



Norfolk Southern Corporation  
 Law Department  
 Three Commercial Place  
 Norfolk, Virginia 23510-9241

Some attachments originally submitted in color. Please contact the Section of Environmental Analysis to view a color copy.  
 #E1-1447  
 RJ  
 James R. Paschall  
 Senior General Attorney

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March 30, 2005

via fax 919-715-4801 and mail



Ms. Renee Gledhill-Earley  
 North Carolina Department of Cultural Resources  
 State Historic Preservation Office  
 4617 Mail Service Center  
 Raleigh, NC 27699-4617

Re: STB Docket No. AB-290 (Sub-No. 251X), Norfolk Southern Railway Company – Abandonment Exemption – In Chowan County, NC - STB Docket No. AB-866X, North Carolina & Virginia Railroad Company, Inc., The Chesapeake and Albemarle Division - Discontinuance of Service Exemption - At Edenton, North Carolina, In Chowan County, North Carolina  
 Section 106 Process - Your file: ER 04-1434

Dear Ms. Gledhill-Earley:

In a decision in STB Docket No. AB-290 (Sub-No. 251X), *Norfolk Southern Railway Company – Abandonment Exemption – In Chowan County, NC*, served August 20, 2004, the Surface Transportation Board ("STB") imposed a Section 106 historic preservation process condition on Norfolk Southern Railway Company's ("NSR") abandonment of a 0.33-mile out-of-service railroad line between approximately milepost NS-73.67 and milepost NS-74.00 at Edenton, Chowan County, NC. In a letter dated July 7, 2004, to which we responded in part on August 6, 2004, you requested additional information concerning a trestle over Queen Anne Creek on the Line.

We also advised that track and material had been removed from the Line by a contractor of Dominion Resources (Dominion Virginia Power or VEPCO), which had purchased the Edenton property from NSR. In a further letter dated August 26, 2004, you stated that your opportunity to comment on the removal of the track had been foreclosed. However, the information we received on the track removal was not entirely accurate. I subsequently, and again more recently, was advised the track remains on the trestle. Moreover, we have now determined that the track and structures were (or are) relatively modern, the removed track, which was only about 230 yards long at the

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edge of Edenton, was substantially replaced in 1982 and the removed track was not in either of the Edenton historic districts. Track was not removed from the trestle, but we have now determined that the trestle itself is a modern structure. The previous structure was completely destroyed by a derailment, and then rebuilt, in 1975.

Although you have discussed this matter with our Mr. Richard P. Dietz, System Engineer Design and Construction, on at least one recent occasion, this did not complete the Section 106 process. However, we have recently discovered additional information with respect to the trestle at Edenton, in particular, which was not then available. With this additional information we trust we now may be able to satisfactorily complete the historic preservation process with respect to this rail line abandonment.

Let me first correct my previous reference to "Princess" Anne Creek at Edenton. Most of Virginia Beach was Princess Anne County before the two jurisdictions merged and I inadvertently carried over this local name to "Queen" Anne Creek. The same mistake also can be found on a few internet sites, but not on official Edenton sites. I also should not have referred to the structure as a "bridge." It is an ordinary wooden trestle of modern construction, as further explained below.

I recently did an internet search and discovered that the trestle over Queen Anne Creek was completely destroyed by a derailment and rebuilt by the railroad in 1975. Our Engineering Department had not noted this on our bridge list. Mr. Dietz had no personal knowledge of it and subsequently needed to do more detailed internal research to confirm and supplement the information from the internet. The enclosed copies of a thumbnail picture and caption and a larger version of the picture from the internet site show and confirm the derailment that destroyed the previous trestle. The picture's somewhat poor quality is due to it obviously having been taken at night. Also, it was printed from the internet image with a black and white laser printer - although it is a black and white picture. The replacement structure now in place is an ordinary, modern open deck, 19 panel wooden frame trestle. It was constructed with a three degree curve to the left of 4 ply 8 x 16 stingers, bents on, with wooden pile cut-offs.

Mr. Dietz has now determined that the 230 yards of track on the Edenton side of the trestle that were removed by Dominion Virginia Power's contractor were completely timbered and surfaced in 1982. Thus, neither the 230 yards of removed track nor the trestle and track still on the trestle were, or are, 50 years old or older. Moreover, the track that was removed was not in either the Edenton Historic District or the Edenton Historic Cotton Mill District. We trust that upon review of the additional information about this track that follows or is enclosed, you will concur that the removed track was not a contributing feature to either district, or that its removal did not, and the future removal of the trestle will not, adversely affect the historic resources of the districts.

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With respect to the prospective removal of the trestle, Ms. Anne-Marie Knighton, Town Manager of the Town of Edenton, sent a letter dated March 14, 2005 to Dr. Jeffrey Crow, North Carolina SHPO, expressing the Town's desire to have the trestle removed in order to restore the creek to its "original prominence" as it appeared during colonial times. Moreover, it seems from the colonial era focus of the enclosed Edenton historic district walking tour, that the district's focus is on a historical period prior to the coming of the railroad. Ms. Knighton also states that the previous trestle collapsed and was rebuilt 30 years ago. I attach a copy of her March 14, 2005 letter to Dr. Crow.

The line segment that was the subject of the abandonment proceeding was about 580 yards in length, consisting of about 230 yards of track on the Edenton side of Queen Anne Creek, about 77 yards of track on the trestle and about 273 yards of track on the opposite side of Queen Anne Creek in an area of trees and other wild vegetation. We have been provided by Dominion Virginia Power with four aerial photographs that show essentially all of this segment before Dominion Virginia Power's contractor undertook the salvage of the track. In fact, the first photograph is entirely north of the line that was abandoned and can be used for context. I enclose two sets of copies of these photographs. These photographs give us a unique opportunity to present additional information concerning the line and the trestle.

The aerial photographs overlap and essentially show the entire line being abandoned, although I think it possible that a few yards of the track at the extreme south end of the line across the Queen Anne Creek trestle from Edenton may not be shown. The first photograph is entirely north of King Street, the "northern" starting point of the abandoned line. It overlaps with the second photograph. The photos must be held at an angle to fully see the continuity of the line through the overlap but the overlap is clear. The walled enclosure at the left edge of the first photograph is the same landmark that is near the right edge of the second photograph. The abandonment started at King Street, near the left edge of the second photograph, where the number of tracks is reduced from three to one as the line approaches the Queen Anne Creek trestle. The track between the creek and the first street in the picture is the track that has been removed at Edenton. In my view, it is clear that the removal of this small segment of track could not have had any adverse effect on either of the historic districts. These photographs allow consideration of the location of the removed track and remaining track in relationship to the districts. In fact, the remaining track adjacent to the districts is located between the two districts, not in either of them. The bare area behind the largest building on the upper right corner of the second photograph is the same bare area that can be seen on the upper left corner of the third photograph. The irregular feature in the water near the top right corner of the third photograph is the same feature in the top left corner of the fourth photograph. In the fourth photograph, Hayes Farm Road intersects with the line at the extreme right edge, or just off the edge,

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of the photograph, only a very short 273-yard distance after the Line crosses the trestle. That is the other, or southern, end point of the rail line abandonment.

