

Burbling Baldwins & a Bicentennial

Remembering the D&S by Dale W. Diacont

An early morning summer shower has made the surface of North Carolina Highway 55 treacherous as rush hour traffic approaching Apex creeps along at a snail's pace. In response to the prevailing conditions, CSX Signal Maintainer Roy Wilson gently squeezes the brake pedal of his nearly new hi-rail truck. Most of the commuters with whom which Roy is sharing the road are bound for the sprawling campus of the nearby Research Triangle Park.

After parking his truck next to the freight station, which once housed a joint Durham and Southern - Seaboard Air Line agency, Roy hustles inside to seek refuge from the downpour and plan his day's activities on what's left of the D&S. Fifteen miles of CSX's Aberdeen Subdivision is also included in Roy's territory.

Signal Maintainer Wilson's drive to work hasn't always been the daily challenge it has now become. Roy vividly recalls the years immediately after he hired out back in 1963, when Highway 55 was a lightly traveled two-lane road which meandered through the countryside, closely paralleling the 57-mile right of way of the Durham and Southern. Those days also predated the exodus to the Research Triangle Park by the likes of IBM, the Environmental Protective Agency, Northern Telecom, GE's Jet Aircraft Division, Glaxo, and a multitude of other research and technical concerns. The massive migration of new residents forever changed the landscape on the northern half of the D&S as countless subdivisions of fashionable homes now pepper the countryside in place of bean fields and tobacco barns.

In a manner similar to the Research Triangle Park's phenomenal growth and complicated lifestyles, Signal Maintainer Wilson now ponders the perplexities of a state of the art environment in his department at CSX. Motion sensing circuitry, microprocessors and the concept of centralized dispatching have all contributed to launch Roy's position as a maintainer and trouble-shooter in the field to a level which literally approaches rocket science. Even the new truck in which Roy makes his appointed rounds is a far cry from the open air motor car assigned to him after being hired by the D&S.

The readers of this article who may be familiar with the Durham and Southern are probably wondering what signals there were for Roy to maintain on the D&S. You are correct if you recall that the D&S was a single track railroad which relied on a timetable, train orders, train register stations and yard limits in order to move its trains. The entire railroad was under the direction of Train Dispatcher Melvin Lynam who maintained his office in Durham.

From Monday through Saturday, two daily round trips were authorized to operate between Apex and Durham. A single crew that reported for duty at 10AM was responsible for both trips. This assignment was normally able to make the first round trip to Durham before the arrival of the daily round trip between Dunn and Apex. This allowed both trains to exchange traffic, thereby providing customers with single day service over the entire length of the D&S. The assignment operating out of Dunn also reported for work at 10AM, which positioned the train to forward any interchange traffic arriving

that morning on SCL's northbound local freight out of Fayetteville's Milan Yard. Additionally, since the D&S Shops were located in Dunn, the Mechanical Department was provided with the time necessary to completely service the motive power assigned to the train.

The D&S timetable also carded a "Sunday Only" round trip between Dunn and Durham. The Sunday movement was operated on an "as needed" basis and annulled when traffic didn't warrant the movement. Please remember that we cannot refer to the Sunday train as an "extra" because it was scheduled in the timetable. Retired D&S Conductor Fred Brown recalls one such Sunday movement in 1971 when the railroad's entire roster of seven Baldwin road switchers were coupled together in order to move 111 cars of coal between the N&W interchange in Durham and SCL in Apex!

Two railroad crossings at grade on the D&S were equipped with interlocking block signals, which protected movements on the intersecting lines. The Southern was responsible for maintaining the signals employed at the East Durham interlocking, and the SCL had a similar responsibility at Apex. Signal Maintainer Wilson's primary duty was maintaining the highway grade crossing lights and bells at 14 road crossings on the D&S.

At the time of SCL's 1975 takeover, no gate protection was in service on the D&S. The General Railway and Signal lights and bells were quite simple in design, and flashed and rang continuously whenever a movement approached the highway island from either side of a short stretch of bonded rail. The metal wheels and axle shunted the circuit and thus activated the lights and bells.

