Subj: **Re: [RF&P] Hello To All (Dahlgren Junction)**
Date: 6/24/04 9:50:32 PM Eastern Daylight Time
From: GRIFFINWEJR@aol.com
Reply-to: RFandPRR@yahoogroups.com
To: RFandPRR@yahoogroups.com
Sent from the Internet (Details)

Joel -

This refers to your question as to how local customers were served on the Dahlgren Branch. During the RF&P era, there were really only two industries located on the branch after you passed the immediate Dahlgren Junction area. That was the Solite plant and the Piedmont Fertilizer company at Sealston. The fertilizer company mostly got cars in the spring and summer, and I believe it was served by the Fredericksburg yard crew.

During the years that I was with the RF&P, the local work was primarily performed by two local freights. The Acca Local left Acca Yard in the morning and worked the industries between Richmond and Fredericksburg. It was bulletined as the Acca-Dahlgren Junction Local, but it almost always turned at Milford and worked back south to Richmond. This was the job that worked the C&O interchange at Doswell and went down the C&O to work the Bear Island Paper Company. Then there was the RO Local that went on duty at Fredericksburg and worked north to RO and back. Of course, some of the through freights did some occasional local work. And there was the Fredericksburg Yard job that worked the industries in and around Fredericksburg. The Acca Local, RO Local and Fredericksburg Yard Job were all manned by the engineers and road trainmen from Richmond.

The Fredericksburg Yard Job was assigned per an unusual agreement. It was bulletined for a whole year. Men who took the job had to remain on it for a whole year and couldn't be bumped from it during their bid-in period. The job belonged to the road trainmen's seniority district in Richmond and it was usually bid-in by men who lived around Fredericksburg. The arrangement was good for the men - they had a set job for the year. It was also good for the railroad - stable work force and men who knew the job and developed a good relationship with the industries. When the men did take off for vacations, etc., vacancies were filled from the Richmond engineers and road trainmen's extra list.

The Fredericksburg Yard Job remained in existence as long as there was a RF&P Railroad. It was abolished almost immediately after CSXT took over the RF&P. As a matter of corporate philosophy, CSXT just didn't seem to like outlying yard assignments. CSXT acquired the RF&P Railroad on October 10, 1991 and created a wholly-owned subsidiary known as RF&P Railway, which was just a vehicle to bring RF&P into CSXT. The following month after RF&P Railway was created, I was directed by my new CSXT boss to conduct a joint study of the yard crew's work and on December 27, 1991 the yard crew was abolished.

Well, I've rambled on and given you more than you asked for. Hard to turn it off when I get started.

Bill Griffin

Yahoo! Groups Sponsor
ADVERTISEMENT

Subj: **Re: [RF&P] Hello To All (Dahlgren Junction)**
Date: 6/19/04 12:03:10 PM Eastern Daylight Time
From: [redacted]
To: [redacted]

Bruce -

The U. S. Government Railroad was built and operated by the Navy Department. It was about 27 miles long and was opened on July 1, 1942 to serve the Naval Proving Grounds at Dahlgren in King George County on the Potomac River. The line connected with the RF&P at a point about two miles north of Fredericksburg at a station then known as Cool Spring. When the government railroad was opened for service, the RF&P changed the name of its station at that point to Dahlgren Junction.

The government deactived operation of the line in 1957 and it was put up for sale in 1964. The RF&P purchased the line for $605,000 in 1965. The first industry to locate on the line was the Republic Lumber Company, that built a warehouse just a few hundred yards off the RF&P main line. The switching limits were extended at Fredericksburg to permit the yard crew to serve the industry. The RF&P hoped to develop industry on the line and when the Solite sand and gravel company located its plant on the line at Sealston in 1968, approximately 11 miles of the line were rehabilitated to serve the industry.

On May 2, 1969, RF&P opened the line from Dahlgren Junction 10.7 miles to the private spur at Sealston. A double ended siding, which held 12 cars, was built at Mile Post 10. The Solite Company's private spur track extended from the RF&P's line eastward for a distance of approximately 3 miles. Tracks in the Solite plant at Sealston included a double ended siding which held 28 cars and 2 loading tracks, stub ended, which held 14 cars each. Maximum speed on the branch was set at 25 mph.

To serve Solite, RF&P entered into an agreement with its train and engine service unions to create a road switcher, the first on the RF&P. This job, which was commonly known as the "Sealston Switcher" could operate in and out of terminals and do both yard and road work. Hence, it was manned by both yard and road men. Yardmen at Potomac Yard had rights to the job for 3 months, then it went to road men, whose home terminal was at Richmond, for 3 months,and it rotated back and forth. As a practical matter, the road men didn't really like the job because it was an "out-of-town" job and over the years the job was pretty much manned by the PY men.

The job went on duty at PY at 6 pm. The crew would depart with their locomotives and caboose and go to the Solite facility at the north end of PY at Waterloo. They would do any necessary switching, collected empty hopper cars and went south. The job could not perform any local work or switching on the the line of road between Waterloo and Sealston except to pick up sand and gravel cars destined to those points or to set off and place cars from those points. For example, the switcher did work the Solite plant at Newington. If the crew was instructed to perform any work contrary to the agreement, the first-out road crew was paid a penalty day's pay. On arrival at Sealston, the switcher would set out the empties, pick up the loads and return north. Solite operated an industrial locomotive at its Sealston facility. It was an interesting train to watch as it passed with the sand and gravel cars clanging and banging. The business was profitable in the early years of operation because of all the construction going on in the D.C. area. In later years, much of the sand and gravel began to be moved by trucks. The RF&P ceased operation of the Sealston Switcher on March 1, 1991. I wrote the letter terminating its operation.

GP-7's may have operated on the Sealston Switcher and certainly they could have. However, it is my recollection that the primary locomotives used were the GP-35's and GP-40's. There was no facility to turn the motive power at Sealston. The GP-35's and GP-40's had dual control stands and could be operated with either the short hood or long hood forward. The RF&P's GP-40-2's did not have the dual control stands.

Over the years other industries located on the line including Mid-Atlantic and Lebanon Agricorp Piedmont Fertilizer Division at Sealston, and Freeman Beverage, Ryland Homes, Tolley Cookie, White and Weeks Furniture, Virginia Clay Products, and the Virginia Department of Highways at Dahlgren Junction.

I have schematics for the track layouts at Dahlgren Junction and Sealston. If you send me your address, I'll

send you copies.

Bill Griffin

THE DAHLGREN BRANCH RAILROAD

Until the introduction of paved roads in the 1920-30's, the Northern Neck of Virginia was a relatively isolated area, more accessible from water than by land. Dahlgren was no exception. Even after the development of the naval base there, Dahlgren was still a rural hamlet better served by the steamer to Baltimore than the road to Fredericksburg. In the 1920's, when an official base car was sent to Fredericksburg or Washington, a couple of officer's wives would usually be allowed to make the trip. The ladies would take orders from the other ladies and purchase for all. But because of the road conditions, carrier pigeons were taken along in case the car got stuck. In that event a bird was released to notify the base to send a team to pull them out.

With the onset of WWII in 1941, and the increase in activity which accompanied this event, the US Government purchased right of way and over the next two years built a 27.7 mile railroad to connect Dahlgren to the outside world. This line carried not only tremendous amounts of war materials, but also base workers from Fredericksburg. Dahlgren residents were also allowed to ride the rails, just as they had been allowed to use the official steamships which traveled between the base and Washington and Baltimore.

The line which was built was not fancy, but very serviceable. 100 pound track, two spikes per plate, and cast concrete whistlepost signs. The line was operated on a manual block as only one train would be operating on the line at any time. While it was in operation, the line was valued on the government's books at just under $1.5 million. Though built by the federal government, and referred to locally as "the Government Railroad," the line was owned and operated by the Navy.

The line was heavily used during the war years, and continued to be used for several years thereafter. But after Dahlgren was changed from a naval base to a weapons research facility, the amount of traffic declined considerably. There were no longer regular loads of heavy armaments. Also, by then the roads were better and trucks could be employed. In the Rappahannock Library are some amusing photographs of trucks carrying huge gun barrels which extend far beyond the length of their trailers. The rail line was last used by the Navy in 1957.

The line sat idle until 1963 when the RF&P approached the Navy about leasing a portion of it. The railroad was interested in leasing the 1.3 mile section from Dahlgren Junction to Route 606 (Ferry Farm Road.) The purpose of the lease would be to serve a new Republic Lumber operation which wanted to locate at the intersection of Cool Spring Road and Route 218. The lease of this small portion was also viewed as an opening towards leasing the entire line. This would give the railroad access to other industries which located here in the future. Unfortunately, negotiations between the Navy and the RF&P broke down because of excessive government regulations.

In July 1963 the House Armed Services Committee, at the request of the Navy, declared the line surplus property. This thus enabled the Government Services Administration (GSA) to offer the line up for sale. The GSA initially offered the line to Stafford and King George Counties for a reported half million. But both turned it down as too expensive. Stafford County reportedly made a counter offer for the 1.3 mile section in January 1964. The GSA then prepared to auction off the remaining 26.4 miles while continuing to negotiate with Stafford.

Interest in the auction ran high, and the sale was even featured in an evening news broadcast by Chuck Brinkley. Because of the larger than expected number of bids received, the ceremony had to be moved to a larger room. Bids were accepted for either the total line,

including 395 acres of valuable right of way, or simply the rail line itself, presumably for scrap.

On June 3, 1964, 18 bids were opened. The high bidder for the total line was the RF&P, with an offer of $601,101.50. The next highest bidder was L.B. Foster Co. of New York City at $452,507. VEPCO bid $365,000. One gentleman from South Carolina bid $100, plus an offer to share 50% of the scrap value received. In the meantime, Stafford County completed its negotiations with the GSA and purchased the 1.3 mile section for $34,000. The County immediately began negotiations to sell the section to the RF&P.

The RF&P rehabilitated the weed covered line, reballasting the track and making general repairs. In October of 1964 the RF&P agreed to construct a siding to the new Republic Lumber facility. The siding would be 656 feet in length and cost $6000, including materials and labor. Republic and the RF&P would split the cost. Then the RF&P would refund Republic $5 for every loaded car delivered until their $3000 was paid back and the RF&P owned the line.

At a luncheon in Fredericksburg on December 16, 1964, RF&P President Stuart Shumate presented Stafford Board of Supervisors Chairman Gordon Byram a check for $34,600 for the 1.3 mile section. In turn, Byram presented Shumate with the deed to the line. Stafford County thus received about $100 for every month they owned the line. After lunch the dignitaries went to watch the first car being spotted at the Republic plant. RF&P GP7 101 spotted boxcar number 2357 on the new siding while everyone had their photographs taken.

Operations apparently went pretty smoothly except that the Fredericksburg employees took the yard engine over to Republic every now and then to remove empty cars from the siding. P.E. Wood, Superintendent of Mail, Express, and Agencies in Richmond wrote a testy letter to Fredericksburg General Agent E.H. Cann saying that pickup of empty cars at Republic would be handled by the local train and that the yard engine was not to be used for this purpose except in cases of emergency. Cann fired a letter back saying that by picking up the cars they saved Republic 2-3 days per diem charges and that providing the customer with excellent service was always an emergency! That apparently ended the discussion.

Today the line is only about 11 miles in length, the remaining portion having been abandoned. The primary customers are Solite Sand & Gravel and Lebanon Agricorp, both in Sealston. The original line ends about a mile past Route 605 in Sealston, where the ex-Western Maryland Alco S2 which Jeff Morfit wrote about in the Oct '91 newsletter rusts away. Operations used to be handled by trains 701/702 out of Potomac Yard. But with the closing of Pot Yard, cars for Sealston are dropped off on a siding at Dahlgren Junction and the Fredericksburg local handles the traffic. Loaded cars of sand are then taken to Solite's operations at Newington and Arlington.

The future holds some enticing prospects for the Dahlgren Branch. A company from Georgia has proposed building a coal fired electrical generating plant in the Sealston area. This would require upgrading the existing track and construction of a loop around the plant. The plant would receive about 3 trains a week. Talk has also been heard of turning the 16 mile roadbed from Sealston to Dahlgren into a biking trail. Regardless, the Dahlgren Branch will remain an interesting part of Fredericksburg's railroad history! (Resources: Information about the auction comes from various Free Lance-Star articles. Early Dahlgren info comes from an article in the 12/90 issue of the Northern Neck Hist Society magazine.)

