

--234

Pinnacle, N.C.

Aug 234

234

234

June 27, 1944

Mr. H. A. Johnson  
Box 187  
Mount Airy, N. C.

Dear Mr. Johnson:

Some time ago in passing Pinnacle I was advised by our Agent, Mr. J. C. Boles, that you were desirous of using our right of way at that place upon which to stack certain green lumber to allow it to remain for a month or so to dry, and then load it out via rail.

I told Mr. Boles at that time there would be no objection to this provided you would agree to sign an agreement indemnifying the Railroad against any personal injuries or fire damage to your property as result of your use of the right of way.

In passing Pinnacle since that time I observed the lumber you had previously stacked on the right of way had been trucked away and none had been forwarded by rail, and the purpose of this letter is to advise that unless you propose to ship by rail we cannot permit the storage of lumber or any other material on the right of way without a rental charge.

In order that we may know whether to draft an agreement for your signature, please be kind enough to advise to what extent you intend to use our property and whether you are going to ship by rail and, if so, approximately what percentage will you so ship.

Yours very truly,

ONB/k

General Manager.

B

234

Greensboro, N. C., May 30, 1944

Mr. Boles:-

Mr. Berry has just told me of his conversation with you concerning the request of Mr. Adkins Johnson for permission to store lumber on our right of way at Pinnacle, which he proposes to allow remain there approximately sixty days to dry out.

Before entering into any kind of an arrangement allowing any such use of our property, it will be necessary for me to have certain information.

I should like for you to advise whether the lumber that he desires to store on our right of way is to be shipped entirely by rail, how long he would want to use the right of way, and at what point on the side track at Pinnacle does he desire to stack his lumber.

Upon receipt of your reply, supplying the foregoing information, I will advise you definitely whether we can comply with his request.

Yours very truly,

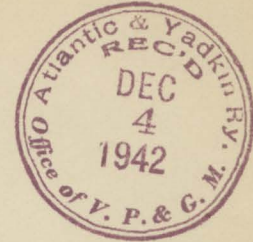
ONB/k

General Manager.



234

Pinnacle, N.C.  
December 3, 1942.



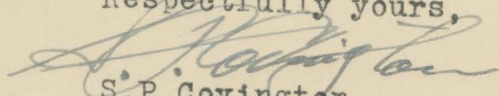
Mr. E.L.Faulconer,  
Greensboro, N.C.

Dear Sir;

As I did not get to talk with you much yesterday about the agency here, am writing to explain to you the situation. There is hardly ever a time but what I can leave the post office long enough to wait on the customers at the depot, My wife is usually here at the office in the afternoon about the time the trains run which will relieve me to meet the trains.

I think I will have enough time from the post office to sufficiently do the work at the depot also serve the customers satisfactorily.

Respectfully yours,

  
S.P. Covington.


Greensboro, N.C. Nov. 29, 1942

234

Mr. R.E.Copeland, Agt.  
Pinnacle, N.C.

Will arrange have a man at Pinnacle Friday ~~Nov~~ Dec. 4th.,  
for transfer, and to relieve you.

Please arrange to report at Staley Saturday AM, Dec. 5th.,  
for transfer, and take over agency there.



J.B.Berry,  
Chief Dispr.

CY; Mr. Faulconer ,  
Your letter Nov. 13th.



234

C O P Y

November 27, 1942.

File 104.

Mr. J.M. Ketchie,  
Clara Cox Apartments, 31-F,  
High Point, North Carolina.

Dear Mr. Ketchie:-

Please report to our Chief Dispatcher,  
Mr. J.B. Berry, December 1, for train rule examination  
and bring with you a physician's certificate of examination  
showing your physical condition, also certificate as to  
condition of your sight and hearing.

Mr. Copeland will be relieved at Pin-  
nacle December 4, and shall thank you to make arrangements  
to be there on that date.

Very truly yours,

Vice President & General Manager.

ELF/g

Copy to:-

Mr. Thompson  
Mr. Berry:  
Mr. Mershon:

Agent Copeland will be relieved at Pinna-  
cle December 4, by Agent J.M. Ketchie and will take over the  
Agency at Staley, North Carolina, December 5, relieving Mr.  
Owen. Please arrange to make the transfer.

11  
15

234

Pinnacle, N. C.  
November 6, 1942



Mr. E. L. Faulconer  
Greensboro, N. C.

Dear Sir-

Yours 5th in regard to getting a man to take Agency here on a permanent basis. I would like to recommend Mr. S. V. Covington who did releif work for me while I was away this summer. Of course, I want it understood that Mr. Covington is the Post Master here. And the Post Office is right near the station and I don't beleive that his work there or the Railroad work would interfear with each other. I beleive that he would make a good man. I know that his character is above reproach.

Very truly yours,

*R. E. Caplan*

Greensboro, N.C. November 5, 1942.

230

Mr. Copeland:-

Please look around Pinnacle and see if you can find a man who would be willing to take the Agency there on a permanent basis as I have something else in view for you. If you find any applicants, please notify this office and we will send you application forms.

Very truly yours,

Vice President & General Manager.

ELF/g

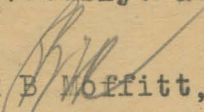


Pinnacle, N.C. Jan 27th 1938

Mr Faulconer;

Reference wire conversation with Mr Berry this morning.

Mr Boles is agreeable to handling Western Union business on the same basis as he handled it previously. Namely five cents per message.

  
R. B. Moffitt, Agent

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

# WESTERN UNION

R. B. WHITE  
PRESIDENT

NEWCOMB CARLTON  
CHAIRMAN OF THE BOARD

J. C. WILLEVER  
FIRST VICE-PRESIDENT

CHECK
ACCT'G INFMN. 197-X
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to  
Greensboro, N.C. January 27, 1938.

C.H.  
H.G. Carroll,  
Western Union Telegraph Company  
Atlanta, Georgia.

Previous exchanges Mr. Worthen connection with telegraph service at Pinnacle. Effective tomorrow it will be necessary discontinue handling your business there account agent cannot telegraph. We have arranged for Pinnacle business to be handled through Pilot Mountain and Telephone.

E.L. Falconer.

## ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration whereof it is agreed between the sender of the message and this company as follows:

1. The company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeated-message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated-message rate beyond the sum of five thousand dollars, *unless specially valued*; nor in any case for delays arising from unavoidable interruption in the working of its lines; nor for errors in cipher or obscure messages.

2. In any event the company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the sum of five thousand dollars, at which amount each message is deemed to be valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid or agreed to be paid, and an additional charge equal to one-tenth of one percent of the amount by which such valuation shall exceed five thousand dollars.

3. The company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.

4. Domestic messages and incoming cable messages will be delivered free within one-half mile of the company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

5. No responsibility attaches to this company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the company's messengers, he acts for that purpose as the agent of the sender.

6. The company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the company for transmission.

7. It is agreed that in any action by the company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes in addition to all the foregoing terms.

9. No employee of the company is authorized to vary the foregoing.

### THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

R. B. WHITE, PRESIDENT

## CLASSES OF SERVICE

### TELEGRAMS

A full-rate expedited service.

### NIGHT MESSAGES

Accepted up to 2:00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

Night Messages may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such night messages at destination, postage prepaid.

### DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard night letter rate for the transmission of 50 words or less and one-fifth of the initial rates for each additional 10 words or less.

#### SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special Day Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely, and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

### NIGHT LETTERS

Accepted up to 2:00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard telegram rate for 10 words shall be charged for each additional 10 words or less.

#### SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rates for this special Night Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

### FULL RATE CABLES

An expedited service throughout. Code language permitted.

### DEFERRED HALF-RATE CABLES

Half-rate messages are subject to being deferred in favor of full rate messages for not exceeding 24 hours. Must be written in plain language.

### CABLE NIGHT LETTERS

An overnight service for plain language communications, at one-third the full rate, or less. Minimum of 25 words charged for. Subject to delivery at the convenience of the Company within 24 hours.

### SHIP RADIOGRAMS

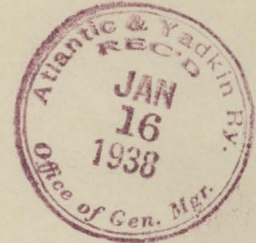
A service to and from ships at sea, in all parts of the world. Plain language or code language may be used.

THE WESTERN UNION TELEGRAPH COMPANY

SOUTHERN DIVISION

ATLANTA, GA., January 14, 1938.

OFFICE OF  
DISTRICT SUPERINTENDENT



Mr. E. L. Faulconer,  
Vice President & General Manager,  
Atlantic & Yadkin Railway Co.,  
Greensboro, North Carolina.

Dear Mr. Faulconer:

Thank you for your letter January 12, about remittances and reports from Pinnacle.

The \$8.16 remittance mentioned in your letter was received by us January 10. The 21¢ balance on the September remittance was received January 14 and the two items together clear the entire balance due from Pinnacle, as the remittance for December was received here January 3.

Yours very truly,

*B. J. Cooper*  
District Superintendent.

Jan. 13, 1938.

MR. WRIKE:

Please arrange report this office 10-AM Sunday 16th.

J.C.P.

Cy-E.L.F. \_\_\_\_\_

MT AIRY. N. C. JANUARY 12TH. 1938.



MR. E. L. FAULCONER, V.P. & G.M.  
ATLANTIC & YADKIN RY CO.  
GREENSBORO, N. C.

DEAR SIR-

CONVERSATION REGARDING MY WESTERN UNION REPORT AT PINNACLE.  
N. C.

PLEASE NOTE NEXT ATTACHED COPY OF MINE TO MR. DOPSON DIV'N  
SUPT. ATLANTA, GA. I ENCLOSED THE POSTAGE STAMPS AND MAILED SAME TO HIM  
THIS DATE. REGRET THIS TROUBLE AND WILL GUARD AGAINST A RE-OCCURANCE.

YOURS VERY TRULY.

E. B. WRIKE.

MT AIRY, N. C. JANUARY 12TH. 1938.

MR. B. G. DOPSON, DIVISION SUPT.  
WESTERN UNION TEL CO.  
ATLANTA, GA.



DEAR SIR-

ENCLOSED PLEASE FIND .21 CTS. IN POSTAGE STAMPS COVERING A DIFFERENCE IN MY MONTHLY REPORT FOR THE MONTH OF OCTOBER 1937 WHILE I WAS AT PINNACLE, N. C.

IN CASE THIS SHOULD HAVE BEEN SENT TO SOME ONE ELSE WILL APPRECIATE YOUR FORWARDING SAME TO PROPER PARTY. HOWEVER IT IS MY UNDERSTANDING THAT IT SHOULD BE SENT TO YOU. THIS DIFFERENCE CAME ABOUT ON ACCOUNT OF ERROR IN MY REMITTANCE WHICH WAS 3.21 BUT SHOULD HAVE BEEN 3.42. REGRET THE ERROR.

YOURS VERY TRULY.

E. B. WRIKE, FORMER  
MGR. PINNACLE, N. C.

MT AIRY N C JAN 10TH 1938.



MR.R.B. MOFFITT. AGENT.  
PINNACLE.N.C.

DEAR ROY-

MR.BROWN SAYS HE UNDERSTANDS THAT THERE IS AN ITEM OF AROUND  
21 CTS THAT I AM DUE WESTERN UNION. I TOLD HIM I WOULD CHECK REPORT AND  
AND SEE BUT YOU WERE GONE. PLEASE SEE IF THIS IS CORRECT AND IF SO I WILL  
GIVE OR SEND IT TO YOU.

YOURS VERY TRULY.

E B WRIKE.

EBW

~~Maxxxxxxx~~ Perhaps this is difference between  
\$3.42 due from sept and \$3.21 that you remitted.

I suggest you send this to Mr B.G.Dopson, Div.Supt., WUT Co  
Atlanta, Ga.

RBM



MEMORANDUM:

Greensboro, N.C. January 13, 1938.

Personal

J.C.P.

Attaching my complete file relative  
to the mishandling of Western Union funds by E.B. Wrike while  
serving as Agent at Pinnacle, North Carolina.

Please return after you have held the  
investigation.

ELF/g

Enclosures.



E.B. Wrike

Greensboro, N.C. January 12, 1938.

Mr. B.G. Dopson,  
District Superintendent,  
Western Union Telegraph Company,  
Atlanta, Georgia.

Dear Sir:-

With further reference to your letter of December 22, regarding the discrepancies in reports from Pinnacle, North Carolina:

I am advised by the then Manager, Mr. Wrike, that on December 27, he forwarded you remittance in the amount of \$8.16 to cover his October report which, according to the last paragraph of your letter, still leaves a difference of 21¢ due you on his September remittance.

Will you please advise if this is correct, and upon receipt of this information we will handle the matter to a conclusion promptly.

Very truly yours,

Vice President & General Manager.

CNB/g

MT AIRY.N.C. JAN 10TH.1938.

MR. BROWN-

ROY HAD LEFT PINNACLE SATURDAY PM WHEN I PASSED THERE BUT I WROTE HIM A NOTE THIS MORNING ASKING HIM TO ADVISE IF THERE WAS AN OUT-  
STANDING DIFFERENCE OF AROUND 21 CTS AGAINST ME IF SO TO ADVISE AND I WOULD SEND IT TO HIM AND LET HIM REPORT IT ON HIS NEXT MONTHLY REPORT.

YOURS VERY TRULY.

E B WRIKE.

Greensboro, N.C. January 3, 1938.

Mr. B.G. Depson,  
District Superintendent,  
Western Union Telegraph Company,  
Atlanta, Georgia.

Dear Sir:-

Replying to your letter of December 22, 1937, concerning discrepancies in report from Pinnacle, North Carolina, office, reported by E.B. Wrike, Manager, for the months of September and October.

We will endeavor to straighten this matter out one day this week and advise you immediately thereafter.

Very truly yours,

Vice President & General Manager.

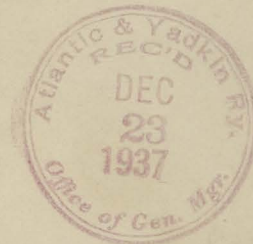
ONE/g

# THE WESTERN UNION TELEGRAPH COMPANY

SOUTHERN DIVISION

ATLANTA, GA., December 22, 1937.

OFFICE OF  
DISTRICT SUPERINTENDENT



Mr. E. L. Faulconer,  
Vice President and General Manager,  
Atlantic and Yadkin Railway Co.,  
911 Jefferson Building,  
Greensboro, N. C.

Dear Sir:

The form 4-B from the Pinnacle, North Carolina, office credited a remittance of \$3.42 which was never received. After some recent correspondence with Mr. R. B. Moffitt, the present manager at Pinnacle, we were informed that Mr. E. B. Wrike, the former manager, told Mr. Moffitt over the telephone that the remittance was covered by Southeastern Express money order Number B-393267 dated November 20 issued at Mt. Airy, North Carolina.

We took the matter up with the Southeastern Express Company here who promptly stated that the money order bearing the serial number given was in the amount of \$3. and payable to one George Burkhead although the remitter was Mr. E. B. Wrike.

On December 14 we received without explanation post office money order from Pinnacle, North Carolina, in the amount of \$3.21 accompanied by a form 65-A marked "For September 1937 report". The amount is not correct for September yet it likewise does not tally with the amount credited as remitted for either October or November.

- 2 -

The October form 4-B showed \$8.16 credited as cash remitted but so far no such remittance has been received here. The November report carries a credit of 58 cents as cash remitted which did reach us on December 1.