Changing hats when called upon, Signal Maintainer Wilson was also responsible for the Durham & Southern's telephone. Two slender strands of copper wire running alongside the main line linked all of the agencies and departments on the D&S. The system employed certainly predated the digital and cellular networks, which today allow mobile access. "Candlestick" type telephones inside wooden boxes at most sidings allowed train, engine and maintenance crews to correspond while on the line of road with the nerve centers at Durham and Dunn.

The telephone system on the D&S was similar to many block line systems employed on other railroads all over the country. In essence, the network was a party line running between two points with each station responding to an assigned number of short and long rings in a designated sequence. A crank in each telephone operated a generator, which, in turn, rang all of the telephones wired into the system. The system may sound primitive and indeed it was dated in the 1970's, but it was a tremendous improvement over the telegraph system it replaced and gave more employees access to the communication system.

Signal Maintainer Wilson's base of operations was a small, wooden motor car shed at Holly Springs that also served to keep many of his tools, batteries and spare parts out of the weather. Holly Springs was strategically located an equal distance between the north and south ends of the railroad. Upon reporting for work at 7:30 AM, Roy could easily respond to trouble in either direction before the day's





Engineer Jimmy Mills has the head portion of his train over the top of the ruling southbound grade at Carpenter, North Carolina. Track in the foreground is still in place but out of service. The track once opened at both ends and was used to double whenever a southbound train would stall on the hill. The author of this article made a trip on this portion of the D&S with a single SCL SD35 and the locomotive's rigid six wheel trucks opened up the gauge of the siding when leaving the south end thus leading to the adoption of a stub end track. All photos in this article by Dale W. Diacont.

scheduled trains began to foul his passage. Yard limits in Durham, Apex, Fuquay - Varina, Angier, Coates and Dunn provided Roy and his motor car a safe haven when his main track time expired. Train operations within yard limits were made at a speed whereby the train could be stopped in half the range of vision, stopping short of any obstruction (including Roy's motor car), not exceeding 20MPH.

The motor car that the D&S assigned to Signal Maintainer Wilson was a Fairmont M-19. Many railfans actually own motor cars that once were employed by railroads. To those readers outside of that privileged fraternity, Roy's motor car was an open-air car with a windshield at the front end. The M-19 was a "pop - pop" car that was equipped with a single cylinder two-cycle engine whose crankshaft was equipped with two large flywheels. The centrifugal force of the rotating flywheels allowed the long, horizontal cylinder of the engine to fire only intermittently when the engine was not under load. Roy's Fairmont M-19 was incredibly kind on fuel to the extent that a single quart of oil thoroughly mixed in a five-gallon can of gasoline was sufficient to power a round trip over the entire length of the D&S. By contrast, Roy's new Company-provided Chevrolet signal maintainer's truck weighs in at around nine miles per gallon.

Life in an open-air motor car must have certainly had as many ups and downs as the D&S main line itself. Signal Maintainer Wilson was pleased indeed when the D&S shop forces in Dunn outfitted his

car with a makeshift plywood roof. The roof provided a degree of shelter from both the sun and rain, but there was no hiding from winter's wretched grip. Though not visibly apparent to the unknowing, insulated full-length undergarments were part of Roy's standard winter attire. Roy was indeed sad to witness the closing of the outmoded small town agencies at both Angier and Coates on the southern half of the D&S. Both station's free-standing, oil-fired stoves inside of the agent's office afforded Roy both the opportunity to warm up and catch up with what may have been going on with his co-workers. Following the closing of both of these stations, Roy could have easily likened that portion of the railroad to one in Siberia on those frigid days of winter.

Signal Maintainer Wilson was also responsible for the routine maintenance of his motor car. Roy could easily discern when his M-19 needed serious mechanical attention because the single cylinder engine would lose compression and have a more difficult time climbing the many hills between Durham and Dunn. Roy's father Levy worked in the Bridge and Building Maintenance Department for thirty-four years and would help Roy when it came time to overhaul the Fairmont's engine. Roy and Levy would install new piston rings, hone and polish the cylinder head, bolt it all back together, and the Fairmont would be good as new.

