

Williamson Yard To Be Extended

Work will begin soon on the extension of portions of Williamson Yard. The extension will add four miles of track to our facilities there.

A number of yard extensions have been made at Williamson in recent years, but the present upturn in our coal business has made further trackage necessary.

Nine yard tracks and an engine running track in the eastward empty yard will be extended 1,000 feet at a point about three miles east of the passenger station, involving construction of about 12,000 feet of track. Six tracks of the westward loaded yard, lying between the passenger station and Sycamore Creek, will be extended on both ends about 1,300 feet each, involving construction of about 10,000 feet of track. The project involves a large amount of excavation and relocation of several signals and some buildings.

A network of tracks, some for east and westbound loads, others for the collection, shifting and distribution of empty coal cars to mines on nearby branches in both states, will form a yard at Williamson which is more than 3½ miles long.

BOUQUETS

Good Public Relations . . .

Passenger Traffic Manager E. L. Repass has received another letter of praise for the crew of *The Powhatan Arrow* and Passenger Representative E. N. Overstreet. Mrs. E. C. Sullivan of Suffolk, Va. wrote:

"I should like to compliment you on the courteous, intelligent, efficient staff which man your passenger trains.

"Specifically, the crew of *The Powhatan Arrow* leaving Cincinnati,



E. N. Overstreet

August 7, did much to restore good humor to several passengers who, like myself, were unable to make connections on the evening before because of the late arrival of trains in Cincinnati. E. N. Overstreet, your train passenger representative, was especially nice.

"You should be justly proud of the excellent public relations such a staff creates for you."

Lamberts Point Improvements To Speed Delivery of Coal To Piers

The Norfolk and Western is now enlarging its yard facilities at Lamberts Point, Norfolk to expedite the delivery of coal to vessels at Coal Piers 4 and 5.

Forty-five additional tracks, located roughly south of the piers, will be built for the storage of classified coal. These new tracks will have a capacity of 1,410 cars, increasing the total capacity by 25 percent. Coal will be delivered to these tracks from the modern classification yard completed at Lamberts Point in 1952. The piers are now handling a total of about 200 different classifications of coal.

To further expedite the operation, the railroad also is extending the empty yard with the construction of four additional tracks (total length, 3 miles) holding 545 cars. Tracks leading to this yard are being rearranged so that empty cars from each pier may be moved into any track in the yard. New

car retarders and power switches are being installed.

In addition, five tracks in the Barney Yard—where cars are assembled for direct movement to the piers—are being extended 1,000 feet each, and six tracks in the pull-in yard also are being lengthened.

To facilitate the movement of cars into and out of the classification yard and its auxiliary storage yard, an additional running track has been built which will enable cars to move into and out of both yards at the same time.

A new cab track, 706 feet long, also has been built.

To provide a solid foundation for the 45 new classified storage tracks the railway is removing many tons of mud, which is being replaced with sand and solid fill.

Total cost of the Lamberts Point improvements is estimated at \$2,000,000.

Improvements at Lynchburg and Durham Are Now In Progress . . .

THE Norfolk and Western is now constructing additional yard, shop and office facilities at Kinney Yard, at Lynchburg, and a new yard office building and additional service tracks at Duke Yard in Durham.

Upon completion of the Lynchburg facilities, most of the railway's installations at Island Yard will be removed.

The Lynchburg improvements include a brick and concrete building, 26 by 154 feet, to house offices of the assistant trainmaster, yardmaster, shop foreman and clerks, wash and locker rooms for both trainmen and shopmen and a filter washing room and other facilities for servicing diesel locomotives. Other installations will include an engine washing platform, inspection pit, hoists, sanding facilities and two 20,000-gallon fuel oil tanks. Some 5,400 feet of Kinney Yard track will be retired and 15,022 feet of new track laid. Cost of the project is estimated at about \$500,000.

An interesting feature of the new yard building will be an ice machine room where ice will be made for the use of engine and train crews and for other purposes.

The new Kinney facilities are principally for use in connection with the Durham Line. Diesel locomotives will

begin operating on that line probably late in October.

At Duke Yard, Durham, the railway is constructing a new yard office building and additional service tracks. The one-story brick and cinder block structure is 16 by 154 feet and it will include offices for the yardmaster, shop foreman, wash and locker rooms and storerooms. A new 840-foot track adjacent to the building will be constructed to service diesel engines while a second track 595 feet in length will be laid for car repair work. A 485-foot cab track also is being laid. Cost of the Durham project is estimated at \$120,000.

The Durham project is being built by the William Muirhead Construction Company, of Durham, and is expected to be completed in about three months. Duke Yard is about 1½ miles northeast of the Durham passenger station.

GOVERNMENT RED TAPE is forcing private business to produce more than a trillion words and figures annually and is costing industry hundreds of millions of dollars more than would be necessary under an efficient and simplified paperwork system, the Hoover Commission said on July 18 in a report transmitted to Congress.