The attached aerial photograph from 1993 that we have also obtained from the internet is clear enough to show the track before its removal and to show its location with respect to the historic districts. The track between the creek and the first street in the picture is the track that has been removed. I think the photograph shows that the removed track did not contribute to the historic districts. I believe it certainly shows that the removal of the track could not have had an adverse effect on the districts even if it were considered a contributing feature of either one of them.

That the 230 yards of removed track entered neither the Edenton Historic District nor the Edenton Historic Cotton Mill District also can be seen from the markings showing the removed and remaining railroad tracks at Edenton on the attached map of the districts. The map, unmarked, is part of a recently-obtained brochure distributed to visitors to Edenton who wish to explore these historic districts. While I assume that you likely have a copy of this brochure, I am enclosing a copy for your reference. Mr. Dietz confirmed the location of the track and historic districts by personal observation when he inspected the area last Fall after the service date of the STB's decision.

We regret that the action of Dominion Virginia Power's contractor foreclosed in part your opportunity to comment in advance of the track removal on the potential impact of the abandonment of the line and the salvage of the track on the Edenton side of Queen Anne Creek. I trust you will understand that Dominion was concerned that necessary improvements to its electric power transmission line be made before the next hurricane season and as economically as possible. Moreover, Dominion's contractor apparently was careful not to remove the trestle or the track on the trestle or to disturb the right-of-way in any respect other than to remove the track and ties. This care was taken in order to prevent environmental damage and to preserve any features of the railroad line that might be considered historic until the completion of the Section 106 historic preservation process. We nonetheless remained ultimately responsible for this process and for any failures to monitor it or proceed quickly enough with the regulatory processes as well as for any errors or omissions with respect to those processes. Yet, we believe that we now have been able to substantially progress, co-operate and comply with the historic preservation process in this case.

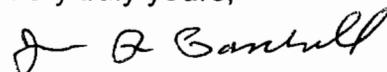
Since the trestle and track on the trestle, and the right-of-way approaching the trestle, continue to exist, we believe that the Section 106 process with respect to the abandonment of the subject line has not been substantially foreclosed. We also believe, and trust you will concur, that the additional information provided with this letter shows that the track and trestle were not eligible for listing in the National Register of

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Historic Places because they were of modern material and construction, were not contributing features to the Edenton historic districts, and even if they might be considered eligible or contributing features under some theory, their removal would not adversely affect historic properties - and in fact removal of the trestle would restore the creek to its appearance at an earlier time period, in keeping with the colonial era tenor of the Edenton historic district, and as desired by the Town of Edenton. As we understand it, Dominion intends to preserve the right-of-way for access to its power line. While we think no mitigation of any adverse effects of the track removal on historic resources is necessary, we think Dominion's preservation of the short right-of-way at Edenton and the enclosures should constitute sufficient mitigation in this case.

I request that upon consideration of this letter and the enclosed additional material, you advise the STB and NSR of your determination concerning the eligibility of the track and trestle for listing in the National Register of Historic Places or as a contributing feature to either Edenton historic district. We urge that because of their location, as explained in detail herein, you find the track and trestle not eligible for listing and not a contributing feature to the Edenton historic districts. In the alternative, we ask that you concur that the removal of these structures has not, and with respect to the trestle will not, adversely affect historic resources at Edenton, NC. Although I think it unlikely that anything more can be done or any more information can be produced with respect to the track and structure, to the extent we can, we will work with you on any further suggestions for us to conclude the Section 106 process promptly and to proceed with removal of the trestle in Queen Anne's Creek. However, we hope we can conclude the process on the basis of this letter and the enclosed attachments.

Very truly yours,



James R. Paschall

encl.

cc w/ encl. Honorable Vernon A. Williams, Secretary  
Surface Transportation Board  
1925 K Street, N.W.  
Washington, DC 20423-0001

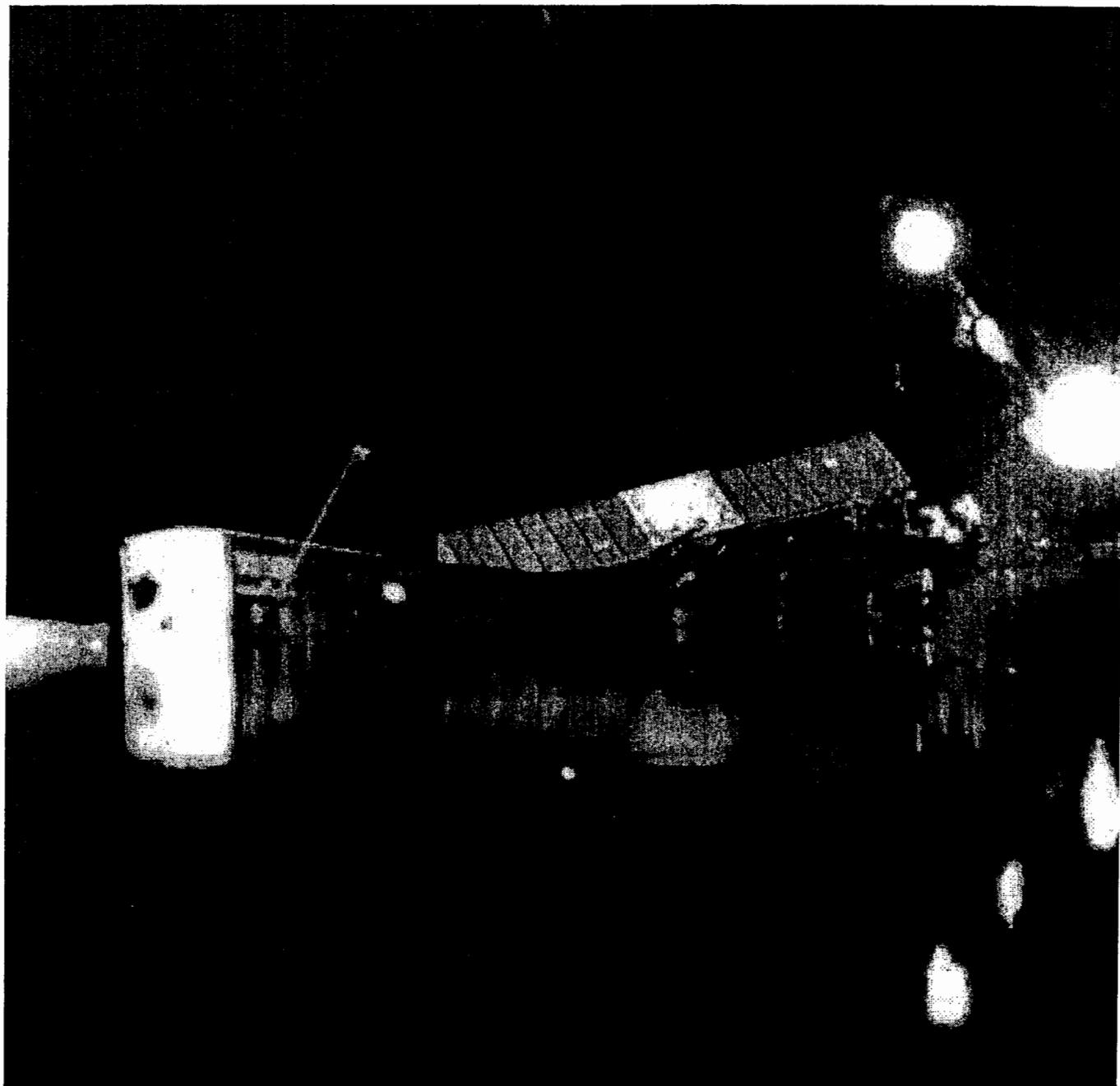
Ms. Anne-Marie Knighton  
Town Manager  
Town of Edenton  
P. O. Box 300  
Edenton, NC 27932

cc via e-mail: Ms. Victoria Rutson, Chief  
Section of Environmental Analysis  
Surface Transportation Board