When matters relating to his department on the D&S were not

DURHAM AND SOUTHERN RAILWAY

SOUTHWARD

NORTHWARD

SECOND CLASS		Station Number	Actual Field M.P. Location	TIME TABLE NO. 4 IN EFFECT December 15, 1976		Station, Wire, Car Capacity	Second Class	Third Class
427	441			460	442			
Local Freight	Local Freight					Local Freight	Local Freight	
Ex. Sun.	Ex. Sun.					Ex. Sat.	Ex. Sun.	
P. M.	A. M.					A. M.	P. M.	
		SB155	S155.0	L	DURHAM	A		
		DO	D&S1.2	T	-2.3	Yard	1155	
		D3	S153.9		EAST DURHAM	X-SOU	1125	
			D&S2.3		-1.5			
			3.8		D.&S.C. JUNCTION		1115	
		D6	5.7		FEW	19	1110	
		D14	14.2		CARPENTER	33P	1045	
			20.7		APEX	4		
A	L	700	20.7		X-SCL	Yard	L1030	A1245
		D21	26.9		HOLLY SPRINGS	37P		1210
		D33	33.4	T	FUQUAY VARINA	Yard		1155
		D40	40.4		ANGIER	33		1130
		D48	48.8		COATS	20		1115
		D53	53.4		ERWIN JUNCTION	SPUR		L1030
		D61	56.8	T	DUNN	72	Y	
P. M.	A. M.				55.5 Miles Durham to Dunn		A. M.	A. M.
Ex. Sun.	Ex. Sun.						Ex. Sat.	Ex. Sun.

pressing, Signal Maintainer Wilson and his motor car could usually be found in the vicinity of Fuquay - Varina. Fuquay and Varina were actually two separate towns located side by side in southern Wake County that merged to form a single municipality. Both the D&S and the original Norfolk Southern continued to call their stations in town "Varina," as they had been called before the town's merger. Until its closing after SCL's takeover, Mrs. Catherine Brown was the agent for the D&S at Varina, and attended to a considerable amount of interchange with the NS when not busy keeping Roy abreast of any changes in his authority for movement.

Fuquay - Varina was also the location of Davis' Service Center, one of the early pioneers of the convenience markets we all now frequent. Signal Maintainer Wilson married the daughter of the store's proprietor. The store was located adjacent to the D&S main line just inside the Yard Limits board guarding the southbound approach to the station at Varina. The first order of business each day for Roy's routine was to stop his motor car opposite of Davis' Service Center and ice down his galvanized zinc water cooler for the day. Most mornings Roy would also pick up a soft drink that would be enjoyed later in the day along with a sandwich wrapped in wax paper.

Operating a motor car on the D&S (or, for that matter, on any railroad) was certainly not without a degree of peril. Signal Maintainer Wilson was operating his motor car due south on one particular morning with instructions from Train Dispatcher Lynam to "look out for Section Foreman Whitmore operating northbound between Varina and Angier." Whitmore was operating a larger motor car that was equipped with an in-line four cylinder Minneapolis engine coupled to a four speed transmission.

The tool house at Dunn where Whitmore had begun his day's work was seemingly vacant; its contents loaded upon two push cars trailing the section foreman's motor car. Track jacks, tools of every kind, kegs of spikes, angle bars, a replacement rail and a gang of four men all made for a load that was sufficient to order a work train.

OPPOSITE ABOVE: Before the arrival of four EMD GP38-2s, seven Baldwin road switchers powered the Durham and Southern's operations. Four of the Baldwins are pictured here in 1971 working the Atlantic Coast Line interchange at Dunn, North Carolina, in preparation for their departure for Apex, North Carolina. Ruling grades approaching the towns of Coates, Angier and Apex will certainly cause the traction motor armatures beneath the Baldwins to heat up in response to the drop in speed.

