

NORFOLK AND WESTERN RAILWAY, PETERSBURG
FREIGHT DEPOT (South Side Railroad
Station)

City of 5-7 River Street
Petersburg
Virginia

HABS No. VA-1353

HABS
VA
27-PET,
37-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
National Park Service
Philadelphia Support Office
U.S. Custom House
200 Chestnut Street
Philadelphia, PA 19106

HISTORIC AMERICAN BUILDINGS SURVEY
NORFOLK & WESTERN RAILWAY, PETERSBURG FREIGHT DEPOT
(South Side Railroad Station)

HABS
VA
27-FET
37-

HABS No. VA-1353

LOCATION: 5-7 River Street, City of Petersburg, Virginia
USGS Petersburg, Virginia, Quadrangle
UTM Coordinates: 18.286840.4123560

PRESENT OWNER: River Street Associates, 37-39 River Street, P.O. Box 167,
Petersburg, Virginia 23804

PRESENT OCCUPANT: River Street Associates, 37-39 River Street, P.O. Box 167,
Petersburg, Virginia 23804

PRESENT USE: Retail space on first floor; storage and unoccupied offices
on second floor

SIGNIFICANCE: The Norfolk & Western Railway Petersburg Freight Depot
is a little-altered example of an early twentieth-century
railroad freight office and depot. The building is one of
several railroad buildings that survive from a much larger
complex and is a contributing resource in the Old Town
Petersburg Historic District. The Norfolk & Western
Railway Company and its predecessor companies made a
significant contribution to the development of Petersburg
and the surrounding area.

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PART I. HISTORICAL INFORMATION

A. PHYSICAL HISTORY:

1. Date (s) of erection: 1917. The proposed construction of the freight warehouse and office was described in a May 27, 1916, article in the *Petersburg Daily Index-Appeal* (*Petersburg Daily Index-Appeal* 1916). The *Twentieth Annual Report of the Norfolk & Western Railway Company* (Norfolk & Western Railway Company 1916) mentions that a new freight station was built or enlarged in Petersburg. However, architectural drawings of the building are dated July 12, 1917, and the steel erection drawings are dated August 28, 1917. It is therefore assumed that the project was funded by the railroad for construction in 1916, but construction was not completed until late 1917. Building permits were not required in Petersburg at that time, and there is no date plaque or cornerstone on the building.

2. Architect: The architectural drawings are labeled Office of the Chief Engineer, Norfolk & Western Railway Company, Roanoke, Virginia.

3. Original and subsequent owners: Built in 1917, and owned by the Norfolk & Western Railway Company until December 7, 1976, when the property was sold to the Rawles-Aden Lumber Company, a Virginia corporation located in Petersburg. In 1985, the property was transferred from the Rawles-Aden Lumber Company to the City of Petersburg. In 1993, the city transferred the property to River Street Associates, which currently rents the building as retail space.

References for the chain of title for the land upon which the structure stands are on file in the Office of the Clerk of the Circuit Court, Petersburg, Virginia.

1850 Deed, October 17, 1850, recorded in Deed Book 18, p. 397. Robert B. Bolling to South Side Railroad Company (a part of the land conveyed).

1852 Deed, May 14, 1852, recorded in Deed Book 19, p. 298. Sandy Walker to South Side Railroad Company (a part of the land conveyed).

1855 Deed, September 21, 1855, recorded in Deed Book 22, p. 308. John T. Robertson to South Side Railroad Company (a part of the land conveyed).

1867 Deed, October 23, 1867, recorded in Deed Book 30, p. 433. A.M. Keiley to Norfolk & Petersburg Railroad Company (all of the land conveyed).

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- 1867 Deed, October 26, 1867, recorded in Deed Book 30, p. 486. B.S. Church to Norfolk & Petersburg Railroad Company (all of the land conveyed).
- 1872 Deed, March 4, 1872, recorded in Deed Book 34, p. 232. Robert B. Bolling to Atlantic, Mississippi and Ohio Railroad Company (a part of the land conveyed).
- 1872 Deed, March 6, 1872, recorded in Deed Book 34, pp. 231 and 232. John Leddy to Atlantic, Mississippi and Ohio Railroad Company (all of the land conveyed).
- 1872 Deed, March 15, 1872, recorded in Deed Book 34, p. 233. Alexander Dannon, et al., to Atlantic, Mississippi and Ohio Railroad Company (all of the land conveyed).
- 1872 Deed, March 15, 1872, recorded in Deed Book 34, p. 234. J.R. Robertson, et al., to Atlantic, Mississippi and Ohio Railroad Company (all of the land conveyed).
- 1872 Condemnation Proceedings, April 18, 1872, recorded in Deed Book 34, p. 276. Edward C. Davidson, et al., to Atlantic, Mississippi and Ohio Railroad Company (a part of the land conveyed).
- 1976 Deed, December 7, 1976, recorded in Deed Book 345, p. 599. Norfolk & Western Railway Company to Rawles-Aden Lumber Company.
- 1985 Deed, December 30, 1985, recorded in Deed Book 432, p. 430. Rawles-Aden Lumber Company to City of Petersburg.
- 1993 Deed, March 10, 1993, recorded in Deed Book 507, p. 223. City of Petersburg to River Street Associates.

