200M 1-54 P.

Form 424

No. 1259

No. 1259 Section

Date , 195

SUBJECT:

Mt Airy Chair Co. Track #1
Mt Airy, N.C. (CF-0+653' ?)
(See 1259-A+4 Record Room)

For PREVIOUS Correspondence:

See File No.

" " "

" Section No.

For LATER Correspondence:

See File No.

" " "

" Section No.

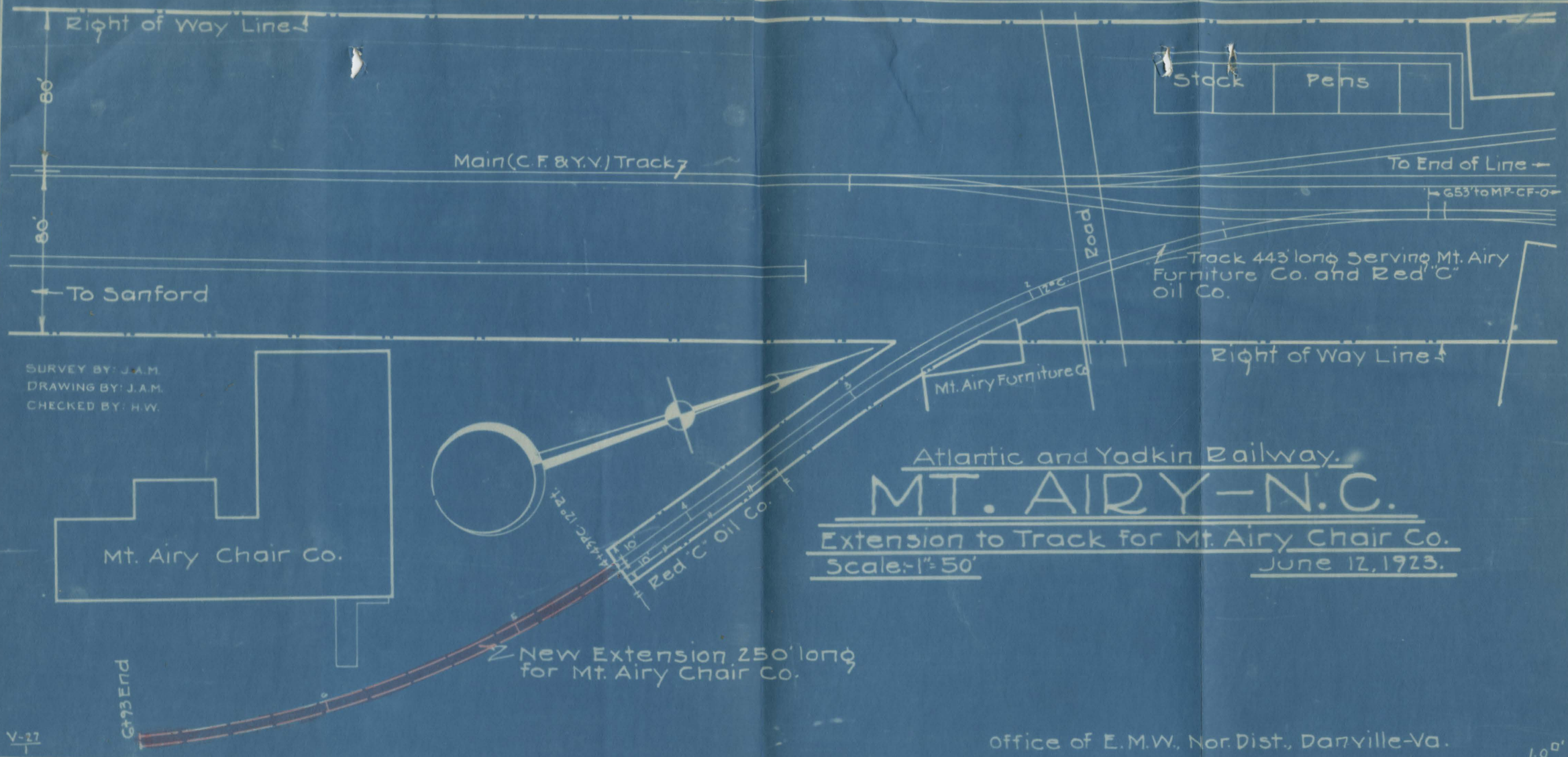
For CORRESPONDENCE on:

See File No.

No. 1259

1259

1259



Atlantic and Yadkin Railway.

MT. AIRY—N.C.

Extension to Track for Mt. Airy Chair Co.

Scale:-1"=50'

June 12, 1923.

SOUTHERN RAILWAY SYSTEM

ATLANTIC AND YADKIN RAILWAY COMPANY

ESTIMATE FOR TRACK CONSTRUCTION

Where located Mt. Airy, N. C. Company or Industrial Industrial Number of Tracks 1
Name of applicant Mt. Airy Chair Company
Description Extension to track Springing from Yard track At M. P. CF 0 + 653'
Lengths separately + 250 + + + + Total length 250
Clearances separately + 250 + + + + Total clearance 250
No. of Turnouts - No. of Crossovers - Maximum curvature 12 Deg. 0 Min.
Max. Grade 0.0 % Up or down from main track In yard limits? Yes.

Office of Engr. M. of W., Danville, Va.

ITEM	Quantity	UNIT	DESCRIPTION	Unit Rate	Total Cost	Chargeable to So Ry.	Chargeable to Applicant
Right of Way		Acres					
Clearing and Grubbing		"					
Borrowed Embankment		Cu. Yds.					
Earth Excavation	250	"		1 00	250 00		250 00
Loose Rock Excavation		"					
Solid Rock Excavation	150	"		2 00	300 00		300 00
Cast Iron Pipe		Tons	Size				
" " "		"	"				
Lost Joint Pipe		Lin. Ft.	"				
Terra Cotta Pipe		"	"				
Concrete Pipe		"	"				
Concrete (plain)		Cu. Yds					
Concrete (reinforced)		"					
Trestle Work		Ft. B. M.	(Lin. ft. ----------)				
Cross Ties, 1st Class	150			1 15	172 50		172 50
Switch Ties		Sets	No.				
" "		"	"				
" "		"	"				
Crossover Ties		"	" ----------Ctrs.				
" "							
Crossing Frog Timbers		Ft. B. M					
Rail	4.464	Tons	500 L. F. 60 lbs.	40 00	178 56		178 56
"		"	----------L. F. ----lbs.				
"		"	----------L. F. ----lbs.				
Splice Joints	18		----------60 lbs.	1 21	21 78		21 78
" "			---------- lbs.				
Frog and Switch Joints			---------- lbs.				
Compromise Joints			------Lbs. to ----lbs.				
Track Bolts	60	lbs. Sacks	Cwt. ¾" x 3½"	5 18	3 10		3 10
" "		"	" ----------				
Spikes	2	Kegs	Standard	7 70	15 40		15 40
Rail Braces			---------- Lbs.				
Tie Plates	300		----------60 Lbs.	12	36 00		36 00
Switches			----------lbs. ----------Ft.				
"			----------lbs. ----------F				
Slip Switches			----------lbs. ----------Ft.				
Derails			No. ---------- Hand				
Guard Rails			---------- lbs.				
Guard Rail Clamps			---------- lbs.				
Switch Stands, high							
" " "							
Switch Stands, low							
" " "							
Ground Throws							
Spring Rail Frogs			----------lbs. No.				
Rigid Frogs			----------lbs. No.				
" "			----------lbs. No.				
Mang. Insert F'g Class 'A'			----------lbs. No.				
Mang. Insert F'g Class 'B'			----------lbs. No.				
Mang. Insert F'g Class 'C'			----------lbs. No.				
Solid Manganese Frogs			----------lbs. No.				
Railroad Crossings							
Bumping Posts Block	1		Standard	20 00	20 00		20 00
Switch Lamps and Locks							
Sign Posts	1		Maintenance limit	8 00	8 00		8 00
Cattle Guards							
Fencing		Rods					
Road Crossings							
Ballast (in place)		Cu. Yds.	Stone				
" " "		"	Slag				
" " "	100	"	Cinder	50	50 00		50 00
Signaling and Interlocking							
Moving ----------Poles							
" ---------- "							
Lining Over Track		L. F.					
Labor, New Track	250	"	Turnouts Crossovers		137 50		137 50
Removing Old Track		"	" "				
Work Train Service		Days					
Eng'ring & Contingencies	About 10%				117 16		117 16
			Grand Totals		1310 00		1310 00
			Less Credit for Material Released				
			Net Total				
			Material on Hand				
			Net Cash Outlay				

Date June 25, 1923
Plan June 12, 1923.
File No.

NOTE.—Detail Materials to Credit on separate sheet of Form 1279, marked "Credits."

Approved: ..... Engineer M. W.

Correct: J. A. Moir ~~Assistant~~ Junior Engineer.

ATLANTIC AND YADKIN RAILWAY COMPANY

SOUTHERN RAILWAY COMPANY

Form 627—Sheet 2

ESTIMATED COST OF TRACK

Where located Mt. Airy, N. C. Applicant Mt. Airy Chair Company

Description Extension to track M. P. CF-0 + 653'

Lengths separately ____ + 250 + ____ + ____ + ____ + ____ + ____ Total Length 250

Clearances separately ____ + 250 + ____ + ____ + ____ + ____ + ____ Total clearance 250

No. of Turnouts - Max. Grade 0.0 % Max. curvature 12 Deg. 0 Min. Width of Right of Way Required None

ITEM	QUANTITY	UNIT	DESCRIPTION	TOTAL COST	Chargeable to So. Ry.	Chargeable to Applicant
Right of Way		Acres				
Clearing and Grubbing		"				
Borrowed Embankment		Cu. Yds.				
Earth Excavation	250	"		250 00		250 00
Loose Rock Excavation		"				
Solid Rock Excavation	150	"		300 00		300 00
Cast Iron Pipe		Tons	Size			
" " "		"	"			
Terra Cotta Pipe		Lin. ft.	"			
Concrete Pipe		Lin. ft.	"			
Concrete (plain)		Cu. Yds.				
Concrete (reinforced)		"				
Trestle Work		Ft. B M.	(Lin. ft.)			
Cross Ties, 1st Class	150			172 50		172 50
Cross Ties, 2nd Class						
Switch Ties		Sets	No.			
" "		"	"			
Crossover Ties		"	" Ctrs			
Crossing Frog Timbers		Ft. B. M.				
Rail	4.464	Tons	500 L. F 60 lbs	178 56		178 56
"		"	L. F. lbs			
"		"	L. F. lbs			
Splice Joints	18		60 lbs	21 78		21 78
" "			lbs			
Frog and Switch Joints			lbs			
Compromise Joints			lbs. to lbs			
Track Bolts	60	1bs Kegs	Size ⅞" x 3½"	3 10		3 10
" "		"	"			
Spikes	2	Kegs	Standard	15 40		15 40
Rail Braces			lbs			
Tie Plates	300		60 lbs	36 00		36 00
Switches			lbs Ft.			
"			lbs Ft.			
Slip Switches			lbs. No.			
Derails			No Hand			
Guard Rails			lbs			
Guard Rail Clamps			lbs			
Switch Stands, high						
Switch Stands, low						
Ground Throws						
Spring Rail Frogs			lbs. No.			
Rigid Frogs			lbs. No.			
" "			lbs. No.			
Mang. Insert Frog Class "A"			lbs. No.			
Mang. Insert Frog Class "B"			lbs. No.			
Mang. Insert Frog Class "C"			lbs. No.			
Solid Manganese Frogs			lbs. No.			
Railroad Crossings						
Bumping Posts Block	1		Standard	20 00		20 00
Switch Lamps and Locks						
Sign Posts	1		Maintenance limit	8 00		8 00
Cattle Guards						
Fencing		Rods				
Road Crossings						
Ballast (in place)		Cu. Yds.	Stone			
" " "		"	Slag			
" " "	100	"	Cinder	10 00		50 00
Signaling and Interlocking						
Moving Poles						
" "						
Lining Over Track		L. F.				
Labor, New Track	250	"	Turnouts Crossovers	137 50		137 50
Removing Old Track		"	" "			
Work Train Service		Days				
Eng'ring and Contingencies	About 10%			117 16		117 16
			Grand Totals . . $	1310 00		1310 00

Applicant will furnish Right of Way required for track Yes Pay entire cost of materials and work listed in column under caption "Chargeable to Applicant" Yes Pay future maintenance of track Yes

Pay future maintenance of trestle None Sign contract containing the following standard clauses: ____ Business, Switch-light, Right of Way, Indemnity, Usage and Termination. (Clauses referred to shown on back of this sheet.)

Recommended by ____ Superintendent

Signature of applicant ____

Concurred in by ____ Freight Agent

By ____

Subject to final approval on part of management.

