

OXFORD - DURHAM RAILROAD

RALEIGH, N.C.

DEATH OF BERNARD M. U
[S/O ALFRED U - NARRAN U, I/
BOKTES U SUBCLAN]
DIED 2 MAR 1890

Item in Email 7 JUL 2013
Dorsey Calver Gunn & R. P. H.

NEWS OF THE WEEK.

Raleigh Affairs.

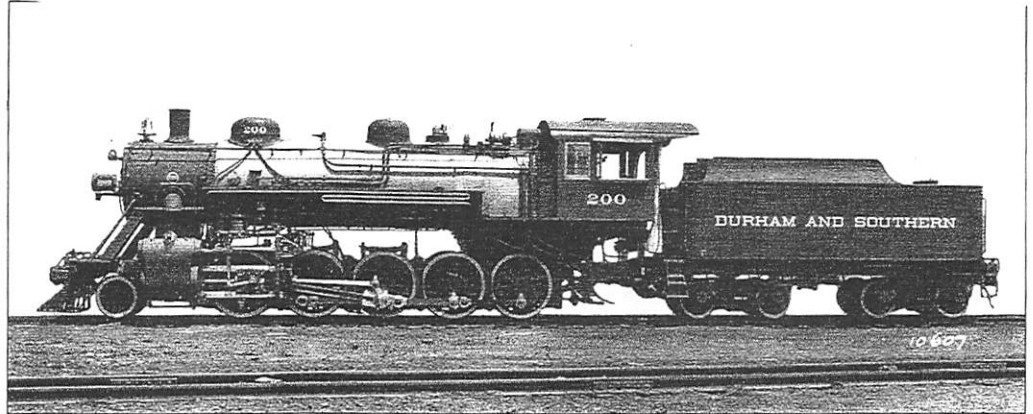
There are over 1,000 prisoners in the penitentiary, and this number is being daily increased.

Rev. D. L. Schively of this city has received a letter from Congressman Mann, stating that he has introduced a bill in Congress to appropriate \$20,000 for paving the street that leads to the Federal cemetery.

Mr. B. M. Upchurch, a well-known young man of this city and baggage-master on the Oxford and Durham R. R., while assisting the brakeman in coupling cars on his train at Selma, last Friday, the 21st, got his left foot caught in one of the rails, and was run over by the train and so mangled that he died a short time after he was brought to this city.

EXCERPT FROM BOOK "IMAGES OF AMERICA - HOLLY SPRINGS" 2008 - TOWN OF HOLLY SPRINGS, NC - BARBARA KOBLICH - TOWN HISTORIAN - ARCADIA PUBLISHING

PG 20



The charter for the Cape Fear and Northern Railroad was granted by the state legislature to George Benton Alford in 1892; however, construction on the railroad did not begin until July 1898. In later years, the line was extended to Durham when purchased by the Durham and Southern Railroad. The original depot building was supposedly destroyed by a fire set by two mischievous young boys attempting to steal gasoline. (Collection of the Railway and Locomotive Historical Society.)

RAILROADS - WAKE CO., N.C. - 1907

FROM BOOK: WAKE CAPITAL COUNTY OF N.C. - VOL II - RECONSTRUCTION TO 1920 - K. TODD JOHNSON & ELIZABETH REID MURRAY - RPU 4 SEP 2011 2008 - PG 659

CROSSFILED

MAP FILES FOR COUNTIES

- △ OF WAKE, CHATHAM,
- △ DURHAM, GRANVILLE,
- △ FRANKLIN, HARNETT,
- △ JOHNSTON

△ WAKE CO., NC - POST OFFICES

WAKE CO., NC TOWNSHIPS:

