

Antebellum Railroads of Petersburg, Virginia

Poster book

by Marvin T. Broyhill

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This book utilizes content originally prepared for a poster.

Illustrations

The illustration of the *Buckingham* is based on the only known photograph of a Tredegar locomotive, and that of the *Liverpool* on Bury's original drawings. The other four are based on lithographs prepared by the manufacturers.

The tender was essential for operation as it carried the wood and water. The photograph of the Tredegar locomotive shows it. The other reference materials do not as tenders were often built by the railroads. The ones shown on this poster are from other trains that were operating in the same year that the locomotive was made.

There is no known information on how the locomotives and tenders were painted. The color schemes shown are fictional, but typical of the period. Those shown for the Richmond and Petersburg *Black Diamond* and the Norfolk and Western *Number 1* are also symbolic. See their captions for details.

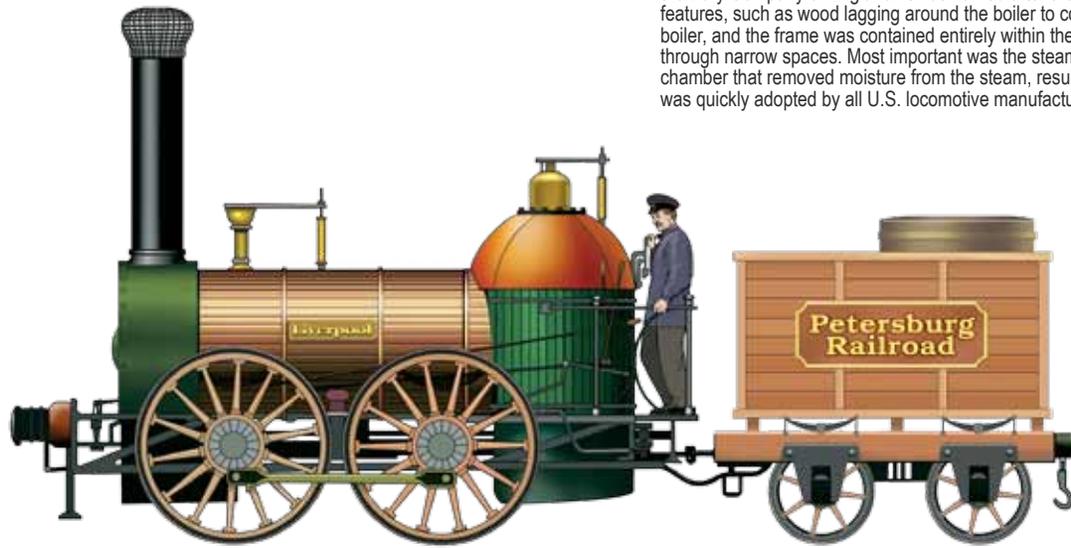
Locomotive Notation

Locomotives are classified by their wheel arrangement. The notation system lists the number of lead wheels, drive wheels and trailing wheels, separated by a dash. For example, a 4-4-0 would have 4 lead wheels, 4 drive wheel and no trailing wheels. Trailing wheels did not see widespread use until the 1880s, so the locomotives of the antebellum period did not have them.

Petersburg Railroad

60 miles of track from Petersburg, Virginia to the Roanoke River in North Carolina, and later to nearby city of Weldon.
Chartered February 10, 1830. First 30 miles of track opened in October, 1832. Completed October, 1833.

The *Liverpool* was one of the most important early locomotives and the first successful one built by the Bury Company of England. It was named after the city where it was built. It had state-of-the-art features, such as wood lagging around the boiler to conserve heat. The cylinder was located inside the boiler, and the frame was contained entirely within the width of the wheels. This permitted it to pass through narrow spaces. Most important was the steam dome invented by Bury. It was a condensation chamber that removed moisture from the steam, resulting in dryer heat and more power. This feature was quickly adopted by all U.S. locomotive manufacturers.



