

Erwin, Tennessee, October 12, 1954

Mr. W. H. Kendall:

Please refer to yours of October 6, File 89.

My thoughts concerning the improvements for 1955 are:

- (1) Heavier rail - 132 lb. replacing 100 lb. and 112 lb.
approximately 43 miles - Gross \$1,750,000.00
- (2) Approximately 8 miles of car storage tracks to
relieve present yard congestion - Gross \$295,000.00
- (3) Approximately 15 trucks, 3 combination highway and
rail vehicles for more efficient transportation of
M-W forces - Gross \$40,000.00
- (4) Equipment to complete mechanization of (a) rail-laying
gang and (b) surfacing and tie renewal gang - Gross \$70,000.00
- (5) Electro mechanical handling of waybills, car service
reports and accounting through teletype, photoprinters
and accounting machines \$35,000.00
- (6) Expand radio and talk back - Gross \$10,000.00
- (7) Mechanical car icer for ice platform, Erwin, Tenn.-Gross \$40,000.00
- (8) Modernize Agency office - Gross \$10,000.00
- (9) Rebuild depot with fireproof structure - Gross \$8,000.00
- (10) Relay 100-lb. rail in passing tracks with 112-lb. and
115-lb. - Gross \$150,000.00

J. M. Salmon, Jr.

Erwin, Tennessee, October 6, 1954

File 89

✓ Mr. Salmon:
Mr. Likens:

MODERN RAILROADS again plans to have the January issue cover 1954 improvements and developments, and plans for 1955.

You will recall this was done for the January, 1954, issue, and I shall appreciate your compiling the necessary data for reply.

For convenience, the request from MODERN RAILROADS is spelled out as follows:

1. What have been the outstanding advancements, improvements, and "modernizations" of your railroad in 1954?
2. What is planned for 1955 to make for even more efficient operation of your railroad and overall railroad service?

↓ completed
1953 & 54
Program

W. H. Kendall
\$ 1,750,000⁰⁰

- (1) Heavier Rail - B2# replacing 100 # & 112 #
- (2) Approx 8 mile of tracks for car storage only - receiving per ^{pts} Grand of this suggestion. \$295,000.
- (3) (15) Trucks and (3) Combustion acid highway vehicles for more efficient transportation of sections and welding forces. \$40,000⁰⁰
- (4) Equipment to complete the mechanizing of (1) rail laying and (1) surfacing gang \$70,000⁰⁰
- (5) Electro mechanical handling of way bills, car semi records and accounting thru teletype in connection with photo printers and I. B. Machines.
- (6) and Radio and Track Cocks - \$10,000.

car use on ice platform at Ennis \$2,000

(8) Modernize one Agency & District Post office \$10,000

(9) Rebuild one Depot destroyed by arson with
fireproof building \$8,000.00

(10) Relay point 100# rail in passing track with
112# & 115# rail - \$150,000.00

October 8, 1953

Mr. Reddick A. Bowman
Orangeburg, South Carolina

Dear Mr. Bowman:

Your letter of September 15 requesting information about our railroad down the south side of Blue Ridge Mountain.

This railroad descends 1,165 feet in 20 miles by rail or 4 miles by air distance. To give you an idea how this is done, I enclose you a map showing the alignment and grade of our track down the mountain.

If you wish to make a trip to this section for the purpose of taking pictures, you could come to Spruce Pine, N. C., either by our train from Spartanburg or by auto over State Highway No. 26 from Marion, N. C. Spruce Pine has very good hotel accommodations and you can easily reach our line and the Blue Ridge Parkway by auto from there.

If you come by Railroad, our train runs every other day, that is, it leaves Spartanburg for Spruce Pine on Mondays, Wednesdays and Fridays then back to Spartanburg the following days.

If there is any other information we can give you, please call on us.

Yours very truly,

Asst. Chief Engineer

Enclosure

October 8, 1953

Mr. Reddick A. Bowman
Orangeburg, South Carolina

Dear Mr. Bowman:

Your letter of September 15 requesting information about our railroad down the south side of Blue Ridge Mountain.

This railroad descends 1,165 feet in 20 miles by rail or 4 miles by air distance. To give you an idea how this is done, I enclose you a map showing the alignment and grade of our track down the mountain.

If you wish to make a trip to this section for the purpose of taking pictures, you could come to Spruce Pine, N. C., either by our train from Spartanburg or by auto over State Highway No. 26 from Marion, N. C. Spruce Pine has very good hotel accommodations and you can easily reach our line and the Blue Ridge Parkway by auto from there.

If you come by Railroad, our train runs every other day, that is, it leaves Spartanburg for Spruce Pine on Mondays, Wednesdays and Fridays then back to Spartanburg the following days.