OPPOSITE BELOW: Secondary props surround Durham and Southern Engine No. 2001 as the crew switches a brickyard in what is now known as Durham's Research Triangle Park. For the purposes of originating waybills, this brickyard was referred to as Genlee, North Carolina. D&S liberally installed and maintained signs at off of their sidings, and main line switch targets were painted white and red.

As fate would have it, no designated meeting point was set for the two opposing motor car movements. Signal Maintainer Wilson was approaching the bottom of an uphill grade leading into the yard limits at Angier when he observed Whitmore's outfit rounding a downhill curve from the opposite direction. Roy promptly stepped on his brake, stopped, and prepared to back up to the nearest switch in order to clear for Whitmore.

Signal Maintainer Wilson was just about to begin his back-up movement when, by chance, he glanced up in the direction of Section Foreman Whitmore's approach. To Roy's astonishment, Whitmore's men were unloading "on the fly" and heading out across an adjoining cotton patch as their movement failed to reduce speed. Whitmore's load was much too heavy to control with a single set of mechanical brakes on a descending grade. Thinking the better of going down with his ship, Roy also unloaded, turning loose of his motor car's grab iron a split second before impact.

The ensuing calamity could have been heard all over Harnett County but the damage that was inflicted was surprisingly limited. Fairmont built tough cars and the only damage to Roy's machine was a broken front handle. Whitmore's car lost a little paint on its front end but was no worse for wear, except for the section foreman's bruised ego. Thankfully, no one was hurt and, shortly after the track jacks, tools, spikes, angle bars and rail (which had recently become airborne) were reloaded on Whitmore's push cars, both parties continued about their appointed duties without incident.

Whenever Signal Maintainer Wilson needed to back up on his motor car, it was first necessary to stop the engine. The vehicle did not have a reverse gear but the two-cycle engine would run backwards. Since the engine would only crank forwards, this feat was accomplished when Roy turned the ignition switch to the "off" position. As the engine's flywheel was about to spin for a final time, Roy would flip the ignition switch "on" and after a brief hiccup, the motor would be running backwards. A belt that was tensioned by a bar in the middle of the car supplied the final drive.

Going backwards into time, Roy's predecessors went to work for a railroad which was originally chartered in 1899 as the Cape Fear and Northern. As projected, the railroad would link Durham's tobacco market in Central North Carolina with the aspiring new commercial waterfront venture at Southport. Fifty-seven miles of main line were constructed between Durham and Dunn, and a right of way was actually procured as far as Mt. Olive, on the original Wilmington and Weldon (ACL) main line.

The mighty Atlantic Coast Line must have thought very little of the notion of a short line crossing its busy double track main line at grade in Dunn. Since ACL's corporate tent was pitched in Wilmington, the Purple People thought even less of an upstart short line serving a proposed new port which would be in direct competition with their home team in Wilmington. Consequently, the Coast Line did everything they could in successfully stonewalling Durham & Southern's vision of grandeur, and Dunn remained the D&S's southernmost outpost.

No one on the face of this planet ever had a better vantage point than Signal Maintainer Wilson from which to witness the D&S prosper in the autumn of its corporate life. When Roy hired out in 1963, the three original 1,200 horsepower six cylinder Baldwin road switch-





Bicentennial Bull Durham Number One (a.k.a. D&S Eng. 2000) rattles the Seaboard diamond at Apex, North Carolina, with the arrival of the northbound freight from Dunn, North Carolina. Cement bound for Durham dominates the consist of the train as it rounds the curve at the legal ten miles per hour. Home signals and the crossing itself are now gone as is all track on the other side of the railroad crossing.

er units were celebrating their sixteenth birthday after displacing D&S steam power in a single volley. Under the direction and leadership of one time Seaboard Air Line Chief Dispatcher turned D&S General Manager H. A. McAllister, Roy witnessed traffic increase to the point where a second-hand Baldwin from Soo Line was added to the roster. Three similar units were acquired from the original Norfolk Southern soon after the Soo Line unit's arrival and were also placed in service. The former Soo Line unit maintained its original number 362 and the three Norfolk Southern units were renumbered in sequence behind the Soo Line unit (363 - 365).