Liverpool

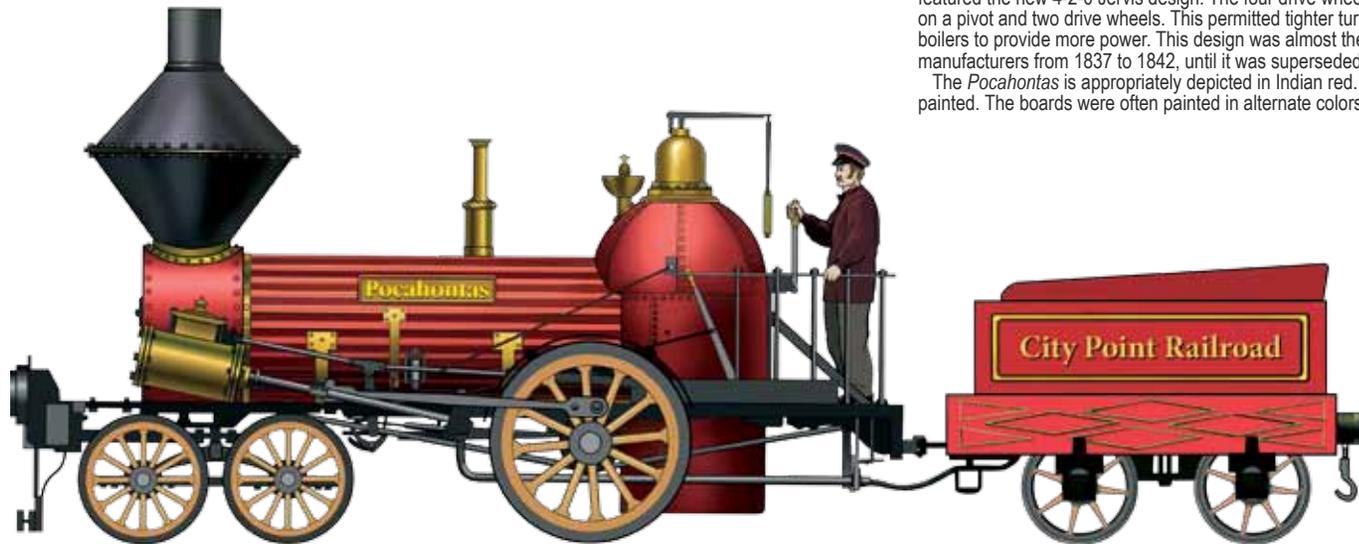
0-4-0 manufactured in 1831 by the Edward Bury Company of Liverpool, England.

Also known as the Petersburg and Roanoke, Petersburg and Weldon, and Weldon Railroad, the Petersburg Railroad was the third operating common carrier (for public use) in the United States. It ran the first regularly scheduled train trips in the south and was nation's first interstate railroad. In March 1898, it merged into the Richmond and Petersburg Railroad, which was renamed as the Atlantic Coast Line Railroad of Virginia. In 1967, it merged with the Seaboard Air Line Railroad to form the Seaboard Coast Line Railroad. Today much of the original Atlantic Coast Line forms part of CSX Transportation,

City Point Railroad

10 miles of track from Petersburg, Virginia to the deep-water harbor at City Point, now part of Hopewell, Virginia.
Chartered on January 26, 1836. Construction began in mid-1837. The first train was run on September 7, 1838.

The City Point Railroad owned two locomotives - the *Pocahontas* and the *Powhatan*. Both featured the new 4-2-0 Jervis design. The four drive wheels were replaced by a four-wheel truck on a pivot and two drive wheels. This permitted tighter turns, use on crude track, and longer boilers to provide more power. This design was almost the only one produced by U.S. locomotive manufacturers from 1837 to 1842, until it was superseded by the American design. The *Pocahontas* is appropriately depicted in Indian red. During this time, the lagging was painted. The boards were often painted in alternate colors.



