

No. _____

No. _____ Section _____

Date _____, 195 _____

SUBJECT:

For PREVIOUS Correspondence:

See File No. _____

" " " _____

" Section No. _____

For LATER Correspondence:

See File No. _____

" " " _____

" Section No. _____

For CORRESPONDENCE on:

See File No. _____

Completed -

Shredded -

into open deck shredded -

AGS - 109782 - MD #1-62.3 - Shredded (see file in) N.C.

converting base not deck shredded

No. _____

No. FILE-140 Section _____

Date JAN. 1ST. 1960 - TAPU -, 195 _____

No. 140

SUBJECT:

INVOICES COVERING LOCAL PURCHASES

For PREVIOUS Correspondence:

See File No. _____

" " " _____

" Section No. _____

MAIL TO:

MR. N. B. COZZING,

MR. PURCHASING AND STORES,

WASHINGTON, D. C.

For LATER Correspondence:

See File No. _____

" " " _____

" Section No. _____

For CORRESPONDENCE on:

See File No. _____

INVOICES - GENERAL - COVERING LOCAL PURCHASES - NEW SYSTEM - FILE-140

SOUTHERN RAILWAY COMPANY
(Carrier)

1126
~~XXXXXXXXXX~~

Office of
AUDITOR OF CONSTRUCTION

H. R. Moore, (B-252)
Charlotte, N. C.

Washington, D. C.

August 22, 1960

Dear Sir:

Please use A.F.E. No. 109782 for the following project:

(Description) Converting ballast deck trestle into open deck trestle

(Location) _____
(City) _____ (State) N. C. (Mile Post) K-62.3

28 (Valuation Section) Winston-Salem (Division) Estimated Cost \$ _____

Kindly instruct that this number be used in all communications relating to this subject, and in distributions, vouchers and bills affecting it.

Yours very truly,

A. A. Hessling
Auditor of Construction

Note:-

Copies of this form to be submitted to all concerned, as indicated below for securing A.F.E. numbers in advance of commencement of new work involving charges to physical property, road and equipment.

Cy: Chief Engineer	G. H. Echols	Wash., D.C.
Mgr. Purch. & Stores	N. B. Coggins	Wash., D.C.
Aud. of Construction	A. A. Hessling	Wash., D.C.
Aud. of Payrolls	M. F. Hawkshaw	Atlanta, Ga.
Supt. M.of W. Offices	C. H. Miller	Atlanta, Ga.
Division Engineer	<u>H. L. Rose</u>	<u>Winston-Salem, N. C.</u>
Supt. of Comm.	_____	_____
S. & E. Supt.	_____	_____
B&B Supervisor	C. B. Foster	Greensboro, N. C.

August 19, 1960. a

B-252

Dept. No. _____

SOUTHERN RAILWAY COMPANY

Name of Carrier

1 of 1 Sheets

DETAILED ESTIMATE

Sheet No. 1 of 1 Sheets

Reference AFR-109782

Office of Chief Engineer WMS, EL

Date Charlotte, N. C., August 26, 19

Location and description of project: MP. K-62.3 - Double Creek - Converting ballast deck trestle approaches into open deck trestles. VS-28, Winston-Salem Division

Acct. No.

DETAIL ESTIMATE OF LABOR AND MATERIAL

					Total	A & B	I. O. E.
1	Engineering				350	280	70
6	Piles, creos., new	L.F.	1200 @ 1.70 =	2,040			
	Lumber " " caps	MBM	1.5 @ 320.00	480			
	S.H. stringers	"	8.4 @ 85.00	714			
	New bracing and guard rails	"	0.8 @ 240.00	192			
	Hardware, new	Lbs.	1100 @ .25	275			
	Spike grids, new	Ea.	28 @ .35	10			
	Cut-off pads- piling, new	Ea.	35 @ 1.20	42			
	Metal covers, new	Sq.Ft.	800 @ .12	96	3,849	3,849	
8	Ties, creos. new	MBM	4.05 @ 240.00	972	972		
10	Tie pads, new	Ea.	136 @ .50	68	68		
218	Ballast	C.Yds.	30 @ 2.50	75			75
220	T. L. & S.			500			500
270	Dismantling retired road property			750			750
	Contingencies			636	501		135
Total Est. Expenditure - Gross Cost					7,200	5,670	1,530

Retirements (C.E. File 117-238)

Constr. 1917

1	Engineering			3
6	B. T. & C.			1,712
8	Ties			29
11	Ballast			63
12	Placing ballast and ties			13
Total Retirements				1,820

SALVAGE

Lumber, SH, stringers MBM 8.4 @ 10 84

Estimated by _____ (Name) _____ (Title)

Approved: _____ (Name) _____ (Title)

SOUTHERN RAILWAY COMPANY

(Name of Carrier)

Form 1680

A.F.E. 109782

1126

Dept. No. B-252

Ledger Reference

AUTHORITY FOR EXPENDITURE

Folio _____ Year _____

Office of Ch. Engr. MWS, Charlotte, NC., B-26- 19 60

Authority for an expenditure of \$ 7,116 is requested for the purpose of Additions and Retirements - changes in trestle

(Character of Change)

Southern Railway Company
Owning Company

Southern Railway Company
Operating Company

Owned
~~Leased~~
~~Controlled~~

Location of proposed project: State N. C. Val. Sec. No. 28 Station or M. P. K-62.3 Division Winston-Salem

Description of Project:-

Reason and necessity for the extension, improvement or other changes:

Converting ballast deck trestle approaches into open deck trestle, Double Creek.

File bents supporting ballast deck trestle approaches to Double Creek bridge are in such condition that they should be re-driven this year. Authority is requested to rebuild as open deck trestle.

Time of completion to be within the present calendar year.

Not used jointly.

Form 1741 attached.

Drawing No. 9387 dated May 20, 1960.

Ry. Acct. No.	SUMMARY - AUTHORIZED	ACTUAL
Estimated gross cost of project.....	<u>Appr. val. 8 84</u> \$ 7,200\$
Operating Expenses \$	105
Chargeable for property retired	Accr. Depreciation.. 1631
	84
Value of salvage recovered.....	
Cost of property retired.....	1,820
Incidental costs chargeable to operating expenses.....	1,530
To other accounts.....	
	3,350
Net charge to property investment account	\$ 3,850\$
Total cost to be borne by	<u>Southern Railway Company</u>	

Or participated by _____

Recommended:

Approved:

Superintendent

Chief Engineer M.W. & S.

Asst. Chief Engineer

Chief Engineer

General Manager

Vice President

Certified for right of way: Vice President

Approved: Supt. R. E. and C. Dept.

President

File

Charlotte, N. C., August 26, 1960. a
B-252

1126

SUBJECT: Winston-Salem, N. C. - AFE #109782 - ~~Converting ballast deck~~
trestle approaches into open deck trestle, Winston-Salem Division

Mr. Rust:

Attached is signed form 1680 dated August 26, 1960, amount
\$7,116, covering the above.

Will you kindly handle for approval.

H R M

Cy- Mr. Bradley:
Mr. Hesslering:
Mr. Rose: ✓
Mr. Amy:
Mr. Foster:

With copy of papers.

H R M

K-62:3
Double Creek

Charlotte, N.C., October 7, 1960.sc
B-252

1126

SUBJECT: Converting ballast deck trestle approaches into open deck
trestle, MP K 62.3. ~~AFE 109782.~~

Mr. Rose:

Form 1680, dated August 26, amount \$7,116.00, covering the
above project was approved September 30, 1960, the work to be completed
during the present calendar year.

HRM

Cy - Mr. Rust: Mr. Echol's letter October 6, to you, copy to me.

H R N

Mr. Bradley:
Mr. Foster:
Mr. Coggins:

Double Creek

As information.

H R M

1126

E. C. BOYLES



G & B Oil Company

WHOLESALE AND RETAIL

Heating Oil - Kerosene - Gasoline

667 NORTH BRIDGE STREET PHONE 370

Elkin, N. C., 1124 1961

Name Southern Railway Co

Address A. E. Chambers, D.E., Box 214, Winston Salem N.C.

	GALS. GAS	@	
	QTS. OIL	@	
276.	GALS. KEROSENE	@ 164	45.26
	GALS. FUEL OIL	T @ X	1.36
			\$ 46.62

Non Highway use
 used in Phil drive
 NW. 800.
A.F.E 1097.82

A.E. Chambers

24354

SALESMAN

1176
E. C. BOYLES



G & B Oil Company

WHOLESALE AND RETAIL
Heating Oil - Kerosene - Gasoline
667 NORTH BRIDGE STREET PHONE 370

Elkin, N. C., 1124 1961

Name Southern Railway Co

Address G. E. Chambers, D.F.

Box 214 Winston Salem, N.C.
GALS. GAS @

QTS. OIL @

266 GALS. KEROSENE @ 27.9 # 74.21

GALS. FUEL OIL @

Non Highway use
Winston Rite driven

M.W. 800

A.F.E. 109782

G. E. Chambers

24351

SALESMAN



G & B Oil Company

E. C. BOYLES

WHOLESALE AND RETAIL

Heating Oil - Kerosene - Gasoline

667 NORTH BRIDGE STREET PHONE 370

Elkin, N. C., 1-24-1961

Name Southern Railway Co.

To A.C. Chambers D.E.

Address Box 214 Winston-Salem, N.C.

266	GALS. GAS	@ 27.9	74.21
	QTS. OIL	@	
	GALS. KEROSENE	@	
	GALS. FUEL OIL	@	

Non-Highway use

used on pile driver

MW 800

A.P.E. 109782

16046

B.S. Stordimire

SALESMAN

1126

AFE 109782

Double Creek Bridge

Siloam, North Carolina

Milepost K-62.3

Converting Ballast Deck Trestle Approaches into Open Deck Trestles

~~Complete File on Mr. Chambers Deck.~~

elt 3/1/61

Southern Railway System

Operating Department

Office of Superintendant

Winston-Salem, N.C.

H. H. BRADLEY
SUPERINTENDENT

Southern Railway System

Operating Department

Office of Superintendent

Winston-Salem, N.C.

H. H. BRADLEY
SUPERINTENDENT

In reply, refer to
File No.

Convert the ... Deck Treatise Approaches into Open Deck Treatise

Complete file on Mr. Chambers Deck.

of 3/1/01

1136

APR 10 1892

Double Creek Bridge

Stilwell, North Carolina

1126

100M 1-1-57-P

Form 424

Double Creek Bridge - Siloam, N.C.
AFE 109782

No. 1126

No. 1126

No. 1126 Section _____

Date _____, 195 _____

SUBJECT:

Double Creek Bridge K-62.3

Siloam, N.C.

