

N&W RY - NORFOLK DIVISION (NORFOLK, VA. - ROANOKE, VA.)

Locations marked with **§** are from Norfolk Division Time Table No 15, 5-27-1900, and all offices marked with this symbol between Norfolk and Roanoke (not including L&D Div) were shown as DN (i.e. Day and Night) offices. Locations marked with asterisk ***** are shown as telegraph offices in "Rates of Pay & Regulations for Telegraphers, March 1, 1906", but office calls were not listed. Dispatching by telephone began in 1911.

XN ---- Lambert Point **§**
 NY ---- Norfolk **§**
 NF ---- Norfolk depot
 JY ---- Norfolk & Southern Jct **§** AKA Southern Jct. (Not listed TT #13, 10-18-1908, per KLMiller)
 JG ---- South Norfolk (per JBBlackstock) *

AX ---- Portlock (Blackstock)
 AX ---- Gilmerton (Blackstock)
 MS ---- Yadkin (Blackstock) *

AX ---- Reid **§** (This call moved around: Reid May 1907; Portlock; Gilmerton May 1910, per JBBlackstock. Call probably moved around as the end of double track was extended.)

MS ---- Tucker **§** (This call also used at Yadkin at one time, see TT #13 10-18-1908, per KLMiller)
 Per 1-8-1884 TT, 10.5 miles west of Norfolk, 13 miles east of Suffolk – Blackstock)

JU ---- Juniper **§** (Not listed in TT #13, 10-18-1908, JBBlackstock)
 S ---- Suffolk depot **§**, also Official List #40 5-1-1916. (This call was at Lake at one time, per JBBlackstock)
 S ---- Lake - TT 31, 10-18-1914 End Double Track
 MQ, RV - Kilby (Blackstock found both calls). RV in Official List #40 5-1-1916.
 WQ ---- Kidd, East end double track (1884, Blackstock)
 WQ ---- Myrtle's Siding, T.T. 7, 1-9-1884 (Blackstock)
 KM ---- Myrtle depot **§** (Myrtle Siding in TT 7, 1-9-1884)
 WR ---- Windsor depot **§**
 ZM ---- Dwight block office **§** (Formerly named 39 Mile Siding – Blackstock)
 Z ---- Zuni depot; Not listed in 1900 TT. telegraph removed prior to 1942
 V ---- Ivor depot **§**
 WG ---- Low **§** formerly Pelot (Not listed in TT #13 10-18-1908, per KLMiller)
 WA ---- Wakefield **§**
 GO ---- Herma [sic] – TT 31, 10-18-1914. Not in Official List #40 5-1-1916.
 UK ---- Burt - EE DT TT 32, 11-22-1914. Not in Official List #40 5-1-1916.
 WY ---- Waverly **§**
QG ---- Milton **§** (Passing siding, Shown as **GQ** in 1897 perBlackstock;
 Not listed in TT #13 10-18-1908, Miller)
 G ---- Webb (Blackstock) EE D in TT 30, 5-10-1914; Not in Official List #40 5-1-1916.
 DA ---- Disputanta **§**
 OA ---- Estes **§** * Passing siding. (Not listed in TT #13 10-18-1908, Miller)
 DC ---- Poe **§** (block office). Formerly Summit. East jct w/ Petersburg Belt Line.
 D ---- Petersburg depot **§** (RS at one time, Blackstock)
 RS ---- Petersburg (Blackstock)

D ---- City Point Branch Jct (Blackstock)

----- CITY POINT BRANCH -----

HW ---- Hopewell, Official List #40 5-1-1916.

CP ---- City Point* on City Point Branch (Blackstock)

PX ---- Addison § (PX was later the call for Jack block office, west end Pbg. Belt Line)

PX ---- Jack (west end Petersburg Belt Line, Blackstock) Off. List #40 5-1-1916

ZQ ---- Sutherland§ ; tgh. removed prior to 1942; station closed 2/1/1960

RO ---- Tally (EE of DT in TT 33, 11-14-1915) Not in Off List #40 5-1-1916,

CH ---- Church Road § ; telegraph removed prior to 1942

FR ---- Ford §

RO ---- Hebron (Blackstock)

WN ---- Wilson §

WV ---- Wellville §

BO ---- Blackstone § ("Black's and White's" in TT#7, 1-9-1894, Blackstock)

NO ---- Nottoway §

K ---- Crewe §

RG ---- Crewe depot

K ---- Norfolk Division Train Dispatchers at Crewe, Va.

