

File No. 1505

File 1505
A.F.E. No. 103395
Completed 8-27-53

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. _____

A.F.E. 86750 Constr. of side track (Trk. No. 81-20) springing from track No. 81-19 to serve Hensel Lbr. Co., Elkin, N.C. Comp. 8/12/43.

A.F.E. 103395 Track extension and changes for Hensel Lbr. Co., Elkin, N.C. Completed 8/27/53

Track extension and changes for Hensel Lumber Co., Elkin, N.C.

File # 1505

File 1505

M. A. Houser

(1977)

1000 lb

\$ 7.20

SOUTHERN RAILWAY COMPANY

(CARRIER)

OFFICE OF
AUDITOR OF CONSTRUCTION

WASHINGTON, D. C.,

JUN 15 1943

Mr. Sitton:

DEAR SIR:-

PLEASE USE A. F. E. No. 86750 FOR THE construction OF

track for Hensel Lumber Company, VS 28

AT (LOCATION) Elkin, N. C. ON W-Salem DIVISION

CHARGES AMOUNT TO \$ _____ APPEARING ON _____

DISTRIBUTION FOR THE MONTH OF _____

FORM 1680 No. R-5372 DATED _____ 19 _____ \$ _____

(IF NO FORM 1680 IS MADE THE REASON IS GIVEN BELOW:)

SURVEY NOW BEING MADE AT REQUEST OF APPLICANT? _____

PLAN IS NOT COMPLETED? _____

KINDLY INSTRUCT THAT THIS NUMBER BE USED IN ALL COMMUNICATIONS
RELATING TO THIS SUBJECT, AND IN ALL DISTRIBUTIONS, VOUCHERS AND BILLS
AFFECTING IT.

Cy- Mr. Akers:

Mr. Rust:

Charlotte, N. C.,

June 14, 1943. b

NOTE:-

YOURS TRULY,

W. T. POLLARD,

AUDITOR OF CONSTRUCTION.

THIS FORM TO BE SUBMITTED IN QUADRUPLICATE
FOR SECURING A. F. E. NUMBERS IN ADVANCE OF
THE COMMENCEMENT OF ALL NEW WORK INVOLVING
CHARGES TO PHYSICAL PROPERTY, ROAD AND
EQUIPMENT.

SOUTHERN RAILWAY COMPANY

(Name of Carrier)

30M 12-42

Form 1680

A. F. E. 86750

Dept. No. B-5372

Ledger Reference

AUTHORITY FOR EXPENDITURE

Folio _____ Year _____

Office of Chief Engr. 1808, R., Charlotte, N.C. 6-23 19 43

Authority for an expenditure of \$ 1,321.00 is requested for the purpose of Addition

(Character of Change)

the property of Richmond and Danville Railroad Company

(Owned
Leased
Controlled)

(Name of Leased Line or Predecessor Operating Railroad)

Location of proposed project: State N.C. Val. Sec. No. 28 Station or M. P. Elkin Division _____

Description of Project:—

Construction of new spur track for Hensel Lumber Company.

Will not be used jointly.

Requisition C-6-334, dated June 23, 1943.

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

W. H. Storey, R. C. Hensel and H. H. Hensel, co-partners, trading as Hensel Lumber Company, of Winston-Salem, N. C., apply for the construction of a new 385-ft. spur track to serve their plant at Elkin, N. C. Applicants to do grading, furnish and install wooden box culvert, furnish crossties for track from clearance point to end and advance \$1321.00 to cover estimated cost of, and on completion pay entire cost of, all labor and material furnished by Railway for entire track. Railway to furnish balance of labor and material and construct entire track. Basis of construction, maintenance and ownership outlined on form 627-2. Estimate dated June 11, 1943. Drawing B-3409, dated June 9, 1943.

Ry. Acct. No.	SUMMARY — AUTHORIZED	ACTUAL
Estimated gross cost of project	\$ 1340.00	\$
Chargeable for property retired		
Operating Expenses \$ 42.00		\$
Accr. Depreciation ..		
Profit and Loss	0.00	
Value of salvage recovered	42.00	
Cost of property retired	2.00	
Incidental costs chargeable to operating expenses	818.00	
To other accounts		
	260.00	
Net charge to property investment account	\$ 680.00	\$
Total cost to be borne by		
Or participated by	<u>680.00 - Hensel Lbr. Co. 818.00</u>	

Recommended:

Approved:

General Manager

Superintendent

Vice President

Chief Engineer M. W. & S.

Certified for right of way:

Vice President

Asst. Chief Engineer

Approved:

Supt. R. E. and C. Dept.

Chief Engineer

President

B-5372

SOUTHERN RAILWAY COMPANY

(Name of Company)

APPLICATION FOR INDUSTRIAL TRACK.

AFE. 86750

Date 1680 6-23 19 43

Full Name of Applicant W. H. Storey, R. C. Hensel and H. H. Hensel, co-partners,
trading as Hensel Lumber Company.

Nature of Business Lumber manufacturers. Capital _____
(See Instructions)

Place of Business Winston-Salem, N. C.

Place of Residence Winston-Salem, N. C.

Post Office Address Winston-Salem, N. C.

DESCRIPTION OF TRACK WANTED

(See Instructions Below)

Name of nearest Station, Town and County Widkin, Surry County, N. C.

Point of Connection with reference to Mile Post K-80 plus 1622'

Length of Track from switch point to clearing point 235'

Length of Track on Railroad Company's right of way 385'

Length of Track on Public Roads or Streets 0

Total Length of Track 385'

Has Authority to cross Streets and Roads been given _____
(See Instructions)

Estimated New Revenue to be derived by Railway Company per annum 640,000.00

Estimated New Revenue, if any, accruing to Railway Company per annum 640,000.00

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

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

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

If for Manufacturing Plant, give Capacity _____

INSTRUCTIONS

Applications must be dated

Every blank on this application must be carefully filled in.

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

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

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

Authority to cross streets or roads must be obtained by applicant and attached to this application. Such authority shall be worded as to permit and require the applicant to construct and maintain the track across the street or road and so as to permit the Railway Company to operate its engines and cars over the crossing.

This application must be accompanied by blue-prints showing North point; name of nearest station of Railway Company; distance from and direction of nearest mile-post; length of track from switch point to clearance point; length of track from clearance point to end of track; length of track on Railway Company's right of way; total length of track; proper names of all public roads, or streets, upon or across which tracks will be laid, and length of track in the same.

Drawing No. B-3409

Date of Drawing June 9, 1943

Winston-Salem

OS-6-334

Charlotte, N. C.

June 23,

43

- 21 Standard plain oak crossties
- 1 Set standard No. 8 plain oak switchties

To be added to Roadmaster's annual allotment.

To replace ties used in the construction of new spur
track for Hensel Lumber Company at Winston-Salem, N. C.

SHIP TO: SOUTHERN RAILWAY COMPANY,
c/o J. A. Rust, Roadmaster,
Winston-Salem, N. C.

(OS File R-5372)

Mr. Akers: (orig. & 1 copy)

Mr. Neubaer: (1 copy)

Mr. Rust: (2 copies)

Winston-Salem Divn. M&S Accts.

Chief Engineer, M&S.

Charlotte, N.C., June 25, 1943. 1.
R-5372.

Elkin, N.C. Construction of new spur track for Hensel Lumber Company.
Form 1680 dated June 23, 1943, amount \$1321.00. AFE 86750.

Mr. Adams:

I attach signed form 1680, AFE 86750, requesting authority for the expenditure of \$1321.00 for construction of new spur track to serve Hensel Lumber Company, Elkin, N.C., as shown on drawing B-3409 dated June 9, 1943, six prints attached.

G L S

Cy- Mr. Bergman: Your file 769.
Mr. Rust:

With copy of form 1680 and supporting papers.

Cy- Mr. Smith: (JR)

I sent you blue print covering this with copy of my letter to Mr. Bergman of June 11th.

Cy- Mr. Neubauer:

With copy of Winston-Salem Division Requisition GE-6-334 dated June 23, 1943.

G L S

gpa

Encl.



(Name of Company)

ESTIMATED COST OF TRACK

Where located Walkin, N.C. Applicant Hensel Lumber Co.
Description Span track springing from run-around track M. P. 1622+
Lengths separately 305' + + + + + Total Length 305'
Clearances separately 250' + + + + + Total Clearance 250'
No. of Turnouts 1 Max. Grade 0 % Max. Curvature 11 Deg. 00 Min.

Table with columns: ITEM, Quantity, Unit, DESCRIPTION, Unit Rate, ESTIMATED COST (TOTAL, Switch Point to, to end). Includes items like Clearing and Grubbing, Borrowed Embankment, Earth Excavation, Rock Excavation, Pipe, Concrete, Trestle Work, Cross Ties, Switch Ties, Crossover Ties, Rail, Splice Joints, Track Bolts, Nut Locks, Tie Plates, Switches, Derails, Guard Rails, Spikes, Gauge Rods, Bumping Posts, Switch Lamps, Switch Locks, Maintenance Limit Signs, Clearance Posts, Fencing.

Put down... of 6" pipe

THE SOUTHERN RAILWAY COMPANY... provided, that Railway Company shall own portion from switch point to said portion of track.

Recommended by [Signature] Superintendent. Signature of Applicant Hensel Lumber Co.
Concurred in by [Signature] Freight Agent. By [Signature]
Subject to final approval on part of management (Place) Newton, Salem, NC (Date) June 4, 1943

Switch Locks	1	"		8.87	8.87	8.87	} not needed
Maintenance Limit Signs	1	"		2.62	2.62	2.62	
Clearance Posts	1	"					
Fencing			Rods				
Road Crossings	155		Cinders	1.00	255.00	55.00	155.00
Ballast (in place)	Labor unload. 155		Cu. Yds.	0.11	17.05	6.05	11.00
Ballast (in place)			"				
Signalling and Interlocking							
Raising Poles	1		Each	25.00	25.00		25.00
Moving Poles			"				
Labor Laying New Track	385		L.F. 1 Turnouts @	0.40	224.00	124.00	100.00
Labor Removing old Track	126		" @	0.25	31.50		31.50
Labor Relocating Track			" @				
Labor Lining over track			"				
Work Train Service			Days				
Labor relocating pipe	36		L.F. 12" T.C.	0.30	10.80		10.80
Payroll Taxes			Per Cent State and Federal		30.00	15.00	17.00
Rental of Equipment	Approx. 3%				70.58	33.35	37.23
Contingencies	" 5%				70.58	33.34	37.24
Engineering							
Date	June 11 43	19	File No.	10-5372			
Drawing No.	B-3407		Dated	June 9 43			
Office of	Chief Engr. M.W.S.			E.L., Charlotte, NC			
				Grand Totals - \$	\$1540.00	\$730.00	\$810.00

BASIS OF CONSTRUCTION, MAINTENANCE AND OWNERSHIP

Applicant will advance total estimated cost and bear entire expense of track (and trestle) as well to refund portion of cost of portion of track from switch point to clearance point at rate of \$2.00 for each and every carload of freight yielding road haul revenue to the Railway Company delivered on, or shipped from the track during period not exceeding 4 1/2 years. (If track is an extension, or springs from a track not owned by Railway Company, no refund will be allowed)

Applicant will maintain or bear maintenance cost of track (and trestle) except that when and after the Railway Company shall have refunded to applicant the full amount of the cost of the portion of said track from switch point to clearance point, and at all events upon expiration of refund period the Railway Company will maintain said portion of said track between switch point and clearance point.

Applicant will own track (and trestle) except to the extent that refund of cost of portion from switch point to clearance point is made by Railway Company provided that Railroad Company shall own portion from switch point to clearance point at end of refund period regardless of whether or not refunds total whole cost of said portion of track.

Applicant will do necessary grading, furnish and install wooden box culvert, furnish necessary cross ties from clearance point to end, and advance estimated cost and bear entire expense of all material and labor furnished by the Railway for the construction of the track from switch point to end, subject to usual refund of cost of portion of track from switch point to clearance point at rate of \$2.00 for each and every carload of freight yielding road haul revenue to the Railway Company delivered on or shipped from the track during period not exceeding 4-1/2-years.

Applicant will maintain or bear maintenance cost of new track, except that when and after the Railway Company shall have refunded to applicant the full amount of the cost of the portion of said track from switch point to clearance point, and at all events at expiration of refund period, the Railway Company will maintain said portion of said track from switch point to clearance point.

Applicant will own new track except to the extent that refund of cost of portion from switch point to clearance point is made by Railway Company provided that Railway Company shall own portion from switch point to clearance point at end of refund period regardless of whether or not refunds total whole cost of said portion of track.

Applicant will sign contract containing following standard clauses:- Switch light, indemnity, usage, right of way, assignment and termination. (Clauses referred to shown on back of this sheet).

Applicant understands and agrees that the Railway Company in accepting this application, does not undertake, or obligate itself, to furnish any of the materials required for the construction of track, and that applicant shall procure from the War Production Board, or other proper Governmental Agency, such order or authority as may be necessary to enable the Railway Company to utilize the relay rails, and track accessories required for the construction of said track.