Milepost K-62.3

AFE 109782

For PREVIOUS Correspondence:

See File No. _____

" " " _____

" Section No. _____

For LATER Correspondence:

See File No. _____

" " " _____

" Section No. _____

For CORRESPONDENCE on:

See File No. _____

1126 - Double Creek Bridge - Siloam, NC
AFE 109782

1126

Dept. No. _____

Comptroller's No. _____

SOUTHERN RAILWAY COMPANY

AUTHORITY FOR EXPENDITURE FOR CHANGES IN PHYSICAL PROPERTY—ROAD.

Office of Engineer H. W. Richmond, Va., Box 21 191 4

Authority is asked for an expenditure of \$ 2200.00 for reconstructing present

Located at Near Rockford, N.C. on N. C. Seaboard Division, Sub-Div. No. 15, M. P. 4-62.3

Name of Original Railroad Northwestern North Carolina R.R., Ga. Val. Sec. No. 23

Date of existing agreement None Is new agreement necessary? No Is new right of way required? No

Estimated Cost:

To be borne by Railway Company - - - - \$ 2200.00
 To be borne by Applicant or Joint User Company \$ _____
 Total - - - - \$ 2200.00

DESCRIPTION, CONDITIONS AND SPECIFICATIONS

(See instructions on back)

It is proposed to reconstruct present open deck trestle approaches at M.P. 4-62.3, near Rockford, N.C., making them standard nine-panel ballasted deck trestles, 121 1/2 ft. long, maximum height 19 feet.

The cost of this work will be protected within regular maintenance appropriation and below is an estimate of same:

	Clerical work preparing reports-----	3.00
1440	Lin. Ft. Crossed Piles @ 23¢-----	331.20
26200	Yt. S. E. Crossed Lumber @ \$38.00 per M-----	995.60
72	First Class cross-ties @ 55¢ each-----	39.60
54	Cu. Yds. Ballast @ 70¢-----	37.80
135	Lbs. Best Spikes @ \$2.10-----	2.84
540	Lbs. Bolts @ \$2.50-----	13.50
90	Lbs. Washers @ \$3.90-----	3.51
9	Gals. Crossed Oil @ 65¢-----	5.85
	Work Train Expense-----	135.00
	Labor erecting-----	450.00
	Contingencies-----	102.10
	Total Estimated Cost-----	\$2200.00

Oliver Root
Moore

Completed Mar - 1917

Recommended:

J. E. Buckley
Resident Engr.

Approved:

V.-P. and Gen. Mgr.

Superintendent

Certified for right of way:

Vice-President

Gen. Frt. Agent

Approved:

Supt. R. E. and C. Dept.

Chief Engr. M. W. S.

President

PERMANENT TRACK WORK—Continued

Brought Forward.....									
Coal Dumps:									
Material as follows—									
Labor.....									
TOTAL.....									
Shifting Existing Tracks.....									
Moving and Relocating, and Repairing Fences, Buildings and Other Structures, to make way for Track Improvements:									
Material as follows:—									
Labor.....									
TOTAL.....									
TRACKS TAKEN UP, TO BE RELAID									
No. Length									
Labor taking up.....									
Salvage as follows:—									
R. S. Rail Lb. Ft.	Tons								
R. S. Rail Lb. Ft.	"								
Scrap Rail Lb. Ft.	"								
Crossties.....	No.								
Switch-ties.....	Sets								
Angle Bars Lb. No.	No.								
Angle Bars Lb. No.	"								
Joints (kind) , Lb.	"								
Rail Braces.....	"								
Tie Plates.....	"								
Switches Lb.	"								
Switches Lb.	"								
Guard Rails.....	"								
Guard Rail Clamps.....	"								
Switch Stands, high.....	"								
Switch Stands, low.....	"								
Frogs (kind) , Lb.	"								
Frogs (kind) , Lb.	"								
TOTAL SALVAGE.....									
Total Permanent Track Work.....									

PERMANENT STRUCTURAL WORK

BUILDINGS, BRIDGES, TRESTLES, INTERLOCKING PLANTS, SIGNALS, AND OTHER STRUCTURES

Class of Structure	Open-deck trestle approaches to bridge								
Character of Work Authorized	Constructing ballast-deck trestle approaches.								
Engineering	Clerical work preparing reports								
DEMOLISHING AND REMOVING EXISTING STRUCTURES, TO BE REPLACED:						3.00			
Salvage as follows:—									
TOTAL SALVAGE.....									
Labor.....									
MOVING AND RELOCATING STRUCTURES TO MAKE WAY FOR IMPROVEMENTS, AND REPAIRS TO SUCH:									
Material as follows:—									
Labor.....									
TOTAL.....						3.00			

Note:—Each of the previously existing open-deck trestle approaches at this point were 37'0" long, maximum height 19'0".

The new ballast-deck trestle approaches at this point are each 52'6" long, maximum height 21'0", there being four panels in each approach.

PERMANENT STRUCTURAL WORK—Continued

ALTERATIONS AND REPAIRS TO EXISTING STRUCTURES, WHEN ADDITIONS ARE MADE THERETO:

Material as follows:—

Labor.....
TOTAL.....

ERECTING NEW STRUCTURES OR ADDITION TO EXISTING STRUCTURE:

Excavating and Grading.....

Erection (Contractor).....

Erection (Labor).....

Material as follows:—

458.18

Lumber	Ft.	15451	37.16	574.16
Bolts	"	7555	31.64	239.04
Bolts	Lb.	120	3.61	4.33
"	"	165	3.65	6.02
Roat Spikes	"	10	2.83	.28
Crescote Oil	Gal.	5	.267	1.33
Washers	Lb.	33	4.00	1.32
Drift Bolts	"	675	3.65	24.64
(NW212) Crossties(1st class) No.	No.	49	.59	28.91
"X" Crushed stone	Tons	64.86	1.15	74.59
Piles	No.Ft.	1440	.21	302.40
Work train service				119.85
Paint	Gal.	1		.08

TOTAL.....

1835.13

RESTORING GROUNDS TO NORMAL CONDITION AFTER COMPLETION OF BETTERMENTS, (leveling, resodding or respreading chert, etc.):

Material as follows:—

"X" - This item of crushed stone covered by Winston-Salem Division Department voucher No. 689, dated April 19th, 1917, in favor of North Carolina Granite Corporation, (Total amount of this voucher is \$136.74)

Labor.....
TOTAL.....

Total Permanent Structural Work.....

1835.13

TEMPORARY WORK

FALSE WORK AND TEMPORARY TRACKS FOR CONSTRUCTION PURPOSES:

Description of Temporary Work

Material used as follows—

Labor.....
TOTAL.....

REMOVING FALSE WORK AND TEMPORARY TRACKS:

Labor.....

Salvage as follows:—

FORWARD.....

TEMPORARY WORK—Continued

Brought Forward.....									
TOTAL SALVAGE.....									

FALSE WORK AND TEMPORARY TRACKS TO SUPPORT STRUCTURES AND MAINTAIN TRAFFIC DURING CONSTRUCTION:

Description of Temporary Work

Material used as follows—									
Labor.....									
TOTAL.....									
REMOVING FALSE WORK AND TEMPORARY TRACKS:									
Labor.....									
Salvage as follows:—									
TOTAL SALVAGE.....									
Total Temporary Work (Net).....									
GRAND TOTAL.....									
TOTAL ESTIMATED COST.....							1838.13		
Difference.....							2200.00		
							361.87		

SUMMARY OF CHARGES

Month Charged	Labor	Material	Vouchers	Miscellaneous Clerical Work	Total
Nov., 1916	Engineer M.W. Distribution			2.00	2.00
Dec., 1916	62.82	372.39			435.21
Jan., 1917	21.33	30.60			51.93
Feb., 1917	304.93	579.38			884.31
Mar., 1917	57.90	300.73			358.63
Apr., 1917	11.20	19.26	74.59		105.05
June, 1917	Engineer M.W. Distribution			1.00	1.00
TOTAL.....	458.18	1302.36	74.59	3.00	1838.13

EXPLANATION OF INCREASE OR DECREASE

Decrease in creosoted lumber and contingencies.

CORRECT:

Road Engineer or Roadmaster.

APPROVED:

[Signature]
Engineer M. of W.

APPROVED:

Office of

Engineer M. W.

Station

Richmond, Va.

Date

July 13th, 1917.

1126 6
Danville, Va., May 8, 1919. 112

File 2226

Mr. W. T. Pollard,
Auditor of Construction,
Washington, D. C.

Dear Sir:

I refer to my completion report dated February 24, 1919, covering work done in connection with new concrete bridge piers replacing timber piers at Double Creek, N. C., M.P. K-62.3

By reference to W-S B&B distribution for February, 1919, you will note the following charges appearing against this authority.

Lumber - S. H.	7604'	at 10.00	76.04
Cree. Timber S. H.	952'	20.00	19.04
Cree. Piling	180'	.23	41.40
			<u>136.48</u>

These charges are in error and should have appeared as a credit as the material was released and stored at Rural Hall.

I will thank you to make the necessary adjustment in your accounts as I am sending a copy of this letter to Auditor of Disbursements asking him to make proper adjustment.

My completion report as rendered shows a total cost for this work of \$3001.93, and I will also thank you to reduce this amount by 136.48 on the report, leaving a total cost of \$2865.45

Yours truly,

Resident Engineer.

Copy to Mr. F. D. Pollard:

The above charges should have been credited to this work instead of debited, and will thank you to make the necessary adjustment in your next month's accounts.

Copy to Mr. Foreacre:

Mr. Herman:

Mr. Simpson:

Mr. Bergman:

Mr. Hall: ✓

For your information.

O. D. C.

SOUTHERN RAILWAY COMPANY

OFFICE OF

Mr Fox

*502 94136 ties unloaded
at Rockford this am for Double
Creek Bridge In PK-62.3*

Em

9-17-28 15M. D. B.

Form 1295

Dept. No.

4866 ✓

A. F. E. No.

59110 ✓

Date of 1680

11-30-28 ✓

(Name of Carrier)

Owner

Southern Railway Company

Sheet No.

1 ✓

of

3 ✓

Sheets

ROADWAY COMPLETION REPORT

Final

No.

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

Location: Town or M. P.

4-62.3 ✓

Work Begun

7-4-29 ✓

Val. Sec.

28 ✓

State

Ala. ✓

Optg. Sub-Divn.