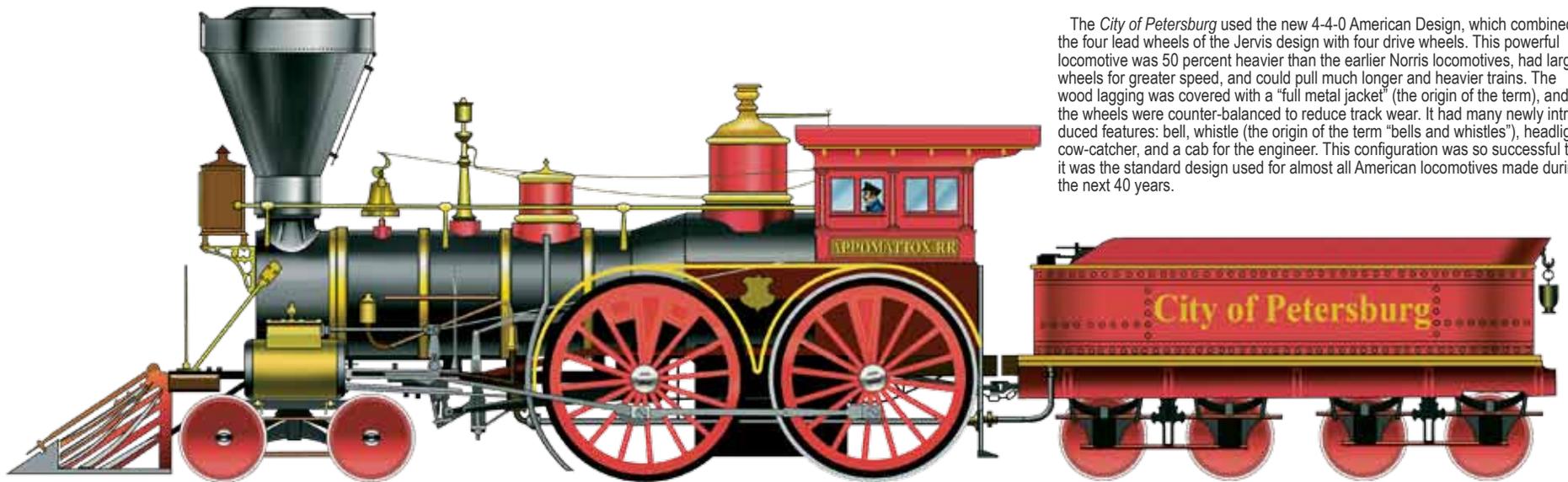
Pocahontas

4-2-0 manufactured in 1838 by the Norris Locomotive Works in Philadelphia, Pennsylvania.

The City Point Railroad opened the same month as the Richmond and Petersburg, which had a branch to the deep-water port at Port Walthall. The City Point Railroad had a very short line. Charges were based on the distance freight was carried, and this resulted in little income. The Richmond and Petersburg Railroad rapidly expanded, but the City Point did not. In 1847 it was acquired by the City of Petersburg and renamed the Appomattox Railroad. It was sold to the Southside Railroad in 1854. Today it is the oldest line in the Norfolk Southern system.

Appomattox Railroad

9 miles of track extending from Petersburg, Virginia to City Point, Virginia.



The *City of Petersburg* used the new 4-4-0 American Design, which combined the four lead wheels of the Jervis design with four drive wheels. This powerful locomotive was 50 percent heavier than the earlier Norris locomotives, had larger wheels for greater speed, and could pull much longer and heavier trains. The wood lagging was covered with a "full metal jacket" (the origin of the term), and the wheels were counter-balanced to reduce track wear. It had many newly introduced features: bell, whistle (the origin of the term "bells and whistles"), headlight, cow-catcher, and a cab for the engineer. This configuration was so successful that it was the standard design used for almost all American locomotives made during the next 40 years.

City of Petersburg

4-4-0 manufactured in 1852 by the Baldwin Locomotive Works in Philadelphia, Pennsylvania.

