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THIRTY-SIXTH ANNUAL REPORT

*Ex. 1009*

OF THE

BOARD OF DIRECTORS

OF THE

PENNSYLVANIA RAILROAD COMPANY

TO THE

STOCKHOLDERS.

Presented at the Meeting held March 13th, 1883.

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TO THE

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Presented at the Meeting held March 13th, 1883.



DIRECTORS  
OF THE  
PENNSYLVANIA RAILROAD COMPANY  
FOR THE  
YEAR 1883-84.

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GEORGE B. ROBERTS,  
WISTAR MORRIS,  
ALEXANDER M. FOX,  
SAMUEL M. FELTON,  
ALEXANDER BIDDLE,  
HENRY M. PHILLIPS,  
N. PARKER SHORTRIDGE,  
D. B. CUMMINS,

HENRY D. WELSH,  
JOHN PRICE WETHERILL,  
WILLIAM L. ELKINS,  
WILLIAM THAW,  
H. H. HOUSTON,  
EDMUND SMITH,  
FRANK THOMSON,  
J. N. DuBARRY,

JOHN P. GREEN.

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*President,*  
GEORGE B. ROBERTS.

*First Vice-President,* EDMUND SMITH.

*Third Vice-President,* J. N. DuBARRY.

*Second Vice-President,* FRANK THOMSON.

*Fourth Vice-President,* JOHN P. GREEN.

*Assistant to the President,* STRICKLAND KNEASS.

*Treasurer,*  
JOHN D. TAYLOR.

*General Solicitor,*  
JOHN SCOTT.

*Secretary,*  
JOHN C. SIMS, JR.



## ANNUAL MEETING.

*Philadelphia, March 13th, 1883.*

The annual meeting of the stockholders of the Pennsylvania Railroad Company was held this day at 11 o'clock, A. M., at Musical Fund Hall.

On motion of Mr. Daniel M. Fox,

Colonel A. Loudon Snowden was called to the chair, and Mr. John C. Sims, Jr., was chosen Secretary.

The Secretary read the call for the meeting, as follows:—

OFFICE OF THE PENNSYLVANIA RAILROAD COMPANY,

*Philadelphia, February 22d, 1883.*

The annual meeting of the stockholders of this Company will be held on Tuesday, the thirteenth day of March, 1883, at 11 o'clock, A. M., at Musical Fund Hall, Locust Street, above Eighth, Philadelphia.

Stockholders can obtain copies of the annual report of the Company, on and after March 6th next, by personal application or by letter to the Secretary's office, room 32, No. 233 South Fourth Street, Philadelphia.

In compliance with the preamble and resolution adopted by the stockholders at their meeting of March 11th, 1879, only shareholders or their legal representatives will be admitted to the annual meeting. Tickets of admission can now be procured by personal application or by letter to the Secretary's office, room 32, No. 233 South Fourth Street, by the parties entitled thereto.

JOHN C. SIMS, JR.,  
*Secretary.*

The chairman announced that the reading of the minutes of the last annual meeting was in order, when, on motion of Mr. Daniel M. Fox, the reading of the minutes was dispensed with.

On motion of General Louis Wagner, it was

*Resolved*, That, in order to afford opportunity to the stockholders present to obtain such information as they may desire, in regard to the matters presented in the annual report, it be adopted as a standing rule of the annual meetings, that no stockholder shall be allowed to speak more than twice, nor longer than five minutes at a time, without permission of the meeting.

On motion of Mr. Daniel Steinmetz, it was

*Resolved*, That the Secretary turn over each page of the annual report separately without reading it, and if any stockholder has a question to ask pertinent to the matter upon that page, he shall have the opportunity to do so, and that otherwise the reading shall be dispensed with.

The Secretary then proceeded to turn over the pages of the annual report, calling out the number of each page in order, after which the following resolution was offered by Mr. Lewis Elkin:—

*Resolved*, That the report of the President and Board of Directors for the year 1882 be adopted and approved, and the incoming Board of Directors are hereby authorized to carry into effect the recommendations made therein, and that the thanks of the stockholders be tendered to the President and Board of Directors, for their able and faithful management of the affairs of the Company during the past year.

Mr. Daniel Steinmetz asked and obtained Mr. Elkin's permission to amend the resolution by adding the following:—

*Resolved*, That the policy of the Board of Directors in reference to the use of the profits of the road in the making of betterments, as laid down in the annual report for 1882, is hereby fully approved

The resolution as amended was then adopted as follows:—

*Resolved*, That the report of the President and Board of Directors for the year 1882 be adopted and approved, and the incoming Board of Directors are hereby authorized to carry into effect the recommendations made therein, and that the thanks of the stockholders be tendered to the President and Board of Directors, for their able and faithful management of the affairs of the Company during the past year.

*Resolved*, That the policy of the Board of Directors in reference to the use of the profits of the road in the making of betterments, as laid down in the annual report for 1882, is hereby fully approved.

Mr. Gustavus Remak offered the following:—

*Resolved*, That the chairman of this meeting be requested to appoint a committee of seven shareholders of this Company, to recommend, after conferring with the President, a ticket for Directors, to be voted by the shareholders at the next annual election.

Mr. Wm. E. Lockwood moved to amend the resolution by inserting twenty-five instead of seven.

The amendment having been put and lost, the resolution was adopted.

The Chair named the following gentlemen as such committee:—

Messrs. Gustavus Remak, John F. Smith, I. V. Williamson, Henry Pemberton, Henry Norris, William G. Cochran, and H. N. Burroughs.

The following protest, signed by Mr. Edward T. Parker, was presented, read, and, on motion of General Louis Wagner, laid on the table:—

"The undersigned, on behalf of himself and other holders of shares of stock of the Pennsylvania Railroad Company represented by him, hereby protests against the Directors of the Company using as capital the surplus net earnings of the Company remaining after the payment of cash dividends:

"1st. Because the surplus net earnings of the Company remaining after all expenses have been paid, or provided for, belong to the stockholders individually, and cannot be taken by the Directors to enlarge the business of the Company.

"2d. Because if the Directors have the power to treat any portion of the net earnings as capital, they have power to treat the entire net earnings as capital, and thus leave the stockholders without return upon their investment.

"3d. Because the discretionary power of the Directors to divide in cash so much only of the net profits as to them may seem advisable, does not authorize them to convert the retained profits into capital for expenditures for construction or other accounts properly chargeable to capital.

"4th. Because net profits which remain undivided still continue to be profits, and as such belong to a fund which should be kept for future division, separate and apart from the capital account.

"The undersigned further gives notice that the Board of Directors will be held personally responsible for the misappropriation of the surplus net profits thus protested against."

Mr. Edward T. Parker offered the following preamble and resolutions :—

WHEREAS, The report of the Investigating Committee of 1874, page 23, said that for the past nineteen years, \$36,133,637.19 have been charged to expense account, that should have been charged to construction; therefore,

*Resolved*, That a committee of five shareholders be appointed by the Chair to inquire into and report how the accounts have been kept, and what amount of such expense account should have been charged to construction account since 1874, and also what amount of such funds are available to our shareholders for a stock or cash dividend.

*Resolved*, That said committee examine all securities, and report the cost and market value of the same, and that the chairman of this committee shall have the power to fill vacancies.

The further consideration of the preamble and resolutions was, on motion of Mr. Edward C. Quin, indefinitely postponed.

On motion of Mr. Wm. E. Lockwood, the thanks of the meeting were tendered to the Chairman.

The meeting then, on motion, adjourned.

A. LOUDON SNOWDEN,  
*Chairman.*

JOHN C. SIMS, JR.,  
*Secretary.*



# THIRTY-SIXTH ANNUAL REPORT.

OFFICE OF THE PENNSYLVANIA RAILROAD COMPANY,

*Philadelphia, March 1st, 1883.*

To the Shareholders of

The Pennsylvania Railroad Company.

The Board herewith submit their report for the year 1882, with such data relating to the lines controlled by your Company as will give you a clear understanding of their physical and financial condition.

The statements immediately following show the results on the three Divisions operated by the Company east of Pittsburgh and Erie, viz.:—

- 1st. The Pennsylvania Railroad Division;
- 2d. The United Railroads of New Jersey Division, including the Delaware and Raritan Canal;  
and,
- 3d. The Philadelphia and Erie Railroad Division;  
Being an aggregate of 1,982 miles of railroad, and 66 miles of canal.

# GENERAL INCOME ACCOUNT FOR THE YEAR ENDING DECEMBER 31st, 1882, AND COMPARISON WITH THE YEAR 1881.

## No. 1, PENNSYLVANIA RAILROAD DIVISION.

### MAIN LINE AND BRANCHES, PITTSBURGH TO PHILADELPHIA.

|                                                                                                 | 1882.           | 1882.           | 1881.           | INCREASE.      | DECREASE.    |
|-------------------------------------------------------------------------------------------------|-----------------|-----------------|-----------------|----------------|--------------|
| <b>EARNINGS.</b> —From general freights, . . . . .                                              | \$23,517,177 94 |                 | \$21,229,200 85 | \$2,287,977 09 |              |
| From miscellaneous freights, . . . . .                                                          | 215,409 94      |                 | 170,918 96      | 44,490 98      |              |
| From first class passengers, . . . . .                                                          | 5,567,561 25    |                 | 4,702,753 44    | 864,807 81     |              |
| From emigrant passengers, . . . . .                                                             | 271,016 04      |                 | 320,631 30      |                | \$49,615 26  |
| From Adams Express, . . . . .                                                                   | 462,361 20      |                 | 442,466 31      | 19,894 89      |              |
| From carrying United States mails, . . . . .                                                    | 506,921 32      |                 | 479,086 97      | 27,834 35      |              |
| From miscellaneous passengers, . . . . .                                                        | 123,877 07      |                 | 106,491 46      | 17,385 61      |              |
| From rents, . . . . .                                                                           | 172,637 47      |                 | 195,459 50      |                | 22,822 03    |
| Total earnings, . . . . .                                                                       | \$30,836,962 23 |                 | \$27,647,008 79 | \$3,189,953 44 |              |
| <b>EXPENSES.</b> —For conducting transportation, . . . . .                                      | \$6,217,211 31  |                 | 5,705,010 31    | \$512,201 00   |              |
| For motive power, . . . . .                                                                     | 5,163,214 44    |                 | 4,379,351 54    | 783,862 90     |              |
| For maintenance of cars, . . . . .                                                              | 2,388,080 62    |                 | 1,650,519 97    | 737,560 65     |              |
| For maintenance of way, . . . . .                                                               | 3,564,356 39    |                 | 3,201,214 74    | 363,141 65     |              |
| For general expenses, . . . . .                                                                 | 545,913 93      |                 | 532,372 04      | 13,541 89      |              |
| Total expenses, . . . . .                                                                       |                 | 17,878,776 69   | \$15,468,468 60 | \$2,410,308 09 |              |
| Net earnings from operating Main Line and branches, . . . . .                                   |                 | \$12,958,185 54 | \$12,178,540 19 | \$779,645 35   |              |
| Add interest from investments (in cash), . . . . .                                              | \$3,510,562 24  |                 | 3,211,465 63    | 299,096 61     |              |
| Add interest from branch roads for use of equipment, . . . . .                                  | 273,225 66      |                 | 266,691 54      | 6,534 12       |              |
| Add balance of interest account, . . . . .                                                      |                 |                 | 49,737 88       |                | \$49,737 88  |
| Add royalty from Mineral Railroad and Mining Company on coal mined, . . . . .                   | \$54,545 29     |                 |                 |                |              |
| Less amount deducted for depreciation in value of coal lands, . . . . .                         | 17,557 22       |                 |                 |                |              |
| Add profits from sundry accounts, . . . . .                                                     | 36,988 07       |                 | 58,974 38       |                | 21,986 31    |
| Add premium, exchange, commissions, &c., . . . . .                                              | 28,897 23       |                 | 71,946 99       |                | 43,049 76    |
| Add Empire Line net earnings, . . . . .                                                         | 123,635 66      |                 | 58,383 32       | 65,252 34      | 6,426 33     |
|                                                                                                 |                 | 3,973,308 86    |                 |                |              |
| Totals, . . . . .                                                                               |                 | \$16,931,494 40 | \$15,902,166 26 | \$1,029,328 14 |              |
| <b>DEDUCT PAYMENTS.</b> —Rentals paid branch roads, . . . . .                                   | \$1,411,890 00  |                 | \$1,180,819 24  | \$231,070 76   |              |
| Interest on equipment charged branch roads, . . . . .                                           | 73,434 20       |                 | 55,120 61       | 18,313 59      |              |
| Rent Harrisburg and Lancaster Railroad, . . . . .                                               | 130,917 42      |                 | 130,917 42      |                |              |
| Interest on bonded debt, . . . . .                                                              | 3,198,889 20    |                 | 3,349,568 00    |                | \$150,678 80 |
| Interest paid State of Pennsylvania on account of purchase of Main Line, . . . . .              | 174,544 14      |                 | 188,299 00      |                | 13,754 86    |
| Interest Car Trusts, . . . . .                                                                  | 319,482 36      |                 | 428,944 43      |                | 109,462 07   |
| Interest mortgages and ground-rents, . . . . .                                                  | 104,060 53      |                 | 96,724 43       | 7,336 10       |              |
| Interest general account and scrip, . . . . .                                                   | 8,778 86        |                 |                 | 8,778 86       |              |
| Interest Pennsylvania Company for Insurances on Lives, &c., stock Trust certificates, . . . . . | 395,820 00      |                 |                 | 395,820 00     |              |
| Premium, exchange, commissions, &c., . . . . .                                                  | 578 92          |                 |                 | 578 92         |              |
| State tax on dividends, . . . . .                                                               | 344,535 74      |                 | 293,085 90      | 51,449 84      |              |
| State tax on bonds, . . . . .                                                                   |                 |                 | 46,969 01       |                | 46,969 01    |
| Totals, . . . . .                                                                               |                 | 6,162,931 37    | \$5,770,448 04  | \$392,483 33   |              |
| Net income Pennsylvania Railroad Division, . . . . .                                            |                 | \$10,768,563 03 | \$10,131,718 22 | \$636,844 81   |              |

GENERAL INCOME ACCOUNT FOR THE YEAR ENDING DECEMBER 31st, 1882,  
AND COMPARISON WITH THE YEAR 1881.

No. 2, NEW JERSEY DIVISION.

UNITED NEW JERSEY RAILROAD AND CANAL COMPANY, INCLUDING BELVIDERE DELAWARE RAILROAD AND  
FLEMINGTON BRANCH.

|                                                                                                                                                          | 1882.           | 1881. | 1881.           | INCREASE.      | DECREASE.    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-------|-----------------|----------------|--------------|
| <b>EARNINGS.</b> —From general freights, . . . . .                                                                                                       | \$7,549,962 68  |       | \$7,152,710 78  | \$397,251 90   |              |
| From miscellaneous freights, . . . . .                                                                                                                   | 293,215 56      |       | 176,744 45      | 116,471 11     |              |
| From first class passengers, . . . . .                                                                                                                   | 5,184,212 82    |       | 4,531,868 57    | 652,344 25     |              |
| From emigrant passengers, . . . . .                                                                                                                      | 67,052 17       |       | 72,038 99       |                | \$4,986 82   |
| From Adams Express, . . . . .                                                                                                                            | 324,420 52      |       | 303,174 37      | 21,246 15      |              |
| From carrying United States mails, . . . . .                                                                                                             | 188,311 44      |       | 194,605 64      |                | 6,294 20     |
| From miscellaneous passengers, . . . . .                                                                                                                 | 70,865 21       |       | 50,645 46       | 20,219 75      |              |
| From Delaware and Raritan Canal, . . . . .                                                                                                               | 553,417 70      |       | 541,076 73      | 12,340 97      |              |
| Total earnings, . . . . .                                                                                                                                | \$14,231,458 10 |       | \$13,022,864 99 | \$1,208,593 11 |              |
| <b>EXPENSES.</b> —For conducting transportation, . . . . .                                                                                               | \$5,310,453 62  |       | \$4,704,054 12  | \$606,399 50   |              |
| For motive power, . . . . .                                                                                                                              | 2,336,696 98    |       | 2,036,265 65    | 300,431 33     |              |
| For maintenance of cars, . . . . .                                                                                                                       | 513,493 38      |       | 584,106 48      |                | \$70,613 10  |
| For maintenance of way, . . . . .                                                                                                                        | 1,621,565 88    |       | 1,181,437 31    | 440,128 57     |              |
| For general expenses, . . . . .                                                                                                                          | 92,104 22       |       | 73,103 30       | 19,000 92      |              |
| For canal expenses, . . . . .                                                                                                                            | 294,780 13      |       | 232,314 17      | 62,465 96      |              |
| Total expenses, . . . . .                                                                                                                                | 10,169,094 21   |       | \$8,811,281 03  | \$1,357,813 18 |              |
| Net earnings from operating, . . . . .                                                                                                                   | \$4,062,363 89  |       | \$4,211,583 96  |                | \$149,220 07 |
| Add interest from investments (in cash), . . . . .                                                                                                       | 246,926 62      |       | 210,836 46      | \$36,090 16    |              |
| Total net earnings, . . . . .                                                                                                                            | \$4,309,290 51  |       | \$4,422,420 42  |                | \$113,129 91 |
| <b>DEDUCT PAYMENTS.</b> —Payments on account of dividends, interest, &c., . . . . .                                                                      | \$4,834,640 03  |       | \$4,676,893 85  | \$157,746 18   |              |
| Payments on account of interest on equipment used by Belvidere Delaware Railroad Company and Freehold and Jamesburg Agricultural Railroad Co., . . . . . | 43,409 13       |       | 48,391 31       |                | \$4,982 18   |
| Total payments, . . . . .                                                                                                                                | 4,878,049 16    |       | \$4,725,285 16  | \$152,764 00   |              |
| Net loss under the lease of United New Jersey Railroad and Canal Company's property, . . . . .                                                           | \$568,758 65    |       | \$302,864 74    | \$265,893 91   |              |

GENERAL INCOME ACCOUNT FOR THE YEAR ENDING DECEMBER 31st, 1882,  
AND COMPARISON WITH THE YEAR 1881.

No. 3, PHILADELPHIA AND ERIE DIVISION.

