

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 PropertyHistoric name: Norfolk & Western Class J No. 611 LocomotiveOther names/site number: DHR #128-6479Name of related multiple property listing: N/A

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

2. LocationStreet & number: 303 Norfolk Avenue SWCity or town: Roanoke State: VA County: Independent CityNot For Publication ☐ N/A Vicinity: ☐ N/A**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

		<u>1-8-2024</u>
Signature of certifying official/Title:		Date
<u>Virginia Department of Historic Resources</u>		
State or Federal agency/bureau or Tribal Government		

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

N&W Class J No. 611 Locomotive

Name of Property

City of Roanoke, Virginia

County and State

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>0</u>	<u>0</u>	structures
<u>1</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/ Class J Locomotive

MODERN MOVEMENT/ Art Deco; Moderne; Streamlined

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Iron, 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, streamlined, modern, bullet-shaped design of the N&W Class J No. 611 Locomotive is considered to be one of the most novel and striking in railroad history. At a total length of 110 feet, a width of 11 feet 2 inches, a height of 16 feet, and weighing 872,600 pounds, the 611 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 20,000 gallons of water. Its boiler pressure could handle 300 pounds per square inch and produced 5,400 horsepower. The engine's top speed of 110 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 80,000 pounds. Its sleek Moderne design with Art Deco flourishes evokes the Machine Age aesthetics of the immediate post-World War II years. The N&W Class J No. 611 Locomotive has remained in use to the present and currently is used for passenger excursions. When not in use, the engine is parked at the Virginia Museum of

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Transportation in Roanoke, Virginia, along with other railroad engines and cars, beneath a purpose-built shed with support poles. Its integrity of location, setting, design, workmanship, materials, feeling, and association is pristine. In 1984, the No. 611 was designated a National Historic Mechanical Engineering Landmark by the American Society of Mechanical Engineers.

Narrative Description

The Norfolk & Western Railway (N&W) 611 locomotive has a 4-8-4 wheel arrangement and is known as a "Northern" type steam locomotive in the railroad industry after the Northern Pacific company that first tested this type of engine. Under the Whyte notation for the classification of steam locomotives, 4-8-4 represents the wheel arrangement of four leading wheels on two axles, eight powered and coupled driving wheels on four axles and four trailing wheels on two axles. The Northern class steam locomotives, with a wheel arrangement of 4-8-4, were used by most large U.S. railroads in dual passenger and freight service. Union Pacific, for example, operated 45 Northern, built in three classes between 1937 and 1944. The Norfolk & Western classified these locomotives with this wheel arrangement as Class J's. The Class J's were designed and utilized as passenger locomotives and powered passenger trains between Norfolk, Virginia, and Cincinnati, Ohio.

During its entire lifespan on the N&W, No. 611's appearance changed very little. The 611 was built as a bullet nosed (round) streamlined steam locomotive. It was painted in standard locomotive black with a Tuscan and Gold stripe. and lettered 611 on its running boards while the tender sides were lettered Norfolk & Western. One minor change in the locomotive's outward appearance occurred in 1956 after a derailment. The streamlined casing on the top of the locomotive was not replaced after the derailment, but was reapplied before the 611 was donated to the City of Roanoke in 1962. When restored to operational excursion service in 1982, minor modern modifications were made to the 611 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 611 is currently in operation service for passenger excursions. When not in excursion service the locomotive is displayed at a trackside location at the Virginia Museum of Transportation at 303 Norfolk Ave, SW in the City of Roanoke, Virginia.

Due to the minimal alterations to the 611's design, workmanship, and materials, the engine has excellent integrity. The engine remains in active use and, when not pulling passenger excursions, is garaged in a vehicle shed at a trackside location, giving it excellent integrity of location and setting. The 611 also has integrity of feeling and association as a mid-20th century, coal-burning steam locomotive engine with Machine Age aesthetics and advanced engine design and capabilities.

Setting: Virginia Museum of Transportation/former Norfolk & Western Railway Freight Station

The Virginia Museum of Transportation occupies the former Norfolk & Western Railway Freight Station (DHR # 128-6162). The 3.14-acre property is bounded to the north by the active

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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.

