

*File*  
No. 72

*File*  
No. 72

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. \_\_\_\_\_

\_\_\_\_\_  
*Burch, N.C.*  
*Station*  
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*Burch, N.C.*  
*Station.*

*File 72*

*File 72*

Greensboro, N.C., June 13, 1906

Mr. A. A. Wells,

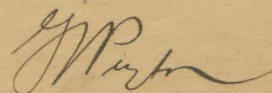
Roadmaster,

Greensboro, N.C.

Dear Sir:

Please get up estimate as to what it would cost to move side track at Birch from North to South side of main track in order that we can have more loading room. Let me have this as soon as possible.

Yours truly,



Ass't. Supt.

SOUTHERN RAILWAY COMPANY

Estimate of cost of  
 Clearing 268' proposed track.  
 Total length 433'

OFFICE OF

<del>grading 650 cubic yard at 30¢ =</del>	<del>\$162.50</del>
<del>1 set #8 Smith's ties 4x90</del>	<del>42.90</del>
<del>170 No. cover ties</del>	<del>102.00</del>
<del>1 split Smith's 15' 50# nail</del>	<del>23.50</del>
<del>1 Tray #8 50# "</del>	<del>13.50</del>
<del>1 Smith's stand.</del>	<del>10.00</del>
<del>870 timbers put 60 lb nail of 1720 tons</del>	<del>645.25</del>
<del>30 Pairs angle bars 60 lb nail</del>	<del>15.00</del>
<del>87 lbs track bolts</del>	<del>7.00</del>
<del>4 Key track spikes</del>	<del>10.40</del>
<del>1 Bumping Post</del>	<del>75.00</del>

Rahar dumping and surfacing track \$65.00  
 credit 6 560 tons old rails  
 " 1 - 50 Smith's 15'  
 " 1 - #8 description of track. \$1191.05

Spring from the main track at  
 a point 2130 ft west of mile post K-74  
 by 10° degree curve <sup>75'</sup> to the left. Then by  
 10 degree curve 75 ft to the right. Then  
 by tangent 268 ft west and parallel  
 to the main track. all on the right  
 of way of the Southern Railway Co.  
 am

1398

Estimate and Description of right side Track at Burch, N. Car.  
For Company Survey Requested by

Total Length 433' Feet.  
Total Clearance 268' Feet.  
Maximum Curve Required \_\_\_\_\_  
Maximum Grade Required \_\_\_\_\_ Feet Per Mile.  
Width of Right of Way Required \_\_\_\_\_ Feet.

Item	Quantity	Unit	Rate	Total
Right of Way		Acres	at \$	\$
Earth Excavation	<u>650</u>	Cu. Yds.	at <u>.30</u>	<u>162.50</u>
Loose Rock Excavation		Cu. Yds.	at	
Solid Rock Excavation		Cu. Yds.	at	
Concrete Masonry		Cu. Yds.	at	
Stone Masonry		Cu. Yds.	at	
Brick Masonry		Cu. Yds.	at	
Vitrified Pipe, _____ Diameter		Feet	at	
Iron Pipe, _____ Diameter		Feet	at	
Trestles, _____ Lin. Feet		Ft. B. M.	at	
Cross-Ties, First Class	<u>170</u>		at <u>.60</u>	<u>102.00</u>
Cross-Ties, Second Class			at	
Switch Ties, No. <u>8</u>	<u>3492'</u>	Sets	at <u>12.00</u>	<u>42.90</u>
Switch Points, Length <u>15</u> Feet	<u>One</u>	Sets	at <u>23.50</u>	<u>23.50</u>
Switch Stands, High			at	
Switch Stands, Low	<u>One</u>		at <u>10.00</u>	<u>10.00</u>
Frog No. _____, Spring			at	
Frog No. <u>8</u> , Stiff <u>50#</u>	<u>One</u>		at <u>13.50</u>	<u>13.50</u>
Rail, <u>60</u> Lbs. per Yard	<u>7.7</u>	Tons	at <u>28.00</u>	<u>215.60</u>
Angle Bars	<u>30</u>	Pairs	at <u>.50</u>	<u>15.00</u>
Bolts	<u>87#</u>	Kegs	at <u>5.00</u>	<u>2.00</u>
Spikes	<u>Four</u>	Kegs	at <u>3.60</u>	<u>14.40</u>
Derailing Switches <u>Bumping post</u>	<u>One</u>		at <u>75.00</u>	<u>75.00</u>
Clear Post			at	
Labor—Laying and Surfacing Track				<u>65.00</u>
TOTAL				<u>\$1171.05</u> <u>\$741.40 R</u>



Plus 10% for Engineering and Contingencies \_\_\_\_\_ \$  
GRAND TOTAL \_\_\_\_\_ \$

Made 7-13-06 w caw 190\_\_\_\_\_

Correct : \_\_\_\_\_  
A.A. Wells, Roadmaster.  
Engineer.

Approved : 7-copies

Approved : \_\_\_\_\_  
Engineer of Construction.

Estimate and Description of ~~side~~ <sup>side</sup> Track at Burch, N. Car.  
For Company Survey Requested by \_\_\_\_\_

Total Length ~~133~~ <sup>Ext</sup> \_\_\_\_\_ Feet.  
Total Clearance ~~200~~ \_\_\_\_\_ Feet.  
Maximum Curve Required \_\_\_\_\_  
Maximum Grade Required \_\_\_\_\_ Feet Per Mile.  
Width of Right of Way Required \_\_\_\_\_ Feet.

Right of Way . . . . .	Acres	at \$	<del>25</del>	\$	
Earth Excavation . . . . .	650	Cu. Yds. at	<del>20</del>		162.50
Loose Rock Excavation . . . . .		Cu. Yds. at			
Solid Rock Excavation . . . . .		Cu. Yds. at			
Concrete Masonry . . . . .		Cu. Yds. at			
Stone Masonry . . . . .		Cu. Yds. at			
Brick Masonry . . . . .		Cu. Yds. at			
Vitrified Pipe, _____ Diameter . . . . .		Feet	at		
Iron Pipe, _____ Diameter . . . . .		Feet	at		
Trestles, _____ Lin. Feet . . . . .		Ft. B. M.	at		
Cross-Ties, First Class . . . . .	170		at <del>40.00</del>		<del>102.00</del> <sup>68.00</sup>
Cross-Ties, Second Class . . . . .			at		
Switch Ties, No. <u>8</u> . . . . . <u>3492'</u>	One	Sets	at 12.00		42.90
Switch Points, Length <u>15</u> Feet . . . . .	One	Sets	at 23.50		23.50
Switch Stands, High . . . . .			at		
Switch Stands, Low . . . . .	One		at 10.00		10.00
Frog No. _____, Spring . . . . .			at		
Frog No. <u>8</u> , Stiff . . . . . <u>50'</u>	One		at 13.50		13.50
Rail, <u>60</u> Lbs. per Yard . . . . .	7.7	Tons	at 28.00		215.60
Angle Bars . . . . .	30	Pairs	at .50		15.00
Bolts . . . . .	<del>37</del> <sup>scrap from old nuts</sup>	Kegs	at 5.00		2.00
Spikes . . . . .	Four	Kegs	at 3.60		14.40
Derailing Switches . <u>Swapping post</u> . . . . .	One		at 75.00		75.00
Clear Post . . . . .			at		
Labor—Laying and Surfacing Track . . . . .					65.00