Larry Duffee

R&P Railroad Company

P.O. Box 11281
Richmond, Virginia 23230
804-257-3252

WILLIAM E. GRIFFIN, JR.
Director -
Personnel & Labor Relations

February 27, 1991

Mr. W. P. Cunnane, General Chairman
United Transportation Union (C)
12 Brookhollow Drive
Glen Allen, Virginia 23060

Mr. C. T. Dover, General Chairman
United Transportation Union (T)
5800 Craney Island Road
Mechanicsville, VA 23111

Gentlemen:

This will confirm our conference of February 14, 1991 and my subsequent advice to you that the Carrier will cease the operation of a Sealston Switcher assignment effective March 1, 1991.

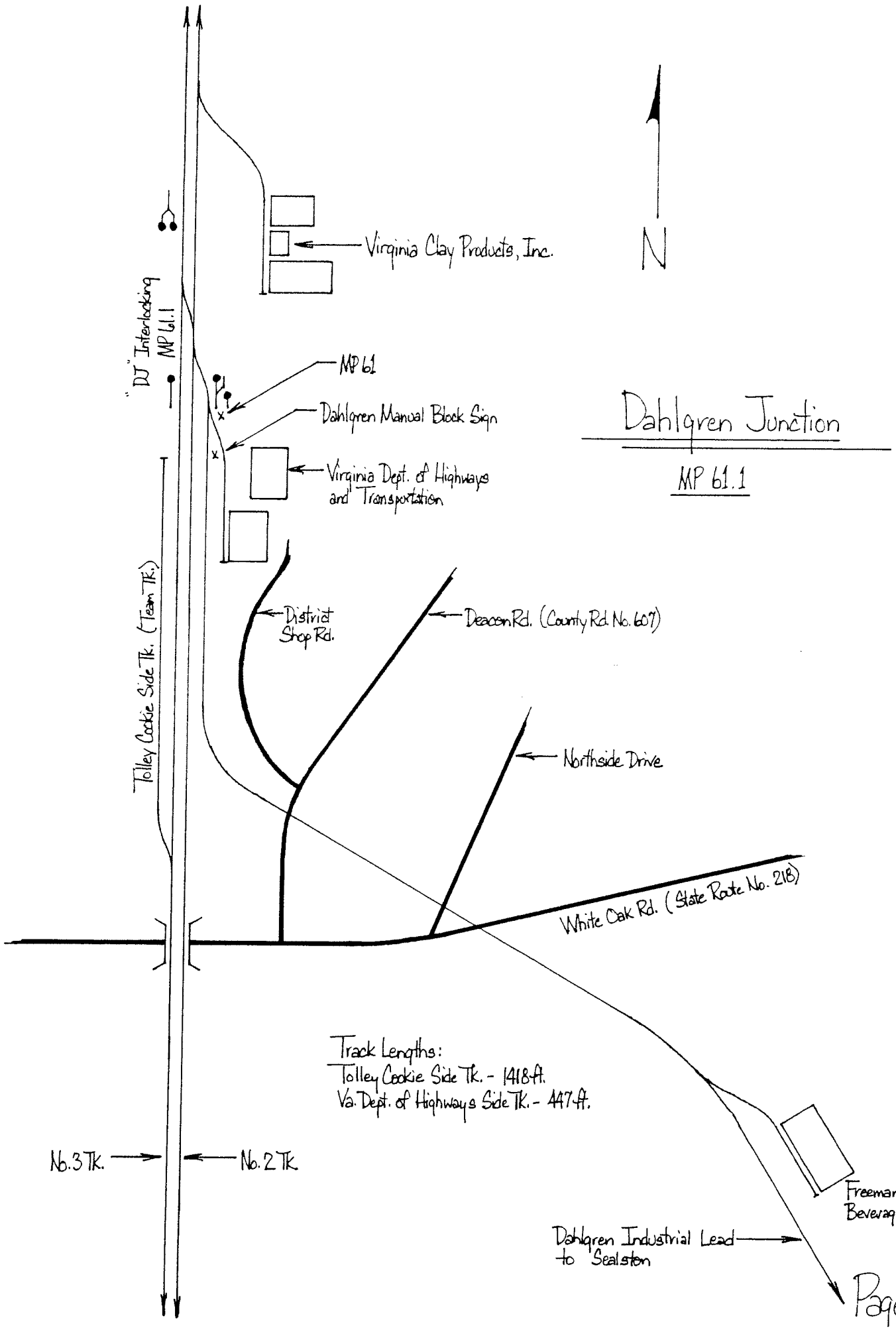
Yours very truly,

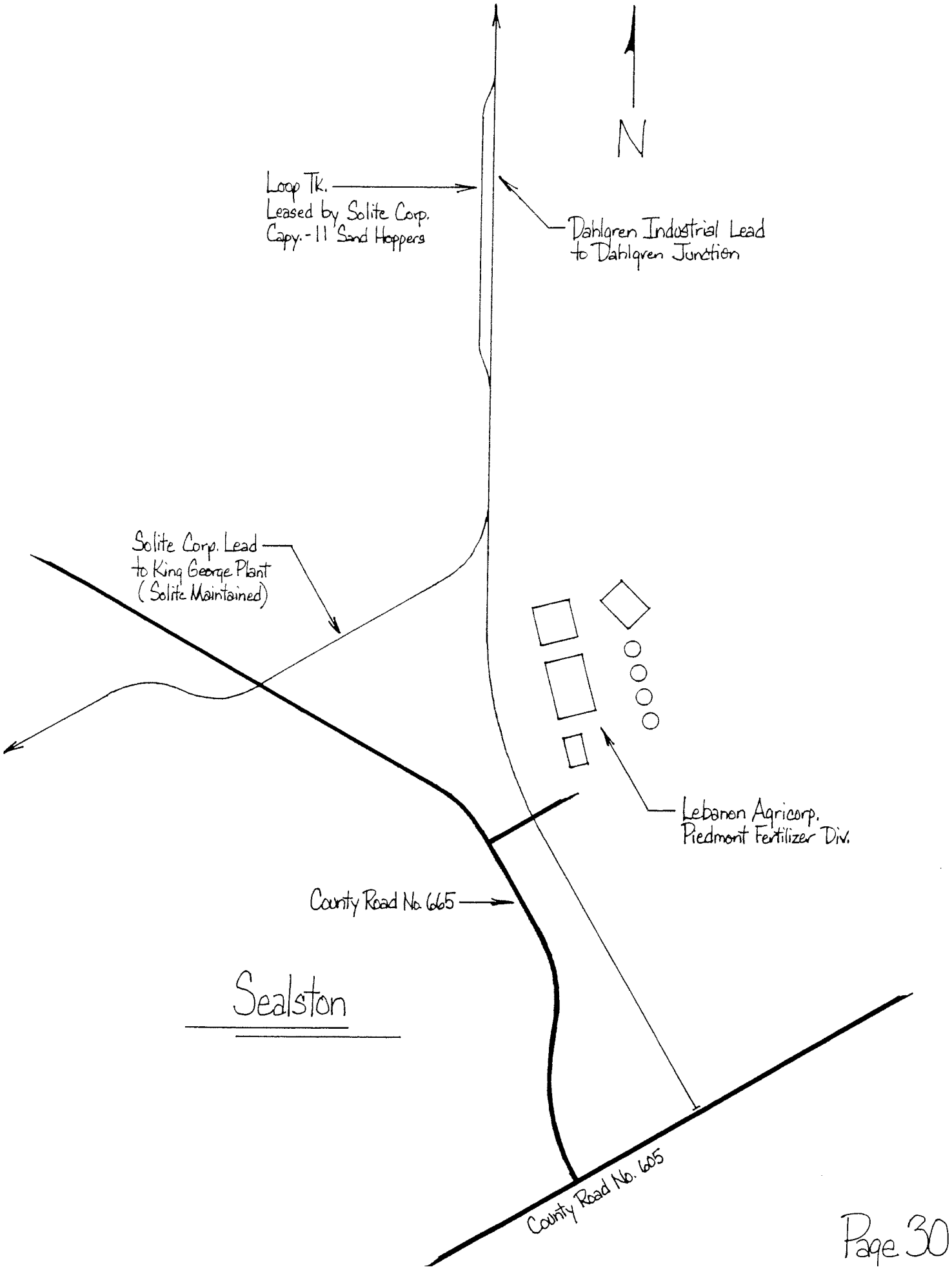
W.E. Griffin

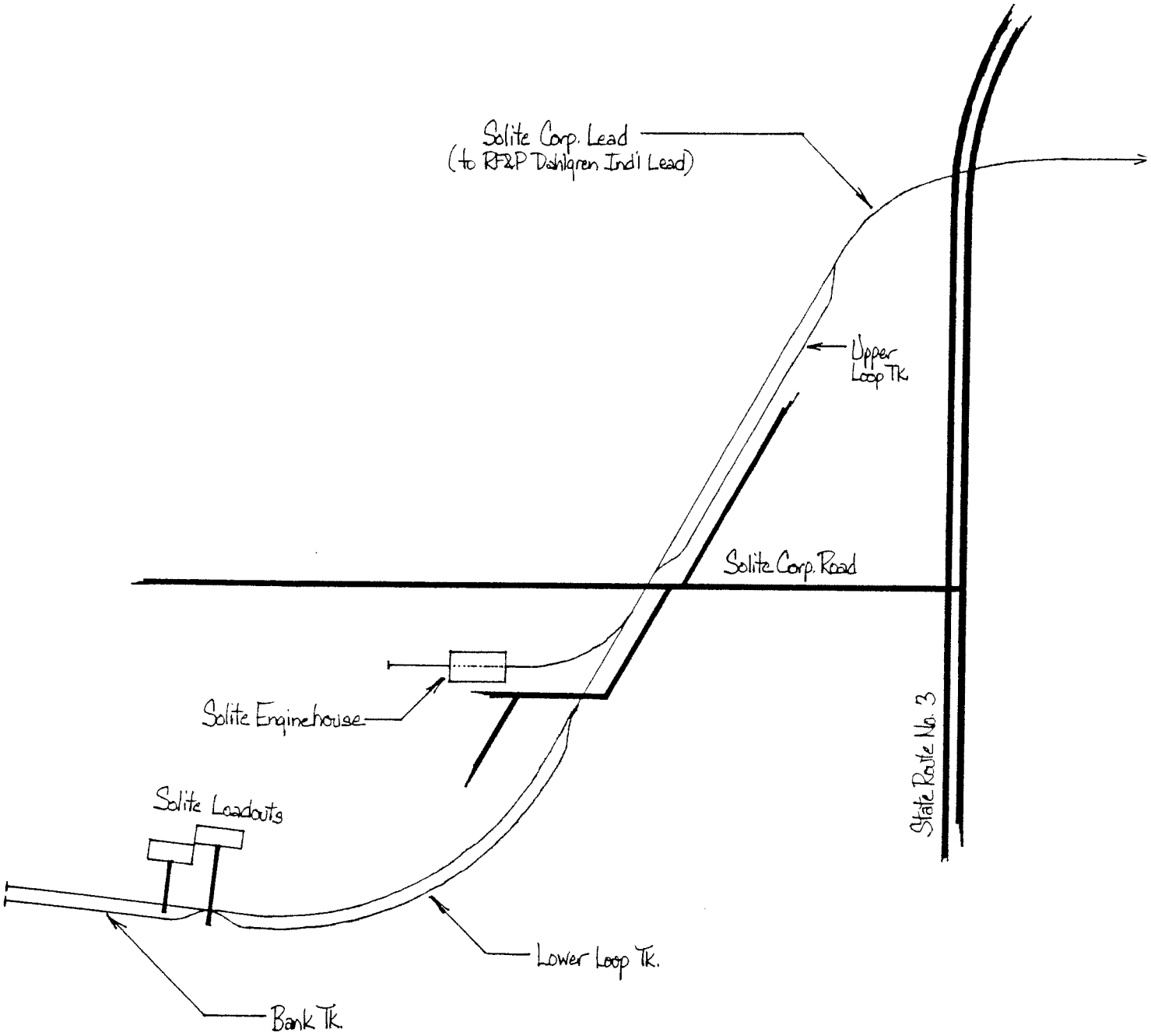
Director-Personnel and Labor Relations

WEGJr:bpf

cc: Mr. J. C. Hobbs
Mr. J. F. McGinley
Mr. W. D. Smoak
Mr. R. P. Webb


Virginia Clay Products, Inc.
N
DJ Interlocking MP 61.1
MP 61
Dahlgren Manual Block Sign
Virginia Dept. of Highways and Transportation
Dahlgren Junction
MP 61.1
District Shop Rd.
Deacon Rd. (County Rd. No. 607)
Tolley Cookie Side Tk. (Team Tk.)
Northside Drive
White Oak Rd. (State Route No. 218)
Track Lengths:
Tolley Cookie Side Tk. - 1418 ft.
Va. Dept. of Highways Side Tk. - 447 ft.
No. 3 Tk.
No. 2 Tk.
Freeman Beverage Co.
Dahlgren Industrial Lead to Sealston

