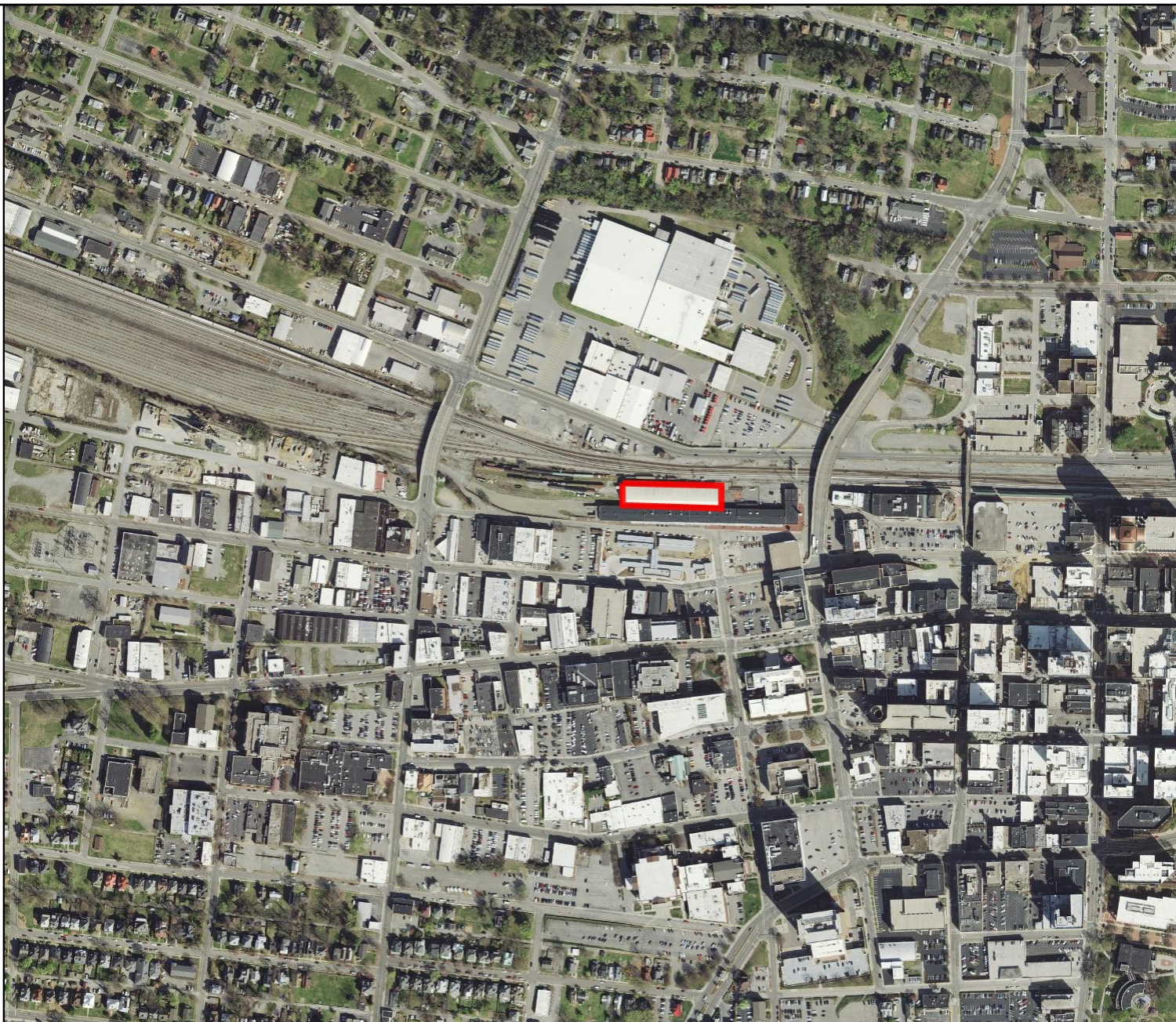


Figure 2: N&W 1218 in service in the 1950's at Columbus, Ohio (Photo: Norfolk & Western Historical Society)

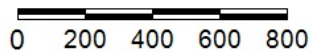


Legend

-  Norfolk & Western
- No. 1218 Locomotive**
- Garaged at Virginia
- Museum of Transportation
- City of Roanoke, VA
- DHR No. 128-6655



Feet



1:9,028 / 1"=752 Feet

Virginia Museum of Transportation City of Roanoke, VA

Date: 11/15/2024

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Notice if AE sites: Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.

