The History of the Dahlgren Railroad

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Through nearly 16 miles of scenic Virginia countryside in Stafford and King George Counties lies an abandoned railroad. Today, the Dahlgren Railroad Heritage Trail is all that remains of this instrumental railroad. It was built in 1941-42 to support development for the United States in World War II, and abandoned by the U.S. Government after the war. The line was saved from the scrap yard in an attempt to revitalize the local economy and profit railroad companies in the 1960s. When, finally abandoned by the very company that revived it, the line became a private hiking and biking trail in June 2006. The following provides a brief history of the railroad and some of the entities it has served.

The Construction Era

During World War One, in quiet rural Virginia, the U.S. government built a new proving ground with the immediate purpose of testing and improving naval guns for use in the Atlantic. Dahlgren was constructed as an alternative Naval Weapons Proving Ground to the one in Indian Head, Maryland (Figure 1). Indian Head had several problems, including swampy ground, lack of places for workmen to live, a shortage of smokeless powder needed for guns, and no dependable transportation between it and surrounding cities. Even more serious among its shortcomings was that the civilians near Indian Head were at risk from shells overshooting the short range (McCollum 1977).

Rear Admiral Ralph Earle proposed a site located on a peninsula in Virginia that would be separate from Indian Head, arguing that it was “the only place that will give us proving grounds without large expense” (McCollum 1977). The Virginia side was less populated than Indian Head, did not have limitations imposed by the range congestion,
and therefore heavy guns could be more fully tested. An act of Congress on April 26, 1918 allowed President Woodrow Wilson to claim land in King George County for this purpose. By two Presidential proclamations (#1458 and #1494) more than 1300 acres of Virginia land was acquired. Many inhabitants in the area raised legitimate concerns over a testing ground so close to their land and livestock. To these worries, Earle responded

I can state from personal experience in that. I used to live at Head, and we always were more successful with eggs right immediately under the guns practically, within 200 or 300 yards, than anybody [else] was around the country. It does not seem to bother the hen at all (McCollum 1973).

While this anecdote may not be scientifically true, it serves as an example of the relationship between the officials and the local citizens.

The title to an island located in the Potomac River called Blackistone (now St. Clement’s) Island was also given to the Navy through Presidential Proclamation 1514 in March 1919. This Maryland island was primarily used as a target for major caliber projectiles that could be recovered for study. The land in King George was known as the “Lower Station” but over time, it became known as “Dahlgren,” when on January 15, 1919, the Secretary of the Navy submitted a request that the post office at the lower station be called “Dahlgren” (McCollum 1977). This name became applied to the entire base. As at the proving ground at Dahlgren progressed and matured, Indian Head eventually transitioned to become a Naval Powder factory.

The work undertaken at Dahlgren was modest but crucial to the defense of the United States. After the first test shot was fired there was on October 16, 1918 work continued fervently. Dahlgren was involved in many different aspects of naval gunnery, mainly testing large caliber naval rifles but also exterior ballistics, aerology (meteorology), velocity, range table production and calculations. In the 1920s, Dahlgren
began to expand; physicists were added to the team and Dahlgren joined the Naval Laboratories system. Dahlgren increased its activities as the United States began its build up of forces after the Second World War began in Europe in 1939 (McCollum 1977). In 1939, the number of employees was a modest 254, but by July 1944 that number had multiplied to 1,471. Most of the base workers at this time were women who were members of WAVES (Women Accepted for Volunteer Emergency Service) a division of the US Navy. The rapid expansion made it obvious that a means of moving heavy ordinance and testing supplies was needed in addition to the Potomac and the highways, and land was acquired to build a government railroad.

Transporting equipment to Dahlgren was difficult due to its isolation. Before the railroad was completed in 1942, heavy test ammunition could only be brought in by water. This was at times ineffective, for the Potomac would freeze over so that the barges that brought the gun barrels on rail cars from the gun foundry in Washington could not move down the river (Curley 1994). Test ammunition unloaded at the Station dock was placed on railroad car on a short track and hauled by a slow, cumbersome process to the old shell house for storage. Initially the roads were unreliable for any kind of traffic. Wives from the stations sometimes were bogged down in mud and the Station had to send mule teams to free them. Each week a single car was sent to Fredericksburg, Baltimore or Washington for business and personal errands such as grocery shopping. As there was only enough room in the car for one or two women, the selected wives of that week collected grocery lists from everyone on base and shopped as a collective unit. The journey consisted of a half day along muddy roads. There were two especially difficult spots on the road for the car, and in an age before cell phones, carrier pigeons were used
to alert the base if the car was having any trouble or had gotten bogged down in the mud. If the carrier pigeons arrived, the base sent out a mule team to haul the car out of the mud and through the rough spot in the road (McCllum 1997). Another mode of transport off the base was the steamships that ran to Baltimore and Washington. These journeys were farther, but much easier to make in terms of comfort and reliability of the transport (Payne 1990). This continued from the time the base was opened until roads were paved in the 1920s and 1930s.