I shall appreciate your handling to have the October remittance of \$8.16 made as promptly as possible and similarly to clear up the difference of 21 cents in the September accounts caused by the credit of \$3.42 and the remittance of only \$3.21.

Yours very truly,

*B. G. Dopson*  
District Superintendent.

*Sent 8.16 12/27 for Oct. remittance*

Greensboro, N.C. December 22, 1937.

Mr. H.C. Worthen, General Manager,  
Western Union Telegraph Company,  
Atlanta, Georgia.

Dear Mr. Worthen:-

Replying to your message of the  
seventeenth in connection with telegraph service at Pinnacle.

The service there was re-established November 15, and as previously stated we anticipate that it may soon become necessary to discontinue the service due to the fact that Pinnacle is a non-telegraphic agency. In this event, I shall endeavor to let you know as far in advance as possible.

Very truly yours,

Vice President & General Manager.

ONB/g

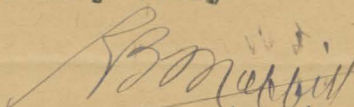
Pinnacle, N.C. Dec 20 1937

Mr Falconer

Reference your memorandum Dec 18th.

I took over the Western Union business here Nov 15th., 1937

Yours very truly

  
Agent



Greensboro, N.C. December 18, 1937.

Mr. Moffitt:-

Will you please state the exact  
date you took over the Western Union business at Pinnacle  
when you went there as Agent?

Very truly yours,

Vice President & General Manager.

ONB/g

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

# WESTERN UNION

R. B. WHITE  
PRESIDENT

NEWCOMB CARLTON  
CHAIRMAN OF THE BOARD

J. C. WILLEVER  
FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter  
NM = Night Message  
NL = Night Letter  
LC = Deferred Cable  
NLT = Cable Night Letter  
Ship Radiogram

(26)

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 122 West Market St., Greensboro, N. Car.

1937 DEC 17 AM 9 29

QA10 DH=ATLANTA GA 17

E L FAULCONER=

A&Y RWY GREENSBORO NCAR=

YR LTR 15. SHALL APPRECIATE YOUR LETTING ME KNOW DATE

TELEGRAPH SERVICE REESTABLISHED PINNACLE, NCAR.=

WORTHEN.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Greensboro, N.C. December 15, 1937.

Mr. H.C. Worthen, General Manager,  
Western Union Telegraph Company,  
Atlanta, Georgia.

Dear Sir:-

Replying to your letter of December 7, in connection with telegraph service at Pinnacle:

At the present time we have an Agent there who is an operator and is handling your business. However, he is only there temporarily and we are unable to say how long this arrangement will continue in effect.

If and when it becomes necessary to supply an agent at that point who cannot telegraph, we believe it will be advisable to permanently discontinue telegraph service there for the reason that we cannot reasonably expect an agent familiar with the Morse Code to take a position that pays as little as this non-telegraph station.

Very truly yours,

Vice President & General Manager.

ONB/g

Pinnacle, N.C. Dec 10 1937

Mr Faulconer:-

Yours 9th., reference handling western Union business.

I have been handling western Union business through the station in the conventional manner since I have been here. Charlotte office is lined up on it.

As for my staying here any definite length of time. You probably know as much or probably more, about that than I do. I will stay here until something better shows up, but when that will be is another matter, That situation is entirely in your hands.

Yours very truly

*B. M. Appitt*  
Agent

Greensboro, N.C. December 9, 1937.

Mr. Moffitt:-

Will you please advise whether you are now handling the Western Union business through your station or whether the telephone arrangement is still in effect with J.A. Boles and Son?

In this connection, if you expect to remain at Pinnacle any definite length of time, and would like to handle the Western Union business, we will arrange to have it re-established on the same basis as it has heretofore been handled, that is, through wires in your office instead of being 'phoned to Pinnacle.

Very truly yours,

Vice President & General Manager.

ONB/g

THE WESTERN UNION TELEGRAPH COMPANY

SOUTHERN DIVISION

ATLANTA, GA. , December 7, 1937.

H. C. WORTHEN  
GENERAL MANAGER

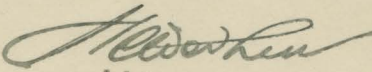


Mr. E. L. Faulconer, General Manager,  
Atlantic & Yadkin Railway Co.,  
Greensboro, North Carolina.

Dear Mr. Faulconer:

It will be appreciated if you will refer to my letter of November 8 and let me know if there have been any developments in connection with the restoration of direct telegraph service at Pennacle, North Carolina.

Yours very truly,

  
General Manager.

Greensboro, N.C., November 12, 1937

J. A. Boles & Sons,  
Pinnacle, N. C.

Gentlemen:

In connection with the recent arrangement for you to handle Western Union business at Pinnacle, it will be appreciated if you will advise if you have been properly instructed as to the handling of their business and that you are to make personal delivery of all messages received for any addressee at Pinnacle.

If there is anything in connection with the handling of Western Union business that you do not thoroughly understand, and you will so advise, I will endeavor to see that you are properly instructed as to the method and procedure necessary in the handling of their business.

Very truly yours,

General Manager.

MT AIRY N C NOV 10 1937.

MR E L FAULCONER GENERAL MANAGER.  
GREENSBORO. N. C.



DEAR SIR-

YOURS RELATIVE WESTERN UNION REPORTS FROM PINNACLE. I SENT IN SEPT REPORT AT FIRST OF SEPT SOMETIME LATER I RECEIVED A WIRE STATING IT HAD NOT BEEN RECEIVED. I MAILED A COPY OF IT TO AUDITOR WESTERN UNION AT ATLANTA.

I SENT IN MY OCTOBER REPORT YESTERDAY PM 10TH. I DID NOT HAVE TIME TO MAKE IT BEFORE I LEFT PINNACLE AND HAVE HAD ALL I COULD DO SINCE I CAME HERE. BUT I WENT DOWN THERE AND MADE IT LAST MONDAY NIGHT 8TH.

YOURS VERY TRULY.

*E. B. W. Jr.*



Greensboro, N.C. November 9, 1937.

Mr. Wrike:-

Will you please refer to my letters of November 3, and 5, and advise when you will make Western Union reports from the office at Pinnacle covering September and October business? It is imperative that this be done at once.

Very truly yours,

General Manager.

ONE/g

Greensboro, N.C. November 9, 1937.

Mrs. Bell:-

I am quoting below from a letter received from the General Manager of the Western Union bearing date of November 8, and having to do with the method of handling Western Union business for Pinnacle;

"The railway agent at Pilot Mountain should open a charge account in the name of J.S. Boles and Sons and at the end of the month mail the bill together with the voucher for commission at the rate of 10% and five cents for each telegram delivered. Boles and Sons should sign the voucher, deduct the amount shown thereon from the bill and mail the voucher together with a check for the difference to the railway at Pilot Mountain where credit should be taken on form 4-B for the commission and delivery allowance payment which should be supported by the voucher.

In your telegram you referred to a rate of five cents a message. Our standard compensation for agents is 10% commission on telegraph tolls collected at the agency plus five cents for each delivery. This will amount to the same as five cents for each telegram, outbound and inbound, handled by the agency and is preferable. It will be appreciated if you will have the Pilot Mountain properly instructed as to the accounting features."

I shall appreciate it if you will arrange to handle in accordance with Mr. Worthen's suggestion contained in his letter.

Very truly yours,

General Manager.

QNB/g

# THE WESTERN UNION TELEGRAPH COMPANY

SOUTHERN DIVISION

ATLANTA, GA. , November 8, 1937.

H. C. WORTHEN  
GENERAL MANAGER



Mr. E. L. Faulconer, General Manager,  
Atlantic & Yadkin Railway Company,  
Greensboro, North Carolina.

Dear Mr. Faulconer:

This refers to your letter of November 1 and telegrams exchanged respecting the temporary discontinuance of telegraph service at Pinnacle, North Carolina.

Telegraphic approval of the temporary discontinuance of this service has just been received from the North Carolina Utilities Commission and it will be satisfactory for J. S. Boles and Sons at Pinnacle to handle our business under an agency arrangement comprehending their receiving a commission of 10% on the commercial telegraph tolls collected by them plus five cents for each telegram they deliver.

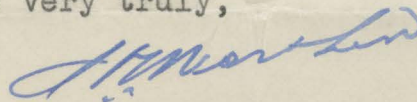
" The railway agent at Pilot Mountain should open a charge account in the name of J. S. Boles and Sons and at the end of the month mail the bill together with a voucher for commission at the rate of 10% and five cents for each telegram delivered. Boles and Sons should sign the voucher, deduct the amount shown thereon from the bill and mail the voucher together with a check for the difference to the railway agent at Pilot Mountain where credit should be taken on form 4-B for the commission and delivery allowance payment which should be supported by the voucher.

In your telegram you referred to a rate of five cents a message. Our standard

compensation for agents is 10% commission on telegraph tolls collected at the agency plus five cents for each delivery. This will amount to the same as five cents for each telegram, outbound and inbound, handled by the agency and is preferable. It will be appreciated if you will have the Pilot Mountain properly instructed as to the accounting features. //

The North Carolina Utilities has asked that they be informed when direct telegraph service is reestablished at Pinnacle and I shall appreciate your letting me have that information when arrangements have been made to reopen the telegraph office there.

Yours very truly,



General Manager.

Greensboro, N.C. November 5, 1937.

Mr. Wrike:-

Further in connection with my letter of November 3, regarding Western Union reports at Pinnacle:

When you go there to prepare the September report, please also prepare and forward the October report, which is now due and do not over-look advising me when it has been done.

Very truly yours,

General Manager.

ONB/g

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

# WESTERN UNION (59) ..

R. B. WHITE  
PRESIDENT

NEWCOMB CARLTON  
CHAIRMAN OF THE BOARD

J. C. WILLEVER  
FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter  
 NM = Night Message  
 NL = Night Letter  
 LC = Deferred Cable  
 NLT = Cable Night Letter  
 Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 122 West Market St., Greensboro, N. Car.

1937 NOV 4 PM 5 00

QA74 DH= ATLANTA GA 4

E L FAULCONER=

GREENSBORO NCAR=

YMY REGARDING SEPT REPORTS FROM PINNACLE. OCT REPORTS  
 NOW DUE ALSO AND SHALL APPRECIATE YOUR HAVING THEM  
 LIKewise FORWARDED.=

B G DOPSON.

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

# COPY OF WESTERN UNION TELEGRAM

GREENSBORO N CAR NOVEMBER 4 1937

H C WORTHEN GEN MGR  
ATLANTA GA

YMD THERE IS NO PUBLIC OR OTHER TELEPHONE IN STATION AT PINNACLE AND REGRET  
THAT TEMPORARY SHORTAGE OPERATORS NECESSITATED THIS CHANGE AND IS UNAVOIDABLE

E L FAULCONER

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

# WESTERN UNION

(03)

SYMBOLS

DL = Day Letter  
NM = Night Message  
NL = Night Letter  
LC = Deferred Cable  
NLT = Cable Night Letter  
Ship Radiogram

R. B. WHITE  
PRESIDENT

NEWCOMB CARLTON  
CHAIRMAN OF THE BOARD

J. C. WILLEVER  
FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at

620 Jefferson Standard Bldg., Greensboro, N. C.

1957 NOV 4 PM 4 03

MS32 DH=ATLANTA GA 4

E L FAULCONER, GEN MGR=

YMD IF THERE IS PUBLIC TELEPHONE IN RWY STATION AT PINNACLE  
IT WOULD BE PREFERABLE FOR RWY TO CONTINUE HANDLING COML  
BUSINESS BY THAT METHOD. AS OUTLINED MMY TELEGRAPH SVC  
CANNOT BE DISCONTINUED WITHOUT APPLICATION TO UTILITIES  
COMMISSION.=

H C WORTHEN.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE



Greensboro, N.C., November 3, 1937

Mr. Wrike:

I am in receipt of advice from the Western Union that no report from Pinnacle was ever sent in for the month of September, and inasmuch as that should have been done by you while you were agent there, the railway will expect you to make this report immediately and forward same to proper destination, advising me when it has been done.

Very truly yours,

General Manager.

ATLANTIC AND YADKIN RAILWAY

Greensboro, N.C., Nov. 3, 1937

Mr. H. C. Worthen, General Manager  
Western Union Telegraph Co.  
Atlanta, Ga.

Dear Mr. Worthen:

Effective November 1 and continuing until further advised, telegraph service at Pinnacle, N. C. is suspended.

Telegrams for Pinnacle may be handled by sending to Pilot Mountain, N. C. and the operator there will 'phone them to Pinnacle at J. A. Boles & Sons store, the latter agreeing to handle them for five cents per message. It is also understood there is no toll charge between Pinnacle and Pilot Mountain.

Assume you will arrange to give proper instructions to Boles and Sons, and I will instruct agents at Pinnacle and Pilot Mountain to handle in that manner.

Very truly yours,

General Manager.

CC: Agent, Pilot Mountain  
Agent, Pinnacle

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF  
WESTERN UNION TELEGRAM

GREENSBORO NC NOVEMBER 3 1937

B G DOBSON  
ATLANTA GA

YOURS YESTERDAY SERVICE AT PINNACLE NC SUSPENDED NOVEMBER FIRST AND MAY BE PERMANENT UNLESS WE CAN GET AGENT THERE WHO CAN TELEGRAPH AM ARRANGING HAVE REPORT FOR SEPTEMBER SENT YOU IMMEDIATELY

E L FAULCONER

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

197 X CAK

# COPY OF WESTERN UNION TELEGRAM

GREENSBORO NC · NOVEMBER 3 1937

H C WORTHEN GEN MGR  
ATLANTA GA

YMD WE HAVE NO RAILWAY TELEPHONE SERVICE BUT WU BUSINESS FOR PINNACLE MAY BE HANDLED THROUGH PILOT MOUNTAIN AND PHONED TO PINNACLE AT J A BOLES AND SONS STORE WHO AGREE TO HANDLE BUSINESS FOR FIVE CENTS PER MESSAGE. THEIR STORE IS WITHIN A VERY FEW FEET OF OUR STATION. UNDERSTAND THERE IS NO TOLL CHARGE ON TELEPHONE SERVICE BETWEEN PINNACLE AND PILOT MOUNTAIN. UNLESS ADVISED CONTRARY WILL ARRANGE ACCORDINGLY

E L FAULCONER

ki jb

King NC Nov 3, 1937



ELF

Your message by condr 61, today inquiry made J A Boles nearest telephone has connection with Pilot Mtn. calls to that point cost him nothing except monthly rental for connection he states he will handle messages in or out of Pilot Mtn for a fee five cents per message .