Since no locomotives had been erected at Baldwin's Eddystone, Pennsylvania plant since 1957, an eighth Baldwin road switcher was acquired from Erie - Lackawanna and used solely as a source of hard to find spare parts. Business continued to blossom forth to a degree whereby tonnage began to take its toll on the D&S Baldwins. Master Mechanic Tommy Lee Matthews and his Mechanical Department employees logged long hours against seemingly impossible odds and kept the Baldwins in good running order. Spare parts for the Baldwins may have been hard to come by but ingenuity and hustle were never in short supply in Matthew's shop.

Signal Maintainer Wilson arrived on his motor car in Apex one morning in 1972 and noticed a strange pair of locomotives in the engine track across SCL's main line from the station. The foreign power turned out to be two Alco RS11's which had been leased from the Norfolk and Western. Roy and everyone else working on the D&S were surprised to learn that the railroad had placed a big league order with EMD for four brand new GP38-2 locomotives. The leased N&W Alcos helped the D&S Baldwins in keeping the railroad's traffic fluid until the new low nosed units from EMD arrived and were placed in service.

Weighing in at 245,000 pounds a piece, D&S Engines Nos. 2000 through 2003 were delivered in the traditional black and white livery that was tastefully highlighted by yellow trim on hand rails and the like. The locomotives were nicknamed "Bull Durham 1 through 4" after the tobacco product. The nickname also honored the most famous minor league baseball team in the country. D&S Engine 2000 was repainted in a red, white and blue costume to celebrate America's bicentennial. After being grafted into the Family Lines, the D&S Engines were renumbered as SCL Nos. 556 through 559, and found themselves in numerical sequence behind fifty-six GP38-2's already rostered by SCL.

Fans who enjoy watching short line power make a trip through the paint shop of a Class 1 railroad and be placed in service for a new owner would certainly had their hearts warmed one evening in June of 1997. CSX operates a northbound mixed freight between Hamlet,

North Carolina, and Rocky Mount, North Carolina, known as Train R406. On this particular evening, Train R406 departed Hamlet with CSX Engine No. 2558 leading a visiting Soo Line SD60 complete with a winterization hatch over one of its cooling fans. Although repainted in CSX new image paint with the tasteful yellow nose, Engine No. 2558 (ex-D&S Engine No. 2002) still cradled her tiny 1,700 gallon fuel tank beneath her frame, lacked the blister on the side of her hood characteristic to EMD units equipped with dynamic brakes, and looked nothing short of diminutive compared to Soo Line's six axle slugger. The size differential certainly didn't intimidate the former D&S unit as she triumphantly lead a manifest of nearly one hundred cars, and a state of the art heavyweight, six axle locomotive. All four former D&S GP38-2's continue to travel the far-flung corners of CSX's daily operation.

When Seaboard Coast Line took over the D&S in 1975, Signal Maintainer Wilson and all of his co-workers on the D&S received a huge increase in pay. Although D&S employees were represented by the various unions and bargained collectively, they were not a party to wage and work rules decisions reached on a national level. Roy was soon banking almost twice as much money as he had been when he was a D&S employee.

SCL provided an equitable employment opportunity to all of the people inherited after acquiring the D&S Railroad from its previous owner Nello Teer Construction Company. Some of the new positions offered to former D&S employees were in different departments and, in some cases, at different locations. As with most mergers and consolidations, some D&S employees chose to consign railroading to their past and accept a separation allowance from SCL.

Signal Maintainer Wilson was one of the chosen few who was fortunate enough to remain in the same department on Seaboard Coast Line as he started out with originally on the Durham & Southern. All of the trainmen and conductors retained their previous positions and were added to the bottom of SCL's Trainman's Seniority Roster, and given prior rights on all assignments operated over the D&S. With all of the former employees taken care of, Seaboard Coast Line now began to turn its attention towards making the D&S a "more efficient" operation.