SWITCH LIGHT CLAUSE

That _____ will at _____ own exclusive cost and expense, provide a tender for such switch lamp as may be established by the Railway Company at the point of connection of said industrial track with said _____ track of the Railway Company, and will properly maintain the said switch-lamp, keeping the same always lighted at night for the guidance of employees of the Railway Company in the operation of its trains during the continuance of this agreement; **Provided**, however, that the Railway Company shall furnish unto the part _____ of the second part sufficient oil for the proper maintenance of said switch-lamp.

INDEMNITY CLAUSE

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

USAGE CLAUSE

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

RIGHT OF WAY CLAUSE

That the part _____ of the second part shall acquire, whenever necessary, full right and lawful authority to construct, maintain and operate such portion or portions of said industrial track as may be located beyond the limits of the right of way of the Railway Company, or upon or across any public street or road; and hereby specifically guarantees unto the Railway Company the right, without hindrance or interference, to operate with its engines and cars such portion or portions of said track.

ASSIGNMENT CLAUSE

That this contract is not assignable or transferable, and the part _____ of the second part covenant that _____ will not assign the same, nor transfer or attempt to transfer to another any right or interest in the same, except with the consent of the Railway Company, in writing, signed in its behalf by its authorized executive officer.

TERMINATION CLAUSE

That either party hereto may terminate this agreement at any time hereafter but upon sixty (60) days notice, in writing, to the other, of the intention so to do; in which event, upon the taking effect of such notice, the Railway Company may discontinue the operation of said industrial track and remove its property and fixtures therefrom; and the part _____ of the second part shall have the right to have the track material in said track owned by the part _____ of the second part, as aforesaid, taken up and delivered to the part _____ of the second part; it being understood that the work of taking up said track material shall be done, if the Railway Company so elects, by the forces of the Railway Company, but in any event at the expense of the part _____ of the second part.

Winston-Salem, N. C., July 29, 1943. reb/fs

-769-


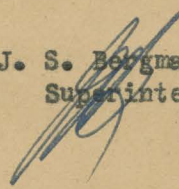
Mr. J. A. Rust, RM,
Winston-Salem, N. C.

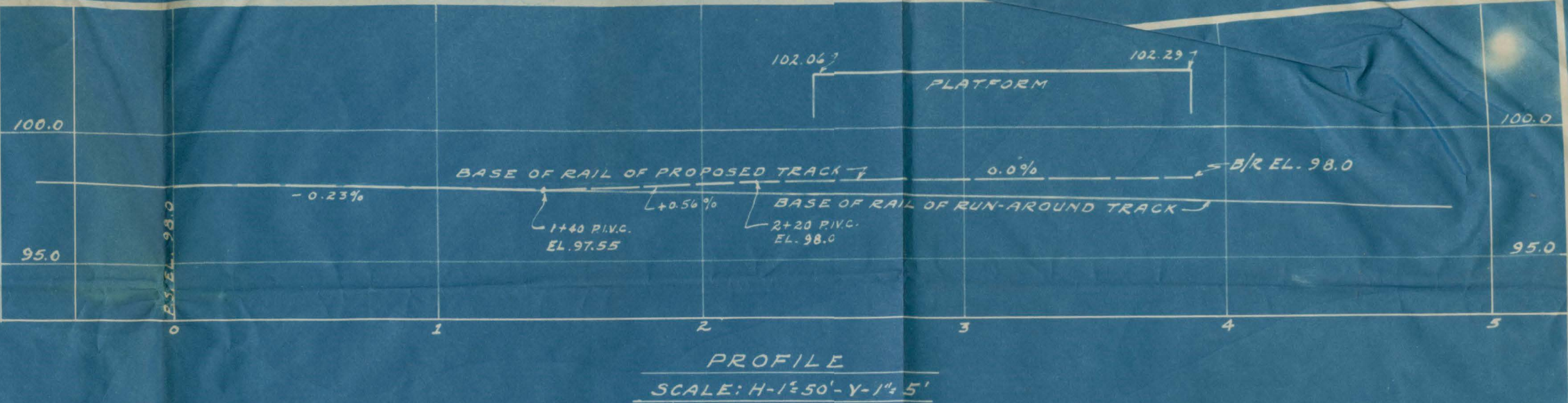
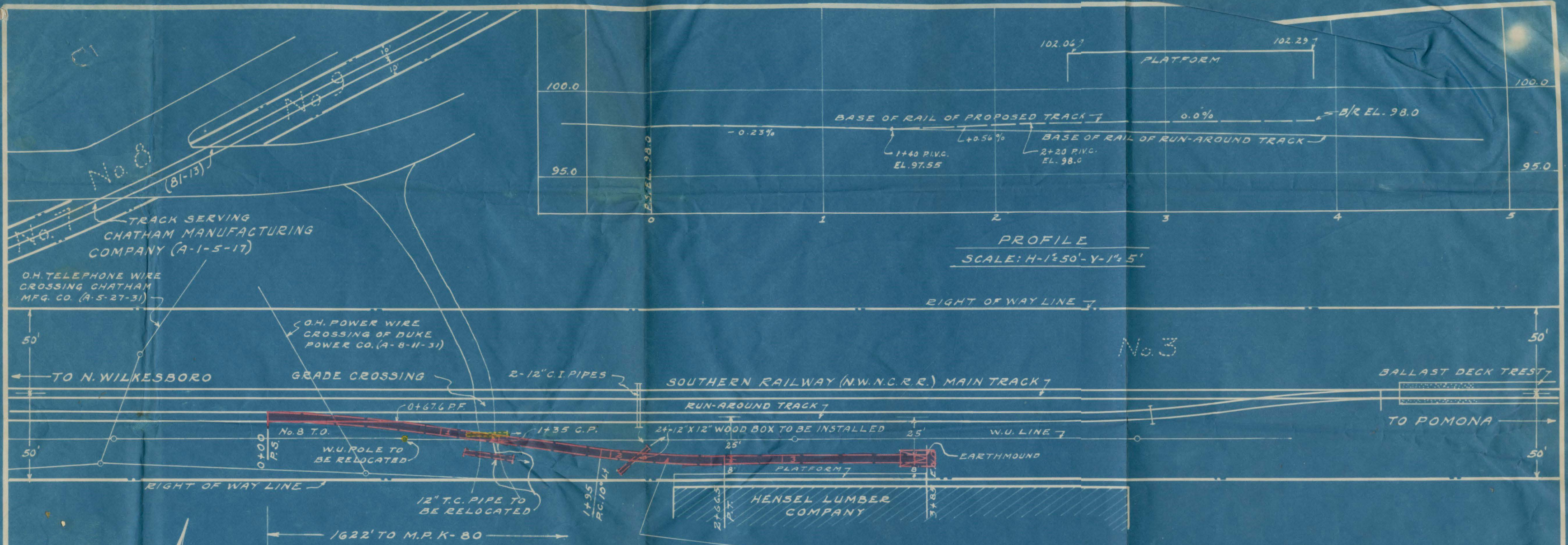
Track for Hensel Lumber Company, Elkin, North Carolina, has been authorized.

Please assemble our part of the material and be in position to construct same when I advise you when agreement has been signed and check covering the cost to them has been deposited.

These people have several Government contracts which is being help up, and the Government is right on their necks, and would like to get the track as soon as possible.

J. S. Bergman,
Superintendent.





385 FT. OF TRACK INCLUDING No. 8 TURNOUT TO SERVE HENSEL LUMBER COMPANY

SOUTHERN RAILWAY SYSTEM
EASTERN LINES
ELKIN, ————— N.C.
TRACK TO SERVE HENSEL LUMBER COMPANY.

SCALE: 1" = 50' JUNE 9, 1943

SURRY COUNTY, N.C.
VAL. SEC. 28 SHEET 5-21
PARCELS 3' 7' 8' & 9'

OFFICE OF CHIEF ENG. M.W. & S. CHARLOTTE, N.C.

B	SURVEY BY	NONE
	DRAWN BY	F.A.S.
3409	CHECKED BY	
	R/W REF.	V-28/5-21
	DWG. REF.	B-2251/G-545
	NOTE BOOK	-
	CORR. FILE	R-5372

Winston-Salem, N. C., August 3, 1943. reb/fs

-769-

Mr. M. Middleton,
Treasurer,
Washington, D. C.

Attached is certified check for \$1321.00, drawn by Hensel Lumber Company on The Bank of Elkin, representing the estimated cost of labor and material to be furnished by the Railway Company in connection with construction of side track at Elkin, N. C., covered by Form 1680, dated June 23rd, AFE 86750.

Kindly acknowledge receipt.

J. S. Bergman,
Superintendent.

Copy-
Mr. G. W. Adams:

Your file 15585, letter of July 28th.

The Hensel Lumber Company now advise that H. H. Hensel is not one of the partners composing the Lumber Company.

Draft agreement properly executed by all parties of the Lumber Company attached.

J S B

Copy-
Mr. G. F. Brookes:

Copy-
Mr. B. Hermans (107-3-8137)

Copy-
Mr. C. B. Neubauer:
Mr. W. T. Pollard:

Copy-
Mr. G. L. Sitton: (R-5372)

B/C:
Mr. J. A. Rust:

My letter July 29th.

The Hensel Lumber Company has signed agreement and deposited check covering estimated cost.

Arrange construction of track with a minimum of delay, advising me date completed and placed in operation.

W B B

J S B

SOUTHERN RAILWAY SYSTEM

SOUTHERN RAILWAY COMPANY
(Name of Carrier)

Owner..... SOUTHERN RAILWAY COMPANY
 Lessee.....
 Operating Company..... SOUTHERN RAILWAY COMPANY
 Location of Project: State..... N. C. Valuation Section..... 28 Station or M. P..... Elkin Division..... Winston-Salem
 Work Begun..... Aug. 4, 1943 } Portions here reported turned over to operation.....
 Project completed..... August 12, 1943 Turned over to operation.....

ROADWAY COMPLETION REPORT

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

Completion Report { Progressive } No. 53823
 Final }
 A. F. E. Number..... 86750 6-23-43
 Sheet..... 1 of..... 2 Sheets

Description of Project:

Construction of side track identified as track No. 81-20, springing from track No. 81-19, P. S. opposite valuation chainage station 4248 + 52 to serve Hensel Lumber Company, as shown on drawing B-3409 dated June 6, 1943, Office of Chief Engineer, M. of W. & S., Charlotte, N. C. Agreement dated July 31, 1943.

Cost borne by..... SOUTHERN RAILWAY COMPANY

File 107-3-8137

PROPERTY UNITS ADDED; THE AGGREGATE OF THEIR COSTS IN PLACE; COST OF EFFECTING PROPERTY RETIREMENTS					DESCRIPTION OF PROPERTY and CONSTITUENT PARTS	PROPERTY AND COSTS RETIRED				
Unit	Quantity	Unit Cost	Cost	Charge Account Number		Unit	Quantity	Unit Cost	Cost	Credit Account Number
					<u>ADDITIONS</u> <u>YARD AND OTHER TRACKS</u>					
					Track No. 81-20 135 Tr.Ft. From P. S. to C. P.					
			15.10	1	Engineering					
C.Y.	54	.206	11.11	3	Embankment - earth					
Each	22	1.518	39.40	8	Ties, Road - oak, Plain					
M.F.B.M.	3.938	30.145	118.71	8	Ties, Switch, oak, plain					
			152.11	8						
G.T.	2.7321	20.00	54.64	9	Rail, 85# R - 108 Tr.Ft.					
Each	1		59.25	10	Switch, 85# 15'					
Each	1		19.35		Switch Stand, Ramapo - 20-B.L.M.					
"	1		.60		Switch Lock					
Cwt.	6.23		12.60		Guard Rail, 85# 11' (2)					
Each	2		4.26		Guard Rail Clamps 85#					
Sets	2		12.96		Comb. P. & B. 85#					
Each	1		78.94		Frog, #8 - 85# 12' M. I.					
Each	1		1.24		Joints, 85#/60# Comp. R					
"	8		9.47		" 85# Bonzano R					
Cwt.	.35	3.784	1.32		Bolts, 7/8" x 4-1/2" (34 @ 1.44)					
"	.02	3.784	.08		" 3/4"x3-1/2" (2 @ .86)					
M	.036	28.25	1.02		Nut Locks, 7/8" H. P.					
Cwt.	6.79	1.50	10.19		Tie Plates, 85# (96 @ 7.07#)					
"	2.25	3.05	6.86		Spikes 5-1/2" (360 @ .625#)					
			218.14	10						
C.Y.	20		10.23	11	Ballast, Screenings					
Tr.Mi.	.0256	2945.70	75.41	12	T. L. & S., 61-90# Incl. 135 tr.ft.					
Each	1		75.00		Placing turnout					
Sets	2	.50	1.00		Placing Comb. P. & B.					
Each	96	.03	2.88		Placing Tie Plates					
C.Y.	20	.35	7.00		Placing Screenings Ballast					
			161.29	12						
Each	1		2.71	13	Clear Post, C.I.					
			625.33		R and E					
					<u>Yard & Other Tracks</u> Turnout Adjustment Track No. 81-19					
					Engineering				.96	1
					Ties, Road - Cyp.	Each	56	1.148	64.29	8
					R and E				65.25	