CREDIT:

TOTAL . . . . . ~~777.40~~

. . . . . 6.5 tons. old rail . . . . . 20.00 \$130.00  
. . . . . One 50 lb. switch 15 ft. . . . . 20.00  
. . . . . One No. 8 frog . . . . . 12.50

Plus 10% for Engineering and Contingencies . . . . . \$

GRAND TOTAL . . . . . \$ ~~578.90~~

Made 7-13-05 by W. A. Stand 190

Correct :

A. A. Wells, Roadmaster,  
Engineer.

Approved : 7-copies

Approved :

Engineer Maintenance of Way.

Engineer of Construction.

Greensboro, N. C. July 14th, 1906 w saw

Mr. G. V. Peyton,

Assistant Superintende nt.

Dear Sir:--

Referring to your letter of the 13th, relative to a proposed track on the south side of main track at Burch, N. C. I beg to hand you herewith sketch, estimate of cost and description of the same.

I recommend that the change be made as the location of the present track is bad, especially in wet weather it is impossible to keep the ditches open and passengers have to wade through the mud in getting on and off trains. With the propose change we canavoid this and have a respectable passenger landing.

DESCRIPTION  
OF TRACK

Spring from the main track at a point 2180 ft west of mile post K-74 by 10 degree curve, 75 ft to the left, thence by 10 degree curve 75 feet to the right, thence by tangent 268 feet West. All on the right of way of the Southern Railway Company.

Yours truly,

A. A. W<sup>ills</sup>,

Roadmaster.

Triplicate

# Southern Railway Company

OFFICE OF SUPERINTENDENT

Greensboro, N. C., Aug. 14, 1906.

Desk R.

D-1252.

Mr. A. A. Wells, Road Master,  
Greensboro, N. C.

Dear Sir:-

I return, herewith, blue print showing proposed new track at Burch, N. C., and will be glad to know if you propose to remove the present track on the right hand side going to Wilkesboro. If so, the prints should show this, and the material released from the track should be credited on the estimate. The north point should also be shown on the print. I return several copies of estimate, and will thank you to have figures verified, as an error was evidently made in the amount of rail required. Please make the necessary corrections and return the information to me as soon as possible.

Yours truly,

  
Ass't. Superintendent.

7.04

Greensboro, August 18, 1906. fa

Mr. G. V. Peyton,

Asst. Supt., Greensboro, N. C.

Dear Sir:-

Yours Aug. 14, file D-1252 .

I return herewith corrected papers in regard to spur track at Burch, N.C. and have shown north point on ~~xxx~~ print, which I trust is now O.K.

Yours truly,

Roadmaster.



A11467  
AUG 30 1906

Danville, Va. August 29, 1906.

Mr. E. H. Coayman,  
Asst. General Superintendent,  
Danville, Va.

Dear Sir:-

Yours of the 28th inst., file A-11467, covering change of the present spur track at Burch, N. C., from the north to south side of main track.

The estimate submitted by Roadmaster Wells has a number of errors, and should be returned to him for correction.

The length of the present track is not shown.

As the present track is to be taken up, I presume all serviceable material is to be used when the track is put on the south side, if so, I do not think all of the material as shown on estimate should be charged, as the track is simply shifted over to the new location, and the additional length if any should <sup>only</sup> be charged.

Yours truly,

Engr. M. of Way.

704

# SOUTHERN RAILWAY COMPANY

OFFICE OF

Greensboro, N. C. August 31st, 1906.

Mr. A. A. Wells,  
Roadmaster,  
Greensboro, N.C.

Dear Sir:-

Referring to previous correspondence relative to track at Burch, N. C. I return herewith copy of estimate and enclose water copy of letter from Engr. M. of Way, taking various exceptions to your estimate.

Please make up new estimate and let me have it as soon as possible.

Yours truly,

*[Handwritten Signature]*  
Superintendent.

Make New estimate { 7 copies }  
showing only Labor changing  
location 6500 - no material  
required -

change in location of spur  
Estimate and Description of ~~xxxx~~ Track at Burch, N.C.

For SORYCO. Survey Requested by

Total Length To remain 433 ft. Feet.

Total Clearance To remain 268 ft. Feet.

Maximum Curve Required

Maximum Grade Required Feet Per Mile.

Width of Right of Way Required Feet.

Right of Way . . . . .	Acres	at \$	\$
Earth Excavation . . . . .	Cu. Yds.	at	
Loose Rock Excavation . . . . .	Cu. Yds.	at	
Solid Rock Excavation . . . . .	Cu. Yds.	at	
Concrete Masonry . . . . .	Cu. Yds.	at	
Stone Masonry . . . . .	Cu. Yds.	at	
Brick Masonry . . . . .	Cu. Yds.	at	
Vitrified Pipe, _____ Diameter . . . . .	Feet	at	
Iron Pipe, _____ Diameter . . . . .	Feet	at	
Trestles, _____ Lin. Feet . . . . .	Ft. B. M.	at	
Cross-Ties, First Class . . . . .		at	
Cross-Ties, Second Class . . . . .		at	
Switch Ties, No. _____ . . . . .	Sets	at	
Switch Points, Length _____ Feet . . . . .	Sets	at	
Switch Stands, High . . . . .		at	
Switch Stands, Low . . . . .		at	
Frog No. _____, Spring . . . . .		at	
Frog No. _____, Stiff . . . . .		at	
Rail, _____ Lbs. per Yard . . . . .	Tons	at	
Angle Bars . . . . .	Pairs	at	
Bolts . . . . .	Kegs	at	
Spikes . . . . .	Kegs	at	
Derailing Switches . . . . .		at	
Clear Post . . . . .		at	
Labor—Laying and Surfacing Track <u>Changing location.</u> . . . . .			65.00
	TOTAL . . . . .	\$	65.00

Plus 10% for Engineering and Contingencies \$

Made Sept. 10, 1906 GRAND TOTAL \$

Correct :

A. A. WELLS, R.M.  
Engineer.

Approved :

Approved :

704

Greensboro, Sept. 10, 1906. hmw

File 704.