Ms. Rhini Ghosh  
Section of Environmental Analysis  
Surface Transportation Board



Queen Anne creek trestle Edenton NC. Southern RR train took out the whole trestle and landed in the creek. Several boxcars were full of peanuts. After about a week under water, there was quite a smell





March 14, 2005

Dr. Jeffrey Crow  
Deputy Secretary of Archives and History  
State Historic Preservation Officer  
4610 Mail Service Center  
Raleigh, NC 27699-4610

Dear Dr. Crow:

I am writing to you on behalf of the Town of Edenton expressing support for Norfolk Southern Corporation's request to remove the trestle across Queen Anne Creek in Edenton. The Town has long sought to have the trestle removed, that portion of the railroad has been inoperable for at least 20 years. The trestle restricts one of the most beautiful views in the region, and it also restricts boating access up the creek. The trestle is of absolutely no historic significance, it was built thirty years ago after the wooden trestle collapsed. The removal of the trestle would help restore Queen Anne's Creek to its original prominence, when prior to 1722 Edenton was referred to as the "town on Queen Anne's Creek."

I understand that Norfolk Southern Corporation is awaiting sign off from State Historic Preservation Office for the removal. We urge you to approve the removal of the trestle and ask that you send the required letter to the Surface Transportation Board. That STB is awaiting your response. Once you sign off on the removal and write the letter to the STB we understand the trestle will be able to be removed as early as this summer. If you need any further information from me, please let me know. We appreciate your support in working with us to remove the trestle.

Sincerely,

Anne-Marie Knighton  
Town Manager

AMK/tw

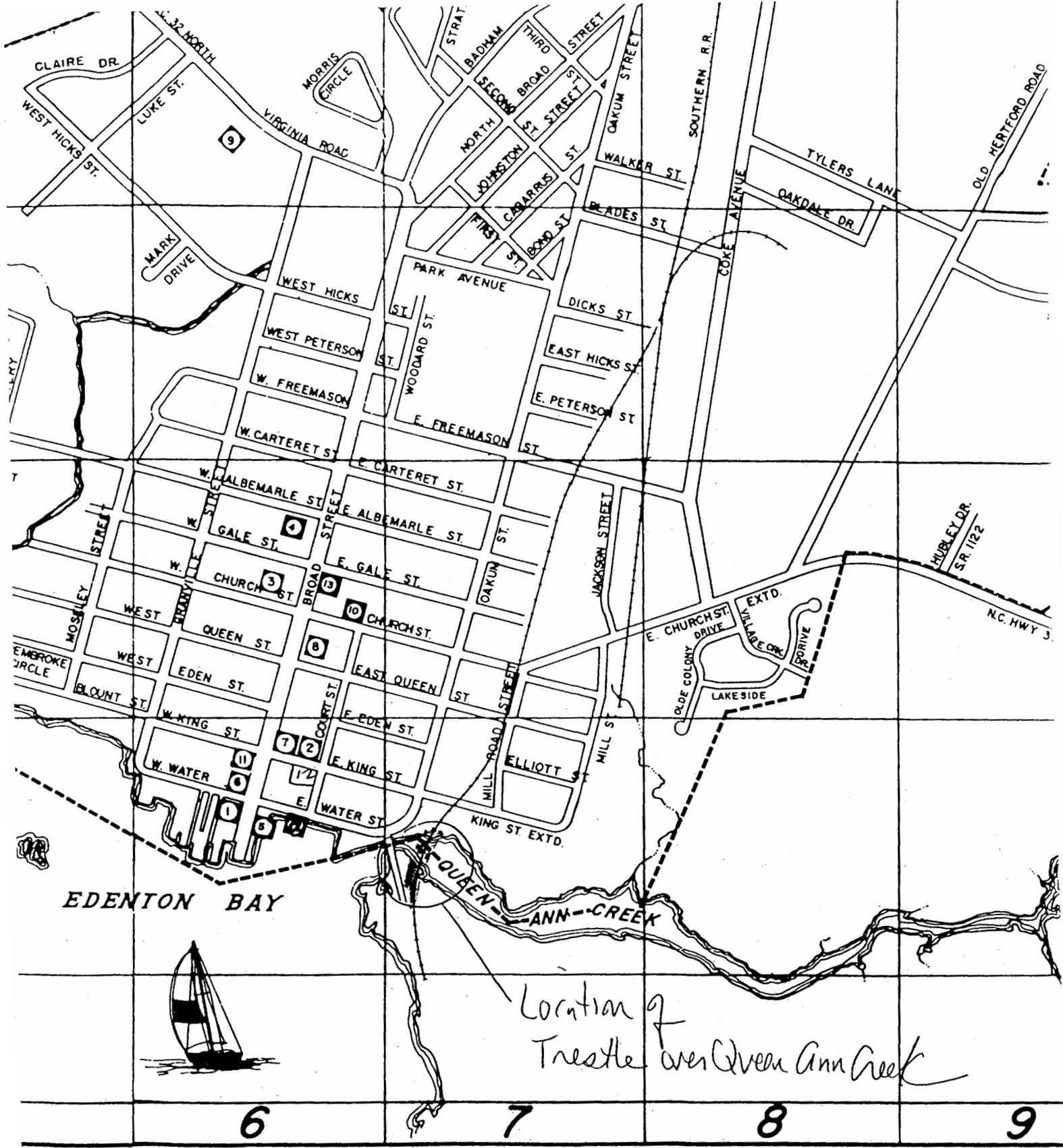
cc: ~~Sarah Brooks Corey~~, Norfolk Southern  
Peter Rascoe, Special Project Officer for Edenton-Chowan County  
Elizabeth Bryant, Edenton Chowan Planning and Inspections Director

COPY: JRP, JML



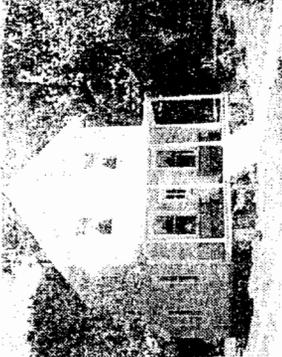
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P.O. Box 300, Edenton, N.C. 27932 - (252) 482-2155  
(252) 482-7377 - FAX