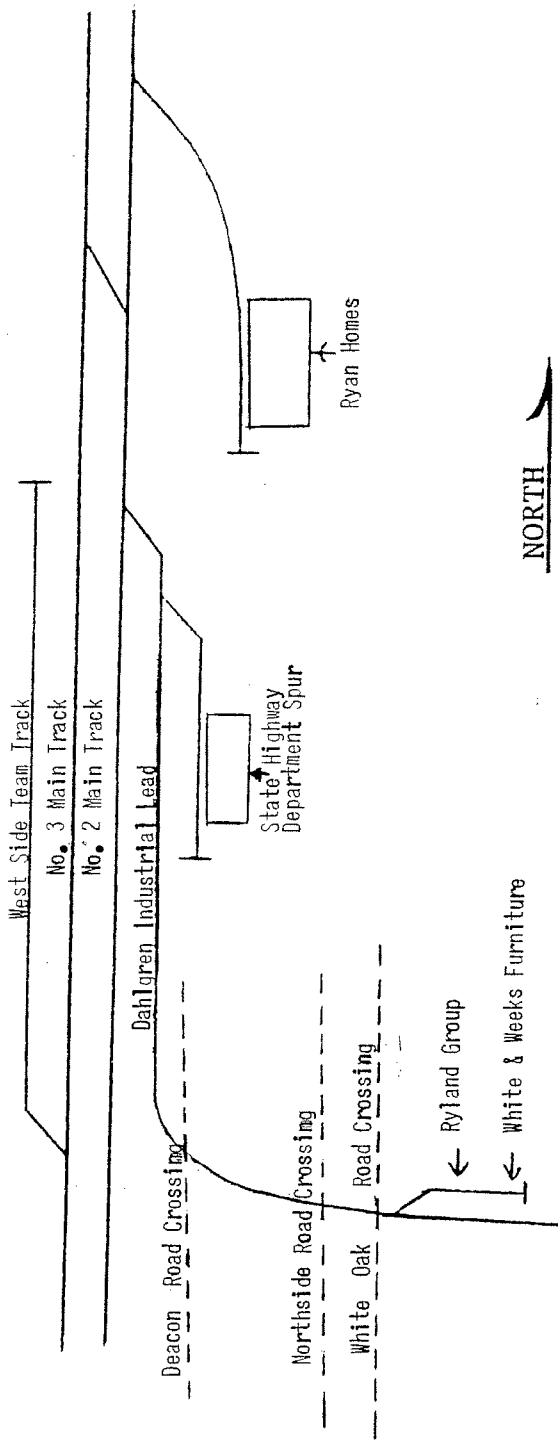

N
Loop Tk.
Leased by Solite Corp.
Capy. - 11 Sand Hoppers
Dahlgren Industrial Lead
to Dahlgren Junction
Solite Corp. Lead
to King George Plant
(Solite Maintained)
Lebanon Agricorp.
Piedmont Fertilizer Div.
County Road No. 665
Sealston
County Road No. 605



Solite Corp. King George Plant - Sealston

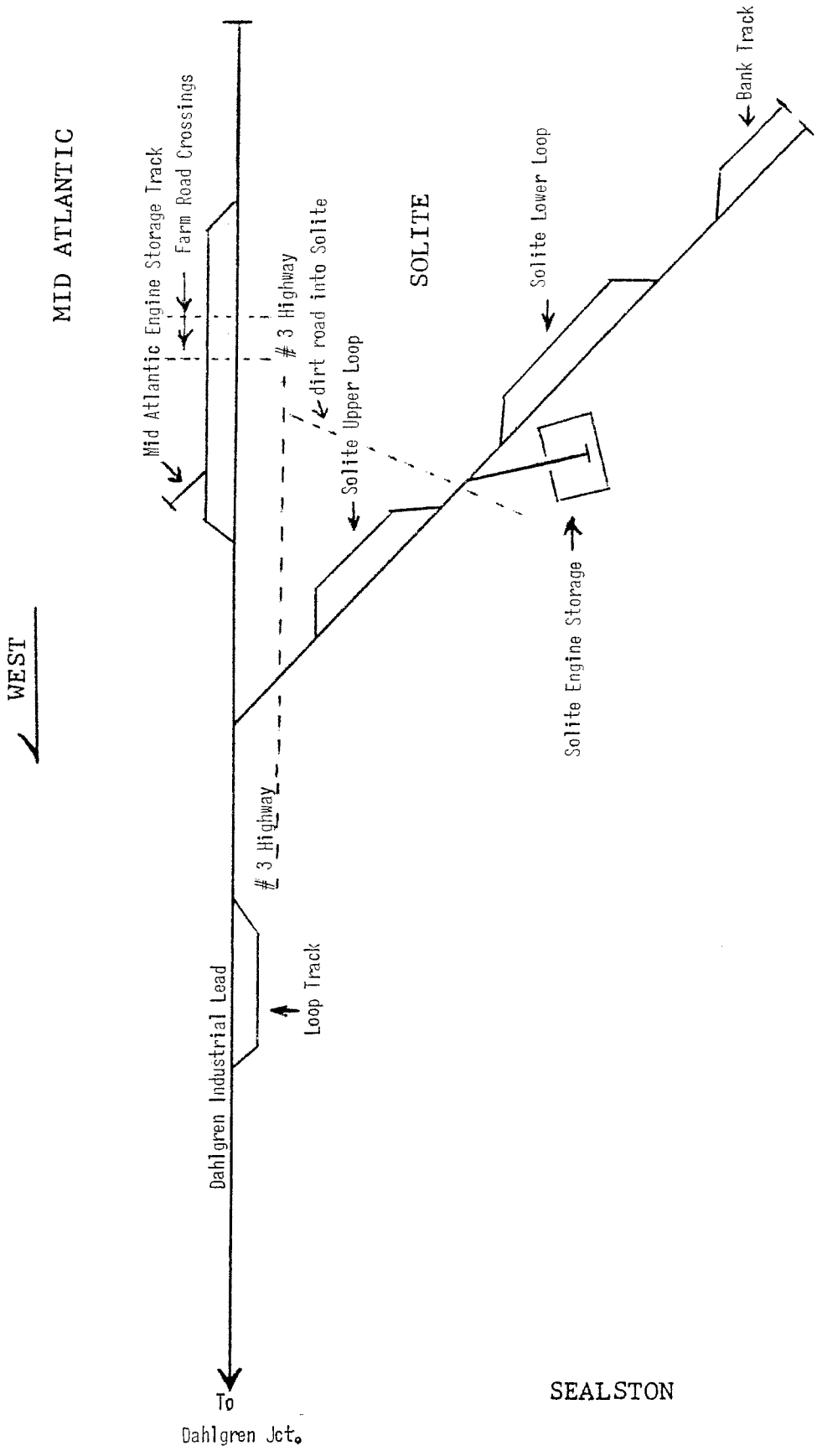
(All trackage is Solite Corp. maintained.)

6/27/80



DAHLGREN JUNCTION

6/27/80


MID ATLANTIC
WEST
Mid Atlantic Engine Storage Track
Farm Road Crossings
3 Highway
dirt road into Solite
Solite Upper Loop
SOLITE
Solite Lower Loop
Bank Track
Solite Engine Storage
3 Highway
Loop Track
Dahlgren Industrial Lead
To
Dahlgren Jct.
SEALSTON

POTOMAC YARD
Office of Superintendent

May 17, 1973-dsb

N O T I C E

TRAIN AND ENGINE SERVICE EMPLOYEES - Potomac Yard:

TRAIN AND ENGINE SERVICE EMPLOYEES - RF&P:

Effective June 1, 1973, a Potomac Yard road switcher will be established to operate between Potomac Yard, Waterloo and Sealston. The crew will consist of a Conductor (foreman), an Engineer, and two Brakemen (helpers). This road switcher will originate and terminate at Potomac Yard. The starting time will be 6:00 p.m. daily, Monday through Friday, inclusive with Saturday and Sunday as assigned rest days.

Yardmen at Potomac Yard will have preferential rights to man the switcher for the first three-month period, with RF&P road men having preferential rights to the switcher for the second three-month period. During the period that yardmen at Potomac Yard have preferential rights, RF&P road men may bid in for the existing vacancies but will be awarded same only in the event the vacancies are not filled by qualified yardmen at Potomac Yard.

During the period RF&P road men have preferential rights, any vacancies not filled by road men will be filled in accordance with existing Potomac Yard agreements for filling vacancies.

Irrespective of which craft has preferential rights to the switcher in any three-month period, yardmen at Potomac Yard will have the exclusive right to fill all temporary vacancies and vacation vacancies on the switcher. In filling such temporary or vacation vacancies, such vacancies will be filled when yardmen are called for the 3:59 p.m. calling time. Employees selecting the switcher will then report at the starting time of the switcher; that is, 6:00 p.m.

Initial bids for the switcher will be accepted by the Crew Clerk commencing May 20 through May 24, inclusive, and the successful applicants will be notified May 25. When an employee places a bid for the switcher, he cannot withdraw same; and if awarded a position on the switcher, must remain on same for each semi-monthly period. In each subsequent semi-monthly period, yard and road employees who desire this assignment must so indicate their desire by placing bid with the Crew Clerk not later than ten (10) days prior to the beginning of each semi-monthly period. The senior men will be notified five (5) days prior to the beginning of each semi-monthly period.

In the event it is necessary to work the switcher on one or both of the regularly assigned rest days, the regular crew will have preference to the work, and it has been determined that the switcher will work every Sunday night unless the crew is notified to the contrary by the close of the tour of duty on Friday.

Employees holding this assignment will observe the two (2) hour mark-off, mark-up rule as it pertains to the starting time of 3:59 p.m.

J. F. McGinley,
Superintendent

Cys:
Assistants to Trainmaster, Desk 223
Yardmasters, Desk 205, 253 and 266
Hump Conductors - North and South Humps
Notice Books - North and South Humps
Notice Book - Crew Room
Crew Clerks, Desk 222
Mr. M. I. Barksdale
Mr. E. W. Devine
Mr. V. M. Parker
Mr. L. W. Taylor
Mr. G. P. Cleary
Mr. W. S. Morris

RECEIVED
R F. & P.
APR 23 1973
R. R. CO.
PERSONNEL OFFICE

April 19, 1973 - krb

File: 352/UTU (C)
352/UTU (T)
610/Waterloo-Sealston Switcher

Mr. W. M. Tribble:

Attached is copy of Memorandum of Agreement with UTU (T) and UTU (C), signed April 12, 1973, which commits us to establish a Switcher from Potomac Yard on or before June 1, 1973.

While this Agreement gives road train service employees prior rights to the Switcher for every other three (3) month period, and Potomac Yard yardmen prior rights to the assignment all other times and to all vacancies, it is believed that road train service employees will not take it. Be that as it may, we are faced with having to qualify a number of Potomac Yard trainmen to operate on the Main Line from "RO" to Sealston.

Superintendent McGinley at Potomac Yard would like to arrange for several qualifying classes at Potomac Yard sometime around the middle of May. You should be giving these classes some thought and making plans to hold the classes at times and on dates considered to be the most desirable to Mr. McGinley.

Also, it is anticipated that this Switcher will eliminate the need for the present "RO" Local Freight Train and you should be thinking about the best possible rearrangement of your Local Freight Trains when the Switcher is established out of Potomac Yard.

If you have any questions in connection with this Memorandum of Agreement, the qualifying of Potomac Yard trainmen, or the rearranging of the Local Freight Train service, please let me know.