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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

1950–1959

Significant Dates

May 29, 1950

September 24, 1952

January 23, 1956

October 24, 1959

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, Virginia

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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 J No. 611 is a coal-burning steam locomotive completed and delivered for service on May 29, 1950, by the Norfolk & Western Railway at their East End Shops in Roanoke, Virginia. The 611 is the quintessential example of the Norfolk & Western Railway's and their East End Shops' philosophy of modern coal-burning superpower steam locomotive design—the last great advance of steam locomotive development/technology in the 20th century. This locomotive was admirably suited to the task for which it was designed and as the years passed it demonstrated a remarkable capacity to keep pace with passenger loads, 100 mile per hour speed limits on flat lands of Virginia and Ohio, and 40 mile per hour speed limits in heavy mountain territories of western Virginia and West Virginia. Norfolk & Western Class J No. 611 served as a passenger locomotive on the Norfolk & Western Railway from Norfolk, Virginia, to Cincinnati, Ohio, most of its career. It is one of few prime examples of rail technology in Virginia and is a well-preserved example of a late modern coal burning superpower steam era locomotive. For these reasons, the 611 has statewide significance under Criterion A in the area of Transportation and under Criterion C in the area of Engineering, with a period significance spanning from its completed construction in 1950 through its retirement in 1959. The 611 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. Significant dates include September 24, 1952, when the 611 (along with sister Class J No. 613) handled Dwight D. Eisenhower's presidential campaign train from Columbus, Ohio, to Kenova, West Virginia; January 23, 1956, when the locomotive derailed; and October 24, 1959, when the 611 undertook a "Farewell to Steam" excursion from Roanoke, Virginia to Williamson, West Virginia.

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

611's Service Timeline

- Regular Service: 1950-1959 (Along with sister locomotive 613, pulled Dwight D. Eisenhower's campaign train in 1952 and survived a derailment into the Tug River in 1956)
- Public Display (Roanoke): 1962-1981
- Restored for excursion Service: 1982-1994
- Designated a National Historic Mechanical Engineering Landmark (ASME): 1984
- Retired and public display (Roanoke) 1994-2014
- Restored for excursion service: 2015-current
- Designated the Official State Steam Locomotive of Virginia: 2017

The Norfolk and Western J class comprised fourteen 4-8-4 "Northern" streamlined steam locomotives built by the Norfolk and Western Railway at its Roanoke Shops between 1941 and 1950. They were designed to pull passenger trains on the N&W main line between Norfolk, Virginia, and Cincinnati, Ohio; and were also employed by Southern Railway passenger trains

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between Lynchburg and Bristol, Virginia, until they were outmoded by diesel locomotives in 1958. The Class J locomotives were then reassigned to haul local freight trains until each was retired and scrapped in 1959, except for No. 611, which was donated to the Virginia Museum of Transportation in 1962 as the sole surviving representative of its class.

No. 611 was designated a Class J locomotive by the Norfolk & Western Railway and was one of fourteen identical locomotives constructed in this class. The locomotive was delivered to the Norfolk & Western Railway (popularly known as the N&W) on May 29, 1950, and entered passenger service immediately. Along with sister locomotive, the 613, the 611 pulled Dwight D. Eisenhower's presidential campaign train from Columbus, Ohio, to Kenova, West Virginia. In 1956, the 611 survived a derailment when it rounded a curve too fast and landed on its side near the Tug River in Cedar, West Virginia. The locomotive was repaired and returned to service within 13 days and powered passenger trains until its retirement in 1959. No. 611 was donated to the City of Roanoke in 1962 and placed on display at the Roanoke Transportation Museum.

In 1981, the locomotive was removed from the museum by Norfolk Southern and towed to Irondale, Alabama, for an operational restoration. The restoration was completed in August 1982, after which the locomotive powered mainline rail passenger excursions throughout the entire Norfolk Southern Railroad system. The 611 was in excursion service from 1982-1994 and in 1984, the locomotive was designated a National Historic Mechanical Engineering Landmark by the American Society of Mechanical Engineers (ASME). The 611 was retired from operational service and placed back on static exhibit at the Virginia Museum of Transportation (previously the Roanoke Transportation Museum). In 2012, the ownership of the 611 was transferred from the City of Roanoke to the Virginia Museum of Transportation. The 611 underwent operational restoration again in 2014 and, since 2015, has been pulling passenger steam excursions throughout Virginia, North Carolina, and Pennsylvania. The locomotive was designated the official state steam locomotive of Virginia in 2017.

Criterion A: Transportation and Criterion C: Engineering Justification

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.

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

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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 J locomotives that Norfolk & Western built for its premier passenger trains. 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.

No. 611 was one of 14 virtually identical 4-8-4 "Northern" locomotives built by the East End Shops for the Norfolk & Western Railway and was delivered in May 1950. Equipped with a full roller bearing, large firebox, transverse arch tubes, feed water heater, stoker and a type "E" superheater, the locomotive epitomized the Superpower era (Figure 1). The Class J's were also designed with Timken lightweight rods and precise counterbalancing on their drivers to attain speeds of 100 miles per hour. Two May 29, 1950, photos of the locomotive (see continuation sheets 1 and 2) show its original appearance and demonstrate the care with which restoration of the engine took place in 2014, allowing it to retain a high level of integrity.