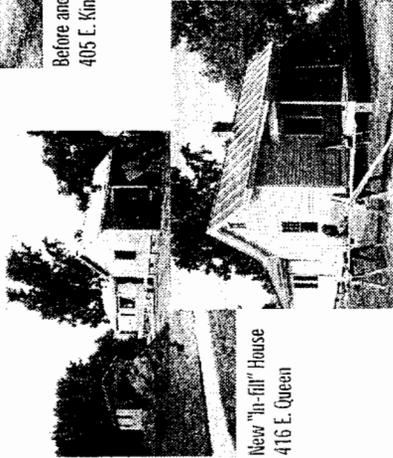


Location of  
Trestle over Queen Ann Creek

Edenton Cotton Mill Village



Before and After:  
405 E. King Street



New "In-fill" House  
416 E. Queen

*Protecting the Irreplaceable™ in North Carolina since 1939*

Preservation North Carolina  
Northeast Regional Office  
420 Elliott Street  
Edenton, NC 27932

352/482-7455

fax 252/482-7697

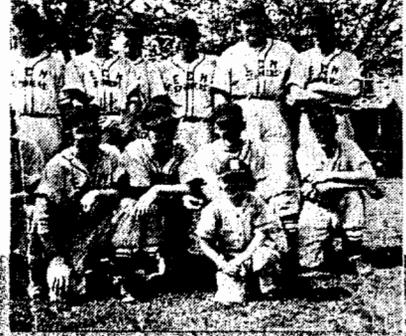
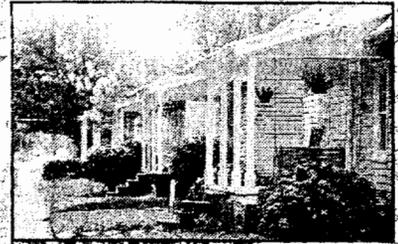
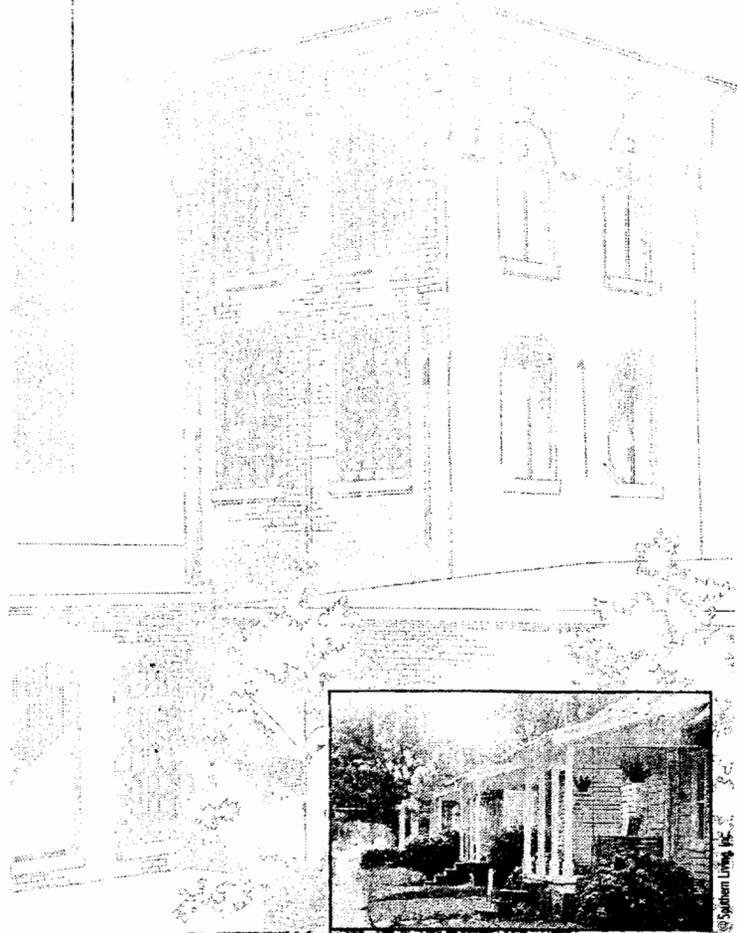
info@presnc.org

www.preservationnc.org



Chowan County Tourism Development Authority

*Historic*  
**Edenton Cotton Mill Village**



*Essential to our past and future development*

*The mill became and remained a mainstay in the local economy.*

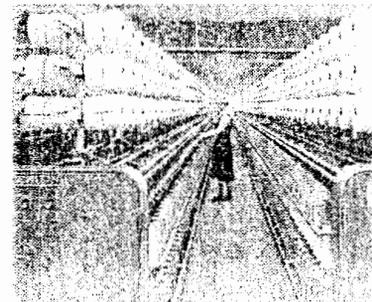
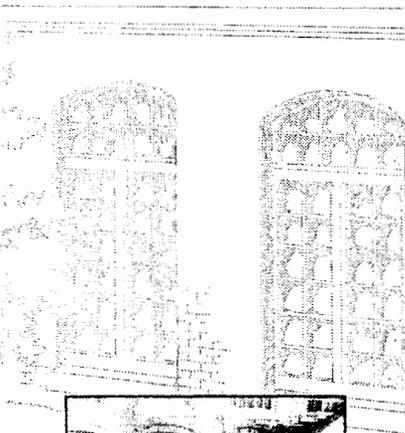


The mill building was designed by C. R. Makepeace and Company of Providence, Rhode Island. It is a handsome example of an Italianate Revival brick industrial complex, a style that was popular in turn-of-the-century North Carolina. Defining the building's character is the repetition of large segmental arched windows and projecting ceiling joists. Its three-story water tower is decorated with corbeled brickwork.

The Edenton Cotton Mill was organized and funded in 1898 by nineteen local residents who wished to provide a market for the region's cotton growers and thereby keep the industry's profits in the area. As the founders intended, the mill became and remained a mainstay in the local economy until its closing. It was consistently profitable, with the exception of losses for four years during the Great Depression. Although the mill maintained the village, it did not operate a general store. Thus, the villagers patronized local businesses, further contributing to the local economy.

The original building was completed in 1900, with most of the construction materials provided by local contractors. The two-story addition on the south end of the mill was begun four months after the mill began operating. Extensions, shops, and storage buildings were added in 1904, 1906, and 1909, and the brick smokestack was added in 1913. The windows were bricked in the 1960s when the building was air-conditioned. The brick mill office on Elliott Street was constructed in 1909 and doubled in size with a western addition in the 1950s.

The mill, one of only two spinning mills in the Albemarle area (most textile mills were located in the Piedmont region of the state), continued in local ownership until February 1990, when it was sold to Pioneer Yarn Mills of Sanford, NC. Pioneer was acquired in 1993 by Unifi of Greensboro, which closed the mill in late 1995 and donated it to Preservation North Carolina. This gift set in motion a groundbreaking project for the organization to preserve the intact Edenton mill complex and to initiate an industrial heritage program at other historic mills around the state.