L S Hornaday Pinnacle N C  
310pm

*Phoned*

Greensboro, N.C. Nov 3, 1937

Agt Pinnacle

Please advise me by condr no 60 where nearest telephone is located at Pinnacle, and cost of call to Pilot Mtn and Rural Hall, and if satisfactory arrangements can be made to use this phone for transmission of Western Union messages between Pinnacle and Pilot Mtn or Rural Hall,. Condr 60 will wire your information to me from first telegraph office

ELF

*Ru  
J.M. CR  
11510*

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

# WESTERN UNION (38)..

SYMBOLS

DL = Day Letter  
NM = Night Message  
NL = Night Letter  
LC = Deferred Cable  
NLT = Cable Night Letter  
Ship Radiogram

R. B. WHITE  
PRESIDENT

NEWCOMB CARLTON  
CHAIRMAN OF THE BOARD

J. C. WILLEVER  
FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

**Received at**

1937 NOV 13 AM 10 41

MS6 DH=ATLANTA GA 3

E L FAULCONER, G M A & Y RWY=

YR LTR NOV 1. WOULD IT BE PRACTICABLE FOR NON-TELEGRAPH  
AGENT PINNACLE, N. C. RELAY COMMERCIAL TELEGRAMS OVER  
RAILWAY TELEPHONE WITH SOME OTHER OFFICE ON YOUR LINE.  
IN ALL CASES WHERE TELEG SERVICE DISCONTINUED IN  
NORTH CAROLINA IT IS NECESSARY MAKE FORMAL APPLICATION TO  
UTILITIES COMMISSION WHICH USUALLY RESULTS IN HEARING.=  
H C WORTHEN.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

# WESTERN UNION (20)

SYMBOLS

- DL = Day Letter
- NM = Night Message
- NL = Night Letter
- LC = Deferred Cable
- NLT = Cable Night Letter
- Ship Radiogram

R. B. WHITE  
PRESIDENT

NEWCOMB CARLTON  
CHAIRMAN OF THE BOARD

J. C. WILLEVER  
FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

**Received at**

MS23 DH=ATLANTA GA 2

E L FAULCONER=

NOV 2 PM 4 22

WE HAVE RECEIVED NO REPORT FROM PINNACLE NCAR FOR MONTH OF  
 SEPTEMBER. OUR RELAY OFFICE SAYS NOW NO OPERATOR AT  
 PINNACLE AND WILL NOT BE FOR TEN DAYS. SHALL APPRECIATE  
 YOUR LETTING ME KNOW DATE SERVICE WAS SUSPENDED AT  
 PINNACLE AND IF ANY BUSINESS HANDLED IN SEPT WHEN MAY  
 WE EXPECT REPORT TO COVER=

:B G DOPSON DIST SUPT WESTERNUNION.

*Recd 4<sup>30</sup> pm  
11/2/37*

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE



Greensboro, N.C. November 1, 1937.

Mr. H.C. Worthen, General Manager,  
Western Union Telegraph Company,  
Atlanta, Georgia.

Dear Mr. Worthen:-

Due to changes brought about by the retirement of some of our agents, we are, effective today, minus the service of an agent at Pinnacle, North Carolina, that can telegraph.

Whether we will be able to secure an agent that will be able to handle Western Union business for you at that point, we are unable to say, and the purpose of this letter is to notify you of the fact that we cannot for the present supply an agent at that point who can telegraph and it may be necessary for you to make telephone arrangements for handling of business at that place, in which event messages could be sent to the agent at Rural Hall (Southern Railway) and 'phoned to Pinnacle from there.

Very truly yours,

General Manager.

ONE/g

Copy to:-

Mr. W.H. Halliburton,  
Western Union Telegraph Company,  
Charlotte, North Carolina.

5

PERSONAL  
MEMORANDUM:

Greensboro, N.C. January 13, 1938.

J.G.P.

Attaching my complete file relative  
to the mishandling of Western Union funds by E.B. Wrike while  
serving as Agent at Pinnacle, North Carolina.

Please return after you have held the  
investigation.

E.L.F.

ELF/g

Enclosures.

Greensboro, N.C. April 30, 1941.

- 234 -

Mr. Copeland:-

Your letter April 28 concerning hours of assignment at your station, there will be no objection to changing your hours from 9:00 A.M. to 5:00 P.M., to 8:00 A.M. to 4:00 P.M. You may arrange this to be effective upon receipt of this letter.

Very truly yours,

Vice President & General Manager.

*Hours changed*

Copy to:-

Mr. Berry:

234

Pinnacle, N. C.  
April 29, 1941

Mr. E. L. Faulconer:-

File - - 881\*



Your letter of March 1st, 1941 with reference to daily assignment. You have designated the hours as being from 9:00 A.M. until 5:00 P.M. with one hour for lunch.

I would like for the hours to be changed from 8:00 A.M. until 4:00 P.M. with one hour for lunch. As I beleive that this would conform to the people wishes more here.

R. E. Copeland.

Greensboro, N.C. March 1, 1941.

File - 881 -

AGENTS - Julian, North Carolina.  
Cedar Falls, North Carolina.  
Pleasant Garden, North Carolina.  
Pinnacle, North Carolina.

Gentlemen:-

Effective this date, your daily, except Sunday,  
assignment will be as follows, with no Sunday assignment:

Julian	-	9:00 A.M. to 12:00 Noon-1:00 P.M. to 5:00 P.M.-7 hrs.
Cedar Falls	-	8:00 A.M. to 12:00 Noon-1:00 P.M. to 4:00 PM. -7 hrs.
Pleasant Garden	-	9:00 A.M. to 12:00 Noon-1:00 P.M. to 5:00 P.M.-7 hrs.
Pinnacle	-	9:00 A.M. to 12:00 Noon-1:00 P.M. to 5:00 P.M.-7 hrs.

Very truly yours,

Vice President & General Manager.

Copy to:-

File 225:

✓ 234:

164:

231

Mr. J.T. Culton:

Mr. Berry:

234

Greensboro, N.C. November 25, 1938.

- 234 -

Mr. J.L. Christian,  
Pinnacle, North Carolina.

Dear Mr. Christian:-

Receipt is acknowledged of your letter of November 22, addressed to Mr. McArthur, our Roadmaster, in connection with the proposed grade crossing changes at Pinnacle.

Mr. McArthur is at the present time down in Florida inspecting crossties and will not return before about the tenth of December, and as soon as he returns he will get in touch with you for the purpose of going into the matter as suggested by you.

Very truly yours,

Vice President & General Manager.

Blind copy to:-

Mr. McArthur:-

As soon as you return, please get in touch with Mr. Christian.

234

Pinnacle, N. C.  
November 22, 1938

Mr. McArthur  
c/o Atlantic & Yadkin Railway  
Dispatcher's Office  
Jefferson Standard Building  
Greensboro, N. C.

Dear Mr. McArthur:

With reference to the railway crossing at Pinnacle, if you will advise me when you can meet with us there I will have a representative of the State Highway Department to be there on that date. Please give us a few days notice so the meeting can be arranged.

Yours very truly,

*J. L. Christian*  
J. L. Christian      B

234

Greensboro, N.C. November 9, 1938.

- 234 -

Mr. J.C. Carson,  
County Superintendent Board of Education,  
Danbury, North Carolina.

Dear Mr. Carson:-

Receipt is acknowledged of your letter of November 1 in connection with certain grade crossing changes in front of the High School building at Pinnacle in order to provide additional play ground space for the school.

This matter was brought to our attention by Mr. J.L. Christian during the month of August and our Roadmaster, Mr. McArthur, and I went to Pinnacle and discussed the matter with Mr. Christian on the ground. We advised him that to change the present crossing and open up the old crossing would create a distinct hazard to persons using the crossing unless both banks were graded back for a considerable distance to afford ample view for persons approaching this crossing, and unless this can be arranged to the satisfaction of the Management, I feel sure the proposed change will not be agreeable.

While in Pinnacle last Saturday night several persons there approached me on the subject and I told them substantially the same that I told Mr. Christian. That is, that the Railway would not agree to make the change unless both banks are cut back a considerable distance in order to afford ample view to motorists of approaching trains. If this is done you can appreciate that a part of the present road in front of the school building will be taken in with the removal of the bank and would not leave any more play ground space than there is at present.

As suggested to Mr. Christian, I believe it would be well for the School Board, some member of the State Highway Commission and our Roadmaster to meet on the site and arrive at some agreement. I repeat, however, that the Management will not agree to the change unless these banks are removed.

Very truly yours,

Chief Clerk to V.P. & General Manager.



234

MEMBERS OF BOARD:

DR. G. E. STONE, CHM., KING  
JNO. W. PRIDDY, LAWSONVILLE  
P. O. FRYE, PINNACLE

BOARD OF EDUCATION

STOKES COUNTY

J. C. CARSON, SUPERINTENDENT

DANBURY, N. C.

DORIS C. BECK,

OFFICE SECRETARY

November 1, 1938

Mr. Otis N. Brown,  
Chief Clerk  
Atlantic & Yadkin Railway  
Greensboro, N. C.

Dear Sir:

Mr. Cromer, District Engineer, State Highway and Public Works Commission, advises that he is in position now to place machinery at Pinnacle to make a change in road crossing in front of Pinnacle School, provided we get the approval of the Railway Company.

I wish you would be so kind as to help us out in this matter and let me know when you, or the proper party, could meet with Mr. Cromer and myself at Pinnacle to make definite and satisfactory arrangement for the work to begin. The road people seem to be interested in getting the project going.

Thanking you in advance for any and all consideration you may see fit to give this matter, I am

Yours very truly,

*J. C. Carson*  
County Superintendent

JCC:B

234

Greensboro, N.C. September 7, 1938.

- 234 -

Mr. J.L. Christian,  
Pinnacle, North Carolina.

Dear Mr. Christian:-

Referring to the question of the removal of the present grade crossing to the proposed location just East of the school building at Pinnacle:

I find that the right of way is eighty feet from the center of the track on either side. When you have had an opportunity to discuss this matter with Mr. Stewart, I shall be glad to have you write me further in regard to the matter.

Very truly yours,

Chief Clerk to V.P. & General Manager.

234



PINNA LE, N.C.  
SEPTEMBER, 3 1938.

MR. O.N. BROWN,  
GREENSBORO, N.C.

DEAR OTIS,

I HAVE YOUR FAVOR OF THE 1ST INST. AND APPRECIATE YOUR LETTER AND THE INTEREST YOU MANIFEST IN OUR PROBLEM HERE, I WILL BE GLAD TO MEET YOU AND MR. MCARTHUR, AT THE PROPOSED CROSSING MONDAY MORNING AT THE TIME SUGGESTED AND HOPE SOMETHING CAN BE WORKED OUT THAT WILL BE TO OUR MUTUAL ADVANTAGE.

WITH kindest personal regards I am,

VERY TRULY YOURS,

*J. L. Christian*  
J.L. CHRISTIAN,

Greensboro, N. C., September 1, 1938

- 234 -

Mr. J. L. Christian  
Pinnacle, N. C.

Dear Mr. Christian:

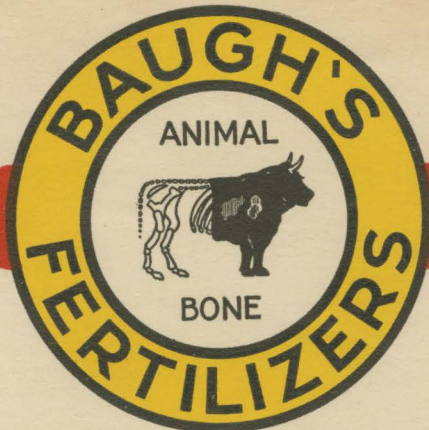
Receipt is acknowledged of your letter August 30 in connection with proposed grade crossing changes in the vicinity of the High School building at Pinnacle:

I can appreciate the advantages to be derived from such a change, but there remains the ever to be considered problem of the additional hazards that would be created by the change. It is not believed that with any amount of grading done on the banks of the present cut would give us as safe a crossing at the proposed location as is the case with the present crossing.

In order that we may more carefully go into the details concerning this matter, it is suggested that you meet Mr. McArthur, our Roadmaster, and myself at the site of the proposed change next Monday, September 5, between ten and eleven o'clock. If this suggestion meets with your approval kindly advise and we will arrange to be present.

Very truly yours,

O. N. Brown  
Chief Clerk to VP & GM



**BAUGH & SONS COMPANY**  
**NORFOLK, VIRGINIA**

PINNACLE, N.C.  
AUG. 30, 1938



MR, O.N.BROWN,  
GREENSBORO, N.C.

DEAR OTIS,

WE HAVE HERE AT PINNACLE, A PROBLEM THAT WE WANT YOU TO HELP US SOLVE, AS YOU KNOW OUR SCHOOL IS RIGHT ON THE ROAD WITH VERY LITTLE GROUNDS THIS SUMMER THEY HAVE BUILT AN AUDITORIUM IN FRONT OF THE MAIN BUILDING-THE ONLY PLACE THEY HAD TO BUILD IT SO IT HAS CUT DOEN THE PLAYGROUND TO A VERY SMALL LOT.

WHAT WE WANT TO DO IF IT CAN BE ARRANGED IS TO CHANGE THE ROAD CROSSING FROM THE PRESENTPLACE OF CROSSING AND USE THE ROAD FOR A PLAY GROUND, THE STATE HIGHWAY COMMISSION HAS AGREED TO MAKE THE CHANGE IF IT WILL MEET WITH THE APPROVAL OF THE RAIL ROAD, IF YOU REMEMBER THE CROSSING A LONG TIME AGO WAS IN FRONT OF WHERE YOU USED TO LIVE AND WE WOULD LIKE TO HAVE IT PUT BACK THERE IF YOUR COMPANY WILL AGREE TO IT AND LET US BUILD OR MAKE THE CROSSING THERE WE ARE ASSURED OF GETTING A P.W.A. PROJECT STARTED AND MOVE THE EMBANKMENT IN FRONT OF SCHOOL FROM THE R.R. PULL THE DIRT BACK IN THE OLD ROAD AND WHEN ~~it~~ IS DONE IT WILL ELIMINATE ANY HAZARD IN THE CROSSING AT THE NEW PLACE AS IT WILL MAKE THE BANK SO LOW THAT IT WILL BE POSSIBLE FOR ANY ONE TO SEE A TRAIN ALL THE WAY FROM THE CROSSING TO THESTATION JUST LIKE IT IS NOW .

I AM SURE YOU ARE FAMILIAR WITH WHAT I AM TALKING ABOUT AS TO THE LAY OF THE LAND AND IF YOU WILL ASSIST US IN GETTING THE R.R. TO PERMIT HAVING IT DONE WE WILL GREATLY APPRECIATE IT, I WAS IN YOUR OFFICE TO SEE YOU SOME TIME AGO BUT WAS TOLD THAT YOU WAS AWAY.

WITH KINDEST PERSONAL REGARDS , I AM,

YOURS VERY TRULY,

*J.L. Christian*  
J.L. CHRISTIAN,



THE WESTERN UNION TELEGRAPH COMPANY

SOUTHERN DIVISION

ATLANTA, GA., November 25, 1938.

A. L. WINN  
DIVISION PLANT SUPERINTENDENT



CIRCUIT LAYOUT - A. & Y. Railroad Cut-in Train  
Wire , Pinnacle, N. C.

Mr. E. L. Faulconer,  
Vice Pres. & General Manager,  
Atlantic & Yadkin Rwy. Co.,  
Greensboro, N. C.

Dear Mr. Faulconer:

This will acknowledge your letter of  
November 22, File 234, asking that we cut in  
train wire at Pinnacle, N. C. so that the Agent  
at that point can continue his study of telegra-  
phy.

Although your request is rather un-  
usual, we will cooperate with you in this in-  
stance. We have instructed our Maintainer to  
cut in the wire the next time he is in the  
vicinity of Pinnacle.

Yours very truly,

A handwritten signature in dark ink, appearing to read "A. L. Winn".

Division Plant Superintendent.

FDH-N  
N V T

234

Greensboro, N.C. November 22, 1938.

-234 -

Mr. A.L. Winn,  
Division Plant Superintendent,  
Western Union Telegraph Company,  
Atlanta, Georgia.

Dear Sir:-

Some time ago telegraphing was discontinued at our Pinnacle, North Carolina, agency and following this the wires, both Western Union and train, were removed and the instruments were taken out.