When the Government purchased the right of way for the railroad in 1939, the Navy Department was responsible for the building and operation of this government railroad. Construction of the railroad was handled by the US Navy Yards and Docks, commanded by Admiral Ben Morrell. The project utilized the effort of people from all over the Commonwealth. Commander Dunham CEC was directly in charge of the project, as he was commander of the Potomac River District Yards and Docks (Curley 1994). The contract (Noy1 5007) was awarded to an association of contractors: Haley, Chisholm and Morris, Inc. of Charlottesville, VA, and Gilbert Construction Co. of St. Albans WV. George Jenkins, of Clifton Forge, Virginia was hired to be the engineer in charge of the construction, and A. Chapman Goodwin was the General Superintendent. Under their supervision, work began in early 1941. An office was established at Cool Springs three miles east of Fredericksburg and hiring immediately began for survey and engineering crews supervised by Major Washburn of Charlottesville VA (Curley 1994).

Survey teams began at Cool Springs and worked towards Dahlgren. Trouble arose when a preliminary line was run across State Route 3 onto the property of Ferry Farm, the childhood home of George Washington. The crew had spent hours laying out

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1 Bureau of Yards and Docks
stakes for a long, elaborate curve that crossed the highway. The owner was adamant about not having the railroad on her property and actually pulled up the stakes. She then got a court order that prevented any work being started on her land. Another land owner, of Sherwood Forest Farm, disliked having the line near his farm because it might “alarm his cows.” This man, the Vice President of General Motors, was able to have the line moved from his land. These incidents prompted the Home Owner’s Loan Corporation, a Government Agency to begin contacting owners of the land where the survey line crossed and make offers for the land. Once property agreements were completed and the center line was established, the line had to be located on each property plat. With this task accomplished, earth moving work was able to begin (Curley 1994).

The attack on Pearl Harbor on December 7, 1941 affected the work on the railroad in many ways. The crew was ordered to camouflage all equipment when not in use, despite this added effort progress was accelerated. Where the line crossed Route 218, a new bridge had to be built. The line also crossed a number of creeks, which necessitated the construction of large concrete box culverts, which enclosed the flowing stream of water. When the grade was ready for track, Bill Lewis was hired to be in charge of track work. In response to the track work, a ballast plant was opened in Sealston. Charles Curley Jr. who worked on the construction of the line recalls after the opening of this plant, “The company hired all the flat bed trucks from every farmer that they could find. I remember that we paid the farmers a $1.50 per hour for the use of the trucks. Later as the line progressed further down the right-of-way, you could see convoys of trucks

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2 Eventually the issue was resolved, and permission was granted for the line to proceed across the Ferry Farm Property.
3 A plat consists of a map, drawn to scale and indicating the divisions of a piece of land. The plats of interest to the Dahlgren Railroad were located at the Stafford and King George Counties Courthouses.
4 The laying down of rail and cross ties.
hauling ties down the “Kings Highway” (Curley 1994). This incident demonstrates both the railroad’s need to cooperate with the citizens of the counties through which it passed and the support the residents provided for the railroad by willing to comply.

The finished line consisted of 100-pound track and had a manual block, as there would be only one train running on the track at a time. The timber used for railroad ties along the right of way came from the local area. The trees were cut on the Smoot property and then naturally rolled down the hill where they were cut into sawmill length (Curley 1994). The purpose of the rail was to transport guns to the testing station that had been shipped on the RF&P to Fredericksburg from the Naval Weapons Plant in Washington, D.C. The rail line was about 29 miles long and wound through farmland near Fredericksburg and woodlands near Dahlgren, running roughly parallel to State Route 218. It connected the Navy Base to the existing Fredericksburg rail line at Cool Springs in Stafford (Whitfield 2007). Valued at $1.4 million during World War II, the railroad and its right-of-way took up over 395 acres of land and 28.4 miles of 100 lb railroad trackage throughout Stafford and King George Counties. The right of way itself ranges from 50 to 100 feet wide. The rail was primarily used to transport freight but it also occasionally moved civilian passengers and Navy men or Marines (Table 1). The passenger line (Figure 2) became known as the “Doodlebug Train” (Moriarty 2007).