The D&S made a handsome living, by short line standards, hauling various aggregate materials such as sand, gravel and cement northbound into Durham. Southbound trains leaving Durham were usually heavily laden with coal delivered by N&W's old Lynchburg and Durham Railroad and consigned to movement south at Apex over SCL rails to Carolina Power and Light's fossil fuel burning Cape Fear Plant at Moncure, North Carolina. Some of the Moncure bound coal continued south of Apex over the D&S and was interchanged to

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PAGE 16, ABOVE: Durham and Southern GP38-2 No. 2000 clad in the popular bicentennial paint scheme leads SCL Train No. 276 northbound on a double track segment just north of Raleigh. The four D&S locomotives were quickly integrated into SCL's operation. SCL engineers were annoyed by the fact that the newly acquired locomotives lacked dynamic brakes. Nicknamed "Bull Durham 1-4," the foursome continues to be gainfully employed by CSX Transportation. They're easy to spot; simply look for the small 1,700 gallon fuel tanks!

PAGE 16, BELOW: Wooden frame Durham and Southern caboose brings up the rear of one of the two daily round trips between Apex, North Carolina, and Durham, North Carolina. Seaboard Coast Line maintained a piggyback ramp on Ramsuer Street in downtown Durham and the D&S forwarded SCL's piggyback traffic to Apex where this particular traffic was advanced by one of SCL's afternoon fast freights. The old D&S overpass over a remnant of U.S. Highway 1 just north of Apex remains in pristine condition today.

PAGE 17: At your service is the crew of the Durham and Southern twice-daily local between Apex and Durham, North Carolina. Pictured on the front of two freshly scrubbed GP38-2s are Conductor C. W. Knott and the late Engineer Jimmy Mills on the top level, and Brakeman James Hooker and Flagman Kenny Ivey on the locomotive's pilot. The outfit takes a moment at Apex for a timeless portrait on an October 1975 afternoon between their runs.



2003

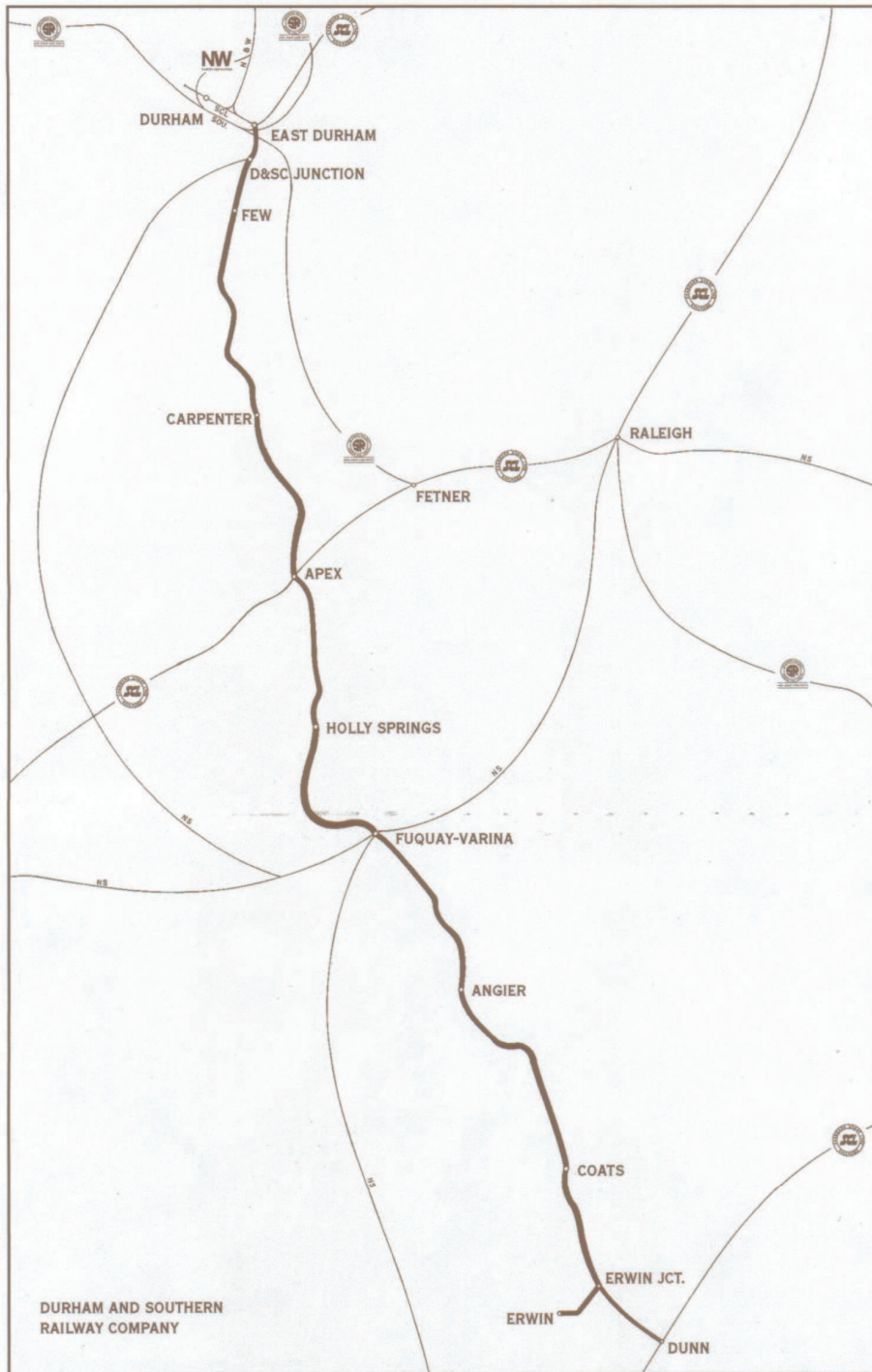
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Bill Jordan
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the original Norfolk Southern at Varina for delivery to CP&L's Cape Fear Plant. One of these Varina bound coal trains derailed while climbing the hill into Holly Springs, and the errant stream of black diamonds and randomly strewn hoppers barely missed Signal Maintainer Wilson's motor car shed.