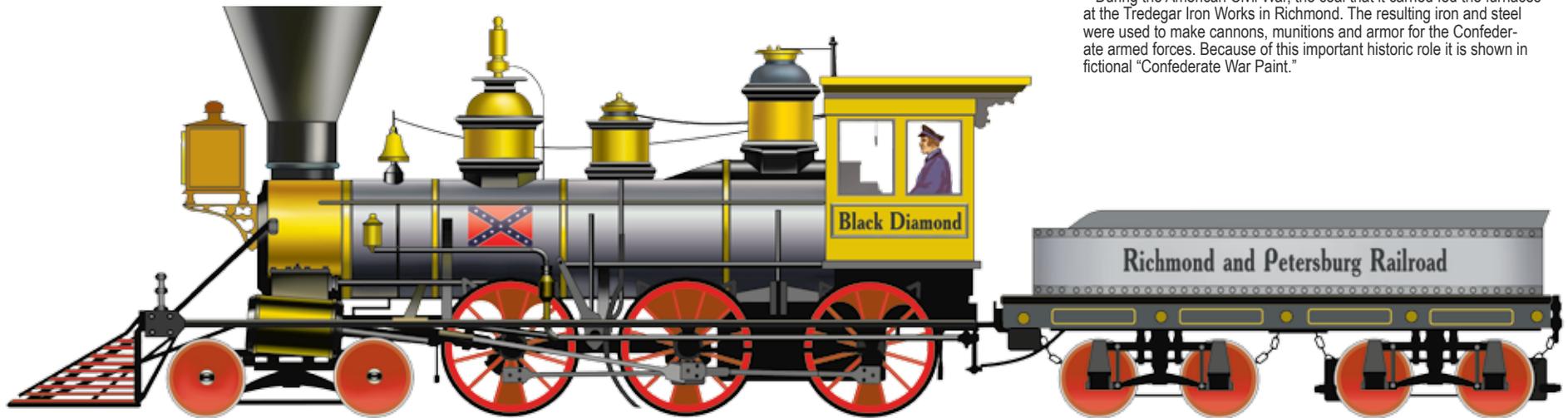
The City Point Railroad was purchased by the City of Petersburg on July 17, 1847 and renamed the Appomattox Railroad. It was purchased by the Norfolk and Petersburg Railroad in 1854. The only significant development during this period was the purchase of the new Baldwin locomotive. As it was purchased by the city, it was appropriately named the *City of Petersburg*.

Richmond and Petersburg Railroad

22 miles of track from Richmond, Virginia to Petersburg, Virginia.
Chartered on March 14, 1836. Fully operational in September, 1838.

The new Baldwin 4-6-0 was one of the very first "ten wheelers." Its six small-diameter drive wheels provided enormous pulling power, and it was used to pull coal trains from the mines at Clover Hill in Chesterfield County. It did such an outstanding job that its name was changed from the *Gus Johnson* to the *Black Diamond*.

During the American Civil War, the coal that it carried fed the furnaces at the Tredegar Iron Works in Richmond. The resulting iron and steel were used to make cannons, munitions and armor for the Confederate armed forces. Because of this important historic role it is shown in fictional "Confederate War Paint."