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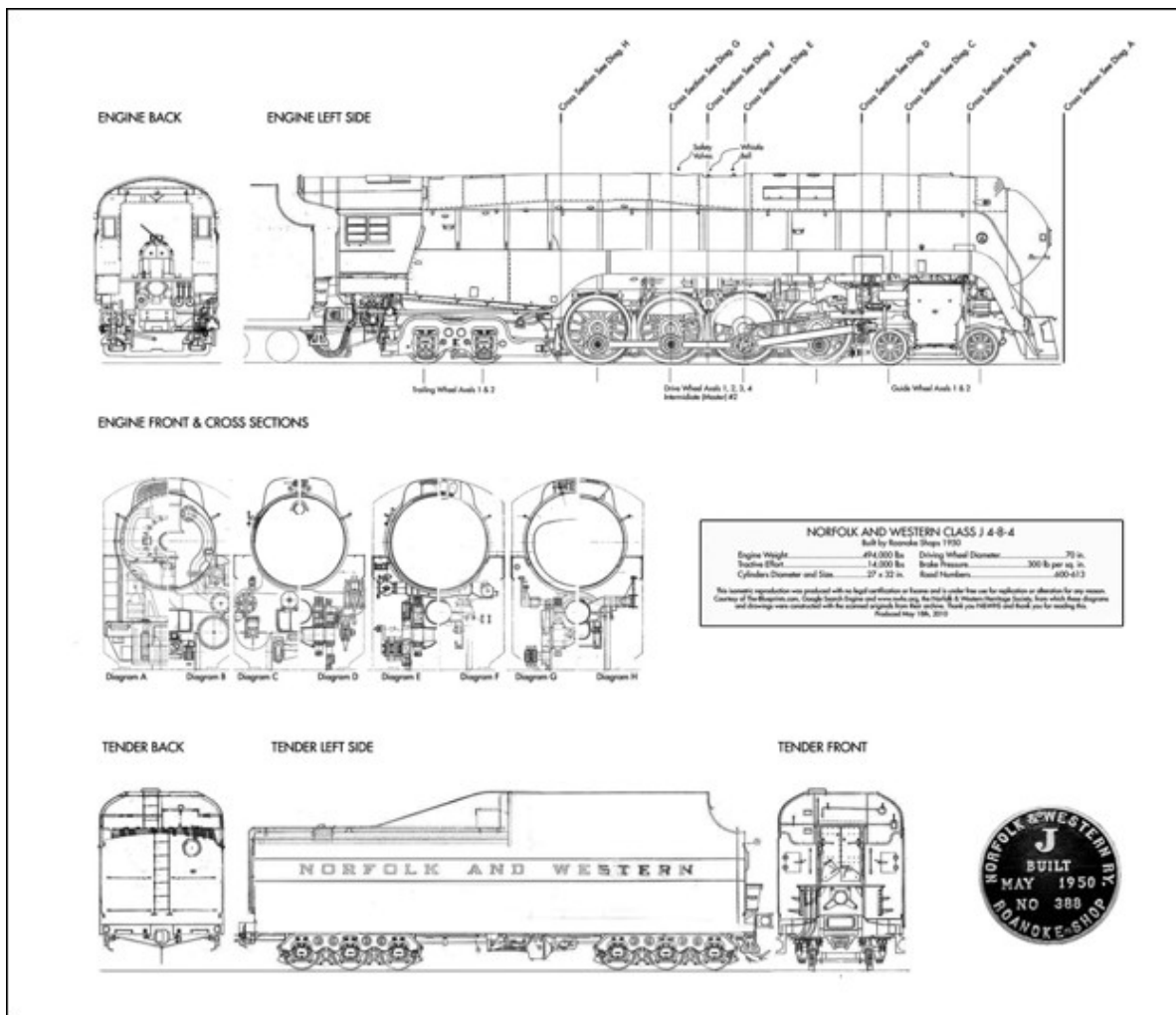


Figure 1. N&W 611 Locomotive plans and specifications, 1950. N&W Historical Society.

The Norfolk & Western's reputation was for fast passenger 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 J's were the mainstay motive power for the N&W's premier passenger trains. These efficient, well-maintained and -designed locomotives were a major contributor to the railroad's success in the passenger train business.

