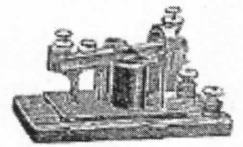




Short NHVRy History



Editor: R.T.Crowley - NCRM.NHVRy@GMAIL.COM

The railroad line you are riding today as the *New Hope Valley Railway* (NHVRy) began life in 1904 as a railroad called the *New Hope Valley Railroad*, running from Bonsal in Wake County and originally intended to run north through the valley of

NS at the behest of the *American Tobacco Company*, the major shareholder in NS. As the only railroad with direct trackage into the American Tobacco complex in Durham, this provided a ready, in-house means of transporting tobacco products into and out of the plant.

ating the line for historic train rides in 1988, and although early operations were somewhat sporadic, they soon settled down into the regular train operations you see at Bonsal today.



D&SC ROUTE

The NS (including the D&SC) was subsequently acquired by the *Southern Railway* (SOU) becoming part of one of the largest railroad systems in the American south. The line operated as branch until about 1974 when the *US Army Corps of Engineers* determined to create Jordan Lake in the New Hope Valley. Since this would flood the original right-of-way, the Corps built a bypass line around the east side of what would become the lake.

In the early twenty-first century, the *East Carolina Chapter NRHS* became the *North Carolina Railway Museum* (NCRM) as the parent company and current operator of the NHVRy. The NCRM facilities at Bonsal now include an outdoor exhibit of historic and heritage railroad equipment dating back to the 1920s, two steam locomotives, a half dozen diesel locomotives, a train of excursion cars for passengers, a working Garden Railroad (G-Gauge), and numerous artifacts for the interpretation of the history of railroading in North Carolina. The yard area at Bonsal is designed to give the visitor the impression of visiting the facilities of a typical short line railroad in the southern United States as part of our educational mission.

New Hope Creek (now Jordan Lake) to Carboro (then called West End) to haul lumber and connect with the *University Railroad* to form a bridge route for freight to bypass Durham and Raleigh. Within a year, the owners determined running to Durham would be more profitable, so a new railroad called the *Durham & South Carolina Railroad* (D&SC) was chartered in 1905 and the land and assets of the NHV sold to the new company.

After serving as a route for construction materials used to build the *Shearon Harris Nuclear Plant*, the SOU determined to abandon the line. Members of the *East Carolina Chapter NRHS* approached SOU with the intent to purchase part of the line, and that transaction was completed in 1983.

Future plans call for the construction of additional buildings to house our collections and provide for the comfort of our passengers. Many will also provide additional educational experiences and opportunities.

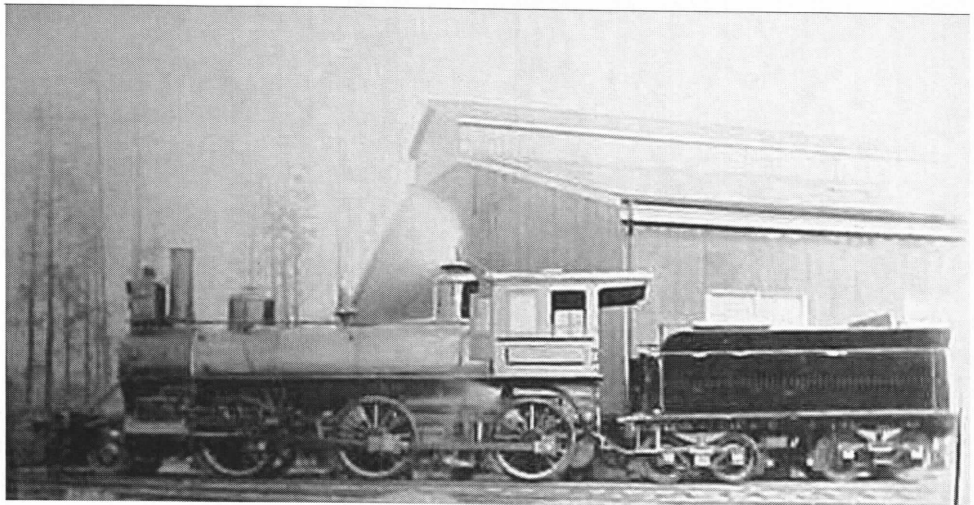
The current NHVRy line from Bonsal to New Hill was chosen to become the tourist line railroad of today. The line to the north from New Hill to Durham became the *American Tobacco Trail*, and the line to the south became the current rail access into the *Shearon Harris Nuclear Plant* with the remaining track to the south to Duncan was abandoned.

The NCRM is a growing organization of dedicated and determined volunteers intent upon the constant improvement of what we have, always building towards the future. We sincerely hope you enjoy your visit with us today and will return many times in future.

The *East Carolina Chapter* began oper-

The D&SC was founded by William Roscoe Bonsal, Samuel Bauersfeld, and Henry Armand London, and designed by civil engineer William Moncure. The primary traffic on the line was lumber cut from the forests of the New Hope Valley, but as land was cleared in this manner, hauling farm crops became a major source of revenue.

The D&SC was never a major railroad and never reached South Carolina, terminating at its south end at Duncan in southern Wake County where it connected to the original *Norfolk Southern Railroad* (NS). Eventually, the D&SC was acquired by the



D&SC LOCOMOTIVE FROM BALDWIN LOCOMOTIVE WORKS 1909