The Dahlgren Railroad was heavily used during World War II providing the base with the materials it needed to aid in the defense of this country. More land was acquired to give Dahlgren more space for testing machine guns and long-range weapons. When the war ended, Dahlgren’s focus shifted from ammunition and weaponry to computer science. In 1947 the Aiken Relay calculator (MARK II) arrived at the Base making

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5 The signal system for avoiding train collisions.
Dahlgren the first naval laboratory to use this revolutionary technology (Davant 2006). Dahlgren contributed to the Manhattan and Elsie projects. The delivery of the calculator marked a shift in the objective of Dahlgren. This move away from heavy ordinance testing combined with the much-improved automobile highways near Dahlgren made the railroad less needed.

Post World War II Industry

In 1957 rail use was completely discontinued and the line sat idle until 1963. That year, the Richmond, Fredericksburg and Potomac Railroad Company (RF&P) approached the navy about leasing a small portion of the line, 1.3 miles from Dahlgren Junction to Route 606. The intent was to serve Republic Lumber, a new lumber operation locating at the intersection of Cool Spring Road and Route 218. Opening this one length of track might begin the revitalization of the entire line, inviting industry to locate where there was railroad access.

The RF&P had served Virginia’s rail needs for over 100 years and had a similar beginning to the Dahlgren Line. The RF&P was chartered in 1834 by a special act of the General Assembly of Virginia. This charter provided for the construction of a rail line from Richmond to Fredericksburg, and included the right to extend to the Potomac, “or some creek thereof” (Griffin 1984). The line connected to tracks leading to Washington, so this became an important link from south to north for Virginians. The Dahlgren line runs perpendicular to this route. One hundred years before the U.S. Governmental Railroad was constructed, the RF&P line extended north to Aquia Creek, so that it owned the track where the Dahlgren Junction was located. In 1943, traffic on
the RF&P had peaked, due to the shipment of war supplies. Many of these war supplies went to Dahlgren. After the war, the use of trains declined, as automobile use increased. By the 1960s the RF&P was anxious to see additional users for its new efficient diesel powered engines and looked to add additional users at low expense. Reusing the Dahlgren line for new businesses seemed like a good candidate to renew freight traffic on the line. Unfortunately, negotiations between the RF&P and the Navy over the 1.3 mile section ceased, when current government regulations could not be satisfied. However, this renewed interest in the Dahlgren railroad awakened the government to its existence and the Navy declared it surplus in July of 1963 allowing it to be sold through the General Services Administration (Griffin 1984).

Although the RF&P had shown interest in the line, the Government Services Administration (GSA) was required to offer it to the counties of Stafford and King George first. Both counties thought the GSA’s price of a $500,000 was too expensive and turned it down, but Stafford made a counter offer for the 1.3 mile section that the RF&P wanted. In January, 1964, while negotiation with Stafford continued, the GSA decided to auction off the remaining two dozen miles of track. Bids were accepted for the rail and its 395 acre right of way. Most of the bidders were not interested in reopening the railroad but pulling up the line and selling the metal for scrap. In June, 1964, the RF&P that had expressed interest in the line purchased it for $601,101, outbidding 17 others and paying $100,000 more than the amount that the GSA had offered to the counties (Table 2). Stafford County had succeeded in purchasing the 1.3 mile section from the GSA for $34,000 and immediately began negotiating to sell it to the RF&P (Griffin 2007).
County and RF&P officials, as well as industrial businessmen were excited and optimistic about the purchase and redevelopment. At the ceremony for the exchange of the 1.3 mile section from Stafford County to RF&P, Stuart Shumate president of the RF&P said,

I really believe there is a great future for industrialization in this area. You have everything that anybody could want… I’m convinced that you are on the verge of a great awakening. (Lemon 1964)

His statement was reinforced by the determined actions the railroad took in order to use the Dahlgren line.