4 ✓

Project Completed

7-30-29 ✓

Operating Division

Mobile - Alabama ✓

Turned over to Operation

7-30-29 ✓

Description

Double track Bridge with deck lattice girder span as shown on drawing 4087 with new deck plate girder span 74'10" - Replaced with deck

Cost borne by

Southern Railway Company (both in joint territory)

\$ 59,495.22

Gross Estimated Cost

\$ 78,000.00 ✓

Gross Actual Cost

\$ 59,495.22 ✓

Difference \$

18,504.78 ✓

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

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

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

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

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

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

VEE

NOV 11 1890

NOV 11 1890

(Name of Carrier)

Owner

A. F. E. No.

Lessee

Sheet No. Of Sheets

ROADWAY COMPLETION REPORT { Progressive } No. { Final }

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

Location: Town or M. P. Work Begun

Val. Sec. State Optg. Sub-Divn. Project Completed

Operating Division Turned over to Operation

Description

Cost borne by \$

Acct. No.	DESCRIPTION OF PROPERTY AND CONSTITUENT PARTS	Unit	Quantity	Unit Price	PROPERTY UNITS ADDED	PROPERTY RETIRED COST
	Gross Cost of Project					
	Butterments					
6	New Span:					
	Deck plate girder span Complete 74'-10" (1)	Lb.	96400	Inv. -	3 661 30	
	Rest and inspection				128 94	
	Fabrication of structural steel				5 00	
	Analysis of red lead				2 68	
	Paint, 50-A Black	Gal.	15	.71043	10 66	
	Labor unloading girders				29 50	
	swelting span				315 38	
	placing				265 18	
	painting				46 91	
	Work train expense	Day	2	53.68	107 25	
	Total Cost New Span in Place	Lb.	96400	.047893 -04657	4 616 91 4 488 00	4616.89
	Cost to replace in kind span released:					
	Deck lattice girder span Complete 74'-6 3/4" (1)	Lb.	5700 37684	.047893 -04657		7476.07 1754 94
6	R.T.E.				4 616 91	1804 80 7476.07
	Additional:					
11	Stone Ballast	Cu.Yd.	25.2	1.05	26 46	
	Labor unloading ballast				6 00	
11					32 46	
12	Labor applying ballast				7 00	
	R.T.E.				39 46	7476.07
	Total R.T.E.				4 656 37	1754 94
	Incidental Operating Expenses:					
201	Superintendence				80 36	
208a	Lumber, New	MBM	.440	50.96	22 42	
			.576	30.39	17 50	
	(Guard Rail)		.939	50.96	47 85	
	Carroll Oil	Gal.	30	26.477	7 94	
	Boat Spikes, New	Cwt.	.50	4.00	2 00	
	Nails		.20	2.80	56	
	Work train expense Forwarded	Day	2	53.68	107 25	
					197 58	
					603 52	

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

Subscribed and sworn to before me, this 20 day of September 1929

(Title) Eng. M. W. St.

(Title) Notary Public

SUMMARY OF CHARGES

Month Charged	Labor	Material	Vouchers	Miscellaneous	Total
Nov 1928					
Apr 1929					
June 1929					
July 1929					
Mo. 79-08/19/29 Haddinty S. Co.					
Sept 1929					
Total					

EXPLANATION OF INCREASE OR DECREASE

INSTRUCTIONS GOVERNING THE PREPARATION OF COMPLETION REPORTS.

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

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

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

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

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

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

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

Summary of Charges and Credits

Month	DESCRIPTION OF REPORT	Form 1758	Vouchers	Misc.	Total	Salvage
Nov '28	E. M. H. Transfer Invoice			56.80	56.80	-
Apr '29				23.56	23.56	-
June '29	Engr of Sects			44.14	44.14	-
July '29	+ W.S. Dim 1758	566197		7.68	5669.65	245.58
	Do. 79-8/19/29 Hiddenite Gran Co.		2646		26.46	-
Sept '29	W.P.'s Transfer Invoice			128.91	128.91	-
				261.09	5949.52	
				132.18	5817.34	245.58

EXPLANATION OF INCREASE OR DECREASE

Decrease. Item + labor debit cost as much as estimated.

INSTRUCTIONS GOVERNING THE PREPARATION OF COMPLETION REPORTS

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

Acct.No.	DESCRIPTION OF PROPERTY AND CONSTITUENT PARTS	Unit	Quantity	Unit Price	PROPERTY UNITS ADDED	PROPERTY RETIRED COST
1-	Labor (Engineering)				56.80	
1-					23.52	
1-					80.36	
6-	1-74'-10" D.K. Under Span Long Rls 96400				3661.30	
	Test + Inspr. of D.K. for + fabrication of single track skewed deck plate gir. span.				44.14	
	Fabrication of Structural Steel				5.00	
	Analysis of Dred lead				3.68	
	Black lead for paint 50 lb. tubs 15 .71043				10.66	
	B+13 Labor - unloading girder				29.50	
	erecting iron				55.79	
	erecting girder				315.38	
	getting ready to put girder in place				55.79	
	putting girder in				111.58	
	painting girder				46.91	
	Day Labor - assisting to put bridge in				42.02	
	Work Train Exp - unloading steel for 2 days				109.25	
11-	Crushed Stone	Ch/100	2512	1.05	26.46	
					4514.46	
					4594.82	
	Est. Orig. Cost of Property Retired					
6-	Steel Span	Rts	37,684	.065		2449.46
						2449.46
	Incidental Costs, Operating Expenses					
208-	New B. + T. Lumber	Pt/B3M	440	50.96	22.42	
	Bldg.		576	30.39	17.50	
	Boat Spikes	Lbs	50	4.00	2.00	
	Spikes		20	2.80	.56	
	B+13 Labor - building falsework				232.55	
	loading timbers				40.12	
	taking out falsework				58.99	
	New G. P. Guard Rails 6000	Pt/B3M	939	50.96	47.85	
	Crescent Oil	Gals	30	.26477	7.94	
	B+13 Labor - putting deck in				117.28	
	taking off				29.49	
	cutting braces out of old girder				58.99	
	B+13 Labor loading old girder				48.95	
	Work Train Expense loading old girder				109.25	
	B+13 Labor - cleaning up				35.77	
212-	46 Pcs. 8'x12'x12' N.P. ties New Pt/B3M		4416			
	22 / 8'x13'x12'		2288			
			6704	50.96	341.64	
220-	B+13 Labor - framing ties				55.79	
	Total Inc. Op. Exp.				1225.79	
	Total expenditure at Gross Cost				5820.61	
(47)	Salvage					
	74'6" deck lattice girder span	Lbs	51700		245.58	

I, L. L. Bennett, of the above named company, do swear that the foregoing report of property changes, which were made under my Supervision, is true to the best of my knowledge and belief.

Subscribed and sworn to before me, this August day of 1929

(Title)

(Title)

Roadmaster

Notary Public

Southern Railway Company
(Name of Carrier)

Roadway Completion Report

Dept. No. 4866

Continuation Sheet

A. F. E. No. 59110

Sheet No. 2 of 3 Sheets

Acc't No.	DESCRIPTION OF PROPERTY AND CONSTITUENT PARTS	Unit	Quantity	Price Unit	PROPERTY UNITS ADDED	PROPERTY RETIRED COST
	<i>Forwarded</i>				197 58 205 52	
208a	Labor constructing falsework	✓			212 87 232 55	✓
	✓ removing ✓	✓			58 99	✓
	✓ handling lumber	✓			40 12	✓
	✓ renewing deck	✓			147 47	✓
	✓ cutting braces out of old span	✓			58 99	✓
	✓ loading old span	✓			48 95	✓
	✓ cleaning up	✓			35 77	✓
208a					828 36	800.74 ✓
212a	Lumber, Plain ties (46-8X12X12)	MBM	4.416			✓
	✓ (22-8X13X12)	✓	2.288			✓
	✓ creosote oil	Gals	6.704	50.96	341 64	✓
212a	Labor dipping bridge ties		30	.26477	7 94	✓
					6 68	✓
					356 26	✓
220a	Labor framing + placing ties				55 79	✓
	Total Incidental Operating Expenses				1293 15	✓
	Total Expenditure - Gross Cost				5949 52	✓
	<u>Value of Salvage Recovered</u>					
	Deck lattice girder span, 74'-6 3/4", Scrap		24558	9.50	24558	✓
	<u>Summary</u>					
	Total	Labor	Material	Undivided		
6	4616.91	837.70	3779.21			
11	32.46	6.00	26.46			
12	7.00	7.00				
201	80.36	80.36				
208-a	800.74	603.16	197.58			
212-a	356.26	668	349.58			
220-a	55.79	55.79				
	5949.52	1596.69	4352.83			

Southern Railway Company
(Name of Carrier)

Roadway Completion Report

Dept. No. *4866*

Continuation Sheet

A. F. E. No. *59110*

Sheet No. *3* of *3* Sheets

Acc't No.	DESCRIPTION OF PROPERTY AND CONSTITUENT PARTS	Unit	Quantity	Price Unit	PROPERTY UNITS ADDED	PROPERTY RETIRED COST
	<i>Property Retired in Terms of Federal Inventory</i>					
<i>6</i>	<i>Structural Steel Lattice Girder Span, 74'-6 3/4" long</i>	<i>Lb.</i>	<i>37,684</i>			<i>1319 00</i>

Dept. No. **B-252**

A. F. E. **59110**

SOUTHERN RAILWAY COMPANY

(Name of Carrier)

AUTHORITY FOR EXPENDITURE

Office of **CE W&S 121, Charlotte, N.C., November 30, 1928**

Authority for an expenditure of \$ **7,800.00** is requested for the purpose of **making betterment**

(Character of Change)

to the property of **Richmond & Danville RR**

(Name of Leased Line or Predecessor Operating Railroad)

Location of proposed project: State **N.C.** Val. Sec. No. **28** Station or M. P. **K-62.3** Division **W-Salem**

Description of project:—

Reasons and necessity for the extension, improvement, or other changes:

Installation of new deck plate girder span 74'10-1/2" e. to e. replacing deck lattice girder span as shown on attached drawing 4087.

DOUBLE CREEK BRIDGE, MP K-62.3

The present structure contains one 74'6" deck lattice girder span, originally built in 1889 for Popes Head No. 4, MP 26.2. On account of its light capacity it was removed from the main line and re-erected here in 1905. The span is stressed to the recognized safe limit by present power and is inefficiently braced. On account of the age of the span and the fact that the material is iron it is felt that it would not be economical to attempt to reinforce it and it is recommended that a new span designed for modern loading be installed in 1929.

Work will require four months after date of authorization to construct and three months additional to assemble charges.

Capital	\$4450.54
Operating	3164.46
Salvage	185.00
Total	\$7800.00

Estimated cash outlay \$7,800.00.

This facility not used jointly by any other railway.