We now have a young man agent at that point that is a student of telegraphy and wishes the train wire cut back in in order that he may continue his study of telegraphy, and if consistent I shall appreciate it if you will do this with the understanding, of course, that it can be done without cost to the railroad.

Very truly yours,

Vice President & General Manager.

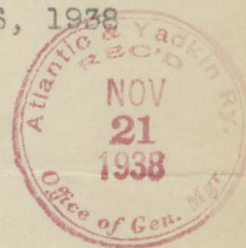
Blind copy to:-

Mr. Presley:

234*A L Brown, S.P.S.  
Atlanta 90*

## Atlantic and Yadkin Railway Company

Pinnacle, N. C. Nov. 16, 1938

Mr. J. C. Presley, C. D.  
Greensboro, N. C.

Dear Mr. Presley:-

With referēce to our conversation in regard to re-installing the wires at Pinnacle, I wish to state that I would certainly appreciate you having this done-Especially the railroad wire.

I beleive that I would be able to handle western-union and copy train orders with a little more practice. I was learning to copy right well when the wires were taken out. I beleive if I could have had the wire to practice until this time, I would have been able to handle the job at Staley, not being given this place, is a loss to me. I certainly want the practice that will make for promotion with the company.

Thanking you and trusting that you will be successfully in getting the wires re-installed again, I am

Yours truly,

RR

Mr. Faulconer: ✓

If we can get the train wire cut in there with little or no expense would like to do so. Would like to see him get able to use the wire and may be of some help to us at Pinnacle at times.

J.C.P.



JOINT RAILROAD OFFICES (CLASS 4-A): 116-7-B.

234

~~Mr. Ligon:~~

Effective July 22, a Class 4-A office was established at Pinnacle, North Carolina, located on the Atlantic & Yadkin Railway, Square 154. Please make suitable announcement in the next issue of the Tariff Circular.

Richmond, Va., July 25, 1932. Dist. Superintendent.

✓ Mr. Sydnor DeButts,  
General Manager,  
A. & Y. Railway Company,  
Greensboro, N. C.

As information and in connection with your telegram of July 22 and previous correspondence.

Richmond, Va., July 25, 1932.

*W. S. Duce*  
Dist. Superintendent.

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

# WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

1206-A 234

CHECK

---

ACCT'G INFMN.

---

**DN COLLECT**

TIME FILED

**3:45 PM**

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Greensboro N Car July 22 1932 onb

W G Sale  
Richmond Virginia

Exchanges wire 109 cut in at Pinnacle N C and ready for business eleven twenty AM today.

*Sydnor DeButts*

Sydnor DeButts.

WESTERN UNION GIFT ORDERS SOLVE THE PERPLEXING QUESTION OF WHAT TO GIVE.

pn jb

Pinnacle July 22, 1932

JCP

W U Wire no 109 was cut in 1120 AM date and is ready for  
business.

D E Shafer

1130am

Rd  
Mr Debutts Em

JCB  
July 22 1932.

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

# WESTERN UNION

CHECK
1932 INFMN.
TIME FILED

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Greensboro, N. C. July 18, 1932.

W. G. SALE,  
RICHMOND, VA.

YMD relative opening Class 4 - A Office Pinnacle

Agent advises today your lineman states waiting on necessary equipment

SYDOR DeBUTTS

WESTERN UNION GIFT ORDERS SOLVE THE PERPLEXING QUESTION OF WHAT TO GIVE.

## ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration whereof it is agreed between the sender of the message and this company as follows:

1. The company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeated-message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated-message rate beyond the sum of five thousand dollars, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines; nor for errors in cipher or obscure messages.
2. In any event the company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the sum of five thousand dollars, at which amount each message is deemed to be valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid or agreed to be paid, and an additional charge equal to one-tenth of one percent of the amount by which such valuation shall exceed five thousand dollars.
3. The company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.
4. Domestic messages and incoming cable messages will be delivered free within one-half mile of the company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.
5. No responsibility attaches to this company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the company's messengers, he acts for that purpose as the agent of the sender.
6. The company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the company for transmission.
7. It is agreed that in any action by the company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.
8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes in addition to all the foregoing terms.
9. No employee of the company is authorized to vary the foregoing.

### THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

NEWCOMB CARLTON, PRESIDENT

## CLASSES OF SERVICE

### TELEGRAMS

A full-rate expedited service.

### NIGHT MESSAGES

Accepted up to 2:00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

Night Messages may at the option of the Telegraph Company be mailed at destination to the addressee, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such night messages at destination, postage prepaid.

### DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard night letter rate for the transmission of 50 words or less and one-fifth of the initial rates for each additional 10 words or less.

#### SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special Day Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely, and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

No employee of the Company is authorized to vary the foregoing.

### NIGHT LETTERS

Accepted up to 2:00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The stand-

ard telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard telegram rate for 10 words shall be charged for each additional 10 words or less.

#### SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rates for this special Night Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

Night Letters may at the option of the Telegraph Company be mailed at destination to the addressee, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

No employee of the Company is authorized to vary the foregoing.

### FULL RATE CABLES

An expedited service throughout. Code language permitted.

### DEFERRED HALF-RATE CABLES

Half-rate messages are subject to being deferred in favor of full rate messages for not exceeding 24 hours. Must be in language of country of origin or of destination, or in French. This class of service is in effect with most European countries and with various other countries throughout the world. Full particulars supplied on application at any Western Union Office.

### CABLE LETTERS

For plain-language communications. The language of the country of destination may be employed, if the Cable Letter service is in operation to that country. Subject to delivery at the convenience of the Company within 24 hours if telegraphic delivery is selected. Delivery by mail beyond London will be made if a full mailing address is given and the words "Post London" are written after the destination. Rate is approximately one-third of the full rate; minimum 20 words.

### WEEK-END LETTERS

Similar to Cable Letters except that they are accepted up to midnight Saturday for delivery Monday morning, if telegraphic delivery is selected. Rate is approximately one-quarter of the full rate; minimum 20 words.

PATRONS ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE

12018

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

# WESTERN UNION

SIGNS

DL = Day Letter  
NM = Night Message  
NL = Night Letter  
LCO = Deferred Cable  
NLT = Cable Night Letter  
WLT = Week-End Letter

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 122 West Market St., Greensboro, N. Car.

1932 JUL 19 AM 10 02

CFB93 DH=RICHMOND VIR 19

SYDNOR DEBUTTS=

A & Y RWY CO GREENSBORO NCAR=

RE YOUR LETTER JULY 14 FILE 234 ABOUT OPENING CLASS 4-A  
OFFICE AT PINNACLE NCAR. HAS AGENT NOW COMMENCED HANDLING  
COMMERCIAL BUSINESS? IF SO WILL YOU PLEASE INFORM ME

EFFECTIVE DATE=

W G SALE.

14 234 4-A..

WESTERN UNION MESSENGERS ARE AVAILABLE FOR THE DELIVERY OF NOTES AND PACKAGES.

Greensboro, N.C. July 15, 1932.

Mr. Shafer:

W.U.Tel. Co. wire no 109 is to be re-installed at Pinnacle for handling commercial business there. You will please arrange to protect this business on the usual commission basis.

Advise when and date wire cut in.

JCP.

Cy Mr. DeButts.

Office of General Manager  
**RECEIVED**

JUL 15 1932

Atlantic & Yadkin Ry.  
GREENSBORO, N. C.

234

Greensboro, N.C. July 14, 1932. -dg:

- 234 -

DEAR MR. SALE:-

Answering your letter date relative to telegraph service at Pinnacle:

That office will begin handling commercial business just as soon as your wires are cut in and necessary tariffs, etc., are furnished.

Very truly yours,

GENERAL MANAGER.

MR. W.G. SALE,  
DISTRICT SUPERINTENDENT,  
WESTERN UNION TELEGRAPH COMPANY,  
RICHMOND, VIRGINIA.

BLIND COPY TO:  
MR. PRESLEY:-

Referring to previous conversations and quoting telegram from Mr. Sale;



W.G.S. # 2:

"Re your letter June 30 file 234. Have requested that wires be cut in at Pinnacle NCar soon as possible. I am mailing to Agent at Pinnacle today a tariff book and square & State rate sheet. Please inform me date office commences handling commercial business."

Please instruct Mr. Shafer that he will be expected to handle any Western Union business that may offer itself at Pinnacle on the usual commission basis.

PATRONS ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE

12018

CLASS OF SERVICE

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NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 122 West Market St., Greensboro, N. Car.

1932 JUL 14 AM 11 54

CFB150 DH=RICHMOND VIR 14

SYDNOR DEBUTTS=

A & Y RWY CO GREENSBORO NCAR=

RE YOUR LETTER JUNE 30 FILE 234. HAVE REQUESTED THAT WIRES BE CUT IN AT PINNACLE NCAR SOON AS POSSIBLE. I AM MAILING TO AGENT AT PINNACLE TODAY A TARIFF BOOK AND SQUARE & STATE RATE SHEET. PLEASE INFORM ME DATE OFFICE COMMENCES HANDLING COMMERCIAL BUSINESS=

W G SALE.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE.

234

Greensboro, N.C. June 30, 1932. -dg:

- 234 -

DEAR MR. SALE:-

Referring to telegrams exchanged on February twelfth and thirteenth and to your memorandum of February seventeenth regarding the handling of Western Union business at Pinnacle.

While Pinnacle is still a non-telegraph station, we have changed agents at that point and the present agent has signified his willingness to handle Western Union business on the usual basis if you care to have him do so.

Very truly yours,

GENERAL MANAGER.

MR. W.C. SALE, DISTRICT SUPERINTENDENT,  
WESTERN UNION TELEGRAPH COMPANY,  
1006 CHURCH AMERICAN BUILDING,  
RICHMOND, VIRGINIA.

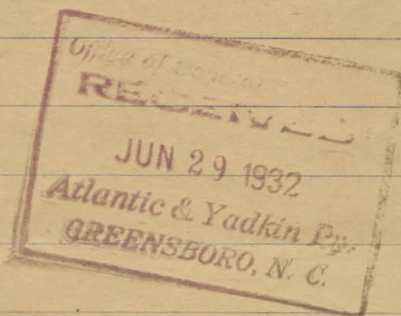


SOUTHEASTERN EXPRESS COMPANY

FORM 207.

Pinnacle NC 629 1932

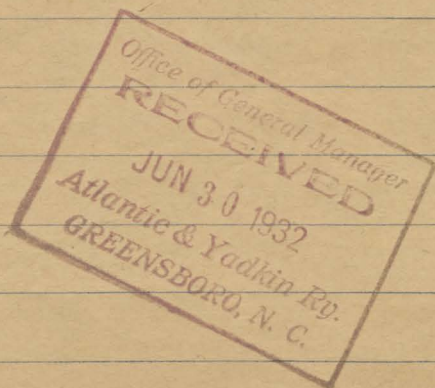
Mr. C. R. R. R.  
Chief Dispatcher  
Greensboro N.C.



Dear Sir  
Due to phone connection  
being discontinued at this place  
We can save your orders greatly by  
having Western Union replaced in  
effect. Will be glad to handle on  
same basis as previous handled  
I feel this will increase our revenue

Very truly  
J. M. Shockley

Mr. DeBatt  
JCB



234

JOINT RAILROAD OFFICES (CLASS 4): 116-7-B.

~~Mr. Linsu:~~

Effective February 1, the Class 4 office at Pinnacle, North Carolina, located on the Atlantic & Yadkin Railway, was made a straight non-telegraph agency by the Railway Company.

In the next issue of the Tariff Circular, please change the listing of Pinnacle to show three-star point "Free", subscribers only, via Rural Hall, North Carolina.

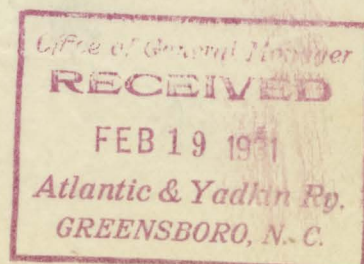
Richmond, Va., Feb. 17, 1931. Dist. Superintendent.

✓  
Mr. Sydnor DeButts,  
General Manager,  
Atlantic & Yadkin Railway Co.,  
Greensboro, N. C.

This is in connection with your letters of January 5 and January 15.

Richmond, Va., Feb. 17, 1931.

*W. J. Dale*  
Dist. Superintendent.



CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

# WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

1206-A

CHECK

234

ACCT'G INFMN.

**COLLECT**

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Greensboro, N. C., February 13, 1931.

W. G. Sale,  
Richmond, Virginia.

Your wire yesterday reference business at Pinnacle, N. C. Rural Hall located twelve miles from Pinnacle has phone rate ten cents. Pilot Mountain located four miles from Pinnacle has rate fifteen cents which is nearest point to Pinnacle however quicker service obtained from Rural Hall by reason direct phone connections. Pilot Mountain would necessitate going through Winston-Salem and Rural Hall exchanges.

Sydnor DeButts

WESTERN UNION GIFT ORDERS SOLVE THE PERPLEXING QUESTION OF WHAT TO GIVE.

## CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

# WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

## SIGNS

DL = Day Letter
NM = Night Message
NL = Night Letter
LCO = Deferred Cable
NLT = Cable Night Letter
WLT = Week-End Letter

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Received at

1931 FEB 12 PM 4 18

MS27 DH=RICHMND VIR 12

SYDNOR DEBUTTS, GEN MGR=

AGENT AT PINNACLE N C DECLINES TO CONTINUE TO HANDLE WESTERN UNION BUSINESS. IN ORDER THAT WE MAY MAKE OTHER ARRANGEMENT QUICKLY AS POSSIBLE WILL YOU PLEASE LET ME KNOW NEAREST POINT FROM WHICH WE CAN HANDLE BUSINESS TO PINNACLE BY PHONE AND WHAT OTHER LINE CHARGE WILL BE. =

W G SALE DIST SUPT.

For 2 membership fees in  
~~your org~~ w's life club.

12.00

Funeral Home to Mr. 1.10  
" " " " .15  
" " " " .15  
" " " " .15



234

Greensboro, N. C., February 9, 1931. -df  
- 234 -

MRS. SPAINHOUR:-

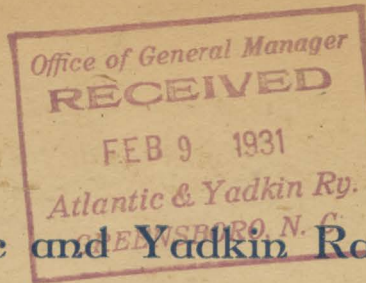
In acknowledging your letter of the seventh I first wish to explain why I did not stop to see you Saturday. After receipt of your telegram, matters arose which made it necessary for me to return to Greensboro by way of Madison and I therefore did not pass Finnacle.

While the Western Union business at your station amounts to but little and personally I should like to see you handle it as an accommodation to the Western Union Company and the public, it is entirely up to you whether you do so or not. In eliminating its telegraph service, the Railway simply cut out its own private service. We have nothing to do with the Western Union's business and I advised them it would be necessary for them to make their own arrangements directly with you if they cared to continue the service there.

As stated, it would be a distinct accommodation to the public at your station if you would handle the few messages there are to handle, at the same time that is a matter between you and the Western Union Telegraph Company and one in which the railway has no part.

Very truly yours,

GENERAL MANAGER.