B. HERMAN

CHIEF ENGINEER

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

Subscribed and sworn to before me, this _____ day of _____ 19 _____

(Signature) Chief Engineer

(Signature)

Notary Public

Audited _____

(Signature)

Auditor of Construction

(Title)

SOUTHERN RAILWAY SYSTEM

(Name of Carrier)
SOUTHERN RAILWAY COMPANY

ROADWAY COMPLETION REPORT

Continuation Sheet

Completion Report { Progressive
Final
XXXXXXXX } No. 53823

A. F. E. Number 86750 6-23-43
Sheet No. 2 of 2 Sheets

PROPERTY UNITS ADDED; THE AGGREGATE OF THEIR COSTS IN PLACE; COST OF EFFECTING PROPERTY RETIREMENTS					DESCRIPTION OF PROPERTY and CONSTITUENT PARTS	PROPERTY AND COSTS RETIRED				
Unit	Quantity	Unit Cost	Cost	Charge Account Number		Unit	Quantity	Unit Cost	Cost	Credit Account Number
			625.33		Total R and E				65.25	
			8.00	220	Removing Cross ties					
			633.33		Gross Cost					
					Net R and E			\$ 560.08		
					* O. E.			73.25		
					Gross Cost			\$ 633.33		
					<u>Retire From Order No. 3</u>					
					<u>6/43 A.F.E. 85313 - CR 53784</u>					
					Engineering				.96	1
					Ties, Road - Cyp.	Each	56	1.148	64.29	8

SOUTHERN RAILWAY COMPANY

OFFICE OF _____

Am't L^h

Am't Back Pay

Date	Description	Am't L ^h	Am't Back Pay
Aug 43	Form 1758 Sheet 8	3.00	.50
		8 6.50	1.08
		8 142.43	22.75
		8 27.36	4.56
		9 7.94	1.32
		9 11.50	1.92
		9 108.50	18.09
		9 30.00	5.00
		9 13.68	2.28
Oct 43		7 1.38	.23
Letter 9/24/43	Wages - Train Crew -	1.73	.11
	Screenings	4.90	.45
		<u>\$358.42</u>	<u>\$58.29</u>

W.P.'s form letter 9/14/44 file 86750 mailed back to him 9/18/44 with above information.

.166752

300

50025600

.166752

6.50

8337600

1000512

108388800

.166752

142.43

500256

667008

333504

.166752

27.36

1000512

500256

167264

333504

456233472

.166752

1.38

1334016
55025623011776
166752

.166752

108.50

8337600

1334016

.166752

7.94

667008

1500768

1167264

132401088

1.32

.166752

11.50

8337600

166752

166752

191764800

.166752

1809259200

.166752

1.23

500256

333504

166752

628510496

.166752

30.00

500256000

.166752

13.68

1334016

1000512

500256

166752

92816736

OFFICE OF

SOUTHERN RAILWAY COMPANY

Cowder 1.1375

Brown .9450

✓ .9450

Engel 1.2900 .2500

Flour 1.0375

New Rate 5.3550 per hour

Old 4.9025 per hr.

Backtime or Inc. .4575 = 1 hr

4)4535

.1133

4532

4535
2500
500

49025

24512500
1980500

122562500

5.3550

2500

26775000
107100

133875000
122562500
11312500

OFFICE OF

RECORDS

1911

1500M 11.42

Serail ?

Earth Mound

Sw. Rock

Maint Office of Sign
Clearance posts

1 Jobe chad.
Luc in g...
(1 chad.)

Cuiders 155 cu yds
Stone dust
Form 812

SOUTHERN RAILWAY COMPANY

OFFICE OF

1 Didnt use one
1 ✓ ✓ ✓

Mr. Barber:

Please find out from Hensel Lumber Co.
cost of material furnished by them,
material listed below:

- 266 L.F. 60# R.S. Rail
- 7 60# A B Joints Relay (14 pcs)
- 147 Plain Oak Crossties

F.M.

65 yds. Grading 32.00 25 SWP + Cl. P. 8¹¹
 X-ties 192.25 (LP to End) (LP to End) 1400
 Bump Block Em 889

rail and joints were already
 there and he leased the
 plant from Storey Lumber
 Co. and says that he has
 not yet bought the rail
 but if he does purchase it
 he thinks it would be for
 a price equal to scrap
 price for the material.

338
 24
 1352
 676
 81
 338
 65
 1690
 2028
 21970

338) 8.00 (236) 5.50 3200
 676 8.00 1350
 1240 14.00 1850
 810 14.00
 22260 34
 2028 25
 2210

WBB
 65) 22.00 (338)
 19.50
 2.50

LIST OF MATERIAL USED IN CONSTRUCTION OF NEW SPUR TRACK
FOR HENSEL LUMBER CO. AT ELKIN, N. C. AFE-86750.

THIS LIST TO BE INSERTED IN TIME BOOK OF SECTION K-68 for
AUGUST 1943.

Material used and furnished by Southern Railway Co.

- ✓ 470- lin.ft. 85# rail, relay.
- ✓ 1- 15 ft. 85# switch complete with plates & braces, relay.
- ✓ 1- set heavy duty ~~XXXXXXX~~ switch tie bars & lugs, new.
- ✓ 1- Ramapo No. 20-B switch stand, rebuilt.
- ✓ 1- 85# No. 8 manganese insert frog, relay.
- ✓ 2- 11 ft. 85# plain guard rails, relay.
- ✓ 2- sets 85# combination guard rail plates & braces, relay.
- ✓ 2- 85# guard rail clamps with fittings, relay.
- ✓ 200- 8 1/2 inch tie plates, relay.
- ✓ 2- 85/60# compromise joints, relay.
- ✓ 8- 85# Bonzana joints, relay.
- ✓ 8- 85# AB joints, relay (16 pcs.)
- ✓ 1- 85# Weber joint, relay.
- ✓ 68- 7/8 X 4 1/2 track bolts, relay. + 3/4 X 3 1/2
- ✓ 4- 7/8 X 5 1/2 track bolts, new.
- ✓ 72- 7/8 inch spring lock washers, new.
- ✓ 800- 9/16 X 5 1/2 spikes, new.
- ✓ 200- 9/16 X 5 1/2 spikes, relay.
- ✓ 32- 3/4 X 3 1/2 machine bolts, new. Storehouse at Rd House
- ✓ 22- plain oak cross-ties.
- ✓ 750- lin. ft. plain oak switch timber 3938' BM
- ✓ 1- switch lock.

Material used in track construction but furnished by
Hensel Lumber Co.

- 266- lin. ft. 60# rail, relay.
- 7- 60# AB joints, relay. (14 pcs.)
- 147- plain oak crossties.

Track completed 8/12/43.

Ballast - 60 cu. yds. screening \$7.50
Ship from Cobden to Elkin

Derail on Rock
Don't need one
for it

to be chgd Sept
How was ballast
unloaded & date. Met chgs
Find out something definite
about items or estimate
that haven't been charged

8/11/43
from Red B.
Phone W. town track
I have for tar with dirt
I have for ballast

Were
not
billed

Jakust Wash DC 9/23
Track Hensel Lumber Co Elkin ne you
Note on Aug 1758 Can you now advise
regarding items not accounted for such
as Signs & Ballast not charged any
section House rent chargeable rail
Charge sp to CP is 200 feet
Over estimate showed a portion of
rail to be shown CP to end all relay
rail should be handled on form 1758
at \$20.00 per ton. 34-DPT

WT Pollard

SOUTHERN RAILWAY COMPANY

OFFICE OF _____

Winston-Salem, N.C.

September 24, 1943

Mr. W. T. Pollard: -

Referring to your ^{memo} 34 SPT the 23rd.

Following

Charges on August Form 1758 for
Hemel Lbr. Co. track at Elkin should
have been divided as follows:

Sw. Pt. to Cl. P.

Rail 85# R.S. 216 L.F. Y. Ins. 2.7321 @ 28 ⁰⁰	\$76.50 -
Jonite's 85/60# Comp. S.H. 1 Cwt. .67 @ 6 ⁰⁰	4.02 -
✓ 85# Bong. ✓ 8 @ 133	10.64 -
Bolts 7/8" x 4 1/2" S.H. (34) Cwt. .43 @ 243	1.04 -
✓ 3/4" x 3 1/2" (2) ✓ .015 @ 243	.03 -
Nut locks 7/8" Nut (4) ✓ .036 @ 3900	1.40 -
Tie plates 8 1/2" S.H. (96 @ 7.07#) Cwt. 6.79 @ 123	8.35 -

Clear Post to End

Rail 85# R.S. 254 L.F. Y. Ins. 3.2130 @ 28 ⁰⁰	89.96
Jonite's 85/60# Comp. S.H. 1 Cwt. .67 @ 6 ⁰⁰	4.02
✓ 85# Ang. Bar ✓ 8 ✓ 4.16 @ 198	8.24
✓ ✓ Heb. Ang 1	.50
✓ ✓ ✓ Sole Plates S.H. 1	.90
✓ ✓ ✓ Channels ✓ 1	.55
Bolts 7/8" x 4 1/2" S.H. (34) Cwt. .43 @ 243	1.05
✓ 3/4" x 3 1/2" (2) ✓ .015 @ 243	.04
✓ 7/8" x 5 3/4" Nut (4) ✓ .06 @ 4.05	.24
Nut locks 7/8" Nut (4) ✓ .036 @ 3900	1.41
Tie plates, 8 1/2" S.H. (104 @ 7.07#) Cwt. 7.35 @ 123	9.04

SOUTHERN RAILWAY COMPANY

OFFICE OF _____

Switch Point to bel. Pt.

(3)	Grading	cu yds	10		3.00
(8)	Plain Oak Crosstie	Ea.	22 @ 1.5184		33.40
	✓	✓	Switchties MBM	3.938 @ 30.145	118.71
(9)	Rail, 85# R.S.	^{2.16} 470	R.F. Y. In.	^{2.7321} 5.9451 @ 28.00	x 76.59 80.04
(10)	Joints, 85/60#	comp. S.H.	1 Cwt.	.67 @ 6.00	x 4.02
	✓	85#	Bonz.	✓ 8 @ 1.33	x 10.64
	✓	✓	Ang. Bar	✓ 8 Cwt. 4.16 @ 1.98	
	✓	✓	Web. Ang.	✓ 1	
	✓	✓	✓	Sole Plates S.H. 1	
	✓	✓	✓	Channels ✓ 1	
	Bolts	7/8" x 4 1/2"	S.H. (34)	Cwt. 43 @ 2.43	x 1.04
	✓	3/4" x 3 1/2"	✓ (2)	✓ .01.5 @ 2.43	x .03
	✓	7/8" x 5 3/4"	new (4)		
	Nut locks	7/8" new	M. .036 @ 39.00		x 1.40
	Tie plates	8 1/2" S.H. (200 @ 2.07 ⁹⁶)	Cwt. 14.14 ^{6.79} @ 1.23		x 8.35
	Sw. Pts.	85# S.H. (2)	Set 1		25.25
	Sw. Plates	✓ (28)	✓ 1		13.20
	Sw. Procs	✓ (14)	✓ 1		1.39
	Sw. tie bars	new, heavy duty	Set 2 @ 2.10		4.20
	Sw. lugs	✓	✓ 2 .88		1.76
	Gd. rails	85# 11' plain S.H.	2 @ 6.30		12.60
	Gd. Rail Clamps	85# ✓	2 2.13		4.26
	Comb. Gd. R. Plts. + Bcs.	85# S.H. Sets 2	2.88		5.76
	Rampas	Sw. Std. No. 20-B Rebuilt	Ea. 1		16.29
	85# #8 Manganese	Insert frog S.H.	1		62.40
	Spikes	5 1/2" (260)	Cwt. 2.25 @ 3.05		6.86
	Switch Lock		Ea. 1		.60

SOUTHERN RAILWAY COMPANY

OFFICE OF _____

Clear Point to End

Grading in yds No 7.94

254 3.2130 x 89.96
~~2447.7 y. In. 3.0864 @ 28.00~~ ~~86.41~~

9 to 85/60th Comp. S.H. 1 Cwt. 1.67 @ 6⁰⁰ x 4.02

_____ x 8.24

_____ x .50

_____ x .90

_____ x .55

Blt 7/8" x 1/2" S.H. (34) Cwt. .43 @ 243 x 1.05

✓ 3/4" x 3/4" ✓ (2) ✓ 0.15 @ 243 x .04

✓ 7/8" x 5/4" New (4) ✓ .06 @ 405 x .24

That locks 7/8" new .036 @ 39.00 x 1.41

The plts, 8 1/2" S.H. (104 @ 7.07[#]) Cwt 7.35 @ 123 9.04

Derrail ^{New} Sept chg x 44.10

Spikes 5 1/2" new (440) Cwt. 2.75 @ 305 8.39
✓ Relay (200) ✓ 1.25 1.83 2.29
Switch Rock Ea. 1 Sept x 60

SOUTHERN RAILWAY COMPANY

OFFICE OF _____

Clear Point to End

50 tons. Ballast 40 cu yd @ \$12.50 = \$500

1.00

\$500.00

1 hr loc. for unloading ballast

1.0475	Condor	.2618	.9450	Freeman	.34
1.25					
.2618 ^{3/4}					

.8550	Flagman	.2137	
.2137 ^{1/2}			

6.95	1 1/4 hr
1.22	1/4 hr
5.73	

.8550	Pakman	.2137	
.2137 ^{1/2}			

1 hr	\$5.20
1/4 hr	1.73
	7.03

1.2000	Engel	.30	
.3000			

4.90	1 hr
1.69	
6.59	
	5.30
	1.73
	7.03

1.0475	
.8550	
.8550	
1.2000	
.9450	1 hr
4.90	1/4 hr
1.23	
6.13	

5.29	1 hr
1.73	
7.02	

SOUTHERN RAILWAY COMPANY

OFFICE OF _____

^{25 hrs}

Switch Point to Cl. Pt

(11) Ballast 20 cu yds (No.)