____ 192____

(PLACE) (DATE)

BUSINESS CLAUSE

That will ship, or cause to be shipped, over the lines of the Railway Company and its connections, all freights used or produced in or about the business of the part of the second part, ; *Provided*, however, that rates are afforded said part of the second part by the Railway Company, which are not in excess of those of competing carriers for similar services performed under substantially similar circumstances and conditions.

SWITCH LIGHT CLAUSE

That will, at own exclusive cost and expense, provide a tender for such switch-lamp as may be established by the Railway Company as aforesaid, and will properly maintain the said switch-lamp, keeping the same always lighted at night for the guidance of the employees of the Railway Company in the operation of its trains during the continuance of this agreement.

INDEMNITY CLAUSE

That will indemnify and save harmless the Railway Company against any and all damage resulting from negligence of the part of the second part, servants and employees, in and about said industrial track and the right of way therefor; and furthermore against any and all claims, demands, suits, judgments and sums of money accruing for loss or damage by fire communicated by locomotive engines or trains of the Railway Company to buildings used by the part of the second part in connection with the business served by said industrial track, or to the contents of such buildings, or to other property stored by or with the consent of the part of the second part upon or near said industrial track. The Railway Company hereby stipulates for this protection as a condition of its agreement, herein expressed, to afford the above described terminal services and facilities to the part of the second part elsewhere than at its regular station.

USAGE CLAUSE

That the Railway Company shall have entire control of said industrial track and the operation thereof, and may use the same as well for the business of third persons, not parties hereto, as for that of the part of the second part hereto; *Provided*, however, that such use of said industrial track for the benefit of third persons shall not unreasonably interfere with the business of the part of the second part.

RIGHT-OF-WAY CLAUSE

That will, as a condition precedent to any obligation on the part of the Railway Company to begin the construction and operation of said industrial track, cause to be vested in the Railway Company (by good and sufficient deeds, in form to be approved by the Railway Company,) a good marketable title, free from encumbrances, to such right of way as may be required by the Railway Company for the construction, operation, maintenance and repair of said industrial track.

TERMINATION CLAUSE

AND IT IS MUTUALLY COVENANTED AND AGREED:

That either party hereto may terminate this agreement at any time hereafter, but upon sixty (60) days' notice, in writing, to the other, of the intention so to do; in which event, upon the taking effect of such notice, the Railway Company may discontinue the operation of said industrial track, and remove its property, including all fixtures, therefrom, and from the right-of-way appurtenant thereto.

Form 627—Sheet 1

ATLANTIC AND YADKIN RAILWAY COMPANY
SOUTHERN RAILWAY COMPANY

APPLICATION FOR INDUSTRIAL TRACK

Full name of Applicant Mt. Airy Chair Company, a co-partnership composed of J.F. Yokley, J. B. Yokley and O. H. Yokley

Nature of Business Manufacture of chairs (See Instructions) Capital

Place of Business Mt. Airy, N. C.

Place of Residence Mt. Airy, N. C.

Description of Track Wanted

Point of connection 443 Feet from point of switch of Mt. Airy Furniture Company track, which is 653 feet south of Mile Post CF-0 (See Instructions)

Name of nearest station, town and county, and mile-post Mt. Airy, Surry County, N.C. M.P. CF-0

Direction of track Extending from the end of the Mt. Airy Furniture Company track by a twelve degree and no minute curve to the right in a southerly direction for a distance of 250 feet to the end.

Government land sub-divisions through which track will extend None (See Instructions)

Length on Railway Right-of-way ..... ft.

" " R/W to be vested Off XXXXXXXXX 250 "

" " Public Streets or Roads ..... "

Total Length 250 "

Width of R/W to be vested - - - "

Names and places of residence, town and county, of owners of land through which track passes outside of Railway Right-of-Way:

(Give full Christian names of husbands and wives. If owner is corporation, give names and official residence of President and Secretary, and point to which deed should be sent for execution.)

How was title of such owner derived?

(Give name of grantor and date of deed conveying property to present owner.)

Has authority to cross streets and roads been given? None required (See Instructions)

Estimated New Revenue to be derived by Railway Company per annum

Estimated Present Revenue, if any, accruing to Railway Company per annum

If for Wood or Lumber, extent of standing timber in acres

If for Coal, Ore, Stone or other Minerals, give volume of tonnage and Annual Output

If for Textile Industry, give number of Spindles ..... Looms ..... Knitting Machines .....

If for Manufacturing Plant, give Capacity

INSTRUCTIONS.

Every blank on this application must be **carefully** filled in.

Under "Full Name of Applicant" must be entered the **full** names of all members of firms, with the correct firm name, the nature of business, and capital involved.

If the applicant is a corporation, give the correct title of the corporation and the State under the laws of which the corporation is chartered. The full names of the president and Secretary of the corporation, or other officers who are to execute papers in its behalf, should be given. The Christian names of individuals must be given in full.

The "Point of Connection" should be designated by giving the distance and direction from the nearest mile-post to the point of connection of the proposed track with the main line; or, if the proposed track springs from an existing side-track, the direction and the distance from the point of connection of the existing side-track with the main line should be given. If such existing side-track is known by a particular name, that name should be given.

The "Direction of Track" should be designated by a description of the meanderings of the track, the length and curvatures of curves and direction. The following will serve as an example of how to fill in this information: Point of connection, 323 feet southwest of mile-post 740, Birmingham Division; nearest station or mile-post, Choccolocco, Ala.; direction of track, thence by an 8 degree curve to the right and in a southwesterly direction, 445 feet; thence by a tangent in a southwesterly direction, 700 feet; total length of track, 1,145 feet; distance on Railway right-of-way, 300 feet; distance on right-of-way to be vested, 800 feet; distance on public road, 45 feet.

If authority to cross streets and roads has been given, such authority must be attached to this application.

This application must be forwarded in duplicate, and must be accompanied by six copies of rough sketch, or blue-prints. Blue-prints and sketches must show north point, name of nearest station of the Railway Company, and must contain the information necessary for the preparation of a description of the track as above. When track is outside of railway right-of-way, the ownership of land through which the same extends should be indicated by the names of such owners and the boundary lines of their respective properties. In States where Government land subdivision lines have been established, the subdivision through which track will extend should be stated, as for example: NE ¼ of SE ¼, Section 17, South, Range 2 West—or Land Lot No. 200, 2nd Dist., 3rd Section. Proper names of all public roads or streets upon or across which track will be laid should be shown on sketch or blue-print.

It is essential that the place of residence of all parties who are to execute deeds for right-of way should be given, in order that certificates for their acknowledgment may be prepared accordingly.

It is important that applications bear date.

10-2-22 25M

Form 1680

Dept. No.....

A. F. E. A-327

ATLANTIC AND YADKIN RAILWAY COMPANY
(Name of Carrier)

AUTHORITY FOR EXPENDITURE

Office of Engr. M. of Way, Danville, Va., June 25th, 1923.

Authority for an expenditure of $ 1310.00 is requested for the purpose of constructing extension to spur track for (Character of Change)

Mt. Airy Chair Company to the property of Cape Fear and Yadkin Valley Railway Company
(Name of Original Railroad)

Location of proposed project: State N. C. Val. Sec. No. 27 Station or M. P. CF-0 plus 653' Mt. Airy Division Winston-Salem

Description of project:— Reasons and necessity for the extension, improvement, or other changes:

The Mt. Airy Chair Company, a partnership composed of J.F.Yokley, J.B.Yokley and O.H. Yokley, with headquarters in Mt. Airy, N.C., engaged in the manufacture of chairs, has made application for the construction of an extension to track originally constructed for the Mt. Airy Furniture Company, and covered by agreement dated April 14th, 1905, and later extended for the Red "C" Oil Company, under agreement dated June 29th, 1918.

The Mt. Airy Chair Company will pay for the entire cost of construction of, maintain and own the entire extension, which will be 250 feet long, and is estimated to cost $1310.00.

The applicant will perform all work in connection with the grading and furnish the cross ties, estimated to cost $795.00; the Railway to furnish all other material and construct the extension, estimated to cost $515.00, billing the applicant for the entire cost upon completion of the work.

Prior to the commencement of the work by the Railway, the applicant will be required to deposit certified check for $515.00 to cover the entire cost of construction, not including the grading and cross ties.

Net cash outlay to Southern Railway: None.
Estimate dated: June 25th, 1923.
Blue print dated: June 12th, 1923.
Requisitions: None.

SUMMARY OF ESTIMATE

Estimated gross cost of project		$ 1310.00
Amount chargeable to operating expenses for property retired	$	
Value of salvage recovered		
Cost of property retired	$	
Incidental costs chargeable to operating expenses		
To other accounts Applicant's proportion	$ 1310.00	1310.00
Net charge to property investment account	$	None
Total cost to be borne by Mt. Airy Chair Company (Name of Company)		$ 1310.00

Or participated by (Name of all participants and amount borne by each)

Recommended:

Eng'r M. of W.

Superintendent

Gen'l Superintendent

Chief Eng'r M. W. S.

Approved:

General Manager

Vice President

Certified for right of way: Vice President

Approved: Supt. R. E. and C. Dep't

President

Read Instructions and Give Data Requested on Back of Form.

This form must be prepared for each item of **ADDITION TO, BETTERMENT OF, ALTERATION IN, OR RETIREMENT OF** physical property and the furnishings and fixtures necessary to equip it for use.

It must specify whether the proposed improvement is to be located on old or newly acquired right-of-way and the name of the railroad on or adjacent to whose right-of-way it is to be constructed

The original, when properly approved, must be forwarded to the Auditor of Construction in advance of the commencement of the work.

A copy of the engineer's estimate specifying units, quantities and prices as required by valuation order No. 3 Second Revised Issue and a blue print, when made, must be attached to the original form.

Labor expended for the removal of and material recovered from property which is abandoned but which will not be replaced, must be reported on "Report of Abandoned Property," Form 2239; if the property is to be replaced, Form 2239 will not be required, but the cost to remove and the salvage recovered from it must be included in "Completion Report," Form 1295 separately.

When tracks are removed the original cost for labor and material (estimated if not known) must be reported separately in accordance with the Road and Equipment Classification.

The following questions must be answered before Form 1680 is forwarded from the originating office:

1. Is the facility new and additional?.....

2. Does the facility replace an existing structure to be retired? If "yes," give—

   (a) Date constructed ..... (b) Original cost, $.....

   (c) Estimated original cost, if actual is not known ..... $.....

   (d) Estimated cost to remove..... $.....

   (e) Estimated value of salvage..... $.....

   (f) If a metal bridge is replaced, what is weight of bridge removed?.....

   (g) If a trestle is filled, what is its value as a temporary trestle for filling purposes?..... $.....

3. Will betterments be made? If "yes," give description .....

   (a) Cost of new material installed..... $.....

   (b) Cost to replace existing material parts at current prices ..... $.....

   (c) Betterment ..... $.....

   (d) Total Labor ..... $.....

   (e) Gross Cost ..... $.....

   (f) Salvage ..... $.....

4. Will repairs and alterations be made to an existing facility? If "yes," give—

   (a) Description .....

   (b) Estimated cost ..... $.....

5. Will an existing facility be enlarged? If "yes," give—

   (a) Description .....

   (b) Estimated cost ..... $.....

6. Will any part of the old facility be utilized in the construction of the new? If "yes," give—

   (a) Description .....

   (b) Appraised value ..... $.....

7. Will any existing facilities be relocated? If "yes," give—

   (a) Description .....

   (b) Estimated cost ..... $.....

8. Give estimated cost of new material used in tracks shifted to a new location..... $.....

9. Will the facility be owned jointly? If "yes," give—

   (a) Name of joint owner.....

   (b) Date of agreement.....

10. If turnout be constructed give net charge to maintenance and attach details..... $.....

11. Give date of existing agreement..... Is new agreement necessary?.....

    Is new right of way required?.....

12. Give such other information as may be pertinent to the work.....

.....

It is necessary that full particulars and details be given. If space above provided is not adequate, they must be described on separate sheets and attached to this form.

Form 812

SOUTHERN RAILW[illegible] COMPANY

OFFICE OF Rural Hall, N. C.

Dec. 21st, 1923.

Mr. D. L Hall, R. D.
Winston Salem, N. C.

Dear Sir:

The following is a list of material used in the extension of Mt. Airy Furniture track at Mt. Airy.
500' relay 60# rail. Furnished by Sou. Ry.
3 ¢ angle bars, relay 60# Furnished by Sou. Ry.
68 track bolts, new. 3/4 X 3 1/4" Furnished by Sou. Ry.
608 track spikes, new, Furnished by Sou. Ry.
Labor Cost, laying and surfacing $150.00, furnished by Sou. Ry.
152 Cross Ties. @ 1.00 Furnished by applicant.
200 cu. yds. grading @ 50¢ per yd. done by applicant.
50 Cu. yds sand rock ballast, furnished by applicant at a cost of .60¢ per cu yd.