Legend

 County Boundaries


LOCATION/ SKETCH MAP AND PHOTO KEY

Norfolk & Western No. 1218

Locomotive

City of Roanoke, VA

DHR No. 128-6655

 Parking for No. 1218 Locomotive (contributing structure)


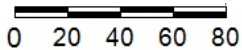
 Boundary of Vehicle Shed (locomotive is garaged here when not in use)

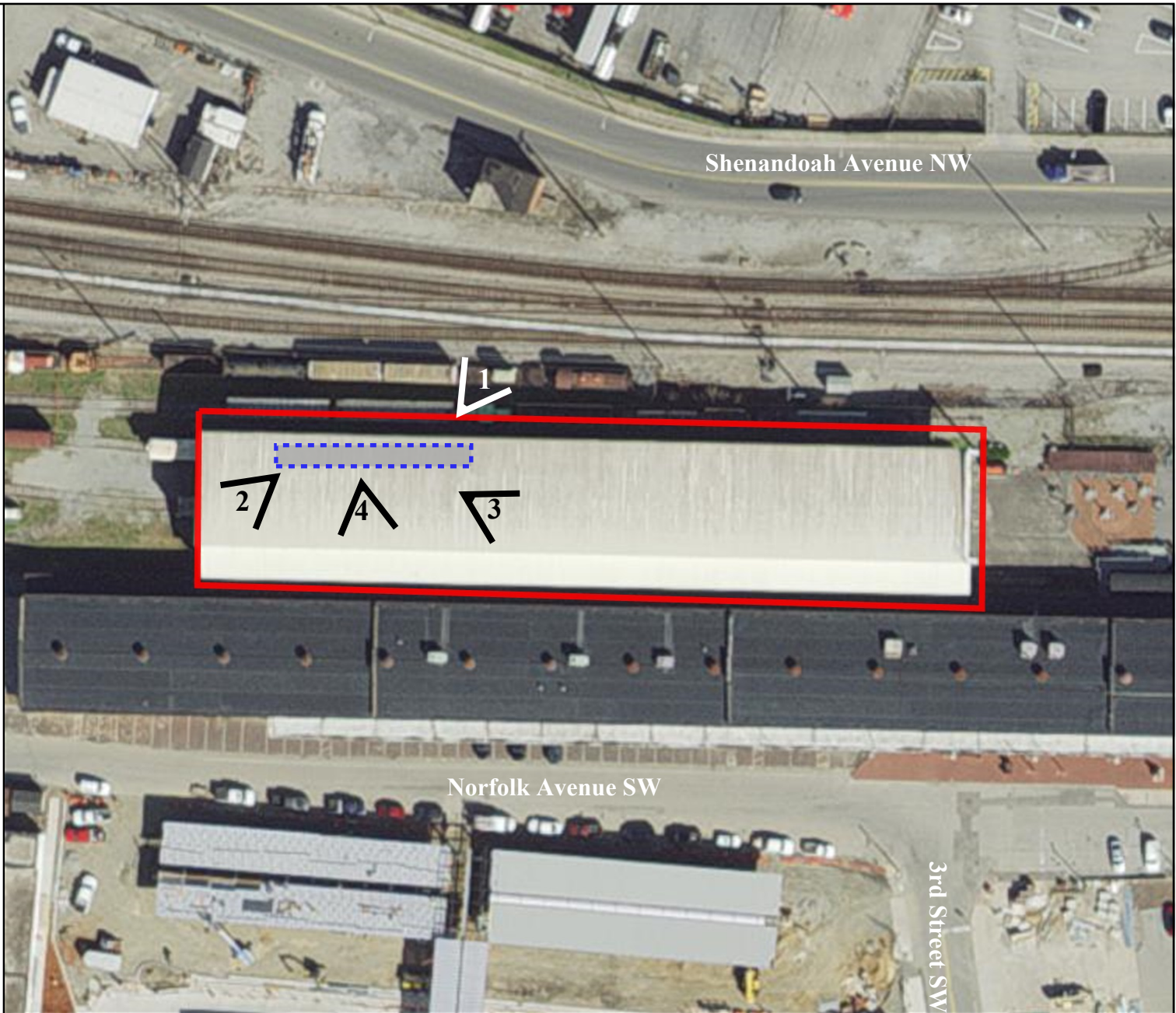
 Photo Locations



Feet



1:1,128 / 1"=94 Feet



Virginia Museum of Transportation, Roanoke, Virginia

Date: 11/15/2024

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Legend

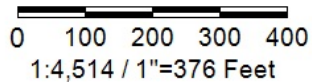
STREET MAP

Norfolk & Western
No. 1218 Locomotive
City of Roanoke, VA DHR
No. 128-6655

 **Nominated Boundary**



Feet



Virginia Museum of Transportation, Roanoke, Virginia

Date: 11/15/2024