SUMMARY OF ESTIMATE

Estimated gross cost of project.....	\$	7,800.00
Amount chargeable to operating expenses for property retired.....	\$	2,264.46
Value of salvage recovered.....		185.00
Cost of property retired.....	\$	2,449.46
Incidental costs chargeable to operating expenses.....		900.00
To other accounts.....		
		3,349.46
Net charge to property investment account.....	\$	4,450.54

Total cost to be borne by **Southern Railway Company**

(Name of Company)

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

Recommended: _____ Approved: _____

_____ General Manager

_____ Vice President

Eng'r M. of W. _____ Certified for right of way: _____ Vice President

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

Gen'l Superintendent _____ Approved: _____

G. L. Sinton Chief Eng'r M. W. S. _____ President

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

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

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

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

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

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

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

1. Is the facility new and additional?
2. Does the facility replace an existing structure to be retired? If "yes," give—
 - (a) Date constructed (b) Original cost, \$.....
 - (c) Estimated original cost, if actual is not known \$.....
 - (d) Estimated cost to remove \$.....
 - (e) Estimated value of salvage \$.....
 - (f) If a metal bridge is replaced, what is weight of bridge removed?
 - (g) If a trestle is filled, what is its value as a temporary trestle for filling purposes? \$.....
3. Will betterments be made? If "yes," give description

 - (a) Cost of new material installed \$.....
 - (b) Cost to replace existing material parts at current prices \$.....
 - (c) Betterment \$.....
 - (d) Total Labor \$.....
 - (e) Gross Cost \$.....
 - (f) Salvage \$.....

4. Will repairs and alterations be made to an existing facility? If "yes," give—
 - (a) Description
 - (b) Estimated cost \$.....
5. Will an existing facility be enlarged? If "yes," give—
 - (a) Description
 - (b) Estimated cost \$.....
6. Will any part of the old facility be utilized in the construction of the new? If "yes," give—
 - (a) Description
 - (b) Appraised value \$.....
7. Will any existing facilities be relocated? If "yes," give—
 - (a) Description
 - (b) Estimated cost \$.....
8. Give estimated cost of new material used in tracks shifted to a new location \$.....
9. Will the facility be owned jointly? If "yes," give—
 - (a) Name of joint owner
 - (b) Date of agreement
10. If turnout be constructed give net charge to maintenance and attach details. \$.....
11. Give date of existing agreement Is new agreement necessary?

Is new right of way required?

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

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

Dept. No. B-252

SOUTHERN RAILWAY COMPANY

Name of Carrier

Sheet No. 1 of 1 Sheets

DETAILED ESTIMATE

Reference AVE 59110

Office of Chief Engineer NWS., Lines East, Date Charlotte, N. C., November 30, 1928

Location and description of project: Installation of new deck plate girder span 74' 10-1/2" out to out (skewed) replacing deck lattice girder span as shown on attached drawing #4087.

DETAIL ESTIMATE OF LABOR AND MATERIAL

DOUBLE CREEK BRIDGE, MP K-62.3

New span (steel-erected)	95,000	Lbs. @	.065	erected	\$ 6,175.00
New deck (in place)	7.5	H B M	@80.00		600.00
Removing old span					300.00
Engineering and contingencies					<u>725.00</u>
				Estimated total cost	\$ 7,800.00

Estimated cost to renew, at current prices, portion of structure retired:-

Steel span 37,684 lbs. @ \$.065 \$ 2,449.46

Incidental Operating Charges:

New deck \$ 600.00

Removing old span 300.00
\$ 900.00

Salvage - 37,000 lbs. @ \$.005 - \$185.00

Units to be retired in terms of Federal Inventory:

Acct. 6 Structural steel lattice girder span 74'6" long - 37,684 lbs. - \$1319.00

Estimated by..... Approved:.....
(Name) (Title) C. E. M. W. & S.

Approved:..... Approved:.....
(Name) (Title) C. E. C.

Danville, Va. Dec. 8, 1928. e-r

Double Creek Bridge, MP K-62.3

Mr. Hewitt:

For your information I quote the following from Mr. Sitton to Mr. Hudson and attach copy of form 1680:

"I attach form 1680 requesting authority for an expenditure of \$7,800.00 for installing a new deck plate girder span releasing the present light lattice girder span at Double Creek, MP K-62.3.

This is one of the projects included in the 1929 bridge program as submitted to Mr. Akers. We are arranging to submit forms 1680 for these projects as promptly as possible so that Mr. Akers can handle for quick approval as soon as the bridge program as a whole has been approved. It is understood that no work is to be done on this particular project until the form 1680 has been formally authorized."

ENCL.

[Handwritten signature]

[Handwritten checkmark]

SOUTHERN RAILWAY SYSTEM

REQUISITION FOR MATERIAL FOR AUTHORIZED IMPROVEMENTS

WINSTON-SALEM

DIVISION

REQUISITION No. GE-3-79

CHARLOTTE, N. C.

STATION

DATE March 11, 1929

Quantity Required

ARTICLES AND DESCRIPTION

One

single track deck plate girder span, skewed, 74' 10-1/2" o.to o., as shown on attached drawing No. 4037. Design, material (except as noted) and fabrication to be in accordance with Southern Railway General Specification for Steel Structures of 1911, except live loading to be Cooper's E-60. Span to be erected by Southern Railway forces.

Invt. 5857/31

Deliver by July 15, 1929.

SHIP TO:-

Southern Railway Company,
c/o G.G. Hewitt, Roadmaster,
Rockford, N. C.

For authorized renewal of Double Creek Bridge, MP EG62.3. Form 1680

dated 11-30-28, amount \$7800.00, AVE #59110.

Charge: W-Salem B&B Acct.

Approved:

[Signature]

ENGINEER OF BRIDGES.

[Title]

Approved:

Approved:

Approved:

Approved:

Assistant to Vice- President.

Charlotte, N. C., March 11, 1929. 1-1
B-252

Double Creek Bridge, MP K-62.3

Mr. Akers:

Anticipating that our 1929 bridge renewal program will be approved shortly, which includes an item for the renewal of Double Creek Bridge, MP K-62.3, I am now enclosing Winston-Salem Division green requisition CE-3-79 covering the new span required.

I am sending the requisition at this time so that you may forward it when authority is granted. I am also sending under separate cover requisitions for all of the other new spans included in the 1929 bridge program, as it is thought it might be an advantage to invite bids on all of the new spans at one time.

Cy- Mr. Laughton:
Mr. DeRamus:
Mr. Asbury:
Mr. Hewitt: ✓

With copy of requisition.

CL 3
✓

Danville, Va. April 10, 1929. -

4866

SUBJECT: AFE-59110: Installation of New deck plate girder span,
Double Creek Bridge, M. P. K-62.3, Winston Salem division,
1680 dated November 30, 1928, amount \$7,800.00.

MR. HEWITT:

The above form was approved by Mr. Miller on April 6 as a part
of the 1929 Bridge Renewal Program, work to be completed within four months.

You have copy of Mr. Sitton's requisition CE-3-79, covering the
new span and Mr. Sitton's office is arranging to submit requisition ordering
the new deck as soon as they receive the Bridge Company's detailed drawings.

I sent you on December 8 copy of Mr. Sitton's 1680 and detailed
estimate form 1741. You will note that there is no work that you can do
until the material covered by Mr. Sitton's requisitions is received.

Acknowledge.

G. P. A.

Cy: Mr. McNairy:
Mr. Todd:

G. P. A.

jlw.

RAJ

Winston-Salem, N.C. April 12, 1929 -

SUBJECT: AFE-59110: Installation of New deck plate girder span,
Double Creek Bridge MP K-62.3, W-Salem Divn, 1680 dated
November 30, 1928, amount \$7,800.00

Mr. G. P. Asbury:

This will acknowledge receipt of your letter
of April 10th, file 4866.

G. G. Hewitt
Roadmaster.

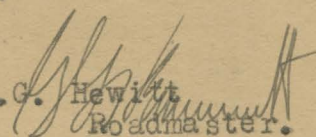
Cy: Mr. R. L. Fox:

In connection with the above I quote the following
from Mr. Asbury:

*The above form was approved by Mr. Miller on April
6 as a part of the 1929 Bridge Renewal Program, work to be
completed within four months.

You have copy of Mr. Sitton's requisition CE-3-79,
covering the new span and Mr. Sitton's office is arranging to
submit requisition ordering the new deck as soon as they receive
the Bridge Company's detailed drawings.

I sent you on December 8 copy of Mr. Sitton's 1680
and detailed estimated form 1741. You will note that there is
no work that you can do until the material covered by Mr. Sitton's
requisitions is received."


G. G. Hewitt
Roadmaster.

SOUTHERN RAILWAY SYSTEM

REQUISITION FOR MATERIAL FOR AUTHORIZED IMPROVEMENTS

WINSTON-SALEM

DIVISION

REQUISITION No. CE-4-120

CHARLOTTE, N. C.

STATION

DATE April 17, 1929

Quantity Required	ARTICLES AND DESCRIPTION
13 short 36	Bridge ties 8" x 13" x 12'0", Specification #4 - 17 In. 55679
36	" " 8" x 12" x 12'0" " #4 - 37 ✓
8	Pcs. 8" x 8" x 22'0" " #4 - 9 ✓
2	50 gallon barrels creosote oil. <i>Incl 54344</i>

Deliver by July 1st, 1929.

SHIP TO:-

Southern Railway Company,
c/o G. G. Howitt, Roadmaster,
Rockford, N. C.

For authorized renewal of Double Creek Bridge, WF K-62.3. Form 1680 dated November 30, 1928, amount \$7,800.00, AFB #59110.

Charge: W-Salem B&B Acct.

Approved: _____

[Signature]

ENGINEER OF BRIDGES.

Approved: _____

[Title]

Approved: _____

Approved: _____

Approved: _____

Assistant to Vice- President.

Winston-Salem, N.C. April 12, 1929 -

SUBJECT: AFB-59110: Installation of New deck plate girder span,
Double Creek Bridge MP K-62.3, W-Salem Divn, 1680 dated
November 30, 1928, amount \$7,800.00
Mr. G. P. Asbury:

This will acknowledge receipt of your letter
of April 10th, file 4866.

G. G. Hewitt
Roadmaster.

Cy: Mr. R. L. Fox:

In connection with the above I quote the following
from Mr. Asbury:

"The above form was approved by Mr. Miller on April
6 as a part of the 1929 Bridge Renewal Program, work to be
completed within four months.

You have copy of Mr. Sitton's requisition CE-3-79,
covering the new span and Mr. Sitton's office is arranging to
submit requisition ordering the new deck as soon as they receive
the Bridge Company's detailed drawings.

I sent you on December 2 copy of Mr. Sitton's 1680
and detailed estimated form 1741. You will note that there is
no work that you can do until the material covered by Mr. Sitton's
requisitions is received."

G.G. Hewitt
Roadmaster.

