



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

James R. Paschall
Senior General Attorney

Writer's Direct Dial Number

(757) 629-2759
fax (757) 533-4872

July 12, 2005

via fax 919-733-8653 - 2 page letter and 1 page attachment
via mail: letter with entire historic report, including previous cover letter and attachment

Dr. Jeffrey Crow, Deputy Secretary of Archives and History
North Carolina Department of Cultural Resources
4610 Mail Service Center
Raleigh, NC 27699

Re: STB Docket No. AB-290 (Sub-No. 243X), Norfolk Southern Railway
Company - Abandonment – In Winston-Salem, Forsyth County, NC

Dear Dr. Crow:

On May 31, 2005, we sent to you a Historic Report related to the Notice of Exemption to abandon a railroad line that we planned to file with the Surface Transportation Board (STB), and subsequently did file on June 29, 2005 with a request that it be docketed as of June 30, 2005. In the notice, Norfolk Southern Railway Company seeks exemption authority for the abandonment of 2.4 miles of rail line located between railroad mileposts R-124.2 and R-126.6 at Winston-Salem, North Carolina. The Historic Report described the proposed action and any expected historic effects and included a map of the affected area. We have been advised that the copy of the report filed with the STB with the notice of exemption did not contain the list of bridges on the line. We think the copy of the report sent to you contained a list of the bridge and structures along the right-of-way of the subject line, but in the event the list was not included, we send a copy of the list for the line between the mileposts included in the notice of exemption and Historic Report with this letter. In addition, we are sending to you via mail a complete copy of the Historic Report, including the bridge list.

You will see that there are several common steel bridges or structures often seen over city streets and a few overhead highway bridges that are part of the City or State road system along the line. NSR has no plan to remove any of these bridges or structures because we are negotiating with the North Carolina Department of Transportation to convey the right-of-way for possible future public use, possibly as a commuter rail line. Part of the right-of-way will be conveyed to the Piedmont Triad Research Park for use in the construction of a bio-medical research facility but sufficient

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room for a transportation easement through this segment of the right-of-way is expected to be available. An alternative to this disposition could be to dispose of the property to PTRP or to the City for use as a trail, which also would leave the bridges intact.

As with other such proposals your comments will be considered by the Board in evaluating the historic impacts of the contemplated action. If there are any questions concerning this proposal, please contact me directly at the above telephone number or address or the Section of Environmental Analysis (SEA), Surface Transportation Board, 1925 K Street, N.W., Washington, D. C. 20423-0001, Telephone (202) 565-1545, and refer to the above Docket. We hope that this additional information will assist in your review of this matter.

Yours very truly,


James R. Paschall

Enclosures

via fax 202 565-9002
and original via mail

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

via fax 202 565-9000
and e-mail

Ms. Christa Dean
Attorney-Advisor
Section of Environmental Analysis
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001



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

James R. Paschall
Senior General Attorney

Writer's Direct Dial Number
(757) 629-2752

May 31, 2005

Dr. Jeffrey Crow, Deputy Secretary of Archives and History
North Carolina Department of Cultural Resources
4610 Mail Service Center
Raleigh, NC 27699

Re: Docket No. AB-290 (Sub-No. 243X), Norfolk Southern Railway Company -
Abandonment – at Winston-Salem, North Carolina

Dear Dr. Crow:

On or about June 30, 2005, we expect to be filing with the Surface Transportation Board a notice of exemption seeking authority to abandon 2.4 miles of rail line located between railroad mileposts R-124.2 and R-126.6 at Winston-Salem, North Carolina. Attached is a Historic Report describing the proposed action and any expected historic effects, as well as a map of the affected area.

We are providing this report so that you may review the information that will form the basis for the Board's independent environmental analysis of this proceeding. If you believe any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA), Surface Transportation Board, 1925 K Street, N.W., Washington, D. C. 20423-0001, Telephone (202) 565-1545, and refer to the above Docket. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments (with a copy to me) would be appreciated within 3 weeks.

Your comments will be considered by the Board in evaluating the historic impacts of the contemplated action. If there are any questions concerning this proposal, please contact me directly at the above telephone number or address.

Yours very truly,

A handwritten signature in black ink that reads "James R. Paschall" followed by the initials "JKch".

James R. Paschall

JRP:kch
Enclosures

HISTORIC REPORT
PROPOSED RAIL LINE ABANDONMENT

PROPOSED ACTION AND ALTERNATIVES

Norfolk Southern Railway Company (NSR) proposes to abandon 2.4 miles of rail line between Mileposts R-124.2 and R-126.6 at Winston-Salem, North Carolina. A map delineating the line proposed for abandonment is attached as Appendix "A".

The alternatives to abandonment of the line are to not abandon or to discontinue service on the line, retaining the trackage in place. Neither of these alternatives is economically feasible for NSR.

ADDITIONAL INFORMATION

- (1) **U.S.G.S. Topographic Map** -- Maps were furnished to the North Carolina Division of Archives and History, Department of Cultural Resources
- (2) **Written Description of Right of Way** -- The right of way width varies but is generally 32-43 feet on each side of the main track centerline. The line passes through industrial (52%), unimproved (45%), and residential (3%) areas.
- (3) **Photographs** -- Photographs were furnished to the North Carolina Division of Archives and History, Department of Cultural Resources.
- (4) **Date of Construction of Structures** -- Construction dates are shown on the Bridges and Structures Listing attached to this report.
- (5) **History of Operations and Changes Contemplated** -- Pursuant to the exemption in this proceeding, Norfolk Southern Railway Company (NSR) will abandon 2.4 miles of railroad line between Mileposts R-124.2 and R-126.6 at Winston-Salem, NC. The plan for the property is to sell most of this R-line (R-124.2 to R-126.1) to

the North Carolina Department of Transportation for possible future use related to a public transit project planned for the Piedmont Authority for Regional Transportation (PART). The remaining portion of the right-of-way (R-126.1 to R-126.6) will either be retained by NSR or sold for development of the anticipated biomedical research center, Piedmont Triad Research Park, that will be utilized by Wake Forest University, Winston-Salem University and Salem College. After the sale, NSR will be able to reconfigure its operations at Winston-Salem Yard to enable trains traversing the R-Line south to run on the K-Line to Greensboro without tying up the main yard or requiring extra train movements. No shippers or receivers will lose railroad service as a result of the transaction.