Yours truly
E. L. Byrd
Supr.

Winston-Salem,N.C., Sept. 10th 1923.

Mr. E.L. Byrd, Supr.,

Rural Hall,N.C.

Dear Sir:

The Mt. Airy Chair Company have deposited the necessary check covering their proportion of expense of extending side track at Mt. Airy.

They will do all grading, furnish all crossties. As soon as this is done you will please put this track in, furnishing me completion report to cover.

If you haven't the necessary material on hand call on storekeeper for same.

Yours truly,

Roadmaster.

Winston-Salem, N. C., Sept. 7th 1923 jsb-t

C-1156

Mr. N. L. Hall:-

Mt. Airy Chair Co. having deposited the usual check covering their proportion of the expense of extending their side track wieh the understanding that they will do all grading, furnish all crossties, you are authorized to make the extension as soon as consistent advising when started and completed.

Answer.

J S B

Cy-
Mr. M. A. Pendleton, Agt.,
Mt. Airy, N. C.

Have Byrd go ahead
write work.
N L Hall
9/8/23

Danville, Va., August 21, 1923. he

2468

Mr. Hall:

Formal authority is given for the construction of spur track for the Mount Airy Chair Company at Mount Airy, North Carolina; work to be performed in accordance with form 1680 dated June 25, 1923, and blue print dated June 12, 1923, AFE #A-327 assigned; with the understanding that the Chair Company has advanced certified check to cover work that the Railway Company will perform in accordance with form 1680, and have agreed to sign our standard form of contract when presented.

Please ascertain from Mr. Bergman if the above obligations have been met, and if so, kindly handle with applicant to complete grading and furnish cross ties as promptly as possible, upon which will you kindly arrange to complete this job without delay.

Please acknowledge.

G L S

Cy- Mr. Allen:
Mr. Haar:

Winston-Salem,N.C., Aug. 22nd 192[illegible].

Mr. G.L. Sitton,
Eng. M. of Way,
Danville, Va.

Dear Sir:

This will acknowledge receipt of your letter of August 21st - file 2468 - advising authority has been granted for construction of spur track for the Mt. Airy Chair Company at Mt. Airy.

Yours truly,

Roadmaster.

Form 812

SOUTHERN RAILWAY COMPANY

OFFICE OF 1-1-24

Mr N L Hall
Winston Salem N C
Dear Sir.

The following is a list of meterial used in second extension of Mt Airy Furniture track at Mt Airy.
60 ft 60# relay steel rail furnished by Southy
4-60# relay angle bars " " " "
8 track bolts 3/4 X 3 1/4 new " " " "
76 track spikes new " " " "
19 cross ties @ .70 each furnished by Mt Airy Chair Co.
20 yds of grading @.50 per cu. yds. done by Mt Airy Chair Co.
Labor cost $17.50

E L Byrd

Winston-Salem, N.C., January 22, 1924.

Mr. Byrd:

Referring to extension to track made for the Mt. Airy Chair Co. in Nov. and Dec. at Mt Airy

I note the estimate calls for the following items that charges have not been made for:

300 - 60# Tie Plates
1 Standard Bumping Block
1 Maintenance Limit Sign

Please advise quick it there items were used and Foreman failed to make charges for same.

Yours truly,

N L Hall,

Roadmaster-

Winston-Salem, N.C., January 22, 1924.

Mr. Sitton:

Attached hereto pencilled up completion report covering extension to track for Mt Airy Chair Co. to be corrected by you and returned for typing.

Please verify the Engineering charge as I never received transfer invoice for same, but found this item on voucher covering serveral othe engineering charges for Auth. Improvements.

I have written the Supervisor, requesting him to advise if he used and failed to make charge for following items on estimated not shown on completion report:

300-60# Tie Plates
1 Standard Bumping Block
1 Maintenance Limit Sign

Yours truly,

N L Hall,

Roadmaster-

1259

Form 812

SOUTHERN RAILWAY COMPANY

OFFICE OF 1-23

Mr N L Hall R M
Winston Salem N.C.
Dear Sir

Yours of Jan 22nd with reference to extention to track for the Mt Airy Chair Co. Nov. and Dec. we did not use any tie plates neither did we use maintainance limit signs. we built earth mound instead of standard bumping block

Yours truly
E L Byrd

850
365
485

850
425
425

850
695
155

60
365

425
95
330

Danville, Va., January 24, 1924. me

2468

Mr. Hall:

Returning herewith your penciled 1295 covering spur track for Mount Airy Chair Company, Mt. Airy, N.C.

The report will be OK when you have found aut about the tie plates, bumping block and maintenance limit sign. If you find these were not used please put a note on form 1295 to that effect.

With reference to the engineering, I am attaching hereto a copy of my June 1923 transfer invoice. I have added these charges to the completion report.

GLS

Form 1615

QUADRUPLICATE

Maker of Bill to retain for his permanent file.

Bill No. 8

Quote when remitting

Mt. Airy Chair Co.
Mt. Airy, N. C.

Month's Account

Dept. No.

Date Made 1/26/ 1924

To ATLANTIC & YADKIN RAILWAY COMPANY, Dr.

Make Remittance to Treasurer, Atlantic & Yadkin Railway Company, Washington, D. C.

For cost of extension to track to serve your interest at Mt. Airy, N. C. Agreement dated 9/15/23		
E. M. W. Engineering	40.01	
60# R. S. Rail 560' - 5 Tons @ 40.00	200.00	
38 - 60# Relay Angle Bars 646# @ 2.14	13.82	
76 - 3/4 x 3 1/4 New Track Bolts 63# @ 5.18	3.26	
New Track Spikes 415# @ 3.85	15.98	
Labor	167.23	
Plus 10% Labor acct Supervision use of tools & other undeterminable expenses	16.72	$446.74 / 457.02

Distribution:—Accounts to Credit		Checked at to Prices.	Certified:
Auth Improvements:		Extens.	Approved: Title.
Mt Airy, N.C. Track for		Footings.	Approved: Title.
Mt Airy Chair Co. A.F.E. A-327	386.00 / 395.95	Contract.	Audited: Title.
Misc M.W. Expenses	71.07 / 457.02	For use of Aud. of Disbs.	Auditor of Disbursements.

6-8-23 15M

Form 1295

Dept. No.

Atlantic & Western Railway Co.
(Name of Carrier)

Completion Report {~~Progressive~~ / Final} No. ✓

Owner Agreement dated 9/15/23

A. F. E. No. A-327

Lessee

D. C. E. Reference

Sheet No. 1 of Sheets

ROADWAY COMPLETION REPORT {~~PROGRESSIVE~~ / FINAL}

General Account I, Road and General Account III, General Expenditures

Location of project: State N. C. Valuation Section 27 Station or M. P. Mt Airy Div. Ar & Sy.

Work begun 11/7/23 { Portions here reported turned over to operation
Project completed 12/19/23 Turned over to operation 12/19/23

Description Constructing extension to spur track for Mt Airy Ethan Company

Cost borne by Ar & Sy Ry Co. or participated in by
(Name participants and proportionate share of each)

(See Instructions and make Summary on Back of Form)

Acc't No.	DESCRIPTION OF PROPERTY AND CONSTITUENT PARTS	Unit	Quantity	Unit Price	PROPERTY UNITS ADDED	PROPERTY RETIRED COST
1	Engineering		29.76			
	Vo. 301, W. O. Pruett		5.75			
	294, J. A. Main	T E	4.50			
			40.01			
	Extension to spur track 270'				Applicant	
1	E. M. W. Engineering				40 01	
9	560 - 60# R.S.R.	Tons	5.000	30.00	150.00 ✓	
10	38 - 60# Relay Angle Bars	Lbs	646	1.86	12.01 ✓	
76	3/4 x 3 1/4 New Track Bolts	Lbs	63	4.50	2.84 ✓	
	New Track Spikes	Lbs	415	3.35	13.91 ✓	
	Labor				167.23	
					$ 395.45	
					386.00 ✓	
	Note: Applicant furnished 173 crossties @ 1.00					173 00
	" " 50 cu yds Sand Rock Ballast @ .60					30.00
	" did grading 220 cu yds @ .50					110.00
	Bill Dept # 8 12/24 - amt $ 457.07 - $ 446.77 covers entire cost to Applicant as shown above.					
	Not any tie plates nor maintenance limit signs used - Earth mound was used instead of standard bumping block					

I, N. L. Hall (Name), Roadmaster (Title), of the above named company, do swear that the foregoing report of property changes, which were made under my supervision, is true to the best of my knowledge and belief.

Subscribed and sworn to before me, this day of January 1924

(Signature)

(Signature)

(Title) Roadmaster

Notary Public (Title)

SUMMARY OF CHARGES

MONTH CHARGED	LABOR	MATERIAL	VOUCHERS	MISCELLANEOUS	TOTAL
June 1923		Engineering	~~29.76~~	40.01	~~40.01~~
Nov 23	150.91	159.43			310.34
Dec 23	16.32	19.33			35.65
TOTAL	167.23	178.76	~~29.76~~	40.01	~~375.75~~ 386.00

EXPLANATION OF INCREASE OR DECREASE

Authority $1310.00
Actual Cost $386.00
Decrease $924.00 Applicant did grading and furnished ties & Ballast

INSTRUCTIONS GOVERNING THE PREPARATION OF COMPLETION REPORTS

1. This report must be prepared for each job for which an Authority for Expenditure (Sou. 1680) has been issued and stated in the terms and by the units specified in I. C. C. Valuation Order No. 3—second revised issue effective January 1, 1919. The Original must be sent to the Audit Office.

2. The heading must show: The name of the owning Company, i. e., Sou. Ry. Co., C. N. O. & T. P. Ry. Co., A. G. S. R. R. Co., etc., under "Class of Work" the Southern Railway Co.'s Classification of Additions and Betterments, such as "Industrial Sidings and Spur Tracks," "Station Buildings," (See Classification of Investment in Road and Equipment, page 19) ; under "Description," give a complete statement of all the facts; for side track give the name of the industry, number of tracks, total length of each, clearance length of each, number of turnouts, etc.; for buildings, give the cubical dimensions, kind of foundations, kind of superstructures, dates of agreements with the contractors, etc.; for culverts give kind, lineal feet of masonry, etc.; for bridges and trestles give the number of lineal feet, height, kind of superstructure, kind of substructure, etc. Milepost locations must be reported in hundredths or in feet of distance from the milepost, using the "plus sign" to indicate South or West and the "minus sign" to indicate North or East. The same structure must be invariably reported under the milepost designation or name originally assigned to it.

3. All costs must be shown in complete detail; the material must be described by kinds, sizes, uses, etc., and the units, quantities, unit prices, and total cost must be given; no miscellaneous entries are permissable. The labor may be reported by accounts in the aggregate without detail as to crafts, hours, etc., with the exceptions noted in paragraph 5.

4. Labor expended for moving existing structures, renewal of, repairs of, and changes in existing facilities incident to addition and betterment work, restoration of grounds after completion of the work and the cost of protection of traffic during construction must be reported separately by accounts and the purpose of the expenditure stated in general terms.

5. The labor cost to dismantle facilities and structures which have been abandoned and will not be replaced, and the cost to recover the salvage from them, including the value of it, must not be included in this report; it must be reported on form for property abandoned and not replaced (Sou. 2239, C. N. O. & T. P. 4159, A. G. S. 4159-A, N. O. & N. E. 6003). The labor cost to remove and the value of the salvage recovered from facilities abandoned and replaced must not be included in this report; it must be included in the removal report, which must accompany the completion report (Sou. 1295).

6. When industrial tracks are constructed cost must be reported separately for: those to be paid by the applicant; those to be paid by the Railroad, chargeable to the property account, and those to be paid by the Railway, chargeable to Operating Expenses. If it is built on right of way owned by the applicant, a further division must be made between cost on and off the Company's right of way. Show date and department number of all bills against applicants for industrial tracks.

7. Do not include rental of equipment and assessed transportation of men and material in this report. These items will be inserted in the Audit Office.

8. The acreage, cost per acre and total cost of right of way, the cost of labor and the units, unit prices, quantities and total cost of materials furnished by individuals, firms, corporations or joint-user railway companies for changes in physical property, which are defined by the Interstate Commission as "Donations," must be reported under "Explanation of Increase or Decrease" or in a separate statement. These "Donations" can consist only of facilities located on right of way owned by this company.

A. F. E. Misc

Form 1295

Dept. No.....

Atlantic & Yadkin Ry. Co.
(Name of Carrier)

Completion Report {Progressive / Final} No.....

Owner Agreement dated 9/15/23

A. F. E. No. A-327

Lessee .....

