

FROM: NORFOLK SOUTHERN ANNUAL REPORT 1972

DUE TO THE CONSTRUCTION AND LOCATION OF COOLING LAKES FOR A NEW NUCLEAR POWER GENERATING PLANT, CAROLINA POWER AND LIGHT COMPANY WILL HAVE TO RELOCATE THE LOWER PORTION OF OUR DURHAM BRANCH AND A SMALL SEGMENT OF OUR MAIN LINE. PRELIMINARY PLANS OF THE GENERAL LOCATION HAVE BEEN APPROVED BY NORFOLK SOUTHERN AND GROUND SURVEY WORK IS WELL UNDER WAY.

DURING THE YEAR WE HAD MANY CONFERENCES WITH OFFICIALS OF CP&L CONCERNING THE PROPOSED CONSTRUCTION OF THE RELOCATED TRACKS, TO BE DONE AT THE EXPENSE OF THE POWER COMPANY. THIS WILL PROVIDE SOME IMPROVEMENT IN OPERATING CONDITIONS IN THE AREA, BUT IT IS AN EXPENSIVE AND TIME-CONSUMING TRANSACTION FOR BOTH COMPANIES.

SHORTLY AFTER THE BUCKHORN CREEK BRIDGE WAS REPAIRED, AND TRAFFIC RESTORED, THE NEW 3 MILE MAIN LINE "BYPASS" NEAR JORDAN LAKE DAM WAS PLACED IN SERVICE AND THE TRACK AND BRIDGE AT BUCKHORN WERE NO LONGER NEEDED, AND DISMANTLED.

THE RELOCATION OCCURRED ON THE DURHAM BRANCH FROM THE 30 MILEPOST, JUST EAST OF HIGHWAY 54 IN DURHAM, TO THE 10 MILEPOST AT BONSAI. THE NEW LINE WAS ABOVE WATER LEVEL, AND SPORTED THE LAST NEW 70 POUND RAIL ROLLED IN THE UNITED STATES, EQUAL TO THE EXISTING 56 AND 60 POUND RAIL FOUND ON THE "OLD LINE". MOST STANDARD RAIL BY THIS TIME WAS AT LEAST 100 POUND.

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DURHAM BRANCH RELOCATION

LONG DELAYED, THE RELOCATED PORTION OF THE DURHAM BRANCH WAS VIRTUALLY COMPLETE AND READY TO BE TURNED OVER TO THE RAILROAD IN DECEMBER WHEN HEAVY RAINS ERODED THE CUT AND FILL SLOPES TO SUCH AN EXTENT THAT IT COULD NOT BE USED.

WE ARE AGAIN COOPERATING WITH THE ARMY ENGINEERS TO ASSIST THEM IN HAVING NECESSARY REPAIRS MADE AS SOON AS POSSIBLE, ALL AT THE EXPENSE OF THE GOVERNMENT.

THE LINE WAS OPENED IN 1973 AND OPERATED BY THE NORFOLK SOUTHERN UNTIL JANUARY 1, 1974 WHEN THE NS RWY ITSELF WAS MERGED INTO THE SOUTHERN RAILWAY. THE SOUTHERN RAILWAY THEN OPERATED THE BRANCH UNTIL 1982 WHEN THE LINE WAS EMBARGOED WITH THE INTENTION TO ABANDON IT.

PRIOR TO THE EMBARGO OF THE LINE, THE 10 MILES OF TRACK BETWEEN DUNCAN (MP 0.0) AND BONSAI (MP 10) HAD NOT SEEN RAIL TRAFFIC IN AT LEAST 5 YEARS. THE BRIDGES BETWEEN DUNCAN AND BONSAI WERE IN SUCH POOR CONDITION, THAT ALL TRAINS RAN FROM DURHAM'S EX-NS KEENE YARD TO BONSAI, OR TO THE NEW NUCLEAR PLANT AND RETURN. TRACK FROM THE HARRIS PLANT TO DUNCAN WAS TAKEN OUT OF SERVICE, AND THE FIRST TO BE REMOVED.