The subject rail line was part of an approximately 124-mile line of railroad between Roanoke, VA and Winston-Salem, NC that was built by contractors for the Roanoke and Southern Railway Company. It was constructed and opened for operation in sections between May 1889 and March 1892.

Roanoke and Southern Railway Company of North Carolina was incorporated under the laws of North Carolina, February 23, 1887. Roanoke and Southern Railway Company of Virginia was incorporated under the laws of Virginia, February 12, 1886. On June 18, 1887, the franchises and rights of the Roanoke and Southern Railway Company of North Carolina and Roanoke and Southern Railway Company of Virginia were consolidated to form Roanoke and Southern Railway Company.

Norfolk and Western Railway Company's predecessor, Norfolk and Western Railroad Company, leased the Roanoke-Winston-Salem line upon its completion on March 16, 1892.

Norfolk and Western Railway Company was incorporated by special act of Virginia approved on January 15, 1896, and succeeded, under a plan of reorganization, to the properties of Norfolk and Western Railroad Company, the Lynchburg and Durham Railroad Company (that had been sold first to the Norfolk, Lynchburg and Durham Railroad Company) and the Roanoke and Southern Railway Company (that had been sold first to the Norfolk, Roanoke and Southern Railroad Company). The two companies shown in parentheses were organized on the dates of purchase for the sole purpose of acquiring and transferring the property of the named companies to Norfolk and Western Railway Company.

Norfolk and Western Railway Company's predecessor, Norfolk and Western Railroad Company, was sold at foreclosure September 15, 1896 and conveyed to Norfolk and Western Railway Company, October 1, 1896. Norfolk, Lynchburg and Durham Railroad Company conveyed the property of the Lynchburg and Durham Railroad Company that it had purchased at foreclosure September 16 or 24, 1896 to Norfolk and Western Railway Company on October 6, 1896. Norfolk, Roanoke and Southern Railroad Company conveyed the property of Roanoke and Southern Railway Company (124 miles of line between Roanoke, VA and Winston-Salem, NC) that it purchased at foreclosure November 24, 1896, together with its rights and franchises, to Norfolk and Western Railway Company on December 2, 1896.

The Roanoke-Winston-Salem line, in addition to the NW line between Roanoke, VA and Hagerstown, MD, provided NW with a significant north-south route to complement its basic east-west orientation. At Winston-Salem, the NW connected with the Winston-Salem Southbound Railway Company, which was incorporated under special act of the General Assembly of the State of North

Carolina, January 31, 1905. The WSSB was organized and the charter was dated February 13, 1905. Norfolk and Western Railway Company and Atlantic Coast Line Railroad Company were the proprietor companies and, in July 1909, agreed to finance the construction after two abortive attempts to have the line constructed. The WSSB is still owned 50 percent each by NW's and ACL's successors, Norfolk Southern Railway Company and CSX Transportation, Inc., connecting with NW at Winston-Salem, NC and CSXT at Wadesboro, NC.

Norfolk Southern Corporation, a non-carrier holding company, was incorporated in the Commonwealth of Virginia on July 23, 1980. Based on an Agreement of Merger and Reorganization, dated July 31, 1980, and eventual Interstate Commerce Commission approval, Norfolk Southern Corporation acquired control of Norfolk and Western Railway Company and Southern Railway Company and their subsidiaries. At the time of the Norfolk Southern consolidation, Norfolk and Western Railway Company was headquartered in Roanoke, Virginia. Southern Railway Company was headquartered in Washington, DC with a substantial number of offices in Atlanta, Georgia.

On December 4, 1980, Norfolk Southern Corporation, Norfolk and Western Railway Company, and Southern Railway Company filed a joint application to the ICC in Finance Docket No. 29430 (Sub-No. 1), pursuant to which they sought authority under 49 U.S.C. 11343 for Norfolk Southern Corporation to acquire control through stock ownership of Norfolk and Western Railway Company and its subsidiary carrier companies, and of Southern Railway Company and its consolidated system companies.

Under approval granted by the ICC in Finance Docket No. 29430 (Sub-No.

1), *Norfolk Southern Corporation -- Control -- Norfolk and Western Railway Company and Southern Railway Company*, 366 I.C.C. 173 (1982), dated March 19, 1982, Norfolk Southern Corporation acquired control of Norfolk and Western Railway Company and Southern Railway Company on June 1, 1982.

Two books on the Norfolk and Western Railway Company and Southern Railway Company systems provide detailed information on the companies' history and development to the time of the Norfolk Southern consolidation. They are: E. F. Pat Striplin, *The Norfolk And Western: A History* (Roanoke, VA: The Norfolk and Western Railway Co., 1981) and Burke Davis, *The Southern Railway: Road Of The Innovators* (Chapel Hill, NC: University of North Carolina Press, 1985).

Effective December 31, 1990, Southern Railway Company changed its name to Norfolk Southern Railway Company. Norfolk and Western Railway Company became a wholly-owned subsidiary of Norfolk Southern Railway Company rather than a subsidiary of Norfolk Southern Corporation. In October 1996, Norfolk and Western Railway Company paid the outstanding bonds issued under the Norfolk and Western Railway Company First Consolidated Mortgage of October 22, 1896, payable October 1, 1996. The mortgage trustee, Bankers Trust Company, delivered a Release, Satisfaction and Discharge to Norfolk and Western Railway Company on January 31, 1997. All Norfolk and Western Railway Company properties became free of any system mortgage.

