Leading country road

While a political party change in the Commonwealth's executive offices may be too late in coming to reverse what has already been planned and approved for the next generation of Virginia's public school youngsters, careful investigation of available official information poses myriad of unanswered questions that often leave thoughtful reviewers gravely concerned.

"This is the most interesting and controversial listing I will ever see in my lifetime."

Stanley Palivoda
By Ruth Herrink

It will be sold. The question is to whom or how many buyers will become involved. Unraveling the future is intriguing to the listing broker Stan Palivoda, of Century 21-Battlefield Real Estate, Inc., whose latest task is to sell the CSX railway right-of-way property which traverses the heart of King George.

During World War II the right-of-way accommodated the rail system which began in Fredericksburg and ended at Route 301 in Dahlgren at the Navy weapons laboratory. Acquired through eminent domain and condemnation, the thirty-mile path was purchased to haul materials to Dahlgren and take explosives out of the base. It was also used to supplement barge traffic along the Potomac River which had been the main source of delivery of goods and people into the area.

According to Woodrow W. Saft, who was employed at NSWC for many years, the rail line was used as a commuter rail for employees at the base who lived in Fredericksburg.
underway at Beach

The 1992 Colonial campaign debate on the advisability of a new generation of nuclear weapons requirements for the site was a major issue in the 1980s. In this issue, Mayor Kennedy remarked, "We've seen a lot of improvements over the last six to eight years, but this is certainly one of the most significant.

"Already this day has been a significant occasion for Colonial Beach," Mayor Kennedy remarked in his address. "We've seen a lot of improvements over the last six to eight years, but this is certainly one of the most significant.

The Nice Bridge had also been constructed during that time, serving to open the Dahlgren area to more traffic.

As the packet boats, which were popular along the Potomac also lost favor with their user population, so did transportation to the area by rail. The government eventually sold the line to the railroad, now CSX Transportation, to extend the line for other than the Popes Island branch.

was seriously contemplated.

Palivoda thinks the property could be used as a commuter rail for persons coming to Dahlgren but Bandy and Leo Auger, Executive Director of the PRTC, don't see that happening. Auger said the subject was raised when King George looked at joining the PRTC but was not considered when the county turned a deaf ear to pleas to become members.

So, who will the new owner be? A local speculator who can fork out $150,000, let the land lay and see what comes in, and then make his millions?

"It will be worth millions in the future," Palivoda speculates. "Or will landowners try to buy the individual parcels which traverse their land? Palivoda says he has the authority to sell the property from public road to public road as blocks. Whatever the outcome, the land, which no longer has any rail lines on it, will become the topic for much discussion.

Palivoda says that shortly he will be travelling the line from Route 605 to its end at Route 301 and that any fences across the line will have to be opened. Whether or not he meets any fierce dogs or mad neighbors may be the topic of another story in The Journal. Certainly, how the property is divided and when it is sold will be of great interest to many in King George.