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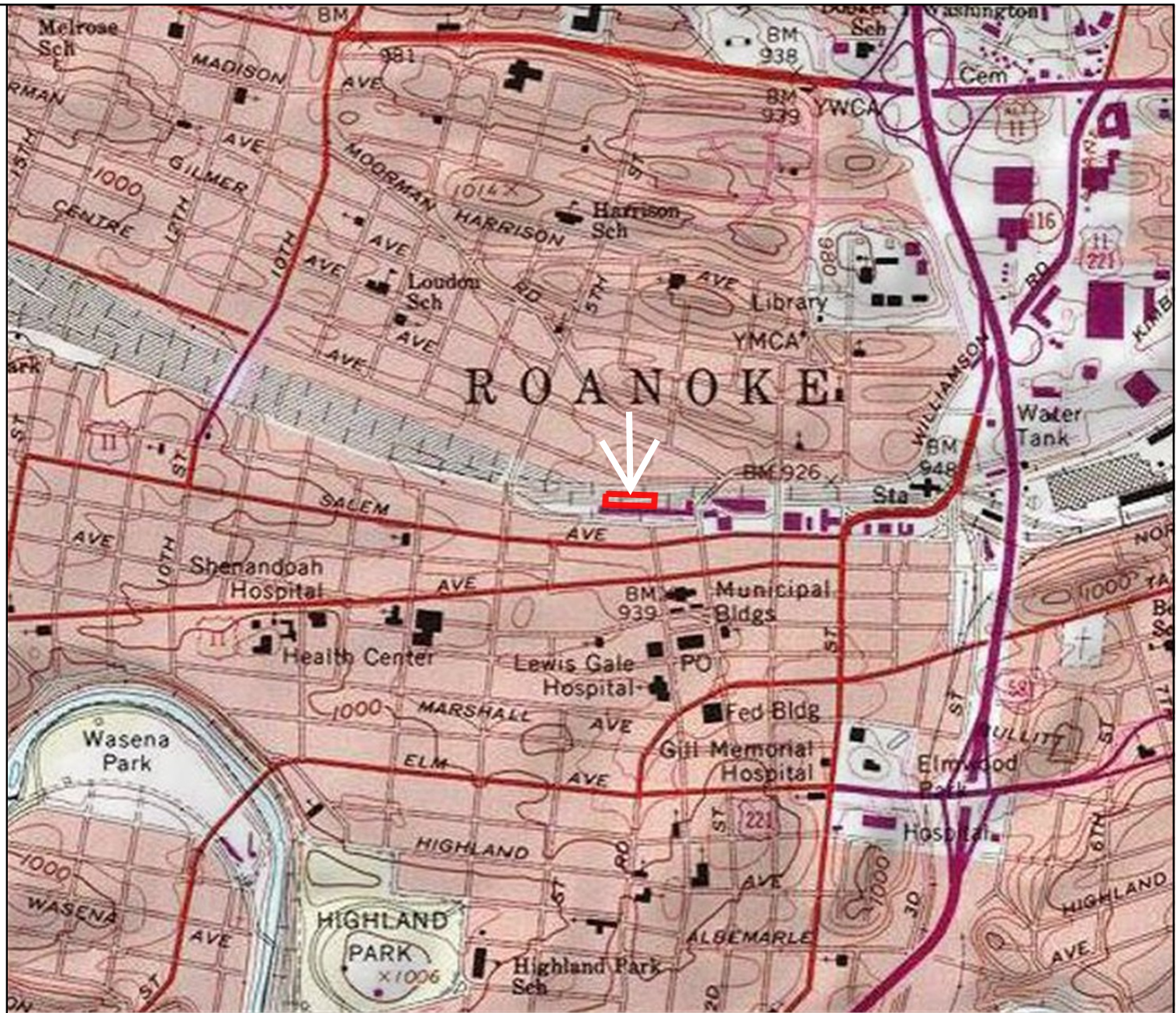
Notice if AE sites: Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.



Legend

TOPOGRAPHIC MAP

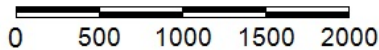
Norfolk & Western
No. 1218 Locomotive
City of Roanoke, VA DHR
No. 128-6655



 Nominated Boundary



Feet



1:18,056 / 1"=1,505 Feet

Virginia Museum of Transportation, Roanoke, Virginia

Date: 11/15/2024

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A close-up photograph of a black metal plate, likely part of a piece of machinery. The plate is perforated with small holes and features the number "1218" in large, bold, orange characters. In the background, there is a blurred orange metal structure, possibly a ladder or frame, and other mechanical components in shades of blue and grey.

1218