YM ---- Crewe Yard

J ---- Burkeville depot § (east end Pamplin Belt Line)

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STATIONS ON FARMVILLE BELT LINE:

VS ---- Virso (Blackstock)

AN ---- Abilene (Blackstock)

RA ---- Abilene Belt Jct (Abilene Crossover – Blackstock)

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ZF ---- Moran §

RM ---- Rice depot§

HB ---- High Bridge block office

FA ---- Farmville depot §

UG ---- Tuggle depot §, (Tuggle's Tank in 1884) Closed prior to 1942

HN ---- Prospect depot §

FG ---- Elam §

PA ---- Pamplin depot § (West End of Burkeville-Pamplin Belt Line)

MU ---- Bowler (Blackstock)

DW ---- Flick (Blackstock)

GY ---- Evergreen depot§ , telegraph removed prior to 1942

FO ---- Foggy EDT (Blackstock)

A ---- Appomattox depot §

MU ---- Spout Spring depot §, telegraph removed prior to 1942

Q ---- Phoebe block office (East end Lynchburg Belt Line)

C ---- Concord depot § , closed 8-1-1960. Not in Off. List #40 5-1-1916.

LYNCHBURG BELT-LINE (PHOEBE TO FOREST)

MI ---- Posm. Shown in Off.List #40 5-1-1916.

B ---- Kenney, Shown in Off.List #40 5-1-1916.

Telegraph Calls for Posm and Kenney were taken from a photo of Norfolk Division (West End) Train Sheet of October 19, 1929, reproduced in article "The Eternal Cycle; Train Dispatching is One of the Nearest Approaches to Perpetual Motion," Norfolk & Western Magazine, Vol. 8, No. 1, January, 1930, pp.10-14.

- SR ---- Spicer § * Passing Siding
- MI, PK -- Leets (Blackstock gives both MI and PK)
- JR ---- James § (James River Siding in 1884, Blackstock)
- B ---- Island § *
- B ---- Kenney (on Belt Line) TT 23 10-8-1911
- X ---- Lynchburg depot §
- QU, BQ -- Durham Jct. §* (Was BQ in 1898, per BobCohen; JBBlackstock found QU)
- HY ---- Halsey§ * Not in Off.List #40 5-1-1916.
- WB ---- Clay depot § , Not in Off.List #40 5-1-1916.
- F ---- Forest §
- QN ---- Bellevue § * (Office call QN moved to Goode 1908 Goode, per Bundy & Blackstock)
- QN ---- Goode depot, closed 12-1-1960
- AV ---- Lowry depot §
- P ---- Bedford depot §)formerly Liberty) (Office Call OF at one time, per JBBlackstock)
- MQ ---- Elk (passing siding) *
- WX ---- Thaxton depot §
- IG ---- Irving § * (Old name Lisbon – Blackstock)
- BU ---- Montvale depot § (formerly Bufords in 1885), closed 12-1-1960
- US ---- Ironville § , later named Villamont (Villamont in TT #13 10-18-1908)
- AS ---- Blue Ridge depot §
- WU ---- Webster (Blackstock)

- CK ---- Bonsack depot § (there was also a tower here, call probably also CK. Tower closed 1947 and CTC machine installed in depot, then moved to Crewe within a few years.)
- VN ---- Vinton in 1896 System TT (Blackstock.) Not shown as tgh. office in § 1900, 1901, 1906, 1916.) Shown as "VN" day office only in TT 12-6-1897.

- RO ---- East Roanoke § . (A block office 1300 feet east of Tinker Creek Bridge; east end of double track. 4000 feet west of Vinton depot.

- Correspondent to Railroad Telegrapher magazine calls this "East End Tower at Roanoke," vol. 12, p. 121, Nov. 2, 1895. Time Table mileage is 1.4 miles east of depot at Roanoke, and 1.0 miles west of Vinton. N&W Annual Report for 1903, p. 67: "Signal Tower moved from East Roanoke and erected [at Blake.]"

- MW ---- Roanoke Machine Works was between Vinton and Roanoke, but not part of Norfolk Division administratively.