Charlotte, N. C., April 18, 1929. 1-1

B-252

Double Creek Bridge, MP K-62.3

Mr. Akers:

I attach Winston-Salem Division green requisition CE-4-120 covering the new ties, guard rail and creosoted oil for protecting same, required for the new deck of the new span authorized at the above location.

G L S

Cy- Mr. Laughton:
Mr. DeRemus:
Mr. Asbury:
Mr. Hewitt:

With copy of requisition.

CE 59110

Danville, Va. May 3, 1929. p

4866

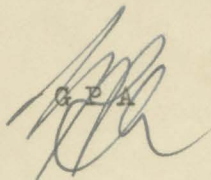
Subject: Double Creek Bridge, MP K-62.3

Mr. Hewitt:

The above job is not shown on your weekly progress report:

I understand that nothing can be done on this work until material ordered on Mr. Sitton's requisition CE-179 and CE-420 has been received; however, I will appreciate it if you will show the job on your weekly report until completed.

jlm

G. P. A.


Danville, Va. May 9, 1929. -

4866

SUBJECT: Double Creek Bridge, M. P. K-62.3.

MR. HEWITT:

Further reference to the above job, authorized on April 6 to be completed within four months, or by August 6, 1929.

You have copy of Mr. Sitton's requisitions CE-3-79 ordering the span and CE-4-120 ordering the new deck.

I now enclose one print each of the Virginia Bridge & Iron Company's drawings, sheets 1, 2, and 3, showing details of the span they are fabricating for this point.

You will note that on account of the length of this span it is being shipped knocked down, and it will be necessary for you to arrange to rivet it up on the ground.

We are not making any erection plan for this work. We thought that you would assemble the new girder at some convenient point near the bridge and rivet it up complete, then with the use of two derricks pick this span up and take it out and set it down on cribbing along side its location in the track, after which the old span would be taken out, placed on the ground, and the new span set in the track.

The old span released is to be sold as scrap, and I wish you would give me about three weeks notice of when you will be ready to ship it away so that sale order may be requested.

Kindly acknowledge receipt.

G. P. A.

Cy: Mr. Todd:

With copy of prints.

G. P. A.

Winston-Salem, N.C. May 10, 1929 - ggh-p

SUBJECT: Double Creek Bridge, M.P. K-62.3.

Mr. G. P. Asbury:

This will acknowledge receipt of yours May 9th, file 4866, enclosing one print each of the Virginia Bridge & Iron Company's drawings, sheets 1, 2, and 3, showing details of the span they are fabricating for this point.

G. G. Hewitt
Roadmaster.

Winston-Salem, N.C. May 10, 1929 - ggh-p

Mr. R. L. Fox:

SUBJECT: Double Creek Bridge, M.P. K-62.3.

I quote the following from Mr. Asbury and enclose one print each of the Virginia Bridge & Iron Company's drawings, sheets 1, 2, and 3, showing details of the span they are fabricating for this point:

"Further reference to the above job, authorized on April 6 to be completed within four months, or by August 6, 1929.

You have copy of Mr. Sitton's requisitions CE-3-79 ordering the span and CE-4-120 ordering the new deck.

I now enclose one print each of the Virginia Bridge & Iron Company's drawings, sheets 1, 2, and 3, showing details of the span they are fabricating for this point.

You will note that on account of the length of this span it is being shipped knocked down, and it will be necessary for you to arrange to rivet it up on the ground.

We are not making any erection plan for this work. We thought that you would assemble the new girder at some convenient point near the bridge and rivet it up complete, then with the use of two derricks pick this span up and take it out and set it down on cribbing along side its location in the track, after which the old span would be taken out, placed on the ground, and the new span set in the track.

The old span released is to be sold as scrap, and I wish you would give me about three weeks notice of when you will be ready to ship it away so that sale order may be requested.

Kindly acknowledge receipt."

Please study these prints carefully and then talk to me about the falsework that will be required.

G. G. Hewitt
G. G. Hewitt
Roadmaster.

Winston-Salem, N.C. May 10, 1929 - ggh-p

Mr. R. L. Fox:

SUBJECT: Double Creek Bridge, M.P. K-62.3.

I quote the following from Mr. Asbury and enclose one print each of the Virginia Bridge & Iron Company's drawings, sheets 1, 2, and 3, showing details of the span they are fabricating for this point:

"Further reference to the above job, authorized on April 6 to be completed within four months, or by August 6, 1929.

You have copy of Mr. Sitton's requisitions CE-3-79 ordering the span and CE-4-120 ordering the new deck.

I now enclose one print each of the Virginia Bridge & Iron Company's drawings, sheets 1, 2, and 3, showing details of the span they are fabricating for this point.

You will note that on account of the length of this span it is being shipped knocked down, and it will be necessary for you to arrange to rivet it up on the ground.

We are not making any erection plan for this work. We thought that you would assemble the new girder at some convenient point near the bridge and rivet it up complete, then with the use of two derricks pick this span up and take it out and set it down on cribbing along side its location in the track, after which the old span would be taken out, placed on the ground, and the new span set in the track.

The old span released is to be sold as scrap, and I wish you would give me about three weeks notice of when you will be ready to ship it away so that sale order may be requested.

Kindly acknowledge receipt."

Please study these prints carefully and then talk to me about the falsework that will be required.

G. G. Hewitt
Roadmaster.

Give 1680¹⁷⁴¹ blue print to RLF 5/11/29

Winston Salem N.C. May 12 1929

Mr. Hewitt RM,

I acknowledge receipt of the plans on new steel
span for Double Creek Bridge MP.K.62.3


R. L. Fox
Asst. E. R. Supr.

Perms 1295 mailed G.P.A's office
8/27/29

Short charges for derricks

Expect to get bill or transfr
ms. soon - 1295 not comp
without this charge

Danville, Va. June 21, 1929. p

4866

SUBJECT: Double Creek Bridge, MP K-62.3.

MR. HEWITT:

As information I am advised that the Virginia Bridge Company expects to ship the span for Double Creek on July 3rd.

In this connection you will note that Mr. Sitton's requisition CE-4-120 ordering the new deck material calls for delivery July 1st. If this material is not received or notice received early in July, please let me know.

jlh
Cy/Mr. Todd:

GPA
[Handwritten signature]

[Handwritten initials]


Winston-Salem, N.C., June 22, 1929-

Mr. R. L. Fox:

Mr. Asbury advises that he has been informed that the Virginia Bridge Company expects to ship the span for Double Creek Bridge, MP K-62.3 on July 3rd.

In this connection you will note that Mr. Sitton's requisition CE-4-120 ordering the new deck material calls for delivery July 1st. If this material is not received or notice received early in July, please let me know.

G G Hewitt



Winston-Salem, N.C., June 22, 1929-

Mr. R. L. Fox:

Mr. Asbury advises that he has been informed that the Virginia Bridge Company expects to ship the span for Double Creek Bridge, MP K-62.3 on July 3rd.

In this connection you will note that Mr. Sitton's requisition CE-4-120 ordering the new deck material calls for delivery July 1st. If this material is not received or notice received early in July, please let me know.

G G Hewitt

RL7

Denville, Va. July 3, 1929. sp

4866

SUBJECT: New Deck Plate Girder Span - MP K-62.3 - Double Creek.

MR. SIFTON:

Your file B-252:

The above authority expires on August 6th and as none of the material on requisition CE-3-79 or CE-4-120 has as yet shown up, I believe we had better ask for an extension of time; 30 days I think will be sufficient if we can depend upon the material being delivered any time this month.

G P A

jlm
Cy/Mr. Hewitt:

✓
[Handwritten signature]

Winston-Salem, N.C. July 4, 1929 -

SUBJECT: New Deck Plate Girder Span - MP K-62.3 -
Double Creek -


Mr. R. L. Fox:

I quote the following from Mr. Asbury
to Mr. Sitton, copy to me July 3rd:

"Your file B-252:

The above authority expires on August
6th and as none of the material on requisition CE-3-79
or CE-4-120 has as yet shown up, I believe we had better
ask for an extension of time; 30 days I think will be suf-
ficient if we can depend upon the material being delivered
any time this month."

G. G. Hewitt
Roadmaster.



Winston-Salem, N.C. July 4, 1929 -

SUBJECT: New Deck Plate Girder Span - MP K-62.3 -
Double Creek -

Mr. R. L. Fox:

I quote the following from Mr. Asbury
to Mr. Sitton, copy to me July 3rd:

"Your file B-252:

The above authority expires on August
6th and as none of the material on requisition CE-3-79
or CE-4-120 has as yet shown up, I believe we had better
ask for an extension of time; 30 days I think will be suf-
ficient if we can depend upon the material being delivered
any time this month."

G. G. Hewitt
Roadmaster.

Uniform Domestic Straight Bill of Lading, Adopted by Carriers in Official, Southern and Western Classification Territories, March 15, 1922.

THIS MEMORANDUM is an acknowledgment that a Bill of Lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record. Shipper's No. _____ Agent's No. _____



SOUTHERN RAILWAY COMPANY

RECEIVED, subject to the classifications and tariffs in effect on the date of the receipt by the carrier of the property described in the Original Bill of Lading,

at Winston Salem N.C. 7-4 1929
from G.B. Hewitt Rm

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

Mail or street address of consignee—For purposes of notification only.)

Consigned to G.B. Hewitt
Destination Rockford State of N.C. County of _____
Route _____
Car Initial Jan Car No. 115898
(Delivering carrier)

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN	If this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement: The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges. (See section 7 of conditions.)
1	<u>C. L. Lumber</u>	<u>30000</u>	<u>PACT</u>		(Signature of consignor) If charges are to be prepaid, write or stamp here, "To be Prepaid." Received \$ _____ to apply in prepayment of the charges on the property described hereon. Agent or Cashier Per _____ (The signature here acknowledges only the amount prepaid.) Charges Advanced: \$ _____

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

NOTE.—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

G.B. Hewitt Shipper
Per _____ Agent

Permanent post-office address of shipper _____

CONTRACT TERMS AND CONDITIONS.

Sec. 1. (a) The carrier or party in possession of any of the property herein described shall be liable as at common law for any loss thereof or damage thereto, except as hereinafter provided.

(b) No carrier or party in possession of all or any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, the authority of law, or the act or default of the shipper or owner, or for natural shrinkage. The carrier's liability shall be that of warehouseman, only, for loss, damage, or delay caused by fire occurring after the expiration of the free time allowed by tariffs lawfully on file (such free time to be computed as therein provided) after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination or tender of delivery of the property to the party entitled to receive it, has been made. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon the request of the shipper, owner, or party entitled to make such request, or resulting from a defect or vice in the property, or for country damage to cotton, or from riots or strikes.