VIRTUALLY ALL OF THE CEMENT AND HEAVY MATERIALS USED TO CONSTRUCT THE SHARRON HARRIS NUCLEAR PLANT CAME BY RAIL OVER THE DURHAM BRANCH. ALL OF THE REACTOR CORES AS WELL AS STEEL WERE SHIPPED IN INTO THE HARRIS PLANT BY RAIL.



NORFOLK SOUTHERN STATION AT DUNCAN, NC
PHOTO FROM GRAY LACKEY COLLECTION

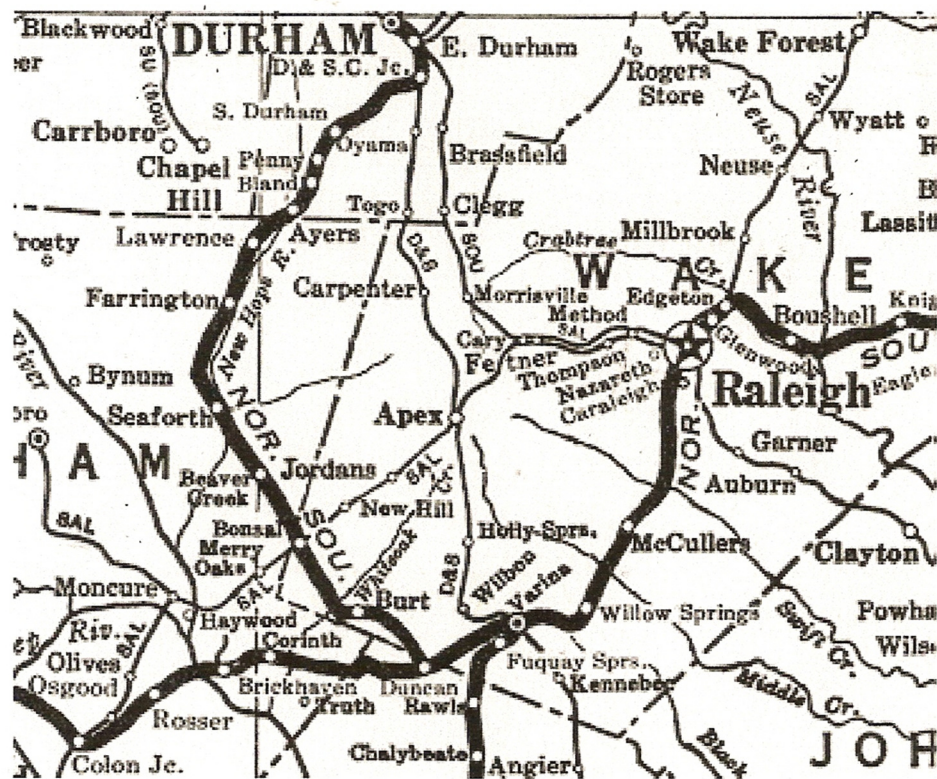
AFTER THE SOUTHERN RAILROAD EMBARGOED THE LINE IN 1982, THE SHORT PORTION BETWEEN BONSAI AND NEW HILL WAS PURCHASED BY THE EAST CAROLINA CHAPTER OF THE NRHS WHO WERE AT THAT TIME RESIDING AT FARMVILLE, NC (LOCATED ON LINE THE ORIGINAL NORFOLK SOUTHERN AT MP NS160).

THE CHAPTERS EQUIPMENT COULD BE SEEN ON A SMALL SIDING JUST OFF THE OLD EAST CAROLINA RAILWAY AT FARMVILLE.

THE OLD EAST CAROLINA RAILWAY WAS A SUBSIDIARY OF THE ATLANTIC COAST LINE RR THAT OPERATED FROM TARBORO TO FARMVILLE, BUT CEASED OPERATIONS BY 1965. THE NORFOLK SOUTHERN R.WY. TOOK OVER ALL OF THE EAST CAROLINA RAILWAY INDUSTRIAL TRACKAGE IN AND AROUND FARMVILLE IN 1965 AT THE REQUEST OF THE CITIZENS OF FARMVILLE.

AT ONE TIME THE EAST CAROLINA CHAPTER EQUIPMENT WAS OPERATED FROM THE TOWN OF FOUNTAIN, NC TO THE TOWN OF FARMVILLE VIA THE OLD EAST CAROLINA RAILWAY, THOUGH IT WAS SHORT LIVED. ONLY THE EAST CAROLINA TRACK IN FARMVILLE EXISTS TODAY, AND IS OPERATED BY THE CURRENT NORFOLK SOUTHERN. ALL OTHER EAST CAROLINA TRACK WAS REMOVED.