- JN ---- Roanoke (Blackstock: April 1898 System ETT) - This was probably located at what is today called "Randolph Street."
- MH ---- Roanoke passenger depot §

DO ---- West Roanoke §. It is probable that "West Roanoke Tower," shown in an N&W typescript titled "Block Signals in Use Upon the Road September 1896," had the office call DO. (Interestingly, this document shows West Roanoke Tower as part of the Lynchburg Division.)

It is also possible that this office was originally located on first floor of the original West Roanoke Yard Office , north side of tracks, just east of Park St Bridge. Later it was at 12th St Yard Office, on southeast corner of 12th St & Jackson Ave. With the opening of the new 16th St Yard Office circa 1949, DO was moved to that structure. When 16th St was closed circa 1961-1962, DO was moved to the second floor of the "Scale Office," the large brick building at the Shaffers Crossing Hump. Finally, circa 1978, it was moved to an office west of the 24th St Underpass known as the "Call Office," and there occupied a portion of the former locker room.)

IRONVILLE, later VILLAMONT: Roanoke Times - June 01, 1907 - N. & W. SIGNAL TOWER BURNED - Early Morning Fire Wipes Out New Equipment

About 3.30 o'clock yesterday morning, the N. & W. new interlocking signal tower at Ironville was completely destroyed by fire, together with all equipment that had been recently put in. The fire was caused by the explosion of a gasoline tank, and in a short space of time did the road \$4,000 worth of damage, that being the estimated cost of the tower. This tower was to have been a part of the automatic signal system that has been installed between this city and Montvale. It was to have been put into operation in a very few days and would have very materially aided in the speedy handling of trains. It was stated yesterday at the general superintendent's office that several months will be required for the restoration of the tower on account of the great difficulty securing material.

 From: Harry Bundy
 Date: Thu, 25 Jun 2009 17:37:02 -0400
 Subject: Re: When did N&W stop using telegraphs?

There were 4 stations on Norfolk Terminal that continued using telegraph at least until approx. 1963. These were the four interlockings N&W absorbed in the VGN merger -- South Norfolk, Carolina, Tidewater, and Coleman. OS's on the former VGN were recorded by the dispatcher at Coleman. Usually the phone was used to report movements, but if an operator was leaning back in the swivel chair with his feet on the desk, it was easier to bang out a train report using the key than it was to sit up in the chair to depress the phone treadle. -- Harry Bundy

LYNCHBURG & DURHAM DIVISION.

On L&D, items marked # are per Bob Cohen, who abstracted L&D Division Office Calls from Time Table **No. 15, May 27, 1900.** All were D (day) offices only.

BQ ---- Lynchburg #
 nil ---- Durham Jct #
 NX ---- 12th Street (No call in TT of 5-27-1900. NX at one time, per BobCohen)
 nil ---- Durmid #
 nil ---- Bocock #
 nil ---- Lone Jack #
 nil ---- Alexanders #
 MZ ---- Rustburg #
 nil ---- Winfall #
 NC ---- Gladys #

nil ---- Naruma #
 BE ---- Brookneal #
 AH ---- Clarkton #
 NG ---- Nathalie #
 nil ---- Lennig #
 CY ---- Crystal Hill. No call in #. (Blackstock found CY.)
 QX ---- Houston #
 VO ---- South Boston #
 nil ---- Cluster Springs #
 KF ---- Denniston #
 nil ---- Woodsdale #
 RX ---- Roxboro #
 nil ---- Helena #
 nil ---- Mt. Tirzah #
 nil ---- Lyndover #
 SI ---- Rougemont #
 B ---- Bahama. No call in #. (Blackstock found B.)
 W ---- Willardville No call in#. (Blackstock found W.)
 nil ---- Fairntosh #
 nil ---- Dukes Branch #
 OG ---- Durham #

FURTHER NOTES FROM BOB COHEN, email of 9-21-2018, concerning his copy of NORFOLK DIV T.T. No. 15, May 27, 1900:

Lambert Point - XN
 Norfolk - NY
 Norfolk & Southern Jct. - JY
 Reid - AX
 Tucker - MS
 Juniper - JU
 Suffolk - S
 Myrtle - KM
 Windsor - WR
 Dwight - ZM
 Zuni - no call listed
 Ivor - V
 Low - WG
 Wakefield - WA
 Waverly - WY
 Milton - QG
 Disputana - DA
 Estes - OA
 Poe - DC
 Petersburg - D
 Addison - PX
 Sutherland - ZQ
 Church Road - CH
 Ford - FR
 Wilson - WN
 Wellville - WV