- △ WHITE OAK.
- △ SWIFT CREEK
- △ BARTONS CREEK

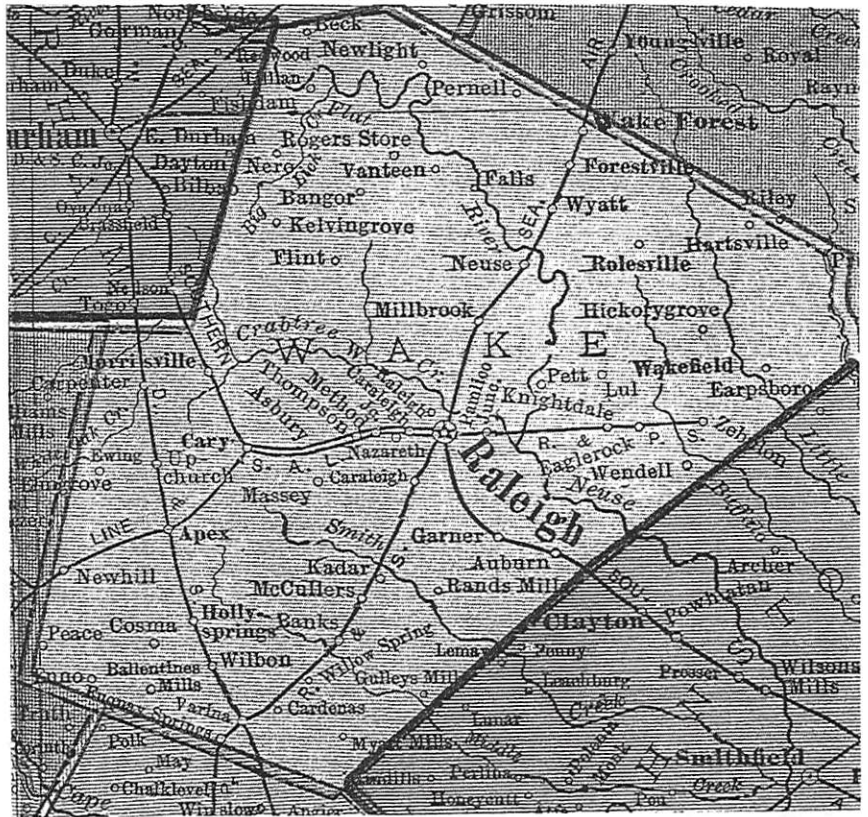
△ RAILROADS (NOTE - THE LINES ARE FOR RAILROADS, NOT ROADS) - WAKE CO., NC

D & S RAILROAD
R & S RAILROAD
S.A.L.

SOUTHERN
R & P.S.

LESSER KNOWN WAKE CO., NC SITES: (N+S)

- △ BECK LILLIAN
- △ PERNELL ROGERS STORE
- △ VANTEEN BANGOR WYATT
- △ KELVINGROVE PLIM HARTSVILLE
- △ HICKORY GROVE PETT LUL
- △ EARPSBORD (JC) EAGLE ROCK
- △ THOMPSON EWING
- △ MASSEY CARALEIGH
- △ KADAR MCCULLERS
- △ PEACE COSMA
- △ WILBON END
- △ CARDENAS GULLEYS MILL



1907 Wake County post offices shown on North Carolina map, published by Rand, McNally & Co., issued by N.C. State Board of Agriculture. Map from Elizabeth Reid Murray Collection.

Note that SWIFT CREEK IS MISLABELED SMITH CREEK - RPU

Note that CARALEIGH IS LISTED TWICE - THE ONE WEST OF RALEIGH SEEMS TO BE CARALEIGH JUNCTION - MAYBE NOT A P.O. BUT WHERE R & S RAILROAD INTERSECTED S.A.L. RAILROAD - RPU

- PARMICO JUNCTION
- UPCHURCH
- RANDS MILL
- DANICS
- GULLEYS MILL
- BALLENTINE MILLS

CC TO WAKE CO
MILL FILES
TO STREAM FILES:
△ BIG LICK

REC'D IN 2009 IN LARGE PAGE FORMAT
FROM STALEY CARRAWAY SMITH -
RPA CONVERTED TO 8 1/2" X 11" -
COPY TO STALEY 3MAY 2010

Trainmen Take Ride Steeped In History

DURHAM MORNING HERALD

SUNDAY, MAY 11, 1986

The Rev. Michael S. Murray, a member of the Roman Catholic Order of St. Francis de Sales, is a pastoral associate at Holy Infant Church in Durham.

