

V2, No. 7., 1909, The Signal Engineer, N&W completes signaling between Forest and Thaxton, VA., p. 245

V2, No. 8., 1909, The Signal Engineer, N&W places orders for telephones. Crewe to Roanoke, Portsmouth to Columbus, p. 287

V6, No. 4, 1913, The Signal Engineer, Wide Range Mercury Rectifier on the N&W, p. 143

V6, No. 10, 1913, The Signal Engineer, A.C. Track Circuits on the Norfolk & Western, p. 335

V6, No. 12, 1913, The Signal Engineer, A.C. Automatic Signaling on the N&W, p. 388

V8, No. 7, 1915, The Signal Engineer, Norfolk & Western A.C. Block Signals, p. 193

V9, No. 9, 1916, Railway Signal Engineer, N&W Converts Interlocking, p. 284

V10, No. 2, 1917, Railway Signal Engineer, N&W extends signaling of electrified division, p.61

V10, No. 5, 1917, Railway Signal Engineer, A.C. Signals on the N&W, p. 135

V13, No. 4, 1920, Railway Signal Engineer, Report on Walton Collision, p. 144

V16, No. 11, 1923, Railway Signal Engineer, Electric Lighting of Automatic Signals on the N&W, p. 454

V17, No. 9, 1924, Railway Signaling, The Norfolk and Western is double tracking..., p. 371

V18, No. 6, 1925, Railway Signaling, N&W Train Control in Service, p. 223

V19, No. 2, 1926, Railway Signaling, N&W Train Control Approved, p. 51

V19, No. 8, 1926, Railway Signaling, N&W Proposes A.C. Position Light Signals on line to Winston-Salem, N.C., p. 330

V19, No. 9, 1926, Railway Signaling, N&W Orders A.C. Position Light Signals on line to Winston-Salem, N.C., p. 370

V20, No. 1, 1927, Railway Signaling, Switch Box Control for Electric Switch Lamps, p. 34

V20, No. 3, 1927, Railway Signaling, N&W Orders 282 position light signals...p. 126

V21, No. 4, 1928, Railway Signaling, N&W Automatic Train Stop Approved by I.C.C., p. 136

V21, No. 7, 1928, Railway Signaling, Car Retarders Reduce Yard Costs...N&W, p. 247

V22, No. 3, 1929, Railway Signaling, N&W Speeds Up Train Operation with Dispatcher Control, p. 81

V23, No.10., 1930, Railway Signaling, Turntable Safety Device on the N&W, p. 371

V24, No. 7, 1931, Railway Signaling, Rear End Collision on N&W, p. 250

V24, No.10., 1931, Railway Signaling, Power Interlocking Eliminates Delays, p.342  
"Reconstruction program involves installation of two electro-pneumatic plants on the Norfolk & Western at Portsmouth, Ohio."

V25, No. 8, 1932, Railway Signaling, Slide Detector Fences on the N&W, p. 243

V26, No. 2, 1933, Railway Signaling, N&W to Use Cab Signals, p. 31

V26, No. 7, 1933, Railway Signaling, N&W Finds Cab Signals to Costly, p. 266

V26, No. 9, 1933, Railway Signaling, Capacitor Used on the Norfolk and Western, p. 237

V29, July, 1937, Railway Signaling, Replacing Semaphore with Position Light Signals on the N&W, p. 367

V30, July, 1938, Railway Signaling, CTC in Coaling Station Territory, p. 389

V32, January, 1940, Railway Signaling, Remote Control at Devon, W. Va., on Norfolk & Western, p. 36

V33, February, 1941, Railway Signaling, Coded Signaling Control System on the Norfolk & Western, p. 96

V33, June, 1941, Railway Signaling, Centralized Traffic Control Solves Problem on the Norfolk & Western, p. 324

V33, October, 1941, Railway Signaling, N&W Construction, Columbus District, p. 598

V34, August, 1941, Railway Signaling, C. T. C. Installed on Norfolk & Western, p. 411

V34, August, 1941, Railway Signaling, Neon and Fluorescent Lights For Crossing Gates on N. & W., p 446

V36, April, 1943, Railway Signaling, Norfolk & Western Installs C.T.C. on 14 Miles of Single Track, p. 191

V37, June, 1944, Railway Signaling, N&W Installs CTC on Shenandoah Valley Line, p. 307

V40, Sept, 1947, Railway Signaling, 107 Miles of C.T.C .on the N & W, p.535

V40, Nov. 1947, Railway Signaling, All-Relay Electric Interlocking Replaces Mechanical Plant, (Virginian/N&W- Roanoke) p. 689

V41, Dec. 1948, Railway Signaling , C.T.C. Solves Operating Problem on Busy Single-Track Line (Portsmouth-Cincy), p. 741

V42, July 1949, Railway Signaling & Communications, Either-Direction Running on Two-Tracks on the Norfolk and Western, p. 431

V42, Dec. 1949, Railway Signaling & Communications, Teletype Speeds Message Traffic on the Norfolk & Western, p. 806

V43, August, 1950, Railway Signaling & Communications, Neon Lighting for Crossing-Gate Arms, p. 487

V44, January, 1951, Railway Signaling & Communications, Both Tracks Both Ways on the Norfolk & Western, p. 38

V44, March, 1951, Railway Signaling & Communications, Modern Interlocking on the Norfolk and Western (Roanoke, VA), p. 163

V48, Sept. 1955, Railway Signaling & Communications, Service Improved by Modernization of Classification Yard On the Norfolk & Western, p. 27

V49, May, 1956, Railway Signaling & Communications, N&W Installs a New Communications System, p. 29

V53, Feb. 1960, Railway Signaling & Communications, CTC Signals Clear Automatically, p. 15

V53, October, 1960, Railway Signaling & Communications, N&W Completes Modern Plant with DDD (direct dialing phone system), p. 24

V54, January, 1961, Railway Signaling & Communications, N&W Has an "Underwater Interlocking", p. 21