

Manufacturing Record

1515

Form G-7

CLINCHFIELD RAILROAD COMPANY

Untold millions of resources remain untouched awaiting the development of transportation facilities, and the pioneer work which goes in hand with the opening of new railroads. The natural resources of the South are no greater today than they were one hundred years ago, but the pioneering of railroads together with the unprecedented development in the efficient service of railroad transportation, has placed the South in an enviable position in the industrial world.

The development of these resources could not have been accomplished by any known means of transportation other than the railroads, and the rapid growth and continued prosperity is due to the increase in the service and continued expenditures and efforts to render better service than ever before, and to meet the ever changing requirements of the public.

A good illustration of the value of railroad transportation, is a comparison of the increase made during the past fifteen years in the sections of Kentucky, Virginia, Tennessee, North Carolina and South Carolina opened and served by the Clinchfield Railroad, as well as those territories served indirectly by reason of shorter routes being opened and, in effect, bringing the producing and consuming markets closer together.

The opening of this railroad has resulted in the development of feldspar and clay deposits that were formerly unknown. Fifteen years ago about eighty per cent of the feldspar used in the United States was imported. At the present time probably less than fifteen per cent of this material is imported. This change is due in a great measure to the Clinchfield Railroad.

CLINGFIELD RAILROAD COMPANY

- 2 -

The class of products and the increase in fifteen years is shown below in total tons carried.

Products of	1912	1927	Per cent Increase
Agriculture	79,508	169,867	114.%
Mines	2,705,757	4,052,634	50.%
Forests	195,936	734,761	275.%
Manufacture and Miscel.	165,570	913,955	450%

These industries could not have made such rapid strides without efficiently maintained railroad transportation. The needs could not have been met by motor trucks.

In addition to the original investment of approximately \$186,000. per mile, the Clinchfield has expended for extensions, additions and improvements over \$100,000. per mile, in the last fifteen years, in order to properly serve the transportation needs of the South. These improvements have been the elimination of grade crossings, concrete lining of tunnels, elimination of wooden trestles, additions to locomotive and car equipment, expansion of shop facilities, office and station buildings, extension of main line, sidings and industrial tracks.

Notwithstanding these enormous expenditures which have added great wealth to this territory, the railroads have paid a continued increase in taxes. In 1912, for each one dollar of gross revenue 3.7 cts was paid in taxes, while in 1927 11.9 cents of each dollar of

CLINCHFIELD RAILROAD COMPANY

- 3 -

gross revenue was paid in taxes, an increase of 222.%. A large portion of this increase has been due to public expenditures for building and maintenance of highways and the free use of same by trucks and busses has been a large factor in the reduction of railway earnings. The gasoline tax, which was primarily intended for highway purposes, is also assessed against gasoline used by railroads.

For the year 1928, the Clinchfield, while not making any large individual improvements, will expend approximately \$375,000 in miscellaneous additions and retirements, all of which tend to a more efficient and economical service.

The building up of fast freight service between the Chicago and Ohio districts and the Southern states, within the last few years, has probably been the greatest improvement in the service since the construction of the Clinchfield. Package car service is regularly maintained from Chicago to East Tennessee in two days and to the Carolinas in three days, and fast freight service between Chicago and Jacksonville, Fla. in four days. This service is greatly appreciated by the shippers and contributes greatly to a healthy industrial progress.

The operation of motor trucks and busses, in the territory served by the Clinchfield, has been such as to reduce the earnings of the railroad, but not, as yet, sufficient to justify the use of these facilities to supplement the railroad service.

The pictures enclosed show a type of improvement that is being made in the elimination of wooden trestles.

CLINGFIELD RAILROAD COMPANY

- 4 -

These show the pre-cast reinforced concrete
slabs being set in place, making a safe permanent structure
and eliminating a grade crossing.

Clinchfield Railroad,
Erwin, Tennessee,
October 10, 1928.

*Outline of History of
Carolina, Mississippi & Ohio R.R.*

The building of a railroad from the seacoast across the Blue Ridge Mountains seems to have been the dream of statesmen and men of affairs from the beginning of railroad building in the United States. John C. Calhoun in 1832 advocated the building of a road from Charleston to Cincinnati. In 1836 a company was formed for this purpose. Robert Y. Hayne, the great South Carolina Senator, famous because of his debate with Webster, was made the President of the road. Surveys were made and construction was begun, though only eighteen miles of the line was completed, that portion being in South Carolina. It is stated that John C. Fremont, later to become a candidate for the Presidency, was employed on the road as a surveyor.