Blackstone - BO
 Nottoway - NO
 Crewe - K < per ETT #15 Norfolk Division, 5-27-1900, MP was 133.6 >
 Burkeville - J
 Moran - ZF
 Rice - RM
 High Bridge - HB
 Farmville - FA
 Tuggle - UG
 Prospect - HN
 Elam - FG
 Pamplin - PA
 Evergreen - GY
 Appomattox - A
 Spout Spring - MU
 Concord - C
 Spicer - SR
 James - JR
 Island - B
 Lynchburg - X

 Durham Jct. - QU
 Halsey - HY
 Clay - WB
 Forest - F
 Bellevue - QN
 Goode - No office call
 Lowry - AV
 Bedford - P
 Bedford Pass. Station - No office call
 Thaxton - WX
 Irving - IG
 Montvale - BU
 Ironville - US
 Blue Ridge - AS
 Webster - WU
 Bonsack - CK
 Vinton - No office call 2.4 miles east of "Roanoke" (i.e. the Roanoke depot)
 East Roanoke – RO
 Vinton – no call shown
 Station (Roanoke)– MH
 West Roanoke - DO

On the Lynchburg & Durham:

Island – no office call found
 Lynchburg - BQ
 Durham Jct. - on office call
 12th Street - no office call
 Durmid - No office call
 Bocock - No office call
 Lone Jack - no office call
 Alexanders - no office call
 Rustburg - MZ

Winfall - no office call
 Gladys - NC
 Naruna - no office call
 Brookneal - BE
 Clarkton - AH
 Nathalie - NG
 Lennig - no office call
 Crystal Hill - no office call
 Houston - QX
 South Boston - VO
 Cluster Springs - no office call
 Denniston - KF
 Woodsdale - no office call
 Roxboro - RX
 Helena - no office call
 Mt. Tirzah - no office call
 Lyndover - no office call
 Rougemont - SI
 Bahama - no office call
 Willardville - no office call
 Fairintosh - no office call
 Dukes Branch - no office call
 Durham - OG

All offices between Crewe and Roanoke with office calls are listed as DN offices.
 Offices on the L&D are listed as D only.

----- End of Notes from Bob Cohen -----

Special thanks to James Blackstock, Harry Bundy, Ken Miller and Bob Cohen for their numerous helps over the years.

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EXCHANGES WITH HARRY BUNDY re NORFOLK TERMINAL AREA

Date: Wed, 18 Sep 2024 14:51:24

From: NW Mailing List <nw-mailing-list@nwhs.org>

Subject: Re: Norfolk: Carpenter Map of Railroads in 1946 – COLEMAN PLACE - MR. BUNDY

QUESTION TO HARRY BUNDY:

MR. BUNDY WROTE: >> "There were two interlockings on Virginian's Sewell's Point line that were staffed by one Norfolk Southern dispatcher at Coleman Place ("CO") and one operator-leverman at Tidewater ("BO"). I worked at and held "BO". -- Harry Bundy" <<

So, if I understand correctly, at least one of the Operator's jobs at "BO" Tidewater belonged to the [old original] Norfolk Southern men, and all the jobs at CO Coleman Place belonged to [old original] Norfolk Southern RR Train Dispatchers. This probably reflects the situation that the NS was the "second railroad to arrive," and was therefore obligated to build/staff the interlockings.

I am very interested in the old-original Norfolk Southern keeping a Train Dispatcher at Coleman Place. Did he have charge of the Main Track territory just around Norfolk, or did he also have some of the Main Line going down into North Carolina?? Did he issue Train orders for his territory ?

And, for a bonus question, how late in time was the [old original] Norfolk Southern using the Telegraph for running trains?

-- /s/ abram burnett

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ANSWER FROM HARRY BUNDY –

Abe – The dispatcher at "CO" handled all (NS-N&PBL-VGN) movements between South Norfolk and Sewells Point, and NS movements over the Beach District (Norfolk Union Station to Virginia Beach and from N&W's Lamberts Point Branch to Virginia Beach via Cape Henry. This dispatcher did not control any movements in North Carolina. One item to remember about the Sewells Point Branch -- There were a multitude of road crossings and if one of the coal or mty train movements (180 cars usually) was delayed, motorists became outraged. There was one incident where a train had a busted air hose and blocked the Granby Street crossing. At the same time, there was a fire at a Virginia Beach amusement park and the firesquad could NOT get the the fire. Today's Norfolk Southern was sued. From Carolina interlocking to Sewells Point, there was double track with ABS only. Frequently a "right-of-track" order was issued diverting westbounds to the eastbound main track and vice versa.. Tidewater would deliver "slow orders" to the Virginia Beach trains.