Once-Profitable D&S Chugs To Corporate Oblivion

By MICHAEL S. MURRAY
Special to the Herald

It is 9:30 a.m. in the foggy Apex freight yard of the Seaboard System railroad's Durham subdivision.

The railroad's switcher No. 1 has already left to perform switching duties along the Raleigh-to-Hamlet main line as far south as Sanford. Nearly a half hour has passed since Amtrak's *Silver Star* shattered the midmorning silence, emerging from a shroud of mist, then rolling out of sight toward Raleigh.

B.L. May, a Seaboard engineer, is rousing two diesel engines from their overnight slumber. Meanwhile, conductor C.W. Knott is notifying the railroad's Raleigh division dispatcher that the Durham local—Seaboard Train R729—is ready once again to service customers between Apex and Durham.

The Durham subdivision is a 19.5-mile stretch of steel ribbon between Apex and Durham, a mere appendage of the Seaboard System's Raleigh-to-Hamlet main line.

It was not always so. As recently as a decade ago, the Apex-to-Durham route was one-third of the 56-mile Durham & Southern Railway.

The story of the D&S began in 1893, when the Cape Fear & Northern was chartered to link Apex with Angier. The railroad was built to haul timber for the Cary Lumber Co., which had its headquarters in Apex. Two years later, the Cape Fear & Northern was reorganized and extended south beyond Angier to Dunn, where the last rail was spiked in 1901.



Clockwise from top left: conductor C.W. Knott, engineer J.H. Mills, flagman K.M. Ivey, brakeman J.L. Hooker on D&S diesel in 1974

Benjamin Duke, the brother of tobacco magnate James B. Duke, saw the small railroad's potential for conveying leaf tobacco and other goods into Durham and for carrying finished tobacco products out of the city. A growing textile industry in Durham and the town of Duke (later to become Erwin) was another potential customer list for the railroad.

By the beginning of 1904, Benjamin Duke had established the D&S with himself as president. Other officers were J. Edward Stagg, vice president and treasurer; F.L. Fuller, secretary; and C.W. Toms, J.C. Angier, W.T. O'Brien and L.S. Holt, directors.

It would be nearly two years, however, before the Cape Fear & Northern had been bought out by the new railroad. And it would take another six months to finish construction of the section that linked Apex to Durham and of a two-mile spur to connect the railroad to the town of Erwin.

On June 6, 1906, the first train traveled the length of the D&S from Durham to Dunn. The D&S, whose length would remain unchanged for seven decades, was complete.

By the end of 1906, the company had 140 employees, seven locomotives, seven passenger cars, 162 freight cars and three cabooses.

For the D&S to serve the heart of Durham, it was necessary to obtain an agreement from the Seaboard Air Line Railway to use the Seaboard's tracks from East Durham to the downtown freight station at Corcoran Street (now the site of a city parking garage).