(c) In case of quarantine the property may be discharged at risk and expense of owners into quarantine depot or elsewhere, as required by quarantine regulations or authorities, or for the carrier's dispatch at nearest available point in carrier's judgment, and in any such case carrier's responsibility shall cease when property is so discharged, or property may be returned by carrier at owner's expense to shipping point, earning freight both ways. Quarantine expenses of whatever nature or kind upon or in respect to property shall be borne by the owners of the property or be a lien thereon. The carrier shall not be liable for loss or damage occasioned by fumigation or disinfection or other acts required or done by quarantine regulations or authorities even though the same may have been done by carrier's officers, agents, or employees, nor for detention, loss, or damage of any kind occasioned by quarantine or the enforcement thereof. No carrier shall be liable, except in case of negligence, for any mistake or inaccuracy in any information furnished by the carrier, its agents, or officers, or to quarantine laws or regulations. The shipper shall hold the carriers harmless from any expense they may incur, or damages they may be required to pay, by reason of the introduction of the property covered by this contract into any place against the quarantine laws or regulations in effect at such place.

Sec. 2. (a) No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch. Every carrier shall have the right in case of physical necessity to forward said property by any carrier or route between the point of shipment and the point of destination. In all cases not prohibited by law, where a lower value than actual value has been represented in writing by the shipper or has been agreed upon in writing as the released value of the property as determined by the classification or tariffs upon which the rate is based, such lower value plus freight charges if paid shall be the maximum amount to be recovered, whether or not such loss or damage occurs from negligence.

(b) Claims for loss, damage, or injury to property must be made in writing to the originating or delivering carrier or carriers issuing this bill of lading within six months after delivery of the property (or, in case of export traffic, within nine months after delivery at port of export) or, in case of failure to make delivery, then within six months (or nine months in case of export traffic) after a reasonable time for delivery has elapsed; provided that if such loss, damage, or injury was due to delay or damage while being loaded or unloaded, or damaged in transit by carelessness or negligence, then no notice of claim nor filing of claim shall be required as a condition precedent to recovery. Suits for loss, damage, injury, or delay shall be instituted only within two years and one day after delivery of the property, or in case of failure to make delivery, then within two years and one day after a reasonable time for delivery has elapsed: Provided, That in case the claim on which suit is based was made in writing within six months, or nine months in case of export traffic (whether or not filing of such claim is required as a condition precedent to recovery), suit shall be instituted not later than two years and one day after notice in writing is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts thereof specified in the notice.

(c) Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance: Provided, That the carrier reimburse the claimant for the premium paid thereon.

Sec. 3. Except where such service is required as the result of carrier's negligence, all property shall be subject to necessary co-operation and baling at owner's cost. Each carrier over whose route cotton or cotton linters is to be transported hereunder shall have the privilege, at its own cost and risk of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership (and prompt notice thereof shall be given to the consignor), and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

Sec. 4. (a) Property not removed by the party entitled to receive it within the free time allowed by tariffs, lawfully on file (such free time to be computed as therein provided) after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination has been made, may be kept in vessel, car, depot, warehouse or place of delivery of the carrier, subject to the tariff charge for storage and to carrier's responsibility as warehouseman, only, or at the option of the carrier, may be removed to and stored in a public or licensed warehouse at the place of delivery or other available place, at the cost of the owner, and there held without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

(b) Where nonperishable property which has been transported to destination hereunder is refused by consignee or the party entitled to receive it, or said consignee or party entitled to receive it fails to receive it within 15 days after notice of arrival shall have been duly sent or given, the carrier may sell the same at public auction to the highest bidder, at such place as may be designated by the carrier: Provided, That the carrier shall have first mailed, sent, or given to the consignor notice that the property has been refused or remains unclaimed, as the case may be, and that it will be subject to sale under the terms of the bill of lading if disposition be not arranged for, and shall have published notice containing a description of the property, the name of the party to whom consigned, or, if shipped order notify, the name of the party to be notified, and the time and place of sale, once a week for two successive weeks, in a newspaper of general circulation at the place of sale or nearest place where such newspaper is published: Provided, That 30 days shall have elapsed before publication of notice of sale after said notice that the property was refused or remains unclaimed was mailed, sent or given.

(c) Where perishable property which has been transported to destination is refused by consignee or party entitled to receive it, or said consignee or party entitled to receive it shall fail to receive it promptly, the carrier may, in its discretion, to prevent deterioration or further deterioration, sell the same to the best advantage at private or public sale: Provided, That if time serves for notification to the consignor or owner of the refusal of the property or the failure to receive it and request for disposition of the property, such notification shall be given, in such manner as the exercise of due diligence requires, before the property is sold.

(d) Where the procedure provided for in the two paragraphs last preceding is not possible, it is agreed that nothing contained in said paragraphs shall be construed to abridge the right of the carrier at its option to sell the property under such circumstances and in such manner as may be authorized by law.

(e) The proceeds of any sale made under this section shall be applied by the carrier to the payment of freight, demurrage, storage, and any other lawful charges and the expense of notice, advertisement, sale, and other necessary expense and of caring for and maintaining the property, if proper care of the same requires special expense, and should there be a balance it shall be paid to the owner of the property sold hereunder.

(f) Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed freight agent shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and except in case of carrier's negligence, when received from or delivered to such stations, wharves, or landings shall be at owner's risk until the cars are attached to and after they are detached from locomotive or train or until loaded into and after unloaded from vessels.

Sec. 5. No carrier hereunder will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classifications or tariffs unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.

Sec. 6. Every party, whether principal or agent, shipping explosives or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for and indemnify the carrier against all loss or damage caused by such goods, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Sec. 7. The owner or consignee shall pay the freight and average, if any, and all other lawful charges accruing on said property; but, except in those instances where it may lawfully be authorized to do so, no carrier by railroad shall deliver or relinquish possession at destination of the property covered by this bill of lading until all tariff rates and charges thereon have been paid. The consignor shall be liable for the freight and all other lawful charges, except that if the consignor stipulates, by signature, in the space provided for that purpose on the face of this bill of lading that the carrier shall not make delivery without requiring payment of such charges and the carrier, contrary to such stipulations, shall make delivery without requiring such payment, the consignor shall not be liable for such charges. Nothing herein shall limit the right of the carrier to require at time of shipment the prepayment or guarantee of the charges. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

Sec. 8. If this bill of lading is issued on the order of the shipper, or his agent, in exchange or in substitution for another bill of lading, the shipper's signature to the prior bill of lading as to the statement of value or otherwise, or election of common law or bill of lading liability, in or in connection with such prior bill of lading, shall be considered a part of this bill of lading as fully as if the same were written or made in or in connection with this bill of lading.

Sec. 9. (a) If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to all the terms and provisions of, and all the exemptions from liability contained in, the Act of the Congress of the United States, approved on February 13, 1893, and entitled "An act relating to the navigation of vessels, etc.," and of other statutes of the United States according carriers by water the protection of limited liability, and to the conditions contained in this bill of lading not inconsistent therewith or with this section.

(b) No such carrier by water shall be liable for any loss or damage resulting from any fire happening to or on board the vessel, or from explosion, bursting of boilers or breakage of shafts, unless caused by the design or neglect of such carrier.

(c) If the owner shall have exercised due diligence in making the vessel in all respects seaworthy and properly manned, equipped and supplied, no such carrier shall be liable for any loss or damage resulting from the perils of the lakes, seas, or other waters, or from latent defects in hull, machinery, or appurtenances whether existing prior to, at the time of, or after sailing, or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. And, when for any reason it is necessary, any vessel carrying any or all of the property herein described shall be at liberty to call at any port or ports, in or out of the customary route, to tow and be towed, to transfer, trans-ship, or lighten, to load and discharge goods at any time, to assist vessels in distress, to deviate for the purpose of saving life or property, and for docking and repairs. Except in case of negligence such carrier shall not be responsible for any loss or damage to property if it be necessary or is usual to carry the same upon deck.

(d) General average shall be payable according to York-Antwerp Rules, 1890, and, as to any matter not therein provided for, according to the law and usage of the Port of New York. If the owners shall have exercised due diligence to make the vessel in all respects seaworthy and properly manned, equipped and supplied, it is hereby agreed that in case of danger, damage or disaster resulting from faults or errors in navigation, or in the management of the vessel, or from any latent or other defects in the vessel, her machinery or appurtenances, or from unseaworthiness, whether existing at the time of shipment or at the beginning of the voyage (provided the latent or other defects or the unseaworthiness was not discoverable by the exercise of due diligence), the shippers, consignees and/or owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo, and shall contribute with the shipowner in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred for the common benefit or to relieve the adventure from any common peril.

(e) If the property is being carried under a tariff which provides that any carrier or carriers party thereto shall be liable for loss from perils of the sea, then as to such carrier or carriers the provisions of this section shall be modified in accordance with the tariff provisions, which shall be regarded as incorporated into the conditions of this bill of lading.

(f) The term "water carriage" in this section shall not be construed as including lighterage in or across rivers, harbors, or lakes, when performed by or on behalf of rail carriers.

Sec. 10. Any alteration, addition, or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

Trace back Lbr for K62-3

Trace for lbr on green
regr.

Sal 94136
Ties unloaded
at Rockford this
am for double crew
~~Jan 16~~

Rockford



VIRGINIA PORTLAND CEMENT CORPORATION
National Bank of Commerce Building NORFOLK, VIRGINIA

Winston-Salem, N.C. July 5, 1929 -

Mr. H. H. Laughton:

With reference to Winston-Salem Division
green requisition CE-4-120 covering the new ties,
guard rail and creosoted oil required for the new
deck of the new span authorized at Double Creek Bridge,
MP K-62.3.

I will thank you to please have this lumber
shipped as soon as possible.

Cy: GPA

G. G. Hewitt
Roadmaster.

Rockford N.C.
July 11/1929

Mr R.L.Fox, Asst, B&B, Supr.
Winston Salem N.C.

Dear Sir-

Below please find checking of lumber that I
loaded at W-Salem for K 62:3 M.P.