234

## Atlantic and Yadkin Railway Company

Mr. Lydon DeBotts

Greensboro NC

Pinnacle NC  
2/7/31

When a Railroad telegraph office is discontinued doesn't that automatically close the Western Union office at that place? I do not wish to handle Western Union business here since RR wire has been discontinued as the commissions here only amount to from about 20 to 40 cents per month. My understanding is that when Railroad wire is discontinued that the operator does not have to handle Western Union business unless they wish to. Please advise if this is correct. An early reply will be greatly appreciated!

B. S. Fambour

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

# WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

1206-A

CHECK *234*

*OK answer*

ACCT'G INFMN.

**197-X**

TIME FILED

**3:05 PM**

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Greensboro, N. C., February 6, 1931.

W. G. Sale,  
Richmond, Va.

Acknowledging your wire and confirming telephone conversation date reference continuation of Western Union business at Pinnacle.

Sydnor DeButts

PATRONS ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE

12018

CLASS OF SERVICE

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# WESTERN UNION

SIGNS *234*

- DL = Day Letter
- NM = Night Message
- NL = Night Letter
- LCO = Deferred Cable
- NLT = Cable Night Letter
- WLT = Week-End Letter

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at

MS19 DH=RICHMOND VIR 6

*3-1881*

1931 FEB 6 PM 12 38

SYDNOR DEBUTTS=

YOUR MEMO. 4 RE AGENT PINNACLE N C AM WRITING AGENT DIRECT  
 ABOUT AGREEMENT TO CONTINUE TO HANDLE OUR BUSINESS UNDER  
 ARRANGEMENT SIMILAR TO ONE MADE WITH OPERATORS AT PLEASANT  
 GARDEN ETC. IT WILL BE APPRECIATED IF YOU WILL REQUEST  
 HER TO HANDLE OUR BUSINESS PENDING RECEIPT OF THIS LETTER.  
 ADVISE=

W G SALE DIST SUPT.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE.

234

Greensboro, N. C., February 4, 1931.-bf  
- 234 -

DEAR MR. SALE:-

Referring to our exchanges on the sub-  
ject of closing the telegraph agency at Pinnacle, N. C.

As information, Mrs. Spainhour has  
elected to remain as agent at that place.

Very truly yours,

GENERAL MANAGER.

MR. W. G. SALE, DISTRICT SUPT.,  
THE WESTERN UNION TELEGRAPH COMPANY,  
1006 GRACE AMERICAN BUILDING,  
RICHMOND, VIRGINIA.

Greensboro, N. C., January 28, 1931.-df

- 234 -

234

MR. FOWLKES:-

Please arrange to have the semaphore  
board at Pinnacle taken down on February first.

GENERAL MANAGER.

Greensboro, N. C., January 28, 1931.-df

- 234 -

MRS. SPAINHOUR:-

Acknowledging your letter of the twenty-sixth indicating your desire to remain at Pinnacle under the new arrangement effective February first.

It is not necessary for you to have a leave of absence to remain as agent at that point and so doing will not affect your seniority standing in any way. In other words, you can remain there as agent and still have the privilege of exercising your seniority on any vacancy which may occur in the future.

I regret the necessity of making this change; however I am confident you appreciate the conditions under which we are laboring at this time and the fact that the business at your station did not justify the overhead we were carrying. I hope conditions will improve to the extent that we can replace many of the positions which it has been necessary for us to cut off in the past several months.

Very truly yours,

GENERAL MANAGER.

MRS. B. A. SPAINHOUR, AGENT,  
PINNACLE, NORTH CAROLINA.

BLIND COPY:

MR. PRESLEY:

234

Atlantic and Yadkin Railway Company

Pinnacle NC  
1-26-31

Mr. Sydney DeButts  
Greensboro NC

Dear Sir:-

If it will effect my standing as agent - I'd like to remain at work here after Feb 1<sup>st</sup>. please arrange to give me leave of absence as agent - I'd like for 90 days. I will remain at work here for a while anyway. please

Reply.

BA Spinkhour  
agt.

Boas:  
You will recall asking letter stating not necessary give them a leave of absence in case of this kind.  
D.P.

Office of General Manager  
**RECEIVED**  
JAN 27 1931  
Atlantic & Yadkin Ry.  
GREENSBORO, N. C.



State of North Carolina  
Corporation Commission

WILLIAM T. LEE      GEORGE P. PELL      I. M. BAILEY  
CHAIRMAN            COMMISSIONER        COMMISSIONER  
R. O. SELF, CLERK  
ELSIE G. RIDDICK  
ASSISTANT CLERK

W. G. WOMBLE  
DIRECTOR OF RAILROAD TRANSPORTATION

Raleigh

Jan. 20, 1931.

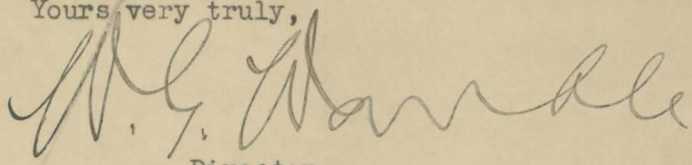
DESK                    A.

Mr. Sydnor DeButts, G.M.,  
Atlantic and Yadkin Railway Co.,  
Greensboro, N.C.

Dear Mr. DeButts:

Yours 19, I spoke to Mr. Self about application to close telegraph office at Pinnacle, and he is writing you today and putting Mr. Sale on notice that if the Western Union office should be closed the application should come from Mr. Sale. At the same time his letter is authorizing your Company to discontinue the office as a railway telegraph station.

Yours very truly,



Director.

Office of General Manager  
**RECEIVED**  
JAN 21 1931  
Atlantic & Yadkin Ry.  
GREENSBORO, N. C.

State of North Carolina  
Corporation Commission

WILLIAM T. LEE  
CHAIRMAN

GEORGE P. PELL  
COMMISSIONER

I. M. BAILEY  
COMMISSIONER

R. O. SELF, CLERK

ELSIE G. RIDDICK  
ASSISTANT CLERK

W. G. WOMBLE  
DIRECTOR OF RAILROAD TRANSPORTATION

Raleigh

Jan. 20, 1931.

DESK A.

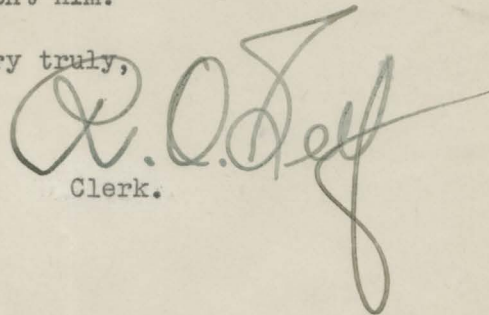
Mr. Sydnor DeButts, G.M.,  
Atlantic & Yadkin Railway Co.,  
Greensboro, N.C.

Dear Mr. DeButts:

Yours 12, concerning proposal to close railway telegraph office at Pinnacle, N.C., on February 1, I am directed by the Commission to advise you there is no objection from our standpoint to your closing the telegraph office as a railway telegraph office, but as we understand the Western Union operates this office as a regular telegraph station and our rules require that before that Company can discontinue service at any of its stations in North Carolina, it is necessary that they make application to this Commission and receive its approval before closing such stations.

I am sending copy of this letter to Mr. Sale, which is in addition to practically the same notice, as contained in our letter of January 9 to us, copy of which was also sent him.

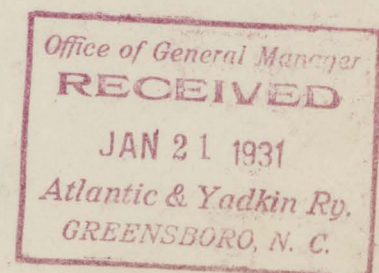
Yours very truly,

  
Clerk.

WGW-FTA

Cy:

Mr. W. G. Sale,  
District Commercial Supt.,  
Western Union,  
Richmond, Va.



# THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

1006 GRACE AMERICAN BUILDING

W. G. SALE  
DISTRICT COMMERCIAL SUPERINTENDENT

RICHMOND, VA. Jan. 19, 1931.

Mr. Sydnor DeButts, General Manager,  
Atlantic and Yadkin Railway,  
Greensboro, North Carolina.

Dear Sir:

In connection with your letter of January 15 concerning the closing of the telegraph office at Pinnacle, North Carolina. I believe that the best thing to do is to let the matter rock along until it has been definitely determined whether or not the present agent will remain at Pinnacle. If she decides to remain there then we can continue to handle Western Union business as in the past and it will not be necessary to post any notice of our intention to discontinue the agency. If she decides not to stay there it will be appreciated if you will notify me and I will give the matter the necessary attention.

Yours truly,

*W. G. Sale*  
District Superintendent.

Office of General Manager

RECEIVED

JAN 20 1931

Atlantic & Yadkin R.R.

GREENSBORO, N. C.

1/26  
Greensboro, N.C. January 19, 1931. -dg:

MY DEAR MR. WOMBLE:-

I have had some correspondence with the Commission, handled for the Commission by Mr. Self, with reference to closing the Railway telegraph office at Pinnacle.

Our position in this case is exactly the same as it was at Germanton, Pleasant Garden and other points. That is to say, we feel that the closing of the Railway telegraph office is not a matter in which the public is interested and therefore is not a matter for handling with the Commission, but on the contrary it is something between the people and the Western Union Telegraph Company and therefore any handling in so far as the Commission is concerned should be with the Telegraph Company.

In this case, as in the others, we have written the Western Union advising them of our intentions and expressing our willingness to have them negotiate directly with the Agent for the handling of their business independent of the service the Agent performs for the Railway.

I have heard nothing from Mr. Self in reply to a letter written him on January twelfth and as I certainly do not wish to do anything that will offend the Commission, or that could be construed as arbitrary, I am writing to ask if you will not be kind enough to review the file and advise me in the premises. We have made all arrangements to close the Railway telegraph office effective February first and I would like to carry out these plans if possible.

With expressions of regard and best wishes.

Very truly yours,

GENERAL MANAGER.

W.G.W. # 2

MR. W.G. WIMBLE,  
DIRECTOR OF RAILROAD TRANSPORTATION,  
NORTH CAROLINA CORPORATION COMMISSION,  
RALEIGH, NORTH CAROLINA.

1  
28

Greensboro, N.C. January 15, 1931. -dg:

DEAR MR. SALE:-

Acknowledging your letter of the twelfth relative to closing the telegraph office at Pinnacle.

The present Agent at Pinnacle has not as yet indicated whether she will remain at that point after February first or not; however her seniority does not entitle her to any job I think she would want and I have an idea she will stay on at Pinnacle, in which event she will no doubt be glad to handle your business on a commission basis.

The name of the Agent at Pinnacle is Mrs. B.A. Spainhour and it will of course be entirely satisfactory with us for you to make any arrangement you care to with her for the handling of your business.

Very truly yours,

GENERAL MANAGER.

MR. W.G. SALE,  
DISTRICT SUPERINTENDENT,  
WESTERN UNION TELEGRAPH COMPANY,  
RICHMOND, VIRGINIA.

THE WESTERN UNION TELEGRAPH COMPANY  
INCORPORATED

1006 GRACE AMERICAN BUILDING

W. G. SALE  
DISTRICT COMMERCIAL SUPERINTENDENT

RICHMOND, VA. Jan. 12, 1931.

Mr. Sydnor Debutts, General Manager,  
Atlantic and Yadkin Railway,  
Greensboro, North Carolina.

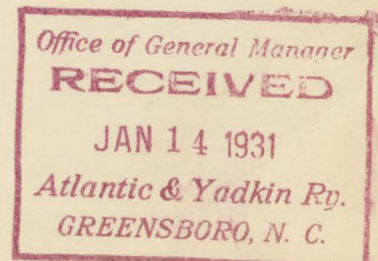
Dear Sir:

Mr. Self, Clerk of the North Carolina Corporation Commission, has sent me a copy of his letter to you dated January 9 concerning the proposed closing of the telegraph office at Pinnacle, North Carolina.

We would like to continue handling Western Union business at that point and I shall appreciate it if you will let me know if you will continue an operator there and if it will be satisfactory for us to negotiate an arrangement with him for the handling of our business after the agency at Pinnacle has been closed.

Yours truly,

*W. G. Sale*  
District Superintendent.



1  
2/6

Greensboro, N.C. January 12, 1931. -dg:

DEAR MR. SELF:-

Acknowledging your letter of the ninth relative to our proposal to close the railway telegraph office at Finnacle:

You understand that so far as the railway is concerned we are not depriving the public of any service or facility it has heretofore enjoyed. We are simply eliminating railway telegraph service, and the only question the public is interested in is the continuation of the Western Union service, something the railway has no control over.

In view of this fact, it seems to us the Western Union are the people who should deal with the public and the Commission in the matter and that it would hardly be proper for us to post the notice you suggest regarding the telegraph service, as the service we propose to eliminate is a private and not a public one.

We have notified the Western Union of the action we propose to take and suggested that they make their own arrangements if it is desired or required to continue their service. We are also sending a copy of this letter to Mr. Sale.

Very truly yours,

GENERAL MANAGER.

MR. R.O. SELF, CLERK,  
NORTH CAROLINA CORPORATION COMMISSION,  
RALEIGH, NORTH CAROLINA.



R.O.S. # 2:

COPY TO:-

MR. W.G. SALE,  
DISTRICT SUPERINTENDENT,  
WESTERN UNION TELEGRAPH COMPANY,  
RICHMOND, VIRGINIA.

State of North Carolina  
Corporation Commission

WILLIAM T. LEE      GEORGE P. PELL      STANLEY WINBORNE  
CHAIRMAN            COMMISSIONER            COMMISSIONER

R. O. SELF, CLERK  
ELSIE G. RIDDICK  
ASSISTANT CLERK

Raleigh

January 9, 1931.

Mr. Sydnor DeButts, General Manager,  
Atlantic & Hadkin Railway Company,  
Greensboro, North Carolina.

Dear Mr. DeButts:

The Commission is in receipt of your letter of the fifth instant, with reference to closing the telegraph office at Pinnacle, and I advise that this letter is to grant you authority to notify the Western Union Telegraph Company and the public at Pinnacle that you expect to discontinue the telegraph service after February first. Please post notice on the station at Pinnacle, advising the public that you will make application to the Commission for permission to discontinue the telegraphic service on and after February 1, 1931. ✓

This will give the Western Union an opportunity to make arrangements with the agent to continue the business at that point if it deems it expedient or proper. I am sending Mr. W. G. Sale, District Commercial Superintendent, Western Union Telegraph Company, Richmond, Virginia, a copy of your letter and a copy of my letter in reply.

Respectfully,

*R. O. Self*  
Clerk.

Office of General Manager  
**RECEIVED**  
JAN 10 1931  
Atlantic & Yadkin Ry.  
GREENSBORO, N. C.

ROS-MRM

1  
2/0

Greensboro, N.C. January 5, 1931, -dg:

MRS. SPAINHUR:-

Effective February first, the  
telegraph office at Pinnacle will be discontinued and  
that station will be placed on a straight agency basis at  
a salary of sixty dollars per month.

I am giving you this advance  
information so you may arrange to exercise your seniority  
in the event you do not care to remain at Pinnacle at the  
sixty dollars rate.

Very truly yours,

GENERAL MANAGER.

MRS. B.A. SPAINHUR, AGENT, *(sent U.S. Mail)*  
PINNACLE, NORTH CAROLINA.

COPY TO:-  
MR. BLKINS, LOCAL CHAIRMAN,

BLIND COPY TO:  
MR. WALL:  
MR. PRESLEY:  
MR. BLEWINS:-

As information.