Mr. W. S. Andrews,

Supt., Greensboro, N.C.

Dear Sir:-

Your s August 31.

I enclose herewith seven copies of estimate covering  
change in location of spur track at Burch, N.C.

Yours truly,

Roadmaster.

# TELEGRAM

Form 649.  
Rev. 10-04. T. W.

## SOUTHERN RAILWAY COMPANY.

OPERATORS ARE REQUIRED TO WRITE ALL TELEGRAMS IN INK. Office signal, to or from, sender, receiver, and the TIME SENT OR RECEIVED must be endorsed on all telegrams. Telegrams for parties on trains (except those addressed to trainmen) must be enclosed in envelopes.

Greensboro N C - Sept 11 1906.

D-1252

Mr. A. A. Wells,

Greensboro, N. C.

Yours Sept. 10th file 704 in regard to spur track at Burch, N. C. Do I understand that this track will not cost but \$65. When your first requisition was sent in cost of track was shown to be \$1171.05; second estimate showed cost to be \$578.90

W.S. Andrews.

Estimate and Description of side Track at Burch, N. Car.

For Company Survey Requested by

Total Length 433' Feet.

Total Clearance 268' Feet.

Maximum Curve Required

Maximum Grade Required  Feet Per Mile.

Width of Right of Way Required  Feet.

Right of Way	Acres	at \$	\$
Earth Excavation	650 Cu. Yds.	at .25	162.50
Loose Rock Excavation	Cu. Yds.	at	
Solid Rock Excavation	Cu. Yds.	at	
Concrete Masonry	Cu. Yds.	at	
Stone Masonry	Cu. Yds.	at	
Brick Masonry	Cu. Yds.	at	
Vitrified Pipe, _____ Diameter	Feet	at	
Iron Pipe, _____ Diameter	Feet	at	
Trestles, _____ Lin. Feet	Ft. B. M.	at	
Cross-Ties, First Class	170	at .60	102.00
Cross-Ties, Second Class		at	
Switch Ties, No. <u>8</u> <u>3492'</u>	1 Sets	at 12.00	42.90
Switch Points, Length <u>15</u> Feet	1 Sets	at 23.50	23.50
Switch Stands, High	<del>1</del>	at	
Switch Stands, Low	1	at 10.00	10.00
Frog No. _____, Spring		at	
Frog No. <u>8</u> , Stiff <u>50#</u>	1	at 13.50	13.50
Rail, <u>60</u> Lbs. per Yard	7.7 Tons	at 28.00	215.60
Angle Bars	30 Pairs	at .50	15.00
Bolts	87# Kegs	at 5.00	2.00
Spikes	4 Kegs	at 3.60	14.40
<del>Derrailing Switches</del> <u>Bumping Post</u>	1	at 75.00	75.00
Clear Post		at	
Labor—Laying and Surfacing Track			65.00

CREDIT:

TOTAL		\$	741.40
6.5 tons old rail. ( <u>Scrap</u> )	\$20.00	\$	130.00
One 50 lb. switch 15 ft.			20.00
One No. 8 frog			12.50
Plus 10% for Engineering and Contingencies		\$	162.50
GRAND TOTAL		\$	578.90

Made Sept. 14, 1906

Correct :

A. A. WELLS, R.M.  
Engineer.

Approved :

Approved :

Engineer Maintenance of Way.

Engineer of Construction.

Estimate and Description of side Track at Burch, N. Car.  
 For Company Survey Requested by \_\_\_\_\_

Total Length 433' Feet.  
 Total Clearance 268' Feet.  
 Maximum Curve Required \_\_\_\_\_  
 Maximum Grade Required \_\_\_\_\_ Feet Per Mile.  
 Width of Right of Way Required \_\_\_\_\_ Feet.

Right of Way	Acres	at \$	\$
Earth Excavation	650	Cu. Yds. at	.25 162.50
Loose Rock Excavation		Cu. Yds. at	
Solid Rock Excavation		Cu. Yds. at	
Concrete Masonry		Cu. Yds. at	
Stone Masonry		Cu. Yds. at	
Brick Masonry		Cu. Yds. at	
Vitrified Pipe, _____ Diameter		Feet at	
Iron Pipe, _____ Diameter		Feet at	
Trestles, _____ Lin. Feet		Ft. B. M. at	
Cross-Ties, First Class	170	at	40¢ 102.00
Cross-Ties, Second Class		at	
Switch Ties, No. <u>8</u> <u>3492'</u>	1	Sets at	12.00 42.90
Switch Points, Length <u>15</u> Feet	1	Sets ✓ at	23.50 23.50
Switch Stands, High	<del>1</del>	at	
Switch Stands, Low	1	✓ at	10.00 10.00
Frog No. _____, Spring		at	
Frog No. <u>8</u> , Stiff <u>50#</u>	1	✓ at	13.50 13.50
Rail, <u>60</u> Lbs. per Yard	7.7	Tons ✓ at	28.00 215.60
Angle Bars	30	Pairs ✓ at	.50 15.00
Bolts	87#	Kegs ✓ at	5.00 2.00
Spikes	4	Kegs ✓ at	3.60 14.40
<del>Derailing Switches</del> <u>Bumping Post</u>	<del>1</del>	<del>at</del>	<del>75.00 75.00</del>
Clear Post		at	
Labor—Laying and Surfacing Track			65.00

CREDIT:  
 TOTAL . . . . . \$ 747.40  
 6.5 tons old rail (Scrap) . . . . . \$20.00 \$130.00 632.40  
 One 50 lb. switch 15 ft. . . . . 20.00  
 One No. 8 frog . . . . . 12.50

Plus 10% for Engineering and Contingencies . . . . . \$ 162.50

Made Sept. 14, 1906 GRAND TOTAL . . . . . \$ 578.90

Correct : \$ 469.90

A A WELLS, R.M.  
 Engineer.

Approved : J. H. Bernard  
 Engineer Maintenance of Way.

Approved : \_\_\_\_\_  
 Engineer of Construction.

Mr. Wells,

Mr Rawlings says  
that he wants correct  
estimate showing cost to  
put in track & credit  
shown-

Hazel



1st Entry	\$	741.40
Credit		162.50
Total		<hr/> 578.90

Old book is scrap iron  
sail of all patterns. and  
no goal.