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Date: Sat, 21 Sep 2024 07:57:05 -0400 (EDT)  
 From: NW Mailing List <[nw-mailing-list@nwhs.org](mailto:nw-mailing-list@nwhs.org)>  
 Subject: NORFOLK - Two More Questions for Mr. Bundy

#### **QUESTION TO HARRY BUNDY -**

1. At Norfolk, where was the split-point between control of tracks by the Train Dispatcher, and control of tracks by the Yard Master ?

Which is another way of asking, Where did Main Track rules begin? (In the 20th Century world of the N&W, this change would normally have been made at an interlocking.)

2. When the crew for a westward train went on duty at Lamberts Point, where did they Register their train and get their Clearance Card and Train Orders?

Thanks for your time, Sir. It is nice to have the experts around.

-- abram burnett

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Date: Sat, 21 Sep 2024 15:09:41 +0000 (UTC)
 From: NW Mailing List <nw-mailing-list@nwhs.org>

ANSWER FROM HARRY BUNDY =

Abe - Here's an answer to Question 2. A westbound at Lamberts Point registered there, but received Train Orders and Clearance Card at NS Junction. Theory was that trains would require approx. 2 hours plus to double over, knock out bad orders, and get an air test. Remember that Portlock did not become a yard for merchandise traffic until the 1950s, so Nos. 85, etc. originated at Lamberts Point too.

Now an observation from previous questions regarding telegraph calls for stations. Don't know if you have any Norfolk Division time tables from the 1930s, but one I have shows office calls for telegraph stations Crewe to Lamberts Point, but none for South Norfolk, NS Junction. Why ?

-- Harry

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On Sep 25, 2024, at 1:03 PM, NW Mailing List via NW-Mailing-List <[nw-mailing-list@nwhs.org](mailto:nw-mailing-list@nwhs.org)> wrote:

**ANSWER FROM HARRY BUNDY REGARDING SEVERAL QUESTIONS -**

Abe - Regarding yardmasters controlling main track movements -- Yardmasters did not govern any main track movements at Norfolk. On Norfolk Terminal, there may have been two exceptions. As reminded by Dr. Blackstock -- there was a "hold-out" signal at Yadkin (east end of the Dismal Swamp). If there were no empty tracks for inbound coal, the train would be held there until track(s) were made empty. Then, a yardmaster would notify Bridge #7 to clear the signal allowing the eastbound to proceed. The other exception MAY have been at Lamberts Point yard. The yardmaster would notify a switch-tender which turnouts to line up for an arriving train.

In the 14-miles from Yadkin, the main lines were designated Automatic Block Signal (ABS) territory. However, it came close to being Centralized Traffic Control territory. There were two interlocked bridges (staffed by bridge tenders ) and at least 4 interlockings -- just east of Bridge 7, the Belt Line had a "push the button" interlocking on their South Branch. Trains going to the branch would stop clear of U.S. 460, press the button that notified Bridge 7 they were ready to cross. Next was South Norfolk staffed by a VGN operator who controlled crossings of VGN-N&W main lines. Next was N. S. Junction that handled N&W's crossing with NS Railway's Berkley Branch (N&PBL had trackage rights). Next was Bridge No.5. Can't say whether or not Bridge 5 controlled the next interlocking, but control of the junction between the N&W main line (to Norfolk Terminal Station) and the Lamberts Point Branch MAY be designated in N&W's Norfolk Div. Time Table # 7 (eff 11/09/1947) as Lovitt Avenue. I did not find Lovitt Avenue on Mapquest. -- Harry Bundy

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CORRESPONDENCE re REALIGNMENT OF DIVISION STRUCTURES:

On Jun 9, 2025, at 9:52 PM, NW Mailing List <nw-mailing-list@nwhs.org> Abram Burnett wrote:

So now the question becomes: What could have been the catalyst for re-jiggering the engine and crew districts by establishing a terminal at Crewe, Va ? And, WHEN was this done ?