Various projects for building a railroad on a direct route from Charleston to Cincinnati were conceived but were never carried into execution on account of the almost impassable mountain barriers. The plans lay dormant until about 1887. General John T. Wilder, who had been a gallant soldier in the Union Army interested capitalists in the construction of the road, and organized the Charleston, Cincinnati and Chicago Railway, known as the 3-C. The object of the road was to connect the rich coal fields of southwest Virginia and eastern Kentucky with the north and south by means of a road extending from Charleston to Cincinnati. This company made surveys through the entire route. Two sections of the railroad were completed - one extending from Marion, North

Carolina, to Kingsville, South Carolina (now owned by the Southern Railway Company), and the other extending from Johnson City to Chestoa, a distance of twenty miles, now a part of the Clinchfield.

Associated with General Wilder were several English capitalists. They spent about seven million dollars, but were forced to suspend work in 1893 by the failure of the English banking firm, Baring Brothers.

The road was sold under foreclosure proceedings, and was purchased by Charles E. Hellier on July 17th, 1893. Hellier organized what was known as the Ohio River and Charleston Railway Company. About September 1st, 1899, that company extended the road from Chestoa, Tennessee, to five miles south of Hunt Dale, North Carolina, a distance of about twenty miles.

In 1902, George L. Carter and associates purchased the property of the Ohio River and Charleston Railway Company and organized the South and Western Railway Company, with the idea of developing the coal fields of southwest Virginia and eastern Kentucky. They acquired large tracts of coal lands in what has since become famous as the "Clinchfield Section". This company extended the line from Hunt Dale, North Carolina, to Spruce Pine, North Carolina. Further extension of the line was interrupted until the year 1905, when Mr. Carter interested the present owners.

3

In that year extension of the road from Spruce Pine south, and from Johnson City north was begun. While the general plan of the old 3-C road was followed so far as the country traversed was concerned, new surveys were made and easy curves and low grades were adopted.

In the year 1909 the road was completed from Dante, Virginia, to Spartanburg, South Carolina. Between the years 1912 and 1915 the line was extended north from Dante, Virginia, to Elkhorn City, Kentucky, a distance of about thirty-five miles.

The name of the company was changed in 1908 to Carolina, Clinchfield and Ohio Railway.

The construction of the road marked a new era in railroad construction. Where other roads seeking low grades had gone around mountain barriers, the Clinchfield cut through them. Throughout almost its entire length it traverses a rugged mountain country, cutting its way through the intervening ridges with a high standard of construction and easy grades which fit it for the carriage of an immense tonnage. A glance at the map shows that it is a bridge line from the Kentucky and Virginia coal fields to the Piedmont Section of the Carolinas.

8

OUTLINE OF HISTORY
OF
CAROLINA CLINCHFIELD & OHIO RAILWAY

The building of a railroad from the seacoast across the Blue Ridge Mountain seems to have been the dream of statesmen and men of affairs from the beginning of railroad building in the United States. John C. Calhoun, in 1832, advocated the building of a road from Charleston to Cincinnati. In 1836 a company was formed for this purpose. Robert Y. Hayne, the great South Carolina Senator, famous because of his debate with Webster, was made the President of the road. Surveys were made and construction was begun, though only eighteen miles of the line was completed, that portion being in South Carolina. It is stated that John C. Fremont, later to become a candidate for the Presidency, was employed on the road as a surveyor.

Various projects for building a railroad on a direct route from Charleston to Cincinnati were conceived but were never carried into execution on account of the almost impassable mountain barriers. The plan lay dormant until about 1867. General John T. Wilder, who had been a gallant soldier in the Union Army, interested capitalists in the construction of the road, and organized the Charleston, Cincinnati and Chicago Railway, known as the 3-C. The object of the road was to connect the rich coal fields of Southwest Virginia and Eastern Kentucky with the north and south by means of a road extending from Charleston to Cincinnati. This company made surveys through the entire route. Two sections of the railroad were completed,--one extending from

Marion, North Carolina, to Kingsville, South Carolina (now owned by the Southern Railway Company), and the other extending from Johnson City to Cheston, a distance of twenty miles, now a part of the Clinchfield.

Associated with General Wildor were several English capitalists. They spent about seven million dollars, but were forced to suspend work in 1893 by the failure of the English banking firm, Baring Brothers.

The road was sold under foreclosure proceedings, and was purchased by Charles E. Hollier on July 17th, 1893. Hollier organized what was known as the Ohio River and Charleston Railway Company. About September 1st, 1899, that company extended the road from Cheston, Tennessee, to five miles south of Hunt Dale, North Carolina, a distance of about twenty miles.