\$2.50

Tariff freight ²⁵ 100 per ton
\$2.50

1 1/4 hrs Local Int \$6.13

1/4 hr ✓ ✓ 1.23 for unloading 20 yds

1 hr 4.90 ✓ ✓ 40 ✓

Hensel Lbr Co
Be sure to make charges
for Hayes Derail & SW lock

Winston-Salem, N. C., September 24, 1943. m

Mr. W. T. Pollard:

Referring to your wire 34 SPT the 23rd. Following charges on August Form 1758 for Hensel Lumber Co. track at Elkin, N. C. should have been divided as follows:

Switch Point to Clear Post.

Rail 85# R.S. 216 L.F. G. tns. 2.7321 @ 28.00	\$76.50
Joints 85/60# Compromise S.H. 1 Cwt. .67 @ 6.00	4.02
" 85# Bonzano " 8 @ 1.33	10.64
Bolts 7/8"x4 1/2" S.H. (34) Cwt. .43 @ 2.43	1.04
" 3/4"x3 1/2" " (2) " 01.5 "	.03
Nut locks 7/8" new M. .036 39.00	1.40
Tie plates 8 1/2" S.H. (96 @ 7.07#) Cwt. 6.79 @ 1.23	8.35

Clear Post to End

Rail 85# R.S. 254 L.F. G. tns. 3.2130 @ 28.00	89.96
Joints 85/60# Compromise S.H. 1 Cwt. .67 @ 6.00	4.02
" 85# Angle Bar " 8 " 4.16 1.98	8.24
" " Web. Angle " 1	.50
" " Sole Plates S.H. 1	.90
" " Channels " 1	.55
Bolts 7/8"x4 1/2" S.H. (34) Cwt. .43 @ 2.43	1.05
" 3/4"x3 1/2" " (2) " 01.5 "	.04
" 7/8"x5 1/2" New (4) " .06 4.05	.24
Nut locks 7/8" new M. .036 @ 39.00	1.41
Tie plates, 8 1/2", S.H. (104 @ 7.07#) Cwt. 7.35 @ 1.23	9.04

Section house rent should be charged.

Maintenance limit sign and Clearance post were not used as they were not needed.

Hayes Derail with Opr. stand 1	44.10
Switch lock 1	.60

above

These two items will be used as soon as we receive L H Hayes Derail. They will be charged on form 1758 under heading "Clear Post to End."

There was 60 cu. yds. screenings used on this track for which voucher will be prepared.

Screenings should be divided as follows:

Sw. Pt. to Cl. Post

Screenings 20 yds. \$2.50
Local Frt. unloaded
screenings-wages of
crew $\frac{1}{4}$ hr. 1.23
Tariff frt. 25 tns @
1.00 per ton 25.00
Screenings shipped from
Woodleaf, N.C. to Elkin, N.C.

Cl. Pt. to End.

Screenings 40 yards \$7.50
Local Frt. unloaded
screenings-wages of
crew 1 hr. 4.90
Tariff frt. 50 tns @
1.00 per ton 50.00
Screenings shipped from
Woodleaf, N.C. to Elkin, N.C.

Notice your wire states all relay rail should be handled on form 1758 at \$20.00 per ton. We have had the understanding for sometime that the price of \$20.00 per ton for relay rail applied to that used in company tracks and laying heavier weight rail releasing lighter weight - as per Mr. Seay's circular letter AC-43, dated October 1, 1942.

On March 24th, 1942 Mr. Sitton quoted your letter of March 19th to all Roadmasters requesting the rate of \$28.00 be used for industry tracks. Also have copy of letter from your office dated April 22, 1942 file 15635 addressed to Mr. J. S. Moore, Birmingham, Ala. to this effect.

Mr. Sitton's office used the rate of \$28.00 in the preparation of estimate for the Hensel Lbr. Co. track.

If there is later instructions than those mentioned above please advise in order that I may use correct rate.

Yours truly,

J. A. Rust,

Roadmaster.

Winston-Salem, N. C., September 24, 1943. m

Mr. W. T. Pollard:

Referring to your wire 34 SPT the 23rd. Following charges on August Form 1758 for Hensel Lumber Co. track at Elkin, N. C. should have been divided as follows:

Switch Point to Clear Post.

Rail 85# R.S. 216 L.F. G. tns. 2.7321 @ 28.00	\$76.50
Joints 85/60# Compromise S.H. 1 Cwt. .67 @ 6.00	4.02
" 85# Bonzano " 8 " @ 1.33	10.64
Bolts 7/8"x4 1/2" S.H. (34) Cwt. .43 @ 2.43	1.04
" 3/4"x3 1/2" " (2) " 01.5 "	.03
Nut locks 7/8" new M. .036 39.00	1.40
Tie plates 8 1/2" S.H. (96 @ 7.07#) Cwt. 6.79 @ 1.23	8.35

Clear Post to End

Rail 85# R.S. 254 L.F. G. tns. 3.2130 @ 28.00	89.96
Joints 85/60# Compromise S.H. 1 Cwt. .67 @ 6.00	4.02
" 95# Angle Bar " 8 " 4.16 1.98	8.24
" " Web. Angle " 1	.50
" " Sole Plates S.H. 1	.90
" " Channels " 1	.55
Bolts 7/8"x4 1/2" S.H. (34) Cwt. .43 @ 2.43	1.05
" 3/4"x3 1/2" " (2) " 01.5 "	.04
" 7/8"x5 1/2" New (4) " .06 4.05	.24
Nut locks 7/8" new M. .036 @ 39.00	1.41
Tie plates, 8 1/2", S.H. (104 @ 7.07#) Cwt. 7.35 @ 1.23	9.04

Section house rent should be charged.

Maintenance limit sign and Clearance post were not used as they were not needed.

Hayes Derail with Opr. stand 1	44.10
Switch lock 1	.60

above
These two items will be used as soon as we receive L H Hayes Derail. They will be charged on form 1758 under heading "Clear Post to End."

There was 60 cu. yds. screenings used on this track for which voucher will be prepared.

Screenings should be divided as follows:

<u>Sw. Pt. to Cl. Post</u>		<u>Cl. Pt. to End.</u>	
Screenings 20 yds.	\$2.50	Screenings 40 yards	\$7.50
Local Frt. unloaded		Local Frt. unloaded	
screenings-wages of		screenings- wages of	
crew $\frac{1}{4}$ hr.	1.23	crew 1 hr.	4.90
Tariff frt. 25 tns @		Tariff frt. 50 tns @	
1.00 per ton	25.00	1.00 per ton	50.00
Screenings shipped from		Screenings shipped from	
Woodleaf, N.C. to Elkin, N.C.		Woodleaf, N.C. to Elkin, N.C.	

Notice your wire states all relay rail should be handled on form 1758 at \$20.00 per ton. We have had the understanding for sometime that the price of \$20.00 per ton for relay rail applied to that used in company tracks and laying heavier weight rail releasing lighter weight - as per Mr. Seay's circular letter AC-43, dated October 1, 1942.

On March 24th, 1942 Mr. Sitton quoted your letter of March 19th to all Roadmasters requesting the rate of \$28.00 be used for industry tracks. Also have copy of letter from your office dated April 22, 1942 file 15635 addressed to Mr. J. S. Moore, Birmingham, Ala. to this effect.

Mr. Sitton's office used the rate of \$28.00 in the preparation of estimate for the Hensel Lbr. Co. track.

If there is later instructions than those mentioned above please advise in order that I may use correct rate.

Yours truly,

J. A. Rust,

Roadmaster.

Southern Aggregates Corporation

Raleigh, N. C.

Two hundred sixty five and - - - - - 96
100

\$265.96 - - -

8 - '43 13 cars 1" ballast and screenings shipped to Win-
ston-Salem, Barber and Elkin, N.C. during August 1943
as per invoices listed below and attached to file portion
of this voucher.

Inv WL-4133	8/2/43	1	car	1"	Bal.	41.05	*	.95	39.00
"	4133	8/3/43	1	"	"	47.55	"	.95	45.17
"	4134	"	1	"	"	52.00	"	.95	49.40
"	WR 184	8/6/43	1	"	screenings				5.00
"	185	"	1	"	"				5.00
"	191	8/10/43	1	"	"				5.00
"	192	8/11/43	1	"	"				5.00
"	193	"	1	"	"				5.00
"	194	"	1	"	"				5.00
"	199	8/18/43	1	"	"				15.00
"	200	"	1	"	"				5.00
"	VL 4465	8/25/43	1	"	1" Bal.	49.30	"	.95	46.84
"	4525	8/31/43	1	"	"	47.95	"	.95	45.55
									<u>\$265.96</u>

Readmaster

Superintendent

MS&S 218-A Sub-4
20 cu yds screenings 2.50
148.68 cu yds 1" ballast 176.56
APE 85498 M P L-40.5 Pipe
culvert Sub-4
41.60 cu yds 1" ballast 49.40
APE 73207 M P L-1.9 under-
pass 200 cu yds screenings 25.00
APE 86750 Hensel Lbr. Co.
track Sub-4 60 cu yds screen. 7.50
APE 85185 M P K-23 Filling
tres. Sub-4 40 cu yds screen. 5.00

376

\$265.96

\$265.96 9/25/'43

Atlanta, Ga., Aug. 31, 1943

SP-9275-4

BILL No. _____

SHEET No. _____

Hensel Lumber Company,
 c/o Mr. J. R. Smith, Supt. Tel. & Tel.,
 Southern Railway,
 Charlotte, N.C.

TO THE WESTERN UNION TELEGRAPH COMPANY, DR.
 (INCORPORATED)

PLEASE DRAW CHECK TO THE ORDER OF THE COMPANY AND MAIL IT TO
 Mr. C. H. Carroll, Gen. Mgr., Atlanta, Ga.

TO WHOM ANY CORRESPONDENCE WITH REFERENCE TO THIS BILL SHOULD BE ADDRESSED

Expense incidental to moving our line to
 permit the construction of a spur track to
 serve the Hensel Lumber Company, at Elkin, N.C.
 Our Item No. 381. Final Bill.

Labor - Wages - August 9, 1943:

8 Hours

\$ 7.84

Plant Supervision Expense 25%
 Social Security Taxes 3.8%

1.96
 .30

Misc. Expense - 1 Lunch

.57

Amount Due

\$10.67

MTM:R

The Western Union Telegraph Company, Inc.,
c/o C. H. Carroll, General Manager,
Atlanta, Ga.

Fen and - - 67/100 10.67

8-31-43 Expense incidental to moving Telegraph Company's line to permit the construction of a spur track to serve the Hensel Lumber Company, at Elkin, N.C., as per your bill listed below and attached to file portion of this voucher.

<u>Bill No.</u>	<u>Date</u>	<u>Amount</u>	
SP-9275-43	8-31-43	\$10.67	\$10.67

Cy Mr. J. A. Rust:

With a copy of Western Union bill
J.R. Smith.

Cy Mr. G. L. Sitton

Your file R-5372
JRS

AFE-86750 - Track for Hensel
Lumber Co., Elkin, N.C. \$10 67

#286

\$10 67 9-1-43

Washington - October 2nd 1943 - HPT

File AFE 86759

86750

J. A. Rust, Roadmaster
Winston Salem, North Carolina

Subject: Track Hensel Lumber Co., Elkin, North Carolina

Dear Sir:

Referring to your letter of September 24th asking whether or not instructions regarding price of rail, other than shown in circular letter AC-43, had been issued.

Circular AC-43 is the latest instructions, and specifically states that all rail used in Addition and Betterment work should be carried on form 1758 at \$20.00 per ton effective with the accounts for September 1942.