The 611 spent almost its entire career powering the Norfolk & Western's premier passenger trains, including the "Powhattan Arrow," "The Cavalier," and the "Pocahontas" between Norfolk, Virginia, and Cincinnati, Ohio (see continuation sheet 3). The locomotive was a favorite of locomotive crews and had an excellent reputation for reliability and operability. As an indication of its prestige, on September 24, 1952, the 611 (along with sister Class J No. 613) handled Dwight D. Eisenhower's presidential campaign train from Columbus, Ohio, to Kenova, West Virginia. During the 1950s, campaign tours by train still were a favored method as train

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travel was much more efficient than air and auto travel for reaching communities in still-remote areas across the U.S. The 611 suffered a major derailment on January 23, 1956, when it went around a curve too fast at Cedar, West Virginia (see continuation sheet 4). The excess speed sent the 611 airborne and the engine landed on its side on the banks of the Tug River. The locomotive, tender, and five passenger cars derailed with the 611 having the most damage. The engineer was the only fatality (there is speculation the engineer suffered a fatal heart attack before the derailment, which accounts for the reason the train did not slow for the curve) in this accident and the 611 was towed to the East End Shops in Roanoke, Virginia, for repairs. After 13 days, the 611 was back in operation and pulling passenger trains for the Norfolk & Western. The streamlined casing on the top of the locomotive was not replaced immediately after the derailment, but was reapplied before the 611 was donated to the City of Roanoke in 1962.

No. 611 handled the Norfolk & Western's last steam-powered passenger run, a special "Farewell to Steam" excursion from Roanoke to Williamson, West Virginia, on October 24, 1959. The locomotive was officially retired from service on October 27, 1959, and stored at Shaffers Crossing roundhouse in Roanoke. Many efforts to preserve the 611 were executed, including those by Graham Claytor (Southern Railway) and O. Winston Link (famous railroad photographer) and in May 1962, the 611 was donated to the City of Roanoke for its future Roanoke Transportation Museum.

Unlike so many of their steam locomotive counterparts nationwide, the 611 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 Js were everything and more that they were designed for and ranked among most successful locomotives ever built.

Post Script

In 1963 Norfolk & Western Class J No. 611 was placed on display at the Roanoke Transportation Museum in Wasena Park. On October 13, 1981, the 611 was pulled from the museum by Norfolk Southern Railroad for an operational restoration at its steam shop in Irondale, Alabama. The 611 would operate public excursions all over the Norfolk Southern Rail system between 1982 and 1994. After retirement in 1994, the 611 was put back on display in Roanoke at the Virginia Museum of Transportation Museum. In 2014, the 611 was sent to the North Carolina Transportation Museum in Spencer, North Carolina, for operation restoration once again. Its condition at the time is evidenced by a photo taken in April 2015 (continuation sheet 5). The extensive, careful restoration resulted in the 611's return to service and it has pulled public excursions from 2015 to present, appearing and operating much as it had during the first 12 years of its career (continuation sheet 6).

Norfolk & Western Calls J No. 611 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 611's excursion career and millions have witnessed the 611 under steam. Its current base is the Virginia Museum of Transportation Museum in Roanoke, Virginia.

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The 611 is significant at the statewide level under Criterion A in the area of Transportation for its significance in the history of passenger rail service in Virginia as it had evolved by the mid-twentieth century. The 611 served as part of the N&W's interstate railroad network from 1950 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 traffic and revenue from railroad systems. For most ordinary Virginians during the mid-twentieth century, however, passenger rail continued to be their 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 to be important today and allows the 611 to remain in its historic setting and fulfilling its historic function.

As a fully operable steam locomotive from the "Superpower" era of engine design, the N&W 611 is significant at the state level under Criterion C in the area of Engineering. 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 4-8-4 wheel arrangement consisting of four leading wheels on two axles, eight powered and coupled driving wheels on four axles and four trailing wheels on two axles. Measuring 110 feet in length, 11 feet 2 inches wide, and 16 feet high, the engine weighs 872,600 pounds. During its period of significance between 1950 and 1959, the engine's top speed reached 110 miles per hour with tractive effort (the force applied by a locomotive for moving itself and a train) rated at 80,000 pounds. The 611 is an example of the "Northern" class of steam locomotives, which were used by most large U.S. railroads in dual passenger and freight service across the U.S. In Virginia, the 611 is thought to be the best preserved, still functional example of this engine type. Beyond Virginia, other examples of operable "Northern" locomotives are the Milwaukee Road 261, Southern Pacific 4449, Spokane, Portland & Seattle 700, and Santa Fe 3751. The Union Pacific Railway has the Northern 844 locomotive, which was saved in 1960 for excursion and public relations service, an assignment that continues to the present.¹

¹ Adam Burns, 4-8-4 "Northern." AmericanRails.com, September 20, 2023, www.american-rails.com/4-8-4.html.