Yours truly,

D. Richardson

	3	Pce	12	X	12	X	24	Ft	yellow	pine,	
11	"	"	"	"	"	"	22	"	"	"	5.11
3	"	"	"	"	"	"	20	"	"	"	1.11
1	"	"	"	"	"	"	19	"	"	"	1.11
4	"	"	"	"	"	"	11	"	"	"	6.11
5	"	"	"	"	"	"	8	"	"	"	1.11
11	"	"	"	"	"	"	7	"	"	"	1.11
5	"	"	"	"	"	"	5	"	"	"	1.11

PROGRESS REPORT OF AUTHORIZED WORK WEEK ENDING July 12/1929

WINSTON-SALEM DIVISION

AGE _____

LOCATION M.P.K 62:3

WORK, Constructing of Girder span,

AUTHORIZED _____

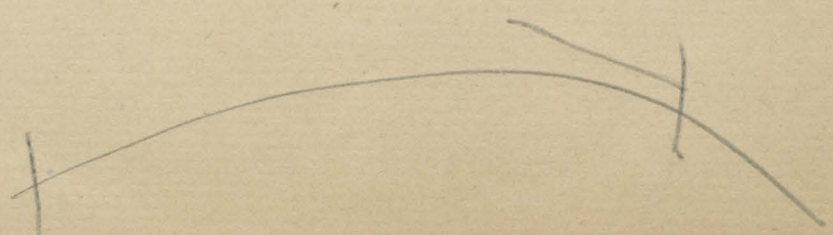
ALT _____

WORK STARTED 7/4/29

1. Weeks Progress. Building falseworks, Unloading Girder,
One half rivets drove,
2. Work to date.
3. Percent comp. to date: 25%
4. Cause of delay, if any:
5. Unfilled requisitions:
6. Contractors:

D. G. Richardson

Supervisor or B&B Foreman



Danville, Va. July 16, 1929. p

4866

SUBJECT: New Deck Plate Girder Span - MP K-62.3 - Double Creek.

MR. HEWITT:

I am advised that the ties and guard rails ordered on Mr. Sitton's requisition CE-4-120 was shipped on July 10th.

jlm
Cy/Mr. Sitton:

Referring to my letter July 3rd:

I have not as yet received the 30 day extension of time requested on this authority. I do not think we can complete it between now and expiration date and I hope you will handle for the extension.

GPA

Auth Exp. Aug 6th.

Winston-Salem, N.C. July 20, 1929 - ggh-p

SUBJECT: New Deck Plate Girder Span - MP K-62.3 - Double Creek -

Mr. G. P. Asbury:

The new girder span at the above location was put in place July 19th and we expect to complete the job by July 31st.

I will thank you to obtain a sale order to cover the old span released which is to be sold as scrap, in order that span may be loaded and shipped on completion of the work.

G. G. Hewitt
Roadmaster.

Uniform Domestic Straight Bill of Lading, Adopted by Carriers in Official, Southern and Western Classification Territories, March 15, 1922.

UNIFORM STRAIGHT BILL OF LADING

(PRESCRIBED BY THE INTERSTATE COMMERCE COMMISSION)

ORIGINAL—NOT NEGOTIABLE

Shipper's No. _____

Agent's No. _____



SOUTHERN RAILWAY COMPANY

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,

at Statesville N.C. July 22/29 192

from J.W. Bostain Supr,

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to Sou, Ry, Co, % G.G. Hewitt R.M.

Destination Rockford N.C. State of _____ County of _____

Route _____

Car Initial Sou Car No. 115124

(Delivering carrier)

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN	If this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement: The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges. (See section 7 of conditions.)
8	pieces 8x13by 12 ft,	12000			
5	" 8 x 12 by 12 ft,				
<u>D.H.Co, Material</u>					

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

NOTE.—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

per _____

J.W. Bostain Shipper [Signature] Agent
Per E.E.B. Per _____

Permanent post-office address of shipper _____

Winston-Salem, N. C. July 22, 1929 - ccs-p

Mr. R. L. Fox:

Attached find duplicate invoice 55679
covering shipment of lumber to me at Rockford loaded on
SAL 94136, for use at Double Creek Bridge MP K-62.3.

When received, please O K invoice and
return.

G. A. Hermit
G. A. Hermit
Roadmaster.

OK. 7-15-29

R. L. Fox

Denville, Va. July 22, 1929. -

4866

SUBJECT: Double Creek Bridge, M. P. K-62.3.

MR. SITTON:

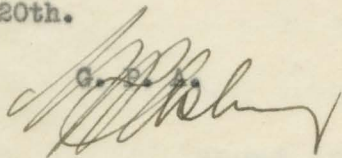
Your file B-253 and confirming telephone conversation with Mr. Libby yesterday.

It is my understanding that you will handle to have sale order placed to cover the old span released at the above point.

G. P. A.

Cy: Mr. Hewitt: ✓

Yours 20th.


G. P. A.

Charlotte, N. C., July 22, 1929. 1-1

B-252

Double Creek Bridge, MP K-62.3

Mr. Laughton:

We will release from this point a 74'6" deck lattice girder span which is so light that it is of no further service and should be disposed of as scrap.

Will you please have a sale order placed with the Winston-Salem Division next week, if possible, so that they may ship this span out upon removal. The estimated weight amounts to 37,000 lbs., and the material would fall under Classification #41, Structural Steel Uncut of your circular #5.

Cy- Mr. Asbury: ✓
Mr. Hewitt: ✓

C L S

Charlotte, N. C., July 23, 1929. 1-1
B-252

Double Creek Bridge, MP K-62.3

Mr. Laughton:

Referring to Mr. Clarke's letter of July 18th, his file 14048-R, attached, advising that the material on Winston-Salem Division requisition CE-4-120 has been shipped complete, with the exception of 19 ties 8 x 13 x 12.

It is necessary to have the full number of 36 - 8 x 13 x 12' ties originally ordered on the requisition. However, as the authority for the work expires August 6th, and we now have the span on the ground ready to install upon receipt of the ties, I have located 19 - 8 x 13 x 13' ties on the Charlotte Division at Greenville, which I am having shipped to the site today. Taking these ties from the Charlotte Division and cutting off 1' is going to leave us short 19 pieces 8 x 13 x 13' for needed repairs on the Charlotte Division, and I will appreciate if you will arrange for their replacement, and also place transfer order with Roadmaster Sharpe of the Charlotte Division to cover their shipment to Roadmaster Hewitt at Rockford, N. C.

G. L. S.

Cy- Mr. Asbury:

'Phone conversation with your office today.

Mr. Hewitt:

Rockford N.C.

July 24/1929,

Mr R.L.Fox, Asst, B&B, Supr.
Winston Salem N.C.

Dear Sir,

(26)

(27)

(29)

I would like to be off, Friday, Saturday and Monday,
if it will all wright with you,
My wife and myself would like to go to Norfolk Va.
Please let me hear from you,

Yours truly,

D. Richardson

Winston Salem N.C. July 25 1929

Mr. D. G. Richardson

It will be OK. For you to be off, Friday, Saturday, and
Monday.

Please advise what else you have to do before we can load the old Girder.

R. L. Fox.

Rockford N.C.

July 25/1929.

Mr R.L.Fox,
Winston Salem N.C.

Dear Sir,

We are not finished the new girder yet,
but have cut some of the braces out of the old girder
and will finish so you can load it to morrow if you
wish to,

Yours truly,

D.G. Richardson

RDCU

Rockford NC Jul 25-29

RLFOX

WSLM

You can load the old girder to-morrow if you wish.

DGRichardson

205p

Girder loaded 7-27-29

R L Fox

Spencer, N. C., July 30th, 1929.

63

Mr. G. G. Hewitt:

I note our Greensboro derrick is used by the B&B Department
Rockford, N. C., Mile Post K-623, July 27th.

Please advise to what account the expense should be
charged. If there is an AFE number covering the work, please let
me have it.

Yours truly,

Stanton
Master Mechanic.

A 72 59110

WIRE

4:35 P.M.

Winston-Salem, N.C. July 31, 1929 -

G. P. Asbury, Danville, Va.
J. S. Bergman, Winston-Salem, N.C.

AFE 59110, installation of new deck plate girder span at Double Creek
Bridge, MP K-62.3, completed July 30th.

G.G.Hewitt

Winston-Salem, N.C. July 31, 1929 - ccs-p

Mr. J. L. Cantwell:

Your letter of July 30th, file 63, with reference to derrick used by our B&B Department at Rockford July 27th.

I beg to advise that this should be charged to AFE No. 59110.

G. G. Hewitt
Roadmaster.

Danville, Va. August 12, 1929. w-s.

4866

SUBJECT: Double Creek Bridge, Mile Post K-62.3.

MR. LAUGHTON:

Referring to Chief Engineer Sitton's letter of July 23 to you about shipment of 19 ties 8 x 13 x 13 by Roadmaster Ballenger of the Charlotte division to Roadmaster Hewitt of the Winston Salem division at Rockford, N. C.

Roadmaster Ballenger advises that he has not received transfer order.

G. P. A.

Cy: Mr. Sitton;
Mr. Ballenger;
Mr. Hewitt: —

G. P. A.

Winston-Salem, N.C., September 20, 1929

Mr. G. P. Asbury:

Referring to yours 17th inst., file 4866, relative Mile Post K-62.3 - renewal of span Double Creek Bridge - AFE 59110. I am attaching hereto typed completion report for signatures in your office as Mr. Hewitt is in Chicago and will not be in the office for a few days.

As per your letter I have included the derrick expense, also corrected the price per pound for both the new and old spans. Have also shown labor unloading ballast and labor applying ballast. There was not any work train used in unloading ballast - local freight handled same.

The thirty gallons of creosote oil was used in brush-coating bridge ties. This oil has been charged to Account 212a on the completion report. Have also shown a labor charge for dipping the bridge ties to Acct 212a.

Salvage of 51,700 pounds for weight of old span - This weight was taken from bill against J T Knight & Son to whom the old span was sold. I have shown rate per pound for same on the completion report, however we sold same to Knight & Son by the ton - 25.85 tons @ 9.50 per ton - \$245.58.

The weight of the new span was taken from the invoice.

I have tried to make corrections exactly in accordance with your instructions but in case I have overlooked something please return 1295 and I will be glad to make the necessary corrections.

Also sent per. copy

G G Hewitt

Danville, Va. September 26, 1929. w-c.

4866

SUBJECT: Double Creek Bridge, Mile Post K-62.3.

MR. HEWITT:

We are returning completion report for correction.

Change salvage as shown on sheet two. Betterment should be based on releasing 51,700 lbs. of metal which necessitates changes on sheets one and two. See our correction.

J. P. [unclear]
10/2/29
Corrected
& returned 10/3/29
J. P. [unclear]
[unclear]

Danville, Va. October 7, 1929. P.

4866

SUBJECT: MP K-62.3 - Double Creek Bridge - Replacement deck
lattice girder span as shown on drawing 4087 with new
deck plate girder span 74' 10-1/2".

MR. AGERS: Your file 117-238-B.

Herewith original and one copy of 1295 covering the above.

G. P. A.

Cy/Mr. Hudson:
Mr. Sitton: Your B-252.
Mr. DeRamus:
With copy of 1295.
GPA

Cy/Mr. Howitt:

GPA

CPD

Washington - October 31, 1929 g/10

File - 59110

Mr. G. G. Hewitt,
Roadmaster,
Winston-Salem, N. C.

