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MERGER NEWS

CLINCHFIELD MOVES INTO SHELBY

On the morning of April 15, Clinchfield Railroad yard functions at Elkhorn City, KY were transferred to C&O's Shelby Yard, 16 miles to the north. Involved in this move were eight CRR Clerks and eight carmen. Local CRR functions are now handled from an office trailer behind the C&O yard office. The CRR freight agent will remain at Elkhorn City for the present.

Accordingly Clinchfield's assigned manifest crews on Nos. 92 and 97, non-assigned crews on No. 93 and C&O's assigned crews on Nos. 192 and 97 will now call Shelby their away terminal.

The C&O crews stay in the bunkhouse, while CRR crews go to a local motel. C&O crews have long complained of the noise brought on by the building's nearness to the yard. Rumor is that a new 60-bed bunkhouse will be constructed, and the present bunkhouse will be converted to a yard office. A large, metal shop building is under construction which will provide a maintenance facility for work equipment.

Normally six CRR/SCL units, three from each freight, are serviced daily. The arrival of a unit phosphate train means five more.

C&O 192 and CRR 97 are left on the main line while the units and cabs are exchanged. CRR 93 is yarded and must be doubled over by the C&O crew and coupled to 97. CRR 93 normally makes all the set outs and pick ups between Erwin and Shelby and also returns empty Chessie hoppers.

When the mines go back to work, C&O pool crews out of Shelby and CRR pool crews out of Dante, VA will each have equity rights to work assignments in the territory, including branches, between these terminals. The equity rights will be worked out on a basis of mileage accumulated. Under this complicated formula, it will be possible for C&O crews to work out of Erwin, TN on manifest runs to and from Shelby.

Construction of the Deane connection linking the L&N and the C&O's Elkhorn & Beaver Valley Subdivision has been completed, and the first unit coal train tariff became effective April 15.

With the anticipated increase in southbound coal tonnage through the Elkhorn City gateway comes word of probable pusher operations between Dunleary, KY and Towers, VA on coal trains of over 60 loads.

SWEEPING CHANGES ON LEXINGTON SUBDIVISION

From Alan McCutchen, Louisville, Charles Marcum, Lexington and Tom Seay, Georgetown, KY

C&O's Netherland Yard in Lexington was closed on April 23 as part of CSX consolidation plans. All clerical and other operations were moved over to L&N's West Lexington Yard on Buchanan Street. Most of the C&O employees were transferred, but several had to exercise their seniority elsewhere on the system.

The abandonment of a 10.1 mile segment of redundant main line between Winchester and Chilesburg was effected. The remainder of the trackage from Chilesburg to Lexington will remain to serve FMC Corporation and a fertilizer distributor.

C&O manifests Nos. 391 and 392 now only operate as far west as Winchester where they terminate or originate at L&N's Patio Yard, approximately a half mile south of the C&O crossing. L&N freights now handle the manifest to and from Louisville and Lexington. CS 4278, 4179, 4211, 8270 and cab 3255 were spotted at Patio on May 1.

The last eastbound C&O NO. 392 departed Louisville on April 23 with engines B&O 4047, C&O 4276, 25 cars and cab C3578. The C&O manifest originated at Conrail's Preston Street Yard, known locally as the "Big Four Yard". The switching and transfer of C&O manifest was performed by Conrail crews.

The remaining C&O crews in Lexington have frequently worked on L&N's Patio Local using an L&N Alco C-420.

The coal strike has brought about a resumption of coal

loadings on the Lexington Subdivision by non-union shippers. The Olive Hill Turn is frequently running and often takes manifest over Corey Hill for No. 391 to pick up at Olive Hill. L&N empty rail trains continue to be sent east to Russell for loading but are returned loaded via the Cincinnati District to L&N's DeCoursey Yard.

THE SUN SETS ON SILVER GROVE

from John Ranson, Ft. Thomas, KY, and from the *Cincinnati Enquirer*, April 21, contributed by E. Donald Smith, Ludlow, KY

"They won't be making up the trains in Silver Grove after today, and somehow it seems like Cincinnati without the Reds or Covington minus the suspension bridge," lamented *Enquirer* columnist Jack Hicks. C&O fans couldn't agree more.

Effective April 22, C&O operations in the Cincinnati area were consolidated at the new Queensgate Yard. Speculation is that L&N will not use Stevens Yard as earlier planned. L&N reportedly will operate KC Junction in Covington and do all the switching south of the Ohio River.

C&O built the town of Silver Grove around 1912 as a ready source of labor with workers only a short walk away. The railroad supplied the electricity and water, the later as cheap as ten cents per 1,000 gallons. The high school adopted the team name of "Big Trains".

At one time as many as 2,000 people worked in the big Stevens Yard. Approximately 885 of them repaired steam engines and rolling stock.

Because Chessie has been cutting down operations over the years, its leaving isn't the abrupt financial blow to Silver Grove that it might have been. The town collected taxes on just one track, and that's only several hundred dollars a year.

Chessie raised water rates to the approximate level of the Campbell County Water District last year and would like to terminate its service to the town. Railroad officials say they hope the town can negotiate a service agreement with the district, and although the state is bringing pressure to employ a qualified water system operator, Chessie has promised it won't "just pull out" water service.

AMTRAK TO GET NEW DEPOT IN NEWPORT NEWS

from the Newport News *Times-Herald*, Jan. 8, contrib. by William R. Vivian, and from the *Federal Register*, March 10, contrib. by H. L. Buckley

C&O has contracted to sell a four-acre parcel of land which contains the present Amtrak passenger station and approximately 1,080 feet of track. The trackage ends on a wooden pier which once was used as a terminal in connection with C&O's passenger service between Newport News and Norfolk. C&O discontinued all passenger service on the line in 1971 and no freight has moved over the trackage since 1973. The only current use of the trackage is by Amtrak. Amtrak trains originate and terminate on the line and are serviced there by C&O employees under a contract which also allows Amtrak to use part of C&O's former station.

The property will be sold to Oyster Point Development Corp., funding arm of the City of Newport News, which represents Horne Brothers, Inc. ship repair firm. Horne Brothers own the adjacent property and need C&O's land to expand their operation.

Oyster Point, Chessie and Amtrak will share the estimated \$200,000 cost of the new passenger station. It will be located in the Huntington Park area (about three miles west of the present station) at what was known on the railroad as Hampton Roads Transfer. The new facility will be a substantial improvement over the present location.

Amtrak has committed \$60,000 of its funds to building the new station. Chessie will donate a portion of the land.

Editor's Note: In a late development, Bill Vivian indicates that the low bid among the 14 bidders for construction of the station was \$219,768, and the contract may be let very soon. The station and its surrounding area will be named "Lafayette Square", and it is planned to complete construction by October 1, in time for the centennial celebrations to be held on the 16th.

Chessie will own the new station and lease it to Amtrak.