4. Builder, contractor, suppliers: Architectural drawings refer to the Virginia Bridge and Iron Company of Roanoke, Virginia, as the supplier and erector of the steel frame of the building.

5. Original plans and construction: Original plans were located in the engineering offices of the Norfolk & Western Railway, Roanoke, Virginia, and are photographically reproduced in this report. The plans consist of three sheets, and include site, foundation, and floor plans, elevations, cross sections, and details. With the exception of alterations to a few door and window openings, and the removal of a metal-and-wood canopy on the south side as described below, the building retains its original appearance.

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6. Alterations and additions: There are no later additions or major alterations to the structure. Loading Bay 9 (counting from the east end) on the north side has been vertically enlarged by the removal of the brick courses above the lintel. A metal-frame canopy of metal-frame construction, similar to the one on the north side but only 6' in width, was originally located on the south side over the loading doors. Loading Bay 3 on the south side has been in-filled with board-and-batten siding, with a pair of 6/6 wooden windows installed. This work appears to have been done in conjunction with the construction of an additional office space in Loading Bay 3 adjacent to the existing freight office. Paired raised-panel wooden entrance doors at each end of the building were replaced in 1988 with flush-metal single-light doors (Petersburg Historic District Commission 1988). The interior staircase at the west end of the building has been recently replaced with open-riser stairs of rough carpentry and framing-lumber construction. Other than the entrance doors, the dates for the alterations are unknown.

B. HISTORICAL CONTEXT:

The Norfolk & Western Railway Petersburg Freight Depot was completed in 1917, as part of an ongoing expansion and improvement of the railroad's freight-handling capabilities in the Petersburg area. The new depot was built abutting the east end of the Norfolk & Western's then-existing South Side Railroad passenger and freight station, a one- and two-story frame structure built in about 1853 by the South Side Railroad, a predecessor of the Norfolk & Western Railway Company.

The need for the new freight station was a direct result of the building of a new industrial plant nine miles east of the city. In 1915, the E.I. duPont de Nemours Company began construction of an enormous nitro-cellulose munitions plant at City Point, at the confluence of the Appomattox and James rivers. As World War I expanded across Europe, the plant grew exponentially. The City of Hopewell, commonly referred to in the press as "the Miracle City" (Petersburg *Daily Index-Appeal* 1915d:2), was incorporated and grew around the plant to a population of 20,000, seemingly overnight. The City Point Branch of the Norfolk & Western Railway (the oldest part of the line) suddenly became very busy for the first time in its nearly 80 years of existence.

To meet the fast-growing demands for passenger and freight traffic, the City Point Branch was double-tracked along its entire 10-mile length between Petersburg, Hopewell, and the duPont plant. A new freight yard was built at the junction of the branch line and the main line one mile east of downtown Petersburg, and the new Petersburg freight station and offices were built alongside the old South Side Station. This work was substantially completed by the end of 1917.

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Further development of the area along the City Point Branch occurred in 1917, when the U.S. Army purchased a vast tract of land straddling the railroad line between Petersburg and Hopewell and constructed Camp Lee (now Fort Lee Military Reservation). Plans for a new "concrete overhead bridge" to replace Bishop's Bridge over the Appomattox River were being discussed in earnest by Petersburg's business and civic leaders (Petersburg *Daily Index-Appeal* 1915c:2). All of this activity stimulated a frenzy of real estate speculation and business activity in the greater Petersburg area. By 1918, a total of 3,188,225 tons of freight and 1,764,314 passengers had been moved over the City Point line.