The price of \$28.00 is used on all estimates for industrial tracks and this office uses \$28.00 when preparing bills against outsiders, however, \$20.00 per ton should be shown on forms 1758.

My letter of April 22, 1942 to Mr. Moore, referred to by you, covers the situation at that time but circular AC-43 superceeded all previous instructions regarding Addition and Betterment work.

Please advise amount of section rent chargeable to Hensel Track giving division between S/P and C/P and C/P to End. I will defer preparation of bill until all charges have been reported.

Yours truly,

559
0
W. T. Holland
Auditor of Construction
459
0

Final charges made on Oct '43
Form 1758

Winston-Salem, N. C., October 5, 1943. m

Mr. W. T. Pollard:

86750

Referring to yours of the 2nd, file AFE 86759, Track
Hensel Lumber Co., Elkin, N.C.

I will correct the rail used in above track on my form
1758 for the month of September, using the rate of \$20.00.

Amount of section house rent chargeable between switch
point and clear post is \$4.13 and clear post to end \$3.37.

Hayes Derail has not been installed yet as we do not
have one in stock and do not know when we will get one.

J. A. Rust

Charlotte, N.C., October 30, 1943. 1.
R-5372.

Elkin, N. C. - Construction of new spur track for Hensel Lumber Co.
AFE 86750.

Mr. Neubauer:

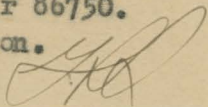
Yours Oct. 27:

We furnished for this track a total of 470 lin. ft. of 85# RS rail - 216 lin. ft. for track from switch point to clearance point and 254 lin. ft. for track from clearance point to end. On August form 1758 all of the rail was charged to track from P. S. to C. P. by mistake and incorrect price of \$28 .00 was used. On September form 1758 the erroneous August charge was credited back and the rail was correctly charged at \$20.00 per ton and divided as between the two parts of the track. The project has been completed. Your confirming transfer order should call for 470 lin. ft. of 85# RS rail.

G L S

Cy- Mr. W. T. Pollard: Your 86750.

Cy-Mr. Rust: As information.



Winston-Salem, N. C., November 17, 1943. M-fs-

TELEGRAM:

W. T. Pollard,
Washington, D. C.

28-HPT. Seven Hundred and Nine.

J A R

File # 86750

Hensel Lumber Company,

Elkin, North Carolina.

Bill Dept # 100
November 2,

3.

254 L.F. 65/ Relay Nail 3,2130 G. Tnc. @ 28.00	\$ 89.96	
65/60 Comp. Jts. S.H. 1 = 67 lbs.		
65/ Ang. Bar " " 0 = 416 "		
65/ Weber " " 1 = 66 "		
549 " @ 1.83	<u>10.16</u>	\$100.12

Above material furnished for industrial track constructed for you at Elkin, N. C., during month of August, 1943. Applying on and completing T. O. No. R-4957.

Auth. Impr. AFE 86750
Aug. & Sept., 1943 \$100.12

1505

Field

Winston-Salem - June 2, 1948. b-a

-769-

MR. G. W. ADAMS,
CHARLOTTE, N. C.

Receipt of your letter June 1, file 15585, in regard to refund period of track constructed for Hensel Lumber Company, Elkin, N. C., agreement dated July 31, 1943, subsequently transferred and assigned to Goodman-Ernst Lumber Company, by memorandum agreement dated July 10, 1946, expiring February 12, 1948 without the full cost of track between switch point and clearance point being earned and that the Railway Company now owns and would, of course, maintain that portion of track, is acknowledged and will be governed accordingly.

B. L. STANFIEL,
Superintendent.

B/Cy:
✓ MR. A. H. GRAHAM:

Please have maintenance limit sign moved from switch point to clearance point so that there will not be any misunderstanding as to division of maintenance, advising when done.

Handwritten initials/signature

X

S-10

Winston-Salem - June 3, 1948. b-s

MR. G. C. SMITH,
WINSTON-SALEM, N. C.

Mr. Stanfiel advises that the refund period of track constructed for Hensel Lumber Company, Elkin, N. C., under agreement dated July 31, 1943, subsequently transferred and assigned to Goodman-Ernst Lumber Company by memorandum agreement dated July 10, 1946, expired February 12, 1948, without the full cost of track between switch point and clearance point being earned, and that the Railway Company now owns and would, of course, maintain that portion of the track.

Please have maintenance limit sign moved from switch point to clearance point so that there will not be any misunderstanding as to division of maintenance, advising when done.

A. H. GRAHAM,
Division Engineer.

Copy-
MR. W. D. BLALOCK:

- A H G

Winston-Salem - June 10, 1948. b-s

-769-

MR. A. H. GRAHAM,
Division Engineer,
Winston-Salem, N. C.

My letter June 2 advising that refund period on track serving Goodman-Ernst Lumber Company, Elkin, N. C., expired without the full cost of track between switch point and clearance point being earned.

Has maintenance limit sign been moved from switch point to clearance point, as instructed?

B. L. STANFIELD,
Superintendent.

8-18
Winston-Salem - June 11, 1948. b-s

MR. G. C. SMITH:

I wrote you on June 3 as follows:

"Mr. Stanfiel advises that the refund period of track constructed for Hensel Lumber Company, Elkin, N. C., under agreement dated July 31, 1943, subsequently transferred and assigned to Goodman-Ernst Lumber Company by memorandum agreement dated July 10, 1946, expired February 12, 1948, without the full cost of track between switch point and clearance point being earned, and that the Railway Company now owns and would, of course, maintain that portion of the track.

"Please have maintenance limit sign moved from switch point to clearance point so that there will not be any misunderstanding as to division of maintenance, advising when done."

As you are being traced by Superintendent Stanfiel, would ask that you please advise when the above has been done.

A. H. GRAHAM,
Division Engineer.

Copy-
MR. W. D. BLALOCK:

All weights and measures to guarantee of article quantity or weight on package in
 Original bills receipt bills specify measurements given for commodity, loss or quantity

Delivered by (Class)	Commodity	Rate			
Point of Origin	Who is hereby authorized to receive and receive therefor:		W. D. BLALOCK		
Destination	Please deliver the above described articles to:		6 / 12 / 48		
Mr A. H. Graham Winston Salem N.C. They are not any maintenance limit Signs to move at the					
SHIPPER'S OR SENDER'S DECLARATION OF WEIGHT AND MEASUREMENTS DATE AND DATE OF SHIPMENT COMMERCE TIME REFERENCE FREIGHT ADVANTAGE REFERENCE ORIGINATOR'S INITIALS AND NO.					
GUARANTEED FROM SHIPPER'S WEIGHT AND MEASUREMENTS DATE AND DATE OF SHIPMENT CRY INITIALS AND NUMBER					
ROUTE (Point of Origin to Destination) DESTINATION W. D. Blalock					
CONSIGNEE DATE FREIGHT BILL NO.					

has received the following articles consigned to you:

SOUTHERN BAYMAX COMPANY

ARRIVAL NOTICE



ARRIVAL NOTICE



SOUTHERN RAILWAY COMPANY,

has received the following articles consigned to you:

CONSIGNEE	DATE	FREIGHT BILL NO.
DESTINATION	STATION	
ROUTE (Point of Origin to Destination)		
WAYBILLED FROM	WAYBILL DATE AND NUMBER	†FULL NAME OF SHIPPER
POINT AND DATE OF SHIPMENT	CONN. LINE REFERENCE	PREVIOUS WAYBILL REFERENCE
		CAR INITIALS AND NUMBER
		ORIGINAL CAR INITIALS AND NO.

NUMBER OF PACKAGES, ARTICLES AND MARKS

WEIGHT

RATE

FREIGHT

ADVANCES

TOTAL

Warehouse Location

Please Deliver the Above Described Articles to:

†WEIGHT SYMBOL
L. C. L. FREIGHT

Post or Section

Who is Hereby Authorized to Receive and Receipt Therefor.

*TOTAL PREPAID

TOTAL

Delivered by (Clerk)

Consignee

Per

\$

Original paid freight bills should accompany claims for overcharge, loss or damage. All freight will be subject to demurrage or storage charges, or both, as provided in published tariffs.

Winston-Salem - June 17, 1948. b-s

-769-

MR. A. H. GRAHAM,
Division Engineer,
Winston-Salem, N. C.

Please refer to my letters June 2nd and 10th in regard to refund period on track serving Goodman-Ernst Lumber Company, Elkin, N. C., expiring without the full cost of track between switch point and clearance point being earned, and instructing that maintenance limit sign be moved from switch point to clearance point, and advise if this has now been done.

B. L. SPANFEL,
Superintendent.

Winston-Salem - June 15, 1948. b-s

S-22

MR. G. C. SMITH,
WINSTON-SALEM, N. C.

Further in connection with my letters of June 3rd and 11th, relative to moving maintenance limit sign from switch point to clearance point, track serving Goodman-Ernst Lumber Co., Elkin, N. C., covered by agreement dated July 10, 1946, expiring February 12, 1948.

W. D. Blalock advises that there is no maintenance limit sign on this track and would ask that you place maintenance limit sign at clearance point on this track, advising date this is done.

In case you do not have a maintenance limit sign on hand, please advise Mr. Blair in my office in order that requisition can be prepared and placed with South Richmond Storehouse, South Richmond, Va.

A. H. GRAHAM,
Division Engineer.

Winston-Salem, N.C.
June 23rd, 1948

Mr. A.H.Graham, DE,

I have inspected the track serving
Goodman-Ernst Lumber Co. at Elkin, N.C. and the way
they back trucks back there it would not be any time
before it would be broken down and under these conditions
I would not reccomend buying one for this track.

G.C.Smith

Winston-Salem - June 25, 1948. b-s

S-2

MR. G. C. SMITH,
WINSTON-SALEM, N. C.

Correspondence exchange relative to placing maintenance limit sign at clearance point on track serving Goodman-Ernst Lumber Company, Elkin, N. C., covered by agreement dated July 10, 1946, expiring February 12, 1948.

In your letter of June 23, you stated that due to the condition of trucks going back and forth over this track, you did not recommend buying *and* placing clearance post on this track.

If you do not feel that it is advisable to place maintenance limit sign on this track, what means of marking the track do you suggest in order to have it understood by the section foremen in the future. By this, I mean, as long as Mr. Blacklock stays at Elkin he would understand in regard to the maintenance of this track, but in case some new Foreman or Extra Foreman is on this section, it might be misunderstood.

Won't you please think this matter over and let me have your recommendations.

A. H. GRAHAM,
Division Engineer.

Winston-Salem - July 22, 1948. bs

S 29

MR. G. C. SMITH:

Please refer to my letter of June 25 relative to placing maintenance limit sign at clearance point on track serving Goodman-Ernst Lumber Company, Elkin, N. C., covered by agreement dated July 10, 1946, expiring February 12, 1948.

Won't you please let me have your recommendations as requested.

A. H. GRAHAM,
Division Engineer.

Winston-Salem, N.C.

July 24th, 1948

Mr. A.H.Graham, DE,

In reply to your letter of July 22nd
I have already handled this matter of maintenance limit
sign with Mr. Brown.

G.C.Smith

Winston-Salem - July 24, 1948. bs

S-31

MR. G. C. SMITH:

Further in connection with my letter of July 22nd and your reply of July 24th relative to placing maintenance limit sign at clearance point on track serving Goodman-Erast Lumber Company, Elkin, N. C.

Won't you please give me copy of your report to Mr. Brown as this information is needed to complete our file.

A. H. GRAHAM,
Division Engineer.

Full



Winston-Salem, N.C.
July 26th, 1948

Mr. A.H.Graham, DE,

Mr. Brown came in my office and asked me about the maintenance sign in Elkin at Goodman-Ernst Lumber Co. Ours was an oral agreement. I told Mr. Brown that I did not think it advisable to put a sign up as it would only be torn down. He said that he was closing his file on it. However, if you want me to put one up I will do so if you will furnish me one.

note

G.C.Smith

Mr. Smith stated that he & Mr. Brown agreed not to put up maintenance limit sign, but to mark crescent & have it understood by foreman and all concerned. Res.

- 2 -

October 10, 1952. bs

7 6 9

Cy-MR. GRAHAM: (Cont'd)

with the relocation of their plant and let me have sketch showing just what will be desired in the way of track facilities, ~~and~~ it may be that they may desire to remove the existing track and re-install it at the new location.

B. B. S.

Winston-Salem - October 10, 1952. bs

7 6 9

MR. HOLCOMB:

Exchanges concerning agreement dated July 31, 1943 with Hensel Lumber Company covering industrial track, Elkin, North Carolina, subsequently transferred and assigned to Goodman - Ernest Lumber Company by memorandum agreement dated July 10, 1946:

Is Mr. Goodman, of Goodman - Ernest Lumber Company, available for executing papers re-assigning the above-mentioned agreement to Hensel Lumber Company?

Superintendent.

Copy-
MR. FORDHAM:

Understand Hensel Lumber Company is looking into the feasibility of relocating their plant on higher ground to be safe from high water and floods, which will, of course, require the construction of an industrial track at the new location.