D. C. E. Reference.....

Sheet No. 1 of ..... Sheets

ROADWAY COMPLETION REPORT {PROGRESSIVE / FINAL}

General Account I, Road and General Account III, General Expenditures

Location of project; State N.C. Valuation Section 27 Station or M. P. Mt. Airy Div. AAY

Work begun 11/7/23 {Portions here reported turned over to operation..... / Project completed 12/19/23 Turned over to operation 12/19/23

Description Constructing extension to spur track for Mt. Airy Chair Company

Cost borne by Atlantic & Yadkin Ry. Co. or participated in by.....
(Name participants and proportionate share of each)

(See Instructions and make Summary on Back of Form)

Acc't No.	DESCRIPTION OF PROPERTY AND CONSTITUENT PARTS	Unit	Quantity	Unit Price	PROPERTY UNITS ADDED	PROPERTY RETIRED COST
1	Engineering		29.76			
	Vo.301 W.O.Pruett	Hr	5.75			
	Vo.294 J.A.Moir	"	4.50			
			40.01			
	Extension to side track R80				Applicant	
1	HK W.Engineering				40.01	
9	560' - 60# R&R	Tns.	5.0000	30.00	150.00	
10	38 - 60# Relay Angle Bars	Lbs.	646	1.86	12.01	
	76 - ⅞x3 New Track Bolts	Lbs.	63	4.50	2.84	
	New Track Spikes	"	415	3.39	15.91	
	Labor				167.23	
					388.00	
	Note: Applicant furnished 173 creosotes @ 1.00					173.00
	" " 60 Cu.Yds. Good Rock Ballast @ .60					30.00
	" did grading 220 cu.yds. @ .50					110.00
	Not any tie plates nor maintenance limit sign used - Earth mound was used instead of Standard Bumping Block.					
	Bill Dept. #6 1/26/24 amt. $457.02 covers entire cost to applicant as shown above.					

I, ..., (Name) Roadmaster (Title), of the above named company, do swear that the foregoing report of property changes, which were made under my supervision, is true to the best of my knowledge and belief.

Subscribed and sworn to before me, this ..... day of January 192 4

.....
(Signature)

.....
(Title) Roadmaster

.....
(Signature)

.....
(Title) Notary

SUMMARY OF CHARGES

MONTH CHARGED	LABOR	MATERIAL	VOUCHERS	MISCELLANEOUS	TOTAL
June 1923		Engineering		40.01	40.01
Nov. 1923	150.91	159.43			310.34
Dec. 1923	16.32	19.33			35.65
TOTAL	167.23	178.76		40.01	386.00

EXPLANATION OF INCREASE OR DECREASE

Authority $1310.00
Act. Cost 386.00
Decrease 924.00 Applicant did grading and furnished crossties and ballast

INSTRUCTIONS GOVERNING THE PREPARATION OF COMPLETION REPORTS

1. This report must be prepared for each job for which an Authority for Expenditure (Sou. 1680) has been issued and stated in the terms and by the units specified in I. C. C. Valuation Order No. 3—second revised issue effective January 1, 1919. The Original must be sent to the Audit Office.

2. The heading must show: The name of the owning Company, i. e., Sou. Ry. Co., C. N. O. & T. P. Ry. Co., A. G. S. R. R. Co., etc., under "Class of work" the Southern Railway Co.'s Classification of Additions and Betterments, such as "Industrial Sidings and Spur Tracks," "Station Buildings," (See Classification of Investment in Road and Equipment, page 19); under "Description," give a complete statement of all the facts; for side track give the name of the industry, number of tracks, total length of each, clearance length of each, number of turnouts, etc.; for buildings, give the cubical dimensions, kind of foundations, kind of superstructures, dates of agreements with the contractors, etc.; for culverts give kind, lineal feet of masonry, etc.; for bridges and trestles give the number of lineal feet, height, kind of super structure, kind of substructure, etc. Milepost locations must be reported in hundredths or in feet of distance from the milepost, using the "plus sign" to indicate South or West and the "minus sign" to indicate North or East. The same structure must be invariably reported under the milepost designation or name originally assigned to it.

3. All costs must be shown in complete detail; the material must be described by kinds, sizes, uses, etc., and the units, quantities, unit prices, and total cost must be given; no miscellaneous entries are permissable. The labor may be reported by accounts in the aggregate without detail as to crafts, hours, etc., with the exceptions noted in paragraph 5.

4. Labor expended for moving existing structures, renewal of, repairs of, and changes in existing facilities incident to addition and betterment work, restoration of grounds after completion of the work and the cost of protection of traffic during construction must be reported separately by accounts and the purpose of the expenditure stated in general terms.

5. The labor cost to dismantle facilities and structures which have been abandoned and will not be replaced, and the cost to recover the salvage from them, including the value of it, must not be included in this report; it must be reported on form for property abandoned and not replaced (Sou. 2239, C. N. O. & T. P. 4159, A. G. S. 4159-A, N. O. & N. E. 6003). The labor cost to remove and the value of the salvage recovered from facilities abandoned and replaced must not be included in this report; it must be included in the removal report, which must accompany the completion report (Sou. 1295).

6. When industrial tracks are constructed cost must be reported separately for: those to be paid by the applicant; those to be paid by the Railroad, chargeable to the property account, and those to be paid by the Railway, chargeable to Operating Expenses. If it is built on right of way owned by the applicant, a further division must be made between cost on and off the Company's right of way. Show date and department number of all bills against applicants for industrial tracks.

7. Do not include rental of equipment and assessed transportation of men and material in this report. These items will be inserted in the Audit Office.

8. The acreage, cost per acre and total cost of right of way, the cost of labor and the units, unit prices, quantities and total cost of materials furnished by individuals, firms, corporations or joint-user railway companies for changes in physical property, which are defined by the Interstate Commission as "Donations," must be reported under "Explanation of Increase or Decrease" or in a separate statement. These "Donations" can consist only of facilities located on right of way owned by this company.

Greensboro, N.C. September 15, 1925. -dg:

MR. FOWLKES:-

The Mount Airy Chair Company wish the track serving them at Mount Airy extended about two hundred feet:

Will you not please get in touch with Mr. Pendleton, who will show you exactly what is desired, and then let me have sketch and estimate.

Very truly yours,

SUPERINTENDENT.

560

Greensboro, N. C. Sept. 19, 1925. s

MR. DeBUTTS:

Your letter of the 15th:-

I enclose sketch and estimate covering extension of 172 feet to track serving the Mount Airy Chair Company at Mount Airy.

ROADMASTER.

ESTIMATED COST TO CONSTRUCT EXTENSION 172 FEET LONG

TO TRACK OF MOUNT AIRY CHAIR COMPANY

MOUNT AIRY, N. C.

- - -

344' 60# R SRail	3.0714 Tons	@	$35.00	107.50
60# angle bars	408#	@	2.35	9.59
Track bolts 3/4 x 3½	43#	@	5.00	2.15
Track spikes	400#	@	4.03	16.12
Crossties	100	@	.95	95.00
Cinder ballast	45 Cu Yds	@	.50	22.50
Labor- assembling material				30.00
Labor- laying & surfacing				68.80
Contingencies- about 10%				35.17
				386.83

95
291.83

Applicant will do grading:

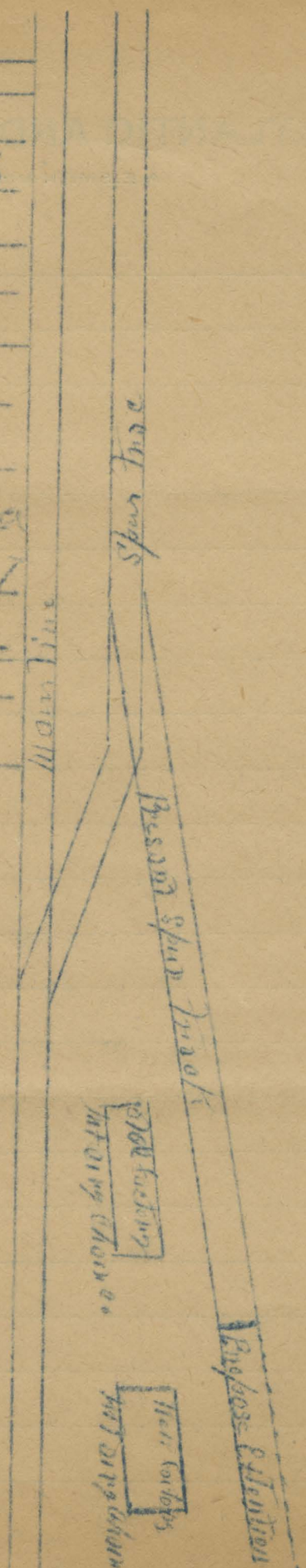
Office of Roadmaster,
Greensboro, N. C.
September -19- 1925.

Mr Smith
Set the Bros house
Estimate to move this Extension
as soon as ground dry
W F

Sketch of proposed Extention
Wanted by the Mt airy Chair Co
Mt airy NC 132 feet long
Will take 549 feet of Relay 60 lb
Rail 12 60 lb Relay angle Bars
4 # 3/4 x 36 Track Bolts
2 Keys of Track Spikes
100 Cedar Ties
1 Car of Cinders
Will Cost $658.00 to buy and Ship
Track and will Cost $136.00 to get
Material in place to use this
This track they will do the
Grading

W. T. T
9/18/25

134.9A



ATLANTIC AND YADKIN RAILWAY

A. E. SMITH AND J. W. FRY, RECEIVERS

Greensboro, N.C. October 3, 1925. -dg:

MR. FOWLKES:-

Please prepare and forward form 1680 covering proposed track extension for the Mount Airy Chair Company at Mount Airy in accordance with plan and estimate submitted with your letter of September nineteenth.

They will do the grading and furnish the cross ties; also bear the extire expense of the remainder of the work and maintain the track as extended in the future.

The Mount Airy Chair Company is a partnership concern composed of the following gentlemen, all of Mount Airy - J.F. Yokley, J.B. Yokley and O.H. Yokley.

Very truly yours,

SUPERINTENDENT.

Form 1680

Dept. No..... A. F. E.....

ATLANTIC & YADKIN RAILWAY
(Name of Carrier)

AUTHORITY FOR EXPENDITURE

Office of Roadmaster Greensboro Grunlow NC Oct 6 1925

Authority for an expenditure of $ 386.83 is requested for the purpose of Extending Side Track for (Character of Change)

Mt Airy Chair Co to the property of Pilot Mtn & Yadkin Valley Railroad
(Name of Original Railroad)

Location of proposed project: State NC Val. Sec. No..... Station or M. P. 97-0 Division.....

Description of project:— Reasons and necessity for the extension, improvement, or other changes:

The Mount Airy Chair Co, a partnership composed of J.T. Yokley, J.B. Yokley & W.H. Yokley, all of Mount Airy, N.C, has made application for an extension to their side track at Mt Airy.

The Applicant will pay for the entire cost of construction & maintain and own the entire extension, which will be 172 feet long, and is estimated to cost $386.83. The Applicant will perform all work in connection with the grading and furnish all crossties.

The Railway will furnish all other material & construct the extension, estimated to cost $791.83, the applicant being required to deposit a certified check for a like amount before the Railway starts the work.

SUMMARY OF ESTIMATE

Estimated gross cost of project	$	386.83
Amount chargeable to operating expenses for property retired	$	
Value of salvage recovered		
Cost of property retired	$	
Incidental costs chargeable to operating expenses		
To other accounts Applicants Proportion		386.83
Net charge to property investment account	$	None

Total cost to be borne by Mount Airy Chair Co
(Name of Company)

Or participated by.....
(Name of all participants and amount borne by each)

Recommended:

Roadmaster
Eng'r M. of W.

Superintendent

Gen'l Superintendent

Chief Eng'r M. W. S.

Approved:

General Manager

Vice President

Certified for right of way:

Vice President

Approved:

Supt. R. E. and C. Dep't

President

Read Instructions and Give Data Requested on Back of Form.

Form 1680

Dept. No. ..... A. F. E. .....

ATLANTIC & YADKIN RAILWAY
(Name of Carrier)

AUTHORITY FOR EXPENDITURE

Office of Roadmaster, Greensboro, NC, October 6 1925

Authority for an expenditure of $ 386.83 is requested for the purpose of Extending Side Track for
(Character of Change)
Mt. Airy Chair Co. to the property of Cape Fear & Yadkin Valley Railroad
(Name of Original Railroad)

Location of proposed project: State N.C. Val. Sec. No. ..... Station or M. P. CF-0 Division .....

Description of project:— Reasons and necessity for the extension, improvement, or other changes:

The Mount Airy Chair Co., a partnership composed of J.F.Yokley, J.B.Yokley and O.H.Yokley, all of Mt. Airy, N.C., has made application for an extension to its side track at Mount Airy.

The Applicant will pay for the entire cost of construction of, maintain and own the entire extension, which will be 172 feet long, and is estimated to cost $386.83. The Applicant will perform all work in connection with the grading and furnish all crossties.

The Railway will furnish all other material and construc the extension, estimated to cost $291.83, the applicant being required to deposit a certified check for a like amount before the Railway starts the work.