History of the Norfolk & Western Railway Company

The Norfolk & Western Railway Company (Norfolk & Western) was incorporated in 1896 as a reorganization of the Norfolk & Western Railroad Company. The Norfolk & Western Railroad Company was formed over a period of 44 years by the consolidation of six railroad companies. The oldest section of the Norfolk & Western and the second oldest railroad in the Petersburg area was the City Point Railroad, built between 1837 and 1838. The City Point Railroad ran from Petersburg nine miles northeast to City Point on the James River. A financial failure, the line was bought by the City of Petersburg in 1847. Although officially renamed the Appomattox Railroad by the city, it remained popularly known as the City Point Railroad.

The South Side Railroad was the second oldest predecessor of the Norfolk & Western, having been formed in 1846 to complete a line between Petersburg and Lynchburg, a distance of 123 miles. Upon completion of its line in 1854, the South Side Railroad bought the still financially troubled City Point Railroad from the city.

Two other railroad companies established prior to the Civil War, which ultimately became consolidated into the Norfolk & Western Railway were the Norfolk & Petersburg Railroad, 81 miles in length, built between 1853 and 1858; and the Virginia & Tennessee Railroad between Lynchburg and Bristol, 204 miles in length, built between 1849 and 1856. Due to their strategic importance, these two railroads, along with the South Side Railroad, were largely destroyed during the Civil War. Both sides in the conflict inflicted heavy damage to the lines, the Confederates participating in the ruin during retreat to slow their pursuers and prevent the use of the railroads by the Union Army.

General William Mahone, a Confederate commander and president of both the Norfolk & Petersburg and South Side railroads, is credited with the miraculously rapid reconstruction of the lines, which reopened in 1866. In 1870, the three lines were consolidated into the Atlantic, Mississippi and Ohio Railroad Company (AM&O), forming a continuous route between Norfolk and Bristol with a total of 427 miles of track. This new railroad quickly

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embarked on a modernization of its tracks and equipment, resulting in the accumulation of substantial debt. The debts, coupled with the economic recession of 1873, pushed the company into receivership in 1876. In 1881, the AM&O was sold at public auction for \$8.6 million, re-capitalized at \$25 million, and renamed the Norfolk & Western Railroad Company.

Over the next 15 years, the railroad expanded dramatically by opening lines into the rich coalfields of Virginia and West Virginia. Hundreds of miles of new track were built, and several other small railroads were bought and consolidated into the system. The Shenandoah Valley Railroad Company, for example, started in Hagerstown, Maryland, and was connected with the Norfolk & Western at Roanoke, Virginia, in 1882. New engine and car shops were built at Roanoke that same year.

During the economic depression of 1893, the Norfolk & Western Railroad Company failed to operate at a profit. Losses continued until 1895, when the company once again went into receivership. In 1896, the company was reorganized as the Norfolk & Western Railway Company. The new company again embarked on an ambitious expansion plan, purchasing the Roanoke and Southern Railroad (from Roanoke to Winston-Salem, North Carolina) and the Lynchburg and Durham (North Carolina) Railroad that same year. Within a decade, the railroad reached Columbus and Cincinnati, Ohio, and had grown from a small regional freight and passenger line into one of the largest (in terms of tonnage) coal-carrying freight railroads in the country. The company experienced continued growth and economic stability through the twentieth century, adding more lines through acquisition and mergers and extending to Kansas City, St. Louis, Chicago, Detroit, and Buffalo. In 1982, the Norfolk & Western Railway Company and the Southern Railway Company merged to form the Norfolk Southern Corporation. In 1986, the new company had 38,000 employees, 17,000 miles of road in 20 states, and assets of \$9.7 billion.

PART II. ARCHITECTURAL INFORMATION

A. GENERAL STATEMENT:

1. Architectural character: The building is typical of many early twentieth-century brick industrial buildings which are utilitarian in design and employ modest amounts of classical detailing. A weak linkage to the Classical Revival style is seen in the stepped parapets, slate gable roof, formed cornice, and wall pilasters. The type can be further defined by its use of modern materials and construction techniques, in this case, pivoting metal-frame windows, a concrete foundation, and combined steel and dimensional-lumber framing.

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2. Condition of fabric: The slate roof, brick walls and mortar joints, foundation, and metal-frame windows are all in good condition. The formed sheet-metal cornice is corroded in several places, and a 30'-long section on the north side has fallen off. All that remains of the north loading platform canopy are the metal support brackets. The interior of the building is in good condition.