N&W Class J No. 611 Locomotive

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9. Major Bibliographical References

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

Burns, Adam. 4-8-4 "Northern." AmericanRails.com, September 20, 2023, www.american-rails.com/4-8-4.html.

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

Hensley and Miller, *Norfolk & Western Six Eleven: Three Times a Lady*, Revised Edition. Pocahontas Productions/Norfolk & Western Historical Society, 2021.

Hollingsworth, Brian, *The Illustrated Encyclopedia of North American Locomotives*. Smithmark Publishers, 1997.

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

Miller, Ken, *Norfolk & Western Class J, The Finest Steam Passenger Locomotive*. Walsworth Publishing/Roanoke Chapter of the National Railroad Historical Society, 2000.

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

https://www.nps.gov/subjects/nationalregister/upload/Policy_clarification_for_integrity_of_locomotive_settings_4-09.pdf

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

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☒ Other

Name of repository: Virginia Department of Historic Resources, Richmond; Virginia
Museum of Transportation, Roanoke

Historic Resources Survey Number (if assigned): DHR #128-6479

10. Geographical Data

Acreage 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)

The coordinates are for No. 611 when it is at the Virginia Museum of Transportation

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:

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

The nominated boundary encompasses the extent of the 611 Locomotive itself, wherever it may be located or in transit, and measures at a total length of 110 feet, a width of 11 feet 2 inches, and a height of 16 feet,. The engine is not permanently tied to any specific location.

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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, operational object. When not pulling excursion trains, it is garaged 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 Norfolk & Western No. 611
organization: Virginia Museum of Transportation
street & number: 303 Norfolk Avenue SW
city or town: Roanoke state: Virginia zip code: 24016
e-mail: zmcginnis611@gmail.com
telephone: 304-610-9667
date: November 2023

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.)

Photo Log

Name of Property: Norfolk & Western Class J No. 611

City or Vicinity: City of Roanoke

County: Roanoke

State: Virginia

Photographer: Zac McGinnis

N&W Class J No. 611 Locomotive

Name of Property

City of Roanoke, Virginia

County and State

Date Photographed: 6/25/23

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

Photo 1 of 5: Norfolk & Western Class J No. 611 at the Virginia Museum of Transportation

Photo 2 of 5: Norfolk & Western Class J No. 611 at the Virginia Museum of Transportation

Photo 3 of 5: Norfolk & Western Class J No. 611 at the Virginia Museum of Transportation

Photo 4 of 5: Norfolk & Western Class J No. 611 at the Virginia Museum of Transportation

Photo 5 of 5: N&W 611 National Engineering Landmark plaque at the Virginia Museum of Transportation

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

Norfolk & Western Class J No. 611

Locomotive

Name of Property

Roanoke (Independent City), Virginia

County and State

Name of multiple listing (if applicable)

Section number SLR Page _____**SUPPLEMENTARY LISTING RECORD**

NRIS Reference Number: 100009961

Date Listed: 2/8/2024

Property Name: Norfolk & Western Class J No. 611 Locomotive

County: Roanoke (Independent City)

State: VA

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

James Gabbert
Signature of the Keeper

2/8/2024
Date of Action

=====

Amended Items in Nomination:

Section 5

The classification of the Norfolk & Western Class J No. 611 is hereby changed to "Structure"

The VA SHPO has been notified of this amendment.

DISTRIBUTION:

National Register property file

Nominating Authority (without nomination attachment)

Norfolk & Western Class J No. 611 Locomotive,
City of Roanoke, VA; DHR No. 128-6479
Historical Photos for NRHP Application (1 of 7)



Photo 1: May 29, 1950. The 611 delivery builders photo. Photo: Norfolk & Western Railway

Norfolk & Western Class J No. 611 Locomotive,
City of Roanoke, VA; DHR No. 128-6479
Historical Photos for NRHP Application (2 of 7)



Photo 2: May 29, 1950. The 611 delivery builders photo. Photo: Norfolk & Western Railway

Norfolk & Western Class J No. 611 Locomotive,
City of Roanoke, VA; DHR No. 128-6479
Historical Photos for NRHP Application (3 of 7)



Photo 3: 611 in regular service in 1955. Photo: Virginia Museum of Transportation