Pursuant to a notice of exemption filed in STB Finance Docket No. 33648, *Norfolk Southern Railway Company--Merger Exemption--Norfolk and Western Railway Company*, served August 31, 1998, Norfolk Southern Railway Company (NSR) merged Norfolk and Western Railway Company (NW) into NSR, effective

September 1, 1998.

Norfolk Southern Corporation ("NSC"), parent to Norfolk Southern Railway Company ("NSR"), entered into a Transaction Agreement (the "Conrail Transaction Agreement") among NSC; NSR; CSX Corporation ("CSX"); CSX Transportation, Inc. ("CSXT"), a wholly-owned subsidiary of CSX; Conrail Inc. ("CRR"); Conrail, a wholly-owned subsidiary of CRR; and CRR Holdings LLC, dated June 10, 1997, pursuant to which CSX and NSC indirectly acquired all the outstanding capital stock of CRR. The Conrail Transaction Agreement was approved by the Surface Transportation Board ("STB") in a decision served July 23, 1998 in STB Finance Docket No. 33388, *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail Inc. and Consolidated Rail Corporation*, and the transaction was closed and became effective June 1, 1999.

Pursuant to the Conrail Transaction Agreement, certain Conrail assets were allocated to Pennsylvania Lines LLC ("PRR"), a wholly-owned subsidiary of Conrail. Furthermore, pursuant to the Conrail Transaction Agreement, PRR's assets, in turn, were leased to and are operated by NSR under the terms of an allocated assets operating agreement between PRR and NSR (the "NSR Operating Agreement") with an original term of twenty-five (25) years from the effective date of June 1, 1999, and two optional renewal terms of five (5) years each. The Conrail Transaction Agreement permitted NSR to operate and to enter into various transactions with regard to the assets allocated to PRR. As a result of the Conrail Transaction, Norfolk Southern Railway Company's rail operations grew to include some 7,200 miles of the Conrail system (predominately the former Pennsylvania

Railroad), creating balanced rail transportation in the East to benefit customers and communities alike.

In STB Finance Docket No. 33788, *Norfolk Southern Railway Company--Trackage Rights Exemption--Over North Carolina Railroad Company*, served August 27, 1999, the Surface Transportation Board approved North Carolina Railroad Company's (NCRR) agreement to grant to NSR exclusive local and overhead freight trackage rights over its entire line of railroad between Charlotte and Morehead City, NC. The line extends between mileposts EC-0.0+/- and EC-94.7+/-; mileposts H-0.0+/- and H-129.5+/-; and mileposts 284.0+/- and 376.5+/-, a distance of approximately 317.2 miles in Alamance, Cabarrus, Carteret, Craven, Davidson, Durham, Guilford, Johnston, Jones, Lenoir, Mecklenburg, Orange, Randolph, Rowan, Wake, and Wayne Counties, NC. Under the agreement, NSR is permitted to grant trackage rights to its subsidiaries. NSR or its predecessors had leased and operated the NCRR property since 1871 when the NCRR line between Goldsboro, NC and Charlotte, NC was leased to The Richmond and Danville Railroad Company.

On June 4, 2003, Norfolk Southern Corporation (NSC), CSX Corporation (CSX), and Consolidated Rail Corporation (Conrail) announced the joint filing of a petition with the STB for approval to establish direct ownership and control by CSX Transportation, Inc. (CSXT) and Norfolk Southern Railway Company (NSR), the railroad subsidiaries of CSX and NSC, respectively, of the two Conrail subsidiaries - New York Central Lines LLC (NYC) and Pennsylvania Lines LLC (PRR) that CSXT and NSR had been managing and operating, respectively, since June 1, 1999 under operating agreements approved by the STB in the 1998 decision. The STB

approved the petition, subject to certain conditions, in a decision served on November 7, 2003. The transaction was concluded on August 27, 2004 by the merger of NYC and PRR into CSXT and NSR, respectively. The transaction's effect was to replace the PRR and NYC operating agreements and allow NSR and CSXT to operate the NYC and PRR lines via direct ownership.

The change contemplated in the operation of the subject 2.4-mile railroad line at Winston-Salem, NC is for Norfolk Southern Railway Company to abandon the line of railroad as surplus, to reconfigure its remaining yard and line at Winston-Salem in order to operate efficiently, and to convey most of this R-line abandonment (R-124.2 to R-126.1) to the North Carolina Department of Transportation for possible future use related to a public transit project planned for the Piedmont Authority for Regional Transportation (PART). The remaining portion of the right of way (R-126.1 to R-126.6) will either be retained by NSR or sold for development of the anticipated biomedical research center, Piedmont Triad Research Park, that will be utilized by Wake Forest University, Winston-Salem University and Salem College.

- (6) **Summary of Documents In Carrier's Possession That Might Be Useful for Documenting a Structure That Is Found To Be Historic** – Bridge plans may be available for the structures on the line.
- (7) **Opinion Regarding Criteria For Listing In The National Register Of Historic Places** -- It is carrier's opinion that the structures on the line to be abandoned do not meet the criteria for listing in the *National Register of Historic Places*. The structures are small bridges that are short in length and relatively modern and ordinary in design and construction. There is nothing that distinguishes the bridges from others in the

region. The line passes through mostly industrial and undeveloped areas with a few residential sites. Carrier has no reason to believe that there is any likelihood of finding archaeological resources or historic properties on the line proposed for abandonment. Moreover, the right-of-way will remain basically intact because the North Carolina Department of Transportation plans to acquire most of it and retain it for possible rail transit use in the future so the abandonment should not result in any adverse effect on historical resources if there are any in the area.