B. DESCRIPTION OF EXTERIOR:

1. Overall dimensions: This two-story brick building is rectangular in plan, and is three bays wide by 11 bays deep, measuring 52' 6"x153' 4". A small basement measuring approximately 23'x25' accommodates the heating plant and is located beneath the northeast corner of the building. The remainder of the building is built over a low (2'-3') crawl space.
2. Foundations: The foundation is concrete, 30" thick, extending 32"-39" above grade, with a 2" beveled water table. Concrete cross walls, 12" thick, extend across the building between each bay to support first-floor joists and second-floor columns.
3. Walls: Walls are textured brick, laid in Flemish bond. Bays are separated by raised brick pilasters, one brick in thickness, on all but the west wall, which is flat and was originally a common wall with an adjoining warehouse, now demolished.
4. Structural system, framing: The building is supported by a combination of load-bearing masonry exterior walls and steel and dressed dimensional wooden framing. The first-floor framing consists of 4"x12" wooden joists on 20" centers, spanning 12', and bearing on the concrete foundation cross walls which separate each bay.

The second-floor joists are carried by 12"x5" steel I-beam floor girders, the ends of which rest in beam pockets in the brick columns (pilasters) separating each bay. The girders are additionally supported by two riveted-steel-channel H-columns, measuring 8½"x7" and spaced 16' apart, which bear directly on the concrete foundation cross walls. The girders are laterally braced and tied together at the top of each column by 10"x4" steel I-beams which run between joists the full length of the building. Second-floor joists are 2"x12" lumber spaced on 16" centers and spanning 13' 8", bearing on the bottom flange of the floor girders.

The roof framing consists of steel king-post trusses which bear on the brick wall columns between each bay. The bottom chords carry the second-floor 2"x6" wooden ceiling joists on 16" centers. The trusses carry three wooden purlins, 6"x8", at the

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panel points, which in turn carry 2"x6" wooden rafters and 2"x6" square-edge sheathing.

5. Porches, stoops, balconies, bulkheads: The main entrance on the east end is accessed by six concrete steps with a landing. A plain steel pipe hand railing runs up the center of the steps. Running the entire length of the north side of the building, adjacent to former rail sidings, is a timber-framed loading platform, 10' wide. The platform is supported 4' above ground on brick piers resting on concrete footings. A modern woven wire fence supported by 4"x4" posts serves as a railing. The dock was originally sheltered by a canopy 10' wide, probably metal roofed, supported by steel angle brackets which remain attached to the building.
6. Chimneys: A single brick interior chimney extends to the basement and originally served the coal-fired boiler only. The chimney is approximately 3' square, of Flemish bond construction with a concrete coping, and is located on the north wall at the east end of the building.
7. Openings:
 - a. Doorways and doors: The north side of the building has three loading bay openings in Bays 3, 6, and 9, spaced roughly to coincide with the side doors on rail freight cars which parked alongside the building on a rail siding. Bays 6 and 9 have been closed off with plywood wall inserts. The south side of the building has nine loading bays for wagons and trucks; the easternmost bay has been enclosed with a wall and window. All of the loading bays with doors are fitted with metal roll-up doors which are original to the building. All door and window openings are headed with steel I-beam lintels, and all windows and transoms have precast concrete sills. Pedestrian entrance doors consisting of paired flush-metal single-light doors headed with single-light transom windows are located at each end of the building.
 - b. Windows and shutters: Above each loading bay door are a lintel, four courses of brick, and a 20-light (2 high by 10 wide) metal-frame transom window with a centered 8-light (2 high by 4 wide) pivoting sash. Second-floor windows on the north and south sides are set in square openings and consist of 40-light (5 high by 8 wide) metal-frame windows with a pair (side by side) of pivoting 6-light sash (2 high by 3 wide). These same windows are located on the first floor in the two easternmost bays on the south side, in Bays 1, 2, 4, 5, 7, 8, 10, and 11 on the north side, and in the south and center bays on the east side. The windows in the north bay on the east side are half-sized versions of the

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other windows, with 20 lights (5 high by 4 wide). A small oculus window is located in the gable-end wall on the east side. There are no window openings in the west wall, which formerly abutted a warehouse.