If there is any other information we can give you, please call on us.

Yours very truly,

Asst. Chief Engineer

Enclosure

Mr. Salvo

Reddick A. Bowman

Attorney and Counsellor at Law

Orangeburg, S. C.

Sept. 15, 1953.

Clinchfield Railroad Company,
Erwin, Tenn.

Gentlemen:

Isn't it your railroad that drops its elevation suddenly and within the distance of a few miles in the mountains of North Carolina? If it is will you please be kind enough to advise me where I can get hold of the interesting facts about engineering feat. First I should like to get what information I can from you. Then I should like to know whether I can be allowed to go to the place itself for further information and for pictures of the ascending and descending trains.

Many thanks for anything you can do for me in this regard.

Sincerely yours,

Reddick A. Bowman

b

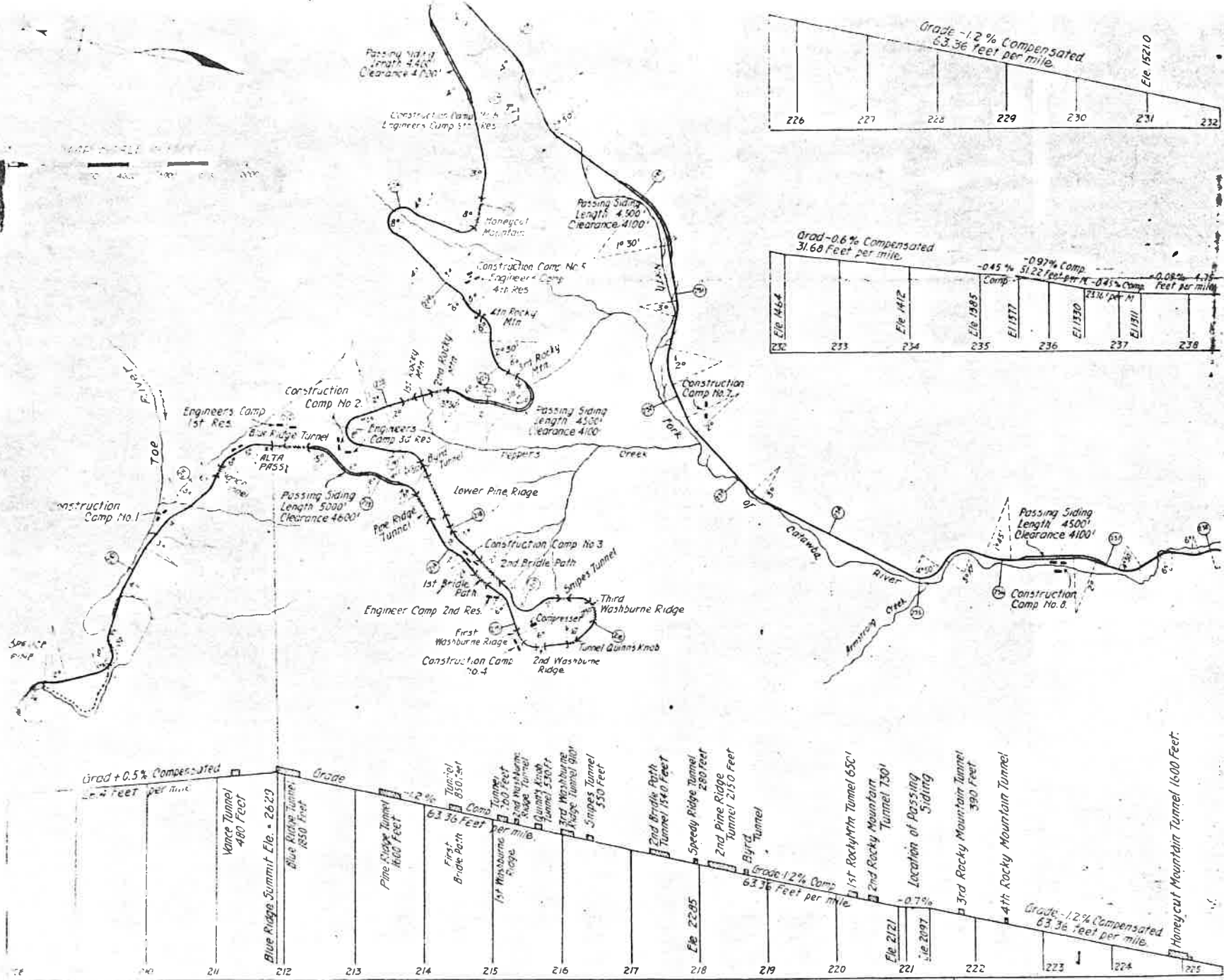


Fig. 3—Development Down Eastern Slope of Blue Ridge, Carolina, Clinchfield & Ohio, Ry.

ms
May 7, 1953

Mr. W. H. Schmidt, Executive Editor
Railway Age
79 West Monroe Street
Chicago 3, Illinois

Dear Mr. Schmidt:

Please refer to your letter of May 1 concerning the Clinchfield article for publication in Railway Age and Railway Signaling and Communications.