(8) **Subsurface Ground Conditions That Might Affect Archaeological Recovery** --

Carrier is not aware of any prior subsurface ground disturbances or environmental conditions that would affect archaeological recovery. Except for the area in the immediate vicinity of the biomedical research facility, the ground will not be disturbed following the abandonment of the line and the planned transfer of most of the property to the North Carolina Department of Transportation.

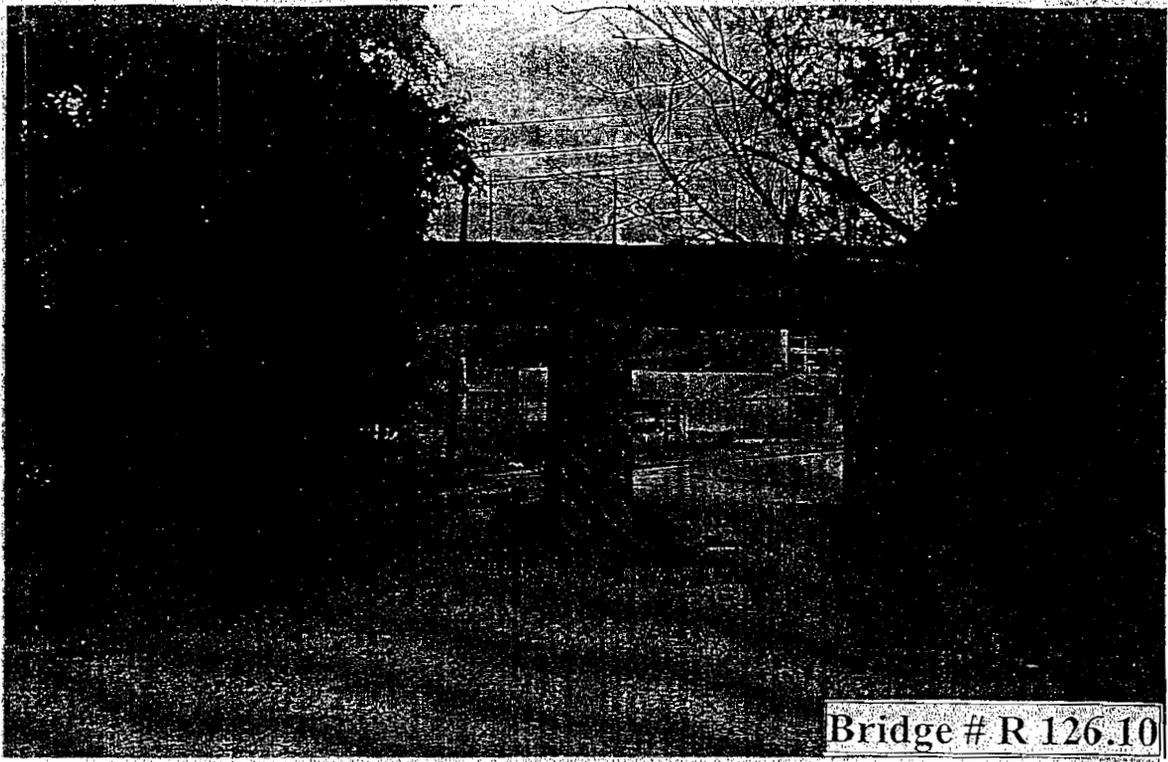
(9) **Follow-Up Information** -- Additional information will be provided as appropriate.