8. Roof:

- a. Shape, covering: The gable roof is covered in slate shingles which measure 9" x14". Metal ice stops are installed along the eave line. The brick gable-end walls extend above the roof to form a four-step parapet with concrete coping.
- b. Cornice, eaves: The frieze, soffit, and cornice are of pre-formed galvanized sheet metal attached directly to the rafter tails. An ogee crown molding is pre-formed into the sheet. A 20' section of the metal work is missing from the north side of the building.
- c. Dormers, cupolas, towers: None

C. DESCRIPTION OF INTERIOR:

1. Floor plans (see attached sketch plan):

- a. Basement: A partial basement measuring approximately 23'x25' is located beneath the northeast corner of the building and consists of a storeroom and boiler room. The basement is accessed by stairs located beneath the main staircase in the entrance foyer.
- b. First floor: The first-floor plan remains as originally designed, with one minor change. The floor plan follows the structural plan of the building, which is three bays wide (the north, center, or south bays), and 11 bays deep (Bays 1 through 11, beginning at the front [east side] of the building). The first bay consists of the entrance foyer in the center, a freight cashier's office in the south bay, and the main staircase, a men's washroom, and basement stairs in the north bay. A centered doorway leads to the open freight room occupying the remainder of the first floor except for Bays 2 and 3 on the south side, which are partitioned into offices. The office in Bay 3 is a later addition.
- c. Second floor: The second-floor plan is as originally designed. A central hallway bisects the length of the building up to the ninth bay (from the east end) into rooms and offices on each side. The offices are connected with doorways and occupy one, two, or four bays. A single large room, possibly

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used as a meeting room, occupies Bays 9, 10, and 11. The main stairs and a ladies' washroom are located in Bay 1 on the north side, and a men's washroom is located in Bay 2 on the same side.

- d. Attic: The attic is unfinished, undivided, and accessible through a ceiling hatchway only.
2. Stairways: Stairways are located at each end of the building in the northeast and northwest corners. The primary stairway, located in the front entrance hall in the northeast corner, is U-shaped with three flights. The stair railing is open, with turned balusters supported by square newel posts. A second stairway, located in the northwest corner, has been recently replaced with modern open-riser stairs of framing-lumber construction.
 3. Flooring: The floors of the first-floor entrance hall and freight office, and the entire second floor, are 1½"-wide tongue-and-groove oak. The floors in the freight storage area on the first floor are 3"-thick by 8"-wide square-edge white oak.
 4. Wall and ceiling finishes: The ceiling of the freight area on the first floor consists of the uncovered second-floor joists and sub-flooring, painted white. The entrance hall has plaster walls and ceiling. The offices on the first floor have tongue-and-groove wooden plank walls with plaster ceilings. Second-floor walls and ceilings are plaster. The bathrooms are finished with black-and-white hexagonal porcelain tile floors and painted beaded wainscoting.
 5. Openings:
 - a. Doorways and doors: Interior doors are wood, with a single, pebble-textured glass light over three horizontal panels. Over the door openings are single-light transoms.
 - b. Windows: Windows are as previously described, consisting of fixed metal-frame divided-light windows with an inset pivoting sash.
 6. Decorative features and trim: There are no decorative features on the interior. Door and window casings are 5" wide, triple rabbeted, and miter joined. Baseboards are 10" high with a single rabbet.
 7. Hardware: Door hardware consists of steel hinges and mortised locksets with plain round brass knobs.

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8. Mechanical equipment:

- a. Heating, air conditioning, ventilation: The building was originally equipped with central heating consisting of a coal-fired steam boiler with a one-pipe supply and return system feeding cast-iron radiators. Although still present, this system is no longer functional, and there is no longer a central system. Heating is now supplied by ceiling-hung gas-fired space heaters. The building has never been equipped with mechanical air conditioning or ventilation systems.
- b. Lighting: No original lighting fixtures remain. Lighting is provided by modern ceiling-mounted or hanging fluorescent fixtures.
- c. Plumbing, etc.: Plumbing in the building served three washrooms, consisting of toilets and sinks at the east end of the building. The first-floor men's washroom has recently been refitted with new fixtures and plumbing, utilizing only the cast-iron waste stack of the original plumbing. The second-floor women's washrooms and men's washrooms are not functional and appear to be original to the building. The fixtures are connected to the original iron water supply and waste lines.

9. Original Furnishings: The building has no original furnishings.

D. SITE:

1. General setting and orientation: The building faces east on a level site on the northwest corner of the intersection of River Street and Second Street on the north edge of downtown Petersburg. The building is in the middle of a formerly densely built-up industrial/warehouse section of the city, most of which was directly related to the railroad or railroad transportation. Immediately adjacent to the loading platform on the north side of the building is an open flat area on which there was formerly a railyard with numerous sidings, shops, power plant, and other structures. The still-operating main line of the Norfolk & Western Railway Company passes through this area, approximately 100' north of the building. Ten feet east of the building's entrance is a concrete pier which carries the Martin Luther King, Jr., Memorial Bridge above Second Street. The edge of the bridge deck is about 2' from the building's gable-end wall. Adjoining the west end of the building is an open, wooden-floored platform surrounded by a low brick wall. This is all that remains of the first-floor and exterior walls of the easternmost portion of the South Side Railroad Station, which adjoined the depot but was demolished by a tornado in 1993. The tornado spared the center and western sections of the South Side Railroad Station, which remain standing approximately 100' to the west.