In 1902, George L. Carter and associates purchased the property of the Ohio River and Charleston Railway Company and organized the South and Western Railway Company, with the idea of developing the coal fields of southwest Virginia and eastern Kentucky. They acquired large tracts of coal lands in what has since become famous as the "Clinchfield Section." This company extended the line from Hunt Dale, North Carolina, to Spruce Pine, North Carolina. Further extension of the line was interrupted until the year 1905, when Mr. Carter interested the present owners.

In that year extension of the road from Spruce Pine, south, and from Johnson City north, was begun. While the general plan of the old S-C road was followed so far as the country traversed was concerned, new surveys were made and easy curves and low grades were adopted.

In the year 1909, the road was completed from Dante, Virginia, to Spartanburg, South Carolina. Between the years 1912 and 1916 the line was extended north from Dante, Virginia, to Elkhorn City, Kentucky, a distance of about thirty-five miles.

The name of the company was changed in 1908 to Carolina, Clinchfield and Ohio Railway.

The construction of the road marked a new era in railroad construction. Where other roads seeking low grades had gone around mountain barriers, the Clinchfield cut through them. Throughout almost its entire length it traversed a rugged mountain country, cutting its way through the intervening ridges with a high standard of construction and easy grades, which fit it for the carriage of an immense tonnage. A glance at the map shows that it is a bridge line from the Kentucky and Virginia coal fields to the Piedmont Section of the Carolinas.

The length of the present ^{main} line is ²⁷⁷~~291~~ miles, and in crossing four distinct water sheds makes use of 55 tunnels, the shortest of which is 179 feet, and the longest 7854 feet long, the aggregate length being 3.5% of the total mileage. Ample road clearance has been provided. The standard for tunnels being 18 feet wide by 22 feet high.

The elevation above sea level is 795 feet at Elkhorn City, Ky., and 742 feet at Spartanburg, S.C. The highest point being at the crest of the Blue Ridge Mountains, 2628 feet.

Five States, Kentucky, Virginia, Tennessee, North Carolina and South Carolina are crossed in the 290 miles.

This Company owns 80 locomotives which, with the exception of six locomotives, that were used in the construction period, have all been built since 1909; 38 of the entire number of locomotives are of the Mallet type.

The construction of the road, with long grades, makes an ideal proposition for Mallet locomotives and heavy trains. The usual operation being trains of 80 to 90 fifty ton cars of coal.

The building of the Clinchfield has justified, not only the dreams of the early statesmen, but the expectation of those who finished the project, in opening up a section of the country rich in natural resources.

The high grade coal fields of Southwest Virginia and Eastern Kentucky, with an output capacity of 3,500,000 tons per year from the present 44 operations, the virgin forests, agricultural products, and mines producing feldspar, mica, kaolin, shale, limestone, sand suitable for glass manufacture, have all resulted in the building of manufacturing cities along the line.

Kingsport, Tennessee, with its large cement, brick, tanning, pulp, extract and chemical plants, paved streets and a population that has grown from a country village of 8,000, presents an ideal location for industrial development.

Johnson City, Tenn., with its flour mills, iron furnaces, foundries, wood manufacturing plants, tanning and extract plants, has developed from a town of 5,000 to its present 12,000 population, with its fine schools and paved streets, due in a large measure to the building of the Clinchfield.

Erwin, Tennessee is beautifully located in a valley, and is not only the operating headquarters of the railroad, with its shops and terminals, but is also the home of the first pottery ~~shop~~ of the Mason and Dixon line, and with its foldpaper grinding plants, porcelain manufacturing plants, silk mill and lumber industries, is representative of the advantages in store for a community blessed with modern transportation facilities.

§

Note: The above was written and compiled as of November 1921

February 26 - 1930

The Carolina, Cleveland and Ohio Railway was leased for a period of 999 years from May 11 1923 to the Atlantic Coast Line Railroad Company and Louisville and Nashville Railroad Company. ~~Since~~ Since January 1 1925 has been operated by the Lessees under the name of the "Cleveland Railroad Company". Under the terms of the approval of this lease by the Interstate Commerce Commission the Lessees were required to build certain connections between the L & N RR and the C & O R. The first of these connections is ~~now~~ expected to be completed during the year 1930. See page 430 of Railway Age dated February 15, 1930 for description.