(s) J. D. DOSWELL

General Superintendent
Transportation

cc: Mr. J. F. McGinley
Mr. T. B. Choate
Mr. M. R. Angel - It might also be necessary to qualify some Potomac Yard engine service employees in connection with this operation. If so, you should work with Mr. Tribble to accomplish their qualifying.
Mr. R. W. Dunn, Jr.

MEMORANDUM OF AGREEMENT
between
RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANY
and
UNITED TRANSPORTATION UNION (T)
and
UNITED TRANSPORTATION UNION (C)

The Organizations signatory hereto are agreeable to cooperating with the Carrier to handle business between Waterloo and Sealston in an economical and efficient manner. Accordingly, it is Understood and Agreed as follows:

1. The Carrier shall establish a switcher which will go on and off duty at Potomac Yard. The starting time will be designated by the Carrier by bulletin, but shall not be later than 6:00 p.m.

2. This switcher will move light between Potomac Yard and the Waterloo area with their assigned caboose. This assigned caboose will meet the standards for caboose cars used in local freight work on line of road and will be supplied in accordance with existing road agreements.

3. The switcher may perform the necessary switching in the Waterloo area to collect cars to go south. This switcher will also place any cars picked up on line of road destined for the Waterloo area, and these cars may be placed on arrival.

4. This switcher will not perform any local work or switching between Waterloo and Sealston except to pick up cars destined to these points and set off and place cars from these points. This switcher may work at intermediate points to handle shipments of sand and gravel destined to or moving from such intermediate points. If the crew is instructed to perform road work contrary to this agreement, the first available road crew will be paid a pro rata day at the local freight rate.

5. Yardmen at Potomac Yard will have preferential rights to man the switcher for the first three-month period. If yardmen do not take the switcher during this three-month period, it may be taken by road men. If no qualified employe takes the switcher, it shall be filled in accordance with existing Potomac Yard agreements for the 3:59 p.m. calling time.

6. Road men will have preferential rights to the switcher for the second three-month period, and if these positions are not taken by the road men, they will be filled in accordance with Paragraph 5 hereof.

7. Yardmen at Potomac Yard will have the exclusive right to fill all temporary vacancies and vacation vacancies on the switcher.

8. Assignments on the switcher will be filled as follows: Ten (10) days prior to the establishment of the switcher positions, the assignments will be bulletined to yard trainmen at Potomac Yard and the road trainmen's roster. The jobs will be awarded five (5) days before the position is established. Men awarded these jobs will remain on them for a semi-monthly period and will not be

subject to displacement. In each subsequent semi-monthly period, yard and road trainmen who desire this assignment under the terms of this agreement will exercise their seniority to the assignment ten (10) days before the end of the semi-monthly period, and the assignments will be awarded five (5) days prior to the beginning of each semi-monthly period. Applicants may bid on either the conductor or brakeman assignment, or both, but cannot withdraw a bid once made.

9. The crew consist of the switcher shall be not less than a conductor and two brakemen. These men will be paid the yard rates plus arbitraries and holiday pay in accordance with the Yardmen's Agreement. This will be a Monday through Friday assignment and if the assignment is worked on Saturday or Sunday, the regular incumbents will have preference if they so desire to work such assignment, and they will be paid the pro rata rates for the first 8 hours and overtime thereafter. If the switcher is to be worked on Saturday or Sunday, the regular incumbents will be so advised, and they will indicate their desire to work the assignment at quitting time of their last assigned work day.

10. Road crews who exercise their seniority to the switcher will be assigned a room in the bunk house at Potomac Yard.

11. It is further Understood and Agreed that the sand and gravel facility at Howart may have its own locomotive. This locomotive may switch any cars delivered to or dispatched from Howart using leased tracks and/or tracks on which Howart has trackage rights.

12. If a switcher crew under the foregoing is tied up under the hours of service law or other unusual circumstances, the movement will be completed by Potomac Yard yardmen in accordance with the applicable provisions of their current working agreement.

13. This Memorandum of Agreement is intended to cover only the one switcher assignment described herein, will not be applicable to any other assignment, and will not establish any practice or precedent, nor will it be referred to by the Carrier in requesting any other combination of yard and road work.

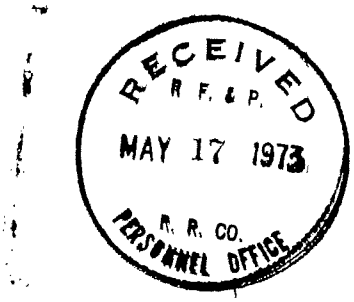
14. This Memorandum of Agreement will become effective April 13, 1973 and the switcher provided for herein will be established not later than June 1, 1973. This Memorandum of Agreement will remain in effect unless changed in accordance with the Railway Labor Act.

SIGNED AT RICHMOND, VIRGINIA THIS 12th DAY OF APRIL, 1973.

Lester Kimball
General Chairman
United Transportation Union (T)

J. B. Choate
Director of Personnel
Richmond, Fredericksburg and
Potomac Railroad Company

R. L. Armentrout
General Chairman
United Transportation Union (C)



RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANY
Office of General Superintendent Transportation

Richmond, Virginia

May 16, 1973 - js

N O T I C E

Effective Friday, June 1, 1973, a Sealston Switcher is established with home terminal at Potomac Yard.

The Switcher will be scheduled to leave Potomac Yard at 6:00 P.M., Monday through Friday.

The Switcher will work between "RO" and Sealston, handling cars moving from or destined to these points.

The Switcher will work at intermediate points handling sand and gravel cars moving from or destined to such intermediate points.

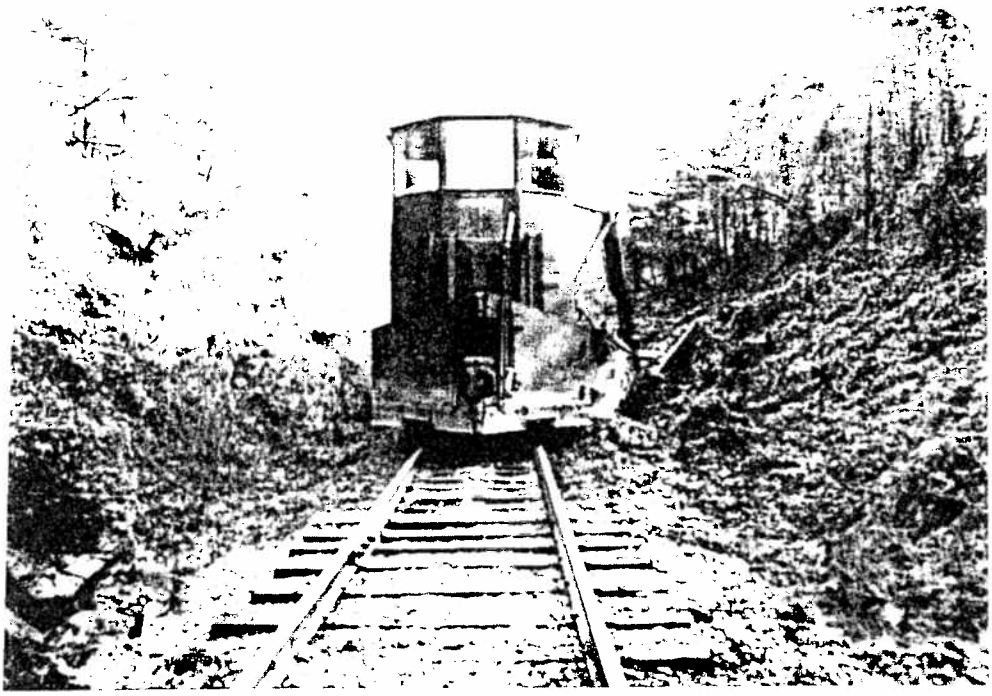
Unless otherwise notified by quitting time of the assigned work day on Friday, the job will work on Sunday.

J. D. Doswell
General Superintendent
Transportation

"Let Safety Share Your Ride!"

Rail-O-Gram
Spring 1970

Technology Visits



The machine pictured here, known as the "Jordan Spreader," performs its task efficiently and tirelessly as it goes about the job of cleaning out ditches and contouring the roadbed on the Dahlgren Line.

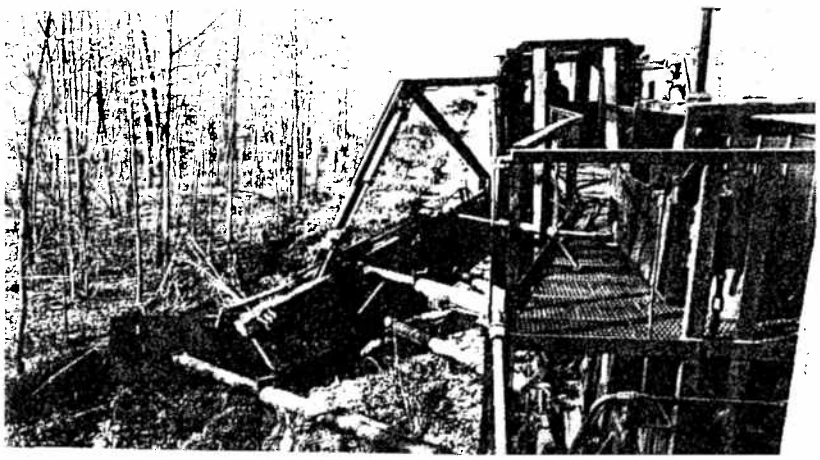
For the second time in twelve months, the RF&P called upon the marvel of Twentieth Century Technology to do a job — and with convincing results.

The first time was in late 1968 when a "bush hog" was brought in to open up approximately eleven miles of the Dahlgren line which the Company bought from the Federal Government in 1965. Twelve years' growth of underbrush and trees which had grown up in the track and along the right of way since 1957, when the Government abandoned use of the line, had to be cleared from the railroad. Some of the trees were as much as eight inches in diameter. Two men and a self-propelled machine called a "bush hog" did the job.

The second time came late last year when another machine was imported to tidy up the roadbed and open up the ditches along the right of way. This time six men and a machine known as a "Jordan Spreader" did the job in the amazing time of 7 days.

Actually, only one person is required to operate the controls of the Jordan Spreader, but unlike the "Bush Hog" it is not self-propelled. This meant that a locomotive, with an engine and train crew, had to be used to supply the propulsion power. A foreman was also assigned in the cab of the Spreader to

Before



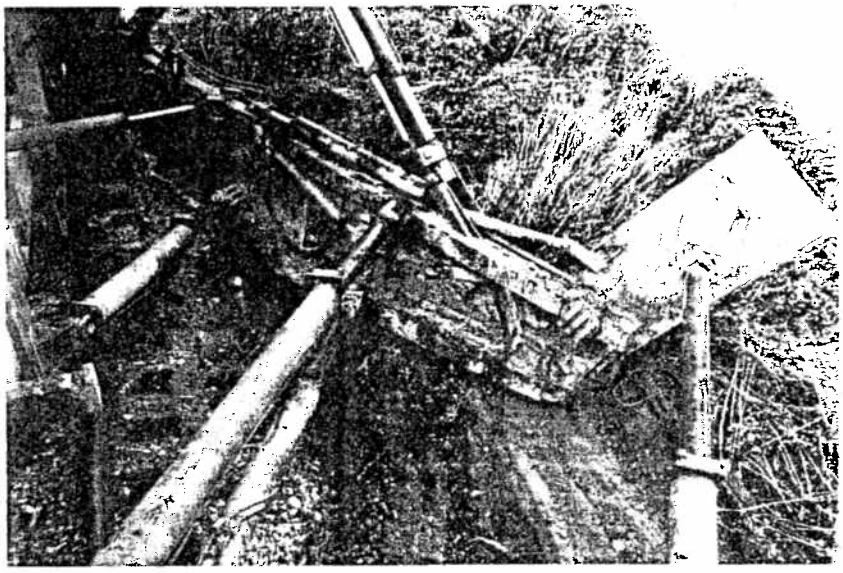
direct the work.

The huge, unwieldy looking, cutting blades of the Jordan Spreader, which can be adjusted to the desired angle to fit the contours of the roadbed and embankments, are hydraulically controlled by an operator from the cab of the Spreader. Skilled in the art of handling the controls, the operator can command the blades to do his bidding with astonishing accuracy. It is difficult, even for the most facile pen, to describe the ease with which this "David" handles his "Goliath."