2. Historic landscape design: None
3. Outbuildings: None

PART III. SOURCES OF INFORMATION

- A. ORIGINAL ARCHITECTURAL DRAWINGS: Original drawings were located in the possession of the Norfolk & Western Railway's engineering department. Upon completion of their use for this report, the original drawings, which are no longer wanted by the railroad, will be repositied in the Norfolk & Western Railway collection of the Special Collections Department, University Libraries at Virginia Tech, Blacksburg, Virginia.
- B. EARLY VIEWS: Two historic views of the building have been located in published sources and in safe archives:

Two color postcards, entitled *Appomattox Bridge, Petersburg, Virginia*, by photographer William E. Lum, circa 1925. The photos include the east end of the freight depot. On file in the Picture Collection, Library of Virginia, Richmond.

- C. INTERVIEWS: Interview with F. Gibbons Sloane, co-owner of the building, June 26, 1997.

- D. BIBLIOGRAPHY:

1. Primary and unpublished sources:

Norfolk & Western Railway Company
1916 *Twentieth Annual Report of the Norfolk & Western Railway Company*, June 30, 1916. Norfolk & Western Railway Company, Roanoke, Virginia.

Office of the Clerk of the Circuit Court
various Deed Books. On file at the Office of the Clerk of the Circuit Court, Petersburg, Virginia. Deeds as cited in text.

Petersburg Historic District Commission
1988 Records of the Petersburg Historic District Commission. On file at Petersburg City Hall, Petersburg, Virginia.

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Sanborn Map Company

1932 *Insurance Map of Petersburg, Virginia.* Sanborn Map Company, New York.

2. Secondary and published sources:

Drury, George H.

1988 *Norfolk & Western Railway.* In *Railroads in the Age of Regulation, 1900-1980*, edited by Keith L. Bryant, pp. 324-326. Facts on File, New York.

Halvestine, Frank

1923 - The Beginning of a Great Railroad, June, pp. 6-7, 78; The Development of a Great Railroad, July, pp. 12-14, 73-77; The Third Link in the N. & W. Chain, August, pp. 15-17, 72-73; History of the Norfolk and Petersburg, September, pp. 13-14, 77, 79; The Fifth Link in the N. & W. Chain, October, pp. 18-19, 84. Five-part series on the history of the Norfolk and Western Railway, in *Norfolk and Western Magazine*, Roanoke, Virginia.

Louis Berger & Associates, Inc.

1997 *Condition Assessment and Recommendations for the Norfolk and Western Railway South Side Freight Depot, 5-7 River Street, Petersburg, Virginia.* Report prepared for the Virginia Department of Transportation by Louis Berger & Associates, Inc., Richmond, Virginia, in association with John Bowie Associates, Media, Pennsylvania.

Lum, William E.

ca. 1925 Two color postcards, entitled *Appomattox Bridge, Petersburg, Virginia.* On file in the Picture Collection, Library of Virginia, Richmond.

Norfolk & Western Railway Company

1949 *Our Railroad.* Norfolk & Western Railway Company, Roanoke, Virginia.

Petersburg *Daily Index-Appeal*

1915a Busy Scenes at the Freight Stations These Days. *Petersburg Daily Index-Appeal*, April 11, 1915, p. 6. Petersburg, Virginia.

1915b Norfolk and Western Double Tracking City Point Line. *Petersburg Daily Index-Appeal*, August 24, 1915, p. 2. Petersburg, Virginia.

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- 1915c Nearly a Thousand Signers to Overhead Bridge Petition. *Petersburg Daily Index-Appeal*, August 27, 1915, p. 2. Petersburg, Virginia.
- 1915d Norfolk and Western Building Immense Freight Yards. *Petersburg Daily Index-Appeal*, September 15, 1915, p. 2. Petersburg, Virginia.
- 1916 Large Addition to be Built to N. and W. Freight Warehouse. *Petersburg Daily Index-Appeal*, May 27, 1916, p. 2. Petersburg, Virginia.

U.S. Geological Survey [USGS]

- 1994 *Petersburg, VA 7.5' Quadrangle*. United States Geological Survey, Reston, Virginia.