704

File 704.

Greensboro, N. C. Sept. 15, 1906.wb.

Mr. W. S. Andrews,

Supt. Greensboro, N. C.

Dear Sir:-

Yours of the 11th inst., file D-1252. I enclose herewith corrected estimated of spur track at Burch, N. C.

Yours truly,

Roadmaster.

# Southern Railway Company

OFFICE OF SUPERINTENDENT

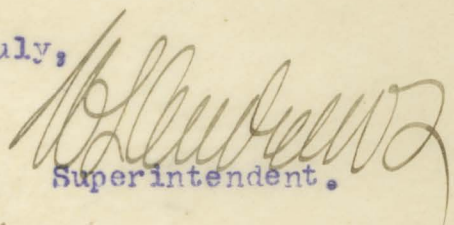
Greensboro N C - sept 24 1906.

Mr. A. A. Wells,  
Greensboro, N. C.

Dear Sir:-

Referring to the attached estimate. Will you kindly have made 7 copies showing cost of track \$469.90, which seems to be correct.

Yours truly,

  
Superintendent.

Greensboro, N. C. Sept. 25, 1906. wb.

Mr. W. S. Andrews,

Supt. Greensboro, N. C.

Dear Sir:-

Complying with your request of the 24th inst., I enclose herewith seven corrected copies of estimate of side track at Burch, N. C.

Yours truly,

Roadmaster.

704

Greensboro, N.C. Oct. 30, 1906. Wb.

AWF:-

Please refer to my letter, in regard to road leading from the proposed spur track at K-68.5 mile post to Rockford and Crutchfield, and let me have the information at once.

Yours truly,

Roadmaster.

TIME WRITTEN.

TELEGRAM.

SOUTHERN RAILWAY COMPANY.

TIME FILED.

6-5

Greensbor, N.C November 3rd, 1906.

A.A.Wells-Greensboro, N.C.

Referring to side track at Burch. Please advise me status of the work and when same will be completed.

W S Andrews.

*W S Andrews*

# TELEGRAM

## SOUTHERN RAILWAY COMPANY.

OPERATORS ARE REQUIRED TO WRITE ALL TELEGRAMS IN INK. Office signal, to or from, sender, receiver, and the TIME SENT OR RECEIVED must be endorsed on all telegrams. Telegrams for parties on trains (except those addressed to trainmen) must be enclosed in envelopes.

File 6- E.

Greensboro, N.C Nov. 3, 1906. fb.

A. W. Fogleman,  
Winston-Salem, N. C.

Please advise me status of the work on side track at  
Burch, and when same will be completed.

A.A.Wells.

## SOUTHERN RAILWAY COMPANY.

OFFICE OF

*Waller Nov 6 06*  
*a a Wells Gboro Nc*

*Your wire in regard  
to status of the work on bidding  
at Birch. I have not received  
authority to commence*

*awj*



10-17-05. 8,000,000 B 69530

# TELEGRAM

Form 649.  
Rev. 10-04. T. W.

## SOUTHERN RAILWAY COMPANY.

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Greensboro NC Nov 10 1906 f

A A Wells

Your wire 10th in regard to spur track at Burch  
This track cost under \$500 and should be put in as soon  
as possible . Please arrange.

W S Andrews 4P

*Wells*

# TELEGRAM

Form 649.

Rev. 10-04. T. W.

704

## SOUTHERN RAILWAY COMPANY.

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Greensboro, N. C. Nov. 10, 1906. fb.

W. S. Andrews,  
Greensboro, N. C.

Your wire of the 3rd, in regard to spur track at Burch. No work has been done on the track as I have no record of authority covering same.

A.A.Wells.

704

D 1252

Greensboro Nov 14, 1906 rf

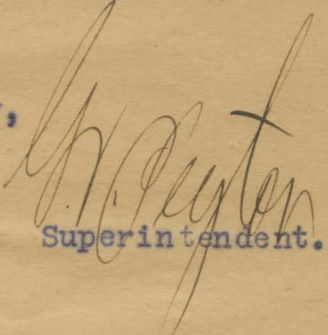
Mr A A Wells, R M

Greensboro

Dear Sir:

please see previous correspondence in regard to track at Burch, and let me have reply. I am being traced vigorously by the Asst Gen Supt.

Yours truly,

  
Superintendent.

a-72

File 704.

Greensboro, N. C. Nov. 12, 1906. fb.

AWF:-

This will be your authority to put in 433 feet spur track at Burch, as per enclosed sketch.

Please get the necessary material together, and have the work done as promptly as possible.

Yours truly,

Roadmaster.

J. B. B.

# TELEGRAM

704

## SOUTHERN RAILWAY COMPANY.

OPERATORS ARE REQUIRED TO WRITE ALL TELEGRAMS IN INK. Office signal, to or from, sender, receiver, and the TIME SENT OR RECEIVED, must be endorsed on all telegrams. Telegrams for parties on trains (except those addressed to trainmen) must be enclosed in envelopes.

File 704.

Greensboro, N. C. Nov. 15, 1906. fh.

A. W. Fogleman,  
Winston-Salem, N. C.

Please see my previous message, and advise when you expect to put in the spur ~~track~~ at Burch.

*track*

A. A. Wells.

# TELEGRAM

## SOUTHERN RAILWAY COMPANY.

OPERATORS ARE REQUIRED TO WRITE ALL TELEGRAMS IN INK. Office signal, to or from, sender, receiver, and the TIME SENT OR RECEIVED must be endorsed on all telegrams. Telegrams for parties on trains (except those addressed to trainmen) must be enclosed in envelopes.

File 704.

Greensboro, N. C. Nov. 15, 1906. fb.

A.W.Fogleman,  
Winston-Salem, N. C.

Please see my previous message, and advise when you expect to put in the spur ~~track~~ at Burch.

*track*

A.A.Wells.

## SOUTHERN RAILWAY COMPANY.

OFFICE OF

Nov 16<sup>th</sup> 1906

Mr A A Wells R M

Dear Sir

Your wire of the  
15<sup>th</sup>

I will begin the  
work on Spur at Burch  
as soon as I can  
get some shanty cars  
and I can use an Ex  
Force. I cannot afford  
to use the Sect. Man  
on account of the condition  
of our track at this season  
of the year

704

File 704.

Greensboro, N. C. Nov. 17, 1906. fb.

AWF:-

Referring to yours of Nov. 16th, in regard to work on new siding at Burch.