PHILADELPHIA AND ERIE RAILROAD.

|                                                                         | 1882.          | 1882.          | 1881.          | INCREASE.    | DECREASE.  |
|-------------------------------------------------------------------------|----------------|----------------|----------------|--------------|------------|
| <b>EARNINGS.</b> —From general freights, . . . . .                      | \$3,138,455 69 |                | \$2,746,609 37 | \$391,846 32 |            |
| From miscellaneous freights, . . . . .                                  | 115,018 18     |                | 96,263 05      | 18,755 13    |            |
| From first class passengers, . . . . .                                  | 660,764 77     |                | 532,967 02     | 127,797 75   |            |
| From emigrant passengers, . . . . .                                     | 8,245 74       |                | 6,850 41       | 1,395 33     |            |
| From express, . . . . .                                                 | 47,900 31      |                | 36,351 42      | 11,548 89    |            |
| From carrying United States mails, . . . . .                            | 27,464 35      |                | 27,047 96      | 416 39       |            |
| From miscellaneous passengers, . . . . .                                | 13,564 25      |                | 8,219 82       | 5,344 43     |            |
| <b>Total earnings, . . . . .</b>                                        |                | \$4,011,413 29 | \$3,454,309 05 | \$557,104 24 |            |
| <b>EXPENSES.</b> —For conducting transportation, . . . . .              | \$871,038 77   |                | \$777,999 74   | \$93,039 03  |            |
| For motive power, . . . . .                                             | 738,465 31     |                | 718,758 74     | 19,706 57    |            |
| For maintenance of cars, . . . . .                                      | 298,857 06     |                | 278,411 49     | 20,445 57    |            |
| For maintenance of way, . . . . .                                       | 691,173 41     |                | 654,890 33     | 36,283 08    |            |
| <b>Total expenses, . . . . .</b>                                        |                | 2,599,534 55   | \$2,430,060 30 | \$169,474 25 |            |
| <b>Net earnings from operating Philadelphia &amp; Erie R.R. . . . .</b> |                | \$1,411,878 74 | \$1,024,248 75 | \$387,629 99 |            |
| Deduct interest charged for use of equipment, . . . . .                 |                | 160,410 55     | 165,345 12     |              | \$4,934 57 |
| Amount expended for extraordinary expenses, . . . . .                   |                |                | 135,278 49     |              | 135,278 49 |
| <b>Net earnings applicable to pay interest, &amp;c., . . . . .</b>      |                | \$1,251,468 19 | \$723,625 14   | \$527,843 05 |            |
| Deduct amount paid Phila. & Erie R. R. Co. as rental, . . . . .         |                | 1,251,468 19   | 723,625 14     | 527,843 05   |            |

SUMMARY.

|                                                                                   |                 |
|-----------------------------------------------------------------------------------|-----------------|
| Net income Pennsylvania Railroad Division, as shown in Statement No. 1, . . . . . | \$10,768,563 03 |
| Net loss New Jersey Division, as shown in Statement No. 2, . . . . .              | 568,758 65      |
| Balance after deducting loss on New Jersey Division, . . . . .                    | \$10,199,804 38 |

The details of the foregoing accounts appear in Statements A and B, attached to this report, which give separately the results of the working of each road included in the three Divisions east of Pittsburgh and Erie.

From this balance of income for the year, . . . . . \$10,199,804 38  
the following amounts have been deducted:—

|                                                                                                                                                         |              |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| <b>PAYMENT TO FUND FOR THE PURCHASE OF SECURITIES GUARANTEED BY THE PENNSYLVANIA RAILROAD COMPANY, under Trust created October 9th, 1878, . . . . .</b> | \$600,000 00 |
| <b>PENNSYLVANIA RAILROAD COMPANY'S CONSOLIDATED MORTGAGE BONDS redeemed by sinking fund, . . . . .</b>                                                  | 282,810 00   |
| <b>SHAMOKIN COAL COMPANY.</b>                                                                                                                           |              |
| Amount advanced to protect its property, . . . . .                                                                                                      | 3,500 00     |
| <b>ALLEGHENY VALLEY RAILROAD COMPANY.</b>                                                                                                               |              |
| Deficiency in meeting interest guaranteed by the Pennsylvania Railroad Company, . . . . .                                                               | \$257,383 81 |
| Advanced to pay two bonds, \$100,000 each, due State of Pennsylvania, guaranteed by Pennsylvania Railroad Company, . . . . .                            | 200,000 00   |
| And for other advances made, . . . . .                                                                                                                  | 161,591 19   |
|                                                                                                                                                         | 618,975 00   |

Carried over, . . . . . \$1,685,285 00 \$10,199,804 38

|                                                                                                                                                                                                           |           |            |                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------|-----------------|
| Brought over, \$1,685,285 00 \$10,199,804 38                                                                                                                                                              |           |            |                 |
| SUNBURY, HAZLETON AND WILKESBARRE RAILWAY COMPANY.                                                                                                                                                        |           |            |                 |
| Deficiency in meeting interest as per contract with the Pennsylvania Railroad Company, . . . . .                                                                                                          | 50,000 00 |            |                 |
| FREDERICK AND PENNSYLVANIA LINE RAILROAD COMPANY.                                                                                                                                                         |           |            |                 |
| Deficiency in meeting interest as per contract with the Pennsylvania Railroad Company, . . . . .                                                                                                          | 15,000 00 |            |                 |
| AMERICAN STEAMSHIP COMPANY.                                                                                                                                                                               |           |            |                 |
| To meet interest upon its bonds guaranteed by the Pennsylvania Railroad Company, . . \$90,000 00                                                                                                          |           |            |                 |
| And for advances made, . . . . .                                                                                                                                                                          | 25,000 00 | 115,000 00 | 1,685,285 00    |
| Showing balance to credit of income account after deducting therefrom all payments made during 1882, for which your Company was responsible, and that should be charged against income account, . . . . . |           |            | \$8,514,519 38  |
| Out of which was paid dividend of eight and one-half per cent., . . . . .                                                                                                                                 |           |            | 6,890,714 75    |
| Leaving amount transferred to credit of profit and loss account for 1882, . . . . .                                                                                                                       |           |            | \$1,623,804 63  |
| Add balance of amount realized from settlement of old accounts and profits on sale of securities, less deductions therefrom, . . . . .                                                                    |           |            | 226,755 44      |
| Total amount to credit of profit and loss for the year 1882, . . . . .                                                                                                                                    |           |            | \$1,850,560 07  |
| Add amount to credit of profit and loss December 31st, 1881, . . . . .                                                                                                                                    |           |            | 10,344,079 34   |
| Balance to credit of profit and loss December 31st, 1882, . . . . .                                                                                                                                       |           |            | \$12,194,639 41 |

The above statement shows that, after the payment of a dividend of eight and one-half per cent., amounting to \$6,890,714.75, there remained a balance of \$1,850,560.07, to be carried to the credit of profit and loss, making the amount standing to the credit of that account at the close of the year, \$12,194,639.41. The option given to the shareholders, of taking a portion of the above dividend in scrip convertible into stock, and the additional allotment of shares, at their par value, were equivalent, with the cash paid, to a total dividend for the year of nearly ten per cent.

In declaring the dividend of November, 1882, your Board, without establishing it as a fixed policy, deemed it best that the option should be given the shareholders of receiving a portion thereof in scrip, convertible into stock. As your Company is compelled from time to time to apply its current funds largely to additions and betterments to your properties, and advances to branch and auxiliary lines, and, as these investments include certain portions of your net profits, it was deemed wiser that the dividend that might be payable in cash should be such as would not seriously interfere with the demands upon your treasury, and that at the same time a proper additional portion of the profits should be returned to the stockholders in the share capital of your Company, which is the true representation of such investments. No corporation covering so large a territory as that traversed by your lines, and exposed to violent fluctuations in traffic and rates, can safely afford to divide all its net profits, either in cash or stock, but must reserve a portion thereof to guard against future contingencies.

By reference to the General Account, and other tabulated statements presented herewith, it will be noted that the securities of branch and auxiliary lines now held by the Company amount at their par value to \$112,657,206.50, and are represented on the books at a cost of \$81,037,668.44. The income derived therefrom during the year 1882 amounted to \$3,510,562.24, which sum was almost sufficient to meet the entire interest upon your funded indebtedness. These securities have been received in payment of advances to branch and auxiliary lines, and through purchases made for the purpose of advancing your interests. Some of them can be advantageously used to obtain capital for the extension of your lines, but in the main they must be held, as now, for the proper protection of the interests of the Company.

It will be observed, from the foregoing statements, that the gross earnings upon the Pennsylvania Railroad Division continue to show a marked increase, and that, notwithstanding the expenses were much greater than in the previous year, there still remains a satisfactory result in net earnings: especially in view of the fact that for the early months of the past year the low rates which prevailed during the close of 1881 still obtained, and that a lower tariff would seem to have become permanently established on all classes of traffic.

Upon the United Railroads of New Jersey Division there has been a large increase in gross earnings, which, however, was more than overcome by the increase in expenses, leaving a less net

result than for the previous year. This may be attributed to two causes: first, the extremely low rates that have prevailed; secondly, the fact that the facilities were inadequate to promptly and economically move the great volume of traffic pressing upon this Division. Large outlays are being made for additional tracks, with the hope, expressed in the last report, that the time may come when this property will not be a direct burden upon the revenues of your Company.

The results on the Philadelphia and Erie Division have been exceptionally favorable, arising from a large increase in the volume of traffic. Although carried at extremely low rates, yet, from the fact that the line was capable of properly providing for its movement, a fair net profit was left, which enabled the Company to meet all its fixed liabilities during the year.

The amounts expended and charged to capital account for construction, equipment, and real estate during 1882 were as follows:—

#### PENNSYLVANIA RAILROAD AND BRANCHES.

##### For CONSTRUCTION.

|                                                                         |                     |                |
|-------------------------------------------------------------------------|---------------------|----------------|
| Rockville and Dauphin connection, . . . . .                             | \$176,217 38        |                |
| Less amount paid by Northern Central Railway Company, . . . . .         | 50,000 00           |                |
|                                                                         | <u>\$126,217 38</u> |                |
| Lancaster Cut-off Line, . . . . .                                       | \$190,700 90        |                |
| Additional third and fourth tracks, sidings, and yard tracks, . . . . . | 591,957 96          |                |
| New passenger and freight stations, . . . . .                           | 60,579 63           |                |
| New piers, &c., . . . . .                                               | 106,208 36          |                |
| Additional right of way, . . . . .                                      | 97,205 92           |                |
|                                                                         | <u>1,046,652 77</u> |                |
|                                                                         |                     | \$1,172,870 15 |

##### For EQUIPMENT.

|                                                                                                                                           |                     |  |
|-------------------------------------------------------------------------------------------------------------------------------------------|---------------------|--|
| Ninety-two (92) new locomotives, . . . . .                                                                                                | \$1,084,551 17      |  |
| Seventy (70) new passenger cars, . . . . .                                                                                                | 317,387 22          |  |
| Two (2) new ferry boats, . . . . .                                                                                                        | 166,572 86          |  |
| Additional barges, car floats, &c., . . . . .                                                                                             | 80,721 31           |  |
| In final settlement for 1,500 freight cars, Car Trust of Pennsylvania, Series A and B, charged at one-half their original cost, . . . . . | 426,300 00          |  |
|                                                                                                                                           | <u>2,075,532 56</u> |  |

##### For REAL ESTATE.

|                                                                       |                   |                |
|-----------------------------------------------------------------------|-------------------|----------------|
| Additional real estate between Philadelphia and Pittsburgh, . . . . . | \$332,047 61      |                |
| Less cash received from property sold, . . . . .                      | 15,377 50         |                |
|                                                                       | <u>316,670 11</u> |                |
|                                                                       |                   | \$3,565,072 82 |

#### UNITED RAILROADS OF NEW JERSEY.

##### For CONSTRUCTION.

|                                                                                                    |                     |  |
|----------------------------------------------------------------------------------------------------|---------------------|--|
| Expended on additional third and fourth tracks, and revision of line at Bergen Cut, &c., . . . . . | \$308,227 00        |  |
| Additional right of way, . . . . .                                                                 | 85,697 40           |  |
|                                                                                                    | <u>\$393,924 40</u> |  |
| Less proceeds of sale of property, principally old equipment, . . . . .                            | 93,453 00           |  |
|                                                                                                    | <u>\$300,471 40</u> |  |

##### For REAL ESTATE.

|                                 |                  |            |
|---------------------------------|------------------|------------|
| On line of road, . . . . .      | \$41,509 49      |            |
| Harsimus improvement, . . . . . | 37,008 45        |            |
|                                 | <u>78,517 94</u> |            |
|                                 |                  | 378,989 34 |

#### PHILADELPHIA AND TRENTON RAILROAD.

##### For CONSTRUCTION.

|                                    |                     |  |
|------------------------------------|---------------------|--|
| Third and fourth tracks, . . . . . | \$150,924 48        |  |
| Additional right of way, . . . . . | 90,187 66           |  |
|                                    | <u>\$241,112 14</u> |  |

|                            |                   |                |
|----------------------------|-------------------|----------------|
| For REAL ESTATE, . . . . . | 39,334 60         |                |
|                            | <u>280,446 74</u> |                |
| Carried over, . . . . .    |                   | \$4,224,508 90 |

Brought over, \$4,224,508 90

The following amounts were advanced during the year for improvements and extensions on branch and auxiliary lines operated by the Company:—

|                                                         |                       |
|---------------------------------------------------------|-----------------------|
| River-Front Railroad, . . . . .                         | \$140,919 10          |
| Lewisburg and Tyrone Railroad, . . . . .                | 29,280 33             |
| Tyrone and Clearfield Railway, . . . . .                | 29,649 49             |
| Bald Eagle Valley Railroad, . . . . .                   | 65,043 12             |
| Western Pennsylvania Railroad, . . . . .                | 699,633 95            |
| South West Pennsylvania Railway, . . . . .              | 303,581 68            |
| Pittsburgh, Virginia and Charleston Railway, . . . . .  | 465,054 42            |
| Girard Point Storage Company, Elevator B, . . . . .     | 66,245 04             |
| West Chester Railroad, . . . . .                        | 3,506 25              |
| Connecting Railway, . . . . .                           | 110,027 69            |
| Philadelphia and Long Branch Railway, . . . . .         | 21,759 88             |
| Freehold and Jamesburg Agricultural Railroad, . . . . . | 11,285 34             |
|                                                         | <u>\$1,945,986 29</u> |

ADVANCES ON ACCOUNT OF CONSTRUCTION OF NEW BRANCH AND AUXILIARY LINES.

|                                                                                                  |                       |
|--------------------------------------------------------------------------------------------------|-----------------------|
| Moshannon and Clearfield Railroad, . . . . .                                                     | \$4,382 74            |
| Susquehanna and Clearfield Railroad, . . . . .                                                   | 64,556 52             |
| Germantown, Norristown and Phoenixville Railroad, . . . . .                                      | 5,484 51              |
| Phoenixville and West Chester Railroad, . . . . .                                                | 213,327 12            |
| Ridgway and Clearfield Railroad, . . . . .                                                       | 147,477 88            |
| Philadelphia, Norristown and Phoenixville Railroad, . . . . .                                    | 237,507 94            |
| Phoenixville, Pottstown and Reading Railroad, . . . . .                                          | 6,893 91              |
| North and West Branch Railway, . . . . .                                                         | 848,643 06            |
|                                                                                                  | <u>1,528,273 68</u>   |
| Total on branch and auxiliary lines, . . . . .                                                   | \$3,474,259 97        |
| On account of these advances there has been received from the above Companies in cash, . . . . . | 427,213 06            |
| Leaving the balance advanced by the Pennsylvania Railroad Company in cash, . . . . .             | <u>3,047,046 91</u>   |
| Total amount expended and charged to capital account in 1882, . . . . .                          | <u>\$7,271,555 81</u> |

On account of the above advances to branch lines there has been received in securities of above Companies, \$1,625,339.64.

For the purpose of providing the means to pay for these expenditures, your Board authorized an allotment of stock in May, and an option to the shareholders to take a portion of their November dividend in scrip, convertible into stock, which, together, produced \$7,628,550 00

A summary of the preceding statement shows that the sums expended and charged to capital account upon the Main Line, leased, and auxiliary lines, during the year, in excess of any cash that was received from those lines, or from the proceeds of the sales of property credited to such account, amounted to . . . . . 7,271,555 81

To the balance of the above account, . . . . . \$356,994 19  
Add the balance of profit and loss account for the year, . . . . . 1,850,560 07

Total, . . . . . \$2,207,554 26



By referring to the General Account appended to this report, this amount will be found represented in the following statement:—

| INCREASE OF AMOUNTS PAID.                                                     |              |                |
|-------------------------------------------------------------------------------|--------------|----------------|
| First mortgage bonds, . . . . .                                               | \$11,000 00  |                |
| Commonwealth of Pennsylvania, . . . . .                                       | 285,455 86   |                |
| Dividend scrip, . . . . .                                                     | 98 00        |                |
| Materials on hand, . . . . .                                                  | 888,524 83   |                |
| United Railroads of New Jersey redemption account, . . . . .                  | 112,920 00   |                |
| Philadelphia, Wilmington and Baltimore Railroad Trust certificates, . . . . . | 429,000 00   |                |
| Increase of securities, . . . . .                                             | 1,318,512 19 |                |
| Due by other companies, . . . . .                                             | 200,922 52   |                |
| Increase of cash, . . . . .                                                   | 1,042,453 99 |                |
|                                                                               |              | \$4,288,887 39 |
| INCREASE OF AMOUNTS RECEIVED.                                                 |              |                |
| Philadelphia and Erie Railroad, . . . . .                                     | \$21,500 73  |                |
| Mortgages and ground-rents, . . . . .                                         | 18,738 20    |                |
| Bonds and mortgages, . . . . .                                                | 63,915 00    |                |
| Reduction of coal lands, . . . . .                                            | 16,577 28    |                |
| Passenger and freight balances, . . . . .                                     | 128,149 75   |                |
| Pay-rolls and vouchers, . . . . .                                             | 68,598 95    |                |
| Dividends and scrip, . . . . .                                                | 439,390 75   |                |
| Accounts due other companies, . . . . .                                       | 1,324,462 47 |                |
|                                                                               |              | 2,081,333 13   |
|                                                                               |              | \$2,207,554 26 |

The great increase in your freight and passenger traffic continues to call for extensive outlays to provide the proper facilities therefor, and unless these are promptly made, the increased traffic cannot be economically moved, and the result to your Company is direct loss. It may, therefore, safely be assumed that the amount of capital required for the present year will be as large as in 1882. This may be obtained by disposing of the securities of your own Company, or of the auxiliary lines, as in the judgment of the Board may seem best for the interests of the shareholders.

The debt due to the State of Pennsylvania on account of the purchase of the Main Line was reduced during the year by the payment of \$285,455.86, which was charged to capital account. The balance of the annual payment of \$460,000 (\$174,544.14), representing the interest upon the amount due to the State, was charged directly to income account. The balance due on account of the purchase of the Main Line is \$3,275,909.92.

Under the provisions of the consolidated mortgage of the Company, there was set apart, on the first day of July last, out of the net income, the sum required for the purchase of outstanding bonds secured by that mortgage, and entitled to the security of the covenants therein, in relation to the sinking fund. Bonds to the par value of \$282,810 were thus purchased, and, after being cancelled, were delivered to the trustees under the stipulations of the said mortgage: this reduction appears in the Treasurer's General Account. The amount of bonds so purchased to date is \$1,208,750 at their par value.