Please furnish your recommendations, revenue features, etc., with respect to re-assigning the above-mentioned agreement to Hensel Lumber Company; also your recommendations, revenue features, etc., with respect to the construction of the track at their proposed new location.

Copy-
MR. GRAHAM:

B. L. S.

Please have Mr. VonSprecken call on Mr. Hensel of the Hensel Lumber Company at his first opportunity in connection

Winston-Salem - October 17, 1952. bs

7 6 9

MR. HOLCOMB:

Please refer to my letter October 10th, covering agreement dated July 31, 1943, with Hensel Lumber Company, covering industrial track, Elkin, North Carolina, subsequently transferred and assigned to Goodman-Ernest Lumber Company by memorandum agreement dated July 10, 1946, and advise if Mr. Goodman of the Goodman-Ernest Lumber Company is available for executing papers reassigning the agreement to Hensel.

Superintendent.

Copy--
MR. FORDHAM:

Your recommendations, revenue features, etc., with respect to reassigning agreement to Hensel, also your recommendations, revenue features, etc., with respect to the construction of a track at their proposed new location, will be appreciated.

B. L. S.

Copy--
MR. GRAHAM:

If Mr. VonSprecken has called on Mr. Hensel in connection with the relocation of their plant, please let me have sketch showing just what he will require in the way of track facilities, encroachments, etc., if and when the plant is relocated.

B. L. S.

1505

Winston-Salem, N.C.
Oct. 24th, 1952

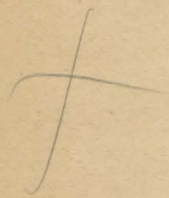
Mr. A.H.Graham, DE,

Referring to Mr. Stanfiel's letters of
Oct. 10th and 17th. concerning track to serve Hensel
Lumber Co. at Elkin, N.C:

I talked with Mr. Hensel on the property
Oct. 17th. He does not want a track put in at the present
time but wanted to know if it would be possible for a track
to be put on the property and was shown several possible
locations.

R.E. von Sprecken

Cy:
Mr. B.L.Stanfiel, Supt.



Charlotte, N. C., July 29, 1953. t
R-5372

SUBJECT: Elkin, N. C. - Track extension and changes for Hensel Lumber Company.

Mr. Stanfiel: 769

Reference is made to your letter of July 14, and general manager's letter of July 17, concerning track extension desired by Hensel Lumber Company, at Elkin, N. C.

We have prepared and I am attaching the original and nine copies of application form 627/2, covering the construction of an extension to track serving Hensel Lumber Company at Elkin, N. C., as shown on Drawing B-5766 dated July 23, 1953, three prints attached.

Estimated cost of track extension and changes,
exclusive of grading and drainage items (363'). . . . \$3,064.28

Track extension and changes are to be constructed on the basis of the applicant bearing entire expense as outlined at the bottom of form 627/2.

If you approve and plan and estimate are approved by Hensel Lumber Company, please have them sign the original and all copies of the form, delivering one copy of the form, copy of clearance diagram, and one print to them, two copies of the form and one print to Division Engineer Graham, retaining one copy of the form and one print for your file, returning to this office the original and five copies of form 627/2, together with sheet 1, attached, properly filled in for the applicant in regard to organization and revenue features.

In presenting form 627/2 to the applicant, it should be pointed out to them that it is their application to the Southern Railway Company for the construction of an extension to spur track and not a contract.

Please explain to the applicant that any and all items of material and labor shown in detail on form 627/2 which they are to or desire to furnish are deductible from the amount to be advanced.

Upon return of signed form 627/2, together with form 627/1, properly filled out, we will prepare form 1630 and forward through regular channels, recommending that the track extension and changes be constructed on the basis outlined at the bottom of the form.

J F B

Cy - Mr. St. Clair: 15585
With print, and copy of estimate.

Cy - Mr. Whitfield:
Mr. Snead:
With copy of estimate and print.

Cy - Mr. Graham
With print. Note that you are to receive two copies of the form and one print from the Superintendent's office when the application has been signed.

egk



SOUTHERN RAILWAY COMPANY
(Name of Company)

ESTIMATED COST OF TRACK

Where located Elkin, N. C. Applicant Hensel Lumber Company
Description 383' extension to existing industrial track at M. P. 1-80 + 2005'
Lengths separately 383' + + + + + Total Length 383'
Clearances separately 383' + + + + + Total Clearance 383'
No. of Turnouts 0 Max. Grade 0.16 % Max. Curvature 12 Deg. 0 Min. N/A

ITEM	Quantity	Unit	DESCRIPTION	Unit Rate	ESTIMATED COST	
					TOTAL	Switch Point to to end
Clearing and Grubbing		Acres				
Borrowed Embankment		Cu. Yds.				
Earth Excavation		"	Grading to be handled by and at expense of Applicant.			
Rock Excavation		"				
Pipe <u>12" R.C. Hy. Grade</u>	<u>24</u>	L.F.	(To be furnished by and installed at the expense			
Pipe <u>12" CL."A" C.I.</u>	<u>24</u>	L.F.	(of Applicant			
Pipe <u>12" T.C. to be relocated</u>			by and at the expense of applicant			
Concrete <u>Wood box to be removed</u>		Cu. Yds.	by and at the expense of applicant			
Trestle Work		M. B. M. Lin. ft.				
Cross Ties	<u>230</u>	Each		<u>2.00</u>	<u>460.00</u>	
Switch Ties		M. B. M.	Sets No.			
Crossover Ties		"	No. Ctrs			
Rail <u>Relay</u>	<u>9.6890</u>	Tons	<u>766</u> L. F. <u>85</u> lbs.	<u>35.00</u>	<u>339.12</u>	
Rail		"	L. F. lbs.			
Splice Joints <u>SH</u>	<u>0.5357</u>	Each	<u>24 @ 50/</u> lbs.	<u>35.00</u>	<u>18.75</u>	
Splice Joints			lbs.			
Compromise Joints		Each	lbs. to lbs.			
Track Bolts <u>7/8" x 3/4"</u>	<u>1.421</u>	Cwt.	Size No. <u>96</u>	<u>10.20</u>	<u>14.49</u>	
Track Bolts		"	No.			
Nut Locks <u>for 7/8" bolt</u>	<u>.096</u>	M	Size	<u>51.60</u>	<u>4.95</u>	
Tie Plates <u>S.H.</u>	<u>2.2384</u>	Cwt.	<u>460 @ 10.9/</u> lbs.	<u>35.00</u>	<u>78.34</u>	
Tie Plates		"	lbs.			
Switches, complete		Each	lbs. ft.			
Switches		"	lbs. ft.			
Derails with op. stand		"	No. Hand			
Guard Rails		"	ft. lbs.			
Guard Rails		"	ft. lbs.			
Guard Rail Clamps		"	lbs.			
Guard Rail Clamps		"	lbs.			
Com. Guard Rail Plates and Braces		Sets	lbs.			
Com. Guard Rail Plates and Braces		"	lbs.			
Switch Stands, intermediate		Each				
Switch Stands, low		"				
Ground Throws		"				
Spring Rail Frogs		"	lbs. No.			
Frogs		"	lbs. No.			
Frogs		"	lbs. No.			
Spikes	<u>7.62</u>	cwt.	Size <u>6"</u> No. <u>1102</u>	<u>6.90</u>	<u>52.58</u>	
Gauge Rods <u>Non-ins.</u>	<u>9</u>	Each		<u>2.32</u>	<u>20.88</u>	
Bumping Posts		"				
Switch Lamps		"				
Switch Locks		"				
Maintenance Limit Signs		"				
Clearance Posts		"				
Fencing		Rods				
Road Crossings						
Ballast (in place)	<u>207</u>	Cu. Yds.	<u>Flagged sand</u>	<u>0.62</u>	<u>128.34</u>	
Ballast (in place)	<u>207</u>	"	<u>Labor unloading</u>	<u>0.29</u>	<u>60.03</u>	
Signalling and Interlocking						
<u>Raising power</u> Poles	<u>1</u>	Each	<u>By and at expense of Chatham Manufacturing Company</u>			
Moving <u>com.</u> Poles		"		<u>350.00</u>	<u>350.00</u>	
<u>Labor removing crossties sect.</u>	<u>1.0.</u>			<u>8.00</u>	<u>8.00</u>	
Labor Laying New Track	<u>518</u>	L.F.	<u>1 Turnouts @ 201.00</u>	<u>1.60</u>	<u>1,029.80</u>	
Labor Laying New Track		"	<u>@ 62.00</u>	<u>0.43</u>	<u>148.05</u>	

Labor Relocating Track
Labor Lining over track
...
Contingencies
...
D. Name

of the cost of the portion of said track from switch point to
portion of said track between switch point and
Applicant will own track (and trestle) except to the extent that refund of cost of portion from switch point to
provided, that Railway Company shall own portion from switch point to
said portion of track.
Applicant will sign contract containing following standard clauses.—Switch light, indemnity, usage, right of way, assignment and termination. (Clauses referred to shows
on back of this sheet.)
Recommended by [Signature] Superintendent. Signature of Applicant HENSEL LUMBER COMPANY
Concurred in by _____ By J. H. Hensel owner
Freight Agent. Elkin, N.C. July 31 1953
Subject to final approval on part of management (Place) (Date)

Maintenance Limit Signs.....			"				
Clearance Posts.....			"				
Fencing.....			Rods				
Road Crossings.....							
Ballast (in place).....	207	Cu. Yds.	Good sand	0.62	128.34		
Ballast (in place).....	207	"	Labor unloading	0.29	60.03		
Signalling and Interlocking.....							
Raising power Poles.....	1	Each	By and at expense of Chatham Manufacturing Company				
Moving comm. Poles.....		"		350.00	350.00		
Labor removing crossties acct. T.O.				8.00	8.00		
Labor Laying New Track.....	518	L.F.	1 Turnouts @	201.00	1.60	1,029.60	
Labor Removing old Track.....	135	"	1 " @	63.00	0.63	148.05	
Labor Relocating Track.....		"	" @				
Labor Lining over track.....	97	"		0.63	61.11		
Work Train Service.....	1	Days		152.00	152.00		
Labor replacing ties account removing T.O.				50.00	50.00		
Payroll Taxes.....	6	Per Cent	State and Federal			87.84	
Rental of Equipment.....							
Contingencies.....							
Engineering.....							
Date July 29, 19 53. File No. B-5372							
Drawing No. B-5766 Dated 7/23/53							
Office of Ch. Engr., W&A, E., Charlotte, N.C.			Grand Totals - \$			3,064.80	

BASIS OF CONSTRUCTION, MAINTENANCE AND OWNERSHIP

Applicant will advance total estimated cost and bear entire expense of track (and trestle) subject to usual refund of part of portion of track from switch point to at rate of \$1.00 per each and every carload of freight, wearing road haul revenue to the Railway Company, delivered on, or shipped from the track during period exceeding 4 1/2 years.

Applicant to do grading for entire track extension, furnish and deliver at site 230 cross ties, relocate 12" T.C. pipe under road, remove wood box drain, furnish and install 24 Linear Feet of 12" Cast Iron Class "A" pipe, and 24 Linear Feet of 12" R.C. Highway Grade pipe, as well as any other pipes that may be necessary to properly drain the roadbed - all at its expense.

Applicant will advance the estimated cost and upon completion bear the entire cost of all material and labor required in connection with the construction of the track extension (383') and in connection with the relocation of 135' of track, including #10 turnout, for its account.

Applicant will own and maintain or bear maintenance cost of the additional track (383') and will continue to own and maintain that portion of the original track (250') formerly owned and maintained by them.

Southern Railway Company will own and maintain the portion of track (135') including #10 turnout formerly owned and maintained by the Railway Company.

Applicant will sign contract containing following standard clauses:- Indemnity, usage, right of way, assignment, and termination. (Clauses referred to are shown on back of this sheet.)

SOUTHERN RAILWAY COMPANY

(CARRIER)

OFFICE OF
AUDITOR OF CONSTRUCTION

WASHINGTON, D. C., July 30, 1953

Mr. J. F. Beaver

DEAR SIR:--

PLEASE USE A. F. E. No. 103395 FOR THE OF
track changes for Hensel Lumber Company. VS-28
AT (LOCATION) Elkin, N.C. (MP 80 +2005') ON WINSTON SALEM DIVISION
CHARGES AMOUNT TO \$ APPEARING ON
DISTRIBUTION FOR THE MONTH OF

FORM 1680 No. DATED 19 \$

(IF NO FORM 1680 IS MADE THE REASON IS GIVEN BELOW:)

SURVEY NOW BEING MADE AT REQUEST OF APPLICANT?

PLAN IS NOT COMPLETED?

KINDLY INSTRUCT THAT THIS NUMBER BE USED IN ALL COMMUNICATIONS RELATING
TO THIS SUBJECT, AND IN ALL DISTRIBUTIONS, VOUCHERS AND BILLS AFFECTING IT.