If you will remember there is an old shanty, probably a quarter of a mile east of Burch that would accommodate 10 or 15 men, and by getting a stove and putting in this house I think you could arrange to start the work at Burch on the new track.

In the meantime have the people that are shipping lumber from Burch and have them get the lumber out of your way. You cannot do any work until this is done. Make special requisition for your material, switches, ties, frogs etc.

Yours truly,

Roadmaster.



File 704.

Greensboro, N. C. Dec. 5, 1906. wb.

AWF:-

Please see my previous messages, and advise me at once when you expect to put in the spur track at Burch.

Yours truly,

Roadmaster.

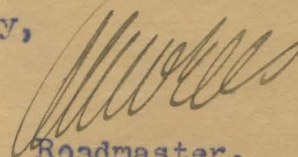
File 704.

Greensboro, N. C. Dec. 5, 1906. wb.

AWF:-

Please see my previous messages, and advise me at once  
when you expect to put in the spur track at Burch.

Yours truly,



Roadmaster.

## SOUTHERN RAILWAY COMPANY. 704

OFFICE OF

Dec 6<sup>th</sup> 1906  
Mr A A Wells Rm

Dear Sir

In referance to the inclosed I beg to state that I am asking the people by first mail to have the lumber moved so we can do the grading for the proposed track at Burch. there is a large lot of lumber to be moved I will advise you later  
A. W. S.

File 704.

Greensboro, N. C. Dec. 12, 1906. wb.

AWF:-

Please advise if the lumber has been moved at Burch, and  
if the grading has been done.

Yours truly,

Roadmaster.

# SOUTHERN RAILWAY COMPANY.

OFFICE OF

File 704.

Greensboro, N. C. Dec. 12, 1906. wb.

AWF:-

Please advise if the lumber has been moved at Burch, and  
if the grading has been done.

Yours truly,

*A. Wells*

Roadmaster.

## SOUTHERN RAILWAY COMPANY.

704

OFFICE OF

Dec 14<sup>th</sup> 1906  
Mr A. A. Miles R. M.  
Dear Sir

In reference to  
your letter of Dec 1<sup>st</sup>  
file 704 in regard to  
the grading of spur  
track at Burch. I  
beg to state that I  
have requested the lumber  
to be moved. the people  
will move the lumber as  
soon as soon as they can  
get cars to load it on  
& then I will commence  
the grading  
A.W.F.

# SOUTHERN RAILWAY COMPANY.

OFFICE OF

Greensboro, N.C. Dec 17th 1906.

1252

Mr. A. A. Wells,  
City

Dear Sir:--

Your letter, of the 14th and previous correspondence in regard to change in track at Burch.

Please advise me the present status of the work.

Yours truly,

*W. J. Henderson*  
Superintendent

s

*nothing has been done. Can't get skippers to  
move lumber out of the way of tracks.  
say they won't move it until they  
get cars. There are about 20 cars  
of lumber in the way.*

*WJH*

704

File 704.

Greensboro, N. C. Dec. 18, 1906. wh.

Mr. W. S. Andrews,  
Supt Greensboro, N. C

Dear Sir:-

Your letter of the 17th, file D-1252, in regard to change  
in track at Burch.

I beg to advise that no work as yet has been done on this  
track, on account of not being able to get shippers to move lumber out  
out of the way of the track. They state that they will not move the  
lumber until they get cars to load it. There are now about twenty  
cars of lumber at that point, which are in the way.

Yours truly,

Roadmaster.



# SOUTHERN RAILWAY COMPANY.

OFFICE OF

Change in tracks at Burch

Winston Salem - February 6 1907

Mr. A. A. Wells

Roadmaster, Greensboro

Dear Sir:-

Referring to Superintendent Andrews' letter of September 28th authorizing construction of track 433 feet in length at Burch N.C. at an estimated cost of \$469.90. Please be advised that the authority for this work has been cancelled, and see that the item is dropped from your progress report.

Yours truly



Superintendent-

Greensboro, Feb. 7, 1907.hms

File 209.

Mr. AWF:

Beg to advise that authority for construction of track 433 ft. long at Burch at an estimated cost of \$469.90 has been cancelled, therefore you will see that no work is done on this track.

Yours truly,

Roadmaster.

209

Greensboro, Feb. 7, 1907.hmw

File 209.

Mr. A. M. Smith,

Supt., Winston-Salem, N.C.

Dear Sir:-

I have your letter of Feb. 6, advising that authority for 433 ft. track at Burch, N.C. at an estimated cost of \$469.90 has been cancelled, and will be governed accordingly.

Yours truly,

Roadmaster.

aw

As Information

HMW

209

Greensboro, Feb. 9, 1907. h w

Mr. A. M. Smith,

Supt., Winston-Salem, N.C.

Dear Sir:-

Returning letter which you notated to me Feb. 7. from W.E. Bohannon, making application for spur track to be put in near K-65.5 MP, about one mile west of Rockford station.

I was talking to Mr. Bohannon yesterday in regard to this matter and said to him that we were then putting in spur track at K-63 MP, and that I thought it was doubtful about him getting permission to put in track at K-65.5 MP, as you know there are quite a number of spur tracks along this line, and the location of this new track only puts him just one mile from Rockford Station, and I do not see why he cannot haul freight one mile instead of having track put in.

Yours truly,

Readmaster.

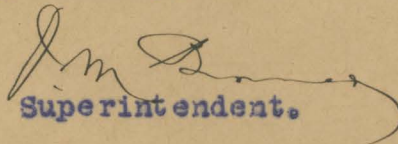
Winston-Salem, N. C., April 25, 1914.

Mr. P. H. Lynch, A. R. M.,  
City.

Dear Sir:

Want you to arrange to have the track at Burch, N. C., extended one car length at once. Not ify me when done.

Respectfully,

  
Superintendent.

JMB-S

Winston-Salem, N. C., April 27, 1914.

Mr. M. J. Holthouser, Supr.,

C I T Y

Dear Sir:-

Please arrange to extend the side track at Burch one car length. Notify me when done, advising what material and the amount of labor you spend in doing this.

Yours truly,

Asst. Roadmaster.

l/m



Winston- Salem, N.C., May 4, 1914.

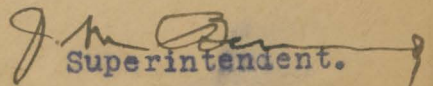
Mr. P. H. Lynch, A. R. M/,  
City.

Dear Sir:

Referring to my letter of April 25th, asking you to have track  
at Burch, N.C., extended one car length at once.

Please advise if this has been done.