Black Diamond

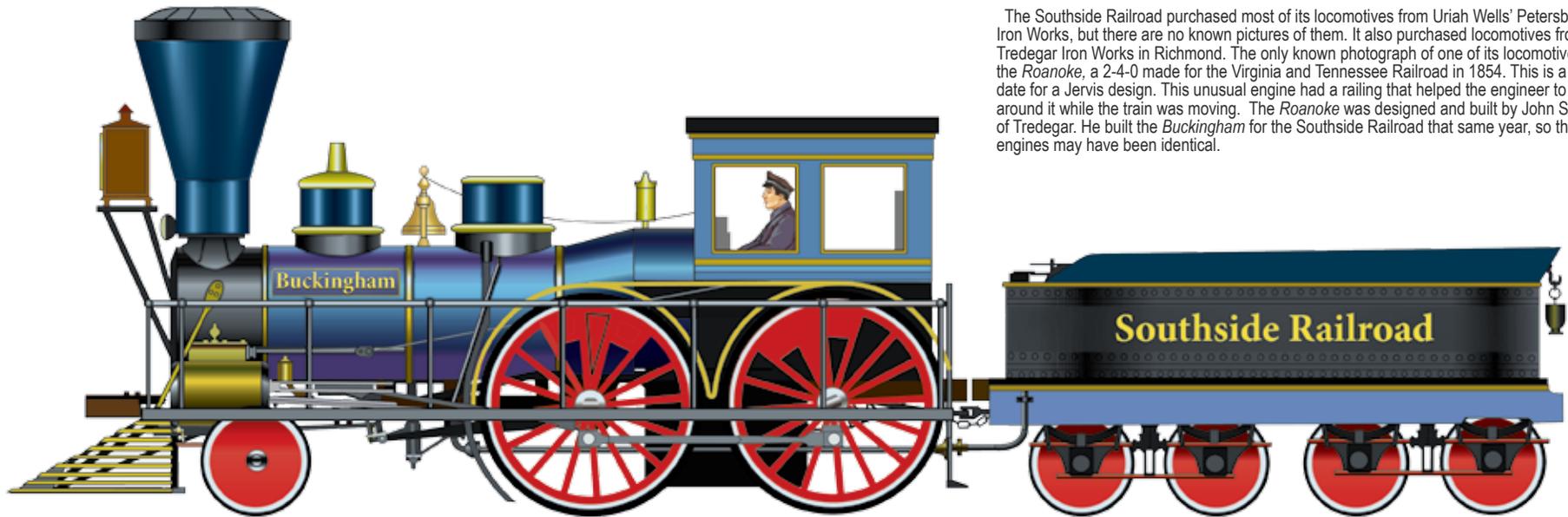
4-6-0 manufactured in 1856 by the Baldwin Locomotive Works in Philadelphia, Pennsylvania.

In 1844, the Richmond and Petersburg Railroad took over the horse-drawn Chesterfield Railroad, which carried coal from Midlothian. It was soon transporting coal from the Clover Hill Mines and built a branch to Port Walthall, where its tugboats handled ships. In 1898, the Petersburg Railroad was merged into the Richmond and Petersburg Railroad, and the resulting corporation was renamed the Atlantic Coast Line Railroad of Virginia. It provided north-south rail transportation. Today, most of the original line of the Richmond and Petersburg Railroad is still in use as part of the A-line of CSX Transportation.

Southside Railroad

122 miles of track linking Petersburg, Virginia to Lynchburg, Virginia.
Chartered March 5, 1846. Fully operational on November 8, 1854.

The Southside Railroad purchased most of its locomotives from Uriah Wells' Petersburg Iron Works, but there are no known pictures of them. It also purchased locomotives from the Tredegar Iron Works in Richmond. The only known photograph of one of its locomotives is of the *Roanoke*, a 2-4-0 made for the Virginia and Tennessee Railroad in 1854. This is a very late date for a Jervis design. This unusual engine had a railing that helped the engineer to walk around it while the train was moving. The *Roanoke* was designed and built by John Souther of Tredegar. He built the *Buckingham* for the Southside Railroad that same year, so the two engines may have been identical.



