

# GENERAL SUMMARY.

Estimated Cost to the Norfolk and Western Railroad Company of the increased facilities incident to the re-divisioning of the line, necessitated by the increasing traffic of the Company.

## CREWE,

Lands 160-acres	4.000	
8 miles yards & Sidings, etc.	67.788	
Engine-house, Shops, Store-house, Office, &c.	62.780	134.568

## BLUEFIELDS

Land 30 acres	2,280	
5 miles yards and Sidings &c.	48,919.50	
Engine-house, Shops, Store-house, Offices &c.	61,940.	113.139.50

## ROANOKE,

3 miles yards sidings, etc.	42,844.20	
Offices, etc.	2,310	45.154.20

## NEW RIVER,

Direct connection with New River Div'n.		
including bridges, interlocking signals		57.000.
		349,861.70

Estimated Cost of General Improvements & Extensions to Company's property for 1888.

4 New Stations including Union Passenger Station at Lynchburg and enlargements of 20 old stations	84.246	
29 houses for employees &c.	12,535	
48 Tool houses & 55 Watch Boxes	4.050	
6½ miles additional sidings including switches	70.206	
Engine-house at Bristol	15.000	
12 Iron bridges & various small structures	128,800	
Advances to Norfolk Terminal Company for additional side tracks & houses for employees	6,456.	321,293.
		671,154.70

Estimated Cost to the Iron Belt Land Mining & Development Company incident to the re-divisioning of the line

436 acres at Crewe, costing	10,900	
Improvements including 30 houses	34.850	45.750
299 acres land Bluefields, costing	22,724	
Improvements including Eating-house and 21 houses,	46.085	68.809
		114,559.
735 acres & 51 houses and Improvements		

The annual rentals to be paid by employees for houses, as estimated by General Manager Sands, aggregates \$8250 or over 7% on the total cost of all land and buildings. It is believed that a very considerable portion of the cost of lands and improvements will be realized from the sale of lots and houses.

Total Cost to both Companies 785,713.70  
779,713.70