Respectfully,

  
Superintendent.

Winston-Salem, N. C., May 5, 1914.

Mr. M. J. Holthouser, Supr.,


C I T Y

Dear Sir:-

Kindly advise me quick if the track at Burch, N. C.  
has been extended one car length. Superintendent is tracing me.

Yours truly,

Asst. Roadmaster.





72

Winston-Salem, N. C., May 6, 1914.

Mr. J. M. Bennett, Sup't.,


C I T Y

Dear Sir:-

Referring to your letter of April 25th and tracer of  
May 4th in regard to extending side track at Burch one car length.  
Beg to advise that this track has been extended one car length.

Yours truly,

Asst. Roadmaster.



# SOUTHERN RAILWAY COMPANY

72

OFFICE OF

Winston-Salem, N.C. May. 6. 1914.

Mr. P. H. Lynch. Asst., R.M.

City;

Dear Sir:-

Yours of May the 5th, in regard to extending the sidetrack at Burch one car length, this has been done and below is the material used and cost of labor for extending.

90 ft 60# relay rail.

15 1st class cross ties.

3 2nd " " "

8, 60# angle bars. 2nd hand.

38 lbs spikes.

10 lbs bolts.

*Auth of Supt*

Cost of labor grading \$7.00.

Cost of labor laying and surfacing. \$4.60.

Yours truly,

M. J. Holthouser.

Supervisor,

17  
8  
13 6

*George May*

Washington, D. C., June 1, 1915. w-o

Folio 805.  
D-8112

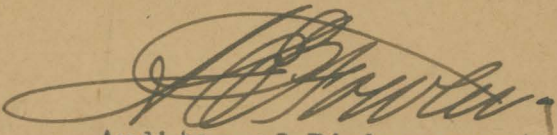
Mr. A. A. Wells,  
Roadmaster,  
Winston Salem, N. C.,

Dear Sir:-

I find on my Construction Record charged by you in May 1914  
Labor and Material account of extension to loading track at Burch, N. C.

Please give me date of Form 1680 and amount appropriated  
to cover the cost of this work.

Yours very truly,

  
Auditor of Disbursements.

Richmond, Va., June 5, 1915-fk

407

Mr. Wells:

Will you please be kind enough to favor me with copy  
of your reply to Mr. Fowler's letter of June 1st, regarding labor  
and material charged to extension to loading track at Burch, N.C.?

*G L Sittler*

Resident Engineer.

*John R. 4/25/14*

Winston-Salem, N. C., June 10, 1915.

File 72

Mr. A E Fowler,  
Aud. of Disb.,  
Washington, D. C.

Dear Sir:-

Referring to yours of the 1st. inst., Folio 805, D-8112, advising that you find on your Construction Record charged by me in May 1914 labor and Material account of extension to loading track at Burch, N. C. requesting date of Form 1680 and amount appropriated to cover the cost of this work.

I beg to advise that Superintendent Bennett authorized the extension of this loading track and I cannot locate any record of Form 1680 ever being prepared.

Yours truly,

Asst. Roadmaster.

By: Mr. Sitton: Yours of June 5th, file 407

Richmond, Va., June 11, 1915-fk

630

Mr. Anderson:

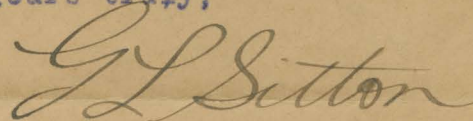
I note from my copy of your file 72 to Mr. Fowler under date of June 10th that a form 1680 has not yet been prepared to cover extension made to loading track at Burch, N.C., during the month of May, 1914.

While I have not been advised regarding the exact amount of this expenditure, I have inferred from Mr. Fowler's letter of June 1st that it is large enough to necessitate the preparation of a form 1680, and have therefore to ask that you promptly furnish me with a detailed list covering all labor and material as charged by you.

It will, of course, be necessary to prepare blue prints to accompany the forms, and in the event you can conveniently furnish me with the necessary sketch from which to prepare them, I would like very much to have you do so.

Kindly give this matter your special attention, in order that we may close it out with least possible delay.

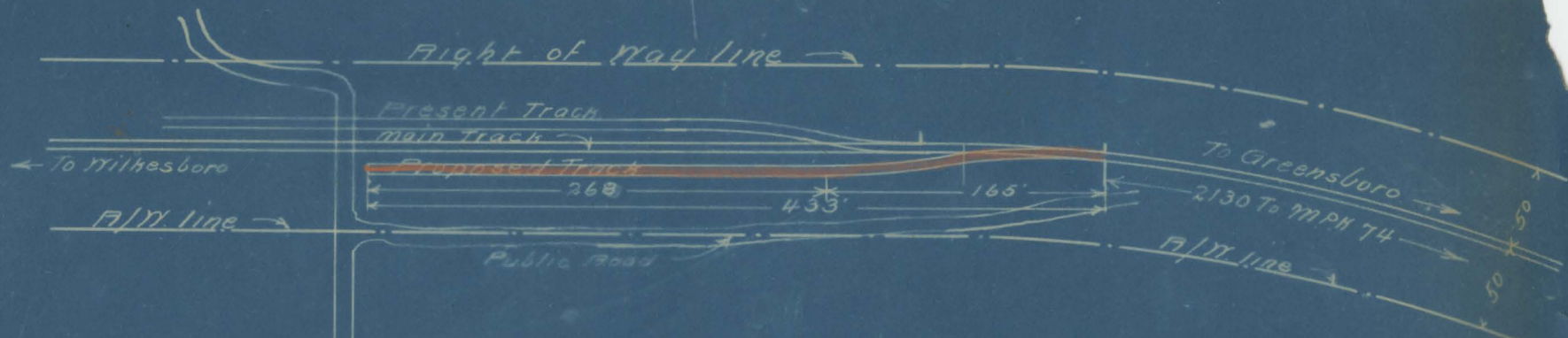
Yours truly,



Resident Engineer.

Cy- Mr. Fowler:

This refers to your folio 805, D-8112, June 1st, to Mr. Wells, copy of which was furnished me.



Southern Railway  
Burch, N.C.  
Sketch showing location proposed track  
Scale 1" = 100'  
6-13-06  
A. A. Wells  
A.M.

Traced 7-20-06 P.L.

STATEMENT OF COST FOR MAKING EXTENTION TO TRACK AT BURCH, N.C.,  
 WINSTON SALEM DIVISION.  
 MAY 1914.