SUMMARY OF ESTIMATE

Estimated gross cost of project		$ 386.83
Amount chargeable to operating expenses for property retired	$	
Value of salvage recovered		
Cost of property retired		$
Incidental costs chargeable to operating expenses		
To other accounts Applicant's proportion		386.83
Net charge to property investment account		$ None

Total cost to be borne by Mount Airy Chair Company
(Name of Company)

Or participated by .....
(Name of all participants and amount borne by each)

Recommended:

Roadmaster.

Eng'r M. of W.

Superintendent

Gen'l Superintendent

Chief Eng'r M. W. S.

Approved:

General Manager

Vice President

Certified for right of way: Vice President

Approved: Supt. R. E. and C. Dep't

President

Read Instructions and Give Data Requested on Back of Form.

This form must be prepared for each item of **ADDITION TO, BETTERMENT OF, ALTERATION IN, OR RETIREMENT OF** physical property and the furnishings and fixtures necessary to equip it for use.

It must specify whether the proposed improvement is to be located on old or newly acquired right-of-way and the name of the railroad on or adjacent to whose right-of-way it is to be constructed

The original, when properly approved, must be forwarded to the Auditor of Construction in advance of the commencement of the work.

A copy of the engineer's estimate specifying units, quantities and prices as required by valuation order No. 3 Second Revised Issue and a blue print, when made, must be attached to the original form.

Labor expended for the removal of and material recovered from property which is abandoned but which will not be replaced, must be reported on "Report of Abandoned Property," Form 2239; if the property is to be replaced, Form 2239 will not be required, but the cost to remove and the salvage recovered from it must be included in "Completion Report," Form 1295 separately.

When tracks are removed the original cost for labor and material (estimated if not known) must be reported separately in accordance with the Road and Equipment Classification.

The following questions must be answered before Form 1680 is forwarded from the originating office:

1. Is the facility new and additional?.....

2. Does the facility replace an existing structure to be retired? If "yes," give—

   (a) Date constructed ..... (b) Original cost, $.....

   (c) Estimated original cost, if actual is not known ..... $.....

   (d) Estimated cost to remove..... $.....

   (e) Estimated value of salvage..... $.....

   (f) If a metal bridge is replaced, what is weight of bridge removed?.....

   (g) If a trestle is filled, what is its value as a temporary trestle for filling purposes?..... $.....

3. Will betterments be made? If "yes," give description .....

   (a) Cost of new material installed..... $.....

   (b) Cost to replace existing material parts at current prices ..... $.....

   (c) Betterment ..... $.....

   (d) Total Labor ..... $.....

   (e) Gross Cost ..... $.....

   (f) Salvage ..... $.....

4. Will repairs and alterations be made to an existing facility? If "yes," give—

   (a) Description .....

   (b) Estimated cost ..... $.....

5. Will an existing facility be enlarged? If "yes," give—

   (a) Description .....

   (b) Estimated cost ..... $.....

6. Will any part of the old facility be utilized in the construction of the new? If "yes," give—

   (a) Description .....

   (b) Appraised value ..... $.....

7. Will any existing facilities be relocated? If "yes," give—

   (a) Description .....

   (b) Estimated cost ..... $.....

8. Give estimated cost of new material used in tracks shifted to a new location..... $.....

9. Will the facility be owned jointly? If "yes," give—

   (a) Name of joint owner.....

   (b) Date of agreement.....

10. If turnout be constructed give net charge to maintenance and attach details..... $.....

11. Give date of existing agreement..... Is new agreement necessary?.....

    Is new right of way required?.....

12. Give such other information as may be pertinent to the work.....

.....

It is necessary that full particulars and details be given. If space above provided is not adequate, they must be described on separate sheets and attached to this form.

Dept. No. 9-4-24 15M **Form 1295**

Atlanta & Yadkin Railway
(Name of Carrier)

Owner Agreement Dated Oct 31, 1925 A. F. E. No.

Lessee Sheet No. 1 Of 1 Sheets

ROADWAY COMPLETION REPORT { Progressive / Final } No.

GENERAL ACCOUNT I, ROAD AND GENERAL ACCOUNT III, GENERAL EXPENDITURES.

Location: Town or M. P. Mt Airy Work Begun October 13 1925

Val. Sec. State N C Optg. Sub-Divn. Project Completed " 13 1925

Operating Division Turned over to Operation

Description Construction Track Extension to Mt. Airy Chair Co.

Cost borne by { Mt Airy Chair Co $ / $

Acct. No.	CONSTITUENT PARTS DESCRIPTION OF PROPERTY AND	Unit	Quantity	Unit Price	PROPERTY UNITS ADDED	PROPERTY RETIRED COST
	Cost of Extending 167 Feet					
9	33#60# RS Rail	Tons	29821	30 00	89 46	
	60# angle bars	Pairs	408	2 04	8 32	
	Track bolts 3/4 X 3 1/2	"	40	4 50	1 80	
	Track spikes	"	255	3 26	8 31	
	Cinder ballast	Yds	30	50	15 00	
	Labor - laying & surfacing				66 10	
	Note: Crossties furnished by Applicant. Applicant did grading.				$188 91	

I, H A Houston, Roadmaster, (Name) (Title) of the above named company, do swear that the foregoing report of property changes, which were made under my supervision, is true to the best of my knowledge and belief.

Subscribed and sworn to before me, this [illegible] day of [illegible] 192 5

(Title) Roadmaster (Title)

Dept. No. 9-4-24 15M **Form 1295**

ATLANTIC & YADKIN RAILWAY
(Name of Carrier)

Owner Agreement dated Oct.20, 1925. A. F. E. No.

Lessee Sheet No. 1 Of 1 Sheets

ROADWAY COMPLETION REPORT { Progressive / Final } No.

GENERAL ACCOUNT I, ROAD AND GENERAL ACCOUNT III, GENERAL EXPENDITURES.

Location: Town or M. P. Mount Airy Work Begun October 12, 1925.

Val. Sec. State N.C. Optg. Sub-Divn. Project Completed October 13, 1925.

Operating Division Turned over to Operation

Description Constructing Track Extension for Mount Airy Chair Company.

Cost borne by { Applicant. $ / $

Acct. No.	CONSTITUENT PARTS DESCRIPTION OF PROPERTY AND	Unit	Quantity	Unit Price	PROPERTY UNITS ADDED	PROPERTY RETIRED COST
	Cost of Extending 167 Feet					
9	33#' 60' RS Rail	Tons	2.9821	30.00	89.46	
	60' Angle bars	Lbs	408	2.04	8.32	
	Track Bolts 3/4 x 3-1/4	"	40	4.50	1.80	
	Track spikes	"	255	3.20	8.81	
	Cinder ballast	Yds	30	.50	15.00	
	Labor-laying & surfacing				66.10	
					188.09	
	NOTE: Crossties furnished by Applicant. Applicant did grading.					

I, W. A. Fowlkes, Roadmaster, of the above named company, do swear that the foregoing report of property changes, which were made under my supervision, is true to the best of my knowledge and belief.

(Name) (Title)

Subscribed and sworn to before me, this 28th day of November 192 5.

(Title) Roadmaster. (Title)

SUMMARY OF CHARGES

Month Charged	Labor	Material	Vouchers	Miscellaneous	Total
Oct.1935	66.10	122.89			188.99
Total					

EXPLANATION OF INCREASE OR DECREASE

Authority 386.83

Cost 188.99

Decrease 197.84 Applicant furnished Counties. Material cost less than estimated.

INSTRUCTIONS GOVERNING THE PREPARATION OF COMPLETION REPORTS.

1. This report must be prepared for each job, within 30 days after its completion, for which an Authority for Expenditure (Sou. 1680) has been issued and stated in the terms and by the units specified in I. C. C. Valuation Order No. 3—Second Revised Issue effective January 1, 1919. The original must be sent to the Audit Office.

2. The heading must show: The Name of the owning Company, i. e., Sou. Ry. Co., C. N. O. & T. P. Ry. Co., A. G. S. R. R. Co., etc., under "Class of Work" the Southern Railway Co.'s Classification of Additions and Betterments, such as "Industrial Sidings and Spur Tracks," "Station Buildings," (See Classification of Investment in Road and Equipment, page 19); under "Description," give a complete statement of all the facts; for side track give the name of the industry, number of tracks, total length of each, clearance length of each, number of turnouts, etc.; for buildings, give the cubical dimensions, kind of foundations, kind of superstructures, dates of agreements with the contractors, etc.; for culverts give kind, lineal feet of masonary, etc; for bridges and trestles give the number of lineal feet, height, kind of superstructure, kind of substructure, etc. Milepost locations must be reported in hundredths or in feet of distance from the milepost, using the "plus sign" to indicate South or West and the "minus sign" to indicate North or East. The same structure must be invariably reported under the milepost designation or name originally assigned to it.

3. All costs must be shown in complete detail; the material must be described by kinds, sizes, uses, etc., and the units, quantities, unit prices, and total cost must be given; no miscellaneous entries are permissable. The labor may be reported by accounts in the aggregate without detail as to crafts, hours, etc., with the exceptions noted in paragraph 5.

4. Labor expended for moving existing structures, removal of, repairs of, and changes in existing facilities incident to addition and betterment work, restoration of grounds after completion of the work and the cost of protection of traffic during construction must be reported separately by accounts and the purpose of the expenditure stated in general terms.

5. The labor cost to dismantle facilities and structures which have been abandoned and will not be replaced, and the cost to recover the salvage from them, including the value of it, must be included in this report. The labor cost to remove and the value of the salvage recovered from facilities abandoned and replaced must also be included in this report.

6. When industrial tracks are constructed cost must be reported separately for: those to be paid by the applicant; those to be paid by the Railroad, chargeable to the property account, and those to be paid by the Railway, chargeable to Operating Expenses. If it is built on right of way owned by the applicant, a further division must be made between cost on and off the Company's right of way. Show date and department number of all bills against applicants for industrial tracks.

7. The acreage, cost per acre and total cost of right of way, the cost of labor and the units, unit prices, quantities and total cost of materials furnished by individuals, firms, corporations or joint user railway companies for changes in physical property, which are defined by the Interstate Commission as "Donations", must be reported under "Explanation of Increase or Decrease" or in a separate statement. These "Donations" can consist only of facilities located on right of way owned by this company.

Bill # 88 -

ATLANTIC AND YADKIN RAILWAY

A. E. SMITH AND J. W. FRY, RECEIVERS

Mt Airy Chair Co - Mt Airy N.C.

For cost constructing extension to side track serving your interest at Mount Airy N.C. during The Month of October 1925. Pr agreement October 28. 1925.

33# 60# R S Rail	2.9821 @ 3500	104.37
60# Angle bars	408# @ 2.35	9.59
Track bolts	40# @ 5.18	2.07
Track spikes	255# @ 3.75	9.56
Cinder ballast	30 Cu Yds @ .50	15.00
Labor - laying & surfacing		66.10
Plus 10% added to labor account supervision, use of tools & other undeterminable expense		6.61
		213.30

Credit -

Auth Invoice -

Mt Airy Chair Co	188.99
Misc Misc Expense	24.31
	213.30

Greensboro, N.C. November 20, 1925. -dg:

- 603 -

MR. FOWLKES:-

How about completion report covering track extended for the Mount Airy Chair Company at Mount Airy?

SUPERINTENDENT.

North Etowah Mfg Chair Company 167 Feet

ATLANTIC AND YADKIN RAILWAY

A. E. SMITH AND J. W. FRY, RECEIVERS

Crossties 102 Furnished by Applicant

~~408 Spikes~~

~~332 Yds 60# RS Rail~~

~~24 60# angle bars~~

~~48 Track bolts 7/8 x 3 1/2~~

~~1 Car - Cinder Ballast 80 yds~~

15809

Greensboro, N. C. October 14, 1925. s

MR. DeBUTTS:

Track for Mount Airy Chair Company has been extended 167 feet and work completed October 13th.

ROADMASTER.

add $ 30.00 for assembling material —

ATLANTIC AND YADKIN RAILWAY

A. E. SMITH AND J. W. FRY, RECEIVERS

2/1334
167

Mt Airy N. C.
Oct. 13, 1934

Mr. M. F. Foust Supt. A. & Y. Ry.
Cramerton, N. C.

Dear Sir,

Below please note report of Contractor Mt Airy Chair Co. Track.