Before the RF&P could operate this section of railway it had to go through an anti-trust investigation through the Interstate Commerce Commission. This process was initiated three years after the company bought the railroad because there was not sufficient industrial development in King George County prior to that time to require the RF&P to operate on the Dahlgren Railroad. The railroad made application in 1968 to operate 10.7 miles of track through Stafford and King George counties east from Dahlgren Junction because two companies were locating near the Dahlgren line (Rail-O-Gram 1969).

The track itself was in good shape. According to government information, this rail had received the equivalent of less than one year’s use in terms of ‘train days.’ It had lain dormant for many years and, as it primarily runs through countryside and woodlands, the line was overgrown with vegetation. Despite this obvious hurdle, everyone was optimistic about the revitalization, “Rails and ties are in good condition, and no major problems are expected in the rehabilitation. There are no bridges on the line other than several 14-foot spans, also reported in good condition. The road is fairly

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6 Actual time in use by a train. Twenty-four hours of train operation equals one train day.
level and has a passing track about every 10 miles” (Rail-O-Gram 1964). Some trees had grown as large as eight inches in diameter, but two men in a self-propelled bush-hog able to clear the track. The RF&P purchased the line in hopes of spurring industrial development along that stretch of rail. The first industry that located there was the Republic Lumber Company (the company RF&P originally wanted the 1.3 mile section for). In 1968, the Solite sand and gravel company located a plant on the line at Sealston, and in response the RF&P rehabilitated 11 miles of the track to serve this industry. The following year, on May 2, 1969 the RF&P opened the line from Dahlgren Junction 10.7 miles to the private spur at Sealston. In order to serve the Solite company better, RF&P purchased a road switcher, the very first on the RF&P, it was manned by both yard and road men. The Solite Cooperation announced their new plant would generate about 6,000 cars of freight annually (Rail-O-Gram 1965), a real inducement for RF&P to open the line.

The purchase of the switcher and the Solite business created a lot of jobs and economic opportunity in the area. The business was profitable because of heavy amounts of construction being done in the D.C. area but over time, trucks began to take over shipments that had previously been carried by the railroad. The RF&P ceased operation of the Sealston Switcher on 1 March 1991.

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7 This clearing introduced the innovative bush-hog to the area- the newest clearing technology at the time.
8 A utility engine with front and back couplings. Large enough to pull a limited number of loaded cars.
9 The yard is the collection of all the tracks outside of a station before you got on the two or three tracks that leave the station. Yard men were railroad employees whose job was to work within the rail yards (men assigned to work in the yards worked a full eight-hour day). Road work is work done on the tracks leading from town to town. Road crews are assigned to work on trains that travel outside the yard, from town to town. During the 1960’s, rail crews worked to the “100-mile rule,” negotiated many years before, when 100 miles was often more than an eight-hour day. Once a crew had traveled 100 miles, they were off shift and could not be assigned to work again until 16 hours had passed.
In the 1960s, RF&P managers and King George and Stafford county officials hoped this reactivation would lead to more industrialization for the overwhelmingly rural Virginia countryside. Officials were optimistic that more industries would follow the quick openings of the Republic Lumber Company and Solite sand and gravel. Charles E. Mervine, Jr., assistant to the president of RF&P said: “it is our main hope to keep the line intact. We purchased it [in anticipation of] industrial development in the area . . . . . It ties in with our long-range industrial objectives and with those of the state.” He continued, declaring that nearly all land along the line was suitable for just about any type of industrial construction and that the line terminated within a few miles of the Potomac River at its eastern end, and near the Rappahannock River at Fredericksburg, providing the ability for all modes of travel to connect. Mervine continued his announcement with the news that the 395.38 acres along the tracks, originally purchased as right-of-way, was included in RF&P’s purchase and would be made available for industrial development (Lemon 1964). In all official documents RF&P stated the purpose of procurement was to encourage industrial development (which would profit the rail line as well). While some additional industry located along the railroad, the region remains mostly countryside and farmland. In the 1960s and 1970s additional companies did move onto the line: Mid-Atlantic and Lebanon Agricorp Piedmont Fertilizer Division, Freeman Beverages, Ryland Homes, Tolley Cookie, White and Weeks Furniture, VA Clay Products, VA Department of Highway at Dahlgren Junction (Griffin 2007). The variety of products created by these companies represents the diversification of the economy the branch was able to provide.
The RF&P operated this line for almost 30 years. As dependence on trains decreased, RF&P removed and sold the railroad tracks from the unused King George County section. In 1992 RF&P merged with CSX and the combined company put the stretch of line in King George County up for sale in July 1993. While the opening of this line was an optimistic gesture on the part of RF&P with their great hopes of industries locating in the area, leading to more of the track opening to rail traffic, hard times hit the entire railroading industry. The nadir for RF&P revenue occurred in the 1980s, and a much larger company, CSX, purchased the RF&P in 1991. When CSX took over the line, they abolished many jobs, and looked to reduce unprofitable or low revenue services.