Difficult it is also to try to visualize the sheer manpower it would take and the time that would be required to do the same job by manual labor with hand tools. No one around when we observed the operation would even so much as hazard a guess. Any knowledgeable person realizes it would be impractical to suggest doing such a job by hand in this day and time, but even if it was so desired it is extremely doubtful that sufficient manpower needed to do the job could be recruited.

This is just one more example of how modern technology has been harnessed and put to work on the railroads to help provide the American people with a sound but economical transportation system. □

Foreman Cecil Hayden directs operation from cab of Jordan Spreader via radio communication with engineman, while skilled operator handles levers that control the cutting blades.



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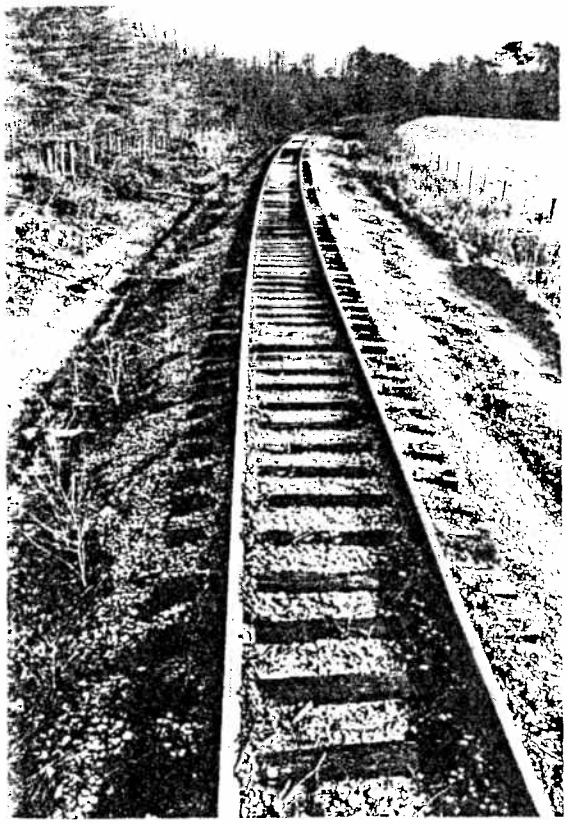
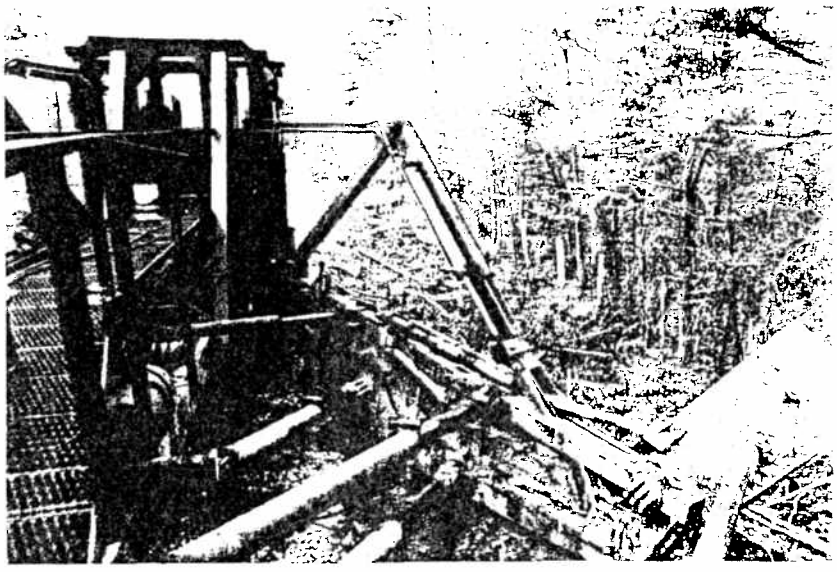




9-27-68

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANY

Proposed Operation of Segment
Of the Dahlgren Railroad

The President reminded the Board of the purchase of the Dahlgren Railroad from the United States of America in 1965 and advised that a substantial sand and gravel operation was being prepared for start-up on approximately March 1, 1969, and that a large amount was expected to be shipped via the RF&P. The shipper has already invested substantial sums in developing the property and preparing it for operation. It is now desired that approximately eleven (11) miles of the Dahlgren Railroad be placed in operation in order to handle this business.

Whereupon, on motion duly made and seconded, it was

RESOLVED, That the President and other proper officers of the Company are authorized to take such steps and to expend such sums as may be necessary to open up approximately eleven (11) miles of track of the former Dahlgren Railroad and place it in serviceable condition in order to reach and serve the industry being located thereon; and

FURTHER RESOLVED, That to the extent that it is or may be necessary to secure authority from the Interstate Commerce Commission or any other regulatory agency to permit this Company to operate the property and trackage herein authorized to be operated, then the Company should make such application or applications, and that Stuart Shumate, President, W. E. Turner, Vice President, and/or Urchie B. Ellis, General Counsel, or any of them, be, and they hereby are, designated as proper executive officers to sign, seal, verify or acknowledge and file any such application and to take all such other action in connection therewith as they may deem appropriate or desirable; and

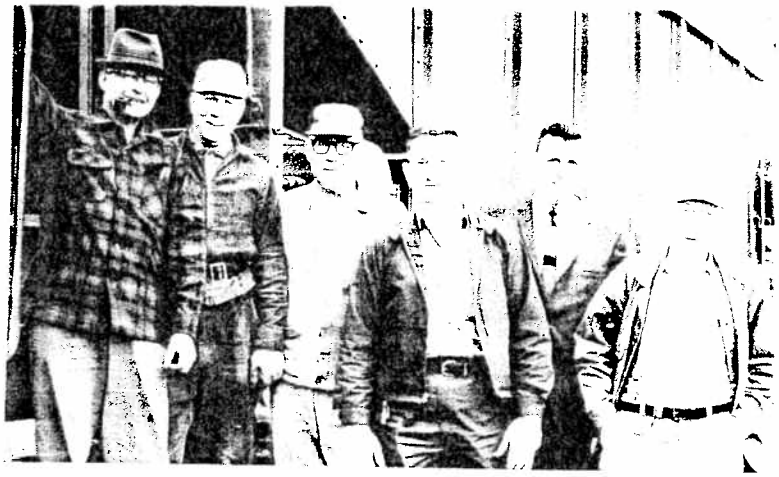
FURTHER RESOLVED, That the President and/or the other proper officers of the Company are authorized to take such steps, execute such contracts, documents and agreements and to do all other things necessary or proper to carry out the transactions herein authorized, or intended so to be.

* * * * * * * *

I hereby certify that the above is a true, correct and complete copy of resolution adopted at meeting of the Board of Directors of the RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANY held on September 27, 1968, in Washington, D. C., at which a quorum was present and acting and that said resolution is still in force and effect.

/s/ J. J. Newbauer, Jr.
Secretary.

First cars destined to move over Dahlgren line from Solite Corporation's new plant at Sealston are placed for loading.



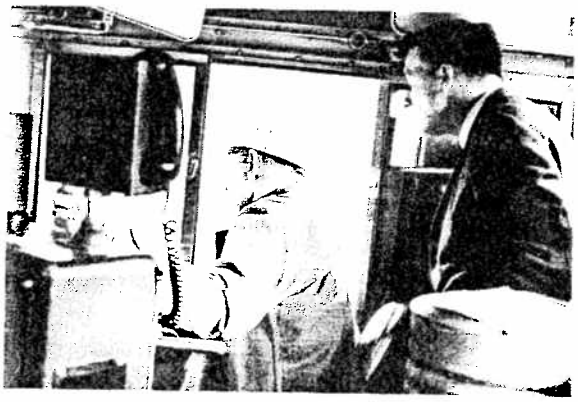
(L. to R.) A. C. Wingfield conductor footboard-yardmaster; W. S. Priddy, brakeman; M. L. Clark, brakeman; D. K. Vaughan, fireman; R. W. Dunn, Jr., assistant trainmaster; and L. H. Baker, engineman.

A little more than four years after the RF&P Railroad acquired the former Dahlgren Railroad from the Federal Government, the Company began to realize substantial business from the second industry to locate on the line since its acquisition in January, 1965 at a cost in excess of $600,000.

The placing on April 24, 1969, of 21 hopper cars for loading at the plant of the Solite Corporation, a sand and gravel industry located at Sealston, Virginia, on the Rappahannock River, marked the formal opening to commercial service of 10.7 miles of rehabilitated track.

Since that date cars have been moving steadily from the plant at the average rate of about 10 cars per day and the plant is not yet entirely completed. When it reaches its maximum production after completion, it is estimated the daily average number of cars that will be loaded at the plant will about double the current production.

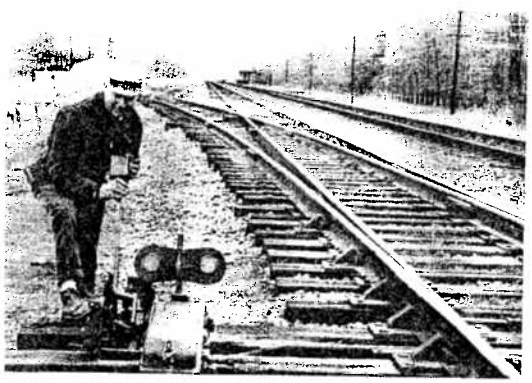
That portion of the Dahlgren line recently placed in service was rehabilitated at a cost of approximately $35,000, which included the cost of clearing the right-of-way and replacing about 4,000 ties. Only a minimum amount of ballast was required to replace several small washouts along the line.



L. H. Baker, engineman, and R. W. Dunn, Jr., assistant trainmaster, keep sharp lookout ahead as train moves over Dahlgren line.

Service Offically Inaugurated on Dahlgren Line

Brakeman W. S. Priddy, throws switch at Dahlgren Junction, as Fredericksburg yard crew prepares to take cars for loading to Solite plant at Sealston.



The 10.7 miles of railroad placed in service April 24 is part of the 28-mile Dahlgren Railroad which the Company purchased from the Government in 1965. It was built and operated by the Federal Government during the Second World War as a means of transporting guns manufactured at the Naval Weapons Plant in Washington, D. C., to the Dahlgren Naval Weapons Testing Station. The line connects with the RF&P main line just north of Fredericksburg at Dahlgren Junction in Stafford County.

Realizing its potential value for promoting industrial development, when the Federal Government offered for sale to the highest bidder a 26.4-mile section of its former Dahlgren Railroad, the RF&P outbid 17 others to acquire it for $605,000. The remaining short segment of the former Dahlgren Railroad was purchased from Stafford County which had previously acquired it from the Government, thus completing acquisition of the entire 28-mile line of railroad.

The approximately 17 miles of railroad remaining which has not yet been rehabilited will be placed in operation as new industry moves into the area.

In keeping with its established policy, the RF&P will continue its promotional efforts to attract industry to all communities it serves. The acquisition of the former Dahlgren Railroad opens up new opportunities for industry locations which have not heretofore had rail facilities. □

Dahlgren Branch

RECEIVED
MAY 5 1969
R. R. CO.
PERSONNEL OFFICE

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANY
Office of General Superintendent Transportation

Richmond, Virginia
May 2, 1969

GENERAL ORDER NO. 15

The industrial lead track, leading off No. 2 Main Track at Dahlgren Junction, Mile Post 61, and presently serving Fairfax Republic Lumber Company, has been extended eastward to Mile Post 10.7 to serve Solite Company's private spur at Sealston, Virginia, and is now in service.

A double ended siding, which will hold 12 cars, is in service on the lead at Mile Post 10.

The Solite Company's private spur track, extending from the lead track eastward for a distance of approximately 3 miles is in service.

Tracks at the Solite Company's plant at Sealston, including a double ended siding which will hold 28 cars, and 2 loading tracks, stub ended, which will hold 14 cars each are in service.

Maximum speed on the lead track and the Solite spur is 25 miles per hour.

Whistling posts are located at all public highway grade crossings. The prescribed crossing signal blasts must be sounded, and the bell must be rung.

A condensed profile of the lead and the Sealston spur is made a part of this order and is included herewith.

