

**8. The Milton and Sutherlin Railroad. 1882.**  
**(Narrow Gauge.)**

<b>Line of Road.</b>	<b>Miles.</b>
Sutherlin, Va., to Milton, N. C. ....	7
(Opened for operation February, 1878.)	
(Abandoned 1896.)	

I.

**The Milton and Sutherlin Narrow-gauge Railroad  
 Company.**

- (a) Planning a branch of the R. & D., 1852-1876.
- (b) Building the line, 1876-1882.
- (c) Part of R. & D. system, 1882-1894.
- (d) Abandoned and wrecked, 1894-1896.

## I.

## The Milton and Sutherlin Narrow-gauge Railroad Company.

### (a) Planning a Branch of the R. & D. 1852-1876.

It will be remembered that the R. & D. began soon after its organization in 1847 to apply to the State of North Carolina for a license to extend its lines into that State, but that its demand was steadily refused. The route of the line so proposed was at first planned to extend from the R. & D. main line near Sutherlin, Va., and run thence via Milton, N. C., to Greensboro. This plan aroused the ambitions of the people of Milton, which was only just south of the Virginia line, to obtain the benefit of a railroad connection, so when they realized that North Carolina would not permit the R. & D. to extend its main line through their town they obtained an Act entitled :

"An Act authorizing the Richmond and Danville Railroad Company to establish a depot at or near the town of Milton."

Ratified December 27, 1852.

Laws of North Carolina 1852, ch. 141, p. 541.

which provided that the town of Milton might subscribe to a sufficient amount of R. & D. stock to induce that company to build a branch from its main line to Milton and that the R. & D. might erect a depot in Milton and have

"power and authority to erect a railway to the said depot, not exceeding one-half mile in distance."

Although this Act was not accepted by the R. & D. it was the source of many plans for a branch to the R. & D. main line which were proposed during the succeeding twenty-five years.

### (b) Building the Line. 1876-1882.

In 1876 the people of Milton, despairing of the R. & D., determined to, themselves, build the branch line which they had so long desired, and to that end obtained a Virginia charter in an Act entitled :

"An Act to incorporate the Milton and Sutherlin Narrow-gauge Railroad Company."

Approved March 2, 1876.

Acts of Assembly of Virginia 1875-76, ch. 104, p. 111.

which provided for the organization of a corporation under the style of

THE MILTON AND SUTHERLIN NARROW-GAUGE  
RAILROAD COMPANY,

“for the purpose of constructing and operating a narrow-gauge railroad from Sutherlin Station on the Richmond and Danville Railroad to the Virginia line at or near Milton, North Carolina.”

This charter was subsequently supplemented by a North Carolina franchise in an Act entitled :

“An Act to incorporate the Milton and Sutherlin Narrow-gauge Railroad Company.”

Ratified January 9, 1877.

Laws of North Carolina 1876-77, ch. 31, p. 75.

which authorized the company to build its line

“from Milton, North Carolina, to Sutherlin Station on the Richmond and Danville Railroad.”

To this enterprise the interested municipalities subscribed and this capital was supplemented by an issue of bonds which were subsequently secured by the following mortgage :

<p>MILTON AND SUTHERLIN NARROW-GAUGE RAILROAD COMPANY</p> <p style="text-align: center;">TO</p> <p>JOSEPH D. BLAIR, <i>Trustee.</i></p>	}	<p>FIRST MORTGAGE.</p> <p>Dated December 2, 1880.</p> <p>To secure \$26,000 of 8% bonds, due January 1, 1907.</p> <p>(Foreclosed November 23, 1896.)</p>
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CONVEYS :

The line from Milton to Sutherlin.

The entire issue of bonds secured by this mortgage came into the possession of the R. & D., and were by it pledged under its Consolidated Mortgage of 1886, through the foreclosure of which, in 1894, these bonds passed to Southern Railway Company, and thereafter the mortgage was foreclosed.

The line had meanwhile been opened in February, 1878.

(c) **Part of the R. & D. System. 1882-1894.**

Immediately after the Milton and Sutherlin Railroad Company began the operation of its line it entered into a traffic agreement with the R. & D. dated March 20, 1878, and another similar agreement with the Richmond, York River and Chesapeake by which these companies allowed the Milton and Sutherlin certain drawbacks on through traffic in settlement of which they were to receive stock of the Milton and Sutherlin at par.

When later the R. & D., after absorbing the Richmond, York River and Chesapeake, had so obtained control of the Milton and

Sutherlin, it undertook the operation of the line under the following instrument :

<p>THE MILTON AND SUTHERLIN NARROW-GAUGE RAILROAD COMPANY</p> <p style="text-align: center;">TO</p> <p>RICHMOND AND DANVILLE RAILROAD COMPANY.</p>	}	<p>LEASE.</p> <p>Dated May 19, 1882.</p> <p>Term : Nine hundred and ninety-nine years.</p> <p>Rental : Payment of principal and interest of funded debt.</p> <p>(Abrogated July, 1894.)</p>
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LEASES :

The line from Milton to Sutherlin.

Under this lease the line of the Milton and Sutherlin was operated as part of the R. & D. system until June 30, 1894.

**(d) Abandoned and Wrecked. 1894-1896.**

The R. & D. had obtained \$36,400 out of a total issue of \$61,250 of the capital stock of the Milton and Sutherlin, and this passed to Southern Railway Company at the sale by the R. & D. Receivers of unmortgaged assets on December 14, 1894.

Southern Railway Company did not, however, assume the Milton and Sutherlin lease, but on July 1, 1894, entered upon the operation of the line by virtue of its control of the capital stock and so continued until September 6, 1894, when the line was surrendered to the Milton and Sutherlin Railroad Company. Before this date the Atlantic and Danville Railway had been built through Milton, and this took from the Milton and Sutherlin all the traffic of which it had originally enjoyed a monopoly and which alone justified its existence. The Milton and Sutherlin Railroad Company was, therefore, compelled to abandon all effort to operate the line.

Thereafter, Southern Railway Company sold all its holdings of the stock and bonds of the Milton and Sutherlin Railroad Company to L. M. Warlick, who caused the mortgage of 1880 to be foreclosed and the property to be sold on November 23, 1896, by the Trustee thereof under the power contained in the mortgage, and himself bought in the property, and thereupon proceeded to tear up the rails and put an end to the existence of the railroad.

The Trustee died after the sale and a deed was made by his administrator, R. W. Blair, to L. M. Warlick which bears date October 6, 1897.