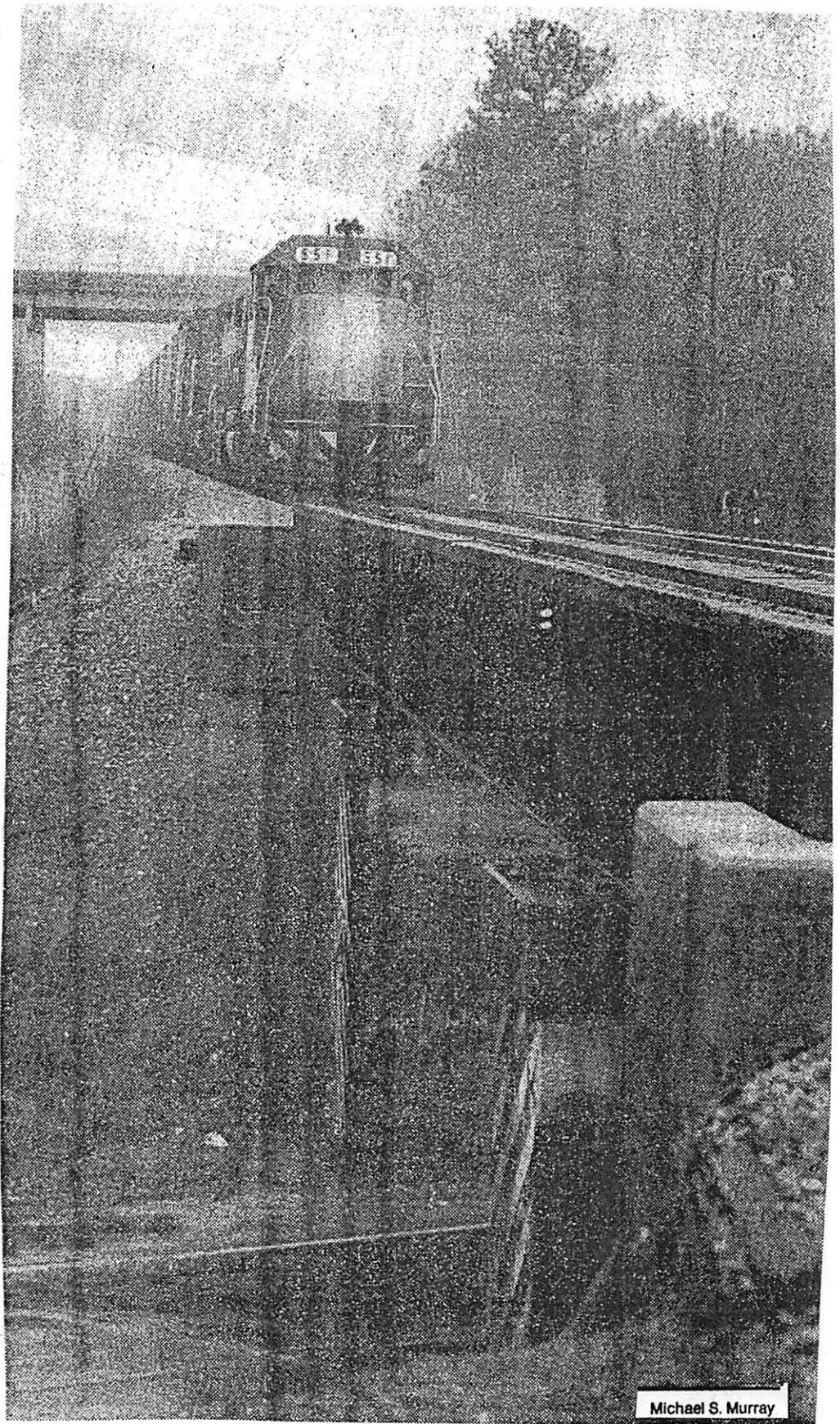
With the inauguration of the D&S, Durham businessmen and

manufacturers had access to the Seaboard Air Line's main line, which ran through Apex, and Seaboard's archrival, the Atlantic Coast Line, whose main line ran through Dunn.

In 1924, the management of the Durham & Southern was combined with that of another Duke railroad, the Piedmont & Northern. That railroad was formed by the merger of the Piedmont Traction Co. (which linked Terrell, Gastonia and Charlotte) and the Greenville, Spartanburg and Anderson Railway in South Carolina.

The Piedmont & Northern and the D&S became two integral parts of an ambitious plan to create a trunk line railway that would reach Winston-Salem, Atlanta, Raleigh and Norfolk. The plan died, however, when the Interstate Commerce Commission ruled against it.