The Dahlgren Railroad allowed the Dahlgren Naval Weapons Testing Station to move people and materials World War II. The Navy policy that allowed local civilians to travel on the trains increased their mobility and allowed them to maintain closer ties with the city of Fredericksburg, but the improvements in trucks and development of larger and studier roads diminished the importance of the railroad and eventually forced its abandonment for economic reasons. The industrial development the RF&P hoped for was not sufficient to sustain the railroad line.

**Rails to Trails**

After some years, King George Resident Joe Williams, conscious of the significance the Dahlgren Rail had on the history, economy and culture of King George County began to negotiate with CSX Transportation to purchase the line. Williams may also have been inspired by the success of other Rails-to-Trails conversions such as the

Even though the idea of Rails-to-Trails is supported by governments, it is not completely supported in King George County. Part of the controversy has to do with the original rail line cutting through, instead of bypassing, the cemetery of the historically African American Little Ark Baptist Church. Other issues along the trail are worries about crime, trespassing, and littering. The term NIMBY (Not In My Back Yard) is applied to the trail because of the implied issues. People point to the Caledon Natural Area as a place of recreation within King George County, as an alternative to the proposed trail.

The Rails-to-Trails idea fittingly began in the 1960s positive, progressive program that aims to preserve the economic and cultural history created by railroads as well as to contribute to human and environmental health by converting abandoned rail lines into walking and biking trails. In 1983 the US Congress passed rails-to-trails legislation. According to From Rails-to-Trails, railroad and other transportation rights have several unique characteristics that make them especially worthy of recycling for recreation use; linearity, roadbed, bridges and tunnels, station houses, multiple-use potential, and low cost (CACEQ 1975). Included in the study is a checklist for Rail-to-Trail potential were physical measurements, geographical location, general condition, condition of title, topography, points of special interests, proximity to service facilities, access points, and
maintenance and management. The Dahlgren line contains nearly all these characteristics. The trail is almost 15 miles long and passes through woodlands and wetlands. In addition, it provides King George County with a much-needed recreational area. The nearby Caledon Natural Area, a Virginia State Park, has one of the largest concentrations of bald eagles on the east coast. Its hiking trails and picnic facilities, as well as a museum and gift shop, would be complemented by the Dahlgren Heritage Trail to provide year round recreation as parts of this state park are not open in the summer season in order to not disturb the population of bald eagles (VDCR 2006).

Rails-to-Trails initiatives have been a success around the country. Today there are over 10,000 miles of rail lines that have been converted to trails. The Washington and Old Dominion Regional Railroad Trail is located outside of Washington, D.C. About forty miles of the bed connect Arlington to the Appalachian foothills (Ryan 1997). This connection provides an outlet for Virginians and tourists to experience Virginia’s beautiful outdoors as well as its history and culture. “Journeys can take you through cities, bucolic reaches and wide-open spaces. Each rail-trail is a historic trace, documenting the growth of the nation.” Another successful Rails-to-Trails conversion is the Virginia Creeper trail, which is now rated one of the top six of these trails in the nation (Ostertag 2003).

Those involved in Rails-To-Trails comment that the initiative is about more than creating outdoor recreation areas for hikers and bikers, in the true spirit of the railroads, it is about connection. In “Reconnecting America,” Ryan (1997) discusses many positive outcomes of rails to trails. Trails located within urban environments have helped in “creating a community spirit.” This creates the opportunity for them to interact face to
face with their neighbors and community. Even more remote trails, such as the Ghost Town Trail in rural Pennsylvania, connect community members by encouraging them to get outside and gives them a common outlet to do it. Ryan also notices the economic impact many trails have had on otherwise derelict community. Small towns in West Virginia located near trails have opened bed and breakfasts, restaurants and bike shops to service people who come solely to experience the local rail to trail. This economic development has not compromised the integrity of the town. A state study in Wisconsin has shown that tourism generated by their trails has contributed millions to the state’s economy. Not only do communities have to come together for the support and creation of a trail but in the bigger picture people hope to connect smaller trails to create larger corridors.