Cy-Mr. Bennett:

Mr. Graham: ✓ Cy - Mr. Whitfield.

Mr. Hawkshaw:

Charlotte, NC, 7/23/53. t
R-5372

YOURS TRULY,

C. R. MILLER,

AUDITOR OF CONSTRUCTION.

NOTE:--

THIS FORM TO BE SUBMITTED IN QUADRUPPLICATE
FOR SECURING A. F. E. NUMBERS IN ADVANCE OF
THE COMMENCEMENT OF ALL NEW WORK INVOLVING
CHARGES TO PHYSICAL PROPERTY, ROAD AND
EQUIPMENT.

Winston-Salem - July 31, 1953. bs

769

MR. BEAVER:

Your letter July 29th, file R-5372, track extension and changes for Hensel Lumber Company, Elkin, North Carolina:

I return herewith original and five copies of Form 627, Sheet 2, properly signed by applicant, together with Form 627, Sheet 1, showing organization, revenue features, etc., for your further handling.

Superintendent.

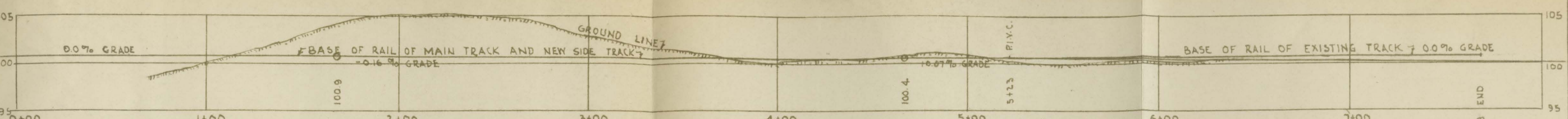
Copy-
MR. ST. CLAIR: (15585)
MR. WHELFIELD:

B. L. S.

B/Cy:
MR. GRAHAM:

With two copies of Form 627, Sheet 2, and print.

B. L. S.



PROFILE
SCALE 1" = 50' HOR. & 10' VERT.

CHATHAM MANUFACTURING CO.

STREET - 30' CONC. RDWY. N.C. STATE HWY. # 268

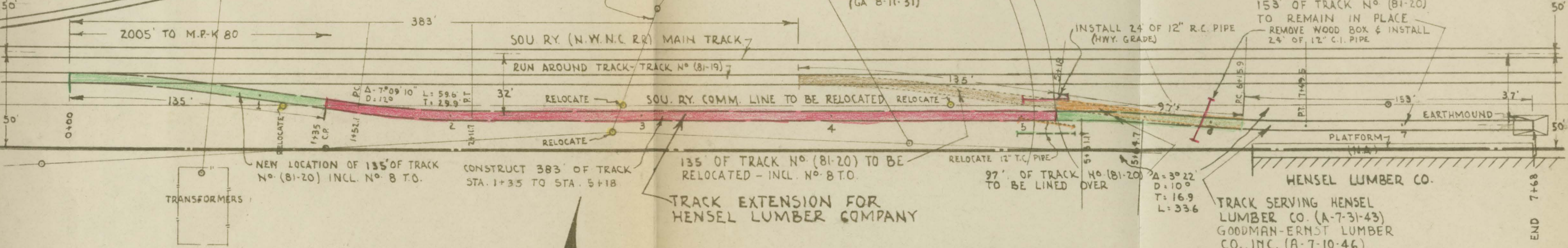
O.H. WIRE CROSSING OF DUKE POWER CO. (GA-8-11-31)

O.H. TELEPHONE WIRE CROSSING OF CHATHAM MFG. CO. (A-5-27-31)

O.H. WIRE CROSSING OF DUKE POWER CO. (GA-8-11-31)

← TO NORTH WILKESBORO

TO POMONA →



NEW LOCATION OF 135' OF TRACK N° (81-20) INCL. N° 8 T.O.

CONSTRUCT 383' OF TRACK STA. 1+35 TO STA. 5+18

135' OF TRACK N° (81-20) TO BE RELOCATED - INCL. N° 8 T.O.

TRACK EXTENSION FOR HENSEL LUMBER COMPANY

97' OF TRACK N° (81-20) TO BE LINED OVER

TRACK SERVING HENSEL LUMBER CO. (A-7-31-43)
GOODMAN-ERNST LUMBER CO., INC. (A-7-10-46)

SOUTHERN RAILWAY SYSTEM
EASTERN LINES
ELKIN, N.C.

TRACK CHANGES FOR HENSEL LUMBER COMPANY

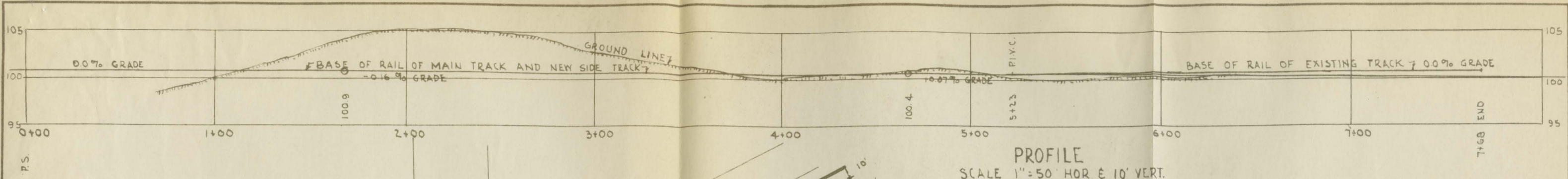
SCALE 1" = 50'

JULY 23, 1953

SURRY COUNTY, N.C.
VAL. SEC. 28, SHEET S-21
PARCELS 3-7-8-9-

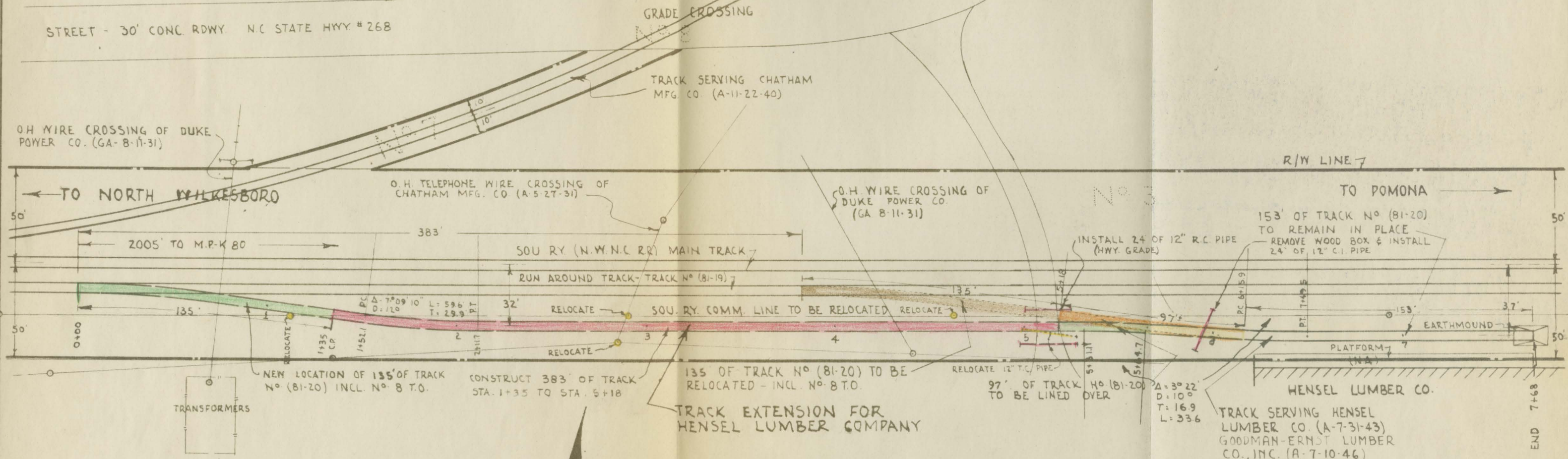
OFFICE OF CHIEF ENGINEER, M.W. & S., CHARLOTTE, N.C.

B 5766	SURVEY	-
	DRAWN	M.M.B.
	CHECKED	H.B.F.
	R/W REF	V-28/S-21
	DWG REF.	G-545+B-3409
	NOTE BOOK	1449
FILE N°	R-5372	



CHATHAM MANUFACTURING CO.

STREET - 30' CONC. RDWY. N.C. STATE HWY. # 268



SOUTHERN RAILWAY SYSTEM
 EASTERN LINES
ELKIN, N.C.

TRACK CHANGES FOR HENSEL LUMBER COMPANY
 SCALE 1" = 50' JULY 23, 1953

SURRY COUNTY, N.C.
 VAL. SEC 28, SHEET S-21
 PARCELS 3-7-8-9-

OFFICE OF CHIEF ENGINEER, M.W. & S., CHARLOTTE, N.C.

<p>B 5766</p>	SURVEY	-
	DRAWN	M.M.B.
	CHECKED	H.B.F.
	R/W REF	V-28/S-21
	DWG REF	G-545+B-34
	NOTE BOOK	1449
FILE NO.	R-5372	

Charlotte - July 31, 1953. or
15585

MR. STARFELD:

Your file 769, track extension and changes for Hensel Lumber Company,
Elkin, N. C.:

As per telephone conversation date with Mr. Brown, after Hensel Lumber
Company has signed Form 627 Sheet 2 and advanced the estimated cost of labor
and material we are to furnish for the Lumber Company's account, it will be
all right for you to proceed with the track extension and changes with the
understanding that our agreement will be executed when presented.

I understand that you have verified the Hensel Lumber Company's state-
ment that they did acquire and now own that portion of existing spur which
was covered with agreement with the Cochran-Ernest Lumber Company, Inc.

Cyc-

MR. BENNETT:
MR. MILLER:
MR. HANCOCK:
MR. J. H. SMITH:
MR. BEAVER:
MR. WHITFIELD:
MR. SHAD:
MR. GRAMM:

AWS

X
AWS
AWS

Charlotte, N. C., August 5, 1953. t
R-5372

SUBJECT: Elkin, N. C. - AFE-103395 - Track changes for Hensel Lumber Company.

Mr. St. Clair: 15585

I attach signed form 1680 dated August 4, 1953, and supporting papers, AFE-103395, requesting authority for the expenditure of \$2,604.28 to cover track changes involving the relocation of turnout and construction of 383' of new track to serve Hensel Lumber Company, at Elkin, N. C.

Papers have been prepared on the basis of the applicant bearing the entire expense - your letter of July 17.

J F B

Cy - Mr. Stanfiel: 769
With print.

Cy - ~~Mr.~~ Graham:
Mr. Whitfield:
Mr. Snead:
Mr. Hawkshaw:
With copy of form 1680 and supporting papers.

Cy - Mr. Miller:
With copy of form 1680.

egk.

J F B

SOUTHERN RAILWAY COMPANY

(Name of Company)

APPLICATION FOR INDUSTRIAL TRACK.

AFE 103395
Date 1680 8-4-19 53

Full Name of Applicant H. H. Hessel, individual, trading as Hessel Lumber Company.

Nature of Business Lumber - pulping Capital
(See Instructions)

Place of Business Wkln, N. C.

Place of Residence Wkln, N. C.

Post Office Address Wkln, N. C.

DESCRIPTION OF TRACK WANTED

(See Instructions Below)

Name of nearest Station, Town and County Wkln, Avery County, North Carolina

Point of Connection with reference to Mile Post 1-00 plus 2,005 feet

Length of Track from switch point to clearing point 135' - to be relocated

Length of Track on Railroad Company's right of way 300' extension

Length of Track on Public Roads or Streets 0

Total Length of Track 300' extension

Has Authority to cross Streets and Roads been given (See Instructions)

Estimated New Revenue to be derived by Railway Company per annum 77,500.00

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

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

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

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

If for Manufacturing Plant, give Capacity

INSTRUCTIONS

Applications must be dated

Every blank on this application must be carefully filled in.

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

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

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

Authority to cross streets or roads must be obtained by applicant and attached to this application. Such authority shall be worded as to permit and require the applicant to construct and maintain the track across the street or road and so as to permit the Railway Company to operate its engines and cars over the crossing.

This application must be accompanied by blue-prints showing North point; name of nearest station of Railway Company; distance from and direction of nearest mile-post; length of track from switch point to clearance point; length of track from clearance point to end of track; length of track on Railway Company's right of way; total length of track; proper names of all public roads, or streets, upon or across which tracks will be laid, and length of track in the same.

Drawing No. 2-2764

Date of Drawing 7/20/53

Elkin, N. C. - APE 103395 - Track changes for Hensel Lumber Co.

Basis of construction, maintenance and ownership outlined on form 627-2.

Time of completion to be within the present calendar year.

Estimate dated July 29, 1953.

Drawing No. B-5766 dated July 23, 1953.