Images from 1958 brochure Edenton Cotton Mills

*Since most of the workers were former farmers, management made the village as open and rural as possible.*



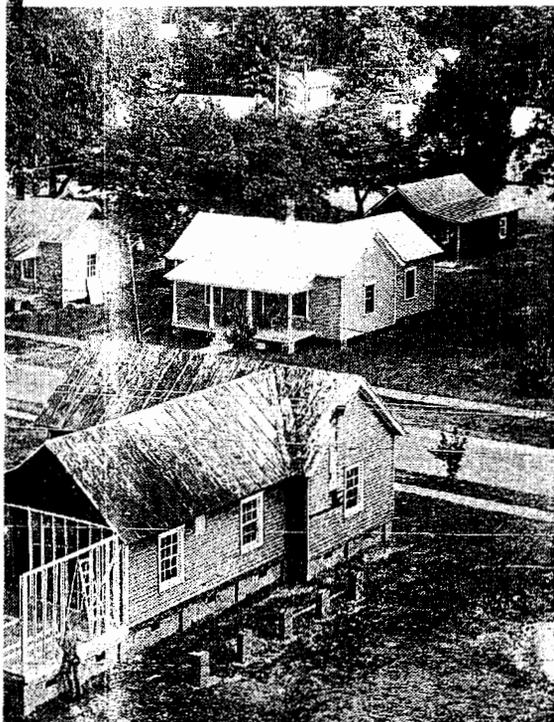
National Guard



1959

Since most of the workers were former farmers, management made the village as open and rural as possible. Early photos show the entire back yard area in cultivation, with rows of privies down the center of the block. The village has maintained this rural "feel," even within two blocks of main street, with the curb-less streets and extensive open space.

The Edenton Cotton Mill Village was listed on the National Register of Historic Places in February 1999.



1998

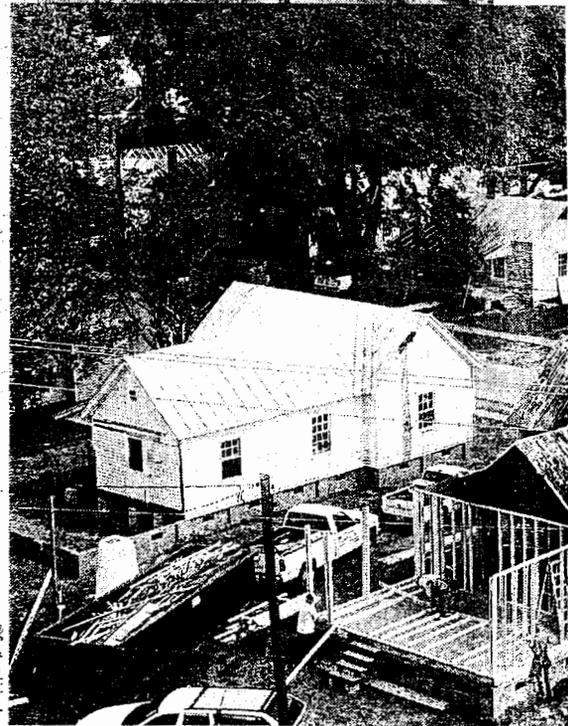
The earliest houses are the vernacular structures on the south side of Queen Street and the north side of Elliott Street. Many of the single-story, three room houses were built as duplexes, with a separate door into each one-room apartment and a shared kitchen ell. Others had one door, with apartment entrances off a central exterior entrance. The earlier houses had plain façades with shed porches; later houses were built with the addition of a false central gable. Over the years these houses were converted to single family houses, but many of the second doors remain.

First Christian Church dinner on the grounds, 1970s

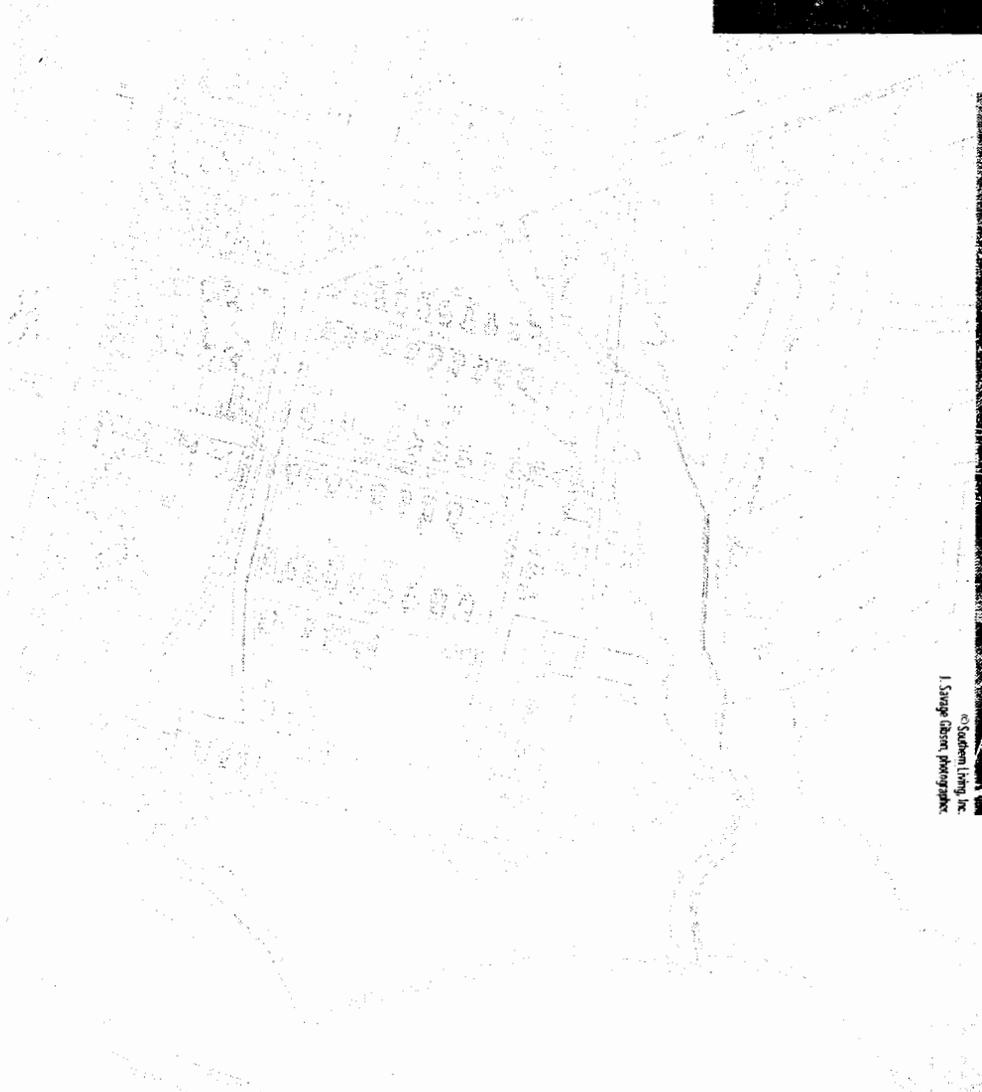


# Mill Village

Between 1899 and 1923, the mill built more than seventy dwellings for its workers. While the simpler dwellings are vernacular in origin, the large dwellings for mill managers reflect the early 20th century Colonial Revival style.