Dear Sir:-

Referring to your Completion Report, department 4866 covering renewal of girder span at Double Creek Bridge, M.P. K-62.3.

I find that Master Mechanic, J. L. Cantwell's form 1760 for July 1929 covering labor amounting to \$69.88 was not included in your Completion Report. I have added this amount to your report and will thank you to correct your records accordingly.

Yours truly,


Auditor of Construction.

Cantwell

Winston-Salem, N.C. November 2, 1929 - ccs-p

Mr. J. L. Cantwell:

Mr. W. T. Pollard, Auditor of Construction, advised that you prepared form 1760 for the month of July, 1929 covering labor amounting to \$69.88 in connection with renewal of girder span at Double Creek Bridge, MP K-62.3.

Will you please furnish me ^{copy} form 1760, Transfer Invoice,

G. G. Hewitt
Roadmaster

J. L. Cantwell
Here you are;
Original sent you
Aug 10th 1929
J. L. C.



Orig never rec'd in this office


Winston-Salem, N.C. November 2, 1929 - ccs-p

Mr. J. L. Cantwell:

Mr. W. T. Pellard, Auditor of Construction, advised that you prepared form 1760 for the month of July, 1929 covering labor amounting to \$69.88 in connection with renewal of girder span at Double Creek Bridge, MP K-62.3.

Will you please furnish me ^{copy} form 1760, Transfer Invoice,

G. G. Hewitt
Roadmaster.



Dept. No. 4866

A. F. E. No. 59110

Date of 1680 11-30-'28

SOUTHERN RAILWAY COMPANY

(Name of Carrier)

Owner Southern Railway Company

Lessee

Sheet No. 1 of 3 Sheets

ROADWAY COMPLETION REPORT

Progressive }
Final } No.

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

Location: Town or M. P. K-62.3

Work Begun 7-4-'29

Val. Sec. 28 State N.C. Optg. Sub-Divn. 4

Project Completed 7-30-'29

Operating Division Winston-Salem

Turned over to Operation 7-30-'29

Description Double Creek Bridge - Replacement deck lattice girder span as shown on drawing 4087 with new deck plate girder span 74'10 1/2" -

Cost borne by Southern Railway Company (Not in joint territory)
Gross Estimated Cost \$ 7800.00
Gross Actual Cost \$ 5949.52 + 69.88 = 6019.40
Difference \$ 1850.48

Acct.No.	DESCRIPTION OF PROPERTY AND CONSTITUENT PARTS	Unit	Quantity	Unit Price	PROPERTY UNITS ADDED	PROPERTY RETIRED COST
6	Improvements:					
	New Span:					
	Deck plate girder span complete 74'10 1/2" (1)	Lb.	96400	Inv.	3,661.30	
	Derrick - placing girder				128.91	
	Test and inspection				44.14	
	Fabrication of structural steel				5.00	
	Analysis of red lead				2.68	
	Paint, 50-A Black	Gal.	15	.71043	10.66	
	Labor, unloading girders				291.50	
	" riveting span				315.38	
	" placing "				265.18	
	" painting "				46.91	
	Work train expense	Day	2	53.625	107.25	
	Total Cost New span in place	Lb.	96400		.047893 4616.91	
	Cost to replace in kind span released:					
	Deck lattice girder span complete 74'6 1/2" (1)	Lb.	51700		.047893	2,476.07
6	R. & E.				4616.91	2,476.07
	Additions:					
11	Stone ballast	Cu.Yd.	25.2	1.05	26.46	
	Labor unloading ballast				6.00	
11					32.46	
12	Labor applying ballast				7.00	
	R. & E.				39.46	
	Total R. & E.				4656.37	2,476.07
	Incidental Operating Expenses					
201	Superintendence				80.36	
208a	Lumber, new	MBM	.440	50.96	22.42	
	" " (Guard Rail)	"	.576	30.39	17.50	
	" " (Guard Rail)	"	.939	50.96	47.85	
	Boat spikes, New	Cwt.	.50	4.00	2.00	
	Nails	"	.20	2.80	.56	
	Work Train expense	Day	2	53.625	107.25	
	Labor, constructing falsework				212.87	
	" removing "				58.99	
	" handling lumber				40.12	
	" renewing deck				147.47	
	" cutting braces out of old span				58.99	
	" loading old span				48.95	
	" cleaning up				35.77	
208a					800.74	

I, G. C. Hewitt (Name), of the above named company, do swear that the foregoing report of property changes, which were made under my Supervision, is true to the best of my knowledge and belief.
 Subscribed and sworn to before me, this 2nd day of October, 1929
G. C. Hewitt (Title) Roadmaster
[Signature] (Title) Notary Public
 My Commission Expires December 15, 1929

Summary of Charges and Credits

Month	DESCRIPTION OF REPORT	Form 1758 or 21759	Vouchers	Misc.	Total	Salvage
Nov '28	E.M.W. Transfer Invoice (P.L.S.)			56.80	56.80	
Apr '29	" " " "			23.56	23.56	
June '29	Engr. of Tests " "			44.14	44.14	
July '29	" " " " & W-S Divn 1758	5661.97		7.68	5669.65	245.58
Sept '29	Vo. 79 8/19/'29 Hiddenite Gran. Co. W.T.P.'s Transfer Invoice		26.46	128.91	26.46 128.91	
		5661.97	26.46	261.09	5949.52	245.58

EXPLANATION OF INCREASE OR DECREASE

Decrease - Span and labor didn't cost as much as estimated -

+ 6988
- 201940

INSTRUCTIONS GOVERNING THE PREPARATION OF COMPLETION REPORTS

1. This report must be prepared for each job, within 30 days after its completion, for which an Authority for Expenditure (Sou. 1680) has been issued and stated in the terms and by the units specified in I. C. C. Valuation Order No. 3—Second Revised Issue Effective January 1, 1919. The original must be sent to the Audit Office.
2. The heading must show: The names of the owning Company, i. e., Sou. Ry. Co., C. N. O. & T. P. Ry. Co., A. G. S. R. R. Co., etc., under "Class of Work" the Southern Railway Co.'s Classification of Additions and Betterments, such as "Industrial Sidings and Spur Tracks," "Station Buildings," (See Classification of Investment in Road and Equipment, Page 19); under "Description," give a complete statement of all the facts; for side track give the name of the industry, number of tracks, total length of each, clearance length of each, number of turnouts, etc.; for buildings, give the cubical dimensions, kind of foundations, kind of superstructures, dates of agreements with the contractors, etc., for culverts give kind, lineal feet of masonry, etc.; for bridges and trestles give the number of lineal feet, height, kind of superstructure, etc. Milepost locations must be reported in hundredths or in feet of distance from the milepost, using the "plus sign" to indicate South or West and the "minus sign" to indicate North or East. The same structure must be invariably reported under the milepost designation or name originally assigned to it.
3. All costs must be shown in complete detail; the material must be described by kinds, sizes, uses, etc., and the units, quantities, unit prices, and the total cost must be given; no miscellaneous entries are permissible. The labor may be reported by accounts in the aggregate without detail as to crafts, hours, etc., with the exceptions noted in paragraph 5.
4. Labor expended for moving existing structures, removal of, repairs of, and changes in existing facilities incident to addition and betterment work, restoration of grounds after completion of the work and the cost of protection of traffic during construction must be reported separately by accounts and the purpose of the expenditure stated in general terms.
5. The labor cost to dismantle facilities and structures which have been abandoned and will not be replaced, and the cost to recover the salvage from them, including the value of it, must be included in this report. The labor cost to remove and the value of the salvage recovered from facilities abandoned and replaced must also be included in this report.
6. When industrial tracks are constructed, cost must be reported separately for; those to be paid by the applicant; those to be paid by the Railroad, chargeable to the property account, and those to be paid by the Railway chargeable to Operating Expenses. If it is built on the right of way owned by the applicant, a further division must be made between cost on and off the Company's right of way. Show date and department number of all bills against applicants for industrial tracks.
7. The acreage, cost per acre and total cost of right of way, the cost of labor and the units, unit prices, quantities and total cost of materials furnished by individuals, firms, corporations or joint user railway companies for changes in physical property, which are defined by the Interstate Commerce Commission as "Donations," must be reported under "Explanation of Increase or Decrease" or in a separate statement. These "Donations" can consist only of facilities located on right of way owned by this company.

SOUTHERN RAILWAY COMPANY
(Name of Carrier)

Roadway Completion Report

Dept. No. 4866

Continuation Sheet

A. F. E. No. 59110

Sheet No. 2 of 3 Sheets

Acc't No	DESCRIPTION OF PROPERTY AND CONSTITUENT PARTS	Unit	Quantity	Unit Price	PROPERTY UNITS ADDED	PROPERTY RETIRED COST
212a	Lumber, plain ties					
	(46-8x12x12)	MBM	4.416			
	" " " (22-8x13x12)	"	2.288			
			<u>6.704</u>	50.96	341.64	
	Creosote oil	Gals	30	.26477	7.94	
	Labor, dipping bridge ties				6.68	
212a					<u>356.26</u>	
220a	Labor, framing and placing ties				55.79	
	Total Incidental Operating Expenses				<u>1,293.15</u>	
	Total Expenditure - Gross Cost				<u>5,949.52</u>	
	<u>Value of Salvage Recovered</u>					
	Deck lattice girder span, 74'6 1/4", scrap	Ton	25.85	9.50	245.58	
	<u>Summary</u>					
6	<u>Total</u>	<u>Labor</u>	<u>Material</u>	<u>Undivided</u>		
6	4616.91	837.70	3671.96	107 25		
11	32.46	6.00	26.46			
12	7.00	7.00				
201	80.36	80.36				
208-a	800.74	603.16	197.58			
212-a	356.26	6.68	349.58			
220-a	55.79	55.79				
	<u>5949.52</u>	<u>1596.69</u>	<u>4245.58</u>	<u>107 25</u>		
	2180.30	Net R & E				
	3523.64	Net Opr Exp				
	<u>245.58</u>	Salvage				
	5949.52	Gross Cost + 69.88				

SOUTHERN RAILWAY COMPANY

(Name of Carrier)

Roadway Completion Report

Dept. No. 4866

Continuation Sheet

A. F. E. No. 59110

Sheet No. 3 of 3 Sheets

Acc't No	DESCRIPTION OF PROPERTY AND CONSTITUENT PARTS	Unit	Quantity	Unit Price	PROPERTY UNITS ADDED	PROPERTY RETIRED COST
6	<u>Property Retired in Terms of Federal Inventory</u> Structural Steel Lattice Girder Span, 74'6 1/2" long	Lb.	37,684			1,319.00