As the decade of the seventies began to draw to a close, SCL's managers decided that by rerouting existing traffic, the southern half of the D&S could be abandoned. Cement that had previously been delivered to the D&S at Dunn, was now routed through Hamlet, and delivered to the D&S

rails at Apex. Interchange between the D&S and the Southern (originally NS), which had taken place in Varina, was moved to Raleigh. A change of rates made the sand that was once loaded on the southern end of the D&S at Erwin more conducive to movement by truck.

The remaining traffic on the southern half of the D&S formed the traffic base for the Dunn - Erwin Railroad, which continues to handle coal between CSX at Dunn, and Burlington Industries textile mill at Erwin. The Dunn - Erwin enterprise is a satellite operation of the Aberdeen and Rockfish

Railroad, and an EMD switcher provides power. Rather than being isolated by the abandonment between Apex and Dunn, Signal Maintainer Wilson moved his base of operations to SCL's freight station at Apex.

The southern half of the D&S between Apex and Dunn was generally more interesting and picturesque than the more heavily traveled line between Apex and Durham. Rail weighing just 70 pounds per yard was employed on the southern half, and some sidings still used 56-pound rail. Less grading made the southern half of the D&S give the appearance of literally being built on top of the landscape. Although the southern half bridged no significant streams, the right of way was well drained, and its surface maintained to perfection.

During the days of steam, Durham & Southern's Decapods regularly put in fifty mile per hour performances when headed south towards Dunn in the afternoon. The Decapods were incredibly lightweight and their axle loadings were kind to the seventy pound rail between Apex and Dunn.

Perhaps a more contemporary tribute to the entire track structure on the southern half of the D&S occurred shortly before the SCL takeover was consummated. SCL sustained a derailment on the Rocky Mount Division's main line and managers were sent scurrying about in order to reroute some of Amtrak's trains caught in midstream behind the derailment. It was decided to reroute no less than Amtrak's Silver Meteor between Dunn and Apex. No one ever accused Amtrak's ponderous SDP40F's of being ballerinas, but the cowl units made the detour maneuver over the D&S at a maximum authorized speed of thirty-five miles per hour.