© Southern Living, Inc.  
1. Savage Olson photography



2004 Real Time Aerial View

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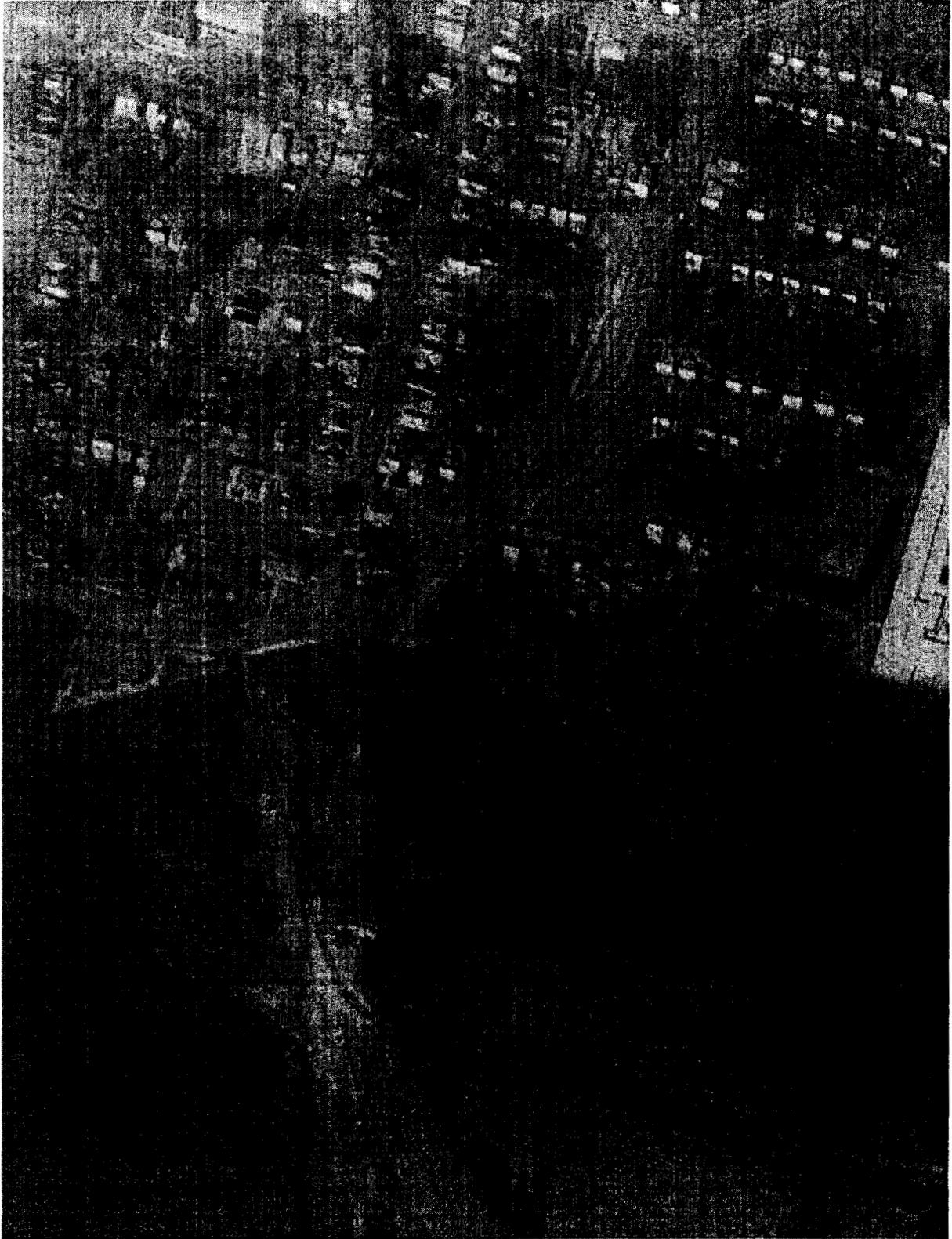
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**USGS Edenton, North Carolina, United States** 07 Mar 1993



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Image courtesy of the U.S. Geological Survey

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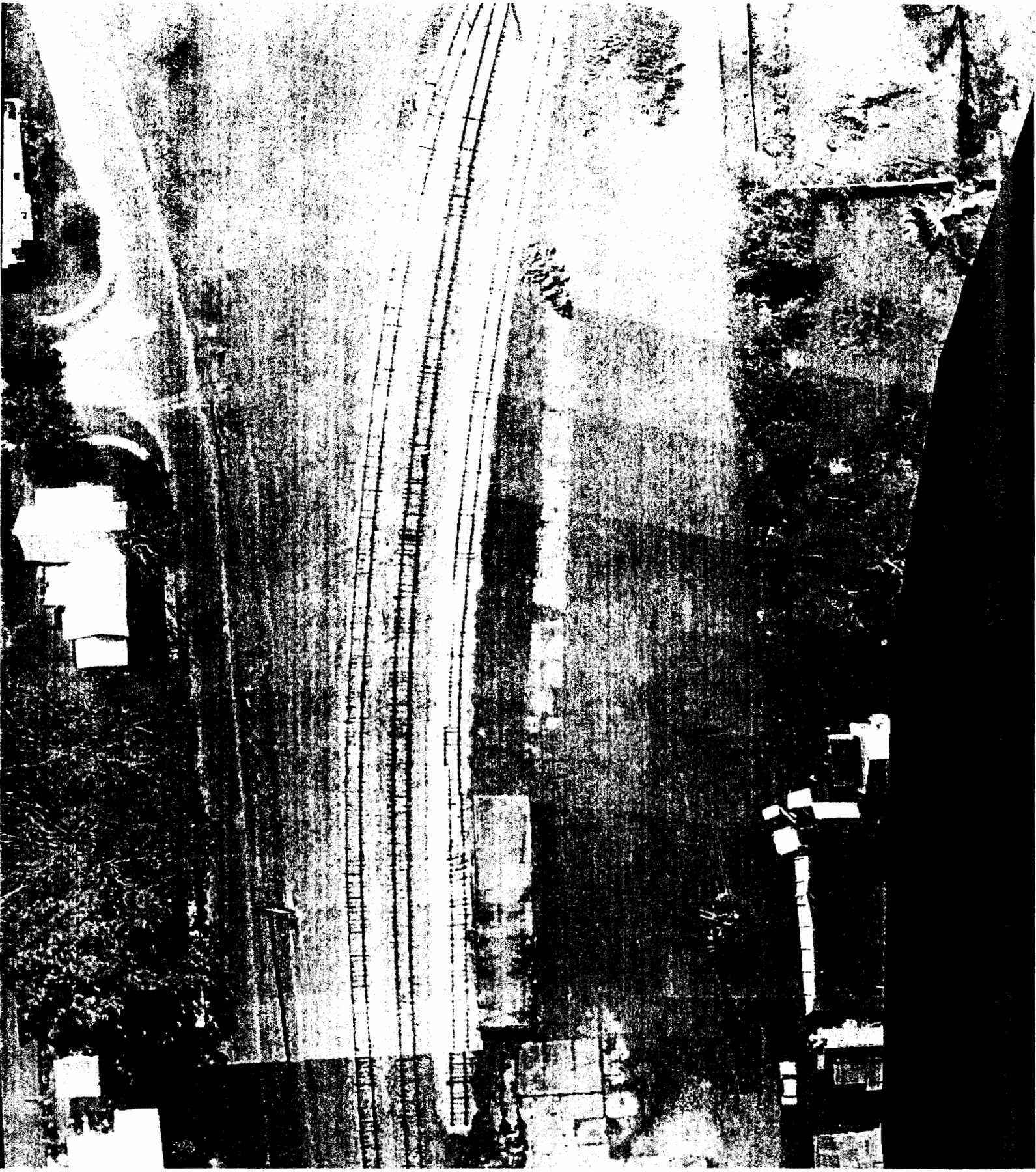