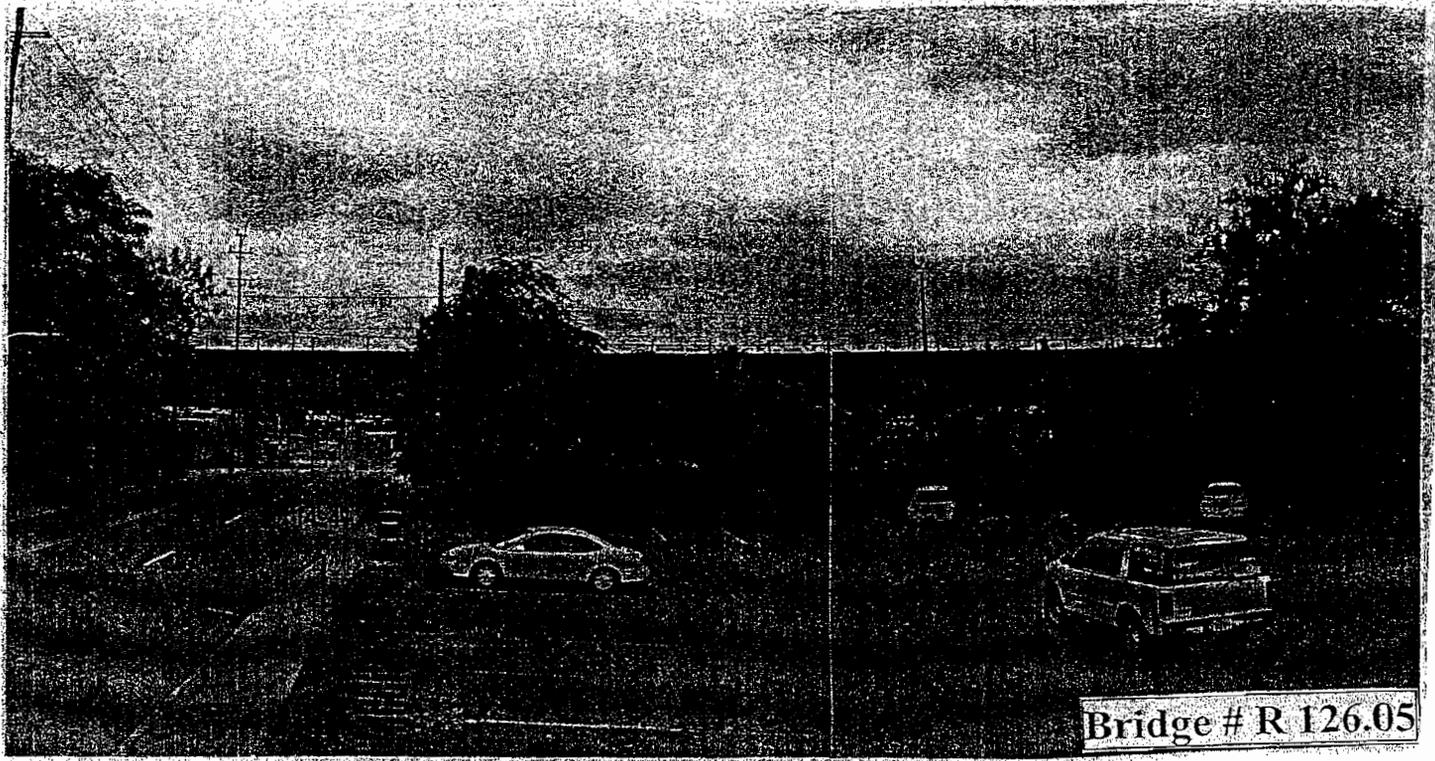
NORFOLK SOUTHERN CORPORATION
BRIDGES AND STRUCTURES DEPARTMENT
BRIDGE LISTING

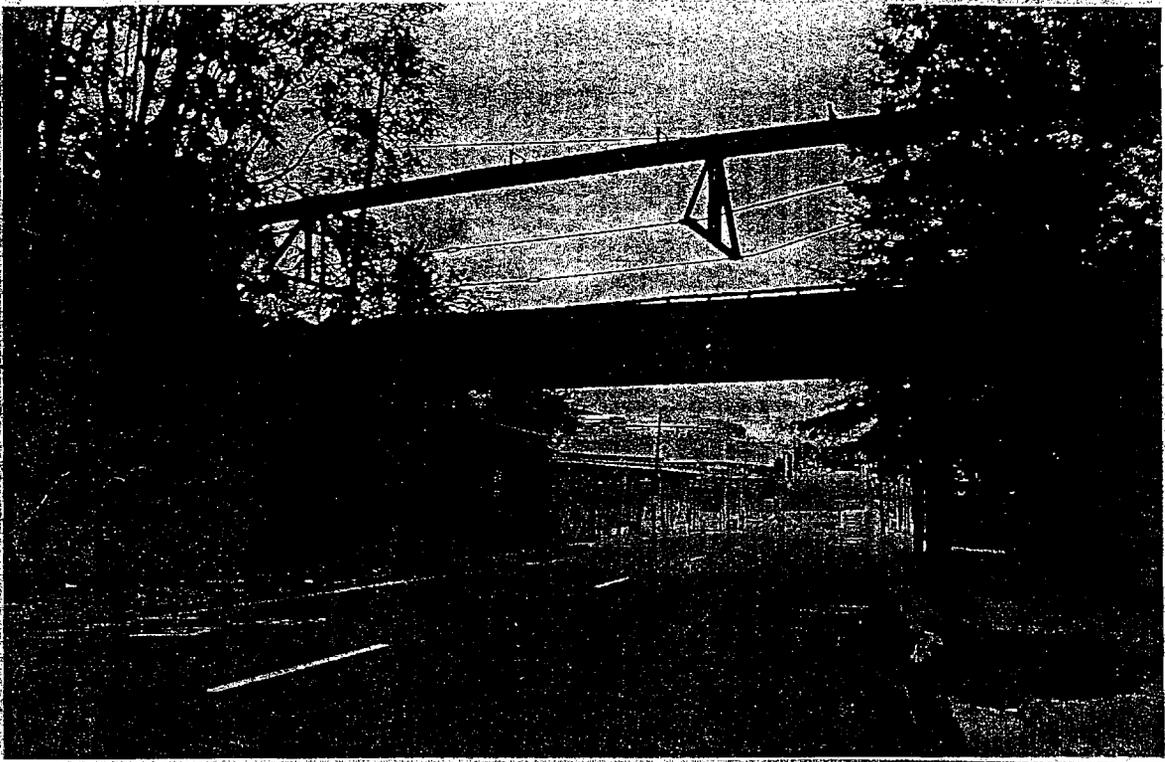
VIRGINIA DIVISION
IS WINSTON-SALEM DISTRICT

DATE RUN: 04/30/02
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MILEPOST	NAME OF CROSSING	NO. OF SPANS	STRUCTURE	DESCRIPTION	DECK	LENGTH	TOTAL LENGTH	DATE BLT	MAX HT	ALIGN DG	NO. TKS	TK NEAREST	DOT ST	FILE NO.	OLD BR NO	REMARKS
R-124.21	28TH STREET	3	STL BEAM	OPEN	OPEN	62.66	62.66	1927	15.0	T	2	Y	NC 470221X	117-20350	1898A	SEE 117-20344 PRIOR
R-124.21	28TH STREET	3	STL BEAM	OPEN	OPEN	62.66	62.66	1927	15.0	T	2	5	NC 470221X	117-20350	1898A	SEE 117-20344 PRIOR
R-124.45	ABANDONED ROAD	1	RAIL TOP	CONC BAL	CONC BAL	10.00	10.00	1914	13.0	T	2	5	NC	117-20351		
0 R-124.91	16TH STREET	4	OH HWY-REIN CONC	OPEN	OPEN	76.00	76.00		22.0	T	1	0	NC 470227N	117-20352		
R-125.16	13TH STREET	4	DECK-PL GDR	OPEN	OPEN	154.07	154.07	1923	19.0	T	1	5	NC 470228V	117-20353	1899	
0 R-125.44	LIBERTY STREET	2	OH HWY-REIN CONC	OPEN	OPEN	47.50	47.50		20.0	L	1	0	NC 470229C	117-20354		