102 ties furnished by Superintendent.
334 ft. 60 lb. rail Spiked
24 - angle Bars
48 - 3/4 x 3 1/2 Track Bolts
4 doz - Nuts & 1 - L. S. Lineberger - 30 Hrs -
8 1/2 Hrs - My labor putting in Track
33.63 - Pat Hall & Wood Shaw on Track.
$ 49.37 - Post labor on Track

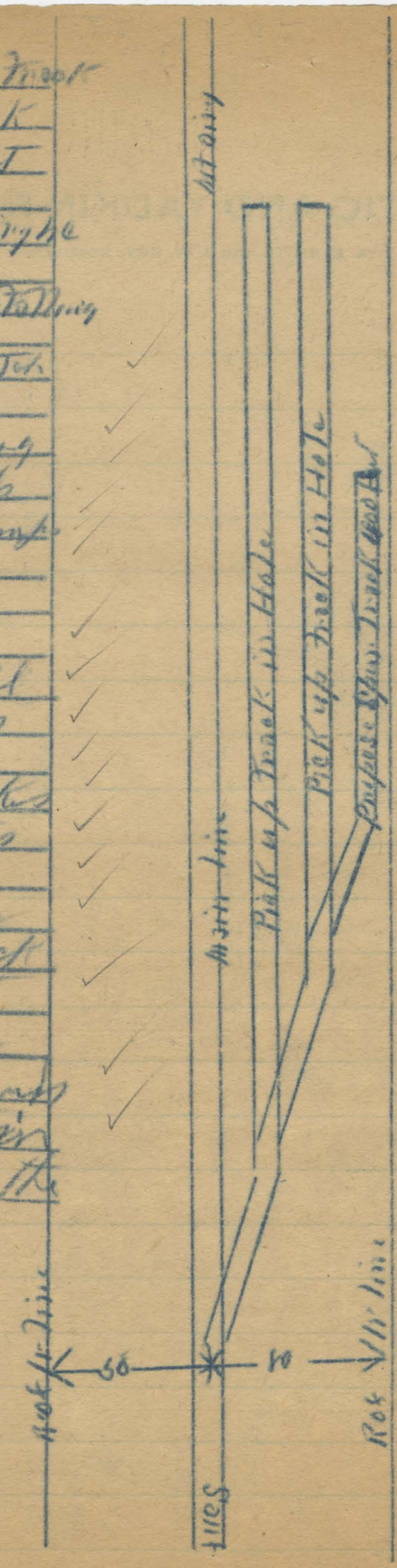
This is the actual cost of labor on this track to the Chair.

Mr Patton & Mr Moore Time could here would have amounted to more than the chair co. while here but they put grade for me about 1 day both waiting for initial ends to handle ties. And left here at 4:30 p.m. on second day after finishing track.

H. F. Foglesong

Sketch of proposed Spur Track
Springing from Weir Pick
up Track in Hole of Mt
Airy Wanted by the
Mt Airy Chair Co Mt Airy NC
To be Quoted Long
Material and cost of installing
this Track as follows
1 – 15 feet 60 lb Relay Switch
Complete
1 Mate 60 lb Right Relay Frog
2 – 60 lb Relay Guard Rails
2 – 60 lb " " Rail Clamps
1 – Relay Switch Stand
2 – Switch Latches
8 – 60 lb Rail Braces
800 Feet of Relay 60 lb Rail
44 – Relay 60 lb Angle Bars
112 – 3/4 x 3 1/2 Track Bolts
5 – Kegs of Track Spikes
1 Mate Set of Switch Ties
156 Grade Ties
$210.00 for Labor to Lay
and Surface up Track
$25.00 for Labor to get
Material in place
2 Cars of Cinders to grade
1 Day with Work Train
after Contractor has done the
Grading

W. T.
6/30/27



Greensboro, N. C. July 1, 1927. S

MR. DeBUTTS:

I am enclosing sketch and estimate covering proposed spur track for the Mount Airy Chair Company at Mount Airy.

ROADMASTER.

2-1-24. 8M. W2612 Form 1279

SOUTHERN RAILWAY SYSTEM

Clay COMPANY

ESTIMATE FOR TRACK CONSTRUCTION

Where located Mt Airy NC Company or Industrial Ind Number of Tracks 1
Name of applicant Mt Airy Chair Co
Description Constructing Spur Tracks Springing from Hard Track At M. P. +
Lengths separately + + + + + + Total length 400
Clearances separately + + + + + + Total clearance 250
No. of Turnouts No. of Crossovers Maximum curvature Deg. Min.
Max. Grade % Up or down from main track In yard limits?
Office of Chf Engr

ITEM	Quantity	UNIT	DESCRIPTION	Unit Rate	Total Cost	Chargeable to So. Ry.	Chargeable to Applicant
Right of Way		Acres					
Clearing and Grubbing		"					
Borrowed Embankment		Cu. Yds.					
Earth Excavation		"					
Loose Rock Excavation		"					
Solid Rock Excavation		"					
Cast Iron Pipe		Tons	Size				
" " "		"	"				
Lost Joint Pipe		Lin. Ft.	"				
Terra Cotta Pipe		"	"				
Concrete Pipe		"	"				
Concrete (plain)		Cu. Yds					
Concrete (reinforced)		"					
Trestle Work		Ft. B. M.	(Lin. ft. ----------)				
Cross Ties, 1st Class	150			15	142 50	11 40	131 10
Switch Ties	195	Sets	No. 8	28 00	191 46	117 46	
" "		"	"				
" "		"	"				
Crossover Ties		"	" ----------Ctrs				
" "							
Crossing Frog Timbers		Ft. B. M					
Rail	11478	Tons	800 L. F. 60 lbs.	32 00	3750 00	1375	1575
"		"	---------L. F. ----lbs.				
"		"	---------L. F. ----lbs.				
Splice Joints 4-13	153		60 lbs.	2 35	22 30	8 19	13 58
" "			lbs.				
Frog and Switch Joints			lbs.				
Compromise Joints			------Lbs. to----lbs.				
Track Bolts	100	Sacks	Cwt.	1 50	1 50	1 35	15
" "		"	"				
Spikes	1000	Kegs		3 15	37 50	15 00	22 50
Rail Braces	8		60 Lbs.	23	1 84	1 84	
Tie Plates			Lbs.				
Switches	1		600 lbs. 15 Ft.		56 01	56 01	
"			---------lbs. ---------F				
Slip Switches			---------lbs. ---------Ft.				
Derails			No. ---------- Hand				
Guard Rails	24		60 lbs.	6 25	12 50	12 50	
Guard Rail Clamps	24		60 lbs.	3 10	7 80	7 80	
Switch Stands, high							
" " "							
Switch Stands, low	2			22 50	45 00	45 00	
" " "							
Ground Throws							
Spring Rail Frogs			---------lbs. No.				
Rigid Frogs	1		100 lbs. No. 6		44 50	44 50	
" "			---------lbs. No.				
Mang. Insert F'g Class 'A'			---------lbs. No.				
Mang. Insert F'g Class 'B'			---------lbs. No.				
Mang. Insert F'g Class 'C'			---------lbs. No.				
Solid Manganese Frogs			---------lbs. No.				
Railroad Crossings							
Bumping Posts							
Switch Lamps and Locks							
Sign Posts							
Cattle Guards							
Fencing		Rods					
Road Crossings							
Ballast (in place)		Cu. Yds	Stone				
" " "		"	Slag				
" " "	110	"	Cinder	50	45 00	22 50	22 50
Signaling and Interlocking							
Moving ---------Poles							
" --------- "							
Lining Over Track		L. F.					
Labor, New Track		"	--Turnouts --Crossovers		210 00	110 00	100 00
Removing Old Track		"	-- " -- "				
Work Train Service	1	Days			65 00	32 50	32 50
Labor-Assist Mstr					25 00	12 50	12 50
Eng'ring & Contingencies	Allowance	10%					

Date 6-30, 1927
Plan 7-1, 1927
File No.

Grand Totals	$		
Less Credit for Material Released	$		
Net Total	$	1186 08	652 10	534 08
Material on Hand			
Net Cash Outlay	$		

NOTE.—Detail Materials to Credit on separate sheet of Form 1279, marked "Credits."

Approved: ..... Engineer M. W.

Correct: ..... Assistant Engineer.

2-1-24. 8M. W2612

Form 1279

SOUTHERN RAILWAY SYSTEM

ATLANTIC & YADKIN RAILWAY COMPANY

ESTIMATE FOR TRACK CONSTRUCTION

Where located Mount Airy, N. C. Company or Industrial Industrial Number of Tracks 1
Name of applicant Mount Airy Chair Company
Description Constructing Spur Track Springing from Yard Track At M. P. ____ + ____
Lengths separately ____ + ____ + ____ + ____ + ____ + ____ Total length 400
Clearances separately ____ + ____ + ____ + ____ + ____ + ____ Total clearance 250
No. of Turnouts ____ No. of Crossovers ____ Maximum curvature ____ Deg. ____ Min.
Max. Grade ____ % Up or down from main track ____ In yard limits? ____

Office of Roadmaster Greensboro, N. C.

ITEM	Quantity	UNIT	DESCRIPTION	Unit Rate	Total Cost	Chargeable to So. Ry.	Chargeable to Applicant
Right of Way		Acres					
Clearing and Grubbing		"					
Borrowed Embankment		Cu. Yds.					
Earth Excavation		"					
Loose Rock Excavation		"					
Solid Rock Excavation		"					
Cast Iron Pipe		Tons	Size				
" " "		"	"				
Lost Joint Pipe		Lin. Ft.	"				
Terra Cotta Pipe		"	"				
Concrete Pipe		"	"				
Concrete (plain)		Cu. Yds					
Concrete (reinforced)		"					
Trestle Work		Ft. B. M.	(Lin. ft. ____)				
Cross Ties, 1st Class	150			.95	142.50	11.40	131.10
Switch Ties	4195	Sets	No.	28.00	117.46	117.46	
" "		"	"				
" "		"	"				
Crossover Ties		"	" Ctrs				
" "							
Crossing Frog Timbers		Ft. B. M					
Rail	7.1420	Tons	800 L. F. 60 lbs.	35.00	250.00	93.75	156.25
"		"	L. F. lbs.				
"		"	L. F. lbs.				
Splice Joints A. B.	952#		60 lbs.	2.35	22.37	8.79	13.58
" "			lbs.				
Frog and Switch Joints			lbs.				
Compromise Joints			Lbs. to lbs.				
Track Bolts	100#	Sacks	Cwt.	4.50	4.50	1.35	3.15
" "		"	"				
Spikes	1000#	Kegs		3.75	37.50	15.00	22.50
Rail Braces	8		60 Lbs.	.23	1.84	1.84	
Tie Plates			Lbs.				
Switches	1		60 lbs. 15 Ft.		56.01	56.01	
"			lbs. F				
Slip Switches			lbs. Ft.				
Derails			No. Hand				
Guard Rails	2		60 lbs.	6.25	12.50	12.50	
Guard Rail Clamps	2		60 lbs.	3.90	7.80	7.80	
Switch Stands, high							
" " "							
Switch Stands, low.	2			22.50	45.00	45.00	
" " "							
Ground Throws							
Spring Rail Frogs			lbs. No.				
Rigid Frogs	1		60 lbs. No. 6		44.50	44.50	
" "			lbs. No.				
Mang. Insert F'g Class 'A'			lbs. No.				
Mang. Insert F'g Class 'B'			lbs. No.				
Mang. Insert F'g Class 'C'			lbs. No.				
Solid Manganese Frogs			lbs. No.				
Railroad Crossings							
Bumping Posts							
Switch Lamps and Locks.							
Sign Posts							
Cattle Guards							
Fencing		Rods					
Road Crossings							
Ballast (in place)		Cu. Yds.	Stone				
" " "		"	Slag				
" " "	90	"	Cinder	.50	45.00	22.50	22.50
Signaling and Interlocking							
Moving Poles							
" " "							
Lining Over Track		L. F.					
Labor, New Track		"	Turnouts Crossovers		210.00	110.00	100.00
Removing Old Track		"	" "				
Work Train Service	1	Days			65.00	32.50	32.50
Labor-Assoc. Natl.					25.00	12.50	12.50
Eng'ring & Contingencies	About 10%				100.00	60.00	40.00
			Grand Totals $				
			Less Credit for Material Released				
			Net Total $		1186.96	652.90	554.06
			Material on Hand				
			Net Cash Outlay $				

Date 6-30, 1927
Plan 7-1, 1927
File No.

NOTE.—Detail Materials to Credit on separate sheet of Form 1279, marked "Credits."

Approved: ____ Engineer M. W.

Correct: ____ Roadmaster. Assistant Engineer.

4-4-27 15M D. B. — Form 1295-1

Ozark Mt Air Co

(Name of Carrier)

Roadway Completion Report

Dept. No..... Continuation Sheet A. F. E. No.....