IN 1982 THE SOUTHERN RAILWAY AND THE NORFOLK AND WESTERN RAILROAD MERGED TO BECOME THE NORFOLK SOUTHERN CORPORATION, WHICH OPERATES ITS RAILROAD HOLDINGS AS THE NORFOLK SOUTHERN RAILWAY. NOT TO BE CONFUSED WITH THE ORIGINAL NORFOLK SOUTHERN, EVEN THOUGH THE NEW NS OWNS THE OLD NS.



DURHAM BRANCH CIRCA 1965

THE BIG MOVE

IN 1983, THE EAST CAROLINA CHAPTER EQUIPMENT COLLECTION WAS MOVED FROM FARMVILLE (MP NS 160) TO RALEIGH (MP NS 232) IN A SPECIAL MOVE NOT EXCEEDING 20 MPH, DUE TO THE AGE OF THE EQUIPMENT. THE TRAIN THEN LEFT RALEIGH ON THE NC LINE (MP H81) FOR DURHAM (MP H55), AND THE VERY LAST TRAIN TRIP BEGAN FROM DURHAM (MP W-34) TO BONSAI (MP W-10). THE RAILROAD LEFT ALL THE EQUIPMENT IN THE PASS TRACK AT NEW HILL, AND RAN BACK TO DURHAM WITH LIGHT ENGINES.

THE EAST CAROLINA CHAPTER OPERATED UNDER ITS OWN POWER FROM NEW HILL TO BONSAI LATER BEHIND 45 TON GENERAL ELECTRIC ENGINE NUMBER 67.

THE DAY AFTER ARRIVAL AT BONSAI, THE SOUTHERN RAILWAY BEGAN REMOVING THE RAILS FROM NEW HILL BACK TOWARDS DURHAM THUS LAND LOCKING THE EAST CAROLINA CHAPTER AT THEIR NEW HOME.

SINCE THE ORIGINAL RAILROAD AT BONSAI HAD BEEN CHARTERED AS THE NEW HOPE VALLEY RAILROAD, THE EAST CAROLINA CHAPTER DECIDED TO CALL ITS NEW RAILROAD THE NEW HOPE VALLEY RAILWAY.

THE EAST CAROLINA CHAPTER IN THE PURCHASE OF THE NEW HOPE VALLEY, (4 MILES FROM BONSAI TO NEW HILL), WAS GIVEN A SMALL SEGMENT OF THE OLD RIGHT OF WAY IN THE PURCHASE DEAL. THAT PIECE OF RAILROAD CAME OFF THE "NEW LINE" AT BONSAI AND RAN WESTWARD TOWARDS JORDAN LAKE. TRACKAGE TOTALED APPROXIMATELY 2 MILES, INCLUDING A PASSING TRACK AT HILL TOP (NEAR THE END OF THE LINE). THIS WAS ALL ORIGINAL TRACK LAID IN 1906 WITH VERY LITTLE IMPROVEMENT OVER THE YEARS.

THE "OLD LINE" RAN FROM BONSAI ABOUT 1.2 MILES TO STATE ROAD 1008, CROSSING THE ROAD, AND THEN RUNNING PARALLEL TO THE ROAD ON THE SOUTH SIDE THE REMAINDER OF THE WAY UNTIL CROSSING AGAIN. THE EAST CAROLINA CHAPTER OWNED ALL THE WAY TO THE SECOND CROSSING OF SR. 1008.

IN 1985, THE EAST CAROLINA CHAPTER SOLD THE ROAD FRONT PROPERTY FROM THE FIRST CROSSING OF SR. 1008 TO THE END OF THE LINE TO A LAND DEVELOPER FOR A SUM OF \$40,000.00. THIS REDUCED THE OLD LINE TO A 1.2 MILE BRANCH. THIS MONEY WAS USED TO COMPLETELY RETIRE THE DEBT FOR PURCHASING THE PROPERTY, AND THE CHAPTER AND THE NEW HOPE VALLEY WERE DEBT FREE.