R-125.75	7TH STREET	1	DECK PL GDR	OPEN	OPEN	50.00	50.00	1927	17.0	L	6	45	NC 470231D	117-20355	1901	
R-125.75	7TH STREET	1	DECK PL GDR	OPEN	OPEN	50.00	50.00	1927	17.0	L	6	45	NC 470231D	117-20355	1901	
R-125.91	5TH STREET	1	DECK PL GDR	OPEN	OPEN	56.50	56.50	1923	20.0	T	4	J	NC 470232K	117-20356	1901A	SEE 117-20355 PRIOR
R-125.91	5TH STREET	1	DECK PL GDR	OPEN	OPEN	56.50	56.50	1923	20.0	T	4	5	NC 470232K	117-20356	1901A	SEE 117-20355 PRIOR
R-126.01	4TH STREET	3	DECK PL GDR	OPEN	OPEN	67.00	67.00	1928	19.0	T	2	5	NC 470233S	117-20357	1902	SEE 117-20355 PRIOR
R-126.05	WATERWAY, 3RD STREET	3	DECK PL GDR	OPEN	OPEN	255.00	255.00	1901	48.0	T	2	5	NC	117-20358	1903	SEE 117-20355 PRIOR
R-126.10	ROAD	2	R-CONC SLAB	CONC BAL	CONC BAL	40.00	40.00	1916	14.0	T	2	5	NC 470235F	117-20359		
0 R-126.43	I-40 BUS, US 421	8	OH HWY-REIN CONC	CONCRETE	CONCRETE	660.00	660.00	1998	22.0	T	3	0	NC 470236M	117-20360		ALSO CROSSES K-LINE
R-126.45	ROAD	1	CONC ARCH	BALLAST	BALLAST	26.00	26.00		27.0	T	1	5	NC	117-20361		
R-126.65	WATERWAY	1	CONC ARCH	BALLAST	BALLAST	12.00	12.00		12.0	T	1	0	NC	117-0		