OUTLINE OF HISTORY
OF
CAROLINA, CINCINNATI & OHIO RAILWAY

The building of a railroad from the seacoast across the Blue Ridge Mountain seems to have been the dream of statesmen and men of affairs from the beginning of railroad building in the United States. John C. Calhoun, in 1827, advocated the building of a road from Charleston to Cincinnati. In 1836 a company was formed for this purpose. Robert Y. Hayne, the great South Carolina Senator, famous because of his debate with Webster, was one of the President of the road. Surveys were made and construction was begun, though only eighteen miles of the line was completed, that portion being in South Carolina. It is stated that John C. Fremont, later to become a candidate for the Presidency, was employed on the road as a surveyor.

Various projects for building a railroad on a direct route from Charleston to Cincinnati were conceived but were never carried into execution on account of the almost impassable mountain barriers. The plan lay dormant until about 1867. General John T. Wilder, who had been a gallant soldier in the Union Army, interested capitalists in the construction of the road, and organized the Charleston, Cincinnati and Chicago Railway, known as the 3-C. The object of the road was to connect the rich coal fields of Southwest Virginia and Eastern Kentucky with the north and south by means of a road extending from Charleston to Cincinnati. This company made surveys through the entire route. Two sections of the railroad were completed,--one extending from Marion, North Carolina, to Kingsville, South Carolina (now owned by the Southern Railway Company), and the other extending from Johnson City to Cheston, a distance of twenty miles, now a part of the Clinchfield.

Associated with General Bilder were several English capitalists. They spent about seven million dollars, but were forced to suspend work in 1893 by the failure of the English banking firm, Paring Brothers.

The road was sold under foreclosure proceedings, and was purchased by Charles W. Nellier on July 17th, 1895. Nellier organized what was known as the Ohio River and Charleston Railway Company. On September 1st, 1899, that company extended the road from Chestoa, Tennessee, to five miles south of Hunteale, North Carolina, a distance of about twenty miles.

In 1902, George L. Carter and associates purchased the property of the Ohio River and Charleston Railway Company and organized the South and Eastern Railway Company, with the idea of developing the coal fields of southwest Virginia and eastern Kentucky. They acquired large tracts of coal lands in what has since become famous as the "Clinchfield Section." This company extended the line from Hunteale, North Carolina, to Spruce Pine, North Carolina. Further extension of the line was interrupted until the year 1905, when Mr. Carter interested the present owners.

In that year extension of the road from Spruce Pine, south, and from Johnson City north, was begun. While the general plan of the old S-C road was followed so far as the country traversed was concerned, new surveys were made and easy curves and low grades were adopted.

In the year 1909, the road was completed from Wante, Virginia, to Spartanburg, N. Carolina. Between the years 1912 and 1915 the line was extended north from Wante, Virginia, to Elkhorn City, Kentucky, a distance of about thirty-five miles.

The name of the Company was changed in ^{March 21} 1908 to Carolina, Clinchfield and Ohio Railway.

The construction of the road marked a new era in railroad construction. Where other roads seeking low grades had gone around mountain barriers, the Clinchfield cut through them. Throughout almost its entire length it traversed a rugged mountain country, cutting its way through the intervening ridges with a high standard of construction and easy grades, which fit it for the carriage of an immense tonnage. A glance at the map shows that it is a bridge line from the Kentucky and Virginia coal fields to the Piedmont section of the Carolinas.

The length of the present main line is 277 miles, and in crossing four distinct water sheds makes use of 55 tunnels, the shortest of which is 179 feet, and the longest 7854 feet long, the aggregate length being 3.5% of the total mileage. Ample road clearance has been provided. The standard for tunnels being 18 feet wide by 22 feet high.

The elevation above sea level is 795 feet at Hickbern City, Ky., and 742 feet at Spartanburg, S. C. The highest point being at the crest of the Blue Ridge Mountains, 2628 feet.

Five States, Kentucky, Virginia, Tennessee, North Carolina and South Carolina are crossed in the 290 miles.

This Company owns 60 locomotives which, with the exception of six locomotives, that were used in the construction period, have all been built since 1909; 33 of the entire number of locomotives are of the Mallet type.

The construction of the road, with long grades, makes an ideal proposition for Mallet locomotives and heavy trains. The usual operation being trains of 80 to 90 fifty ton cars of coal.

The building of the Clinchfield has justified, not only the dream of the early statesmen, but the expectation of those who finished the project, in opening up a section of the country rich in natural resources.

The high grade coal fields of Southwest Virginia and Eastern Kentucky, with an output capacity of 3,500,000 tons per year from the present 44 operations, the virgin forests, agricultural products, and mines producing feldspar, mica, kaolin, shale, limestone, sand suitable for glass manufacture, have all resulted in the building of manufacturing cities along the line.