Sheet No.....of.....Sheets

Acc't No.	DESCRIPTION OF PROPERTY AND CONSTITUENT PARTS	Unit	Quantity	Price Unit	PROPERTY UNITS ADDED	PROPERTY RETIRED COST
	Switch Point & Clearance Point				150'	
	300' 60# R.R. Rail	Tons	2.6785	20 00	53 57	
	Crossties	No	121	.796	9 55	
	Switchties	Item	1115	28 00	117 46	
	60# No. 8 Rigid Iron	No.	1		46 23	
	60# Switch	"	1		30 12	
	60# angle bars	Lbs.	470#	not	9 59	
	60# Guard Rails	No.	2	3 75	7 50	
	Switch stand	"	1		11 10	
	Track bolts 3/4 x 3 1/4	Lbs.	47#	3 85	1 62	
	Track spikes	"	275#	3 27	8 99	
	Cinder ballast	Cu/yds	25	50	12 50	
	Work Train	Day	1/2	56 51	28 25	
	Labor				85 10	
	Labor - laying + surfacing				421 58	
	Inc Costs - Operating Expenses					
	Labor removing ties to install turnout				8 00	
					429 58	
	Clearance Point & End - 250'					
	500' 60# R.R. Rail	Tons	4.4643	20 00	89 29	
	Crossties	No.	152	.796	120 99	
	60# Angle bars	Lbs.	550	not	11 22	
	Track bolts 3/4 x 3 1/4	"	66	3 85	2 54	
	" spikes	"	250#	3 27	8 18	
	Cinder ballast	Cu/yds	35	50	17 50	
	Work Train	Day	1/2	56 51	28 26	
	Labor - laying + surfacing				64 92	
					342 90	
	Gross Cost →				772 48	

	Labor	Material	Total
July 1927	158.02	614.46	772.48

Auth 1186.98
Cost 772.48
414.50 Material Cost Less than Estimated

4-4-27 15M D. B.

Mt Airy Chair Co

Form 1295-1

(Name of Carrier)

Roadway Completion Report

Dept. No.

Continuation Sheet

A. F. E. No.

#2

Sheet No. of Sheets

Acc't No.	DESCRIPTION OF PROPERTY AND CONSTITUENT PARTS	Unit	Quantity	Price Unit	PROPERTY UNITS ADDED	PROPERTY RETIRED COST
	Estimated Original Cost of Property Retired					
	Estimated orig cost cross Removed					3500
	- Labor cost installing x-ties removed					700
	Total Est orig. cost Property Retired					4200
	Summary					
	Estimated original cost property retired				4200	
	Inc Costs - Operating Expenses				800	
	Net charge to Operating Expenses				5000	
	Gross Cost				77248	
	Operating Expenses				5000	
					72248	
	Clearance point to end - applicant				34290	
	Net Charge to property investment at cost end of refund				37958	
	Furnished by applicant					
	Grading			$1500 00		

Greensboro, N.C. July 11, 1927. S

MR. FOGLEMAN:
MR. MOORE:
MR. PATTON:

Please arrange to start work on new track for the Mount Airy Chair Company Wednesday morning, July 13th.

Mr. Fogleman kindly arrange to get switchties and track ties from Lovill Company and have in readiness for start of work.

ROADMASTER.

Greensboro, N.C. July 12, 1927. -g:

- 415 -

MR. FOWLKES:-

Yours of the first enclosing sketch and estimate covering proposed side track for the Mount Airy Chair Company at Mount Airy, North Carolina:

You may now proceed with construction of this siding.

This is a co-partnership concern, the parties interested are, J.F. Yokley, O.H. Yokley and J.B. Yokley, trading under the style of the Mount Airy Chair Company. They are to do the grading.

These people are very anxious for this track and I will therefore thank you to proceed with the work as soon as possible.

Very truly yours,

SUPERINTENDENT.

Let form 1680 come forward. Usual basis.

Greensboro, N.C. July 14, 1927. -dg:

- 415 -

MOUNT AIRY CHAIR COMPANY,
MOUNT AIRY, NORTH CAROLINA.

GENTLEMEN:-

Acknowledging your letter of the eighth in connection with construction of side track to serve your plant at Mount Airy.

If you will furnish me with a statement of the cost of doing the grading it will be included in the total cost on which refunds will apply.

As you know work was started on your siding yesterday.

Very truly yours,

SUPERINTENDENT.

BLIND COPY TO: -

MR. FOWLKES:

Mount Airy, N. C., July 15, 1927 192

M ATLANTIC & YADKIN RAILWAY CO.,

GREENSBORO, N. C.

IN ACCOUNT WITH

MOUNT AIRY CHAIR COMPANY

Manufacturers of Chairs

TO GRADING FOR SIDING.	$150.00



Greensboro, N. C. July 15, 1927. 8

MR. DeBUYS:

New track for the Mount Airy Chair Company at Mount Airy, N. C., completed today and ready for use.

Yours truly,

ROADMASTER.

Cy-MR. HALL
MR. PRESLEY

ma jb

Mt Airy July 15, 1927

WAF

Mt Airy chiar co. new track finished and ready for use .

H D F

246 pm

ATLANTIC AND YADKIN RAILWAY

A. E. SMITH AND J. W. FRY, RECEIVERS

SYDNOR DeBUTTS
SUPERINTENDENT

Greensboro, N.C. July 18, 1927.

- 415 -

MOUNT AIRY CHAIR COMPANY,
MOUNT AIRY, NORTH CAROLINA.

GENTLEMEN:-

I am enclosing your counterpart of agreement dated July 18, 1927., covering construction of a certain industrial track to serve you at Mount Airy, North Carolina.

Very truly yours,

SUPERINTENDENT.

ENCLOSURE.

BLIND COPY TO:

MR. BLEVINS:

MR. FOWLKES:-

With copy of agreement in question.

ENCLOSURE.

ATLANTIC AND YADKIN RAILWAY

A. E. SMITH AND J. W. FRY, RECEIVERS

Mr. W. A. Faulkner, R. M. Mt Airy, N. C.
Greensboro N. C. July 15, 1917

Dear Sir

Below please find material & labor used in Mt Airy Chair Co spur track completed today. Length 400 ft, clearance 260 ft.

~~1 set # 8 switch fixt~~
~~164 ties~~
~~800 ft bolts, relay rail~~
~~1 - # 8 - bolt right frog, relay~~
~~1 - bolt straight complete, relay~~
~~60 - bolt relay guard bars~~
~~120 3/4 x 3 1/4" relay bolts & 850 spikes~~
~~1 - bolt guard rail~~
~~20 - bolt combination plate & brace~~
~~1 - rail end extend~~
~~2 - relay rail joints~~
about 1/4 car lineing, I will have to have more lineing for this track.

$46.40 - 10 C. pattern labor cost
58.92 - J. W. Moore " "
5.48 - H. D. Lineman " "
$161 80 = Cost.

Yours Truly
H. D. Lineman

66 Hrs Cinder
1 Day Work Fine

11-29-26 10M DB

Form 1295

Dept. No.

ATLANTIC & YADKIN RAILWAY
(Name of Carrier)

Owner Agreement dated July 12, 1927. A. F. E. No.

Lessee Sheet No. One Of Two Sheets

ROADWAY COMPLETION REPORT { Progressive / Final } No.

GENERAL ACCOUNT I, ROAD AND GENERAL ACCOUNT III, GENERAL EXPENDITURES

Location: Town or M. P. Mount Airy, N. C. Work Begun July 13, 1927.

Val. Sec. State N. C. Optg. Sub-Divn. Project Completed July 15, 1927.

Operating Division Turned over to Operation

Description Constructing New Spur Track for the Mount Airy Chair Company.

Cost borne by { Applicants (Refund Basis) $ / $

Acc't No.	DESCRIPTION OF PROPERTY AND CONSTITUENT PARTS	Unit	Quantity	Unit Price	PROPERTY UNITS ADDED	PROPERTY RETIRED COST
	Switch Point to Clearance Point - 150 Feet					
	500' 60-lb. RS Rail	Tons	2.6785	20.00	53.57	
	Crossties	No.	12	.796	9.55	
	Switchties	Ft.BM	4195	28.00	117.46	
	60-lb. No. 8 rigid frog	No.	1		46.23	
	60-lb. switch	No.	1		30.12	
	60-lb. angle bars	Lbs.	470	2.04	9.59	
	60-lb. guard rails	No.	2	3.75	7.50	
	Switch stand	No.	1		11.10	
	Track bolts 3/4 x 3-1/4	Lbs.	42	3.85	1.62	
	Track spikes	"	275	3.27	8.99	
	Cinder ballast	Cu.Yds	25	.50	12.50	
	Work Train	Day	1/2	56.51	28.25	
	Labor--laying & surfacing				85.10	
					421.58	
	Incidental Costs--Operating Expenses					
	Labor removing crossties to install turnout				8.00	
					429.58	
	Clearance Point to End - 250 Feet					
	500' 60-lb. RS Rail	Tons	4.4643	20.00	89.29	
	Crossties	No.	152	.796	120.99	
	60-lb. angle bars	Lbs.	550	2.04	11.22	
	Track bolts 3/4 x 3-1/4	"	66	3.85	2.54	
	Track spikes	"	255	3.27	8.18	
	Cinder ballast	CuYds	35	.50	17.50	
	Work Train	Days	1/2	56.51	28.26	
	Labor-laying & surfacing				64.92	
					342.90	
	Gross Cost				772.48	

I, W. A. Fowlkes, Roadmaster., of the above named company, do swear that the foregoing report of property
(Name) (Title)

changes, which were made under my Supervision, is true to the best of my knowledge and belief.

Subscribed and sworn to before me, this 27th day of August 192 7.

(Title) Roadmaster. (Title)

SUMMARY OF CHARGES

Month Charged	Labor	Material	Vouchers	Miscellaneous	Total
July 1927	158.02	614.46			772.48
Total					

EXPLANATION OF INCREASE OR DECREASE

Authority $1186.98

Cost 772.48

Decrease 414.50 Material cost less than estimated.

INSTRUCTIONS GOVERNING THE PREPARATION OF COMPLETION REPORTS.

1. This report must be prepared for each job, within 30 days after its completion, for which an Authority for Expenditure (Sou. 1680) has been issued and stated in the terms and by the units specified in I. C. C. Valuation Order No. 3—Second Revised Issue effective January 1, 1919. The original must be sent to the Audit Office.

2. The heading must show: The Name of the owning Company, i. e., Sou. Ry. Co., C. N. O. & T. P. Ry. Co., A. G. S. R. R. Co., etc., under "Class of Work" the Southern Railway Co.'s Classification of Additions and Betterments, such as "Industrial Sidings and Spur Tracks," "Station Buildings," (See Classification of Investment in Road and Equipment, page 19); under "Description," give a complete statement of all the facts; for side track give the name of the industry, number of tracks, total length of each, clearance length of each, number of turnouts, etc.; for buildings, give the cubical dimensions, kind of foundations, kind of superstructures, dates of agreements with the contractors, etc.; for culverts give kind, lineal feet of masonry, etc.; for bridges and trestles give the number of lineal feet, height, kind of superstructure, kind of substructure, etc. Milepost locations must be reported in hundredths or in feet of distance from the milepost, using the "plus sign" to indicate South or West and the "minus sign" to indicate North or East. The same structure must be invariably reported under the milepost designation or name originally assigned to it.

3. All costs must be shown in complete detail; the material must be described by kinds, sizes, uses, etc., and the units, quantities, unit prices, and the total cost must be given; no miscellaneous entries are permissable. The labor may be reported by accounts in the aggregate without detail as to crafts, hours, etc., with the exceptions noted in paragraph 5.

4. Labor expended for moving existing structures, removal of, repairs of, and changes in existing facilities incident to addition and betterment work, restoration of grounds after completion of the work and the cost of protection of traffic during construction must be reported separately by accounts and the purpose of the expenditure stated in general terms.

5. The labor cost to dismantle facilities and structures which have been abandoned and will not be replaced, and the cost to recover the salvage from them, including the value of it, must be included in this report. The labor cost to remove and the value of the salvage recovered from facilities abandoned and replaced must also be included in this report.

6. When industrial tracks are constructed, cost must be reported separately for: those to be paid by the applicant; those to be paid by the Railroad, chargeable to the property account, and those to be paid by the Railway chargeable to Operating Expenses. If it is built on right of way owned by the applicant, a further division must be made between cost on and off the Company's right of way. Show date and department number of all bills against applicants for industrial tracks.

7. The acreage, cost per acre and total cost of right of way, the cost of labor and the units, unit prices, quantities and total cost of materials furnished by individuals, firms, corporations or joint user railway companies for changes in physical property, which are defined by the Interstate Commissions as "Donations," must be reported under "Explanation of Increase or Decrease" or in a separate statement. These "Donations" can consist only of facilities located on right of way owned by this company.

4-4-27 15M D. B. Form 1295-1

ATLANTIC & YADKIN RAILWAY
(Name of Carrier)

Roadway Completion Report

Dept. No..... Continuation Sheet A. F. E. No.....

Sheet No. Two of Two Sheets

New Track Mt. Airy Chair Company.