15 - 1st class ties @ <del>3.90</del> <sup>59</sup>	-----	\$9.85
3 - 2nd " " @ <del>42.00</del> <sup>42</sup>	-----	1.26
90 ft 60# RS Rail .1800@27.00	-----	21.22
Roadway Labor	-----	11.60
10 lb track bolts @ 2.60	-----	.26
136 lb angle bars @ 1/80	-----	2.45
38 lb track spikes @ 2.00	-----	.76
	-----	
Total		56.40

SUMMARY

May 1914 -- Roadway labor - -	\$11.60
May 1914 -- Roadway Material -	<u>44.80</u>
Total	56.40

Winston Salem, N. C.  
 June 18th 1915.



STATEMENT OF COST FOR MAKING EXTENTION TO TRACK AT BURCH, N.C.,  
 WINSTON SALEM DIVISION.  
 MAY 1914.

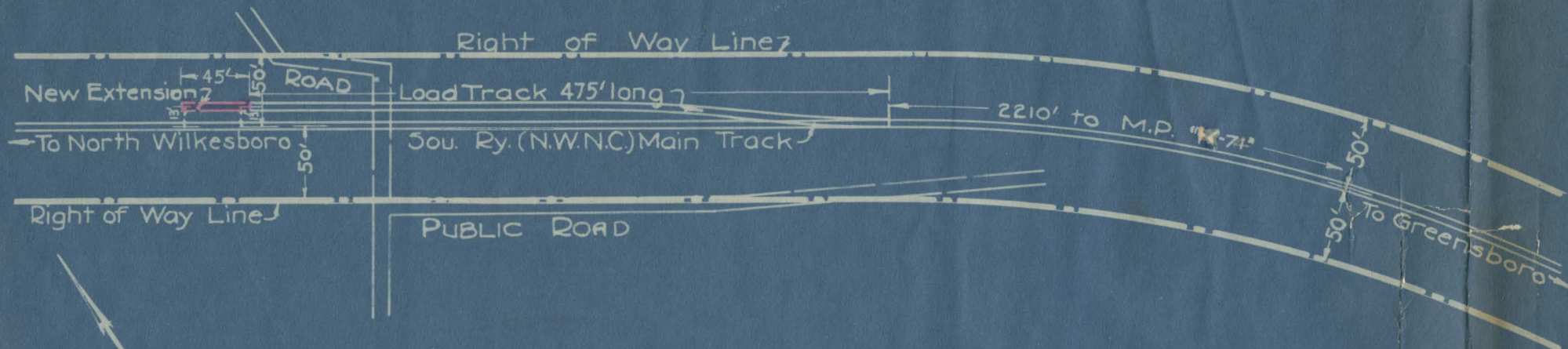
15 - 1st class ties @ \$59.00	-----	\$6.85
3 - 2nd " " @ 42.00	-----	1.25
90 ft 60# RS Rail .1800 @ 27.00	-----	21.22
Roadway Labor	-----	11.60
10 lb track bolts @ 2.60	-----	.26
136 lb angle bars @ 1/80	-----	2.45
38 lb track spikes @ 2.00	-----	.76

Total 56.40

SUMMARY

May 1914 -- Roadway labor	- -	\$11.60
May 1914 -- Roadway Material	- -	44.80
Total		56.40

Winston Salem, N. C.  
 June 18th 1915.



SOUTHERN RAILWAY  
BURCH - N.C.  
Sketch showing New Extension to  
LOADING TRACK  
No scale      R.R.H.      June 25-1915.

Information by Roadmaster

Office of Resident Eng  
 Northern Dist  
 Richmond - N

SOUTHERN RAILWAY COMPANY

OFFICE OF \_\_\_\_\_

May 1914 -

15 - 1st Class res @ 59 -	8.85
3 - 2nd ✓ @ 42	1.26
90 # 60# R S Nail . 1500 @ 2700	21.27
Rdy Lohar	11.60
10# 210 Bolts @ 2.60	2.60
136# Angle Bars @ 1.80	2.45
38# Iron spikes @ .200	.76
	<hr/>
	56.40

Summary -

May 1914 - Rdy Lohar	11.60
May 1914 Rdy mtl	44.80
	<hr/>
	56.40

Richmond, Va., July 2, 1915-fk

630

Mr. Anderson:

Your report of charges, dated June 18, 1915, indicating cost of extending loading track at Burch, N.C., shows the 90 feet of 60 lb. relay rail to have cost \$21.22, while \$21.70 is the correct amount.

I am arranging to promptly submit complete set of papers covering this track, and in order that the summary of completion report might be properly prepared I will thank you to advise me at once regarding the manner in which you will adjust this difference.

Yours truly,

*21.70*  
*is correct*  
G. L. Sitter

Resident Engineer.

Winston Salem, N. C., July 9th 1915.


Mr. Sitton, RE.

Your letter July 2nd, file 630, with reference to extension to track at Burch, N.C., my report showing 90 ft. of 60 lb RS rail/<sup>at</sup>\$27.00 per ton, \$21.22.

This amount was in error and should have been \$21.70 as the distribution shows \$21.70.

Yours truly,

Asst. Roadmaster.



Winston Salem, N. C., June 18th 1915.

Mr. G. L. Sitton, RE.

Your letter 11th, file 630, with reference to extension to loading track at Bursh, N. C., during the month of May 1914.

I am attaching hereto rough sketch also statement of cost for installing in detail.

Yours truly,

Asst. Roadmaster.

# SOUTHERN RAILWAY COMPANY

## ESTIMATE FOR TRACK CONSTRUCTION

Where located Parson, N.C. Company or Industrial Company Number of Tracks 1  
 Name of applicant Southern Railway Company.  
 Description Extension to loading track Springing from Loading trk. At M. P. 74 + 2210'  
 Lengths separately 45' Total length 45'  
 Clearances separately \_\_\_\_\_ Total clearance \_\_\_\_\_  
 No. of Turnouts \_\_\_\_\_ No. of Crossovers \_\_\_\_\_ Maximum curvature \_\_\_\_\_ Deg. \_\_\_\_\_ Min. \_\_\_\_\_  
 Max. Grade \_\_\_\_\_ % Up or down from main track \_\_\_\_\_ In yard limits? No. Office of Resident Engineer  
Northern Dist. Richd. Va.