Greensboro, N.C. January 5, 1931. -dg:

NORTH CAROLINA CORPORATION COMMISSION,  
RALEIGH, NORTH CAROLINA.

GENTLEMEN:-

We would like to close the telegraph office at Pinnacle, North Carolina, and make that point a straight agency station.

Our schedules and operations are such at present that we have no need of the Railway telegraph office at Pinnacle and can effect a saving of approximately seventy dollars a month by making it a straight agency, just as we have done at Germanton, Pleasant Garden and other points.

While this change does not in any way affect our service to the public from a railroad standpoint, it will eliminate Western Union service unless the Western Union Company can make satisfactory arrangements with the Agent to continue to handle what little business they have. As information, the Western Union business for the year nineteen hundred and thirty amounted to a total of \$114.27, or an average of \$9.52 per month - that office having handled an average of less than one message a day.

The Commission will recall there was some controversy when we closed the telegraph office at Germanton and we are therefore respectfully notifying the Commission of our intention at Pinnacle in order that you may be advised in the event any opposition is raised by the patrons of the Western Union.

Very truly yours,

GENERAL MANAGER.

N.C.C.C. # 2:

BLIND COPY TO:

MR. W.G. SALE,  
DISTRICT SUPERINTENDENT,  
WESTERN UNION TELEGRAPH COMPANY,  
RICHMOND, VIRGINIA.

As information. We will not wish the telegraph wires removed from the station and you can doubtless have the Agent to continue to handle your business on a commission basis if you so desire.

Greensboro, N. C., January 2, 1931.

File - 68.

MR. DEBUTTS:

I enclose statement showing amount of Western  
Union telegram business handled at Pinnacle, N. C. for the year  
1930.

*F. J. B.*

Western Union Telegram Business handled at Pinnacle, N. C.

For the Year 1930.

	<u>Received</u>		<u>Forwarded</u>		<u>Total</u>	
	<u>Messages</u>	<u>Money</u>	<u>Messages</u>	<u>Money</u>	<u>Messages</u>	<u>Money</u>
January	10	5.14	8	3.90	18	9.14
February	16	6.42	14	6.31	30	12.73
March	10	5.08	6	2.44	16	7.52
April	12	4.96	21	11.45	33	16.41
May	8	3.13	17	7.40	25	10.43
June	11	3.90	9	3.08	20	6.98
July	4	1.30	2	.90	6	2.20
August	8	4.10	5	2.21	13	6.31
September	13	6.10	15	6.30	28	12.40
October	6	3.43	11	6.52	17	9.95
November	13	5.33	10	3.81	23	9.14
December	<u>18</u>	<u>7.62</u>	<u>8</u>	<u>3.44</u>	<u>26</u>	<u>11.06</u>
Total	129	56.51	126	57.76	255	114.27
Average per month	$10\frac{3}{4}$	4.71	$10\frac{1}{2}$	4.81	$21\frac{1}{4}$	9.52

234

Greensboro, N. C., March 25, 1938

- 234 -

R. W. Boles,  
King, N. C.

Dear Mr. Boles:

Receipt is acknowledged of your letter, not dated, in reply to mine with reference to your previous application for a road crossing approximately 1/4 miles east of Pinnacle:

In view of the business you have given us in the past, and in anticipation of the continuation of your patronage in the shipment of your future business by rail, we are agreeable to installing you a crossing provided you will furnish the necessary terra cotta pipe for the drainage on each side of the track.

If this meets with your approval, kindly let us know and our Roadmaster, Mr. McArthur, will get in touch with you for the purpose of working out the final details.

Very truly yours,

Vice President & General Manager.

CC:

E. K. McArthur, Roadmaster  
Greensboro, N. C.





R. W. BOLES  
HARDWARE, IMPLEMENTS AND TINNING  
THE STORE OF SATISFACTION  
KING, N. C.



M & L Faucener  
Greensboro N.C.  
Guts

in Repty to your letter about  
Road Crossing my father died  
about year and few month a  
go and the land have been  
divided and the line is  
between these crossing I will  
have to cross my brother  
field to get to that crossing  
for going around by Pinnacle  
and down the other road to  
get to my place so I think  
you all should build me a  
crossing for I have been going  
you all most of my hauling  
for last 18 year yours truly  
R W Boles  
King NC

234

Greensboro, N.C., March 21, 1938

- 234 -

Mr. R. W. Boles,  
King, N. C.

Dear Mr. Boles:

With further reference to your request for a road crossing  $1\frac{1}{2}$  miles east of Pinnacle:

Our Roadmaster, Mr. McArthur, reports that there is a crossing 390 feet from where you wish another put in, and in view of the proximity of the one already in use and the additional hazards that would be created by the installation of another I wonder if you could not use the present crossing.

It is our policy to work in harmony with our neighbors along the line at all times, nevertheless I am sure you can appreciate that the more crossings we have the greater is the danger of injury to persons crossing them.

Very truly yours,

Vice President & General Manager.

Greensboro, N. C. March 19, 1938.

234

Mr. Faulconer:

Referring to your letter of the 16th to  
Mr. R. W. Boles, King, N. C., copy to me, with reference to road  
crossing 1-1/4 miles east of Pinnacle:

There is a road crossing now just 390 feet  
west of the location where Mr. Boles wants crossing, and I do not  
think it necessary to put another crossing that close.

*E. K. M.*  
Roadmaster.

3  
30

234

Greensboro, N. C., March 16, 1938

234

Mr. R. W. Boles,  
King, N. C.

Dear Sir:

Receipt is acknowledged of your letter, without date, requesting us to build you a road crossing  $1\frac{1}{2}$  miles east of Pinnacle.

As I recall, there is already a crossing at about that distance from Pinnacle. However, I am requesting our Roadmaster, Mr. McArthur, to get in touch with you and ascertain the exact location to which you have reference.

Very truly yours,

Vice President & General Manager.

ONE/

B Cy:

Mr. McArthur: With copy of his letter. Will you please investigate and advise just what it is he wants and where. This man, as you may know, operates a Hardware store at King, and the crossing he wants is probably one to serve his father's old home place just east of the Savage cut and on the right hand side of the track going west.



R. W. BOLES

HARDWARE, IPLEMENTS AND TINNING

THE STORE OF SATISFACTION

KING, N. C.

Mr Eck Hartner  
Greensboro NC

Dear Sir:

I would like for you to  
have me a <sup>wood</sup> crossing built  
one and  $\frac{1}{4}$  of mile this side  
of Pinnacle

Yours

Yours Truly

R. W. Boles

King NC



# SOUTHEASTERN DEMURRAGE AND STORAGE BUREAU INSPECTOR'S REPORT

Report of Check of Truitt Station Apex Railroad, Covering  
Period From 4/1/33 to 5/3 1933

QUESTIONS.	ANSWERS
1. Are current demurrage and storage tariffs properly posted at the station as required by law?	Yes Tariff Dec 39.
2. Is daily check of yard taken and filed, and if so, at what hour is check made?	Yes 8:00
3. Are records of cars properly entered in book provided for that purpose?	Yes Same 4/10/32
4. (a) Is Agent serving notice of arrival promptly, and, in case of mail notice, retaining copy of same as required by Rule 4?	Yes
(b) Is Agent serving written notice of constructive placement in accordance with Rules 5-A and B and 6-A?	None necessary
(c) In case of notice served by telephone, does Agent hold written acceptance by consignee of such form of notice?	Whichever notice
(d) Is Agent serving notice of the refusal of C. L. freight as required by Sec. E. Rule 4?	Yes When necessary
(e) Is Agent serving placement notice as required by Sec. A and C, Rule 3?	None necessary
5. Is Agent keeping daily record of weather conditions?	Yes Same 4/10/32
6. What check has Agent on cars held at blind sidings, if any, under jurisdiction of the station?	Corner Report
7. Have all reports required been forwarded to the District Manager? If not, why not, and what reports are short?	Yes
8. (a) Is Agent keeping record of shipments subject to storage charges?	Yes
(b) If not, in what respect is the record deficient?	OK
9. Is storage tariff being properly applied, and are storage charges collected on delivery of freight?	Yes
10. Is Agent sending notice of refusal of L. C. L. freight as required by Sec. B, Rule 2?	Yes

Office of General Manager  
**RECEIVED**  
 MAY 6 1933  
 Atlantic & Yadkin Ry.  
 GREENSBORO, N. C.

Inspectors will send to District Manager on prescribed form list of freight on hand on date of check on which storage charges are then due.  
 Inspectors will also make separate report in detail showing cars subject to demurrage rules handled at the station not properly recorded and reported to the Bureau, also any charges due not assessed, charges assessed and not reported, and any other discrepancies which may be developed by the check of the station; in addition to the above, they will furnish the District Manager with any information obtained from the check that may be of interest or advantage in performing the prompt release and return to transportation service of cars on yard, loaded or empty.  
 Inspectors will also make separate report in detail of any irregularities found in the application of the storage tariff.

J. M. [Signature] Agent  
[Signature] Inspector

ATLANTIC AND YADKIN RAILWAY COMPANY  
TRAVELING AUDITOR'S REPORT OF CONDITIONS

234

Station Pinnacle 766 Date Checked 1/4 1932  
J. E. Shuford Agent

Account posted and balanced to 1-4-33

Are books clean and in good order? yes

What is condition of ticket dater? OK

Are shipments from Blind Sidings properly handled? yes

Is Treasurer's Circular on hand? yes

Are collections made promptly? yes

Are remittances made regularly and closely? yes

Is record of Over and Short freight properly kept? yes

Are instructions covering disposition, damaged, refused, over and short or unclaimed freight complied with? yes

Is comptroller's Circular on hand? yes

Is Service Manual on file yes

Is warehouse checked weekly? yes

Are records complete and properly filed? yes

Is O/N Circular on hand? yes

Is office, warehouse and grounds kept orderly and clean? yes

O/N B/Ls checked for Period 12/31/31 to 1/4/32 Result OK  
(Checked)

Southeastern Express Account (Transferred) checked  
(Checked)

N.U. Tel. Co's Account (Transferred) checked

Warehouse checked and results? OK

Is Freight Traffic Manual on hand? yes

Are correspondence and claims handled promptly? yes

Are demurrage and storage charges and rules understood and enforced? yes

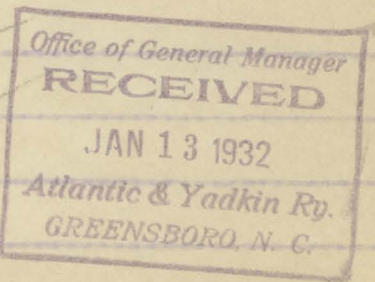
Why was transfer made?

Address to Retiring Agent or Cashier

REMARKS General condition good

No January business - December account checked

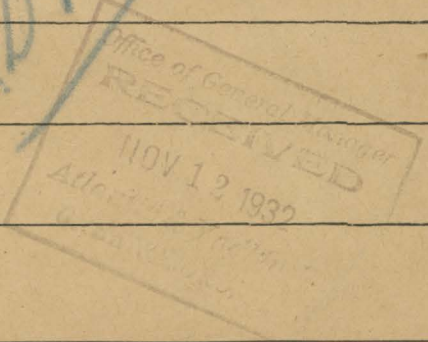
J. M. Pearson, Jr.  
TRAVELING AUDITOR



# SOUTHEASTERN DEMURRAGE AND STORAGE BUREAU INSPECTOR'S REPORT

Report of Check of Trinidad Station 59 Railroad, Covering  
Period From 10/1/32 to 11/1/32 1932

QUESTIONS.	ANSWERS
1. Are current demurrage and storage tariffs properly posted at the station as required by law?	Yes. Tariff Fee 39
2. Is daily check of yard taken and filed, and if so, at what hour is check made?	Yes. 8 <sup>30</sup> a
3. Are records of cars properly entered in book provided for that purpose?	Yes. Form 40'12
4. (a) Is Agent serving notice of arrival promptly, and, in case of mail notice, retaining copy of same as required by Rule 4?	Yes
(b) Is Agent serving written notice of constructive placement in accordance with Rules 5-A and B and 6-A?	None necessary
(c) In case of notice served by telephone, does Agent hold written acceptance by consignee of such form of notice?	Accepted Name
(d) Is Agent serving notice of the refusal of C. L. freight as required by Sec. E. Rule 4?	Yes & necessary
(e) Is Agent serving placement notice as required by Sec. A and C, Rule 3?	None necessary
5. Is Agent keeping daily record of weather conditions?	Yes. Form 40'12
6. What check has Agent on cars held at blind sidings, if any, under jurisdiction of the station?	End of Report
7. Have all reports required been forwarded to the District Manager? If not, why not, and what reports are short?	Yes
8. (a) Is Agent keeping record of shipments subject to storage charges?	Yes
(b) If not, in what respect is the record deficient?	No
9. Is storage tariff being properly applied, and are storage charges collected on delivery of freight?	Yes
10. Is Agent sending notice of refusal of L. C. L. freight as required by Sec. B, Rule 2?	Yes



Inspectors will send to District Manager on prescribed form list of freight on hand on date of check on which storage charges are then due.

Inspectors will also make separate report in detail showing cars subject to demurrage rules handled at the station not properly recorded and reported to the Bureau, also any charges due not assessed, charges assessed and not reported, and any other discrepancies which may be developed by the check of the station; in addition to the above, they will furnish the District Manager with any information obtained from the check that may be of interest or advantage in performing the prompt release and return to transportation service of cars on yard, loaded or empty.

Inspectors will also make separate report in detail of any irregularities found in the application of the storage tariff.

Office of the Agent  
Inspector



ATLANTIC AND YADKIN RAILWAY COMPANY

TRAVELING AUDITOR'S REPORT OF CONDITIONS

234

Station

Pinnacle 76

Date Checked

7-15-32

19

J.M. Shalky Agent

Office of General Manager  
RECEIVED  
JUL 21 1932  
Atlantic & Yadkin Ry.  
GREENSBORO, N. C.

Account posted and balanced to 7-15-32

Are books clean and in good order? Yes

What is condition of ticket dater? OK

Are shipments from Blind Sidings properly handled? Yes

Is Treasurer's Circular on hand? Yes

Are collections made promptly? Yes

Are remittances made regularly and closely? Yes

Is record of Over and Short freight properly kept? Yes

Are instructions covering disposition, damaged, refused, over and short or unclaimed freight complied with? Yes

Is comptroller's Circular on hand? Yes

Is Service Manual on file? Yes

Is warehouse checked weekly? Yes

Are records complete and properly filed? Yes

Is O/N Circular on hand? Yes

Is office, warehouse and grounds kept orderly and clean? Yes

O/N B/Ls checked for period 4/1/32 to 7-15/32 Result OK

Southeastern Express Account (Transferred) Transferred

W.U.Tel. Co's Account (Transferred) Not handled

Warehouse checked and results? OK

Is Freight Traffic Manual on hand? Yes

Are correspondence and claims handled promptly? Yes

Are demurrage and storage charges and rules understood and enforced? Yes

Why was transfer made? Regular Agent discharged -

Address to Retiring Agent or Cashier J. P. ...

REMARKS Retiring Agent on duty 5/2/1932 to 7/15/32 -

Accounts and records checked April 1932 to date

Condition satisfactory - no discrepancies -

J.M. Shalky  
TRAVELING AUDITOR.