There are now in the sinking fund, for the redemption of the obligations of the various companies forming the United New Jersey Railroad and Canal Company, securities of the par value of \$1,880,700. There is also a cash balance, uninvested by the trustees, of \$3,559.03. Your Company holds an additional amount of \$124,000 of bonds, which have been redeemed, making an aggregate investment of \$2,008,259.03, for which you will, in the future, in accordance with the terms of the lease, receive bonds to be issued under the General Mortgage of that company.

The sinking fund for the redemption of the Trust certificates issued for the purchase of the shares of the capital stock of the Philadelphia, Wilmington and Baltimore Railroad Company, referred to at length in the last report, was sufficient to enable the Trustee to purchase \$429,000 of such certificates during the past year. These certificates have been cancelled as provided in the Trust agreement. The General Account of the Treasurer shows this reduction in the amount of outstanding certificates, and a corresponding reduction has been made on the other side of the account in the cost of the shares purchased by your Company.

The first mortgage bonds of the Junction Railroad Company for \$500,000, bearing interest at six per cent. per annum, matured July 1st, 1882. These bonds were guaranteed by the Pennsylvania, the Philadelphia and Reading, and the Philadelphia, Wilmington and Baltimore Railroad Companies. An arrangement was made, upon satisfactory terms, by which the payment of \$425,000 of these bonds (\$75,000 of them having been retired) was extended for twenty-five years, the respective companies continuing their guarantee, with the rate of interest reduced to four and a half per cent. per annum.

The first mortgage bonds of the River-Front Railroad Company, in Philadelphia, amounting to \$216,000, bearing interest at four and a half per cent. per annum, due May 1st, 1912, belonging to your Company, were sold during the year.

#### CAR TRUSTS.

Through the system of Car Trusts, a further increase of 2,000 cars—namely, 1,000 hopper gondola and 1,000 long gondola cars—was provided for the Main Line. The outstanding certificates of Series A and B of the Car Trust of Pennsylvania, representing 1,500 cars, at a cost of \$854,000, bearing interest at six per cent. per annum, were paid and cancelled during the year. As all payments on account of these cars had been charged off each year, the Company was their owner at the close of the Trust, without any representation in your capital account. It was, therefore, deemed proper that the equipment account should be increased \$426,300, being nearly one-half their original cost; the balance remaining charged to profit and loss.

|                                                                                                                         |                |
|-------------------------------------------------------------------------------------------------------------------------|----------------|
| The 15,784 cars placed on the lines east of Pittsburgh, through the system of Car Trusts, represent a cost of . . . . . | \$8,501,950 00 |
| The 5,500 cars west of Pittsburgh, . . . . .                                                                            | 2,967,800 00   |

The cars sub-leased to other lines controlled by your Company, viz. :—

|                                                        |              |            |
|--------------------------------------------------------|--------------|------------|
| 1,250 cars Northern Central Railway Company, . . . . . | \$729,750 00 |            |
| 250 cars Allegheny Valley Railroad Company, . . . . .  | 137,500 00   |            |
|                                                        |              | 867,250 00 |

|                                                                                                              |                 |
|--------------------------------------------------------------------------------------------------------------|-----------------|
| Total, 22,784 cars, . . . . .                                                                                | \$12,337,000 00 |
| On account of which there has been paid, to December 31st, 1881, for cancellation of certificates, . . . . . | \$5,270,000 00  |
| Paid by Pennsylvania Railroad Company in 1882, . . . . .                                                     | \$638,964 75    |
| Deduct interest paid on certificates, . . . . .                                                              | 157,564 60      |

|                                                                                   |              |
|-----------------------------------------------------------------------------------|--------------|
| Balance applied to redemption and cancellation of certificates in 1882, . . . . . | 481,400 15   |
| Paid by Pennsylvania Company's lines in 1882, . . . . .                           | \$500,726 69 |
| Deduct interest paid on certificates, . . . . .                                   | 118,851 84   |

|                                                                                   |              |
|-----------------------------------------------------------------------------------|--------------|
| Balance applied to redemption and cancellation of certificates in 1882, . . . . . | 381,874 85   |
| Paid by Northern Central Railway Company in 1882, . . . . .                       | \$109,832 92 |
| Deduct interest paid on certificates, . . . . .                                   | 36,857 92    |

|                                                                                   |             |
|-----------------------------------------------------------------------------------|-------------|
| Balance applied to redemption and cancellation of certificates in 1882, . . . . . | 72,975 00   |
| Paid by Allegheny Valley Railroad Company in 1882, . . . . .                      | \$20,351 05 |
| Deduct interest paid on certificates, . . . . .                                   | 6,601 05    |

|                                                                                    |           |
|------------------------------------------------------------------------------------|-----------|
| Balance, applied to redemption and cancellation of certificates in 1882, . . . . . | 13,750 00 |
|------------------------------------------------------------------------------------|-----------|

Total amount of certificates redeemed to December 31st, 1882, as follows:—

|                                                           |                |
|-----------------------------------------------------------|----------------|
| Amount cancelled in full payment of 7,214 cars, . . . . . | \$3,999,000 00 |
| Amount paid on account of 15,570 cars, . . . . .          | 2,221,000 00   |
|                                                           | 6,220,000 00   |

|                                                                    |                |
|--------------------------------------------------------------------|----------------|
| Balance of certificates outstanding December 31st, 1882, . . . . . | \$6,117,000 00 |
|--------------------------------------------------------------------|----------------|

## COMPARISONS WITH 1881.

## EARNINGS AND EXPENSES ON ALL LINES EAST OF THE CITIES OF PITTSBURGH AND ERIE.

|                                                                                            | GROSS EARNINGS. | EXPENSES.       | RENTAL AND<br>INTEREST ON<br>EQUIPMENT. | NET EARNINGS.   |
|--------------------------------------------------------------------------------------------|-----------------|-----------------|-----------------------------------------|-----------------|
| 1882, . . . . .                                                                            | \$49,079,833 62 | \$30,647,405 45 | \$3,472,713 20                          | \$14,959,714 97 |
| 1881, . . . . .                                                                            | 44,124,182 83   | 26,709,809 93   | 2,762,271 76                            | 14,652,101 14   |
| Increase, . . . . .                                                                        | \$4,955,650 79  | \$3,937,595 52  | \$710,441 44                            | \$307,613 83    |
| The gross earnings per mile received from the Main Line (358 miles) in 1882 were . . . . . |                 |                 |                                         | \$72,823 29     |
| In 1881 were . . . . .                                                                     |                 |                 |                                         | 65,696 40       |
| Showing an increase per mile of . . . . .                                                  |                 |                 |                                         | \$7,126 89      |

The cost of operating the Main Line in 1882, excluding branches, was  $56\frac{80}{100}$  per cent. of the receipts from transportation, and including branch lines,  $57\frac{98}{100}$  per cent. In 1881 the cost of operating the Main Line, excluding branches, was  $54\frac{37}{100}$  per cent. of its receipts, and including branch lines,  $55\frac{96}{100}$  per cent.

The cost of operating the United Railroads of New Jersey, including branches and the Delaware and Raritan Canal, in 1882, was  $71\frac{46}{100}$  per cent. of the receipts from transportation; in 1881 it was  $67\frac{86}{100}$  per cent.

The cost of operating the United Railroads of New Jersey, including all local and branch lines, and excluding the canal, in 1882, was  $72\frac{19}{100}$  per cent. of the receipts from transportation; in 1881 it was  $68\frac{78}{100}$  per cent. The cost of operating the Main Line alone of the New Jersey Division, between Philadelphia and New York, in 1882, was  $71\frac{60}{100}$  per cent.

The cost of operating the Delaware and Raritan Canal was  $53\frac{27}{100}$  per cent. of its receipts; in 1881 it was  $42\frac{94}{100}$  per cent.

The cost of operating the Philadelphia and Erie Railroad in 1882 was  $64\frac{80}{100}$  per cent. of its receipts; in 1881 it was  $70\frac{86}{100}$  per cent.

## TRAFFIC STATISTICS.

The following tables show the movement of tonnage, and the mileage of the same, over the lines east of Pittsburgh and Erie for 1882, as compared with the preceding year:—

## TONS MOVED OVER LINES EAST OF PITTSBURGH AND ERIE.

|                                           | 1882.      | 1881.      | INCREASE. | DECREASE. |
|-------------------------------------------|------------|------------|-----------|-----------|
| Main Line and branches, . . . . .         | 20,360,399 | 18,229,365 | 2,131,034 |           |
| United Railroads of New Jersey, . . . . . | 8,241,264  | 7,388,955  | 852,309   |           |
| Philadelphia and Erie Railroad, . . . . . | 5,579,353  | 5,277,056  | 302,297   |           |
| Delaware and Raritan Canal, . . . . .     | 1,659,044  | 1,710,888  |           | 51,844    |
| Totals, . . . . .                         | 35,840,060 | 32,606,264 | 3,233,796 |           |

TONNAGE-MILEAGE ON LINES EAST OF PITTSBURGH AND ERIE.

|                                           | 1882.         | 1881.         | INCREASE.   | DECREASE. |
|-------------------------------------------|---------------|---------------|-------------|-----------|
| Main Line and branches, . . . . .         | 2,879,542,701 | 2,655,438,764 | 224,103,937 |           |
| United Railroads of New Jersey, . . . . . | 521,869,010   | 480,995,398   | 40,873,612  |           |
| Philadelphia and Erie Railroad, . . . . . | 510,433,376   | 495,395,306   | 15,038,070  |           |
| Delaware and Raritan Canal, . . . . .     | 65,434,961    | 68,981,905    |             | 3,546,944 |
| Totals, . . . . .                         | 3,977,280,048 | 3,700,811,373 | 276,468,675 |           |

The following table shows the revenue and cost per ton per mile on each Division operated by the Company:—

| FREIGHT.                                                                | PENNSYLVANIA<br>RAILROAD<br>AND<br>BRANCHES. | UNITED<br>RAILROADS<br>OF<br>NEW JERSEY<br>AND<br>BRANCHES. | PHILADELPHIA<br>AND ERIE<br>RAILROAD. | ALL LINES<br>EAST OF<br>PITTSBURGH<br>AND ERIE. |
|-------------------------------------------------------------------------|----------------------------------------------|-------------------------------------------------------------|---------------------------------------|-------------------------------------------------|
| Length of road (miles), . . . . .                                       | 1,263.89                                     | 429.68                                                      | 287.49                                | 1,981.06                                        |
| Average earnings per ton per mile from transportation of freight, . . . | 0.17<br>1000                                 | 1.44<br>1000                                                | 0.61<br>1000                          | 0.87<br>1000                                    |
| Average cost of transporting each ton of freight one mile, . . . . .    | 0.47<br>1000                                 | 1.12<br>1000                                                | 0.43<br>1000                          | 0.55<br>1000                                    |
| Average profit per ton per mile, . . . . .                              | 0.24<br>1000                                 | 0.21<br>1000                                                | 0.18<br>1000                          | 0.22<br>1000                                    |

From the above table it will appear that the average rate per ton per mile in 1882, on the Main Line and branches, shows an increase, when compared with that of 1881, of  $\frac{18}{100}$  of a mill, and that the cost of transportation per ton per mile was also increased  $\frac{86}{100}$  of a mill, showing a decrease in profit per ton per mile of  $\frac{18}{100}$  of a mill.

The rate received on the United Railroads of New Jersey Division shows a decrease of  $\frac{40}{100}$  of a mill, and the cost of moving, an increase of  $\frac{82}{100}$  of a mill, showing a decreased profit of  $\frac{122}{100}$  mills.

Upon the Philadelphia and Erie Division the earnings show an increase in rate per ton per mile of  $\frac{61}{100}$  of a mill, and the cost of movement, an increase of  $\frac{15}{100}$  of a mill, showing an increased profit of  $\frac{46}{100}$  of a mill.

The result upon all the lines east of Pittsburgh and Erie was a decrease of  $\frac{2}{100}$  of a mill per ton per mile in the net profit from freight.

The statements given below embrace the passenger statistics for the year:—

PASSENGERS ON ALL LINES EAST OF PITTSBURGH AND ERIE.

|                                           | 1882.      | 1881.      | INCREASE. |
|-------------------------------------------|------------|------------|-----------|
| Main Line and branches, . . . . .         | 10,372,894 | 9,077,714  | 1,295,180 |
| United Railroads of New Jersey, . . . . . | 10,467,504 | 9,132,146  | 1,335,358 |
| Philadelphia and Erie, . . . . .          | 1,047,594  | 775,549    | 272,045   |
| Totals, . . . . .                         | 21,887,992 | 18,985,409 | 2,902,583 |

## PASSENGER MILEAGE ON LINES EAST OF PITTSBURGH AND ERIE.

|                                           | 1882.       | 1881.       | INCREASE.  |
|-------------------------------------------|-------------|-------------|------------|
| Main Line and branches, . . . . .         | 245,971,772 | 230,675,088 | 15,296,684 |
| United Railroads of New Jersey, . . . . . | 227,938,390 | 197,366,974 | 30,571,416 |
| Philadelphia and Erie, . . . . .          | 22,292,765  | 18,274,493  | 4,018,272  |
| Totals, . . . . .                         | 496,202,927 | 446,316,555 | 49,886,372 |

The average distance traveled by each passenger in 1882 over the Main Line and branches was  $23\frac{7}{10}$  miles, and in 1881 it was  $25\frac{4}{10}$  miles, showing a decrease of  $1\frac{7}{10}$  miles.

The following table shows the earnings and cost per passenger per mile on each of the Divisions:—

| PASSENGER.                                                      | PENNSYLVANIA<br>RAILROAD<br>AND<br>BRANCHES. | UNITED<br>RAILROADS<br>OF<br>NEW JERSEY<br>AND<br>BRANCHES. | PHILADELPHIA<br>AND ERIE<br>RAILROAD. | ALL LINES<br>EAST OF<br>PITTSBURGH<br>AND ERIE. |
|-----------------------------------------------------------------|----------------------------------------------|-------------------------------------------------------------|---------------------------------------|-------------------------------------------------|
| Length of road (miles), . . . . .                               | 1,263.89                                     | 429.68                                                      | 287.49                                | 1,981.06                                        |
| Average earnings from each passenger per mile, . . . . .        | $2\frac{374}{1000}$                          | $2\frac{041}{1000}$                                         | $3\frac{001}{1000}$                   | $2\frac{249}{1000}$                             |
| Average cost of transporting each passenger one mile, . . . . . | $1\frac{733}{1000}$                          | $1\frac{573}{1000}$                                         | $1\frac{820}{1000}$                   | $1\frac{663}{1000}$                             |
| Average profit per passenger per mile, . . . . .                | $0\frac{641}{1000}$                          | $0\frac{468}{1000}$                                         | $1\frac{181}{1000}$                   | $0\frac{586}{1000}$                             |

In connection with the passenger business it may be stated that during 1882 there were handled on the three divisions east of Pittsburgh and Erie 1,723,614 pieces of baggage, as against 1,564,858 in 1881. The entire payments for lost and damaged baggage amounted to \$1,080.68.

The number of tons of freight moved over the Main Line and branches, including 1,345,700 tons of fuel, and other materials for the Company's use, was 21,706,099 tons; for the previous year, 19,312,227 tons; showing an increase of 2,393,872 tons, or  $12\frac{40}{100}$  per cent.: of this increase, 2,393,744 tons was in local freight.

Of the 20,360,399 tons of individual freight transported over the Main Line and branches, 1,944,819 were through, and 18,415,580 local, freight.

The coal shipments increased 1,474,616 tons, and the coke shipments 473,224 tons; their aggregate being 11,157,146 tons, as against 9,209,306 in 1881,—a gain of 1,947,840 tons.

The east-bound coke tonnage from the Connellsville region shows an increase of 108,689 tons, and the west-bound, an increase of 281,332 tons; the entire movement from that district amounting to 2,370,050, out of a total of 2,888,787 tons from all sources.

The total shipments of oil during the year 1882 amounted to 3,972,121 barrels, as against 4,022,281 barrels in 1881, showing a decrease of 50,160 barrels.

The through freight east-bound shows a slight decrease, and the through freight west a slight increase, and the local freight, in both directions, a marked increase.

The number of passengers on the Main Line shows an increase of fourteen per cent., and the mileage an increase of nearly seven per cent.

On the United Railroads of New Jersey there was a decrease in through freight, in both directions, of 63,445 tons, but an increase in local traffic, in both directions, of 915,754 tons, making a net increase of 852,309 tons. The passenger traffic shows an increase of over fourteen per cent. in the number carried.

On the Philadelphia and Erie Division there was an increase of the tonnage of through freight west-bound of 53,061 tons, but a decrease of through freight east-bound of 103,527 tons, and a large increase in local freight in both directions, aggregating 352,763 tons. There was also an increase in the passenger traffic of over thirty-five per cent. in the number carried.

There were built at Altoona 110 locomotives for your Main Line, and 13 for your other roads east of Pittsburgh. There were also constructed at that point 4 dining and 112 passenger cars, 20 baggage and postal cars, 1,940 Car Trust cars, 1,210 freight, and 62 cabin and maintenance of way cars for your Main Line, and 853 cars for your other lines.

At the Philadelphia and Erie Railroad shops, 15 locomotives, and 313 freight and 6 cabin cars were built.

There were used on the Main Line and branches, in construction and repairs, 29,359 tons of steel rails and 1,131,591 ties; on the Philadelphia and Erie Railroad, 1,923 tons of steel and 154,039 ties; and on the United Railroads of New Jersey, 6,458 tons of steel and 373,954 ties,—making a total of 37,740 tons of steel and 1,659,584 ties.

PENNSYLVANIA CANAL COMPANY.

The following statement shows its operations as compared with 1881:—

|                                                             |              |
|-------------------------------------------------------------|--------------|
| Gross earnings in 1882, . . . . .                           | \$381,033 07 |
| Expenses, . . . . .                                         | 253,740 39   |
| Net earnings, . . . . .                                     | \$127,292 68 |
| Deduct:                                                     |              |
| Interest on bonds, . . . . .                                | \$184,940 00 |
| State tax on capital stock, . . . . .                       | 135 04       |
| State tax on bonds in full to November 1st, 1881, . . . . . | 21,412 11    |
|                                                             | 205,987 15   |
| Net loss in 1882, . . . . .                                 | \$78,694 47  |

As compared with 1881:—

|                     | GROSS EARNINGS. | EXPENSES.    | INTEREST ON BONDS<br>AND STATE TAXES. | NET LOSS.   |
|---------------------|-----------------|--------------|---------------------------------------|-------------|
| 1882, . . . . .     | \$381,033 07    | \$253,740 39 | \$205,987 15                          | \$78,694 47 |
| 1881, . . . . .     | 370,404 97      | 262,746 80   | 184,980 00                            | 77,321 83   |
| Increase, . . . . . | \$10,628 10     |              | \$21,007 15                           | \$1,372 64  |
| Decrease, . . . . . |                 | \$9,006 41   |                                       |             |

The aggregate tonnage for the year was 874,952 net tons; a decrease, as compared with 1881, of 30,143 tons.

The anthracite coal tonnage increased 25,226 gross tons, with an increased revenue of \$13,542.47.