Figure  
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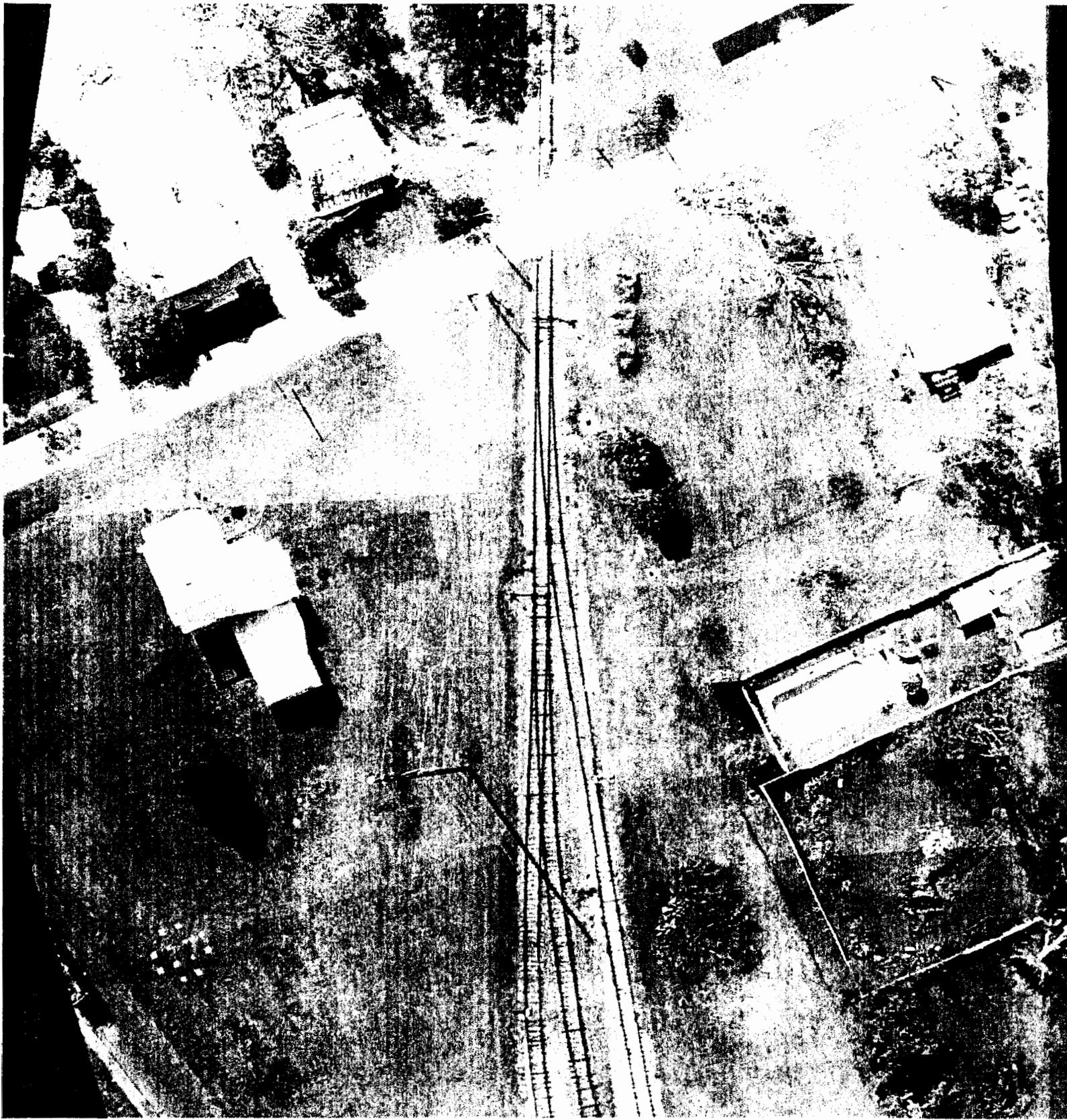
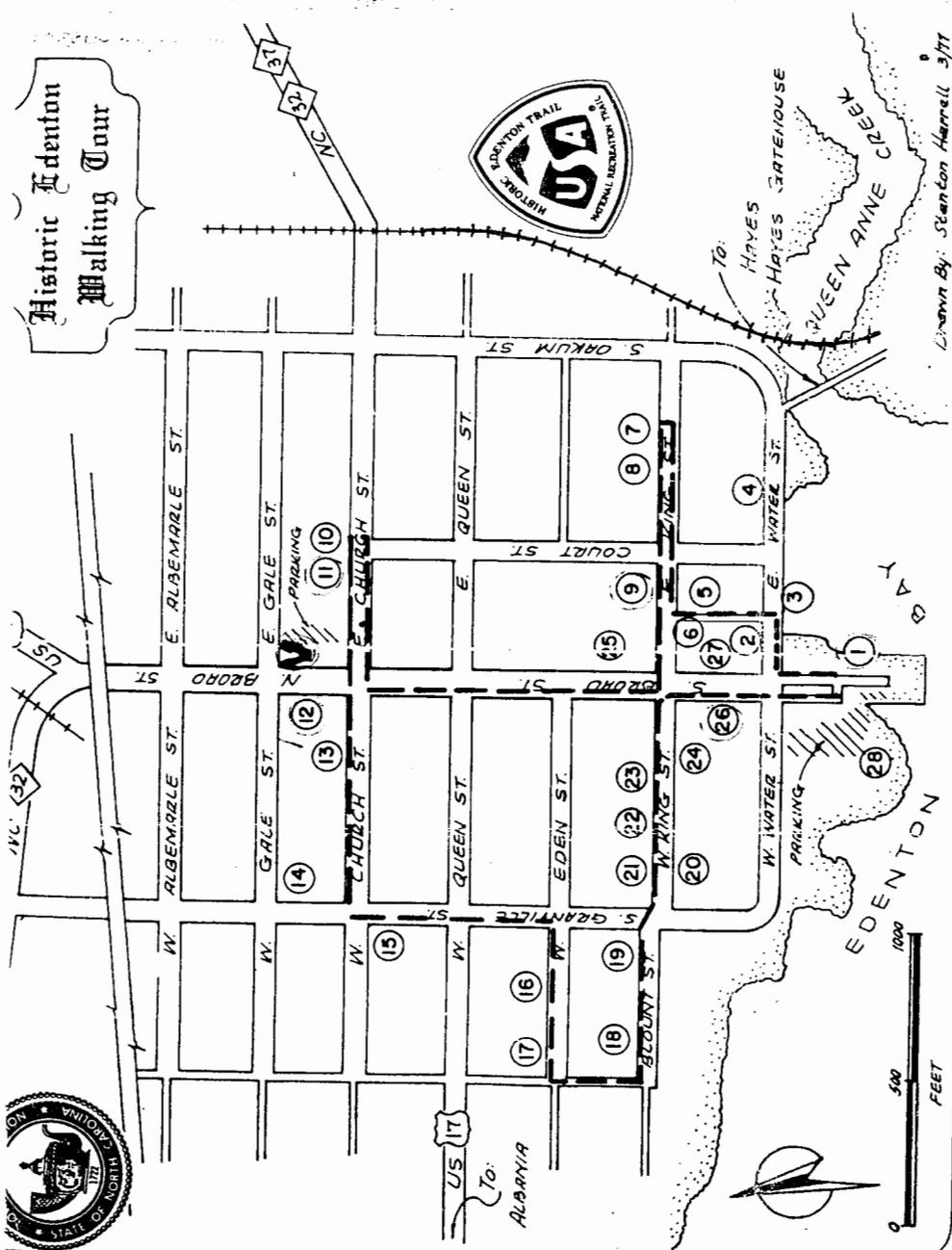