Norfolk & Western Class J No. 611 Locomotive,
City of Roanoke, VA; DHR No. 128-6479
Historical Photos for NRHP Application (4 of 7)



Photo 4: 611 wreck on January 23, 1956, at Cedar, WV. Photo: Norfolk & Western Historical Society



Photo 5: 611 test fire during restoration April 2015. Photo: Virginia Museum of Transportation

Norfolk & Western Class J No. 611 Locomotive,
City of Roanoke, VA; DHR No. 128-6479
Historical Photos for NRHP Application (6 of 7)

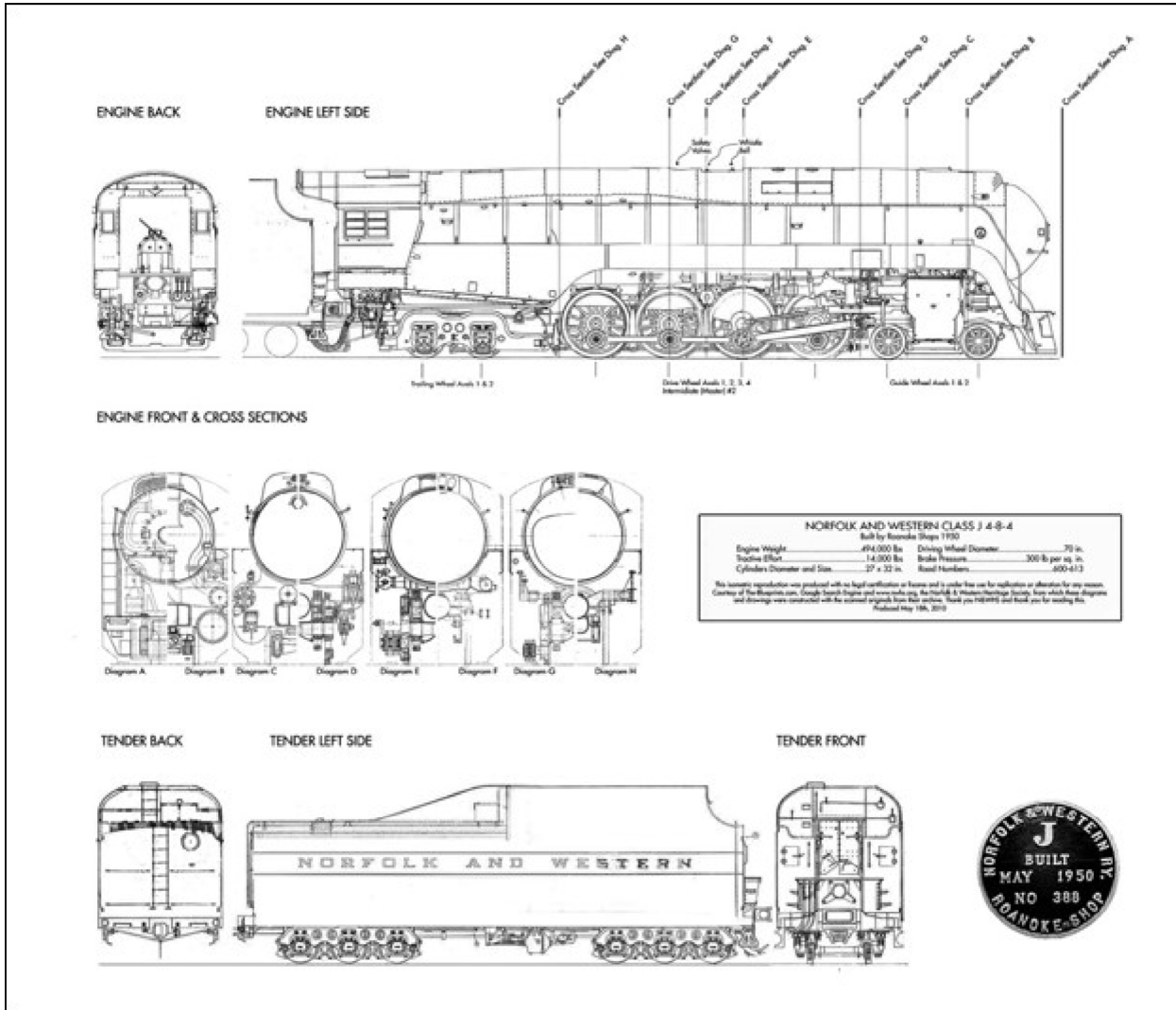


Photo 6: 611 pulling an excursion train in 2015. Photo: Mitch Goldman



Photo 7: 611 pulling an excursion train in 2021. Photo: Michael Wilson

Additional Documentation: 1950 Plan and Specifications
Norfolk & Western No. 611 Class J Locomotive
City of Roanoke, VA
DHR No. 128-6479