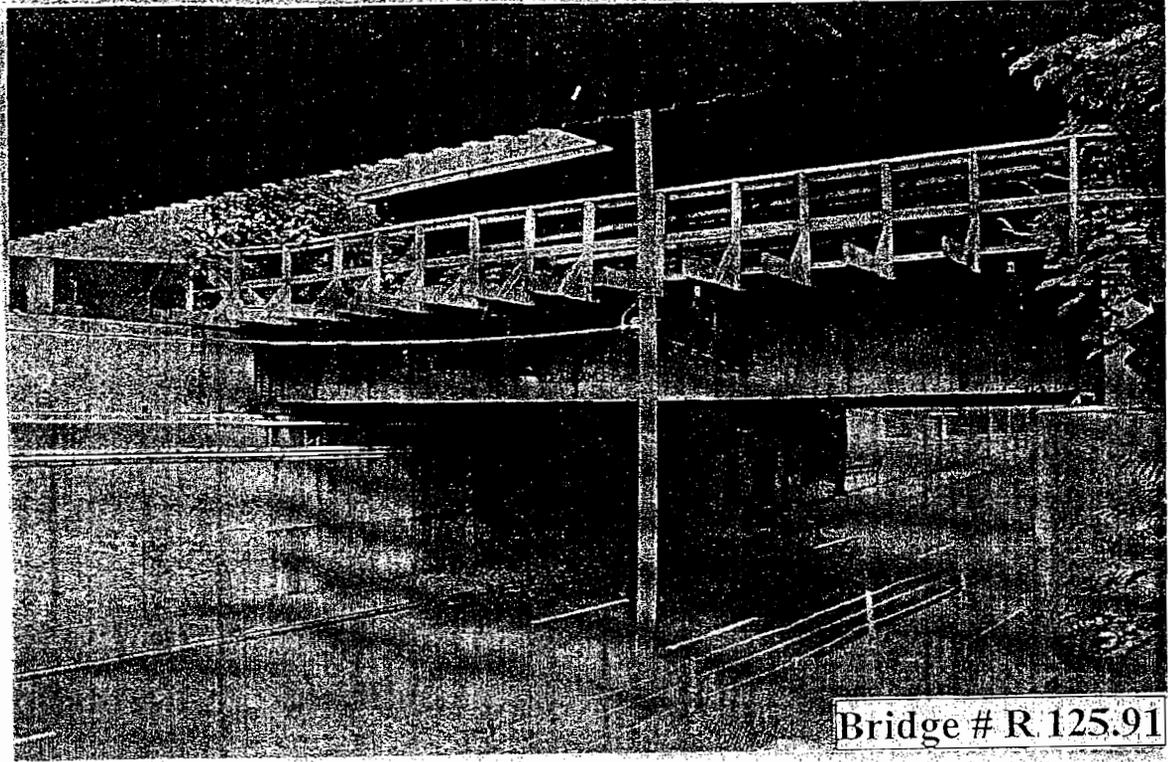




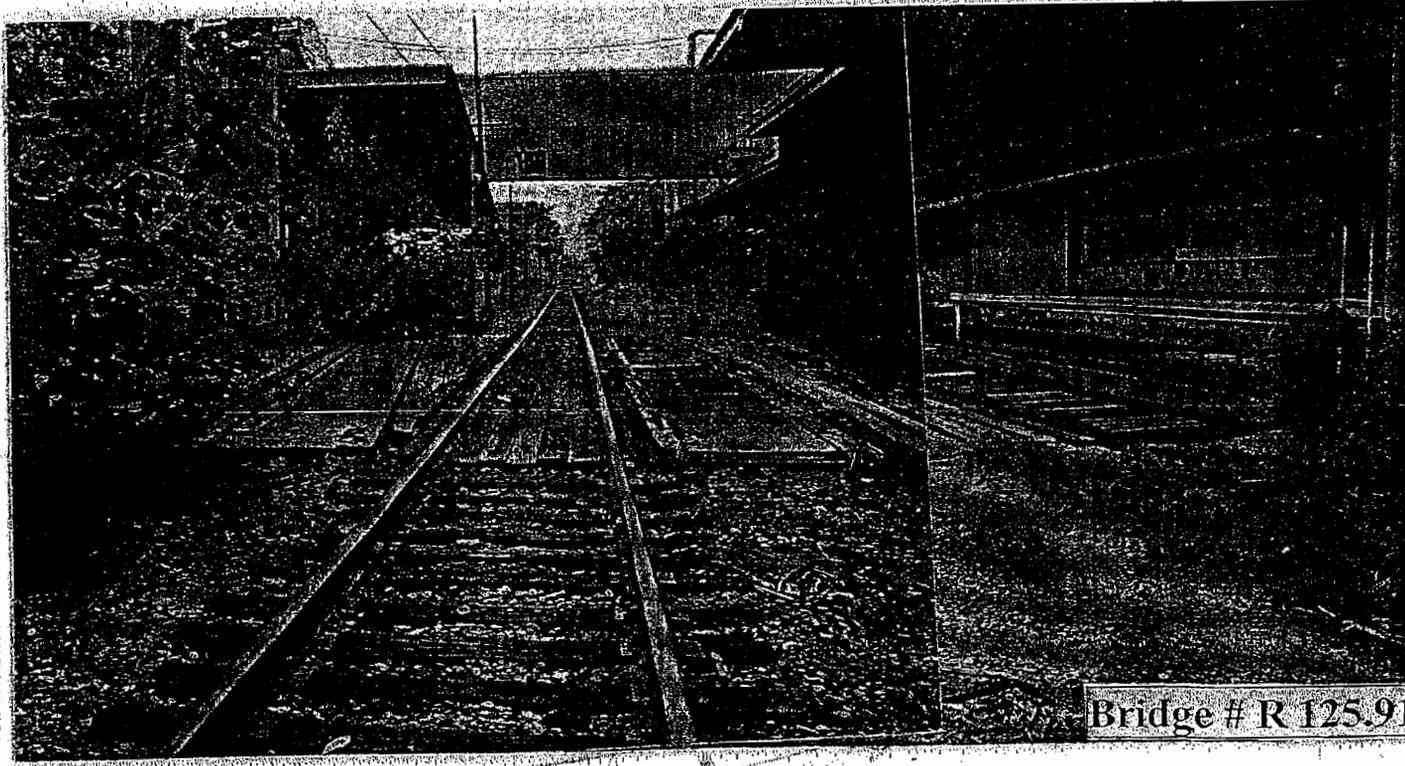
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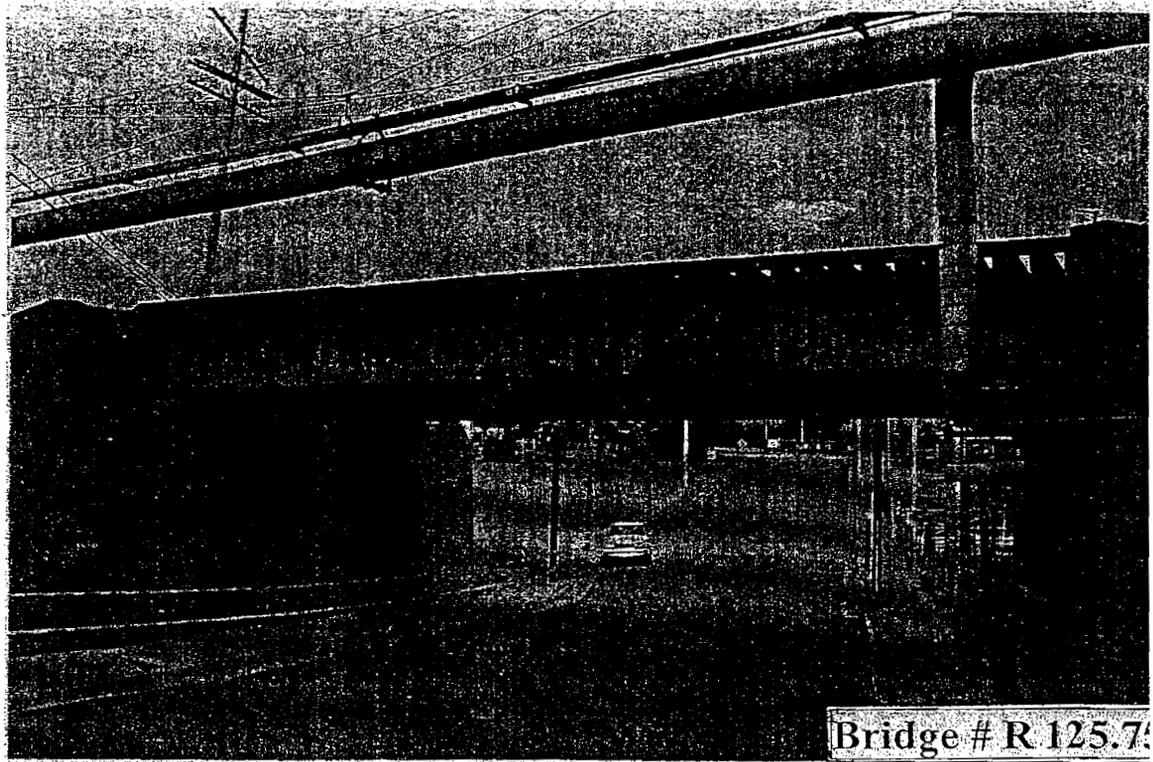
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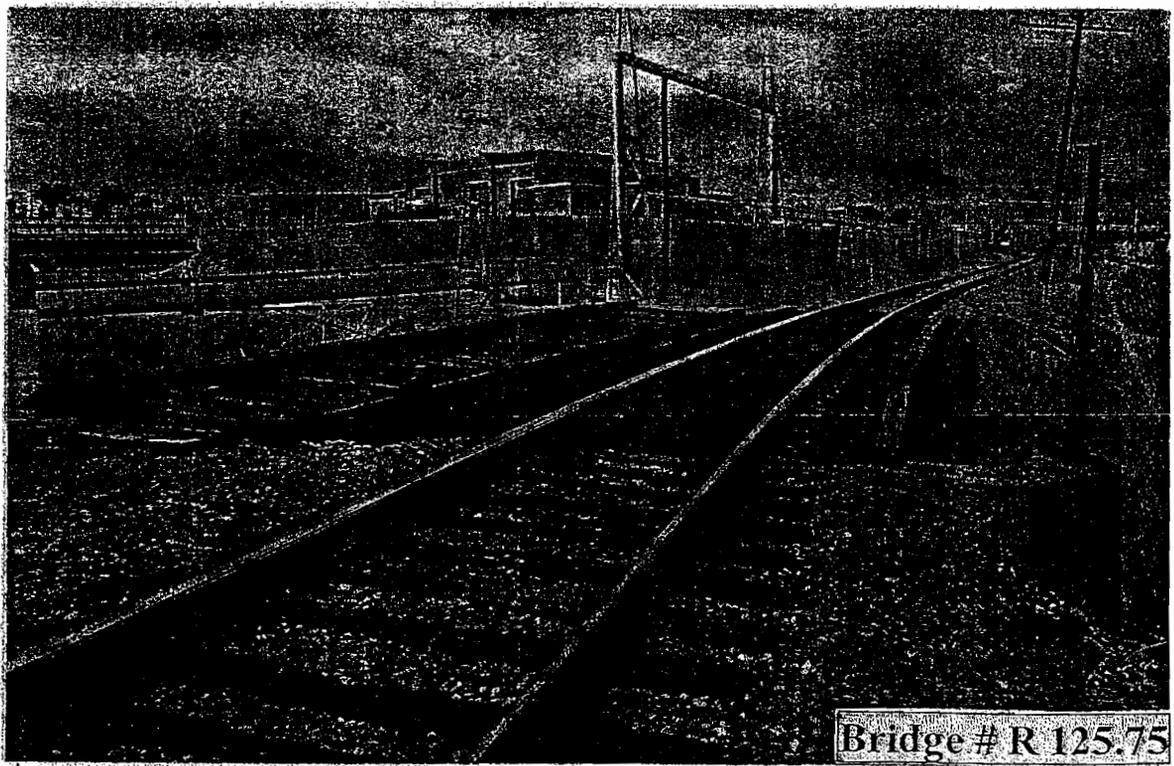