Copies of this order will be available at the following locations:

Crew Clerk - Bryan Park Terminal
Yardmaster - Acca Yard Office
Stationmaster - Broad Street Station

J. D. Doswell
General Superintendent Transportation

Rail-O-Gram
Jan-Feb 1969

RF&P Opens Up Former Dahlgren Railroad

The RF&P has filed application with the Interstate Commerce Commission for authority to operate approximately 11 miles of railroad situated in Stafford and King George Counties.

The line for which authority to operate is sought extends from Dahlgren Junction in Stafford County, where it connects with the RF&P just east of Fredericksburg, to a point in King George County just east of where it crosses Highway 603. It is a portion of the former Dahlgren Railroad, built and operated by the Federal Government during the Second World War as a means of transporting guns manufactured at the Naval Weapons Plant in Washington, D. C., to the Dahlgren Naval Weapons Testing Station.

Because of its potential value for promoting industrial development, in 1965 the RF&P purchased the Dahlgren Railroad from the Federal Government. It is ideally located for assisting in the development of the area of Stafford and King George Counties along the Rappahannock River and eastward to Dahlgren, running a total distance of approximately 28 miles from its junction with the RF&P line near Fredericksburg.

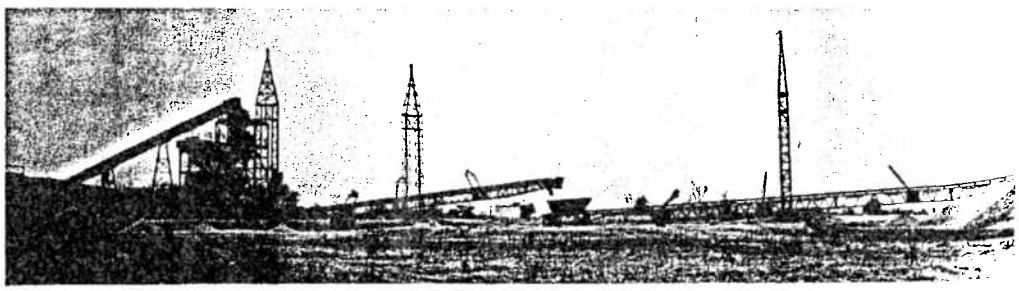
The Solite Corporation recently leased a site on the line at Sealston. Construction of the plant is now far advanced and they hope to begin operation by spring, possibly as early as March. It is this approaching need for transportation service that occasioned the RF&P's application to operate 11 miles of this line. The Solite Corporation estimates their new plant will generate approximately 6,000 cars of freight annually.

The Solite Corporation is the second industry to locate on the line. Shortly after the RF&P acquired this property, Republic Lumber Company located a warehouse near its junction with the RF&P.

After 11 years of disuse many parts of the Dahlgren Railroad had become obscured by trees and underbrush grown up along the right of way. Requiring only two men to operate, a machine commonly referred to as "wood hog" was brought in to clear the right of way.

At the present time the RF&P is in the process of rehabilitating the 11 miles of track to bring it up to the standard required to serve the Solite plant at Sealston. The Dahlgren Railroad was deactivated by the Federal Government in 1957 and has not been used since that time.

In keeping with its established policy of long standing, the RF&P will continue its promotional efforts to attract industry to all communities it serves. This acquisition opens up new opportunities for industry locations which have not heretofore had rail facilities. □



When the Solite plant at Sealston gets into full production it is expected to generate 6000 carloads of traffic annually.

news
FROM Richmond, Fredericksburg and Potomac Railroad Company
Broad Street Station
Richmond, Virginia 23220

December 5, 1968

RELEASE NO. 68-12

FOR IMMEDIATE RELEASE

The Richmond, Fredericksburg and Potomac Railroad Company has filed application with the Interstate Commerce Commission for authority to operate approximately 11 miles of railroad situated in Stafford and King George Counties - ICC Finance Docket No. 25412.

The line for which authority to operate is sought extends from Dahlgren Junction in Stafford County, where it connects with the RF&P just east of Fredericksburg, to a point in King George County just east of where it crosses Highway 603. It is a portion of the former Dahlgren Railroad, built and operated by the Federal Government during the Second World War as a means of transporting guns manufactured at the Naval Weapons Plant in Washington, D. C., to the Dahlgren Naval Weapons Testing Station.

Because of its potential value for promoting industrial development, in 1965 the RF&P purchased the Dahlgren Railroad from the Federal Government. It is ideally located for assisting in the development of the area of Stafford and King George Counties along the Rappahannock River and eastward to Dahlgren, running a total distance of approximately 28 miles from its junction with the RF&P line near Fredericksburg.

The Solite Corporation recently leased a site on the line at Sealston. Construction of the plant is now far advanced and they hope to begin operation by next spring, possibly as early as March. It is this approaching need for transportation service that occasioned the RF&P's

application to operate 11 miles of this line. The Solite Corporation estimates their new plant will generate approximately 6,000 cars of freight annually.

The Solite Corporation is the second industry to locate on the line. Shortly after the RF&P acquired this property, Republic Lumber Company located a warehouse near its junction with the RF&P.

At the present time the RF&P is in the process of rehabilitating the 11 miles of track to bring it up to the standard required to serve the Solite plant at Sealston. The Dahlgren Railroad was deactivated by the Federal Government in 1957 and has not been used since that time.

In keeping with its established policy of long standing, the RF&P will continue its promotional efforts to attract industry to all communities it serves. This acquisition opens up new opportunities for industry locations which have not heretofore had rail facilities.

* * * * * * * * * * *

news
FROM Richmond, Fredericksburg and Potomac Railroad Company
Broad Street Station
Richmond, Virginia 23220

December 3, 1968

RELEASE NO. 68-12

FOR IMMEDIATE RELEASE

The Richmond, Fredericksburg and Potomac Railroad Company has filed application with the Interstate Commerce Commission for authority to operate approximately 11 miles of branch line railroad situated in Stafford and King George Counties - Finance Docket No. 25412.

The branch line for which authority to operate is sought extends from Dahlgren Junction in Stafford County, where it connects with the main line of the RF&P just east of Fredericksburg, to a point in King George County just east of where it crosses Highway 603. It is a portion of the former Dahlgren Railroad, built and operated by the Federal Government during the Second World War as a means of transporting guns manufactured at the Naval Weapons Plant in Washington, D. C., to the Dahlgren Naval Weapons Testing Station.

Because of its potential value for promoting industrial development, in 1965 the RF&P purchased the Dahlgren Railroad from the Federal Government. It is ideally located for assisting in the development of the area of Stafford and King George Counties along the Rappahannock River and eastward to Dahlgren, running a total distance of approximately 28 miles from its junction with the RF&P main line near Fredericksburg.

The Solite Corporation recently purchased a site on the branch line at Sealston. Construction of the plant is now far advanced and they hope to begin operation by next spring, possibly as early as March. It is this

approaching need for transportation service that occasioned the RF&P's application to operate 11 miles of the branch line railroad. The Solite Corporation estimates their new plant will generate approximately 6,000 cars of freight annually.

The Solite Corporation is the second industry to locate on the line. Shortly after the RF&P acquired the line, Republic Lumber Company located a warehouse near its junction with the main line of the RF&P.

At the present time the RF&P is in the process of rehabilitating the 11 miles of track to bring it up to the standard required to serve the Solite plant at Sealston. The Dahlgren Railroad was deactivated by the Federal Government in 1957 and has not been used since that time.

In keeping with its established policy of long standing, the RF&P will continue its promotional efforts to attract industry to Stafford and King George Counties, particularly to those areas along the remainder of the 28-mile branch line.

T. B. Ellis

Before The

INTERSTATE COMMERCE COMMISSION

In the Matter of Application of Richmond, Fredericksburg and Potomac Railroad Company under Section 1 Paragraphs (18)-(20), Inclusive, of the Interstate Commerce Act to OPERATE certain track in Stafford and King George Counties, Virginia.	‖	Finance Docket No. 25412

APPLICATION

URCHIE B. ELLIS
Broad Street Station
2500 W. Broad Street
Richmond, Virginia 23220

Attorney for Applicant

November 27, 1968.

Before The

INTERSTATE COMMERCE COMMISSION

In the Matter of Application of Richmond, Fredericksburg and Potomac Railroad Company under Section 1 Paragraphs (18)-(20), Inclusive, of the Interstate Commerce Act to OPERATE certain track in Stafford and King George Counties, Virginia.	)	Finance Docket No. _____

APPLICATION

Richmond, Fredericksburg and Potomac Railroad Company makes application for authority to operate certain trackage and certain right-of-way previously owned by the United States Government and designated as the Dahlgren Railroad, which track and right-of-way lies in Stafford and King George Counties, Virginia. The railroad was built in 1942 as an auxiliary means of transporting guns manufactured at the Naval Weapons Plant in Washington, D. C., to the Dahlgren Naval Weapons Testing Station. It was deactivated in 1957. It was advertised for bids in 1964 and 26.4 miles of same were purchased by applicant pursuant to deed of January 11, 1965, for the sum

of $605,101.50. Previously, 1.4 miles had been acquired by RF&P from Stafford County, Virginia, by deed of December 16, 1964, for $34,600.00.

Because the property had not been in operation since 1957 and no line haul service was to be operated by RF&P, it was not thought necessary to seek authority from the Interstate Commerce Commission for the acquisition. The only operations currently being conducted are switching service to an industry located a few hundred yards off the RF&P main track at Dahlgren Junction.

The property was purchased and has been held by RF&P in the hopes of promoting industrial development sufficient to justify opening up part or all of the railroad. Such a condition has now materialized and it is now desired to initiate operations over approximately 11 miles of the railroad, from Dahlgren Junction east to a point in King George County, as shown on the attached map.

In support of this application, the following is respectfully submitted (the answers being designated by paragraph reference to correspond to 49 CFR, Part 1120):

(a) The exact corporate name of applicant is Richmond, Fredericksburg and Potomac Railroad Company.

(b) Applicant is a carrier by railroad subject to the Interstate Commerce Act.

(c) Applicant was incorporated under the laws of the State of Virginia on February 25, 1834, and is authorized to operate in the State of Virginia and the District of Columbia.

(d) Applicant proposes to operate over approximately 11 miles of the former U. S. Government owned Dahlgren Railroad which was purchased by the Applicant from the United States and Stafford County in 1964 and 1965, and which is not being operated and has not been operated by Applicant and has not been operated by anyone since 1957, except for the small portion used for an industrial lead track to serve a building materials warehouse at Dahlgren Junction. The Dahlgren Railroad was purchased and held by Applicant in the hopes of future industrial development, and such a prospect has now materialized at a location approximately 10-11 miles out from Dahlgren Junction. Thus, it is desired to obtain authority to initiate operations over approximately 11 miles from Dahlgren Junction.

(e) The proposed operation will be located wholly within Stafford and King George Counties, Virginia.

(f) The route of the proposed operation extends from point of connection with Applicant's main line at Dahlgren Junction just north of Fredericksburg, Virginia, and extends from Dahlgren Junction east approximately 11 miles to survey station 562 + 86, from which an industrial lead track will be constructed by the industry to reach its operations. A non-agency station will be located at this point for tariff, rate making, and other purposes and will be designated Sealston, Virginia. The proposed operation and the track involved does not pass through or touch any incorporated cities or villages.

(g) The total track mileage of the proposed extension of operations will be 10.7 miles, all branch line track.

(h) The present and future public convenience and necessity require and will require operation by applicant of the proposed extension for the following principal reasons:

To provide rail service for a sand and gravel operation located at Sealston, Virginia. The track and facilities will be provided by the shipper from RF&P rails to their property. It is anticipated a minimum of 6,000 cars annually will be handled by rail to the Washington and Richmond areas.

(i) No financing other than that out of current funds is contemplated. Applicant has no relationship to any other corporation insofar as is relevant to this application.

(j) The making and filing of this application was authorized by applicant's Board of Directors at meeting held in Washington, D. C., on September 27, 1968. Certified copy attached hereto.

(k) The name, title and post office address of counsel to whom correspondence in regard to this application is to be addressed: Urchie B. Ellis, General Counsel, 2500 West Broad Street, Broad Street Station, Richmond, Virginia 23220.

(l) A copy of the map, drawn to scale, showing the geographic situation of the proposed extension of operations is attached hereto and marked "Appendix A". There are no other railroads in the area to be served by the proposed extension of operations. Three extra copies of the map are submitted herewith unbound for the use of the Commission.