Conclusion

It is fitting that the Dahlgren Heritage Railroad Trail still be surrounded by debate because during the majority of its existence it was on the brink of exciting and controversial things. From the work it contributed to at Dahlgren to its reactivation for industrial development, the Dahlgren Line has led the way. Despite all the opposition, it has always come out on the side of progress. Preserving this line contributes more than access to a beautiful landscape; it is access to history and a way to honor those Americans who depended on it.

Walking along the peaceful and scenic Dahlgren Heritage Railroad Trail, it is easy to forget that this path was once occupied by a busy train. This rail line has served multiple functions in the development of the Fredericksburg area. Railroads leave a mark
on the landscape not only by their construction but also by their economic and social impacts. The Dahlgren Railroad made possible the expanded use of the Dahlgren Weapons Station, and Dahlgren offered jobs for men and provided the first workplace for many local women during World War II. Not only did it benefit those surrounding it, it made crucial advances for the war effort and in military technology. After its military use it served as an economic beacon, instilling hope for industrial development. By preserving the Dahlgren Railroad, its legacy is protected and honored. The Dahlgren Railroad has a unique heritage including acts of global and local importance.
Appendix

Figure 1.

( McCollum 1977)
Figure 2a and 2b.

a. EDWARDS RAILCAR at DAHLGREN, VA 1942

b. EDWARDS RAILCAR for USNPG DAHLGREN, VA 1942

c. (Moriarty 2007)
Table 1.

Rates for Passengers

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<thead>
<tr>
<th>Miles</th>
<th>Parlor or Sleeping Cars</th>
<th>Coach</th>
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<tbody>
<tr>
<td>52.2</td>
<td>$1.75</td>
<td>$1.15</td>
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<tr>
<td>43.9</td>
<td>1.50</td>
<td>.99</td>
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<tr>
<td>39.5</td>
<td>1.30</td>
<td>.88</td>
</tr>
<tr>
<td>64.3</td>
<td>2.15</td>
<td>1.45</td>
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(Mordecai 1942)

Table 2.

Companies’ Bids on the Government Railroad

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<tr>
<th>Name</th>
<th>Bid</th>
<th>Possible Use/Reason for Purchase</th>
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<tr>
<td>Richmond, Fredericksburg, &amp; Potomac</td>
<td>605,101</td>
<td>Railway</td>
</tr>
<tr>
<td>L.B. Foster Co. (of New York)</td>
<td>452,507</td>
<td></td>
</tr>
<tr>
<td>Morse Brothers Machinery Co. (Denver, CO)</td>
<td>420,946</td>
<td></td>
</tr>
<tr>
<td>Luralle Brothers &amp; Co., Inc. (of Balacywid, PA)</td>
<td>414,238</td>
<td></td>
</tr>
<tr>
<td>Virginia Electric &amp; Power Company</td>
<td>365,000</td>
<td>Right of Way</td>
</tr>
<tr>
<td>Commercial Metals Co (Dallas, TX)</td>
<td>359,730</td>
<td></td>
</tr>
<tr>
<td>Norfolk Southern Industrial Development Corp (Raleigh, NC)</td>
<td>358,288</td>
<td></td>
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<tr>
<td>Kovelchick Salvage Co.</td>
<td>336,777</td>
<td>Metal scrap of track</td>
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<tr>
<td>London Iron &amp; Metal Corp</td>
<td>297,443</td>
<td>Metal Scrap</td>
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<tr>
<td>Meridian &amp; Bigbee Railroad Co.</td>
<td>290,448</td>
<td>Metal scrap</td>
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<tr>
<td>Emil Gabron Dismantling Scrap Metal Co.</td>
<td>212,222</td>
<td>Metal Scrap</td>
</tr>
</tbody>
</table>

(Lakeman 1964)
Works Cited


Griffin, William E. 2007. Email communication.


Whitfield, Doris. 2007. Email communication with Emily Bowman.