Kingsport, Tennessee, with its large cement, brick, tanning, pulp, extract and chemical plants, paved streets and a population that has grown from a country village to 8,000, presents an ideal location for industrial development.

Johnson City, Tenn., with its flour mills, iron furnaces, foundries, wood manufacturing plants, tanning and extract plants, has developed from a town of 5,000 to its present 12,000 population, with its fine schools and paved streets, due in a large measure to the building of the Clinchfield.

Erwin, Tennessee is beautifully located in a valley, and is not only the operating headquarters of the railroad, with its shops and terminals, but is also the home of the first pottery south of the Mason and Dixon line, and with its feldspar grinding plants, porcelain manufacturing plants, silk mill and lumber industries, is representative of the advantages in store for a community blessed with modern transportation facilities.

Note:- The above was written and compiled as of November, 1921.

February 26, 1930.

The Carolina, Clinchfield and Ohio Railway was leased for a period of 999 years from May 11, 1923 to the Atlantic Coast Line Railroad Company and Louisville and Nashville Railroad Company. Since January 1, 1925 has been operated by the Lessees under the name of "Clinchfield Railroad Company." Under the terms of the approval of this lease by the Interstate Commerce Commission the Lessees were required to build certain connections between the L&N RR and the CO&O Ry. The first of these connections is expected to be completed during the year 1930. See page 470 of Railway Age dated February 15, 1930 for description.

*Mr. Moody
call me
if this is
not what
you want
Bibb
Hessick*

CAROLINA, CLINCHFIELD AND OHIO RAILWAY
CAROLINA, CLINCHFIELD AND OHIO RAILWAY OF SOUTH CAROLINA

Moody -

Industrial Development

Coal Fields - all opened up by C&O

26 Coal mines

Annual output _____ per day

More than 100 saw mills

Annual output 75,000,000 ft

*Forests of Cumberland and Blue Ridge Mt
more than Billion feet ext standing
of merchantable timber.*

*Carbolic plant - use 500 tons coal
per day
Clinchfield Va*

Byproducts -

- Bingol*
- Acetic*
- Ammonia*
- Sax +*
- etc*

Kingsport Tenn

Cement Plant - 2500 blks per day

Brick Plant - Shale Brick - 150,000 per day

Tannery - 500 hides per day

Extract - 150 cords wood - \$5,000 per day

Leather Plant - \$4,000,000 Capital

Pulp - 100 cords wood per day

CAROLINA, CLINCHFIELD AND OHIO RAILWAY
 CAROLINA, CLINCHFIELD AND OHIO RAILWAY OF SOUTH CAROLINA

Cotton Mills

Marion

Chionca

Mauro

Spartanburg

Using C.C. & O. Coal

C.C. & O. opens up a
 wonderful summer
 resort section of the
 Blue Ridge —

Scenic Route
 Direct connecting link between
 the Ohio Valley and the
 Carolinas + southeast —

503 1/3

CAROLINA, CLINCHFIELD AND OHIO RAILWAY
CAROLINA, CLINCHFIELD AND OHIO RAILWAY OF SOUTH CAROLINA

Erwin - Pottery
Pill mill
3 feldspar mines
Carpenter shops & yards
Office
New Hotel

Population 1910 - ? - 1921 - 3500

~~Da~~

N.C. - Mitchell & Yancey Counties

Feldspar - More than 30 mines
opened up, producing
annually 40,000 to 50,000 tons
Greatest feldspar producing state in
U.S. and far ahead of Canada -
also ahead of every foreign country

Laurens - 4 plants, washing & drying
capacity 150 tons day

Mica - Greatest mica state
& highest grade -
N.C. produces 65% of mica production and 50% of mica products

CAROLINA, CLINCHFIELD AND OHIO RAILWAY
CAROLINA, CLINCHFIELD AND OHIO RAILWAY OF SOUTH CAROLINA

Kingsport. (Continued)

Hosiery mill - 1500000 per day

Glass plant - Paper work

Eastman - wood alcohol. use 1200000
wood per day

New town - from 300 or 400 in
1913 to 8000 now - (J.F. says 10000)

Johnson City

located by river
wholly or in part.

woodworking plants.

Chair factory

Textile supplies plant

Flooring plant

Label plant

Furniture plant

2 Lumber yards (assembly)

Box factory

Silk mill

Hosiery mill

Gas plant

Chemical plant (not in operation)

Population