In accordance with the regulations contained in 49 CFR, Part 1120, a Return to Questionnaire will be duly filed with the Commission, and upon receipt from the Commission of a

notice of the filing of this application, applicant will duly publish the notice and thereafter promptly file proof of such publication with the Commission, and will serve the application and notice upon the Governor and public service commission of the State of Virginia, which is the only state in which the proposed operation is located.

Wherefore, applicant prays your Commission find that the present and future public convenience and necessity require and will require the operation by applicant of the railroad extension hereinabove described and that your Commission issue its certificate accordingly.

Respectfully submitted,

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANY

By _____
Stuart Shumate, President.

Dated: Richmond, Virginia

November 27, 1968.

Urchie B. Ellis
Broad Street Station
2500 West Broad Street
Richmond, Virginia 23220

Counsel for Applicant.

VERIFICATION

STATE OF VIRGINIA)
) ss
CITY OF RICHMOND)

Stuart Shumate makes oath and says that he is President of the Richmond, Fredericksburg and Potomac Railroad Company, applicant herein; that he is authorized by proper corporate action to verify and file with the Interstate Commerce Commission the foregoing application; that he has examined all of the statements referred to in said application and the exhibit attached thereto and made a part thereof; that he has knowledge of the matters set forth in said application, and that all such statements made and matters set forth therein are true and correct to the best of his knowledge, information and belief.

Stuart Shumate

Stuart Shumate, President.

Subscribed and sworn to before me, a Notary Public, in and for the state and city above named this 26th day of November, 1968.

E. A. Wallace

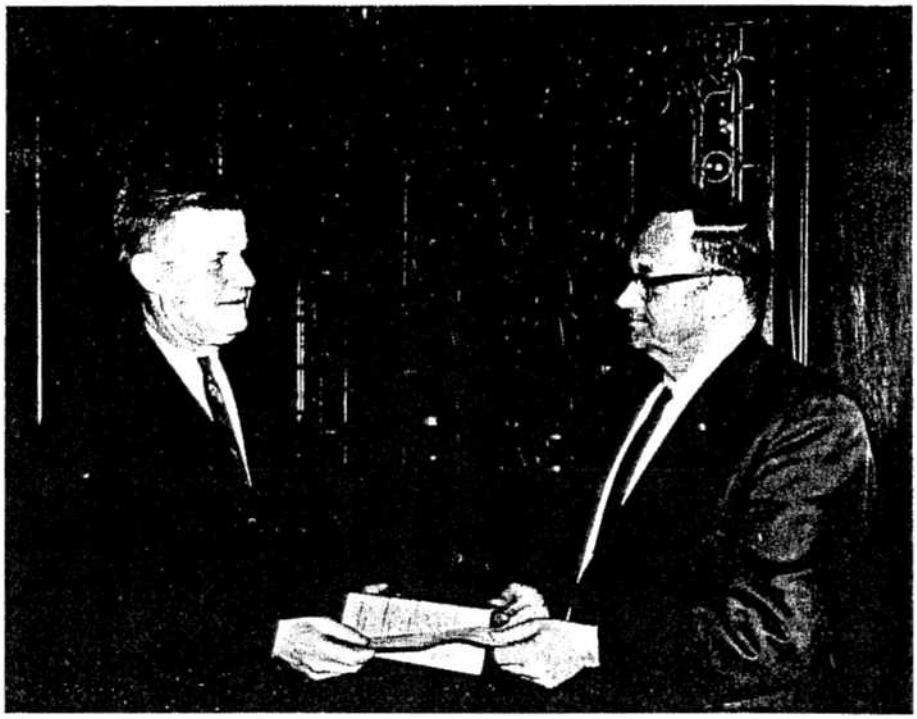
Notary Public.

(SEAL)

My commission expires: 8/6/72.

RF&P Officially Opens Dahlgren Line for Industrial Development

Rail-O-Gram
Jan-Feb 1965



Stuart Shumate, president of RF&P, presents check to Gordon W. Byrum, chairman of Stafford County Board of Supervisors, in exchange for deed.

Group of guest that rode diesel locomotive when the first car was placed in siding of Republic Lumber Company, the first industry to locate on the Dahlgren line.

In May of last year, RF&P was high bidder for the abandoned Fredericksburg to Dahlgren Railroad line which was put up for sale as surplus property by the Federal Government. (See May-June 1964 issue of *Rail-O-Gram*). RF&P obtained 26.4 miles, running from one mile east of Fredericksburg to Dahlgren.

Another 1.4 mile section between the RF&P main line at Fredericksburg and the 26.4 mile section purchased by the RF&P became the subject of separate negotiations between the General Services Administration and Stafford County.

Later the RF&P entered into negotiations with Stafford County, and in a brief ceremony in Fredericksburg on December 16, acquired title to the 1.4 mile section and officially opened the industrial track for development purposes by placing a car at a new Republic Lumber Company warehouse, the first industry to locate on the line.

RF&P was host at a luncheon in the Mount Vernon Club at the General Washington Inn in Fredericksburg on December 16, at which time Mr. Gordon W. Byrum, chairman of the Stafford County Board of Supervisors, and Mr. Shumate, president of RF&P, exchanged the deed and a check covering the transaction. The luncheon was attended by officials of Stafford and King George County (through which the line also runs), the City of Fredericksburg, Republic Lumber Company and other guests.

RF&P, Stafford, King George County, and Fredericksburg officials are most optimistic about the industrial development potential of the area served by the Dahlgren. They feel that other industries will follow the example of Republic Lumber Company in locating on the line.

Rail-O-Gram
May-June 1964

great industrial potential seen in $605,000 purchase

E. H. Cann, general agent at Fredericksburg, shows Claim Agent W. V. Franck Jr. sign that must come down.

the dahlgren railroad: an investment in the future

Industrial development is of prime concern to the RF&P. To further stimulate activity in this area—in keeping with its and the state's long range industrial objectives—the company recently purchased the Fredericksburg-to-Dahlgren railroad.

Built during World War II to serve the old Naval Proving Grounds at Dahlgren, the railroad was abandoned seven years ago and declared surplus property by the federal government. Bids were asked, and the RF&P's $605,000 for 26.4 miles of the road (from Dahlgren to State Route 606 just east of Fredericksburg) and 395 acres of adjoining property was top.

Seventeen other bids—from scrap metal firms, other railroads and individuals, from as far as Colorado, Chicago and Mississippi—ranged up to $452,507. Most, however, were interested in just the scrap value of the rail.

A 1.3-mile section which links the RF&P's main line at Fredericksburg, has been purchased by Stafford County in a separate negotation. The county bought the section for a spur line to serve a possible industrial prospect, and it is expected that it will either resell or lease the section to the RF&P for operation.

Nearly all land along the railroad is suitable for industrial construction, and it is the RF&P's plan to keep the railroad intact and recondition it as the need arises. Property is within a few miles of the Potomac River at its eastern end, and near the Rappahannock River, at Fredericksburg.

The railroad winds through farm land near Fredericksburg and heavy woodlands near Dalhgren, roughly paralleling State Route 218. It is within Stafford County on the west and King George County on the east.

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 level and has a passing track about every 10 miles.

When it was built during World War II to serve the proving grounds, it was valued at $1.4 million. The proving grounds have since been converted into a naval weapons laboratory. ●

Dahlgren branch, abandoned in 1957, meets RF&P main line north of Fredericksburg.

Dahlgren Line Bought By RF&P for $605,000

By Conrad Lemon

The Richmond Fredericksburg & Potomac Railroad has bought the Fredericksburg-to-Dahlgren railroad that was built during World War II to serve the old Naval Proving Grounds at Dahlgren.

The line was purchased from the federal government for less than half its estimated worth when it was operating. The railroad had been declared surplus.

RF&P plans to rehabilitate the line, which has been abandoned for seven years, and promote industrial development along it.

If the RF&P had not bid on the railroad and some 395 acres along it, the old line most likely would have been dismantled.

17 Other Bids

The RF&P bid was for $605,101.50. Seventeen other bids from railroads and scrap metal firms ranged up to $452,507 at the bid opening yesterday. That high bid under the one submitted by the Richmond-based railroad was for the rails only.

Not all of the line was bought by the RF&P. It acquired 26.4 miles from Dahlgren to state Rt. 606 just east of Fredericksburg. The 1.3-mile section which links the RF&P's main line at Fredericksburg is under separate negotiation between the General Service Administration and Stafford county. The county is interested in the section for a spur line to serve an industrial prospect.

It is expected that Stafford county, once it gains title to the spur, will either re - sell or lease it to the RF&P to operate.

Stafford Bid Pending

The Stafford bid is pending in a report before the House and Senate Government Operations committees and is expected to be cleared sometime next week.

When the line was built during World War II to serve the proving grounds, it was valued at 1.4 million dollars. The proving grounds have since been turned into a naval weapons laboratory.

During the years that it has been abandoned, brush has grown between the ties of the railroad which winds through farm land near Fredericksburg and through heavy woodlands near Dahlgren.

Charles E. Mervine Jr., assistant to the president of RF&P, said, however, that the rails and ties are in good condition and that there will be no problems in rehabilitating the line. There are no bridges on the line other than several 14-foot spans which are reported to be in good condition.

Confident of Need

The line is fairly level and has passing tracks at intervals of about 10 miles.

It will be reconditioned, Mervine said, as the need arises. And, he added, the RF&P is confident that the need will arise.

"It is our main hope," he said, "to keep the line intact. We purchased it for industrial development in the area . . . It ties in with our long-range industrial objectives and with those of the state."

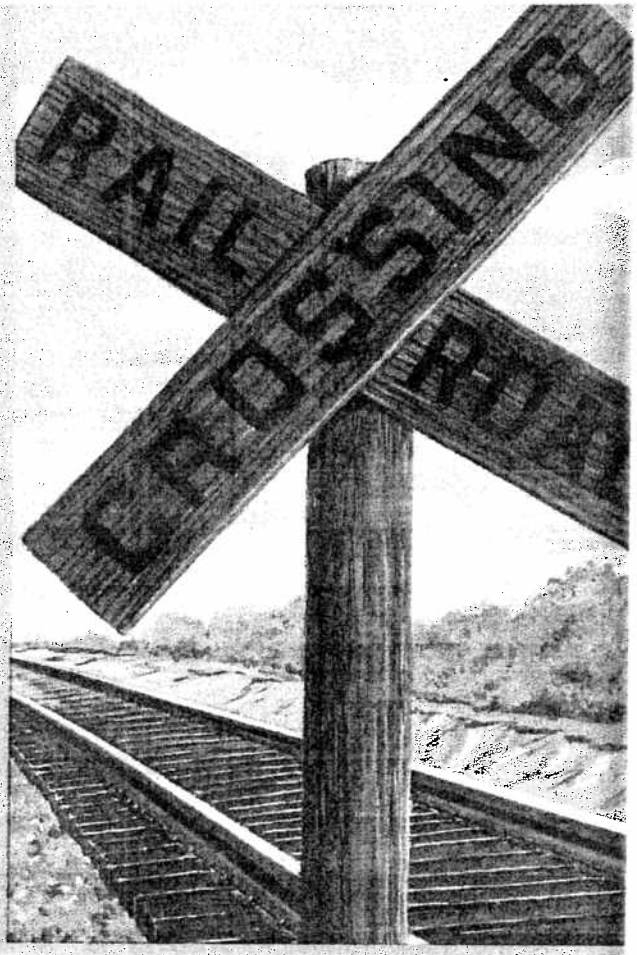
Mervine said nearly all land along the line is suitable for just about any type of industrial construction and that it is within a few miles of the Potomac river at its eastern end and near the Rappahannock river at Fredericksburg.

The 395.38 acres along the tracks acquired by the RF&P will be made available for industrial development, he said, and the railroad hopes to acquire other land for development and to encourage development all along the line.

The line runs roughly parallel to state Rt. 218 and is within Stafford county on the west and King George county on the east.

GSA accepted bids on the railroad either for the land, for the track or for both.

6-6-64



ATTENTION RAILROAD COMPANIES, UTILITY COMPANIES, DEALERS:

RAILROAD FOR SALE

BY U.S. GOVERNMENT

VALUABLE TRACKAGE AND ACCESSORIES AVAILABLE FOR OFF-SITE REMOVAL

28.4 miles of Trackage (Rail, Hardware, and Accessories) and Right of Way

Former U.S. Naval Railroad serving the Dahlgren Naval Station from Fredericksburg, Virginia

Sealed Bid Opening: June 5, 1964

GENERAL SERVICES ADMINISTRATION

Region 3, Washington, D. C.