The lumber tonnage, including logs, decreased 50,368 net tons, and the revenue therefrom decreased \$5,582.22.

The following statements show the operations of the anthracite coal companies in which your Company is interested:—

#### SUSQUEHANNA COAL COMPANY.

|                                                                                                             |                |
|-------------------------------------------------------------------------------------------------------------|----------------|
| Receipts from sales of coal, rents, &c., . . . . .                                                          | \$3,407,867 61 |
| Receipts from interest on loans, . . . . .                                                                  | 9,128 19       |
| Total receipts, . . . . .                                                                                   | \$3,416,995 80 |
| Expenses mining, selling, and shipping coal, taxes and amount charged off for exhaustion of lands, . .      | 3,109,856 48   |
| Net earnings for 1882, . . . . .                                                                            | \$307,139 32   |
| From which deduct:                                                                                          |                |
| Interest on funded debt, . . . . .                                                                          | 120,870 00     |
|                                                                                                             | \$186,269 32   |
| Add increase in value of personal property at mines (as per inventory), as compared with January 1st, 1882, | 30,326 79      |
|                                                                                                             | \$216,596 11   |
| Out of which was paid a dividend of six per cent., . . . . .                                                | 128,208 00     |
| Leaving a balance of . . . . .                                                                              | \$88,388 11    |
| Net profits in 1882, . . . . .                                                                              | \$216,596 11   |
| Net profits in 1881, . . . . .                                                                              | 373,205 39     |
| Decrease, . . . . .                                                                                         | \$156,609 28   |

#### SUMMIT BRANCH RAILROAD COMPANY.

|                                                                                                        |                |
|--------------------------------------------------------------------------------------------------------|----------------|
| Receipts from sales of coal, rents, &c., . . . . .                                                     | \$1,368,929 47 |
| Expenses mining, selling, and shipping coal, taxes and amount charged off for exhaustion of lands, . . | 1,175,636 31   |
| Net earnings for 1882, . . . . .                                                                       | \$193,293 16   |
| From which deduct:                                                                                     |                |
| Interest on funded debt, . . . . .                                                                     | \$79,800 00    |
| Interest and discount, . . . . .                                                                       | 1,617 36       |
|                                                                                                        | 81,417 36      |
|                                                                                                        | \$111,875 80   |
| Net profit in 1882, . . . . .                                                                          | \$111,875 80   |
| Net profit in 1881, . . . . .                                                                          | 55,072 09      |
| Increase, . . . . .                                                                                    | \$56,803 71    |

#### LYKENS VALLEY COAL COMPANY.

|                                                                    |              |
|--------------------------------------------------------------------|--------------|
| Receipts from sales of coal, rents, &c., . . . . .                 | \$722,283 14 |
| Expenses mining, selling, and shipping coal, taxes, &c., . . . . . | 815,854 80   |
| Excess of expenses in 1882, . . . . .                              | \$93,571 66  |
| Net loss in 1882, . . . . .                                        | \$93,571 66  |
| Net profit in 1881, . . . . .                                      | 25,875 52    |
| Decrease in profits, . . . . .                                     | \$119,447 18 |

MINERAL RAILROAD AND MINING COMPANY.

|                                                                                               |                |
|-----------------------------------------------------------------------------------------------|----------------|
| Receipts from sales of coal, rents, &c., . . . . .                                            | \$1,434,203 11 |
| Receipts from interest on loans, . . . . .                                                    | 7,666 38       |
| Total receipts, . . . . .                                                                     | \$1,441,869 49 |
| Expenses mining, selling, and shipping coal, taxes, &c., . . . . .                            | 1,341,398 47   |
| Net earnings, . . . . .                                                                       | \$100,471 02   |
| Out of which was paid a dividend of . . . . .                                                 | 10,000 00      |
|                                                                                               | \$90,471 02    |
| Add surplus to the credit of profit and loss account, . . . . .                               | 104,383 26     |
|                                                                                               | \$194,854 28   |
| From which deduct:                                                                            |                |
| Royalty paid to Pennsylvania Railroad Company and Northern Central Railway Company, . . . . . | 174,823 81     |
| Leaving balance to credit of profit and loss December 31st, 1882, . . . . .                   | \$20,030 47    |
| Net loss in 1882 after paying royalties, . . . . .                                            | \$74,352 79    |
| Net profit in 1881 after paying royalties, . . . . .                                          | 93,260 12      |
| Decrease in profits, . . . . .                                                                | \$167,612 91   |

The following tables show the gross earnings, expenses, and net earnings of these Companies for 1882, as compared with 1881, and also the amount of coal mined and sold, and the price received for same at point of sale:—

|                                  | GROSS EARNINGS. |                | EXPENSES (including taxes). |                | NET EARNINGS.   |              |
|----------------------------------|-----------------|----------------|-----------------------------|----------------|-----------------|--------------|
|                                  | 1882.           | 1881.          | 1882.                       | 1881.          | 1882.           | 1881.        |
| Susquehanna Coal Company, . .    | \$3,416,995 80  | \$2,770,958 74 | \$3,109,856 48              | \$2,297,734 97 | \$307,139 32    | \$473,223 77 |
| Summit Branch Railroad Co., . .  | 1,368,929 47    | 1,107,830 12   | 1,175,636 31                | 993,361 24     | 193,293 16      | 114,468 88   |
| Lykens Valley Coal Company, . .  | 722,283 14      | 755,034 04     | 815,854 80                  | 729,158 52     | Loss, 93,571 66 | 25,875 52    |
| Mineral Railroad and Mining Co., | 1,441,869 49    | 1,474,035 25   | 1,341,398 47                | 1,147,185 82   | 100,471 02      | 326,849 43   |
| Totals, . . . . .                | \$6,950,077 90  | \$6,107,858 15 | \$6,442,746 06              | \$5,167,440 55 | \$507,331 84    | \$940,417 60 |
| Increase, . . . . .              | 842,219 75      |                | 1,275,305 51                |                |                 |              |
| Decrease, . . . . .              |                 |                |                             |                |                 | 433,085 76   |

|                                  | TONS MINED.  |              | TONS SOLD.   |              | AMOUNT RECEIVED AT POINT OF SALE. |                |
|----------------------------------|--------------|--------------|--------------|--------------|-----------------------------------|----------------|
|                                  | 1882.        | 1881.        | 1882.        | 1881.        | 1882.                             | 1881.          |
| Susquehanna Coal Company, . .    | 904,192 08   | 851,971 00   | 919,624 17   | 860,262 00   | \$3,316,486 41                    | \$2,691,425 34 |
| Summit Branch Railroad Co., . .  | 317,914 09   | 256,390 00   | 311,318 17   | 258,873 00   | 1,360,827 01                      | 1,101,524 72   |
| Lykens Valley Coal Company, . .  | 167,785 15   | 173,990 00   | 164,090 16   | 182,183 00   | 717,690 20                        | 750,889 08     |
| Mineral Railroad and Mining Co., | 416,331 07   | 439,078 00   | 418,133 07   | 439,856 00   | 1,412,519 62                      | 1,441,233 37   |
| Totals, . . . . .                | 1,806,223 19 | 1,721,429 00 | 1,813,167 17 | 1,741,174 00 | \$6,807,523 24                    | \$5,985,072 51 |
| Increase, . . . . .              | 84,794 19    |              | 71,993 17    |              | 822,450 73                        |                |

The average price per ton at point of sale, aggregating the results of the four coal companies for 1882, was \$3.75<sup>4</sup>/<sub>10</sub>, as against \$3.43<sup>7</sup>/<sub>10</sub>; an increase of 31<sup>7</sup>/<sub>10</sub> cents per ton. It will be seen from the foregoing statements that there was a slight increase in the number of tons mined, but that, owing to increased cost of production and transportation, and of the improvements necessary to maintain the output of these properties, there was a large decrease in net earnings.

#### THE NORTHERN CENTRAL RAILWAY.

This Company owns or controls lines extending from Baltimore, Maryland, northward to Canandaigua, New York, and intersecting your Main Line at Harrisburg.

| ITS GROSS EARNINGS WERE:                          | 1882.             | 1881.               | INCREASE.        |
|---------------------------------------------------|-------------------|---------------------|------------------|
| From passengers, . . . . .                        | \$885,789 20      |                     |                  |
| From freight, . . . . .                           | 4,507,098 55      |                     |                  |
| From express, . . . . .                           | 82,553 93         |                     |                  |
| From mails, . . . . .                             | 49,755 83         |                     |                  |
| From miscellaneous sources, . . . . .             | <u>274,978 52</u> |                     |                  |
| Totals, . . . . .                                 | \$5,800,176 03    | \$5,443,700 00      | \$356,476 03     |
| And the operating expenses were:                  |                   |                     |                  |
| For conducting transportation, . . . . .          | \$1,218,797 26    |                     |                  |
| For motive power, . . . . .                       | 1,135,224 89      |                     |                  |
| For maintenance of way, . . . . .                 | 785,445 49        |                     |                  |
| For maintenance of cars, . . . . .                | 632,860 93        |                     |                  |
| For general expenses, . . . . .                   | <u>69,994 48</u>  |                     |                  |
| Totals, . . . . .                                 | 3,842,323 05      | 3,787,445 91        | 54,877 14        |
| Leaving as net earnings, . . . . .                | \$1,957,852 98    | \$1,656,254 09      | \$301,598 89     |
| Received from dividends, interest, &c., . . . . . | 283,969 28        | 261,199 91          | 22,769 37        |
|                                                   | \$2,241,822 26    | \$1,917,454 00      | \$324,368 26     |
| Deduct interest on funded debt, . . . . .         | \$880,875 00      |                     |                  |
| Interest, taxes, &c., . . . . .                   | 287,862 66        |                     |                  |
| Rentals of leased roads, &c., . . . . .           | <u>343,667 00</u> | <u>1,459,417 27</u> | <u>52,987 39</u> |
| Balance of net income, . . . . .                  | \$729,417 60      | \$458,036 73        | \$271,380 87     |

It will be noted that both the gross and net earnings were largely increased, notwithstanding the fact that over \$450,000 of the expenditures represent extraordinary outlay upon motive power, rolling stock, sidings, and increased terminal facilities.

There was a continued increase both in the movement of passengers and tonnage upon the line. The coal traffic shows a gain of 317,295 tons, being 3,218,002 tons for the year; while the grain traffic, owing to the short crops, shows a marked reduction, the volume of this business falling from 17,911,677 bushels in 1881 to 10,332,853 bushels in 1882.

The equipment of this line is now up to full standard, and its road-bed is in excellent condition.

The Company has no floating debt, and was able, out of its net income, to pay a dividend of seven per cent., and carry a surplus to the credit of profit and loss.

THE BALTIMORE AND POTOMAC RAILROAD.

This road connects your lines with Washington and the South. It shows the following results for 1882:—

|                     | GROSS EARNINGS. | EXPENSES.    | NET EARNINGS. | INTEREST ON FUNDED DEBT AND OTHER CHARGES. | PROFIT OR LOSS. |
|---------------------|-----------------|--------------|---------------|--------------------------------------------|-----------------|
| 1882, . . . . .     | \$1,097,008 37  | \$790,721 65 | \$306,286 72  | \$272,452 83                               | P. \$33,833 89  |
| 1881, . . . . .     | 966,431 85      | 840,923 26   | 125,508 59    | 272,318 33                                 | L. 146,809 74   |
| Increase, . . . . . | \$130,576 52    |              | \$180,778 13  | \$134 50                                   | P. \$180,643 63 |
| Decrease, . . . . . |                 | \$50,201 61  |               |                                            |                 |

In addition to the amount above noted, the following sums were expended on construction account during the year:—

|                                              |                     |
|----------------------------------------------|---------------------|
| Second track, . . . . .                      | \$354,032 42        |
| Iron passenger shed at Washington, . . . . . | 44,488 63           |
|                                              | <u>\$398,521 05</u> |

Twenty-seven miles of the road are now double-tracked, and the remaining fifteen miles will be completed this spring.

It will be noted that the Company earned more than enough to meet all its fixed charges.

THE ALEXANDRIA AND FREDERICKSBURG RAILWAY.

which is still operated by Trustees, shows about the same general results as for the preceding year.

THE CUMBERLAND VALLEY RAILROAD.

This line embraces the system of roads between Harrisburg, Hagerstown, and Martinsburg, with their branches. The results of this line and lines leased and controlled by this Company were as follows:—

|                               | 1882.               | 1881.               | INCREASE.         |
|-------------------------------|---------------------|---------------------|-------------------|
| Gross earnings, . . . . .     | \$793,316 72        | \$724,769 99        | \$68,546 73       |
| Operating expenses, . . . . . | 545,808 15          | 485,581 26          | 60,226 89         |
|                               | <u>\$247,508 57</u> | <u>\$239,188 73</u> | <u>\$8,319 84</u> |

The results from its Main Line alone were as follows:—

|                               |                     |                     |                   |
|-------------------------------|---------------------|---------------------|-------------------|
| Gross earnings, . . . . .     | \$689,305 80        | \$622,538 47        | \$66,767 33       |
| Operating expenses, . . . . . | 459,853 47          | 402,108 65          | 57,744 82         |
|                               | <u>\$229,452 33</u> | <u>\$220,429 82</u> | <u>\$9,022 51</u> |

Deduct:

|                              |                   |             |                           |
|------------------------------|-------------------|-------------|---------------------------|
| Interest on bonds, . . . . . | \$26,548 00       |             |                           |
| State tax, . . . . .         | 11,807 63         |             |                           |
| Dividend, . . . . .          | <u>177,785 00</u> |             |                           |
|                              |                   | 216,140 63  | 217,972 56 D. 1,831 93    |
| Net surplus, . . . . .       |                   | \$13,311 70 | \$2,457 26 I. \$10,854 44 |

## THE ALLEGHENY VALLEY RAILROAD.

This line extends from Pittsburgh to Oil City, and also from Red Bank, 64 miles north of Pittsburgh, to Driftwood, on the Philadelphia and Erie Road.

|                                                                                                                                                                                      | 1882.          | 1881.          | INCREASE<br>OR<br>DECREASE. |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------|-----------------------------|
| Its gross earnings were, . . . . .                                                                                                                                                   | \$2,356,698 22 | \$2,169,786 84 | I. \$186,911 38             |
| Expenses, &c., . . . . .                                                                                                                                                             | 1,470,094 34   | 1,265,113 85   | I. 204,980 49               |
| Net earnings, . . . . .                                                                                                                                                              | \$886,603 88   | \$904,672 99   | D. \$18,069 11              |
| From which deduct:                                                                                                                                                                   |                |                |                             |
| Interest on general mortgage, River Division, \$4,000,000, at 7 <sup>1</sup> / <sub>8</sub> per cent., . . . . .                                                                     | \$292,000 00   |                |                             |
| Interest on first mortgage, Low-Grade Division, \$10,000,000, at 7 per cent., . . . . .                                                                                              | 700,000 00     |                |                             |
|                                                                                                                                                                                      | 992,000 00     | 992,000 00     |                             |
| Deficiency after payment of interest on above mortgages, . . . . .                                                                                                                   | \$105,396 12   | \$87,327 01    | I. \$18,069 11              |
| Interest on second mortgage, Low-Grade Division, \$2,700,000, at 5 per cent., . . . . .                                                                                              | \$135,000 00   |                |                             |
| Interest on real estate mortgages, \$161,443.97, . . . . .                                                                                                                           | 10,386 64      |                |                             |
| Interest paid on Car Trust, . . . . .                                                                                                                                                | 6,601 05       |                |                             |
|                                                                                                                                                                                      | 151,987 69     | 155,293 81     | D. 3,306 12                 |
| Deficiency of income to meet interest on all debts secured as above, . . . .                                                                                                         | \$257,383 81   | \$242,620 82   | I. \$14,762 99              |
| Interest on income bonds held by individuals, paid in cash from amounts contributed by other lines under traffic contract, and for which they receive income bonds at par, . . . . . | \$69,727 05    |                |                             |
| Amount paid in income bonds and scrip, . . . . .                                                                                                                                     | 157,632 52     |                |                             |
| Interest on income bonds held by railroad companies, not entitled to benefit of contribution from other lines under traffic contract, paid in income bonds at par, . . . . .         | 356,055 00     |                |                             |
|                                                                                                                                                                                      | 583,414 57     | 543,575 49     | I. 39,839 08                |
| Balance, deficiency for the year 1882 in income to meet all liabilities, . .                                                                                                         | \$840,798 38   | \$786,196 31   | I. \$54,602 07              |

This line shows a continued increase in gross earnings from the development of the local traffic of the territory which it traverses.

The condition of the property was fully maintained. There were put in the track 2,508 tons of steel, making 222 out of 254 miles in the River and Low-Grade Divisions, now laid with steel rails.

THE PITTSBURGH, VIRGINIA AND CHARLESTON RAILWAY.

The main line of this road extends from South Pittsburgh to Brownsville, fifty-three miles, with a branch from Brownsville to the South West Pennsylvania Railroad, near Uniontown, seventeen miles in length.

|                                                | 1882.        | 1881.        | INCREASE<br>OR<br>DECREASE. |
|------------------------------------------------|--------------|--------------|-----------------------------|
| The gross earnings of the line were, . . . . . | \$471,186 62 | \$397,588 15 | I. \$73,598 47              |
| Expenses, . . . . .                            | 343,234 22   | 270,446 74   | I. 72,787 48                |
| Net earnings, . . . . .                        | \$127,952 40 | \$127,141 41 | I. \$810 99                 |
| Interest on mortgages, &c., . . . . .          | 121,736 00   | 119,370 00   | I. 2,366 00                 |
| Balance, net income, . . . . .                 | \$6,216 40   | \$7,771 41   | D. \$1,555 01               |

THE PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

This system embraces the following:—

|                                            |               |
|--------------------------------------------|---------------|
| Maryland Division, . . . . .               | 108.92 miles. |
| Central " . . . . .                        | 78.93 "       |
| Delaware " . . . . .                       | 105.00 "      |
| Queen Anne and Kent Railroad, . . . . .    | 26.00 "       |
| Delaware and Chesapeake Railway, . . . . . | 54.60 "       |
| Aggregate, . . . . .                       | 373.45 "      |

The earnings of the Philadelphia, Wilmington and Baltimore Railroad, and roads operated and controlled by it, for the year ending October 31st, 1882, were as follows:—

|                                                                                              | EARNINGS.      | EXPENSES.      | PER CENT.                            | NET.            |
|----------------------------------------------------------------------------------------------|----------------|----------------|--------------------------------------|-----------------|
| Philadelphia, Wilmington and Baltimore Railroad—Main Line<br>(including branches), . . . . . | \$4,111,960 89 | \$2,679,110 85 | .651 <sup>15</sup> / <sub>100</sub>  | \$1,432,850 04  |
| Central Division, . . . . .                                                                  | 663,956 52     | 511,063 44     | .768 <sup>97</sup> / <sub>100</sub>  | 152,893 08      |
| Delaware Railroad, . . . . .                                                                 | 595,078 77     | 399,535 48     | .671 <sup>14</sup> / <sub>100</sub>  | 195,543 29      |
| Queen Anne and Kent Railroad, . . . . .                                                      | 28,154 76      | 41,732 38      | 1.481 <sup>22</sup> / <sub>100</sub> | Loss, 13,577 62 |
| Delaware and Chesapeake Railway, . . . . .                                                   | 28,940 97      | 45,052 15      | 1.551 <sup>87</sup> / <sub>100</sub> | Loss, 16,111 18 |
| 1882, . . . . .                                                                              | \$5,428,091 91 | \$3,676,494 30 | .671 <sup>13</sup> / <sub>100</sub>  | \$1,751,597 61  |
| 1881, . . . . .                                                                              | 4,578,622 20   | 3,027,190 91   | .661 <sup>12</sup> / <sub>100</sub>  | 1,551,431 29    |
| Increase, . . . . .                                                                          | \$849,469 71   | \$649,303 39   | .011 <sup>81</sup> / <sub>100</sub>  | \$200,166 32    |

These net earnings are made up as follows:—

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD, EMBRACING MAIN LINE AND NEW CASTLE,  
DELAWARE CITY, AND PORT DEPOSIT BRANCHES.