October 1929 ushered in economic hardships for businesses, and the railroad interests of the Duke family were no exception. To reduce fixed costs, a combined general office of the Piedmont & Northern and the D&S was established in Charlotte in 1930. Only the traffic department and superintendent's office of the D&S remained in Durham.



Michael S. Murray

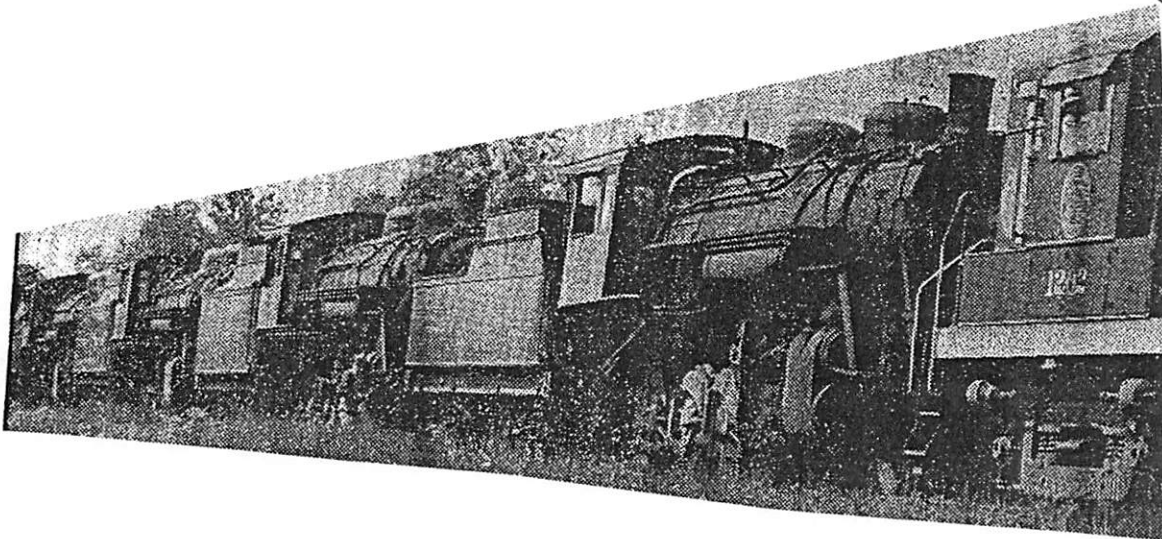
R729 crosses Old U.S. 1 north of Apex;

U.S. 64 overpass is in background

Service With Courtesy



Aug. 21, 1955, the D&S' 4 remaining steam locomotives are hauled away as scrap



...ne turn of the decade, the D&S replaced its aging and inadequate stable of iron horses with heavier decapod-type locomotives. In 1933, the D&S had the distinction of being the only railroad in the nation to purchase a new locomotive. The new, more powerful fleet of engines served the D&S through the 1940s.

After World War II, American railroads faced difficult times. Wartime demands had exacted a heavy toll on their physical plants, rolling stock and locomotives. A postwar economic downturn then reduced traffic and revenue. Railroads were retrenching branch lines, cutting back passenger service, converting to diesels and considering mergers as ways of saving money and increasing their chances of surviving.

This general mood was responsible for a series of events that would bring the D&S management back to more familiar surroundings.

In 1954, the Duke family sold the D&S to the Nello Teer construction company in Durham and to the First Securities Corp., resulting in the return of the railroad's separate identity and the re-establishment of its general offices in Durham.

The same year also ended the Durham & Southern's long relationship with steam. Five locomotives were retired and replaced with three Baldwin-Lime-Hamilton 1,200 horsepower DRS 4-4-1200 diesel road-switchers costing \$120,000 each.

In 1956, the First Securities Corp. sold its shares of D&S stock, leaving the Nello Teer Co. as the sole controlling stockholder.

