

THE HOCKING VALLEY  
RAILWAY CO.

Form 34 10-10 4M 72407P

G. W. WEBSTER,  
AGENT

TELEPHONE 235

COLUMBUS, OHIO,

August 17, 1911.

Mr. G. C. VanZandt,  
Agent N. & W. Ry.,

File W-292.



~~45647~~  
45676

Dear Sir:-

Will you kindly advise me to what points we may load cars from our freight house to break bulk on your road. That is instead of draying all of our freight to you, which amounts to about 50,000 pounds per day, it strikes me that we could save that drayage expense by consolidating the freight in the car for Petersburg carding it through, with freight for some other points where the car would break bulk.

In this connection I will also ask to what points on our line you are taking the same action as I understand it has been your custom to forward freight to Toledo, Junction Yards, and Detroit. If such is a case I will be pleased to ascertain what shipments you are loading in these cars and be given the same privilege from our freight house to points on your line.

Your promptness will be appreciated.

Yours truly,

Agent.

JHG

Please let me know promptly what stations if any (outside Culo) make such cars & to what stations & about how often  
501  
8/16

THE HOCKING VALLEY  
RAILWAY CO.

Form 34 10-10 4M 72407P

G. W. WEBSTER,  
AGENT.

TELEPHONE 235

COLUMBUS, OHIO, Sept. 8, 1911.

Mr. G. C. VanZandt,

File W-192.

Agent N. & W. Ry.

Dear Sir:-

Confirming verbal conversation with you yesterday, regarding cars loaded in our house for Portsmouth Transfer, I am advised that these cars will be delivered to the N&W at Valley Crossing not later than nine o'clock the same night. This will give the N&W an opportunity to inspect and forward cars in your train which leaves Valley Crossing at 11 P.M. and should allow you to place cars at Portsmouth Transfer house for early morning working.

Yours truly,

*G. W. Webster*  
Agent.



THE HOCKING VALLEY  
RAILWAY CO.

Form 34 7-11 4M

G. W. WEBSTER.  
AGENT.

TELEPHONE 235

COLUMBUS, OHIO,

Oct. 16, 1911.

Mr. G. C. VanZandt,

File W-192.

Agent N. & W. Ry.

Dear Sir:-

I am returning herewith bills for four trap cars which you returned with the information that you cannot accept to break bulk in your Columbus house. These bills are again returned to you and should be accepted in accordance with agreed percentage arrangement between our lines. The four cars have been delivered to your line at Valley Crossing and we propose to hold the N&W Ry. responsible for any damages that may accrue due to delay in your acceptance of same.

Please advise in writing and return with our special messenger as to what further action you intend to take in the matter.

Yours truly,



Agent.

THE  
HOCKING VALLEY  
RAILWAY CO.

TOLEDO, OHIO. November 9, 1911

W. E. ARMSTRONG,  
FREIGHT AGENT

IN REPLY REFER TO

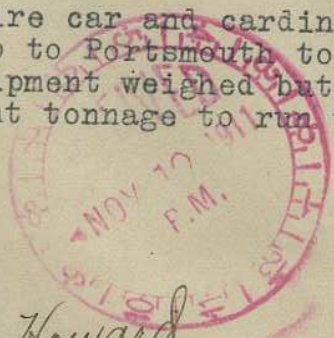
Mr. G.W. Webster,  
Agent, H.V.Ry.,  
Columbus,  
Ohio.

*Got with papers in open file Nov. 14th. Interchange of shipments*

Dear Sir:-

Returning herewith letter from Mr. G.C. VanZandt, relative to a shipment of wool loaded in car G.T.P.-310330, carded to break bulk at Portsmouth, Ohio; this car was set at our house platform to load merchandise freight for points South of Portsmouth, but did not receive any other shipments after car had been started, but the one in question.

It did not occupy the entire car and carding was, therefore, not changed, but allowed to go to Portsmouth, to be filled out, if necessary, as the entire shipment weighed but 2,831 lbs., and in our opinion was not sufficient tonnage to run through to Norfolk, Va.



Yours truly,

*E. B. Howard*

EBH-M

Agent.

*Handwritten notes and signatures:*  
G.W. Webster  
11/10