EARNINGS.

|                            |                |
|----------------------------|----------------|
| From passengers, . . . . . | \$2,192,737 13 |
| From freight, . . . . .    | 1,694,544 75   |
| From express, . . . . .    | 127,692 87     |
| From mails, . . . . .      | 84,889 46      |
| From rents, . . . . .      | 12,096 68      |
| Total, . . . . .           | \$4,111,960 89 |

|                                                         |                         |                |
|---------------------------------------------------------|-------------------------|----------------|
| EXPENSES.                                               | Brought over, . . . . . | \$4,111,960 89 |
| For conducting transportation, . . . . .                | \$1,171,363 98          |                |
| For motive power, . . . . .                             | 631,734 43              |                |
| For maintenance of cars, . . . . .                      | 270,063 15              |                |
| For maintenance of way, . . . . .                       | 556,391 05              |                |
| For general expenses, . . . . .                         | 49,558 24               |                |
| Total, . . . . .                                        |                         | 2,679,110 85   |
| The net earnings from traffic were, as above, . . . . . |                         | \$1,432,850 04 |
| Add receipts from miscellaneous sources, . . . . .      |                         | 54,938 61      |
| From which deduct:                                      |                         | \$1,487,788 65 |
| Interest on funded debt, &c., . . . . .                 | \$180,283 94            |                |
| Interest on mortgages and ground-rents, . . . . .       | 13,170 93               |                |
| Taxes, . . . . .                                        | 54,367 42               |                |
|                                                         |                         | 247,822 29     |
|                                                         |                         | \$1,239,966 36 |

## PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.

|                                                     |              |
|-----------------------------------------------------|--------------|
| Net earnings, as above, . . . . .                   | \$152,893 08 |
| Amount paid that Company as per contract, . . . . . | 152,893 08   |

## DELAWARE RAILROAD.

|                                                                                         |                |
|-----------------------------------------------------------------------------------------|----------------|
| Net earnings, as above, . . . . .                                                       | \$195,543 29   |
| Deduct rental paid, . . . . .                                                           | 130,203 83     |
| Add profit from Delaware Railroad, . . . . .                                            | 65,339 46      |
| From which deduct:                                                                      | \$1,305,305 82 |
| Delaware and Chesapeake Railway deficit, as above, . . . . .                            | \$16,111 18    |
| Queen Anne and Kent Railroad deficit, as above, . . . . .                               | 13,577 62      |
|                                                                                         | 29,688 80      |
| Leaving net income applicable to dividends, . . . . .                                   | \$1,275,617 02 |
| Out of which were paid dividends of eight per cent., . . . . .                          | 943,604 00     |
| Surplus transferred to credit of profit and loss account for the fiscal year, . . . . . | \$332,013 02   |

The condition of the road-bed was fully maintained, and the motive power and equipment were materially increased without any addition to capital account. Important improvements were completed at Wilmington, West Wilmington, and Bay View, and upon the wharf properties at Baltimore and Philadelphia. A branch was also constructed 2.16 miles up the Brandywine Creek for the purpose of furnishing necessary facilities to the mills and other manufacturing establishments upon that stream.

It will be noted that both the gross and net earnings show a large increase over the previous year.

## THE WEST JERSEY RAILROAD.

This system embraces the lines from Camden to Cape May and Atlantic City, with their branches.

|                                                                                | 1882.          | 1881.        | INCREASE.    |
|--------------------------------------------------------------------------------|----------------|--------------|--------------|
| The gross earnings of above lines were, . . . . .                              | \$1,109,410 53 | \$991,600 50 | \$117,810 03 |
| Expenses, . . . . .                                                            | 654,744 06     | 560,953 64   | 93,790 42    |
| Net earnings, . . . . .                                                        | \$454,666 47   | \$430,646 86 | \$24,019 61  |
| From which deduct interest on funded debt, &c., . . . . .                      | \$210,151 63   |              |              |
| Net earnings West Jersey and Atlantic Railroad paid to that Company, 57,408 27 |                |              |              |
| Net earnings Pleasantville and Ocean City Railroad, . . . . .                  | 367 29         |              |              |
|                                                                                | 267,927 19     | 261,794 53   | 6,132 66     |
| Net results, . . . . .                                                         | \$186,739 28   | \$168,852 33 | \$17,886 95  |

The gross earnings of this line, both from freight and passenger traffic, show a continued increase. A dividend of six per cent. was paid during the year.

THE CAMDEN AND PHILADELPHIA STEAMBOAT FERRY COMPANY.

This Company operates the boats which connect your lines terminating in Camden with Philadelphia.

|                                                                | 1882.        | 1881.        | INCREASE OR<br>DECREASE. |
|----------------------------------------------------------------|--------------|--------------|--------------------------|
| Its gross earnings were, . . . . .                             | \$175,325 46 | \$161,205 73 | I. \$14,119 73           |
| Expenses, . . . . .                                            | 94,886 87    | 90,454 59    | I. 4,432 28              |
| Net earnings, . . . . .                                        | \$80,438 59  | \$70,751 14  | I. \$9,687 45            |
| From which deduct interest on mortgages, taxes, &c., . . . . . | 9,468 24     | 10,936 00    | D. 1,467 76              |
| Balance, net income, . . . . .                                 | \$70,970 35  | \$59,815 14  | I. \$11,155 21           |

AMERICAN STEAMSHIP COMPANY.

Its results show no improvement over the preceding year. In addition to advancing the entire interest upon its bonds, your Company was called upon to contribute \$25,000 towards its current expenses.

LINES WEST OF PITTSBURGH.

The following statement gives the result of the lines owned or controlled by the Company west of Pittsburgh operated by the Pennsylvania Company, and the Pittsburgh, Cincinnati and St. Louis Railway Company.

|                                                                                                                                                                                                                 | 1882.           | 1882.          | 1881.           | 1881.          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|----------------|-----------------|----------------|
| The total earnings of the PENNSYLVANIA COMPANY on lines operated by it, and through organizations worked under its control, were, . . . . .                                                                     | \$19,025,661 42 |                | \$19,788,671 28 |                |
| Expenses for same period were, . . . . .                                                                                                                                                                        | 10,976,120 85   |                | 10,760,214 97   |                |
| Leaving net earnings, . . . . .                                                                                                                                                                                 | \$8,049,540 57  |                | \$9,028,456 31  |                |
| From this deduct :                                                                                                                                                                                              |                 |                |                 |                |
| Rentals, interest, and liabilities of all kinds chargeable thereto, . . . . .                                                                                                                                   | 6,180,162 75    |                | 6,167,704 03    |                |
| Net profit on Pennsylvania Company's lines, . . . . .                                                                                                                                                           | \$1,869,377 82  |                | \$2,860,752 28  |                |
| The total earnings of the PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY on lines operated by it, and through organizations worked under its control, were, . . . . .                                     | \$11,783,573 09 |                | \$11,270,119 66 |                |
| Expenses for same period were, . . . . .                                                                                                                                                                        | 9,114,008 07    |                | 8,773,252 98    |                |
| Leaving net earnings, . . . . .                                                                                                                                                                                 | \$2,669,565 02  |                | \$2,496,866 68  |                |
| From this deduct :                                                                                                                                                                                              |                 |                |                 |                |
| Rentals, interest, and liabilities of all kinds chargeable thereto, including the net earnings of the Columbus, Chicago and Indiana Central Railway, paid over to the receivers under order of court, . . . . . | 2,675,131 10    |                | 2,585,205 10    |                |
| Net loss on Pittsburgh, Cincinnati and St. Louis Railway Company's lines, . . . . .                                                                                                                             |                 | 5,566 08       |                 | 88,338 42      |
| Net profit on lines west of Pittsburgh for 1882, . . . . .                                                                                                                                                      |                 | \$1,863,811 74 |                 | \$2,772,413 86 |
| Net profit on lines west of Pittsburgh for 1881, . . . . .                                                                                                                                                      |                 | 2,772,413 86   |                 |                |
| Decrease 1882, . . . . .                                                                                                                                                                                        |                 | \$908,602 12   |                 |                |

Annexed to the report is a table, marked C, showing the detailed working of each line.

The other lines west of Pittsburgh, in connection with which the Company has assumed liabilities, or which it controls through the ownership of stock, but which are worked through their own individual organizations, are, the St. Louis, Vandalia and Terre Haute Railroad, Grand Rapids and Indiana Railroad, and roads operated through its organization, and East St. Louis and Carondelet Railway.

|                                                                                                        | 1882.          | 1882.           | 1881.              | 1881.              |
|--------------------------------------------------------------------------------------------------------|----------------|-----------------|--------------------|--------------------|
| The aggregate gross earnings of these roads were, . . . . .                                            | \$4,521,768 87 |                 | *\$4,049,545 91    |                    |
| Expenses, . . . . .                                                                                    | 3,278,200 58   |                 | 3,206,528 14       |                    |
| Net earnings, . . . . .                                                                                | \$1,243,568 29 |                 | \$843,017 77       |                    |
| Deduct rental and interest, . . . . .                                                                  | 1,206,380 52   |                 | 1,147,311 75       |                    |
| Profit, . . . . .                                                                                      |                | \$37,187 77     |                    | Loss, \$304,293 98 |
| Of this profit your Company, under existing contracts, is directly or indirectly entitled to . . . . . | \$30,488 57    |                 | Loss, \$124,075 65 |                    |
| Which, added to the profit before stated, . . . . .                                                    | 1,863,811 74   |                 | 2,772,413 86       |                    |
| Leaves a net profit on all lines west of Pittsburgh for 1882, . . . . .                                |                | †\$1,894,300 31 |                    | 2,648,338 21       |
| Net profit on all lines west of Pittsburgh for 1881, . . . . .                                         |                | 2,648,338 21    |                    |                    |
| Showing a decrease for 1882 of . . . . .                                                               |                | \$754,037 90    |                    |                    |

The lines west of Pittsburgh, in the aggregate, show for the year a slight increase in gross earnings, but a greater increase in expenses; so that the net result is not so favorable as for the preceding year. The same low rates which reduced your receipts east of Pittsburgh and Erie on through business, affected the western lines to even a larger extent. The freight traffic of these lines shows a gain over the preceding year of 1,119,675 tons, or about five per cent., and the number of passengers carried, of 1,398,829, or about fourteen per cent.

The Pennsylvania Company, after paying all its fixed and adjudicated obligations, was enabled to pay a dividend of four per cent. upon its full-paid capital stock of \$20,000,000, and carry to the credit of profit and loss account a surplus of \$1,067,883.45.

Of the issue of \$3,200,000 of the Pennsylvania Company's bonds, secured by Pittsburgh, Fort Wayne and Chicago Railway stock as collateral, \$515,000 have been redeemed through the operation of the sinking fund, leaving the amount outstanding \$2,685,000. Of the \$10,000,000 of its four and one-half per cent. bonds, \$103,000 were redeemed during the year, leaving outstanding \$9,897,000.

The report made by the Trustees of the sinking funds of the first and second mortgages of the Pittsburgh, Fort Wayne and Chicago Railway Company shows that the regular annual contribution of \$104,100 was paid to the Trustees of these mortgages. They redeemed during the year \$101,500 of the first mortgage, and \$103,000 of the second mortgage bonds, making the total amount redeemed to December 31st, 1882:—

|                                  |                |
|----------------------------------|----------------|
| First mortgage bonds, . . . . .  | \$1,337,500 00 |
| Second mortgage bonds, . . . . . | 1,587,500 00   |

With a balance of cash in the hands of the Trustees uninvested December 31st, 1882:—

|                                                       |              |
|-------------------------------------------------------|--------------|
| On account of first mortgage sinking fund, . . . . .  | \$246,107 30 |
| On account of second mortgage sinking fund, . . . . . | 107,981 56   |

\* The interest of the Pennsylvania Company in the St. Louis, Alton and Terre Haute and Indianapolis and St. Louis Railroads having been sold during the year, their results are not included in the statement either for 1881 or 1882.

† The difference between this amount and the balance shown by the income accounts of Pennsylvania Company and the Pittsburgh, Cincinnati and St. Louis Railway Company is due to the fact that the actual advances made during the year were \$30,170.22 less than the deficits shown by the operations of the roads.

The further sum of \$93,175 was also paid into the sinking funds provided for the redemption of the existing mortgages on the other leased lines west of Pittsburgh, in addition to the amounts contributed directly by the individual companies.

The Grand Rapids and Indiana Railroad shows largely-increased gross earnings and a corresponding increase in net results for the year, so that it was able to meet all its fixed charges. It was deemed advisable to sell, for \$187,500, that portion of the Allegan and South Eastern Railroad between Allegan and Monteith, owned by your Company, and heretofore leased to the Grand Rapids and Indiana Railroad Company, and the partially-graded road-bed between Monteith and Battle Creek,—this being a portion of an unfinished line upon which it was not considered wise to make further expenditure.

The land department sold during the year 51,609<sup>29</sup>/<sub>100</sub> acres for \$429,422.93,—an average of eight dollars and thirty-two cents per acre. The reduced price per acre, as compared with 1881, resulted from the fact that in that year large sales of pine lands were made, while in 1882 the sales were exclusively of farm lands. The entire number of acres sold at the close of the year, after deducting cancelled contracts, was 371,484<sup>77</sup>/<sub>100</sub>, and the aggregate price received therefor was \$4,611,254.34,—an average of \$12.40 per acre. The proceeds from the sale of these lands, under the terms of the mortgage, were applicable to the redemption of the mortgage bonds of the Grand Rapids and Indiana Railroad Company, but, owing to the high price at which such bonds were held, only two of them were redeemed during the year, making the amount of income bonds, which are issued in place of the bonds so redeemed, \$1,097,000. The amount of assets on hand December 31st, 1882, applicable to the redemption of the first mortgage bonds, was:—

|                                                 |                       |
|-------------------------------------------------|-----------------------|
| Balance in the hands of the trustees, . . . . . | \$1,625,988 06        |
| Bills and accounts receivable, . . . . .        | 687,495 77            |
| Cash in hands of cashier, . . . . .             | 15,859 24             |
| Total, . . . . .                                | <u>\$2,329,343 07</u> |

Under the agreement of December 1st, 1875, between the Grand Rapids and Indiana Railroad Company, the Continental Improvement Company, the Pennsylvania Company, and the Pennsylvania Railroad Company, your Company agreed to hold all the coupons of the first mortgage bonds purchased by it, now amounting to about \$1,862,000, until January 1st, 1883, and not to institute, until after that date, any proceedings to collect the same. That time having now passed, your Company is in position to take whatever steps may be deemed proper to recover these large advances.

During the past year large purchases of real estate have been made at the terminal points upon your western lines, in order to supply the requisite facilities for their increasing traffic. The motive power and equipment have also been improved, and the necessary arrangements are being made to erect improved shops at central points, to provide economically the necessary repairs and additions to your equipment. Extensive renewals have been made in steel rails, additional sections of the roads ballasted with stone and cinder, and iron and stone substituted for wooden bridges. During the year there were laid upon the north-western lines, operated directly in your interest, 4,571 tons, and on the south-western lines 11,880 tons of steel rails.

|                                                                                                  |                       |
|--------------------------------------------------------------------------------------------------|-----------------------|
| The amount expended during the year in betterments on the lines west of Pittsburgh was . . . . . | \$672,132 50          |
| To which add the balance due at the close of the last annual report, to wit, . . . . .           | 2,633,826 03          |
| Total, . . . . .                                                                                 | <u>\$3,305,958 53</u> |
| On account of which the Pennsylvania Company received, in 1882, . . . . .                        | 1,180,061 72          |

Leaving a balance due in general account (including amount due by Columbus, Chicago and Indiana Central Railway Company, \$637,453.48) of . . . . . \$2,125,896 81

## COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILWAY COMPANY.

Under the suits instituted in the United States Circuit Court by the consolidated mortgage bondholders of this company, as stated in the last annual report, this property was sold under foreclosure proceedings January 10th, 1883, and steps are now being taken by the purchasers to reorganize the company under the laws of Ohio, Indiana, and Illinois. Upon the consummation of such reorganization the protracted litigation which has extended through so many years will be terminated, and your interest in this property, it is hoped, fully protected.

## INDIANAPOLIS AND ST. LOUIS RAILROAD COMPANY.

Since the last report the Pennsylvania Railroad and Pennsylvania Companies have disposed of their interest in the Indianapolis and St. Louis Railroad to the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company. Under this sale the latter company assumes all your obligations in connection with the lease of the St. Louis, Alton and Terre Haute Railroad, and the pending litigation relative thereto, and your Company is relieved from making further burdensome advances on behalf of a road which is no longer necessary to the protection of your interests west of Pittsburgh.