Traffic and revenues increased well into the 1960s, prompting the purchase of four more Baldwin diesels. In 1972, the Baldwins were replaced with four diesels made by the electro-motive division of General Motors.

These were the last engines to sport the "Service with Courtesy" logo that had become the Durham & Southern's trademark.

It is now 10:05 a.m. in the Apex freight yard. Despite the "Durham" in the name, this is the railroad's base of operations.

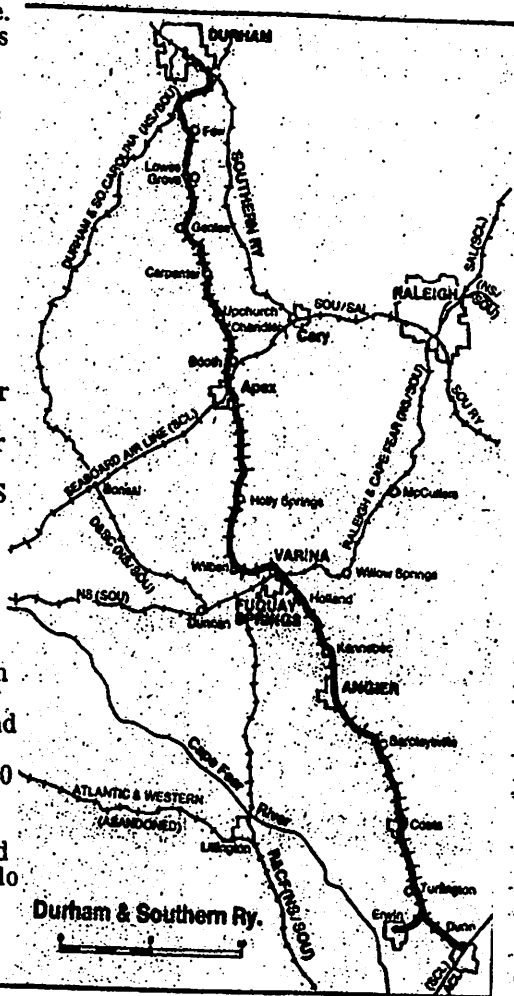
With conductor Knott, flagman K.M. Ivey and brakeman T.L. Mathews on board, engineer "Bobby" May backs his two Seaboard System diesels and

caboose off the team track behind the depot and out onto the three-track yard where the D&S once interchanged traffic with the Seaboard Air Line Railroad.

The first step is a complicated switching maneuver known as "running around" the train. This procedure is necessary so that the caboose will bring up the rear when the train begins its trip to Durham a few minutes later.

The first stop for the local is Carolina Builders, situated just north of Apex near the intersection of Old U.S. 1 and U.S. 64. Here two boxcars are shifted to make emptying the loaded car easier.

With one empty now in tow, the crew resumes its trek, paralleling Apex-Morrisville Road, ducking under High House Road overpass and giving the horn a generous workout through several grade crossings in Carpenter.



Next stop is the Triangle Brick Co. warehouse, where several more empty boxcars are added to the mechanical caravan. From here, the train makes a straight shot for a junction about 100 yards north of Riddle Road. Here, the Durham Subdivision track is joined by what appears to be a simple industrial siding; in fact, however, it is a memorial to what was another major facet of the Durham area's rich railroad heritage.

The track is a remnant of the Durham & South Carolina, a line that never lived up to its impressive name. Originally owned and operated by the Williams family of Roanoke, Va., the railroad's track meandered south from East Durham, passing through places like Sheb, South Durham, Farrington, Seaforth, Hilltop, Bonsal and Burt.

Its southernmost terminus was Duncan, where interchange was made with the then-growing Norfolk & Southern Railroad. That railroad was consolidating its expansion as far west as Charlotte, with branches serving Fayetteville, Aberdeen and Asheboro.