ITEM	QUANTITY	UNIT	DESCRIPTION	UNIT RATE	TOTAL COST	Chargeable to So. Ry.	Chargeable to Applicant
Right of Way	None	Acres					
Clearing	None	"					
Grubbing	None	"					
Borrowed Embankment	None	Cu. Yds					
Earth Excavation	None	"					
Loose Rock Excavation	None	"					
Solid Rock Excavation	None	"					
Cast Iron Pipe	None	Tons	Size				
Terra Cotta Pipe	None	Lin. ft.	"				
Concrete Pipe	None	Lin. ft.	"				
Concrete (plain)	None	Cu. Yds.					
Concrete (reinforced)	None	"					
Trestle Work	None	Ft. B. M.	(Lin. ft. ....)				
Cross Ties, 1st Class	15			.59	8.85	8.85	
Cross Ties, 2nd Class	3			.42	1.26	1.26	
Switch Ties	None	Sets	No				
" "	None	"	"				
Crossover Ties	None	"	" Ctrs				
Crossing Frog Timbers	None	Ft. B. M.					
Rail	.6036	Tons	90 L F 60 lbs	27.00	21.70	21.70	
"	None	"	L F lbs				
"	None	"	L F lbs				
Splice Joints	4	Pairs	A. Bars, 60 lbs		2.45	2.45	
" "	None	"	" lbs				
Frog and Switch Joints	None	Pairs	" lbs				
Compromise Joints	None	"	" lbs				
Track Bolts	10	Kgs	Size 3/4"x3-1/4"	2.60	.26	.26	
" "	None	"	"				
Spikes	28	Lbs.	"	2.60	.76	.76	
Rail Braces	None						
Tie Plates	None						
Switches	None	Sets	lbs Ft.				
" "	None	"	lbs Ft.				
Slip Switches	None	"	lbs No				
Guard Rails	None						
Guard Rail Clamps	None						
Switch Stands, high	None						
Switch Stands, low	None						
Ground Throws	None						
Spring Rail Frogs	None		lbs No				
Rigid Frogs	None		lbs No				
" "	None		lbs No				
Mang. Insert Frog Class "A"	None		lbs No				
Mang. Insert Frog Class "B"	None		lbs No				
Mang. Insert Frog Class "C"	None		lbs No				
Solid Manganese Frogs	None		lbs No				
Railroad Crossings	None						
Bumping Posts	None						
Switch Lanes	None						
Sign Posts	None						
Cattle Guards	None						
Road Cuts	None						
Ballast	None						
" "	None						
" "	None						
Signaling and Interlocking	None		Cinder				
Moving Telegraph Poles	None						
Labor, New Track	45	L. F.	Turnouts		11.60	11.60	
Removing Old Track	None	L. F.	Turnouts				
Work Train Service	None						
Eng'ring and Contingencies	About 10%				4.24	4.24	

Date <u>July 29</u> 191 <u>5</u> .	Grand Totals	\$	51.12	51.12
Plan <u>June 25</u> , 191 <u>5</u> .	Less Credit for Material Released	\$		
File No. <u>630</u>	Net Total	\$	51.12	51.12
	Material on Hand <i>(work already completed)</i>	\$		
	Net Cash Outlay	\$		

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

Approved: J. S. Sutton RESIDENT ENGINEER  
 Engineer Maintenance of Way

Correct: C. Parate Assistant Engineer

lmh r rc

Richmond Va 8-30-15 .

CWAnderson

Were charges made in May 1914 to extension to loading track at Burch in excess of or within your regular appropriations? answer by wire today sure.

GLSitton 936a



TELE

Winston-Salem, N. C., Aug. 31, 1915.

G I Sitton  
Richmond, Va

Your wire 30th. Charges made in May 1914  
to extension to loading track at Burch were in excess of the  
appropriation.

C W Anderson.

C O P Y

RICHMOND GUANO COMPANY

Richmond 4, Virginia

October 6, 1953

Mr. A. O. Feitig, D. F. A.  
Southern Railway Company  
Richmond, Virginia

Dear Mr. Feitig:

I was in North Carolina last week and went by your Southern Railway siding at Burch. We have had several complaints from our fertilizer agents in that area, who take cars at Burch, stating that there is no satisfactory place to unload cars. After seeing the location, I can agree with them. A drainage ditch has recently been dug at the only spot where heretofore a car could possibly be unloaded. At the present time, it is impossible to unload a car at this siding.

I talked with Mr. A. H. Graham, Division Engineer, who was supervising some work on a bridge adjacent to this siding. Mr. Graham was most co-operative and told me that he would prepare a suitable place to unload cars in time for our Spring 1954 shipping season. It is possible that we would have been able to ship one car to Burch this Fall, but believe we can arrange to ship it to Elkin or if necessary, will move the goods by truck.

We will appreciate it a great deal if you will follow up on this matter, and assure us that our agents near Burch will have a suitable place to unload cars by the first of the year.

Very truly yours,

RICHMOND GUANO COMPANY

signed W. B. Badenoch

Assistant Secretary

WBB:jr:sef

107 Sta

Winston-Salem, N. C., October 8, 1953.CBF:s

38-A.  
cy 47

MR. A. O. FEITIG:

Referring to yours of the 7th, file 7170-B, to Mr. W. B. Badenoch, Jr., Assistant Secretary, Richmond Guano Co., regarding our facilities at Burch, N. C.

In a conversation a few days ago, Mr. Graham told me of his visit with Mr. Badenoch and his plan to improve the approach to the team track at Burch, N. C. You will no doubt be interested in knowing Mr. Graham often goes out of his way to be of help to us and his activities have resulted in our line securing many carloads of freight which would have otherwise moved against us.

C. B. FORDHAM

bcc: MR. B. L. STANFIEL.  
MR. A. H. GRAHAM. ✓

*CBF*

72

Winston-Salem - October 9, 1953. bs

MR. GRAHAM:

Mr. Fordham's letter October 8th enclosing copy of letter from Mr. W. B. Badenoch, Jr., Assistant Secretary, Richmond Guano Company, concerning approach to our team track at Burch, North Carolina:

Please give necessary attention.

Copy-

Superintendent.

MR. FORDHAM:

B. L. S.

72

Winston-Salem, N.C. Feb 26th 54

Mr. Graham:  
Mr. Felker:

The east switch at Burch was removed yesterday Feb 25th 1954. The track at Burch is now open on west end only.

REVS

Track  
16-95.1

74  $\frac{1}{2}$

X

72

Winston-Salem - July 8, 1960 \*

1946

MR. PRICE:

Find attached photo of print showing lease of space and construction of pit, auger and bins for Earle-Chesterfield Mills at Burch, N. C.

The agreement has been executed and they have permission to commence construction. Please tell the contractor when you next pass Burch to send me a rough sketch showing one-room steel building, also location for inclusion in the agreement.

Copy-  
H. L. R.

H/LR

H. H. B.

R