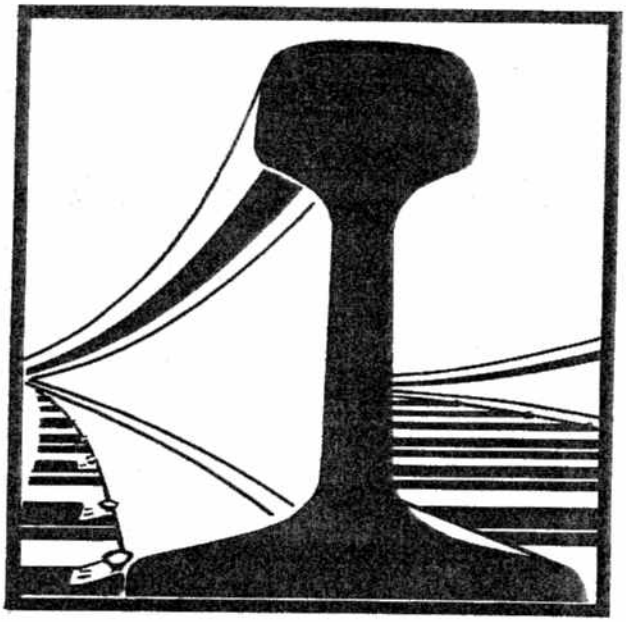
BETTER THAN AVERAGE GRADE OF USED RAIL

History of the property

This railroad was built in 1942 as an auxiliary means of transporting guns manufactured at the Naval Weapons Plant in Washington, D. C. to the Dahlgren Naval Weapons Testing Station. According to Government's information this rail was seldom used and has received the equivalent of less than one year's use in terms of "train days" between the time it was built to the time it was deactivated in 1957.

LAND AND IMPROVEMENTS

Approximatley 395.380 acres of land and 28.4 miles of 100 lb. railroad trackage located in Stafford and King George Counties, Virginia. Right of way ranges from 50′ to 300′ in width. Trackage and right of way extends from State Route No. 606 to U. S. Highway No. 301.

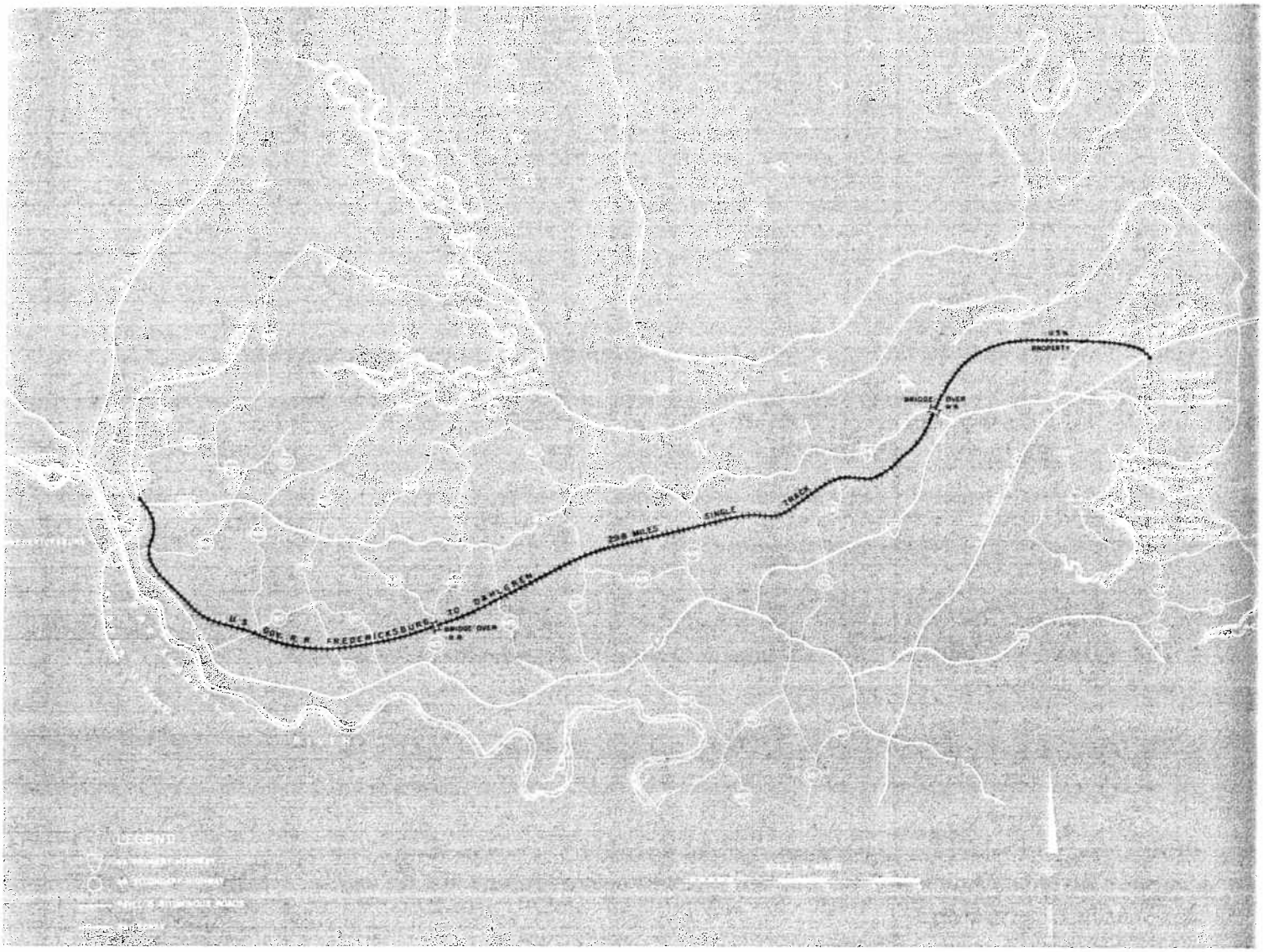


MAIN TRACKS

Cross Ties—Creosoted White Oak	73,780 each
Switch Timber—Creosoted	17.890 MBM
27.891 miles, 100# New OH - 1941 trackage	4095 GR-Ton
Frogs	4 Each
Switches	4 Each
Switch Stands	4 Each
Angle Bars, New	6201.68 CWT
Bolts	436.26 CWT
Nutlocks	42.77 M
Tie Plates	18,393.78 CWT
Anti-creepers	42,343 each
Spikes	3218.44 CWT
Ballast (crushed stone & wash guard)	96,882 CU. YD.

YARD TRACKS AND SIDINGS

Cross Ties—Creosoted White Oak	756 each
0.509 miles, 100# New OH - 1941 trackage	50.76 GR-Ton
Angle Bars	88.29 CWT
Bolts	6.18 CWT
Nutlocks	.618 M
Tie Plates	256.99 CWT
Anti-creepers	593 each
Spikes	34.58 CWT
Ballast (crushed stone & washed gravel)	994 CU. YD.



Right-of-Way

Approximately 395.38 acres of railroad right-of-way starting from the Southeasterly boundary of State Route 606 at the outskirts of Fredericksburg Virginia, and continuing in a southerly and easterly direction approximately 28.4 miles to the westerly boundary of U. S. Highway 301, near the U. S Naval Weapons Laboratory at Dahlgreen, Virginia. Easements will be available on the remaining northwesterly 1.4 miles of right-of-way.

IMPORTANT FEATURES OF THE AREA:

- Excellent highway facilities are provided by U. S. Highway 1, the main north-south route to Washington, D. C., Richmond and points south; State Highway 17, beginning at Fredericksburg and accommodating east-west traffic; and State Highway 3, gateway to the northern neck of Virginia to the east, connecting with north-south U. S. Highway 301.
- Complete trucking facilities to all major markets of the east coast, southeast and midwest are offered by ten companies authorized to provide Stafford County with interstate service. Interstate Highway 95, now under construction, will soon be available to Stafford County, thereby providing excellent access to north-south points.

The Richmond, Fredericksburg & Potomac Railroad runs through Stafford County and has a terminal at Fredericksburg.

Looking east from east end of line, milepost 27S. Route 301 (4-lane highway) in background.

GENERAL SALES INFORMATION FOR BIDDING

Note these important bidding terms

Prospective purchasers may bid for this property as follows:

- The right-of-way together with trackage, including all accessories, poles and wire.
- Trackage and accessories, poles and wire for removal and re-use elsewhere.
- The right-of-way land without the trackage, and accessories, poles and wire.

Prospective purchasers are urged to inspect the property prior to bidding. The property described herein will be sold "as is" and "where is" without any representation or guarantee.

All bids must be submitted on Invitation No. GS-03-U(R)-46 accompanied by an earnest money deposit in the amount of 10% of the bid submitted in the form of a certified check, cashier's check or postal money order made payable to the order of "General Services Administration, Region 3." The Government reserves the right to accept or reject any and all bids. Bids will be received at the General Services Administration, Region 3, Business Service Center, Room 7122, 7th and D Streets, S.W., Washington D. C., until 1:00 P.M. (EDT) June 5, 1964, at which place and time they will be publicly opened and read.

For your Invitation, Bid and Acceptance Forms, indicating the terms and conditions for sale and further information contact:

GENERAL SERVICES ADMINISTRATION, REGION 3

Utilization and Disposal Service ▪ Real Property Division

7th and D Streets, S.W. ▪ Washington, D. C. 20407 ▪ Phone: Worth 3-3584 Area Code 202

GSA WASH DC 64-13422

RICHMOND, FREDERICKSBURG & POTOMAC RAILROAD

OFFICE OF GENERAL SUPERINTENDENT

Richmond, Va.

August 26, 1942

General Order No. 310

Effective at once, passenger stop at Dahlgren Junction (formerly Cool Spring) will be made just north of point of interchange with Government Railroad, station sign being relocated at that point.

W.A.Aiken,Jr,
General Superintendent.

Cys to
Sec Foreman
& Supervisor

Sign moved - 8-29-42 ✓

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANY
Traffic Department
Richmond, Va.

June 15th, 1942
Desk A-File 344

Government Railroad to Dahlgren, Va.

To Connections:

The United States Government Railroad (about 27 miles long) to serve the Naval Proving Ground at Dahlgren, King George County, Va., on the Potomac River, will be ready for use on or about July 1st, 1942. This line connects with the RF&P RR at a point in Stafford County, Va., about two miles north of Fredericksburg, now called Cool Spring (RF&P Station No. 250 in Agent Leland's Official List of Open and Prepay Stations). The name of this station is being changed to Dahlgren Junction with same station number.

The Government railroad will be operated by the Navy Department and will handle only traffic consigned to or shipped by the Naval Proving Ground and such other traffic as the Navy Department may indicate from time to time. All freight, carload or L.C.L., interchanged with the Government railroad will be delivered to or received from that line at Dahlgren Junction, Va. and will be waybilled and rated to or from Dahlgren Junction. The billing and accounting will be done by the freight agent of the RF&P RR Company at Fredericksburg, Va.

While the Government railroad will primarily carry freight traffic, there will be movements of Navy men or Marines to or from Dahlgren from time to time as may be arranged by the Navy Department and such passengers will be ticketed to or from Dahlgren Junction, Va. and there interchanged with the Government railroad, subject to fares applicable to or from that point.

JOHN B. MORDECAI

Traffic Manager.

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANY
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The Government railroad will be operated by the Navy Department primarily for freight traffic but there will be movements of Navy men or Marines to or from Dahlgren from time to time and such passengers will be ticketed to or from Dahlgren Junction, Va. and there interchanged with the Government railroad but only when arrangements have been made by the Navy Department for their transportation.

The following Interstate One Way Basing Fares now published to Cool Spring will apply to or from Dahlgren Junction, Va.:

	Miles	In Parlor or Sleeping Cars	In Coaches
Washington, D.C.	52.2	$1.75	$1.15
Alexandria, Va.	43.9	1.50	.99
Doswell, Va.	39.5	1.30	.88
Richmond, Va.	64.3	2.15	1.45

JOHN B. MORDECAI

Traffic Manager.