The Durham & South Carolina continued to gain considerable attention from the Norfolk & Southern because of the smaller railroad's link to the lucrative textile and tobacco industry in Durham. In 1920, rather than build its own line, the Norfolk & Southern leased the Durham & South Carolina to gain direct access to Durham.

Like the D&S, the Durham & South Carolina had an agreement with the Seaboard Air Line to use the Seaboard's tracks in Durham.

The Norfolk Southern (the ampersand was dropped after a reorganization during World War II) bought the line in the 1950s. One freight train a day continued to run on the former Durham & South Carolina even after the Norfolk Southern was absorbed by the Southern Railway System.

Several years after the consolidation, however, Southern diverted traffic via other routes, rendering the Durham & South Carolina obsolete.

Today, a fraction of its 40 miles of track remains. One segment extends to the Woodcroft subdivision in southern Durham on N.C. 54. There is another modest branch that approaches the American Tobacco plant in downtown Durham from the south. It is rare for either segment to bear the weight of a train.

As the D&S local proceeds toward downtown Durham, it crosses East Pettigrew Street and approaches a multi-track crossing at grade with the Southern. This crossing is protected by semi-automatic signals on both the Seaboard's Durham subdivision and the Southern, which use it on a first-come, first-served basis.

Having watched the train negotiate the crossing, Knott picks up waybills from an ordinary mailbox along the right of way. These documents show a boxcar's origin and destination, and they tell Knott which cars have been set off by the Southern on the interchange track in downtown Durham.

Several minutes later, R729 has reached the interchange track and the Seaboard System's westernmost limit in Durham. May again "runs around" his train so that it will be ready for the trip back to Apex.

The Southern has left a number of cars, and after these are added, R729 heads for Apex.

The first stop is just west of a crossing with a signal in East Durham, where two loaded hopper cars of ballast, or crushed stone, are placed directly behind the locomotives. Once reassembled, the Durham local receives a "high green" indication to proceed across the crossing. Here, a maintenance crew begins to empty the lead car of ballast onto the right of way and spreads it between the rails.

□
Just north of the crossing lies another segment of track that is often serviced by the Durham local.

Now called the Joyland spur, this 3.3-mile line links the Atlantic Newchem Co. and Joyland Lumber Co. with the larger railroad systems. It was once a major traffic artery nearly 40 miles long between Durham and the Seaboard Air Line's

main line at Henderson.

The spur played an important role during the twilight years of the D&S, contributing to the railroad's eventual demise.

A cursory glance at a railroad atlas of the Durham-Raleigh area tells a large part of the story. Since Seaboard Air Line's only direct route into and out of Durham ran north, traffic from other lines heading south encountered a considerable detour, extending shipping by as much as an additional day or two.

After the 1967 merger of the Seaboard Air Line and the Atlantic Coast Line into the Seaboard Coast Line Railroad, the D&S was placed under contract to help move the larger railroad's traffic over a more direct route.

This arrangement proved so effective that the Seaboard Coast Line ripped up 15 miles of track between Joyland and Creedmoor in 1972. When that was done, the D&S became the only direct route in and out of Durham for the Seaboard Coast Line.

Despite the significant increase in traffic that resulted from this action, the financial tide was beginning to turn against the D&S. The rise in car loadings had caused the line to lease the four new diesel engines in 1972 at a cost of \$1 million.

It was expected that things would be tight over the next fiscal year, but no one could have predicted the report that railway president George Watts Hill would deliver in 1974.

He said the line was "able to show a small general overall profit," but he characterized the report as "negative for the first time in the history of the Durham & Southern."

Hill attributed the decline in revenues to a loss of coal shipments to Carolina Power & Light Co. and a decline in natural gas shipments, for which he blamed government regulations.

"Due to these conditions," Hill said, "your management immediately forced strict economy measures, and in 1974, we will spend what monies are absolutely necessary to maintain our railroad and equipment, and will put off whatever items we

can for future consideration."