Legend

County Boundaries

TOPOGRAPHIC MAP

Norfolk & Western Class J

No. 611 Locomotive

City of Roanoke, VA

DHR No. 128-6479

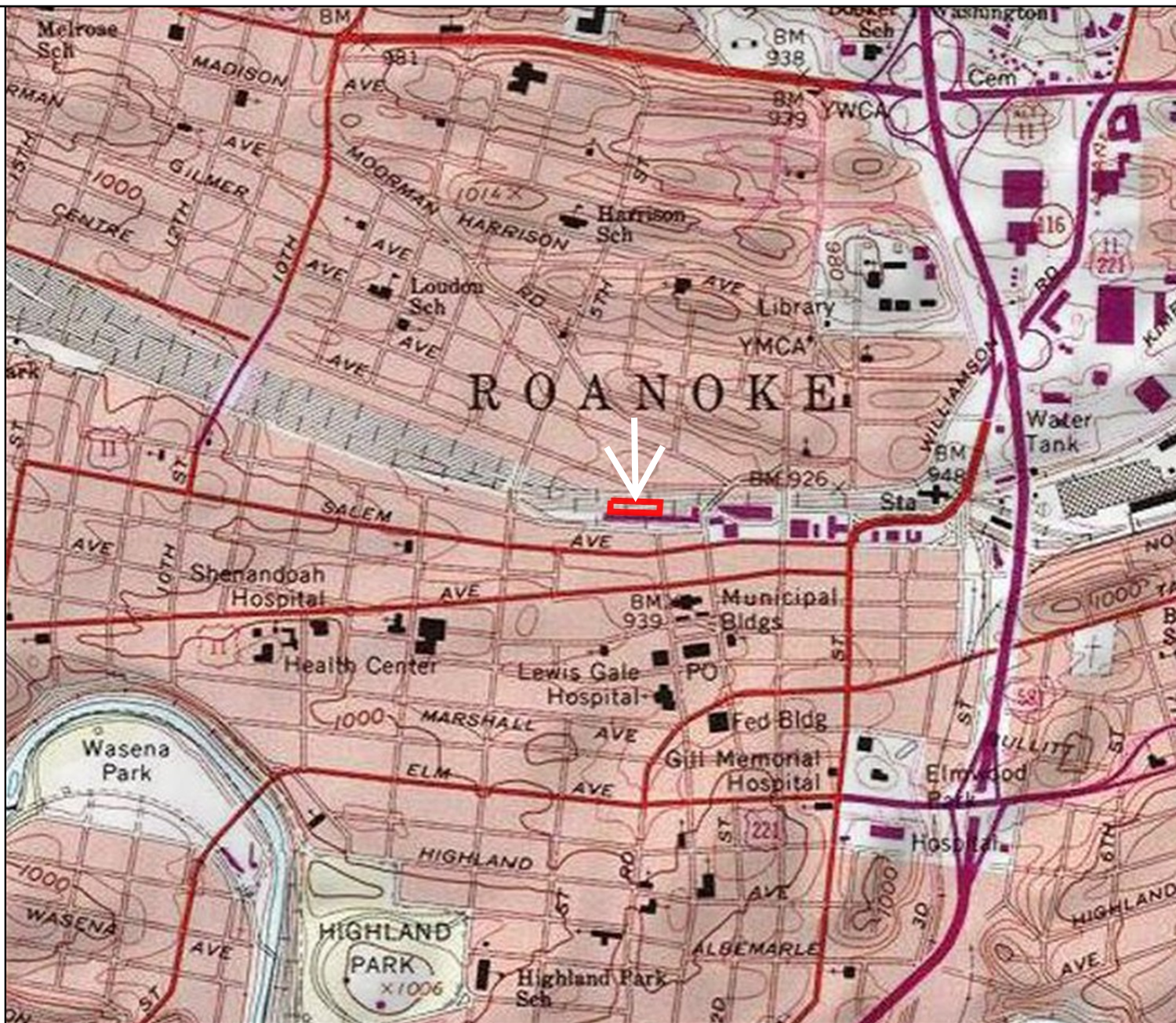
Nominated Boundary



Feet

0 500 1000 1500 2000

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



Title:

Date: 11/15/2023

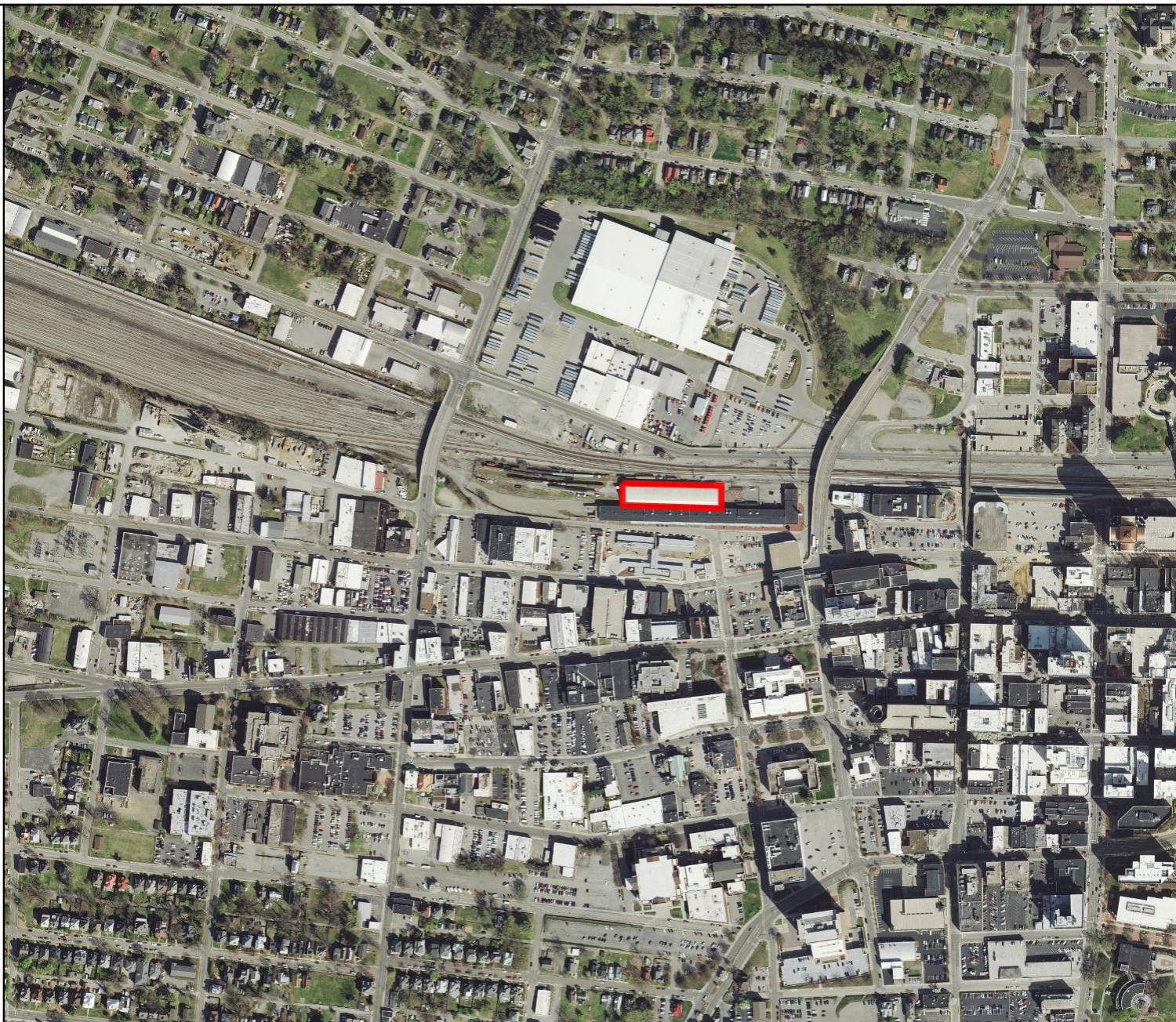
DISCLAIMER: Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

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



Feet

0 200 400 600 800
1:9,028 / 1"=752 Feet

Title:

Date: 11/15/2023

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Legend

County Boundaries

STREET MAP

Norfolk & Western Class J

No. 611 Locomotive

City of Roanoke, VA

DHR No. 128-6479

Nominated Boundary



Feet

0 100 200 300 400
1:4,514 / 1"=376 Feet



Title:

Date: 11/15/2023

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Legend

 County Boundaries

LOCATION/ SKETCH MAP AND PHOTO KEY

Norfolk & Western Class J No.
611 Locomotive
City of Roanoke, VA
DHR No. 128-6479

 Boundary of No. 611
Locomotive
(contributing structure)

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

 Photo Locations



Feet

0 20 40 60 80

1:1,128 / 1"=94 Feet



Title:

Date: 11/15/2023

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