## SUMMARY OF LINES DIRECTLY OPERATED EAST AND WEST OF PITTSBURGH.

|                                                                        | 1882.           | 1881.           | INCREASE.      |
|------------------------------------------------------------------------|-----------------|-----------------|----------------|
| Gross earnings from traffic, . . . . .                                 | \$79,889,068 13 | \$75,182,973 77 | \$4,706,094 36 |
| Gross expenses, excluding rentals, interest, dividends, &c., . . . . . | 50,737,534 37   | 46,243,277 88   | 4,494,256 49   |
| Showing net earnings, . . . . .                                        | \$29,151,533 76 | \$28,939,695 89 | \$211,837 87   |

## FREIGHT TRAFFIC OF LINES DIRECTLY OPERATED EAST AND WEST OF PITTSBURGH.

|                                              | 1882.           |                          | 1881.           |                          |
|----------------------------------------------|-----------------|--------------------------|-----------------|--------------------------|
|                                              | NUMBER OF TONS. | NUMBER OF TONS ONE MILE. | NUMBER OF TONS. | NUMBER OF TONS ONE MILE. |
| Lines east of Pittsburgh and Erie, . . . . . | 35,840,060      | 3,977,280,048            | 32,606,264      | 3,700,811,373            |
| Lines west of Pittsburgh,* . . . . .         | 24,977,807      | 2,729,844,763            | 23,858,132      | 2,707,827,014            |
| Totals, . . . . .                            | 60,817,867      | 6,707,124,811            | 56,464,396      | 6,408,638,387            |

## PASSENGER TRAFFIC OF LINES DIRECTLY OPERATED EAST AND WEST OF PITTSBURGH.

|                                              | 1882.                 |                                | 1881.                 |                                |
|----------------------------------------------|-----------------------|--------------------------------|-----------------------|--------------------------------|
|                                              | NUMBER OF PASSENGERS. | NUMBER OF PASSENGERS ONE MILE. | NUMBER OF PASSENGERS. | NUMBER OF PASSENGERS ONE MILE. |
| Lines east of Pittsburgh and Erie, . . . . . | 21,887,992            | 496,202,927                    | 18,985,409            | 446,316,555                    |
| Lines west of Pittsburgh,* . . . . .         | 11,611,639            | 369,349,969                    | 10,212,810            | 345,385,835                    |
| Totals, . . . . .                            | 33,499,631            | 865,552,896                    | 29,198,219            | 791,702,390                    |

The aggregate amount of steel rails laid in 1882 on all the lines owned, controlled, or operated by your Company east and west of Pittsburgh was 69,205 tons.

\* The figures for 1881, as published in last year's report, included the Indianapolis and St. Louis and St. Louis, Alton and Terre Haute Roads, which are omitted in this report, your Company no longer having any interest in these lines.

## GENERAL REMARKS.

Under the provisions of the Trust created October 9th, 1878, as will be seen by the report hereto attached, there has been paid, to December 31st, 1882, the sum of \$2,500,000, which, with the income therefrom, has been invested in securities amounting at par to \$2,761,050, yielding an interest of  $6\frac{7}{10}$  per cent. per annum upon the investment.

The statement of the Insurance Fund, also attached, shows assets on hand, at the end of the year, of \$1,032,992.26, being an increase over the previous year of \$189,189.86.

The following are among the more important improvements made on the Main and leased lines during the past year, the amount expended upon which has been previously stated:—

The third and fourth tracks were completed to Villa Nova, a distance of twelve miles from Philadelphia. These tracks are now in use, and are being further extended to a point near Wayne Station.

In the vicinity of Pittsburgh the grading was completed as far as Brinton's, twelve miles, and during the present year the third and fourth tracks will be extended to that point, and the movement of your traffic thereby much facilitated. A new yard has also been constructed at Brushton, and considerable progress made in grading for additional tracks in the Pittsburgh yard, so as to better accommodate the traffic of the north-western and south-western systems interchanged at that point. This work is especially expensive, owing to the character of the ground, and cannot be done rapidly, but it is hoped that during the current year considerable additional track-room will be secured.

Ground has been acquired at Harrisburg for a new passenger station; that now used interfering so seriously with the prompt movement of freight that its removal is a necessity. This improvement, together with the construction of additional yards, and of third and fourth tracks for five miles west from Harrisburg, is in active progress, and though the expenditure therefor will probably amount to \$300,000, the delays occurring in the movement of trains at that point make it impossible to postpone this outlay.

The Lancaster Cut-off, about two miles long, an alternate line to a portion of your Main Line near Lancaster, was brought into use late in the year. This improvement saves a half-mile in distance and 356 degrees in curvature, and will aid the safe and prompt movement of your traffic. Further expenditures have been made in straightening the Philadelphia Division, and adding side tracks at necessary points.

During the past year the improvements begun in 1881, in the partial remodeling and extension of the Altoona shops, have been so far completed as to materially increase the facilities for the construction and maintenance of your motive power. Additional outlays must from time to time be made for this purpose, to meet the constant demand for increased equipment.

Additional purchases were made of real estate, not only to meet present necessities, but also to provide in some measure for the future wants of the Company.

A large amount was expended in extending the third and fourth tracks on the New York Division, and during the present year this work will be continued, so as to better accommodate the numerous passenger and freight trains upon that line. The high cost of real estate, especially in the many towns through which the line passes, makes this work peculiarly expensive; but these improvements must be continued until the entire Division is brought up to a full four-track standard, if proper results are to be obtained from the line.

By reference to the statement of construction expenditures it will be noticed that large sums have been advanced for the extension of existing branch and auxiliary lines, and the construction of additional roads, in which your management deemed it wise for the Company to become interested. Perhaps no fact more strongly illustrates the wisdom of this policy than the statement of tonnage and passenger traffic for the past year. By reference thereto it will be seen that almost the entire increase upon the Main Line has been in local tonnage, amounting in volume to 2,393,744 tons. In the passenger traffic the continued reduction in the average mileage of each passenger is evidence of the increase in local over through business.

Upon the increase of revenue from local traffic must depend, to a great extent, the prosperity of all railroad enterprises in this country, as the policy, now so popular, of assuming large responsibilities in the construction of lines dependent upon through traffic, cannot be productive of the advantages to be derived from the promotion and development of local traffic.

For this reason, and on account of the promotion by competitive companies, of roads tending to divert this traffic from your lines, it has been more than ever necessary for your management to be active in the construction of new lines for the purpose of drawing traffic to your extensive system from portions of the State heretofore left to the exclusive control of competing lines, and the policy that has always obtained, of extending branches to such commercial centres as will promote the public interest and add to the prosperity of your Company, has been vigorously pursued. It is believed that this policy will thoroughly protect your properties against any serious inroads by other companies, and make them capable of securing a larger share of the trade of the Commonwealth than they have had heretofore.

The Rockville Branch, extending from the Rockville bridge to Dauphin, and connecting your Main Line with the Northern Central Railway, was completed at a cost of \$176,217.38, and a contract entered into with the Northern Central Railway Company by which that company will operate it, and from time to time refund to your Company the outlay thereon, on account of which fifty thousand dollars have been received.

The Redstone Extension of the Pittsburgh, Virginia and Charleston Railway was completed to the South West Pennsylvania Railway, giving this line a direct connection with the Connellsville coke fields, but too late in the season to affect the revenue of the former company. Surveys have been made for a further extension of this road to the West Virginia State line, to connect with the railroads projected for the development of the local interests of that State.

Considerable progress has been made during the past year, in the reconstruction of the Western Pennsylvania Railroad, for the purpose of reducing grades, as mentioned in a previous report. This improvement will enable through traffic to reach the western slope of the Allegheny Mountains by a line of exceptionally favorable gradients, thus materially economizing the cost of its movement. There has been expended during the year the sum of \$699,633.95 on this improvement.

During the past year there has been expended in the extension of branch lines in the coke region tributary to the South West Pennsylvania Railway, the sum of \$303,581.68, in pursuance of the policy of aiding the development of this large and valuable coal and coke district.

The North and West Branch Railway, referred to in the last report, was completed to Wilkesbarre, and opened for traffic late in November last.

The construction of the Susquehanna and Clearfield Railroad, a branch about twenty-five miles long, extending from Keating, on the Philadelphia and Erie Railroad, into the Karthaus bituminous coal region, is in active progress, and will contribute additional traffic to the Philadelphia and Erie Railroad.

The Ridgway and Clearfield Railroad extends from Ridgway, a point on the Philadelphia and Erie Railroad, to the Low-Grade Division of the Allegheny Valley Railroad, a distance of twenty-seven miles, thus connecting these two important systems, and developing the intermediate bituminous coal region. A favorable contract has been made with the New York, Lake Erie and Western Railroad Company by which that company agrees to use this branch as an outlet for its coal fields adjacent thereto.

The policy pursued in the Tyrone and Clearfield and Snow Shoe bituminous coal districts, of extending branch lines as their necessity was demonstrated, and abstaining from the purchase of lands or mining of coal,—leaving that solely to individual enterprise,—has increased the tonnage of this region more rapidly than that of any other coal region in the State. The output of coal from the Clearfield district amounted in 1872 to 532,162 tons, and in 1882 to 2,789,065 tons. The fact that this large tonnage was moved, is the best evidence of the liberal transportation facilities afforded to that region.

By reference to a previous report it will be observed that your Directors have had under consideration the construction of a branch from a point on the Connecting Railway, in the city of Philadelphia, to Chestnut Hill, a distance of six and one-half miles. A company has been organized, under the name

of the Philadelphia, Germantown and Chestnut Hill Railroad Company, and active steps taken towards the construction of the road; the funds therefor having been obtained by a favorable negotiation of its securities. The only responsibility assumed by your Company upon this branch, is to provide for any deficiency between the net earnings and the sum of \$45,000 per annum, and a reasonable sinking fund for the redemption of the bonds at maturity. It is expected that the road will be directly profitable, and in addition will secure for your lines the carrying to competitive points of the traffic of this section of the city, of which they are now entirely deprived.

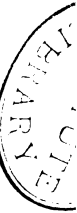
In the last annual report reference was made to the necessity for the construction of branches from your Main Line into the Schuylkill Valley. During the past year one of these branches—the Phoenixville and West Chester Railroad, extending from Frazer to Phoenixville, a distance of eleven miles—has been graded, and will be completed in the spring. Surveys have also established, as the proper route for the further development of this valley, a line beginning at Fifty-second Street Station, and extending through the manufacturing portion of the city, at Manayunk, thence directly up the Schuylkill Valley, through the manufacturing centres of Conshohocken, Norristown, Phoenixville, Pottstown, Birdsboro, and Reading, a distance of fifty-three miles. A considerable portion of the right of way has been secured, and work commenced at some of the more important points. The fact that this valley probably produces more local traffic than any other portion of the State, and that in the affiliations between the lines now traversing that district and other trunk-line systems, your Company is gradually being deprived of the advantages of carrying any of this local traffic to more distant points, made it necessary, in the judgment of the Board, to promote the construction of this road. It is believed that the advantages to be derived therefrom will more than compensate for any responsibilities that may be assumed in its construction.

The Philadelphia, Wilmington and Baltimore Railroad Company during the past year met all its fixed liabilities, paid a dividend of eight per cent., and carried a fair surplus to profit and loss, thus fully realizing all that was anticipated from this property in your last report.

The Northern Central Railway, in which your Company has a large interest as a shareholder, has, through the conservative policy adopted during the past few years, been brought into a prosperous condition, and its shareholders have now a reasonable assurance of receiving fair dividends. That company during the year obtained control of the Union Railroad, in Baltimore, by purchase of its entire share capital, amounting at par to \$600,000 (subject to its funded debt of \$1,500,000), the funds for which were supplied by an allotment and sale of share capital of the Northern Central Railway Company. The acquisition of this line has largely tended to strengthen and improve the position of that company in Baltimore, and gives your Company the indirect control of the connecting link in that city between the Philadelphia, Wilmington and Baltimore, the Northern Central, and the Baltimore and Potomac Railroads.

The important questions which were pending between the trunk lines at the date of the last annual report were adjusted during the summer, through the action of the Advisory Commission, whose judgment, it was agreed, should be obtained upon the differential rates that should exist between the several Atlantic ports and the commercial centres of the West. This commission, composed of Messrs. Allen G. Thurman, E. B. Washburne, and Thomas L. Cooley,—all gentlemen of high standing and great ability,—having investigated the subject committed to them most thoroughly, and heard arguments from the commercial organizations of the leading cities, united in the opinion that the existing differentials are just, and do not operate to the prejudice of either of the Atlantic sea-board cities. They therefore recommended that, until it should appear that they operated unfairly, they should not be disturbed. This conclusion, arrived at by so competent and disinterested a tribunal, seems to have been accepted by the different interests involved as a fair and equitable determination of the questions at issue, and it may be hoped, therefore, that these questions will not soon again become disturbing elements in the transportation of through traffic.

On October 1st, 1882, the Company lost, by resignation, the services of your former First Vice-President, Mr. A. J. Cassatt, who determined to retire from active railway service. Mr. Cassatt had



performed the various responsible duties entrusted to him during a connection of over twenty-one years with your lines, with such marked ability and devotion to your interests, that your Board feel that the stockholders will share the deep regret expressed by them at the severance of his official relations.

Mr. Edmund Smith was elected First Vice-President, to fill the vacancy caused by Mr. Cassatt's resignation, Mr. Frank Thomson Second Vice-President, Mr. J. N. Du Barry Third Vice-President, and Mr. John P. Green Fourth Vice-President.

Mr. John S. Wilson was appointed General Freight Agent, to fill the vacancy caused by the resignation of Mr. J. McC. Creighton; and Mr. John Whittaker, Assistant General Freight Agent. Mr. D. S. Newhall was also appointed Assistant Secretary.

Mr. Chas. E. Pugh was appointed General Manager of the lines east of Pittsburgh and Erie, Mr. Theodore N. Ely, General Superintendent of Motive Power, and Mr. S. M. Prevost, General Superintendent of the Pennsylvania Railroad Division. The other changes made in your organization will be found noted in the report of the General Manager.

The General Account of the Treasurer is hereto appended, together with a list of the securities owned by the Company. Your attention is also called to the General, Income, and Profit and Loss accounts of the Philadelphia and Erie Railroad Company, the Pennsylvania Company, and the Pittsburgh, Cincinnati and St. Louis Railway Company; also, the General and Profit and Loss accounts of the Allegheny Valley Railroad Company, and the General, Income, and Profit and Loss accounts of the Grand Rapids and Indiana Railroad Company; also, the reports of the Comptroller and General Manager of the Company,—which will be published with this report in pamphlet form, and will show in detail the results of the operation of your lines.

The Board take pleasure in acknowledging the ability and fidelity with which the officers and employes have discharged the duties entrusted to them during the year.

By order of the Board.

G. B. ROBERTS,  
*President.*

# REPORT OF THE MANAGERS OF THE PENNSYLVANIA RAILROAD TRUST FUND FOR 1882.

Philadelphia, December 31st, 1882.

The Managers of the Trust created by the Pennsylvania Railroad Company October 9th, 1878, present the following report to the Board of Directors:—

## Dr.

|                                                                                                                           |                |
|---------------------------------------------------------------------------------------------------------------------------|----------------|
| To cash received from the Pennsylvania Railroad Company, from the creation of the Trust to December 31st, 1882, . . . . . | \$2,500,000 00 |
| To interest received upon deposits, . . . . .                                                                             | 425 23         |
| To interest received upon securities purchased, . . . . .                                                                 | 337,594 89     |

## Cr.

|                                                                                                                               |                               |
|-------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
| By cash paid for securities purchased, and now held in the Trust, of a par value of \$2,761,050, . . . . .                    | \$2,835,133 27                |
| By expenses, . . . . .                                                                                                        | 1,672 77                      |
| By balance, cash on hand:—                                                                                                    |                               |
| On deposit with Pennsylvania Company for Insurances on Lives, &c., . . . . .                                                  | \$14 08                       |
| On deposit with Union Trust Company of New York, account Erie and Pittsburgh Railroad Company first mortgage bonds, . . . . . | 1,200 00                      |
|                                                                                                                               | 1,214 08                      |
|                                                                                                                               | \$2,838,020 12 \$2,838,020 12 |

|                    |                                         |
|--------------------|-----------------------------------------|
| WISTAR MORRIS,     | } <i>Managers<br/>of the<br/>Trust.</i> |
| HENRY M. PHILLIPS, |                                         |
| G. B. ROBERTS,     |                                         |
| EDMUND SMITH,      |                                         |
| D. B. CUMMINS,     |                                         |

ALBERT HEWSON,  
*Secretary of the Trust.*

We have examined the above account of the Managers of the Trust, and find the same correct. The securities purchased and now held by the trustees are all of bonds or shares, "of which the principal, interest, or dividends are guaranteed by the Pennsylvania Railroad Company," in accordance with the terms of the Trust. The said securities amount at par to \$2,761,050, and the cost of the same, as shown by the original bills of purchase exhibited to us, amounts in the aggregate to \$2,835,133.27. The amount of moneys received by the Managers of the Trust from the Pennsylvania Railroad Company, from the creation of the Trust to December 31st, 1881, is . . . . . \$1,900,000 and during the year 1882 is . . . . . 600,000

The difference between the amount received from the Pennsylvania Railroad Company and the cost of the securities purchased is made up of interest received by the Managers, less expenses; there being a balance now in the hands of the Managers of \$1,214.08.

|                    |                    |
|--------------------|--------------------|
| HENRY WINSOR,      | } <i>Auditors.</i> |
| SAMUEL R. SHIPLEY, |                    |

January 19th, 1883.

## STATEMENT OF THE INSURANCE FUND DECEMBER 31st, 1882.

*Dr.*

|                                                               |            |
|---------------------------------------------------------------|------------|
| To cash, balance December 31st, 1881, . . . . .               | \$677 14   |
| To premiums of insurance, . . . . .                           | 171,367 74 |
| To interest from securities, . . . . .                        | 59,633 71  |
| To West Jersey Railroad Company, account from 1881, . . . . . | 22 48      |

*Cr.*

|                                                     |                                  |
|-----------------------------------------------------|----------------------------------|
| By premiums of insurance, . . . . .                 | \$11,965 59                      |
| By losses by fire, . . . . .                        | 28,545 53                        |
| By sundry expenses, . . . . .                       | 1,300 47                         |
| By purchase of securities, . . . . .                | 189,000 00                       |
| By Stockton Hotel Company, account 1881, . . . . .  | \$22 22                          |
| By lighterage department, account 1881, . . . . .   | 50 00                            |
|                                                     | <u>72 22</u>                     |
| By lighterage department, November, 1882, . . . . . | 104 99                           |
| By cash balance December 31st, 1882, . . . . .      | 712 27                           |
|                                                     | <u>\$231,701 07 \$231,701 07</u> |

## Assets of insurance fund December 31st, 1882 :—

|                                                                                     |                       |
|-------------------------------------------------------------------------------------|-----------------------|
| \$285,000 six per cent. bonds Susquehanna Coal Company.                             |                       |
| 280,700 six per cent. bonds Western Pennsylvania Railroad Company.                  |                       |
| 51,000 six per cent. bonds Steubenville and Indiana Railroad Company.               |                       |
| 20,000 seven per cent. bonds Summit Branch Railroad Company.                        |                       |
| 15,000 six per cent. bonds Northern Central Railway Company.                        |                       |
| 20,000 five per cent. bonds Northern Central Railway Company.                       |                       |
| 226,000 seven per cent. bonds Pittsburgh, Cincinnati and St. Louis Railway Company. |                       |
| 217,000 five per cent. certificates of Pennsylvania Car Trust stock.                |                       |
| \$1,114,700 Valued on the books of the insurance fund at . . . . .                  | \$1,032,175 00        |
| Cash balance December 31st, 1882, . . . . .                                         | 712 27                |
| Due from lighterage department for November, . . . . .                              | 104 99                |
| Value of the insurance fund December 31st, 1882, . . . . .                          | <u>\$1,032,992 26</u> |
| Value of the insurance fund December 31st, 1881, . . . . .                          | 843,802 40            |
| Increase 1882, . . . . .                                                            | <u>\$189,189 86</u>   |

January 4th, 1883. Examined and found correct.