Acc't No.	DESCRIPTION OF PROPERTY AND CONSTITUENT PARTS	Unit	Quantity	Price Unit	PROPERTY UNITS ADDED	PROPERTY RETIRED COST
	Estimated Original Cost of Property Retired					
	Estimated Orig.cost crossties removed to install turnout					35.00
	Estimated orig.labor cost installing crossties removed					7.00
	Total Estimated original cost property retired					42.00
	Summary					
	Estimated original cost property retired				42.00	
	Incidental Costs--Operating Expenses				8.00	
					50.00	
	Gross Cost				772.48	
	Operating Expenses				50.00	
					722.48	
	Clearance Point to End--Applicant				342.90	
	Net charge to property investment account at end of refund				379.58	
	NOTE: Furnished by Applicant- Grading - - - $150.00					

Greensboro, N.C. July 19, 1927. -g:

MR. FOWLKES:-

Further in connection with my letter of July fourteenth to the Mount Airy Chair Company, copy to you, relative to construction of a side track to serve them at Mount Airy, North Carolina.

I now enclose the statement in question covering cost of doing the grading. Please include this amount in the total cost on which refunds will apply.

Very truly yours,

SUPERINTENDENT.

ENCLOSURE.

Greensboro, N.C. August 5, 1927. -g:

- 415 -

MR. FOWLKES:-

My letter of July nineteenth relative to side track to serve the Mount Airy Chair Company at Mount Airy, North Carolina:

Please let form 1680 and completion report come forward as soon as necessary data can be assembled.

Very truly yours,

SUPERINTENDENT.

Greensboro, N.C. August 15, 1927. -dg:

- 415 -

MR. FOWLKES:-

Are you now in position to let form 1680 and completion report come forward covering side track to serve the Mount Airy Chair Company at Mount Airy?

SUPERINTENDENT.

7-7-26 30M D.B. Form 1580

Dept. No..... A. F. E.....

ATLANTIC & YADKIN RAILWAY
(Name of Carrier)

AUTHORITY FOR EXPENDITURE

Office of Roadmaster, Greensboro, N.C. August 27, 192 7.

Authority for an expenditure of $ 772.48 is requested for the purpose of Constructing New Spur Track
(Character of Change)

For Mt. Airy Chair Co. to the property of Cape Fear & Yadkin Valley Railroad
(Name of Leased Line or Predecessor Operating Railroad)

Location of proposed project: State N. C. Val. Sec. No..... Station or M. P. Mt. Airy Division.....

Description of project:— Reasons and necessity for the extension, improvement, or other changes:

The Mount Airy Chair Company, a co-partnership composed of J. F. Yokley, O. H. Yokley and J. B. Yokley, with headquarters at Mount Airy, N. C., has made application for a spur track to serve its interest at Mount Airy, N. C.

The Applicants will pay for the entire cost of construction of and own the entire track, which will be 400 feet long, and is estimated to cost $1186.98. The Railway will refund the cost of that portion from the switch point to the clearance point, a length of 150 feet, estimated to cost $652.90, at the rate of $2.00 on each car yielding roadhaul revenue shipped to or from the track in question for a period of four and one-half years. The Railway ownership at any time during the period of refund will be equivalent to the amount of refund made up to such time, but upon the completion of the refund, or upon its discontinuance at the end of four and one-half years, the Railway will own the entire portion from the switch point to the clearance point, a length of 150 feet.

SUMMARY OF ESTIMATE

Estimated gross cost of project		$ 1186.98
Amount chargeable to operating expenses for property retired	$ 42.00	
Value of salvage recovered	None	
Cost of property retired		$ 42.00
Incidental costs chargeable to operating expenses		8.00
To other accounts (Applicant's Proportion)		534.08
		584.08
Net charge to property investment account (Upon completion of refund)		$ 602.90

Total cost to be borne by.....
(Name of Company)

Or participated by.....
(Name of all participants and amount borne by each)

Recommended:

Roadmaster.
Eng'r M. of W.

Superintendent

Gen'l Superintendent

Chief Eng'r M. W. S.

Approved:

General Manager

Vice President

Certified for right of way: Vice President

Approved: Supt. R. E. and C. Dep't

President

Read Instructions and Give Data Requested on Back of Form.

This form must be prepared for each item of **ADDITION TO, BETTERMENT OF, ALTERATION IN, OR RETIREMENT OF** physical property and the furnishings and fixtures necessary to equip it for use.

It must specify whether the proposed improvement is to be located on old or newly acquired right-of-way and the name of the railroad on or adjacent to whose right-of-way it is to be constructed

The original, when properly approved, must be forwarded to the Auditor of Construction in advance of the commencement of the work.

A copy of the engineer's estimate specifying units, quantities and prices as required by valuation order No. 3 Second Revised Issue and a blue print, when made, must be attached to the original form.

Labor expended for the removal of and material recovered from property which is abandoned but which will not be replaced, must be reported on "Report of Abandoned Property," Form 2239; if the property is to be replaced, Form 2239 will not be required, but the cost to remove and the salvage recovered from it must be included in "Completion Report," Form 1295 separately.

When tracks are removed the original cost for labor and material (estimated if not known) must be reported separately in accordance with the Road and Equipment Classification.

The following questions must be answered before Form 1680 is forwarded from the originating office:

1. Is the facility new and additional?.....

2. Does the facility replace an existing structure to be retired? If "yes," give—

   (a) Date constructed ..... (b) Original cost, $.....

   (c) Estimated original cost, if actual is not known ..... $.....

   (d) Estimated cost to remove..... $.....

   (e) Estimated value of salvage..... $.....

   (f) If a metal bridge is replaced, what is weight of bridge removed?.....

   (g) If a trestle is filled, what is its value as a temporary trestle for filling purposes?..... $.....

3. Will betterments be made? If "yes," give description .....

   (a) Cost of new material installed..... $.....

   (b) Cost to replace existing material parts at current prices ..... $.....

   (c) Betterment ..... $.....

   (d) Total Labor ..... $.....

   (e) Gross Cost ..... $.....

   (f) Salvage ..... $.....

4. Will repairs and alterations be made to an existing facility? If "yes," give—

   (a) Description .....

   (b) Estimated cost ..... $.....

5. Will an existing facility be enlarged? If "yes," give—

   (a) Description .....

   (b) Estimated cost ..... $.....

6. Will any part of the old facility be utilized in the construction of the new? If "yes," give—

   (a) Description .....

   (b) Appraised value ..... $.....

7. Will any existing facilities be relocated? If "yes," give—

   (a) Description .....

   (b) Estimated cost ..... $.....

8. Give estimated cost of new material used in tracks shifted to a new location..... $.....

9. Will the facility be owned jointly? If "yes," give—

   (a) Name of joint owner.....

   (b) Date of agreement.....

10. If turnout be constructed give net charge to maintenance and attach details..... $.....

11. Give date of existing agreement..... Is new agreement necessary?.....
    Is new right of way required?.....

12. Give such other information as may be pertinent to the work.....
    .....

It is necessary that full particulars and details be given. If space above provided is not adequate, they must be described on separate sheets and attached to this form.

The Railway will maintain from the switch point to the clearance point, billing the applicant for such portion of the cost, during the period of refund, as the unrefunded amount bears to the entire cost of that portion of the track from the switch point to the clearance point until completion of refund, when the entire cost of maintenance from the switch point to clearance point will be borne by the Railway.

The Applicant will maintain and own, at all times, that portion from the clearance point to the end, a length of 250 feet.

The Applicant will perform all work in connection with the grading, estimated to cost $150.00.

The Railway will furnish all material and construct the track, estimated to cost $1186.98, the Applicant being required to deposit certified check for a like amount before the work is started.

Greensboro, N. C. August 27, 1927. s

MR. DeBUTTS:

I enclose form 1680, completion report and bill covering the construction of the new spur track for the Mount Airy Chair Company at Mount Airy.

ROADMASTER.

Agr File 5061-5131
agreement 5675-

Sanity 1259

Mount Airy, N. C., January 5, 1956

Mr. Stanfiel:

I am atta hing letter from Mr. Yokley of the Mount Airy Chair Co. in connection with the unsafe cndition of their upper tracK.

Tbis was reported to Mr. McRathuB's people some weeks ago. I understand Foreman Key will work on this track this week.

Yours truly,

Agent

MANUFACTURERS OF
Dining Room Furniture

MOUNT AIRY CHAIR COMPANY PHONE 383

MOUNT AIRY, NORTH CAROLINA

June 7, 1956

Mr. Jake Pendleton, Agent
Southern Railway System,
Mt. Airy, N. C.

Dear Jake:

This is your authority to make the necessary repairs to our side track - or side tracks.

You are also authorized to charge us for these repairs, in accordance with side track agreement.

Very truly yours,
MOUNT AIRY CHAIR COMPANY
J. B. Yokley.

JBY:B

A.B.Y. Agt 5675
May 1- 1949

SOUTHERN RWY. CO.
MOUNT AIRY, N. C.
RECEIVED
JUN 8 - 1956
J. D. PENDLETON, AGENT
Per

File 1259

S-19

Mount Airy, N. C. - February 8, 1957

Mr. Graham:

In conversation with Mr. Bruce Yokley, Partner, Mount Airy Chair Companythe upper track serving his plant apparently is in need of further repair.

The track crosses at the corner of his office and he says that the track is pumping and when the engine crosses this point the track settles and the engine leans towards his building.

We have his authority to do repairs as needed to this track when it is possible for you to do so.

J. D. Pendleton

J. D. Pendleton, Agent

2-12-57 - photo cy fwd

Mr. Radford
Please investigate and advise.
- AHG -

1259

Greensboro, N. C., April 5, 1957.

Mr. Graham:

In reply to your letter of February 8th, concerning apparent need of repair to track serving Mount Airy Chair Co. The condition referred to is a small rough place near the corner of their office due to unstable roadbed. This place needs an occasional catching up but it is not unsafe.

Southern Railway maintains 443 feet from P.S. on this track (refer to V-37 sheet id). This portion of track needs about fifty (50) ties in a row replaced to keep the track in operating shape. This will be replaced when labor is available.

F. H. RADFORD.

F.H.R.

5-21-57

Mr Radford:
Please advise if above work has been done.
AHG

This was done May 13, 1957 FHR

1259

Greensboro, N. C., April 5, 1957.

8-28

Mr. Graham:

In reply to your letter of February 8th, concerning apparent need of repair to track serving Mount Airy Chair Co. The condition referred to is a small rough place near the corner of their office due to unstable roadbed. This place needs an occasional catching up but it is not unsafe.

Southern Railway maintains 443 feet from P.S. on this track (refer to V-27 sheet id). This portion of track needs about fifty (50) ties in a row replaced to keep the track in operating shape. This will be replaced when labor is available.

F. H. R.
F. H. RADFORD.

5-21-57 - plotting fwd.
Mr Radford:
Please advise if above work has been done.
AHG

Am Pts @ P	150	652.90
@ P to End	250	534.08
	400	1186.98

Bill No 241

FORM 56

Mount Air Chair Co - Mount Airy NC

ATLANTIC AND YADKIN RAILWAY

A. E. SMITH AND J. W. FRY, RECEIVERS

United Point to Clarance Point		
300' 60# RR Rail	2,675 @ 35.00	93.75
Crossties	12 @ .92	11.04
Switchties	4195' @ 32.20	135.08
60# Frog	1	53.16
60# Switch	1	34.64
60# Angle bars	470# @ 2.35	11.05
60# Guard Rails	2 @ 4.31	8.62
Switch Stand	1	12.77
Track Bolts	42# @ 4.43	1.86
Track Spikes	375# @ 3.76	10.34
Cinder Ballast	25 Cu yds @ .70	17.50
Work Train	½ Day @ 56.51	28.25
Salon - laying & surfacing		93.10
		506.16
Clarance Point to End		
500' 60# RR Rail	4,463 @ 35.00	156.25
Crossties	152 @ .92	139.84
60# Angle bars	550# @ 2.35	12.92
Track Bolts	66# @ 4.43	2.92
Track Spikes	250# @ 3.76	9.40
Cinder Ballast	35 Cu yds @ .70	17.50
Work Train	½ Day @ 56.51	28.26
Salon - Laying & Surf.		64.12
Plus 10.00 to Salon		15.80
		447.82 953.98

15398
11.2.48
$181.50

FORM 56

Mt Airy-Chair Co—

ATLANTIC AND YADKIN RAILWAY

A. E. SMITH AND J. W. FRY, RECEIVERS

July

800' 60# R Rail	7.1428	@ 20.00	142.86
Crossties	164	@ .796	130.54
Switch ties	4195	@ .28 00	117.46
1 no 8-60# Rigid Frog	1		46.23
1 60# Switch	1		30.12
60# angle bars	1920#	.02	30.81
60# Guard Rails	2	3.75	7.50
Switch stand	1		11.10
Track bolts 3/4 x 3/4	108#	@ .385	4.16
Track spikes	525#	@ .3.27	17.17
Ballast	60	.50	30.00
Work train	1		56.57
			614.46
Salvage			158.02
			772.48