

The accompanying letters and statements show in detail the expenditures for improvements and extensions required and recommended. The following explanations, however, are necessary:-

The members of our Board of Directors are fully acquainted with the wretched facilities now afforded to passenger travel at Lynchburg, which are not only inconvenient but extremely dangerous. 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, which will be vacated and can be torn down upon the erection of the new facilities at Crewe and Bluefields. It is proposed to erect a passenger station similar in its general features to the plan herewith submitted, upon the conditions, however, that the City of Lynchburg or the citizens should purchase and donate to the Company the Langhorn property as shown on the plan, which will cost about \$25,000; the cost of improvements to be borne by the Norfolk and Western Railroad Company but to be used jointly by our Company, the Virginia Midland and the Richmond & Alleghany, the two latter companies to pay each one third of the interest on the cost of the improvements and the estimated value of the real estate; the operating expenses of the station to be borne jointly by the three Companies; the control and operation of the station to be governed by the Norfolk and Western Railroad Company.

The houses for employees as shown in the statement are not to be rented to the employees, the custom of the Company being to pay reduced wages to employees when occupying company's houses, the returns from such investments being estimated at from 12% to 15 %

In the matter of iron bridges, the principal item of cost will be for the two crossings of the Elizabeth River near Norfolk. The present bridges were built over 30 years since, mostly of cast iron