

Coming to town:  
s!

See details page 8

School Board ponders  
resignations

See page 9

Sports:  
Gearing up for an active  
season

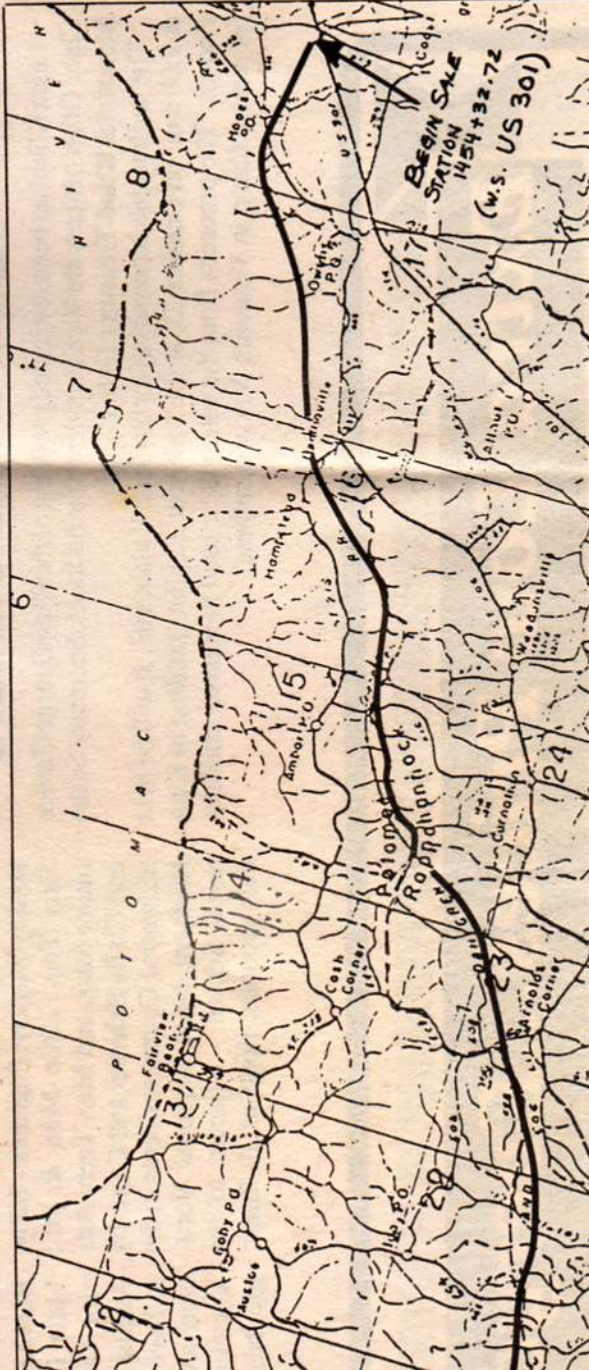
See schedules pages 6 & 7

# THE JOURNAL

The area's only independently owned and operated weekly newspaper  
VOLUME 13, NUMBER 34, AUGUST 25, 1993

P.O. Box 409, King George, Va. 22485 • 703/775-2024 • 703/373-5422 • 804/472-4172 • FAX 775-4099

## not just a winding country road



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

**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

301 in Dahlgren at the weapons laboratory. Through eminent domain, the thirty-acre was purchased to haul munitions, the thirty-acre Dahlgren and take explosives of the base. It was also supplement barge traffic Potomac River which is the main source of de goods and people into the

According to Woodrow who was employed at N many years, the rail line as a commuter rail for e at the base who I Fredericksburg.

See I and



# It's not just a winding country road

From Land, page 1

Information accumulated by Palivoda as part of his research on the rail line indicates the line was popular because it ended a 20 hour trip by barge to shop for goods and services.

Stafford Supervisor Alvin Y. Bandy, also a former NSWC employee, said he remembers the old railway well. "My job at the end was disposing of the rolling stock of the railroad," he said. While he never travelled on the train, he was familiar with its three steam locomotives and two diesel engines. At its peak of popularity, the railway had two diesel locomotives, three coaches, three hand cars, thirty-three flat cars, twenty-three miscellaneous cars, large railroad guns, two motor railers with a capacity for one hundred-one passengers and a caboose.

Construction of the railway began in 1941 and reached its highest usage in the forties during World War II.

After the war, demand for ordinance decreased while roads were improved and trucking became the transportation of choice at the Naval Surface Weapons Center. 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, Inc.

Part of the line is still in operation as far out as Sealston where it is used by Solite and the Piedmont Fertilizer plant. When the SEI power plant and the Garnet landfill operation is on-line, CSX will have a busy line going into the Sealston area.

The right-of-way which is for sale and which has no rail lines left on it starts at Route 605 in Sealston at the end of the fertilizer plant property. At that spot it would be

easy to extend the line for use by an industrial firm and that possibility could cause terror in the hearts of those in the area who don't want more industry locating near their homes.

Others who can be impacted by the sale are any of the 100 or more homeowners whose land abuts or is crossed by the railroad right-of-way which is as wide as 300 feet in some areas. Certain property owners have easements so they can cross the rail property, but this is not necessarily the case with every owner.

Ed Veazey, whose Monmouth development is at the end of the property at Route 301, said he has paid for easements across the property "in a couple of places." He also said that four or five roads cross the railway right-of-way and all those have public access. As for whether or not he can cross the right-of-way throughout the length of his land, he said, "That will be for the lawyers to decide."

While some of the roadway might be used for another industrial site, Bandy, who is Vice-Chairman of the Potomac and Rappahannock Transportation Commission, suggested that King George might look at the land for a bicycle route through the County. King George supervisors apparently eyed the property but were scared off by the \$950,000 price tag. According to CSX officials, someone asked to buy the property for \$1, but no deal of this kind

was seriously contemplated.

Palivoda thinks the property could once again 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 rich speculator who can fork out \$950,000, let the land lay and see who wants it 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 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.