The remaining twenty miles of the D&S continues to prosper and is currently operated as the Durham Branch of CSX's Aberdeen Subdivision. Line speed for the remaining segment of the D&S is down to ten miles per hour due to the line's deferred state of maintenance. The once lucrative interchange with the N&W in Durham is now closed due to the abandonment of the old Lynchburg and Durham Line between Roxboro, North Carolina, and Durham. The N&W abandonment was a by-product of the N&W - Southern merger, and a change in traffic patterns which ensued following the merger's implementation. These changes in traffic patterns make it hard to comprehend that the D&S and the Seaboard interchanged with the N&W in Durham, and competed directly with the Winston - Salem Southbound and ACL for some of the same bridge line traffic.

Signal Maintainer Wilson continues to keep the crossing lights, bells and gates functioning properly on the remaining remnant

of the D&S between Apex and Durham. In addition, Roy has the additional responsibility of looking out for sixteen miles of CSX's Traffic Control System signaled, single-track main line. As Durham and Wake County, and the Research Triangle Park continue to mushroom alongside of the D&S, more and more once-rural road crossings at grade will require crossing signals. The chances are that Roy will be kept busy on his home railroad until the day he will be eligible for his pension.

Though relatively few in number when compared to train and engine service employees, signal maintainers play an essential role in the safe operation of the railroad. Their less visible role is similar to that of welders, car inspectors and track maintenance people, and the railroad would cease to function without the vital contribution of a collective group of people. When we take time to remember the Durham and Southern, we mustn't forget the people whose effort made the D&S a "spit 'n' polish" operation and, in particular, my friend Roy Wilson.

Grade Crossing Signals on the D&S when acquired by SCL

Pettigrew Street, Durham (1)	MP 2.7
Alston Avenue, Durham (1)	MP 4.9
Cornwallis Road, Research Triangle Park	MP 5.9
Alston Avenue, Durham Co. (1&2)	MP 9.8
Laura Duncan Road, Apex (3)	MP 20.9
Ten - Ten Road, Apex (3)	MP 21.1
NC Highway 55, Holly Springs (3)	MP 26.5
Wake Chapel Rd., Fuquay - Varina (3)	MP 32.7
US Highway 401, Fuquay - Varina (3)	MP 33.8
Main Street, Angier (3)	MP 40.4
NC Highway 27, Coates (3)	MP 48.2
Main Street, Coates (3)	MP 48.8
US Highway 301, Dunn (4)	MP 56.6
13th Street, Erwin (4)	MP 1.9

Notes:

Original General Railway and Signal crossing lights and bells as originally installed by D&S and remain in service today.

Crossing at D&S MP 9.8 is equipped with original GR&S lights and bells, but their installation predated commercially available electricity at this location. These units were powered by Edison series M-1000 wet cell batteries which used a solution of caustic soda for power. When water from a nearby creek was added to the glass container, the alkaline solution would become unstable and begin to boil. A small skim of Edison Battery Oil would effectively seal the solution so that it wouldn't evaporate entirely. Once stabilized, the cell was inserted, the lid closed and the wires connecting the cell to the circuit were attached. The M-1000 series batteries were replaced annually and eventually removed from service once electricity became available from Duke Power at this one time remote location.

Crossing signals removed from service with the abandonment of the southern half of the D&S.

Former D&S crossing signals that are now a part of the Dunn - Erwin Railroad's operation.

Where The Bulls Now Trod

In the years that followed SCL's acquisition of the Durham and Southern, the four GP38-2's belonging to the D&S were generally assigned to the old Raleigh Division and stayed close to their former home rails. The foursome always stuck out in a crowd with their small fuel tanks and the lack of the dynamic brake blister on the top side of their hood. Engine No. 2557 (and perhaps others) has been equipped with a larger fuel tank. When the Raleigh Division became a memory in the wake of CSX's system-wide reorganization, the "Bull Durham" units became more widely traveled.

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