ATLANTIC AND YADKIN RAILWAY COMPANY

TRAVELING AUDITOR'S REPORT OF CONDITIONS

204

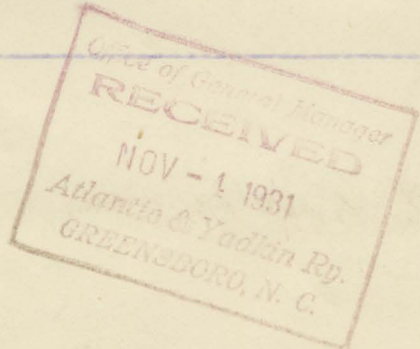
Station Pinnacle Date Checked 10/21/31  
Miss M. Spink Agent.

- Account posted and balanced to 10/21/31
- Are books clean and in good order? Yes
- What is condition of ticket dater? OK
- Are shipments from Blind Sidings properly handled? Yes
- Is Treasurer's Circular on hand? Yes
- Are collections made promptly? Yes
- Are remittances made regularly and closely? Yes
- Is record of Over and Short freight properly kept? Yes
- Are instructions covering disposition, passed, refused, over and short or unclaimed freight complied with? Yes
- Is comptroller's Circular on hand? Yes
- Is Service Manual on file? Yes
- Is warehouse checked weekly? Yes
- Are records complete and properly filed? Yes
- Is O/N Circular on hand? Yes
- Is office, warehouse and grounds kept orderly and clean? Yes
- O/N B/Ls checked for period 9/1/31 to 10/21/31 Result OK  
(Checked)
- Southeastern Express Account (Transferred) Checked
- W.U.Tel.CO's. Account (Transferred) Checked Not handled
- Warehouse checked and results? OK
- Is Freight Traffic Manual on hand? Yes
- Are correspondence and claims handled promptly? Yes
- Are demurrage and storage charges and rules understood and enforced? Yes
- Why was transfer made? \_\_\_\_\_

Address to Returning Agent or Cashier \_\_\_\_\_  
REMARKS General Conditions good

R. M. Spink

TRAVELING AUDITOR.



TRAVELING AUDITOR'S REPORT OF CONDITIONS

234

Station Smackee 766

Date Checked 3/20

31

Mr. Ed Spink

Agent.

Account posted and balanced to 3/20/31

Are books clean and in good order? Yes

What is condition of ticket dater? OK

Are shipments from Blind Sidings properly handled? Yes

Is Treasurer's Circular on hand? Yes

Are collections made promptly? Yes

Are remittances made regularly and cheerily? Yes

Is record of Over and Short freight properly kept? Yes

Are instructions covering disposition, damaged, refused, over and short or unclaimed freight complied with? Yes

Is Comptroller's Circular on hand? Yes

Is Service Manual on file? Yes

Is warehouse checked weekly? Yes

Are records complete and properly filed? Yes

Is O/N Circular on hand? Yes

Is office, warehouse and grounds kept orderly and clean? Yes

O/N B/Ls checked for period 3/1/31 to 3/20/31 Result OK  
(Checked)

Southeastern Express Account (Transferred) Checked  
(Checked)

W.U.Tel. Co's. Account (Transferred) Not checked

Warehouse checked and results OK

Is Freight Traffic Manual on hand? Yes

Are correspondence and claims handled promptly? Yes

Are demurrage and storage charges and rules understood and enforced? Yes

Why was transfer made? \_\_\_\_\_

Address to Retiring Agent or Cashier \_\_\_\_\_

REMARKS General Condition Satisfactory

Office of General Manager  
**RECEIVED**  
MAR 25 1931  
Atlantic & Yadkin Ry.  
GREENSBORO, N. C.

P. M. Jordan, Jr.  
TRAVELING AUDITOR

# SOUTHEASTERN DEMURRAGE AND STORAGE BUREAU INSPECTOR'S REPORT

234

Report of Check of Pennsylvanian Station Argy Railroad, Covering

Period From 7/17 to 1931

QUESTIONS.	ANSWERS
1. Are current demurrage and storage tariffs properly posted at the station as required by law?	Yes
2. Is daily check of yard taken and filed, and if so, at what hour is check made?	8:00 am
3. Are records of cars properly entered in book provided for that purpose?	✓
4. (a) Is Agent serving notice of arrival promptly, and, in case of mail notice, retaining copy of same as required by Rule 4?	✓
(b) Is Agent serving written notice of constructive placement in accordance with Rules 5-A and B and 6-A?	
(c) In case of notice served by telephone, does Agent hold written acceptance by consignee of such form of notice?	Postal notice used
(d) Is Agent serving notice of the refusal of C. L. freight as required by Sec. E, Rule 4?	Yes
(e) Is Agent serving placement notice as required by Sec. A and C, Rule 3?	[Signature]
5. Is Agent keeping daily record of weather conditions?	✓
6. What check has Agent on cars held at blind sidings, if any, under jurisdiction of the station?	Conductor's
7. Have all reports required been forwarded to the District Manager? If not, why not, and what reports are short?	Yes
8. (a) Is Agent keeping record of shipments subject to storage charges?	Yes
(b) If not, in what respect is the record deficient?	
9. Is storage tariff being properly applied, and are storage charges collected on delivery of freight?	Yes
10. Is Agent sending notice of refusal of L. C. L. freight as required by Sec. B, Rule 2?	Yes

Office of General Manager  
**RECEIVED**  
 FEB. 23 1931  
 Atlantic & Yadkin Rv.  
 GREENSBORO, N. C.

Inspectors will send to District Manager on prescribed form list of freight on hand on date of check on which storage charges are then due.  
 Inspectors will also make separate report in detail showing cars subject to demurrage rules handled at the station not properly recorded and reported to the Bureau, also any charges due not assessed, charges assessed and not reported, and any other discrepancies which may be developed by the check of the station; in addition to the above, they will furnish the District Manager with any information obtained from the check that may be of interest or advantage in performing the prompt release and return to transportation service of cars on yard, loaded or empty.  
 Inspectors will also make separate report in detail of any irregularities found in the application of the storage tariff.

Copy - Mr. [Signature] & Bull, Sup. 130 & [Signature] Agent  
 [Signature] Inspector

SOUTHEASTERN DEMURRAGE AND STORAGE BUREAU  
INSPECTOR'S REPORT

234

Report of Check of Pinnacle, N.C. Station Argy Railroad, Covering  
Period From 11/24 to 1930

QUESTIONS.	ANSWERS
1. Are current demurrage and storage tariffs properly posted at the station as required by law?	Yes
2. Is daily check of yard taken and filed, and if so, at what hour is check made?	Yes 8:00 8 AM
3. Are records of cars properly entered in book provided for that purpose?	✓
4. (a) Is Agent serving notice of arrival promptly, and, in case of mail notice, retaining copy of same as required by Rule 4?	✓
(b) Is Agent serving written notice of constructive placement in accordance with Rules 5-A and B and 6-A?	
(c) In case of notice served by telephone, does Agent hold written acceptance by consignee of such form of notice?	Postal notice used
(d) Is Agent serving notice of the refusal of C. L. freight as required by Sec. E. Rule 4?	Yes
(e) Is Agent serving placement notice as required by Sec. A and C, Rule 3?	
5. Is Agent keeping daily record of weather conditions?	✓
6. What check has Agent on cars held at blind sidings, if any, under jurisdiction of the station?	Conductor's
7. Have all reports required been forwarded to the District Manager? If not, why not, and what reports are short?	Yes
8. (a) Is Agent keeping record of shipments subject to storage charges?	Yes
(b) If not, in what respect is the record deficient?	
9. Is storage tariff being properly applied, and are storage charges collected on delivery of freight?	Yes
10. Is Agent sending notice of refusal of L. C. L. freight as required by Sec. B, Rule 2?	Yes

Office of District Manager  
RECEIVED  
DEC 2 1930  
Atlantic City, N. J.  
GREENSBORO, N. C.

Inspectors will send to District Manager on prescribed form list of freight on hand on date of check on which storage charges are then due.

Inspectors will also make separate report in detail showing cars subject to demurrage rules handled at the station not properly recorded and reported to the Bureau, also any charges due not assessed, charges assessed and not reported, and any other discrepancies which may be developed by the check of the station; in addition to the above, they will furnish the District Manager with any information obtained from the check that may be of interest or advantage in performing the prompt release and return to transportation service of cars on yard, loaded or empty.

Inspectors will also make separate report in detail of any irregularities found in the application of the storage tariff.

Copy - Max Jones, District Manager, Greensboro, N. C. Max Jones Agent  
Max Jones Inspector

ATLANTIC AND YADKIN RAILWAY COMPANY  
TRAVELING AUDITOR'S REPORT OF CONDITIONS

234

Station Somerset N.C. Date Checked 10-27 1930

Mr. B. Spindler AGENT.

Account posted and balanced to 10-27-30

Are books clean and in good order? Yes

What is condition of ticket dater? OK

Are shipments from Blind Sidings properly handled? Yes

Is Treasurer's Circular on hand? Yes

Are collections made promptly? Yes

Are remittances made regularly and closely? Yes

Is record of Over and Short freight properly kept? Yes

Are instructions covering disposition, damaged, refused, over, short and unclaimed freight complied with? Yes

Is Comptroller's Circular on hand? Yes

Is Service Manual on file? Yes

Is warehouse checked weekly? Yes

Are records complete and properly filed? Yes

Are receipts covering delivery of freight taken in accordance with rules? Yes

Is O/N Circular on hand? Yes

Is office, warehouse and grounds kept orderly and clean? Yes

O/N B/LS checked for period 9/1/30 to 10/27/30 Result OK  
(Checked)

Southeastern Express Account (Transferred)? Checked  
(Checked)

W.U. Tel. Co's. Account (Transferred)? Checked  
(Checked)

Warehouse checked and results? OK

Is Freight Traffic Manual on hand? Yes

Are correspondence and claims handled promptly? Yes

Are demurrage and storage charges and rules understood and enforced? Yes

Why was transfer made? \_\_\_\_\_

Address to Retiring Agent or Cashier? \_\_\_\_\_

REMARKS: Conditions Satisfactory

[Signature]  
TRAVELING AUDITOR.

SOUTHEASTERN DEMURRAGE AND STORAGE BUREAU  
INSPECTOR'S REPORT

234

Report of Check of Pinnacle Station Dry Railroad, Covering  
Period From 8/20 to 1930

QUESTIONS.	ANSWERS
1. Are current demurrage and storage tariffs properly posted at the station as required by law?	Yes
2. Is daily check of yard taken and filed, and if so, at what hour is check made?	Yes 8:00 a
3. Are records of cars properly entered in book provided for that purpose?	✓
4. (a) Is Agent serving notice of arrival promptly, and, in case of mail notice, retaining copy of same as required by Rule 4?	✓
(b) Is Agent serving written notice of constructive placement in accordance with Rules 5-A and B and 6-A?	[Large handwritten mark]
(c) In case of notice served by telephone, does Agent hold written acceptance by consignee of such form of notice?	Postal notice used
(d) Is Agent serving notice of the refusal of C. L. freight as required by Sec. E. Rule 4?	Yes
(e) Is Agent serving placement notice as required by Sec. A and C, Rule 3?	Yes
5. Is Agent keeping daily record of weather conditions?	✓
6. What check has Agent on cars held at blind sidings, if any, under jurisdiction of the station?	Conductor's
7. Have all reports required been forwarded to the District Manager? If not, why not, and what reports are short?	Yes
8. (a) Is Agent keeping record of shipments subject to storage charges?	Yes
(b) If not, in what respect is the record deficient?	
9. Is storage tariff being properly applied, and are storage charges collected on delivery of freight?	Yes
10. Is Agent sending notice of refusal of L. C. L. freight as required by Sec. B, Rule 2?	Yes

Office of General Manager  
RECEIVED  
AUG 25 1930  
SOUTHERN RY.  
DURO, N. C.

Inspectors will send to District Manager on prescribed form list of freight on hand on date of check on which storage charges are then due.  
Inspectors will also make separate report in detail showing cars subject to demurrage rules handled at the station not properly recorded and reported to the Bureau, also any charges due not assessed, charges assessed and not reported, and any other discrepancies which may be developed by the check of the station; in addition to the above, they will furnish the District Manager with any information obtained from the check that may be of interest or advantage in performing the prompt release and return to transportation service of cars on yard, loaded or empty.  
Inspectors will also make separate report in detail of any irregularities found in the application of the storage tariff.

Copy McSydney DeBault for [unclear] Agent  
[unclear] Inspector

ATLANTIC AND YADKIN RAILWAY  
ACCOUNTING DEPARTMENT

TRAVELING AUDITOR'S REPORT OF STATION OPERATION

6/30 1930

Mr. F. F. Elevins, Auditor,  
Greensboro, N. C.

Examination into the station operating at  
Station McColl Springs Agent, on 6/30 1930 develops the follow-  
ing conditions:

- 1. Is Form 1985, Record of Over and Short Freight properly kept? Yes
- 2. Is Station Service Manual on file? Yes
- 3. How often is warehouse checked by agent? Daily
- 4. When was warehouse checked last by Traveling Auditor? 11-20-29
- 5. Are General Freight Agent's instructions covering Disposition of Damaged and Unclaimed Freight complied with? Yes
- 6. How many claims on hand, per detail, Form 1732? None
- 7. Are platforms and ware room kept clean? Yes
- 8. Is freight for city delivery piled in ware room according to instructions? Yes
- 9. Are receipts covering delivery of freight taken in accordance with the rules? Yes
- 10. Check of ware room located the following over Freight, which was disposed of as follows: None

Office of General Manager  
**RECEIVED**  
JUL 11 1930  
Atlantic & Yadkin Ry.  
GREENSBORO, N. C.

11. Remarks Overall condition good

Received of Outgoing Agent one copy of Station Service Manual

F. M. Jordan  
TRAVELING AUDITOR

( Incoming Agent )  
Copy to Superintendent



# Southeastern Demurrage and Storage Bureau

## INSPECTOR'S REPORT

234

Report of Check of Pennac Station Any Railroad, Covering

Period From 4/28 to 5/30 19230

### QUESTIONS.

### ANSWERS

1. Are current demurrage and storage tariffs properly posted at the station as required by law?

Yes

2. Is daily check of yard taken and filed, and if so, at what hour is check made?

8:00

3. Are records of cars properly entered in book provided for that purpose?

✓

4. (a) Is Agent serving notice of arrival promptly, and, in case of mail notice, retaining copy of same as required by Rule 4?

✓

(b) Is Agent serving written notice of constructive placement in accordance with Rules 5-A and B and 6-A?

(c) In case of notice served by telephone, does Agent hold written acceptance by consignee of such form of notice?

Postal notice used

(d) Is Agent serving notice of the refusal of C. L. freight as required by Sec. E. Rule 4?

Yes

(e) Is Agent serving placement notice as required by Sec. A and C, Rule 3?

✓

5. Is Agent keeping daily record of weather conditions?

✓

6. What check has Agent on cars held at blind sidings, if any, under jurisdiction of the station?

Conductor's

7. Have all reports required been forwarded to the District Manager? If not, why not, and what reports are short?

Yes

8. (a) Is Agent keeping record of shipments subject to storage charges?

✓

(b) If not, in what respect is the record deficient?

9. Is storage tariff being properly applied, and are storage charges collected on delivery of freight?

Yes

10. Is Agent sending notice of refusal of L. C. L. freight as required by Sec. B, Rule 2?

✓

Office of General Manager  
RECEIVED  
MAY 5 1930  
Atlantic & Yadkin Ry.  
GREENSBORO, N. C.

Inspectors will send to District Manager on prescribed form list of freight on hand on date of check on which storage charges are then due.