R. W. DOWNING,  
*Comptroller.*

The securities above named are all in my possession.

JOHN D. TAYLOR,  
*Treasurer.*

Approved by Committee on Insurance January 5th, 1883.

|                       |                                  |
|-----------------------|----------------------------------|
| JNO. P. WETHERILL,    | } <i>Committee on Insurance.</i> |
| N. PARKER SHORTRIDGE, |                                  |
| HENRY D. WELSH,       |                                  |

HUGH B. ELY,  
*Secretary Insurance Department.*

## INCOME RECEIVED FROM SECURITIES

OWNED BY THE PENNSYLVANIA RAILROAD COMPANY DURING THE YEAR 1882.

|                                                                                     |                       |
|-------------------------------------------------------------------------------------|-----------------------|
| American Bottom, Marble, Lime, and Coal Company bonds, . . . . .                    | \$10,500 00           |
| Bald Eagle Valley Railroad stock, . . . . .                                         | 38,322 00             |
| Bell's Gap Railroad bonds, . . . . .                                                | 1,050 00              |
| Belvidere Delaware Railroad consolidated mortgage bonds, . . . . .                  | 84,000 00             |
| Central Stock Yard and Transit Company bonds, . . . . .                             | 21,000 00             |
| Connecting Railway Company stock, . . . . .                                         | 76,653 00             |
| Camden and Philadelphia Steamboat Ferry Company stock, . . . . .                    | 2,664 00              |
| Cincinnati and Muskingum Valley Railroad bonds, . . . . .                           | 52,640 00             |
| City of Philadelphia six per cent. loan, . . . . .                                  | 75 00                 |
| Cleveland and Pittsburgh Railroad consolidated equipment bonds, . . . . .           | 17,710 00             |
| Cumberland Valley Railroad preferred and common stock, . . . . .                    | 121,300 00            |
| Cincinnati Street Connection bonds, . . . . .                                       | 6,600 00              |
| Columbus and Xenia Railroad stock, . . . . .                                        | 43,642 20             |
| Freehold and Jamesburg Agricultural Railroad bonds, . . . . .                       | 2,760 00              |
| Frederick and Pennsylvania Line Railroad bonds, . . . . .                           | 5,520 00              |
| Girard Point Storage Company bonds, . . . . .                                       | 30,942 22             |
| Jersey City and Bergen Railroad bonds, . . . . .                                    | 24,920 00             |
| Indianapolis and Vincennes Railroad bonds, . . . . .                                | 2,880 00              |
| Indianapolis and St. Louis Railway first mortgage bonds, . . . . .                  | 11,795 00             |
| Junction Railroad stock, . . . . .                                                  | 12,252 00             |
| Jeffersonville, Madison and Indianapolis Railroad bonds, . . . . .                  | 24,150 00             |
| Keystone Hotel Company stock, . . . . .                                             | 6,000 00              |
| Little Miami Railroad stock, . . . . .                                              | 33,952 00             |
| Louisville Bridge Company stock, . . . . .                                          | 72,104 00             |
| Lewisburg and Tyrone Railroad certificate of indebtedness, . . . . .                | 6,000 00              |
| Mifflin and Centre County Railroad bonds, . . . . .                                 | 12,000 00             |
| Massillon and Cleveland Railroad stock, . . . . .                                   | 1,562 50              |
| Mineral Railroad and Mining Company stock, . . . . .                                | 3,333 33              |
| Northern Central Railway second general mortgage bonds, . . . . .                   | 54,024 30             |
| Northern Central Railway stock, . . . . .                                           | 152,523 00            |
| Orange and Newark Horse-Car Railroad bonds, . . . . .                               | 15,117 27             |
| Pennsylvania Car Trust stock, . . . . .                                             | 35,262 59             |
| Philadelphia, Wilmington and Baltimore Railroad stock, . . . . .                    | 871,276 00            |
| Pennsylvania Canal Company bonds, . . . . .                                         | 28,260 00             |
| Pittsburgh, Fort Wayne and Chicago special guaranteed stock, . . . . .              | 31,666 25             |
| Pennsylvania Company stock, . . . . .                                               | 800,000 00            |
| Perth Amboy and Woodbridge Railroad bonds, . . . . .                                | 6,000 00              |
| Pittsburgh, Cincinnati and St. Louis Railway consolidated mortgage bonds, . . . . . | 35,000 00             |
| Pittsburgh, Wheeling and Kentucky Railway bonds, . . . . .                          | 7,009 53              |
| Philadelphia and Erie Railroad five per cent. registered bonds, . . . . .           | 13,150 00             |
| Pittsburgh, Virginia and Charleston Railway bonds, . . . . .                        | 110,000 00            |
| Pittsburgh, Virginia and Charleston Railway certificate of indebtedness, . . . . .  | 9,000 00              |
| Pennsylvania Steel Company stock, . . . . .                                         | 44,088 00             |
| River-Front Railroad stock, . . . . .                                               | 5,400 00              |
| River-Front Railroad bonds, . . . . .                                               | 2,349 00              |
| Shamokin Valley and Pottsville Railroad bonds, . . . . .                            | 56,350 00             |
| South West Pennsylvania Railway bonds, . . . . .                                    | 50,610 00             |
| South West Pennsylvania Railway stock, . . . . .                                    | 34,645 50             |
| Summit Branch Railroad bonds, . . . . .                                             | 24,500 00             |
| St. Louis, Vandalia and Terre Haute Railroad bonds, . . . . .                       | 15,750 00             |
| Susquehanna Coal Company bonds, . . . . .                                           | 5,760 00              |
| Susquehanna Coal Company stock, . . . . .                                           | 115,668 00            |
| Sunbury, Hazleton and Wilkesbarre Railway first mortgage bonds, . . . . .           | 5,800 00              |
| Tyrone and Clearfield Railway stock, . . . . .                                      | 70,000 00             |
| United New Jersey Railroad and Canal Company stock, . . . . .                       | 120,000 00            |
| Warren and Franklin Railroad bonds, . . . . .                                       | 37,485 00             |
| West Jersey Railroad stock, . . . . .                                               | 1,628 55              |
| West Chester Railroad stock, . . . . .                                              | 8,250 00              |
| West Pennsylvania Railroad first mortgage bonds, . . . . .                          | 580 00                |
| West Pennsylvania Railroad Branch bonds, . . . . .                                  | 17,082 00             |
|                                                                                     | <b>\$3,510,562 24</b> |

Dr.

## GENERAL ACCOUNT.

|                                                                                                                                                                                                                                                                                           |                 | DURING YEAR 1882. |                 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-------------------|-----------------|
|                                                                                                                                                                                                                                                                                           |                 | INCREASE.         | DECREASE.       |
| To capital stock, . . . . .                                                                                                                                                                                                                                                               | \$85,301,300 00 | \$7,628,550 00    |                 |
| To first mortgage bonds, due 1880 (outstanding), . . . . .                                                                                                                                                                                                                                | \$10,000 00     |                   | \$11,000 00     |
| To general mortgage bonds, due 1910, . . . . .                                                                                                                                                                                                                                            | 19,999,760 00   |                   |                 |
| To consolidated mortgage bonds, due 1905, . . . . .                                                                                                                                                                                                                                       | 28,041,250 00   |                   | 282,810 00      |
| To consolidated mortgage bonds, due 1919, . . . . .                                                                                                                                                                                                                                       | 5,000,000 00    |                   |                 |
| To Navy Yard mortgage registered bonds, due 1901, . . . . .                                                                                                                                                                                                                               | 1,000,000 00    |                   |                 |
| To lien of the State upon the public works between Philadelphia and Pittsburgh, bearing five per cent. interest, payable in annual installments of \$460,000, applicable, first, to the interest, and the remainder to principal, the original amount of which was \$7,500,000, . . . . . | 3,275,909 92    |                   | 285,455 86      |
| To mortgages and ground-rents payable, . . . . .                                                                                                                                                                                                                                          | 1,898,027 47    | 63,915 00         |                 |
|                                                                                                                                                                                                                                                                                           | 59,224,947 39   |                   |                 |
| To Pennsylvania Company for Insurances on Lives and Granting Annuities, "Trust certificates," . . . . .                                                                                                                                                                                   | 9,571,000 00    |                   | 429,000 00      |
| Accounts payable, viz.:—                                                                                                                                                                                                                                                                  |                 |                   |                 |
| To passenger and freight balances due other roads, . . . . .                                                                                                                                                                                                                              | \$652,519 29    | 128,149 75        |                 |
| To pay-rolls and vouchers for December, 1882, due in January, 1883, . . . . .                                                                                                                                                                                                             | 4,412,577 58    | 68,598 95         |                 |
| To cash, dividend due to stockholders unpaid, . . . . .                                                                                                                                                                                                                                   | 96,386 75       | 10,714 75         |                 |
| To dividend scrip of December, 1873, outstanding, . . . . .                                                                                                                                                                                                                               | 943 61          |                   | 20 00           |
| To dividend scrip of May and November, 1880, outstanding, . . . . .                                                                                                                                                                                                                       | 666 50          |                   | 78 00           |
| To dividend scrip of November, 1882, outstanding, . . . . .                                                                                                                                                                                                                               | 428,676 00      | 428,676 00        |                 |
| To sundry accounts due other roads, &c., . . . . .                                                                                                                                                                                                                                        | 4,632,103 60    | 1,324,462 47      |                 |
|                                                                                                                                                                                                                                                                                           | 10,223,873 33   |                   |                 |
| To appraised value of securities owned by the United New Jersey Railroad and Canal Company, and transferred with the lease of the works of that Company, . . . . .                                                                                                                        | 3,895,584 60    |                   |                 |
| To equipment of road and canal owned by the United New Jersey Railroad and Canal Company, and transferred with the lease of the works of that Company, . . . . .                                                                                                                          | 2,679,304 53    |                   | 126,550 00      |
| To fund for the purchase of securities guaranteed by the Pennsylvania Railroad Company, under Trust created October 9th, 1878, . . . . .                                                                                                                                                  | \$2,500,000 00  | 600,000 00        |                 |
| To 1,241 consolidated mortgage bonds redeemed and cancelled, . . . . .                                                                                                                                                                                                                    | 1,208,750 00    | 282,810 00        |                 |
| To balance to credit of profit and loss, . . . . .                                                                                                                                                                                                                                        | 12,194,639 41   | 1,850,560 07      |                 |
|                                                                                                                                                                                                                                                                                           | 15,903,389 41   |                   |                 |
|                                                                                                                                                                                                                                                                                           |                 | \$186,799,399 26  | \$12,386,436 99 |
|                                                                                                                                                                                                                                                                                           |                 |                   | \$1,134,913 86  |
| Less amount of decrease, . . . . .                                                                                                                                                                                                                                                        |                 |                   | 1,134,913 86    |
| Total amount of increase, . . . . .                                                                                                                                                                                                                                                       |                 | \$11,251,523 13   |                 |

## GENERAL ACCOUNT.

Cr.

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                 |                  | DURING YEAR 1882. |                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|------------------|-------------------|----------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                 |                  | INCREASE.         | DECREASE.      |
| By balance standing on the books of the Company for the construction of the railroad between Philadelphia and Pittsburgh, including the original cost of the Philadelphia and Columbia Railroad (\$5,375,733.43); also, the branches to Indiana, Hollidaysburg, and Morrison's Cove; also, the branch to connect with the Pittsburgh, Virginia and Charleston Railroad and branch at Tyrone; also, bridge over the Susquehanna River at Columbia, and branches from Columbia to York, and Frazer to Woodland, comprising 1,167 <sup>8</sup> / <sub>100</sub> miles of single track (exclusive of the Harrisburg and Lancaster Railroad, 98 <sup>7</sup> / <sub>100</sub> miles), and including wharves and grain elevator, and cost of stations, warehouses, and shops, . . . . . | \$37,239,540 85 |                  | \$1,172,870 15    |                |
| By balance to debit of equipment of road, consisting of 1,012 locomotives, 764 passenger cars, 185 baggage, mail, and express cars, 23,968 freight cars, and 2,143 road cars, including shop machinery, steamboats, and car floats, and also including equipment of canal, consisting of schooners, barges, and tugs, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 21,950,572 36   |                  | 2,075,532 56      |                |
| By cost of real estate of the Company and telegraph line, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 12,067,834 63   |                  | 316,670 11        |                |
| Total amount charged to construction, equipment, and real estate accounts, including sidings, stations, warehouses, shops, and shop machinery, telegraph lines, canal equipment, &c., &c., . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                 | \$71,257,947 84  |                   |                |
| OTHER ASSETS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |                  |                   |                |
| By cost of bonds of railroad corporations, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | \$21,367,286 82 |                  | 1,676,812 34      |                |
| By cost of capital stocks of railroad corporations, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 54,651,778 13   |                  | 1,698,205 13      |                |
| By cost of bonds and stocks of other corporations, coal companies, canal companies, bridge companies, and investments not otherwise enumerated, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 5,018,603 49    |                  |                   | \$2,056,505 28 |
| Total cost of bonds and stocks belonging to the Company, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                 | 81,037,668 44    |                   |                |
| By Managers of Trust created by Pennsylvania Railroad Company, October 9th, 1878, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                 | 2,500,000 00     | 600,000 00        |                |
| By insurance fund, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                 | 10,000 00        |                   |                |
| By mortgages and ground-rents receivable, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                 | 69,923 20        |                   | 18,738 20      |
| By amount expended for the purchase of anthracite coal lands, Hazleton, Hamilton, Eastwick, and other tracts, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                 | 721,433 70       |                   | 16,577 28      |
| By appraised value of securities owned by the United New Jersey Railroad and Canal Company, and transferred with the lease of the works of that Company, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                 | 3,895,584 60     |                   |                |
| By equipment of road and canal owned by the United New Jersey Railroad and Canal Company, and transferred with the lease of the works of that Company, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                 | 2,679,304 53     |                   | 126,550 00     |
| By amount of fuel and materials on hand for repairs to locomotives, cars, and maintenance of way, viz.:—                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                 |                  |                   |                |
| For the Pennsylvania Railroad, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | \$2,883,663 21  |                  | 640,359 53        |                |
| For the United New Jersey Railroad and Canal, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1,006,632 36    |                  | 240,683 84        |                |
| For the Philadelphia and Erie Railroad, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 311,561 50      |                  | 7,481 46          |                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                 | 4,201,857 07     |                   |                |
| By amount of bills and accounts receivable, and amounts due from other roads, including advances made to railroad corporations for construction, and purchase of equipment used on their lines, viz.:—                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                 |                  |                   |                |
| Philadelphia and Erie Railroad, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                 |                  |                   | 21,500 73      |
| United New Jersey Railroad and Canal construction, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | \$742,348 58    |                  | 300,471 40        |                |
| United New Jersey Railroad and Canal sinking fund and redemption account, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 1,365,120 00    |                  | 112,920 00        |                |
| United New Jersey Railroad and Canal real estate, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 733,939 16      |                  | 78,517 94         |                |
| Philadelphia and Trenton Railroad construction, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 241,112 14      |                  | 241,112 14        |                |
| Philadelphia and Trenton Railroad real estate, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 39,334 60       |                  | 39,334 60         |                |
| Other companies, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 11,440,428 88   |                  | 3,247,969 43      |                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                 | 14,562,283 36    |                   |                |
| By cash, balance in hands of the Joint Stock Bank, London, and other parties, to pay coupons due in January, 1883, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                 | 1,119,676 07     |                   | 22,321 27      |
| By cash, balance in hands of freight and passenger agents, &c. . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | \$2,345,083 70  |                  | 339,241 53        |                |
| By cash, balance in hands of Treasurer, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 2,398,636 75    |                  | 725,533 73        |                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                 | 4,743,720 45     |                   |                |
| Less amount of decrease, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                 | \$186,799,399 26 | \$13,513,715 89   | \$2,262,192 76 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                 |                  | 2,262,192 76      |                |
| Total amount of increase, . . . . .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                 |                  | \$11,251,523 13   |                |