SINCE ARRIVING AT BONSAI IN 1983 THE NEW HOPE VALLEY HAS BEEN OPERATED BY VOLUNTEERS AND RUN PASSENGER TRAINS FOR THE PUBLIC TO ENJOY. THE FIRST TRAIN RIDE FOR THE PUBLIC WAS IN APRIL OF 1984. REGULAR SCHEDULED PASSENGER TRAINS BEGAN IN 1988, THUS MAKING 1998 THE TENTH CONSECUTIVE YEAR OF SCHEDULED PASSENGER SERVICE AT BONSAI. TRAINS RUN FROM MAY THROUGH DECEMBER.

DURHAM AND SOUTH CAROLINA RAILROAD COMPANY

NOTICE TO EMPLOYEES

DECEMBER 09, 1993

Durham and South Carolina Railroad Company ("D&SC") has filed with the Interstate Commerce Commission ("I.C.C.") in Finance Docket No. AB-290 (Sub-No. 136x) a Notice of Exemption from regulation under 49 U.S.C., Sections 10903 - 10905, pursuant to the provisions of 49 U.S.C., Sections 10505 and 49 CFR, Section 1152.50, to abandon its line of railroad between Mileposts DD-33.7 and Milepost DD-38.0 at D&S Junction North Carolina.

No traffic has originated, terminated or moved overhead on this line segment for at least two years.

No rearrangement of forces will be required as a result of the transaction and it is not anticipated there will be any affect on employees. However, any employee who should be adversely affected will be entitled to the employee protective conditions customarily prescribed by the I.C.C. in transactions of this type. These requirements are decrepit in its decisions in Oregon Short Line R. Co. - Abandonment - Goshen , 360 I.C.C. 91 (1979).

This Notice is served pursuant to Article I, Section 4 of the applicable conditions.

RS Spenski
Senior Asst. Vice President
Labor Relations
Durham and South Carolina Railroad
Company

Posted 12/09/93 11:40am

***THIS DOCUMENT SHOWS THE ABANDONMENT NOTICE OF THE LAST REMAINING PORTION OF THE DURHAM BRANCH, FROM THE D&SC JUNCTION TO KEENE YARD AND AMERICAN TOBACCO COMPANY.**

ALL TRAINS ARE CURRENTLY RUNNING OVER THE "NEW LINE" BETWEEN BONSAI AND NEW HILL. THE "OLD LINE" IS NOT IN CONDITION AT THIS TIME TO HAVE RAIL TRAFFIC, HOWEVER IT CAN BE TOURED BY MOTOR CAR OR HI-RAIL TRUCK. THERE ARE FUTURE PLANS TO REHABILITATE THE TRACK ON THE OLD LINE.



WESTERN DISTRICT Durham — Duncan						
SOUTHWARD			NORTHWARD			
Second Class	Capacity of tracks in cars		Distance from Duncan	TIME TABLE No. 1 EFFECTIVE Sunday, Jan. 14, 1962		Station Numbers
35	Siding	Other		STATIONS		
Daily Ex. Sun.				Lv.	Ar.	Daily Ex. Sun.
P. M. 3.00		Yard	40.5	DURHAM	YL Y	3241
		3	10.2	BONSAI	YL X	3210
5.30 P. M.		129	0.0	DUNCAN	YL Y	252
35				Ar.	Lv.	34

SPECIAL INSTRUCTIONS

Trains and engines must not exceed speed of 15 miles per hour over steel span of New Hope Creek trestle.

Trains handling loaded high-side hopper type cars must not exceed speed of 20 miles per hour.

Trains and engines must approach and move at restricted speed between East Durham and D. & S. C. Junction.

Norfolk Southern trains and engines operated between East Durham and D. & S. C. Junction will be governed by the Time Table, Rules and Special Instructions of Durham & Southern Railway.

Trains will get running orders and secure overdue message on D. & S. trains before entering upon D. & S. tracks.

Trains and engines must not exceed speed of 10 miles per hour over Fayetteville and Enterprise Streets, Durham.

Trains handling cars weighing between 175,000 and 210,000 pounds gross must not exceed 20 miles per hour.

Cars weighing in excess of 210,000 pounds will not be handled.