One good index to this process would be dates for the acquisition of real estate parcels incident to the construction of Crewe Yard, as indicated in the Real Estate Index on the Valuation Maps sheets. But before I go through that menagerie-of-a-search, perhaps one of the Old Wise Men can throw this Young WhipperSnapper a bone, and just tell him why and when Crewe was established as a terminal for engines and crews. For which I would be plentifully grateful. :-)

-- abram burnett

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**From:** NW Mailing List  
**Subject:** Re: Crewe, Va - It's Origin as a Terminal ?  
**Date:** June 10, 2025 at 12:48:39 PM EDT  
**To:** NW Mailing List

Abe

I think this from the annual report of 1888 explains:

From 1888 Annual Report

The Board of Directors herewith submits its Report of the operations of the Company for the year ending December 31st, 1888 :

**PROPERTY.**

The high standard to which your property had been brought was maintained throughout the year, and the improvements made were more extensive and important than in any previous year, and were necessitated by the continuous and rapid growth of your Company's traffic and by the increased length of its road. Your railroad originally consisted of about 408 miles of main track and 20 miles of branches, and was conveniently operated in 2 divisions (the Eastern and Western) of 214 miles each, with Lynchburg as the dividing point. All of the extensions to your line have penetrated the mineral territory lying north and south of your Western Division, and were, therefore, incorporated in that division. Until 1888 the operation by divisions east and west of Lynchburg was continued, and as one branch after another was constructed into the coal and ore fields, and the volume of traffic increased, the Western Division became too large for economical or efficient operation. To meet the immediate needs of your business, and to provide for its future growth, the operated portion of your line was in 1888 rearranged into four operating divisions of nearly equal mileage, with Crewe, Roanoke, Radford, and Bluefield as divisional points. The improvements made during 1888, therefore, include yards, engine-houses, repair-shops, and storehouses at Crewe and Bluefield, and enlargements of the yard at Roanoke and at Radford. The yard track thus added, together with the additional sidings provided at many points, aggregate 43.20 miles of track. An engine-house was also built at Bristol, and there were erected 8 new station buildings, 3 division offices, 5 coaling stations, 27 water-tanks, 24 houses for employees, and numerous minor structures, together with 22 large and important iron bridges, and many other permanent improvements. The cost of this work was \$943,784.51.

According to an advertisement in the Norfolk, Virginian Pilot, Dated June 22, 1888:

"On or about July 1st, 1888, the Norfolk and Western Railroad will transfer to CREWE. 325 shop, train and other railroad employees for whom provisions must be made. Dwellings, stores, boarding houses, etc. are necessary for the accommodation of a population that will number 1500 before the close of the year."

The earliest employee timetable I can find is System Combined Timetable No. 2, effective 12, 1888 lists Crewe as a terminal.

-- Ken Miller

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Abe,

The "re-jiggering" of the engine and crew districts was initiated and recommended by President F. J. Kimball in a Nov. 16, 1887, nine-page letter to Vice-President C. G. Eddy and the Executive Committee. His "re-divisioning" proposal was presented to the Board of Directors at their November 30th meeting "in order that early action may be taken and the work undertaken without delay so that it may be completed as early next spring as possible."

When the N&W RR was formed in 1881 it operated two divisions. The Eastern Division was Norfolk to Lynchburg (approx. 214 miles), with shops at Petersburg and Lynchburg. The Western Division was Lynchburg to Bristol (approx. 214 miles), with shops at Radford and service facilities at Bristol.

By 1887 the mileage of the Eastern Division had grown only slightly while the Western Division had grown to 356 miles with an additional 115 miles to be added in 1888 with the completion of the Clinch Valley line.

Due to this expansion of the Western Division and "theretched facilities now afforded to passenger travel at Lynchburg, which are not only inconvenient but extremely dangerous" and "the only location at Lynchburg suitable for the erection of a union station is upon the ground now occupied by the present round house and machine shop", Kimball proposed the road be divided into five divisions which "will necessitate the construction at both Crewe and Bluefields, of an engine house, turn table, small repair shops, store house, office building, houses for employees, yards and sidings for the handling and making up of trains."

"In anticipation of this necessary work, your management has for the past year been quietly securing the necessary real estate at the points designated, and in doing so has acquired lands at very low prices."

His letter/proposal list many details regarding cost, acreages to be acquired, structures

and bridges to be built, and other general improvements. His plan was visionary and served the N&W well for the next 75 years.

And now you know the rest of the story.

John Garner, Newport VA

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