Inspectors will also make separate report in detail showing cars subject to demurrage rules handled at the station not properly recorded and reported to the Bureau, also any charges due not assessed, charges assessed and not reported, and any other discrepancies which may be developed by the check of the station; in addition to the above, they will furnish the District Manager with any information obtained from the check that may be of interest or advantage in performing the prompt release and return to transportation service of cars on yard, loaded or empty.

Inspectors will also make separate report in detail of any irregularities found in the application of the storage tariff.

Copy to the District Manager by W. S. Spink Agent  
W. S. Spink Inspector

# Southeastern Demurrage and Storage Bureau

## INSPECTOR'S REPORT

Report of Check of Pinnacle rd Station Argy Railroad, Covering  
 Period From 1/14 to 1920

QUESTIONS.	ANSWERS
1. Are current demurrage and storage tariffs properly posted at the station as required by law?	Yes
2. Is daily check of yard taken and filed, and if so, at what hour is check made?	8:00 a
3. Are records of cars properly entered in book provided for that purpose?	✓
4. (a) Is Agent serving notice of arrival promptly, and, in case of mail notice, retaining copy of same as required by Rule 4?	✓
(b) Is Agent serving written notice of constructive placement in accordance with Rules 5-A and B and 6-A?	
(c) In case of notice served by telephone, does Agent hold written acceptance by consignee of such form of notice?	Personal signed agreements + Postal notices used
(d) Is Agent serving notice of the refusal of C. L. freight as required by Sec. E. Rule 4?	Yes
(e) Is Agent serving placement notice as required by Sec. A and C, Rule 3?	✓
5. Is Agent keeping daily record of weather conditions?	✓
6. What check has Agent on cars held at blind sidings, if any, under jurisdiction of the station?	Conductor's Check. Dalton's
7. Have all reports required been forwarded to the District Manager? If not, why not, and what reports are short?	Yes
8. (a) Is Agent keeping record of shipments subject to storage charges?	Yes
(b) If not, in what respect is the record deficient?	
9. Is storage tariff being properly applied, and are storage charges collected on delivery of freight?	Yes
10. Is Agent sending notice of refusal of L. C. L. freight as required by Sec. B, Rule 2?	Yes

Office of General Manager  
**RECEIVED**  
 JAN 21 1930  
 Atlantic & Yadkin Ry.  
 GREENSBORO, N. C.

Inspectors will send to District Manager on prescribed form list of freight on hand on date of check on which storage charges are then due.  
 Inspectors will also make separate report in detail showing cars subject to demurrage rules handled at the station not properly recorded and reported to the Bureau, also any charges due not assessed, charges assessed and not reported, and any other discrepancies which may be developed by the check of the station; in addition to the above, they will furnish the District Manager with any information obtained from the check that may be of interest or advantage in performing the prompt release and return to transportation service of cars on yard, loaded or empty.  
 Inspectors will also make separate report in detail of any irregularities found in the application of the storage tariff.

Copy - Mr. Hydner - Bullock - Agent  
 [Signature] Inspector

ATLANTIC AND YADKIN RAILWAY  
A. E. Smith and J. W. Fry, Receivers

234

ACCOUNTING DEPARTMENT

TRAVELING AUDITOR'S REPORT OF STATION OPERATION

November 20 1929

Mr. F. F. Blevins, Auditor,  
Mount Airy, N. C.

Examination into the station operating at Pinnacle N.C Station,  
Mrs. B.A. Spainhour Agent, Nov. 20 1929 develops the following  
conditions:

1. Is Form 1985, Record of Over and Short Freight properly kept? YES
2. Is Station Service Manual on file? Yes
3. How often is warehouse checked by agent? Weekly
4. When was warehouse checked last by Traveling Auditor May 31 1929
5. Are General Freight Agent's instructions covering Disposition of Damaged and Unclaimed Freight complied with? Yes
6. How many claims on hand, per detail, Form 1732? None
7. Are platforms and ware room kept clean? Yes
8. Is freight for city delivery piled in ware room according to instructions? Yes
9. Are receipts covering delivery of freight taken in accordance with the rules? Yes
10. Check of ware room located the following Over Freight, disposed of as follows: None

Office of General Manager  
**RECEIVED**  
NOV 24 1929  
Atlantic & Yadkin Ry.  
GREENSBORO, N. C.

11. Remarks: Conditions very good.  
Receivership account closed.

Received of Outgoing Agent one copy  
of Station Service Manual



(Incoming Agent)

Copy to Superintendent

234

ATLANTIC AND YADKIN RAILWAY  
A. E. Smith and J. W. Fry, Receivers

ACCOUNTING DEPARTMENT

TRAVELING AUDITOR'S REPORT OF STATION OPERATION

May 11 1929

Mr. F. F. Blevins, Auditor,  
Mount Airy, N. C.

Examination into the station operating at Sumner N.C.  
Station W. B. Spawthorn Agent, on 5/11 1929 develops the following conditions:

- 1. Is Form 1985, Record of Over and Short Freight properly kept? Yes
- 2. Is Station Service Manual on file? Yes
- 3. How often is warehouse checked by agent? Every morning
- 4. When was warehouse checked last by Traveling Auditor? July 1928
- 5. Are General Freight Agent's instructions covering Disposition of Damaged and Unclaimed Freight complied with? Yes
- 6. How many claims on hand, per detail, Form 1732? None
- 7. Are platforms and ware room kept clean? Yes
- 8. Is freight for city delivery piled in ware room according to instructions? Yes
- 9. Are receipts covering delivery of freight taken in accordance with the rules? Yes
- 10. Check of ware room located the following Over Freight, which was disposed of as follows: None

11. Remarks: General condition very good

Received of Outgoing Agent one copy of Station Service Manual

M. J. Jordan  
(Traveling Auditor)

Office of Superintendent  
**RECEIVED**  
(Incoming Agent) MAY 17 1929  
Atlantic & Yadkin Ry.  
MOUNT AIRY, N. C.

Copy to Superintendent

ATLANTIC AND YADKIN RAILWAY  
A. E. Smith and J. W. Fry, Receivers

ACCOUNTING DEPARTMENT

TRAVELING AUDITOR'S REPORT OF STATION OPERATION

March 14th 1928 192

Mr. F. F. Blevins, Auditor,  
Mount Airy, N. C.

Examination into the station operating at Pinnacle N.C.

Station, Mrs B A Spainhour Agent, on 3-9-28 192 develops the following conditions:

- 1. Is Form 1985, Record of Over and Short Freight properly kept? yes
- 2. Is Station Service Manual on file? yes
- 3. How often is warehouse checked by agent? Weekly when necessary
- 4. When was warehouse checked last by Traveling Auditor? 11-10-27
- 5. Are General Freight Agent's instructions covering Disposition of Damaged and Unclaimed Freight complied with? yes
- 6. How many claims on hand, per detail, Form 1732? none
- 7. Are platforms and ware room kept clean? yes
- 8. Is freight for city delivery piled in ware room according to instructions? yes
- 9. Are receipts covering delivery of freight taken in accordance with the rules? yes
- 10. Check of ware room located the following Over Freight, which was disposed of as follows: none

11. Remarks: General conditions very good.

Received of Outgoing Agent one copy of Station Service Manual

(Incoming Agent)

Copy to Superintendent

ATLANTIC AND YADKIN RAILWAY  
A. E. Smith and J. W. Fry, Receivers

ACCOUNTING DEPARTMENT

TRAVELING AUDITOR'S REPORT ON STATION OPERATION

Nov. 10<sup>th</sup> 1927

Mr. F. F. Blevins, Auditor,  
Mount Airy, N. C.

Examination into the station operating at Lincolnton N.C.  
Station B. A. Spinkhouse Agent, on 11-10 1927 develops the following conditions:

- 1. Is Form 1985, Record of Over and Short Freight properly kept? Yes
- 2. Is Station Service Manual on file? Yes
- 3. How often is warehouse checked by agent? weekly
- 4. When was warehouse checked last by Traveling Auditor? May 1927
- 5. Are General Freight Agent's instructions covering Disposition of Damaged and Unclaimed Freight complied with? Yes
- 6. How many claims on hand, per detail, Form 1732? None
- 7. Are platforms and ware room kept clean? Yes
- 8. Is freight for city delivery piled in ware room according to instructions? Yes
- 9. Are receipts covering delivery of freight taken in accordance with the rules? Yes
- 10. Check of ware room located the following Over Freight, which was disposed of as shown below:  
None

11. Remarks: Conditions very satisfactory

Received of Outgoing Agent one copy of Station Service Manual

J. M. Pearson Jr.  
Traveling Auditor

Incoming Agent

Copy to Superintendent

# Southeastern Demurrage and Storage Bureau

## INSPECTOR'S REPORT

234

Report of Check of Pinnacle Station Arg Railroad, Covering

Period From 7/4 to 1927

QUESTIONS.	ANSWERS
1. Are current demurrage and storage tariffs properly posted at the station as required by law?	Yes
2. Is daily check of yard taken and filed, and if so, at what hour is check made?	Form 4, made 3:00
3. Are records of cars properly entered in book provided for that purpose?	Yes
4. (a) Is Agent serving notice of arrival promptly, and, in case of mail notice, retaining copy of same as required by Rule 4?	Yes
(b) Is Agent serving written notice of constructive placement in accordance with Rules 5-A and B and 6-A?	Yes
(c) In case of notice served by telephone, does Agent hold written acceptance by consignee of such form of notice?	Postal notices used
(b) Is Agent serving notice of the refusal of C. L. freight as required by Sec. E. Rule 4?	Yes
(e) Is Agent serving placement notice as required by Sec. A and C, Rule 3?	Yes
5. Is Agent keeping daily record of weather conditions?	Yes
6. What check has Agent on cars held at blind sidings, if any, under jurisdiction of the station?	Yes
7. Have all reports required been forwarded to the District Manager? If not, why not, and what reports are short?	Yes
8. (a) Is Agent keeping record of shipments subject to storage charges?	Yes
(b) If not, in what respect is the record deficient?	Yes
9. Is storage tariff being properly applied, and are storage charges collected on delivery of freight?	Yes
10. Is Agent sending notice of refusal of L. C. L. freight as required by Sec. B, Rule 2?	Yes

Inspectors will send to District Manager on prescribed form list of freight on hand on date of check on which storage charges are then due.

Inspectors will also make separate report in detail showing cars subject to demurrage rules handled at the station not properly recorded and reported to the Bureau, also any charges due not assessed, charges assessed and not reported, and any other discrepancies which may be developed by the check of the station; in addition to the above, they will furnish the District Manager with any information obtained from the check that may be of interest or advantage in performing the prompt release and return to transportation service of cars on yard, loaded or empty.

Inspectors will also make separate report in detail of any irregularities found in the application of the storage tariff.

Copy - Mr. Byler/D. Butler Dept. Max Meyer Agent  
Max Meyer Inspector



234

ACCOUNTING DEPARTMENT

TRAVELING AUDITOR'S REPORT ON STATION OPERATION

May 24 1927

Mr. F. F. Blevins, Auditor  
Mount Airy, N. C.

Examination into the station operation at Pinnacle N.C.  
Station Mr. Blevins on May 24 1927 develops the following conditions:

1. Is Form 1985, Record of Over and Short Freight, properly kept? Yes
2. Is Station Service Manual on file? Yes
3. How often is warehouse checked by agent? When necessary
4. When was warehouse checked last by traveling Auditor? 8/11/26
5. Are General Freight Agent's instructions covering Disposition of Damaged and Unclaimed Freight complied with? Yes
6. How many claims on hand, per detail, Form 1932? None
7. Are platforms and ware room kept clean? Very good
8. Is freight for city delivery pulled in ware room according to instructions?
9. Are receipts covering delivery of freight taken in accordance with the rules? Yes
10. Check of ware room located the following Over Freight, which was disposed of as shown below:  
None

11. Remarks:

Overall condition very good

Received by Outgoing Agent one copy of Station Service Manual

[Signature]  
Traveling Auditor

Incoming Agent

Copy to Superintendent



# Southeastern Demurrage and Storage Bureau

## INSPECTOR'S REPORT

Report of Check of Pinnacle n.e Station Arg Railroad, Covering

Period From 12/13 to 1926

224

QUESTIONS.	ANSWERS
1. Are current demurrage and storage tariffs properly posted at the station as required by law?	No out of date
2. Is daily check of yard taken and filed, and if so, at what hour is check made?	yes
3. Are records of cars properly entered in book provided for that purpose?	no
4. (a) Is Agent serving notice of arrival promptly, and, in case of mail notice, retaining copy of same as required by Rule 4?	yes
(b) Is Agent serving written notice of constructive placement in accordance with Rules 5-A and B and 6-A?	
(c) In case of notice served by telephone, does Agent hold written acceptance by consignee of such form of notice?	
(b) Is Agent serving notice of the refusal of C. L. freight as required by Sec. E. Rule 4?	yes
(e) Is Agent serving placement notice as required by Sec. A and C, Rule 3?	✓
5. Is Agent keeping daily record of weather conditions?	✓
6. What check has Agent on cars held at blind sidings, if any, under jurisdiction of the station?	
7. Have all reports required been forwarded to the District Manager? If not, why not, and what reports are short?	yes
8. (a) Is Agent keeping record of shipments subject to storage charges?	✓
(b) If not, in what respect is the record deficient?	
9. Is storage tariff being properly applied, and are storage charges collected on delivery of freight?	yes
10. Is Agent sending notice of refusal of L. C. L. freight as required by Sec. B, Rule 2?	✓

Inspectors will send to District Manager on prescribed form list of freight on hand on date of check on which storage charges are then due.

Inspectors will also make separate report in detail showing cars subject to demurrage rules handled at the station not properly recorded and reported to the Bureau, also any charges due not assessed, charges assessed and not reported, and any other discrepancies which may be developed by the check of the station; in addition to the above, they will furnish the District Manager with any information obtained from the check that may be of interest or advantage in performing the prompt release and return to transportation service of cars on yard, loaded or empty.

Inspectors will also make separate report in detail of any irregularities found in the application of the storage tariff.

B. W. Spainhour Agent  
Max Reeves Inspector

ATLANTIC AND NADKIN RAILWAY  
A. E. Smith and J. W. Fry, Receivers

ACCOUNTING DEPARTMENT

TRAVELING AUDITOR'S REPORT ON STATION OPERATION

*2024*

Aug 11 1926

Mr. P. F. Blevins, Auditor.

Mount Airy, N. C.

Examination into the station operation at Immaculate M.  
Station Mrs. P. H. Spantant on Aug 11 1926 develops the  
following conditions:

1. Is Form 1985, Record of Over and Short Freight, properly kept? Yes
2. Is Station Service Manual on file? Yes
3. How often is warehouse checked by agent? Weekly if necessary
4. When was warehouse checked last by traveling auditor? Sept 1925
5. Are General Freight Agent's instructions covering Disposition of Damaged and Unclaimed Freight complied with? Yes
6. How many claims on hand, per detail, Form 1732? None
7. Are platforms and ware room kept clean? Yes
8. Is freight for city delivery piled in ware room according to instructions? Yes
9. Are receipts covering delivery of freight taken in accordance with the rules? Yes
10. Check of ware room located the following Over Freight, which was disposed of as shown below: None

11. Remarks: Conditions very good, ware house and office clean, Records and Supplies well kept.

Received of Outgoing Agent one copy of Station Service Manual

[Signature]  
Incoming Agent

[Signature]  
Traveling Auditor  
W. W. Fry, Jr.  
Headquarters

Copy to Superintendent