Revenues continued to decline in 1974 and 1975. In his 1975 report, Hill noted hopeful signs in the last quarter of that year. "This is very encouraging and we look forward to 1976 being a profitable year as the economy of the country gets back on its feet," he said. "Your railroad is in good condition and its management still is one of the best in the country for a small railroad."

Traffic and revenue, however, declined once again. The industrial complexion of the Raleigh-Durham area was changing. Trucking companies continued to make inroads into what share of the shipping business the D&S held. Even the most effective management could not reverse the trend of fiscal erosion, shifting traffic patterns, industrial relocation and consolidation and highway competition. At best, the D&S could barely keep its head above the waters of economic adversity.

□
In this atmosphere of uncertainty, the Seaboard Coast Line made an offer too attractive to refuse.

The larger railroad bought the D&S in 1976, but agreed to preserve the shortline's corporate identity. The rail link between Durham and Dunn, however, would be operated as part of the Seaboard Coast Line's Raleigh division.

Initially, things remained pretty much "business as usual" on the Durham & Southern under Seaboard Coast Line control. The same familiar names and faces were on the scene. Diesels in D&S livery, nicknamed "Bull Durham 1" through "Bull Durham 4," continued to ply the right of way between Dunn and Durham. The D&S corporate identity remained intact.

But as the decade drew to a close, results of the consolidation became more apparent. Between 1976 and 1979, D&S diesels left the area for Jacksonville, Fla., where each received the Seaboard Coast Lines' "Family Lines" paint scheme.

Crews made up wholly of D&S employees became more the exception than the rule by the early 1980s. In 1981, the physical integrity of the D&S was permanently ruptured when the rails between Holly Springs and Erwin were removed.

On Sept. 1, 1981, the D&S slipped into corporate oblivion when it was dissolved and absorbed by the Seaboard Coast Line. That action marked the death of a 75-year-old institution that had been profitable through most of its existence.

□
As Seaboard train R729 heads south toward Apex, there is only one scheduled stop along the way, at the Triangle Brick plant in Genlee near N.C. 55.

With several more empty boxcars ready for the journey, the two diesels are "throttled out," hastening their charges south.

Just west of the Seaboard System's Raleigh-to-Hamlet line, the train is brought to a halt. An empty liquid petroleum car is placed ahead of the engines, and the train moves out onto the main line.

North of Apex, all but the tank car are set off to be picked up by a train headed for Raleigh.

The tank car is taken to Dixie Pipeline south of Apex, where the crew will spot the car in the siding.

Once this task is accomplished, it's back to the freight yard in Apex, where the caboose and engines are "tied down" for the night. The crew signs off as conductor Knott tells the dispatcher in Raleigh that another day is done for the Durham local.

It has been only six hours since the four men reported for duty on this briefer than usual, but arduous, workday. A typical tour of duty consumes much more of the federally imposed 12-hour limit.

Finally, the doors to the Apex freight house are secured, and as the sun makes a stunning late-afternoon appearance, the members of the former Durham & Southern Railway family part company for their respective homes to recoup from today's labors—and prepare for tomorrow's.

□
The mist of time has blurred most traces of the Durham & Southern.

Weeds, rust and erosion have reclaimed much of the former right of way. The former general office building, constructed in 1966 at the corner of Elm and Ramseur streets in Durham, still stands. It is now used for drug counseling, and all signs of its original purpose have been shorn from its walls.

"Bull Durham" engines 1 through 4 continue to serve in the far-flung Seaboard fleet, albeit in livery making them indistinguishable from other of the railroad's diesels.

The sounds, sights and smells that set the D&S apart may be gone, but in the minds and hearts of the men and women whose existence it touched, the road of "Service with Courtesy" lives today.



Michael S. Murray

Above, the engineer of R729 "runs around" his train in downtown Durham so he'll be ready for the trip back to Apex.



Michael S. Murray

Seaboard Train R729 is backed off team tracks in Apex yard; freight house is at left