Wyatt, Edward A. IV

- 1943 *Along Petersburg Streets: Historic Sites and Buildings of Petersburg, Virginia*. Dietz Printing Company, Richmond, Virginia.

E. LIKELY SOURCES NOT YET INVESTIGATED: The Special Collections Department, Virginia Tech, Blacksburg, Virginia, holds the pre-1930 archival records of the Norfolk & Western Railway Company.

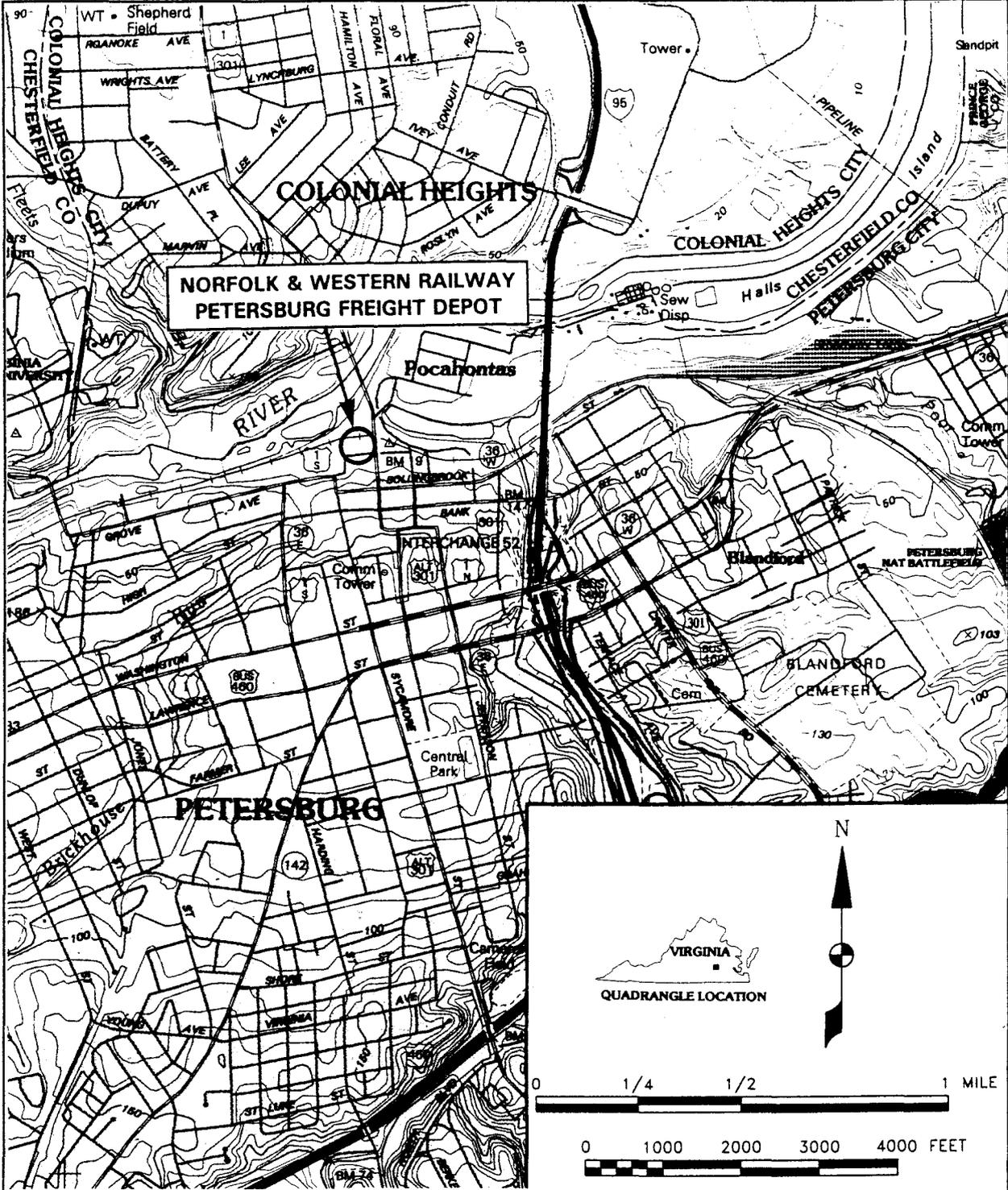
F. SUPPLEMENTAL MATERIAL: None

PART IV. PROJECT INFORMATION

This project has been undertaken by the Virginia Department of Transportation in accordance with a Memorandum of Agreement among the Virginia State Historic Preservation Officer, the Federal Highway Administration, and the Advisory Council on Historic Preservation, signed in July 1995.