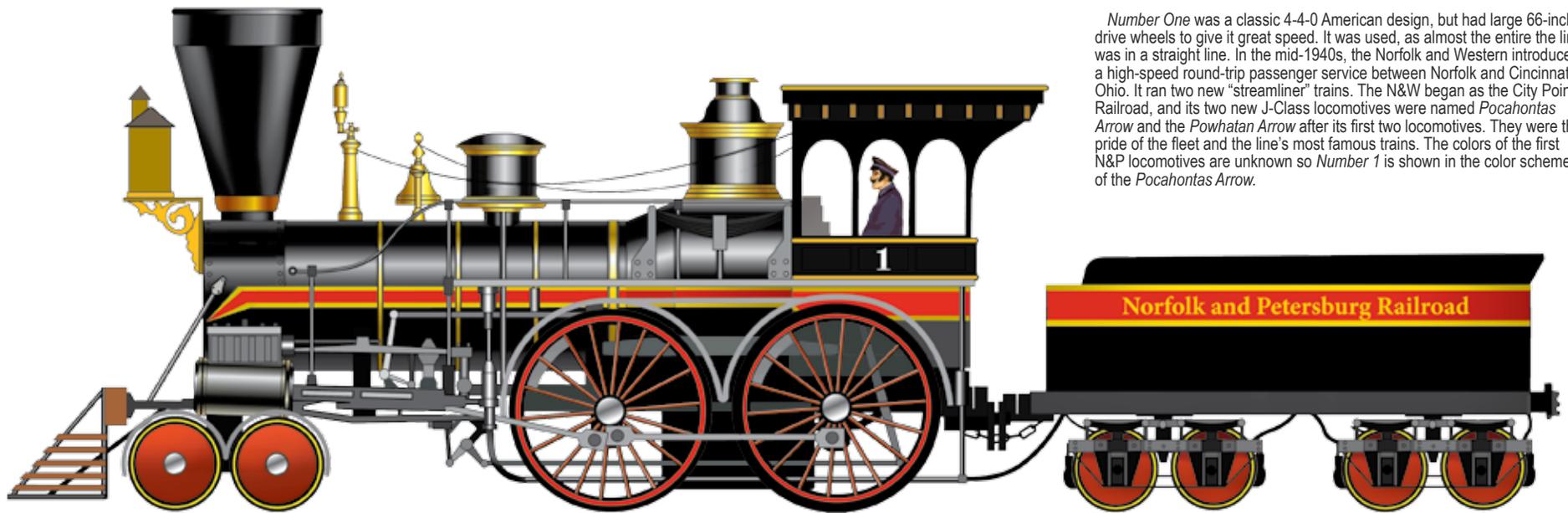
Buckingham

2-4-0 manufactured in 1854 by the Tredegar Iron Works of Richmond, Virginia.

The Southside Railroad was part of a very ambitious project for the day. It was to begin in Petersburg, run to Lynchburg, and there connect with the proposed Virginia and Tennessee Railroad, which was to link with other lines that would carry trains all the way to the Mississippi River. Southside Railroad purchased the Appomattox Railroad in 1854, connecting the deep-water port at City Point with the western interior. The Southside Railroad was famous for building High Bridge near Farmville. It was 2,400 feet long and reached a maximum height of 160 feet. Although not the longest bridge in the world or the tallest, overall it was the largest.

Norfolk and Petersburg Railroad

80 miles of track from Norfolk, Virginia to Petersburg, Virginia.
Chartered May 17, 1851. The first train ran on July 25, 1858.



Number One was a classic 4-4-0 American design, but had large 66-inch drive wheels to give it great speed. It was used, as almost the entire the line was in a straight line. In the mid-1940s, the Norfolk and Western introduced a high-speed round-trip passenger service between Norfolk and Cincinnati, Ohio. It ran two new "streamliner" trains. The N&W began as the City Point Railroad, and its two new J-Class locomotives were named *Pocahontas Arrow* and the *Powhatan Arrow* after its first two locomotives. They were the pride of the fleet and the line's most famous trains. The colors of the first N&P locomotives are unknown so *Number 1* is shown in the color scheme of the *Pocahontas Arrow*.

Number 1

4-4-0 manufactured in 1857 by the Norris Locomotive Works of Philadelphia, Pennsylvania.

The Norfolk and Petersburg Railroad was built by engineer William Mahone. The roadbeds were so solid they are still in use today. Mahone distinguished himself as a combat leader during the Civil War, and when it was over he became the president of the Norfolk and Petersburg Railroad. In 1870, Mahone merged the N&P, the Southside Railroad and the Virginia and Tennessee Railroad to establish the Atlantic, Mississippi & Ohio Railroad (AM&O). It provided Petersburg with east-west rail traffic. In 1881, it was renamed the Norfolk and Western. In 1982, it merged with the Southern Railway to form the Norfolk Southern Railway of today.