Explanation of expenditure requested and
amount to be advanced by applicant

Total of form 627-2		3,064.28
Less items to be furnished by applicant and not handled through Railway accounts:		
Grading (not in estimate)	0.00	
Crossties	460.00	
Drainage (not in estimate)	<u>0.00</u>	<u>460.00</u>
Total expenditure requested and amount to be advanced by applicant		<u>2,604.28</u>

A. F. E. 103395

Dept. No. R-5372

Ledger Reference

AUTHORITY FOR EXPENDITURE

Folio _____ Year _____

Office of CHAS WALKER, Charlotte, N.C., August 4, 1953

Authority for an expenditure of \$ 2,604.28 is requested for the purpose of addition and relocation (Character of Change)

the property of HNSL LUMBER CO. (Name of Leased Line or Predecessor Operating Railroad) { Owned Leased Controlled

Location of proposed project: State N. C. Val. Sec. No. 28 Station or M. P. Elkin Division Salem

Description of Project:—

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

Track changes for Hensel Lumber Co.

Hensel Lumber Co. applies for changes in track serving its plant at Elkin, N. C., involving the relocation of turnout and construction of 383 ft. of new track.

Not used jointly.

Applicant to do all grading, furnish and deliver at site 230 crossties, relocate 12" T.C. pipe under road, remove wood box drain, furnish and install 24 LF 12" cast iron Class "A" pipe and 24 LF 12" H.C. highway grade pipe, as well as any other pipes that may be necessary to properly drain the roadbed, also advance \$2,604.28 to cover estimated cost of and upon completion bear entire cost of all material and labor to be furnished by the Railway in connection with the relocation of 135' of track and construction of 383' of track.

Ry. Acct. No. _____

Railway to furnish balance of material and labor and construct the track SUMMARY AUTHORIZED ACTUAL (See Sheet 2)

Estimated gross cost of project.....	\$ 3,064.28	\$
Chargeable for property retired {		
Operating Expenses ..		
Accr. Depreciation ..		
Earned Surplus:		
Appropriated		
Unappropriated:		
Value of salvage recovered		
Cost of property retired		
Incidental costs chargeable to operating expenses.....		
To other accounts		
IAC - Hensel Lumber Co. 3,064.28		
Net charge to property investment account	\$ 3,064.28	\$
	0.00	
Total cost to be borne by Hensel Lumber Co.		
Or participated by _____		

Recommended:

Approved:

Superintendent
Chief Engineer M. W. & S.
Asst. Chief Engineer
Chief Engineer

General Manager
Vice President
Vice President
Supt. R. E. and C. Dept.
President

Winston-Salem - August 5, 1953. bs

769

MR. CHEW:

Enclosed is check, amount \$2,604.28, representing estimated cost of labor and materials to be furnished by the Railway Company in connection with track extension and changes for the Hensel Lumber Company at Elkin, North Carolina.

Kindly acknowledge receipt.

B. L. STANFIELD,
Superintendent.

Copy-

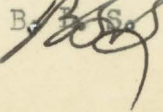
MR. BENNETT:
MR. MILLER:
MR. HAWKSHAW:
MR. SMITH: (J. R.)
MR. BEAVER:
MR. WHITFIELD:
MR. SNEAD:

B. L. S.

~~B/Cy:~~
MR. GRAHAM:

Applicant has advanced estimated cost, has agreed to execute agreement promptly when presented as well as memorandum agreement providing for termination of existing agreement with the Goodman & Ernst Lumber Company, Inc.

Please immediately assemble the necessary materials and proceed with the work as soon as applicant has completed the grading.

B. L. S.


Winston-Salem, N. C., August 6, 1953. bc
AFE 103395

MR. von SPRECKEN:

Superintendent Stanfiel advises that the Hensel Lumber Company at Elkin has advanced the estimated cost in connection with track extension and changes and they have agreed to execute agreement promptly when presented as well as memorandum agreement providing for termination of existing agreement with the Goodman & Ernst Lumber Co., Inc.

Mr. Stanfiel instructs that we immediately assemble the necessary material and proceed with the work as soon as applicant has completed the grading.

A. H. GRAHAM.

Call Mr. Hood 8/6/53

280- ~~280~~ Sid's Truck Lin
Grade 1 & 2 Sept
Walem

For use Hempel Lumber Co
Elkton, N.C.

Winston-Salem, N. C., August 7, 1953. bc

MR. BEAVER:

571

Attention: Mr. Hood

We are in need of 280 side track quality cross ties, grades 1 and 2, for use in new track to serve Hensel Lumber Company, Elkin, N. C.; so, please arrange to ship one car of grade 1 and 2 cross ties to me at Winston-Salem for use within the next week or ten days.

Chad 8/13/53
A. H. GRAHAM. *Chas. H. W. Lunde*
1 - Car 142
for Elkin, N. C.

B/Cy-
Mr. von Sprecken:

The above in connection with conversation with Mr. Blair Thursday, August 6th. Will advise you as soon as we receive notice on these ties.

-AHG-

Winston-Salem, N. C., August 13, 1953. bc

571

MR. von SPRECKEN:

Referring to conversation with Mr. Blair relative to the need of a minimum of 280 side track ties, grades 1 and 2, for use on new track to serve Hensel Lumber Company at Elkin, N. C.

Mr. Hood stated in phone conversation that the Charlotte Division is loading one car of grade 1 and 2 cross ties which will be billed to us at Elkin. If car is not needed at Elkin, we can stop it at Winston-Salem as per our conversation.

Will advise you as soon as we receive car number and date forwarded.

A. H. GRAHAM.

Charlotte - August 17, 1953. P
15585

MR. THOMPSON:

I attach herewith Form 1600 dated August 4, 1953, and supporting papers, AFE 103395, amount \$2,604.28, to cover track changes involving the relocation of turnout and construction of 383 feet of new track to serve Hensel Lumber Company, at Elkin, North Carolina.

Papers have been prepared on the basis of the applicant bearing the entire expense.

AWS

Cy-
MR. SCHOLS:

With copy of Form 1600 and supporting papers.

AWS

Cys-

MR. TOUL: With print.
MR. HERDMAN: With print.
MR. MILLER:
MR. HAWKMAN:
MR. BEAVER: (B-5372)
MR. STANFILL: (769)
MR. SEAD:
MR. WHITFIELD:
MR. GRAM:

AWS
AWS

X

Winston-Salem, N. C., August 19, 1953. bc

MR. MCARTHUR:

Further in connection with my letter of August 13th.

I have received shipping notice issued at Gaffney, S. C., by Mr. Gill of the Charlotte Division, covering Sou. 311275 billed to me at Walnut Cove August 14th, loaded with 369 new grade 3 creosoted oak cross ties.

When received, please release car promptly and advise date and checking of cross ties unloaded.

A. H. GRAHAM.

Winston-Salem, N. C., August 19, 1953. bc

S-76

MR. von SPRECKEN:

We have received shipping notice issued at Charlotte, N. C., August 14th, covering L&N 91075 billed to me at Elkin, N. C., by Division Engineer Gill, loaded with the following cross ties for use in new track to serve Hensel Lumber Company at Elkin, N. C.

240 - New Creosoted Gum Cross Ties, Grades 1 and 2

40 - New Creosoted Oak Cross Ties, Grades 1 and 2

280
When received, please release car promptly and advise checking of cross ties unloaded.

A. H. GRAHAM.

912

T.O. ET-426 - 8/25/1953

T.O. REQUESTS

Winston-Salem, N.C.

Aug. 20th, 1953

Mr. A.H.Graham, DE,

240 - creosoted gum and 40 - creosoted oak
cross ties received at Elkin 19Aug53. For use on Hensel Lumber
Co. track. *LN 91075-*

R.E. von Sprecken

note.

*Transfer bill
received dated
9/1/1953 covering*

280 - Creosote @ 3.51 = \$982.80

CONSTRUCTION OF TRACK OR EXTENSION OF TRACK

Form AI-20

Work done by WINSTON-SALEM DIVISION Div. Month of Aug 1953 A.F.E. No. 103395
 Material furnished by Salem Div. Station or M.P. Location Elkin, NC Track to serve Hensel Lumber Co.
 Length constructed - SP to CP _____ Ft. CP to End 383 Ft. Date project completed 8-27-53

Section or Ex.Gang No. Elkin Signed: T.M. Chandler Date this report made 8-29-53

Report on this form should be prepared and forwarded as soon as possible after the work has been completed; or if not completed, as soon as it is known no additional work will be done during the current month; and at end of month for all other projects not completed during the month. Send original to Mr. M. F. Hawkshaw, Assistant Auditor, Atlanta, Ga. and copy to your Division Engineer. Material shown on this report should not be shown in material book or time book.

Description - Show kind, size, weight	New or Relay	Unit	Furnished by Railway Co.		Furnished by Industry		Total Quantity	Cost to Industry SP to CP or
			SP to CP or	From to End	SP to CP or	From to End		
Grading		Cu.Yds				300	300	\$150
Pipe 12" RC	N	L. Ft.				16	16	25
Crossties H'wood ST 1&2	N	Each		230			230	
Crossties (creo)		"						
(a) Crossties		"						
Switch Ties		L. Ft.						
Switch Ties		"						
Derail Ties		"						
Crossover Ties		"						
Rail 85# ST	R	"		766			766	
Rail		"						
Switch Stands Comp.		Each						
Switch Lamps		"						
Switch Locks		"						
Switch Points		"						
Switch Plates, Plain		"						
Switch Plates, Adj.		"						
Switch Braces		"						
Switch Tie Bars		"						
Switch Tie Bars, Basket type		"						
Switch Heel Blocks		"						
Heel Block Joints		Jts.						
Heel Block Bolts		Each						
Heel Block Bolts		"						
Heel Block Thimbles		"						
Drive Screw Spikes		"						
(b) Frogs, No.		"						
Twin Frog Plates		"						
Toe Base Plates		"						
Guard Rails		"						
Guard Rail Clamps		"						
Comb. G.R.P. & B.		Sets						
Derails		Each						
Derail Stands		"						
Joints 85# 24" 100%	R	Jts.		24			24	
Joints		"						
Joints		"						
Joints		"						
Track Bolts 7/8"x4-3/4"	N	Each		96			96	
Track Bolts		"						
Nut Locks 7/8"	N	"		96			96	
Nut Locks		"						
Track Spikes 6"	N	"		1108			1108	
Track Spikes		"						
Tie Plates 10"SS 100/85	R	"		460			460	
Tie Plates		"						
Flagging Post		"						
Level Stops		Pairs						
Ballast Hagoood sand		Cu.Yds		178			178	
Ballast		"						
Clear Post		Each						
Maint.Limit Sign		"						
Work Train:	Yard or Road							
(c) Loco.No. 2061	Road (64)	Hours	1hr40m		XXXXXXX	XXXXXXX	1hr 40m	XXXXXXX
(c) Loco.No. 2061	Road (64)	"	1 hr		XXXXXXX	XXXXXXX	1 hr	XXXXXXX

(a) Show number of crossties removed where turnout was installed and reused on this project.
 (b) For Spring Frogs, show whether R.H. or L.H.
 (c) Show whether work service was performed by locomotive in yard service or road service.

W/Salem, NC 8 31 53

AHG

Delivered to Hensel Lumber Co at Elkin, N.C the following:

50 Creo H'wood crossties Grades 1&2.

REVS

441 Peet Hensel L.P.C.

Washington - March 10, 1954.

AFF-103395

Mr. A. H. Graham:-

Reference is made to AFF-103395-Elkin, N.C.- Track changes for Hensel Lumber Company. After comparing actual charges with Form 627 I note that labor constructing track is \$495.07 less than estimated and also that no gauge rods were used. Are these charges correct"

G. J. Harris.

G. J. Harris

All Charges correct as made

He did not use any gauges rods

Winston-Salem - March 11, 1954. m

Mr. G. J. Harris:

Yours March 10, AFE-103395-Elkin, N.C.-Track changes for Hensel Lumber Company, advising that actual charges compared with Form 627 you notice that labor constructing track is \$495.07 less than estimated and also that no gauge rods were used.

All charges correct as made. We did not use any gauge rods.

A H Graham

1505

Atlanta, Ga., March 26, 1954 hta/ef

132-1-103395

Mr. A. H. Graham: ✓

Under date of August 18, 1953, his file 769, Mr. Stanfiel sent to Mr. Chew Hensel Lumber Company check in the amount of \$100.00 covering estimated cost of 50 crossties to be furnished the Lumber Company for repairs to their track.

Our Washington Office is now tracing for bill to clear the open item in their records. To date I have no record of the ties being delivered to the Lumber Company or of being requested to prepare bill to cover same.

Kindly advise.

M. F. Hawkshaw

Mr. B. L. Stanfiel:

Winston-Salem - March 29, 1954. m

Mr. Hawkshaw:

Yours March 26, 132-1-103395. Please prepare bill against Hensel Lumber Company, Elkin, N. C. covering 50 new crec. hardwood crossties grades 1&2 August 31, 1953 for use in repairing their track.

A H Graham

Bill Dept. No. 5-29-4/14
amt 100⁰⁰ cover
above