The article prepared by Mr. McKnight is herewith returned and has been marked to indicate the corrections and changes we desire to be made before publication. Also we have marked eleven of the twenty-four pictures you sent us with a red "X" on the back and prefer that these be used wherever pictures are desired.

The article as revised has my approval and I trust is satisfactory for you to proceed with publication. If further information is desired, please advise.

Yours very truly,

General Manager

MLM:lrc

Enclosures

Mr. Kendall:

As information. Please note and return.

C. F. Baxter, 9/11/51

noted
C.F.B.
9/12

DEPARTMENT OF THE NAVY
BUREAU OF AERONAUTICS
WASHINGTON 25, D. C.

September 11, 1951

Mr. L. N. Thomas
Deputy Director of Industrial Planning Division
Bureau of Aeronautics
Department of the Navy
Washington 25, D. C.

Dear Mr. Thomas:

Thank you very much for your letter August 31, 1951, Aer-IP-11, 100705, in regard to a Government-owned plant to be built near Bristol, Tennessee.

Several months ago, we wrote to the 3 Government Defense Departments, requesting that we be given the opportunity to submit plant site data for any new government plants to be built in the area served by our railroad, as indicated by the small map on the back of this sheet.

As you will note, this is in our general area but we were not given the opportunity to submit data for such sites as we have that we feel sure would have met the requirements for a plant site location.

We will greatly appreciate it if you will place us on your mailing list to receive such information as was made available in this instance, for your future new plants.

We would also like to have the opportunity of working with the other Government Departments in the selection of plant sites for any additional plants they may find it necessary to build in connection with the present emergency, and if you can give us any information or suggestions, as to how this can be accomplished, it will be greatly appreciated.

Thanking you in advance, we remain,

Yours very truly,

Industrial Agent

**DEPARTMENT OF THE NAVY
BUREAU OF AERONAUTICS
WASHINGTON 25, D. C.**

IN REPLY REFER TO

Aer-IP-11

31 August 1951

100705

Clinchfield Railroad Company
Erwin, Tennessee

Attention: Mr. C. Frank Baxter

Gentlemen:

In your letter of August 15, 1951 you request information with respect to a Government-owned plant to be built in East Tennessee.

The site which has already been selected for this plant is approximately two miles south of Bristol, Tennessee. This plant is to be constructed under a contract between the Bureau of Aeronautics and the Sperry Farragut Corporation, a subsidiary of the Sperry Gyroscope Company, and is to be operated by the same corporation.

Your interest in this matter is appreciated.

Sincerely yours,



L. N. THOMAS
Deputy Director of Industrial Planning Div.
By direction of the Chief of Bureau



THIS SIDE OF CARD IS FOR ADDRESS

Mr. J. M. Salmon, Jr.
Chief Engineer
Clinchfield Railroad
Erwin, Tennessee

*This is all the data
I can have available*

R.F.D. Box 52-D, High Falls, N.Y.
January 24, 1951

1 large
2 1/2" pack
Dear Mr. Salmon:

Your letter and photographs forwarded to me for which I thank you. The amateur snapshots and wee colored card of diesel 800 are too small for our archive needs; please send larger prints of these if possible builders photos similar to the Baldwin and Alco photos you did include. Electro-Motive are "stinky mean" about sending out standard 8x10s but please write them and ask for some as you own the engines are so are entitled to a supply of photos; they do not send to others than the roads themselves. We hope you can and will follow through for us to get us as complete a set as you can.

David G. ...

November 21, 1958

592

Mr. Stokes Ramseur, Manager
River Mills
Greenville, South Carolina

Dear Mr. Ramseur:

Please recall our conversation at the Piedmont Traffic Club Dinner in Greenville, November 10, concerning railroad history and development, particularly the earlier builders' efforts to conquer the Appalachian mountains with a route connecting the Ohio Valley and the South Atlantic Seaboard.

I am enclosing a copy of our March 1958 issue of the "Clinchfield Link" commemorating our 50th Anniversary which I think you will find interesting from a standpoint of history, development and service.

I enjoyed meeting you at this occasion and I hope to have the opportunity again.

Yours very truly,

Maintenance Engineer

JAG/lrc

Attachment