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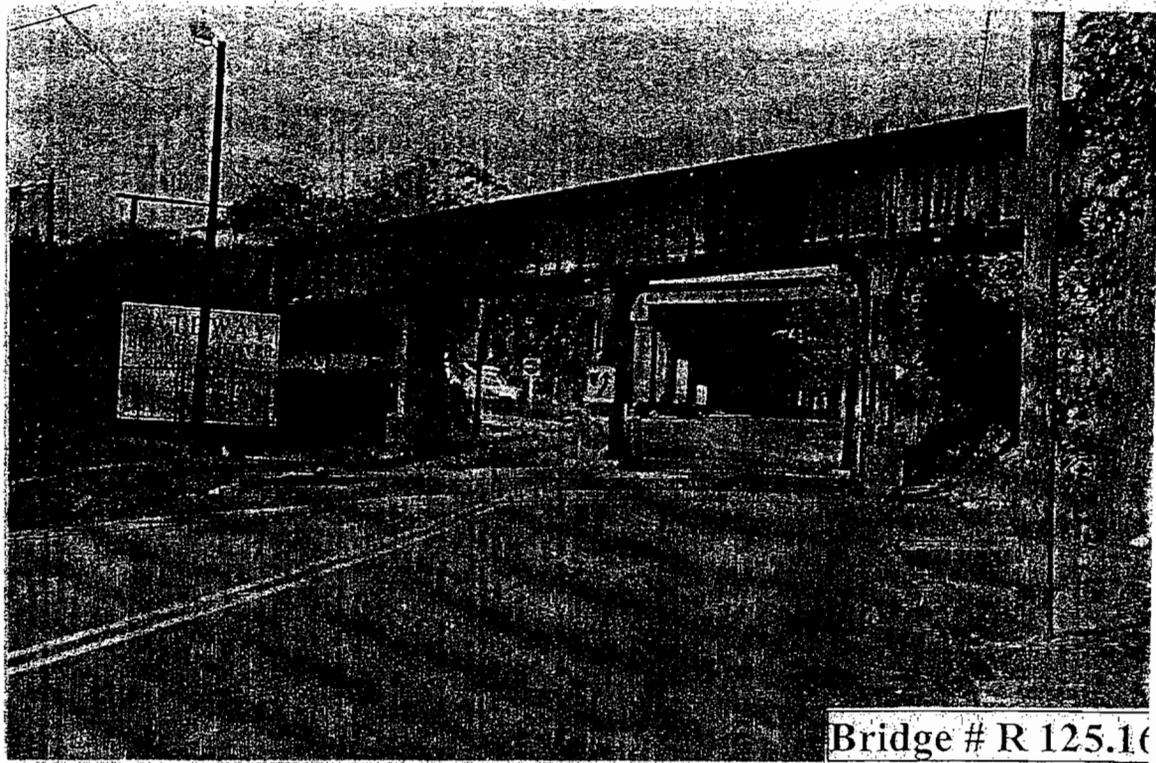
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Bridge # R 125.75



Bridge # R 125.75



Bridge # R 125.16



Bridge # R 125.