Prepared by: Richard M. Casella
Title: Senior Architectural Historian
Affiliation: Louis Berger & Associates, Inc.
Cultural Resource Group
1001 East Broad Street, Suite LL40
Richmond, Virginia 23219
Date: August 8, 1997

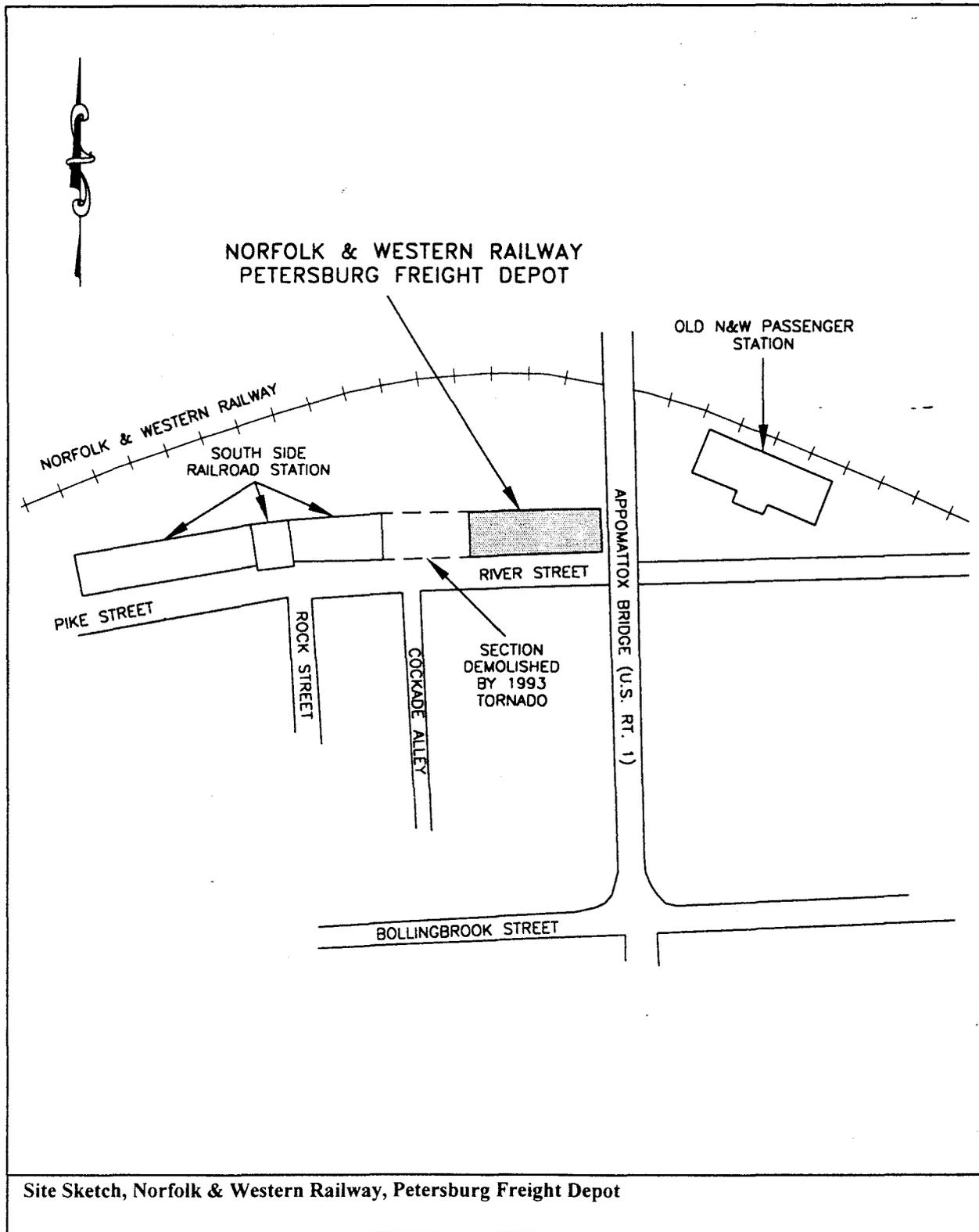
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Location Map

SOURCE: USGS 7.5 Minute Quadrangle, Petersburg, VA 1994

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Site Sketch, Norfolk & Western Railway, Petersburg Freight Depot