Plate  
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# Historic Edenton Walking Tour Map

- The Barker House (circa 1782)** is a handsome double porched 18th century building that now serves as the headquarters for Historic Edenton.
- Homestead (18th century)** has unusual design elements that are reminiscent of colonial homes built in the West Indies.
- Cannons on Edenton Bay** were contracted by Benjamin Franklin and shipped to Edenton. Years later Federal troops put them out of commission and observed that they were a greater danger to the men behind them than to the enemy in front.
- Leary House** is an excellent example of the Queen Anne style with its tower of contrasting paint colors and multitude of materials and surface textures.
- Courthouse Green** is as laid out by Edward Moseley in 1712.
- Edenton Teapot** commemorates the Edenton Tea Party of October 25, 1774 - the earliest known instance of political activity on the part of women in the American colonies.
- Coffield House (circa 1800)** is an example of the Federal style with an overlay of Greek Revival elements inside and out.
- Privott House (1900)** is an excellent example of the Queen Anne

- Chowan County Courthouse (1767)** is considered the finest Georgian courthouse in the South. The Department of the Interior has recognized its special quality and designated it a National Historic Landmark.
- Blair House (circa 1775)** belonged for many years to Thomas Courtland Manning, a Confederate brigadier general, U.S. Senator, and Minister to Mexico.
- Iredell House (circa 1773)** was the home of James Iredell, an Associate Justice of the first U.S. Supreme Court. His son, James Iredell, Jr., was Governor of North Carolina 1827-1828. Guided tours of this building's finely restored interior are available from the Visitor Center.
- St. Paul's Church (begun 1736)** is one of the finest colonial churches in the South. The church is unusual for American churches since it does not face the street but instead faces inward on a churchyard filled with graves and monuments dating from colonial times to the present.
- Rectors Study (circa 1835)** was in use for over a hundred years. Small outbuildings were once common as professional offices, but this

- Booth House (circa 1780)**, a gambrel roofer house, and the **Paine House (circa 1850)**, a coastal cottage, are excellent examples of small houses in styles once prevalent throughout coastal towns of North Carolina.
  - Charlton House (circa 1760)** is a carefully restored home with a gambrel roof, simple shed dormers and massive brick chimneys.
  - Littlejohn House (18th century)** and **West Custom House (18th century)** are both examples of the double porch style prevalent in Edenton.
  - Dixon Powell House** is an exceptionally grand Queen Anne style house with an irregular, dramatic roofline and rich ornamentation.
  - Pembroke Hall (circa 1840)** is a splendid Greek Revival house with spacious, handsome grounds.
  - Wessington House (circa 1850)** is a mansion based on plans from an architectural pattern book published in the 19th century.
  - Beverly Hall (1810)** is an especially handsome Federal style brick building that served as a residence and as a State Bank of North Carolina.
  - Allison House (18th century)** is a well preserved Georgian house remodeled in Greek Revival style.
  - Disbrooke House (18th century)** is a Georgian style house that has characteristic chimneys and interesting detail at the front door, with Doric pilasters and a segmental transom.
  - Edenton Commercial District** has a pleasing variety of facades and details on its buildings, most of them built in the 19th and early 20th century. The profiles and second story details are of particular interest.
  - Cupola House and Garden** is a National Historic Landmark that was built in 1725 and is considered the finest wood structure Jacobean style house in South. The garden is an 18th century style formal garden that uses authentic design and plant materials. Tours are available from the Visitor Center.
  - Leary Building** is one of the most outstanding in the commercial district with its elaborate Victorian pressed metal facade.
  - Waterfront Park** has playground equipment, picnic areas, and a pier on Edenton Bay, once one of North Carolina's most important ports.
- Edenton is a stroller's paradise. Three centuries of homes, a waterfront setting, and well-tended gardens and trees make almost any route through town an enjoyable one. The Historic Edenton Walking Tour is designed to guide you to some of the most outstanding architecture in North Carolina and to take you along the town's picturesque waterfront and streets.
- Although settled several years before, Edenton was officially incorporated in 1722 as the capital of the colony. Among the town's colonial and Revolutionary period residents were two governors of the state, a U.S. Supreme Court Justice, a signer of the Declaration of Independence, and a signer of the Federal Constitution. Although the capital moved elsewhere and larger ships sought other ports, Edenton has continued to be the center for the area's productive agriculture, fisheries and industries. A more complete presentation to the town's rich and varied history is available at the Visitor Center. The staff there will also provide you with a personally guided tour of some of the town's most significant historic sites.
- However, Edenton is more than historic sites. It has a special quality of its own that can only be experienced by walking through the town. The National Register of Historic Places describes Edenton as having an idyllic atmosphere that includes not only the fabric and scale of the past but also much of its leisurely charm. The writer of a recent article in Travel and Leisure magazine said it more simply. "Edenton may be the South's prettiest town."
- The map shows the easily followed, mile-and-a-half route of the walking tour. Signs mark the route throughout its entire length. Numbered on the map are sites of special historical or architectural interest. In order to keep the route simple and direct, it was not designed to pass by all the sites indicated. However, you are encouraged to use the tour route just as a general guide and meander through town as you please.



Edenton, NC, 2004