## LIST OF BONDS OWNED BY THE PENNSYLVANIA RAILROAD COMPANY DECEMBER 31st, 1882.

| NAME OF SECURITY.                                                                       | NUMBER OF BONDS. | RATE OF PAR. | PAR VALUE.     |
|-----------------------------------------------------------------------------------------|------------------|--------------|----------------|
| Alexandria and Fredericksburg Railway first mortgage, 7 per cent. gold.                 | 1,000            | \$1,000      | \$1,000,000 00 |
| Allegheny Valley Railroad funded debt mortgage, 7 per cent.,                            | 4,941            | 1,000        | 4,941,000 00   |
| American Bottom, Marble, Lime, and Coal Company, 7 per cent. gold,                      | 150              | 1,000        | 150,000 00     |
| Baltimore and Potomac Railroad second mortgage income, 6 per cent.,                     | 2,000            | 1,000        | 2,000,000 00   |
| Bedford and Bridgeport Railroad first mortgage, 7 per cent.,                            | 1,000            | 1,000        | 1,000,000 00   |
| Bell's Gap Railroad first mortgage, 7 per cent.,                                        | 30               | 500          | 15,000 00      |
| Belvidere Delaware Railroad consolidated mortgage, 7 per cent.,                         | 1,200            | 1,000        | 1,200,000 00   |
| Burlington County Railroad first mortgage (Vincentown Branch), overdue, 6 per cent.,    | 30               | 500          | 15,000 00      |
| Central Stock Yard and Transit Company, 7 per cent.,                                    | 300              | 1,000        | 300,000 00     |
| Cincinnati and Muskingum Valley Railroad, 7 per cent.,                                  | 752              | 1,000        | 752,000 00     |
| Cincinnati Street Connection, 6 per cent.,                                              | 110              | 1,000        | 110,000 00     |
| Cleveland and Pittsburg Railroad construction and equipment, 7 per cent.,               | 480              | 1,000        | 480,000 00     |
| Columbia and Port Deposit Railroad first mortgage, 7 per cent.,                         | 1,822            | 1,000        | 1,822,000 00   |
| Columbus, Chicago and Indiana Central Railway \$5,000,000 loan, 7 per cent.,            | 1,258            | 1,000        | 1,258,000 00   |
| Columbus, Chicago and Indiana Central Railway \$10,000,000 loan, 7 per cent.,           | 3,504            | 1,000        | 3,504,000 00   |
| Cresson Springs Company, first mortgage, 6 per cent.,                                   | 100              | 1,000        | 100,000 00     |
| East Brandywine and Waynesburg Railroad first mortgage, 7 per cent.,                    | 48               | 500          | 125,100 00     |
|                                                                                         | 1,011            | 100          |                |
| East Brandywine and Waynesburg Railroad, New Holland Extension, 7 per cent.,            | 93               | 500          | 194,000 00     |
|                                                                                         | 1,475            | 100          |                |
| Frederick and Pennsylvania Line Railroad first mortgage, 6 per cent. gold,              | 89               | 1,000        | 92,000 00      |
|                                                                                         | 6                | 500          |                |
| Freehold and Jamesburg Agricultural Railroad consolidated mortgage, 6 per cent.,        | 152              | 1,000        | 152,000 00     |
| Girard Point Storage Company first mortgage, 5 per cent.,                               | 612              | 1,000        | 612,000 00     |
| Indianapolis and St. Louis Railroad first mortgage, 7 per cent.,                        | 440              | 1,000        | 440,000 00     |
| Indianapolis and St. Louis Railroad second mortgage, 7 per cent.,                       | 245              | 1,000        | 245,000 00     |
| Indianapolis and St. Louis Railroad equipment, 8 per cent.,                             | 249              | 1,000        | 249,000 00     |
| Jeffersonville, Madison and Indianapolis Railroad first mortgage, 7 per cent.,          | 345              | 1,000        | 345,000 00     |
| Jersey City and Bergen Railroad first mortgage, 7 per cent.,                            | 356              | 1,000        | 356,000 00     |
| Lewisburg and Tyrone Railroad certificates of indebtedness, 6 per cent.,                | 400              | 500          | 200,000 00     |
| Mifflin and Centre County Railroad first mortgage, 6 per cent.,                         | 100              | 1,000        | 200,000 00     |
|                                                                                         | 200              | 500          |                |
| Northern Central Railway second general mortgage, 5 per cent.,                          | 637              | 1,000        | 637,000 00     |
| North and West Branch Railway first mortgage, 6 per cent.,                              | 1,213            | 1,000        | 1,213,000 00   |
| Orange and Newark Horse Railroad consolidated mortgage, 6 per cent.,                    | 152              | 1,000        | 243,000 00     |
|                                                                                         | 182              | 500          |                |
| Pennsylvania Canal Company first mortgage, 6 per cent.,                                 | 469              | 1,000        | 469,000 00     |
| Perth Amboy and Woodbridge Railroad first mortgage, 6 per cent.,                        | 100              | 1,000        | 100,000 00     |
| Philadelphia and Erie Railroad consolidated mortgage, 5 per cent.,                      | 263              | 1,000        | 263,000 00     |
| Philadelphia and Erie Railroad general mortgage, 6 per cent. gold,                      | 3,680            | 1,000        | 3,680,000 00   |
| Pittsburgh, Cincinnati and St. Louis Railway consolidated mortgage, 7 per cent.,        | 500              | 1,000        | 500,000 00     |
| Pittsburgh, Virginia and Charleston Railway first mortgage, 5 per cent.,                | 2,670            | 1,000        | 2,670,000 00   |
| Pittsburgh, Wheeling and Kentucky Railroad first mortgage, 7 per cent.,                 | 99               | 1,000        | 99,000 00      |
| Shamokin Valley and Pottsville Railroad first mortgage, 7 per cent.,                    | 715              | 1,000        | 805,000 00     |
|                                                                                         | 180              | 500          |                |
| South West Pennsylvania Railway first mortgage, 7 per cent.,                            | 723              | 1,000        | 723,000 00     |
| St. Louis, Vandalia and Terre Haute Railroad second mortgage, convertible, 7 per cent., | 225              | 1,000        | 225,000 00     |
| Summit Branch Railroad first mortgage, 7 per cent.,                                     | 500              | 1,000        | 500,000 00     |
| Sunbury, Hazleton and Wilkesbarre Railway first mortgage, 5 per cent.,                  | 113              | 1,000        | 113,000 00     |
| Sunbury, Hazleton and Wilkesbarre Railway income, 6 per cent.,                          | 474              | 1,000        | 488,600 00     |
|                                                                                         | 18               | 500          |                |
|                                                                                         | 6                | 100          |                |
| Susquehanna Coal Company first mortgage, 6 per cent.,                                   | 96               | 1,000        | 96,000 00      |
| Trenton Horse-Car Railroad, 7 per cent.,                                                | 10               | 500          | 5,400 00       |
|                                                                                         | 4                | 100          |                |
| Warren and Franklin Railroad first mortgage, 7 per cent.,                               | 311              | 1,000        | 535,500 00     |
|                                                                                         | 449              | 500          |                |
| Western Pennsylvania Branch Railroad, 6 per cent.,                                      | 193              | 1,000        | 284,700 00     |
|                                                                                         | 131              | 500          |                |
|                                                                                         | 262              | 100          |                |
| Western Pennsylvania Railroad first mortgage, 6 per cent.,                              | 10               | 1,000        | 10,000 00      |
| Western Pennsylvania Railroad general mortgage, 7 per cent.,                            | 1,200            | 1,000        | 1,200,000 00   |

Total, . . . . . \$36,717,300 00

LIST OF STOCKS OWNED BY THE PENNSYLVANIA RAILROAD COMPANY DECEMBER 31ST, 1882.

| NUMBER OF<br>SHARES. | NAME OF SECURITY.                                                 | RATE OF<br>PAR. | PAR VALUE.      |
|----------------------|-------------------------------------------------------------------|-----------------|-----------------|
| 25,000               | Allegheny Valley Railroad,                                        | \$50            | \$1,250,000 00  |
| 9,000                | American Steamship Company,                                       | 100             | 900,000 00      |
| 8,516                | Bald Eagle Valley Railroad,                                       | 50              | 425,800 00      |
| 60,852               | Baltimore and Potomac Railroad,                                   | 50              | 3,042,600 00    |
| 300                  | Bell's Gap Railroad,                                              | 50              | 15,000 00       |
| 666                  | Camden and Philadelphia Steamboat Ferry Company,                  | 50              | 33,300 00       |
| 6,527                | Chartiers Railway,                                                | 50              | 326,350 00      |
| 22,000               | Cleveland, Mount Vernon and Delaware Railroad, common,            | 50              | 1,100,000 00    |
| 10,391               | Columbus and Xenia Railroad,                                      | 50              | 519,550 00      |
| 25,551               | Connecting Railway,                                               | 50              | 1,277,550 00    |
| 7,286                | Cresson Springs Company, common,                                  | 25              | 182,150 00      |
| 2,000                | Cresson Springs Company, preferred,                               | 25              | 50,000 00       |
| 19,516               | Cumberland Valley Railroad, common,                               | 50              | 975,800 00      |
| 4,744                | Cumberland Valley Railroad, preferred,                            | 50              | 237,200 00      |
| 18                   | East Brandywine and Waynesburg Railroad,                          | 50              | 900 00          |
| 9,220                | Frederick and Pennsylvania Line Railroad, preferred,              | 50              | 461,000 00      |
| 157 1/2              | Freehold and Jamesburg Agricultural Railroad,                     | 100             | 15,750 00       |
| 658                  | Flemington Railroad and Transportation Company,                   | 50              | 32,900 00       |
| 1,485                | Germantown, Norristown and Phoenixville Railroad,                 | 100             | 148,500 00      |
| 10,637               | Girard Point Storage Company,                                     | 100             | 1,063,700 00    |
| 1,533                | Junction Railroad,                                                | 50              | 76,650 00       |
| 1,000                | Keystone Hotel Company,                                           | 100             | 100,000 00      |
| 22,248               | Lewisburg and Tyrone Railroad,                                    | 50              | 1,112,400 00    |
| 53                   | Lewistown and Tuscarora Bridge Company,                           | 20              | 1,060 00        |
| 12,010               | Little Miami Railroad,                                            | 50              | 600,500 00      |
| 5,000                | Lock Haven and Clearfield Railroad, first installment,            |                 | 25,000 00       |
| 9,013                | Louisville Bridge Company,                                        | 100             | 901,300 00      |
| 16,667               | Mineral Railroad and Mining Company, first installment,           |                 | 33,334 00       |
| 1,250                | Massillon and Cleveland Railroad,                                 | 50              | 62,500 00       |
| 2,025                | Milford and Bay Shore Railroad, first installment,                |                 | 1,012 50        |
| 2,000                | Moshannon and Clearfield Railroad, first installment,             |                 | 10,000 00       |
| 5,000                | New Jersey Warehouse and Guarantee Company, first installment,    |                 | 12,500 00       |
| 60,414               | Northern Central Railway,                                         | 50              | 3,020,700 00    |
| 15,800               | North Western Ohio Railway,                                       | 50              | 1,600,000 00    |
| 250                  | North and West Branch Railway,                                    | 50              | 790,000 00      |
| 70,343               | Pemberton and Sea-Shore Railroad,                                 | 100             | 25,000 00       |
| 100,000              | Pennsylvania Canal Company,                                       | 50              | 3,517,150 00    |
| 50,836               | Pennsylvania Company, common,                                     | 50              | 20,000,000 00   |
| 48,000               | Philadelphia and Erie Railroad, common,                           | 50              | 2,541,800 00    |
| 1,093                | Philadelphia and Erie Railroad, preferred,                        | 50              | 2,400,000 00    |
| 217,819              | Philadelphia and Long Branch Railway,                             | 100             | 109,300 00      |
| 60,000               | Philadelphia, Wilmington and Baltimore Railroad,                  | 50              | 10,890,950 00   |
| 8,607                | Pittsburgh, Cincinnati and St. Louis Railway, preferred,          | 50              | 3,000,000 00    |
| 23,021               | Pittsburgh, Fort Wayne and Chicago Railway, special guaranteed,   | 100             | 860,700 00      |
| 10,000               | Pittsburgh, Virginia and Charleston Railway,                      | 50              | 1,151,050 00    |
| 1,995                | Pomeroy and Newark Railroad,                                      | 50              | 500,000 00      |
| 2,490                | Phoenixville and West Chester Railroad, installments,             |                 | 99,500 00       |
| 2,975                | Philadelphia, Norristown and Phoenixville Railroad, installments, |                 | 62,190 00       |
| 2,106                | Phoenixville, Pottstown and Reading Railroad, installments,       |                 | 14,875 00       |
| 4,320                | Pennsylvania Steel Company,                                       | 100             | 210,600 00      |
| 2,995                | River-Front Railroad,                                             | 50              | 216,000 00      |
| 7,699                | Ridgway and Clearfield Railroad, installments,                    |                 | 74,800 00       |
| 8,370                | South West Pennsylvania Railway,                                  | 50              | 384,950 00      |
| 43,804               | St. Louis, Vandalia and Terre Haute Railroad, first preferred,    | 100             | 837,000 00      |
| 20,000               | Summit Branch Railroad,                                           | 50              | 2,190,200 00    |
| 3,500                | Sunbury, Hazleton and Wilkesbarre Railway,                        | 50              | 1,000,000 00    |
| 20,278               | Susquehanna and Clearfield Railroad, first installment,           |                 | 17,500 00       |
| 20,000               | Susquehanna Coal Company,                                         | 100             | 2,027,800 00    |
| 12,000               | Tyrone and Clearfield Railway,                                    | 50              | 1,000,000 00    |
| 3,300                | United New Jersey Railroad and Canal,                             | 100             | 1,200,000 00    |
| 19,885               | West Chester Railroad,                                            | 50              | 165,000 00      |
| 1,551                | Western Pennsylvania Railroad,                                    | 50              | 994,250 00      |
|                      | West Jersey Railroad (\$35 per share paid),                       | 50              | 54,285 00       |
|                      | Total,                                                            |                 | \$75,939,906 50 |

SUMMARY.

|                               |                  |
|-------------------------------|------------------|
| Par value of bonds,           | \$36,717,300 00  |
| Par value of stocks,          | 75,939,906 50    |
|                               | \$112,657,206 50 |
| Cost, as per general account, | \$81,037,668 44  |

**A.—PENNSYLVANIA RAILROAD COMPANY.—ACCOUNTING DEPARTMENT.**

Earnings and Expenses of Main Line, Branches, and all Leased Roads, including the Delaware and Raritan Canal, operated by the Pennsylvania Railroad Company, for the year ending December 31st, 1882.

| ROADS.                                                                                                                                      | LENGTH<br>OF<br>ROAD. | GROSS<br>EARNINGS. | WORKING<br>EXPENSES. | INTEREST<br>ON EQUIP-<br>MENT, &C. | RENTALS PAID<br>BRANCH ROADS. | TOTAL EX-<br>PENSES, INCLUD-<br>ING RENTALS AND<br>INTEREST ON<br>EQUIPMENT, &C. | PROFIT.         |
|---------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|--------------------|----------------------|------------------------------------|-------------------------------|----------------------------------------------------------------------------------|-----------------|
| <b>PENNSYLVANIA RAILROAD—MAIN LINE<br/>AND BRANCHES OWNED BY THE PENN-<br/>SYLVANIA RAILROAD COMPANY, AND<br/>REPRESENTED BY ITS STOCK.</b> |                       |                    |                      |                                    |                               |                                                                                  |                 |
| *Pennsylvania Railroad, . . . . .                                                                                                           | 373.04                | \$26,070,737 90    | \$14,808,199 15      |                                    | \$27,828 34                   | \$14,836,027 49                                                                  | \$11,234,710 41 |
| York Branch, . . . . .                                                                                                                      | 13.02                 | 117,830 07         | 53,524 90            |                                    |                               | 53,524 90                                                                        | 64,305 17       |
| Hollidaysburg Branch, . . . . .                                                                                                             | 58.17                 | 215,499 81         | 140,709 46           | \$108 26                           |                               | 140,817 72                                                                       | 74,682 09       |
| Indiana Branch, . . . . .                                                                                                                   | 18.91                 | 67,418 80          | 46,680 86            |                                    |                               | 46,680 86                                                                        | 20,737 94       |
| <b>LEASED BRANCHES.</b>                                                                                                                     |                       |                    |                      |                                    |                               |                                                                                  |                 |
| East Brandywine and Waynesburg R. R., . . . . .                                                                                             | 28.11                 | 39,968 05          | 50,535 51            |                                    |                               | 50,535 51                                                                        | Loss, 10,567 46 |
| Pomeroy and Newark R. R., . . . . .                                                                                                         | 26.70                 | 17,852 91          | 50,619 63            |                                    |                               | 50,619 63                                                                        | Loss, 32,766 72 |
| Columbia and Port Deposit R. R., . . . . .                                                                                                  | 40.00                 | 152,892 57         | 100,473 44           | 2,400 97                           | 50,018 16                     | 152,892 57                                                                       |                 |
| Mifflin and Centre County R. R., . . . . .                                                                                                  | 12.43                 | 57,011 99          | 37,114 91            | 2,134 51                           | 17,762 57                     | 57,011 99                                                                        |                 |
| Sunbury and Lewistown R. W., . . . . .                                                                                                      | 43.31                 | 309,145 52         | 185,020 11           | 4,059 56                           | 120,065 85                    | 309,145 52                                                                       |                 |
| Bedford and Bridgeport R. R. (including<br>Dunning's Creek Branch), . . . . .                                                               | 49.20                 | 117,834 92         | 110,626 26           | 3,646 91                           | 3,561 75                      | 117,834 92                                                                       |                 |
| Tyrone and Clearfield R. W., . . . . .                                                                                                      | 68.99                 | 692,688 82         | 481,634 00           |                                    | 73,500 00                     | 555,134 00                                                                       | 137,554 82      |
| Bald Eagle Valley R. R., . . . . .                                                                                                          | 80.13                 | 457,014 12         | 286,737 61           |                                    | 182,805 65                    | 469,543 26                                                                       | Loss, 12,529 14 |
| Ebensburg and Cresson R. R., . . . . .                                                                                                      | 11.50                 | 12,595 89          | 15,861 66            |                                    |                               | 15,861 66                                                                        | Loss, 3,265 77  |
| Western Pennsylvania R. R., . . . . .                                                                                                       | 84.55                 | 646,655 10         | 413,288 00           | 16,401 63                          | 216,965 47                    | 646,655 10                                                                       |                 |
| South West Pennsylvania R. W., . . . . .                                                                                                    | 71.43                 | 891,902 62         | 373,135 25           | 17,148 38                          | 501,618 99                    | 891,902 62                                                                       |                 |
| Pittsburgh, Virginia and Charleston R. W., . . . . .                                                                                        | 72.65                 | 471,175 08         | 329,929 25           | 10,295 30                          | 130,950 53                    | 471,175 08                                                                       |                 |
| Sunbury, Hazleton and Wilkesbarre R. W., . . . . .                                                                                          | 43.44                 | 194,934 30         | 157,833 70           | 9,859 36                           | 27,241 24                     | 194,934 30                                                                       |                 |
| Lewisburg and Tyrone R. R., . . . . .                                                                                                       | 70.66                 | 134,551 88         | 116,286 67           | 4,246 21                           | 14,019 00                     | 134,551 88                                                                       |                 |
| Hanover and York R. R., . . . . .                                                                                                           | 18.35                 | 78,504 75          | 47,233 93            | 2,316 47                           | 28,954 35                     | 78,504 75                                                                        |                 |
| Littlestown R. R., . . . . .                                                                                                                | 9.30                  | 20,397 41          | 15,499 52            | 731 54                             | 4,166 35                      | 20,397 41                                                                        |                 |
| Frederick and Pennsylvania Line R. R., . . . . .                                                                                            | 28.00                 | 53,929 61          | 49,544 73            |                                    | 4,384 88                      | 53,929 61                                                                        |                 |
| North and West Branch R. W., . . . . .                                                                                                      | 42.00                 | 16,420 11          | 8,288 14             | 85 10                              | 8,046 87                      | 16,420 11                                                                        |                 |
| Total Pennsylvania R. R. and branches, . . . . .                                                                                            | 1,263.89              | \$30,836,962 23    | \$17,878,776 69      | \$73,434 20                        | \$1,411,890 00                | \$19,364,100 89                                                                  | \$11,472,861 34 |
| United Railroads of New Jersey Division, . . . . .                                                                                          | 322.98                | \$12,246,376 89    | \$9,018,160 83       |                                    |                               | \$9,018,160 83                                                                   | \$3,228,216 06  |
| Freehold and Jamesburg Agricultural R. R., . . . . .                                                                                        | 27.54                 | 144,812 72         | 76,816 43            | \$8,503 56                         | \$59,492 73                   | 144,812 72                                                                       |                 |
| Bel. Del. R. R. and Flemington Branch, . . . . .                                                                                            | 79.16                 | 1,286,850 79       | 779,336 82           | 34,905 57                          | 472,608 40                    | 1,286,850 79                                                                     |                 |
| Delaware and Raritan Canal, . . . . .                                                                                                       | 66.00                 | 553,417 70         | 294,780 13           |                                    |                               | 294,780 13                                                                       | 258,637 57      |
| Total New Jersey R. R. and Canal, . . . . .                                                                                                 | 495.68                | \$14,231,458 10    | \$10,169,094 21      | \$43,409 13                        | \$532,101 13                  | \$10,744,604 47                                                                  | \$3,486,853 63  |
| Philadelphia and Erie R. R., . . . . .                                                                                                      | 287.49                | \$4,011,413 29     | \$2,599,534 55       | \$160,410 55                       | \$1,251,468 19                | \$4,011,413 29                                                                   |                 |
| Grand totals, . . . . .                                                                                                                     | 2,047.06              | \$49,079,833 62    | \$30,647,405 45      | \$277,253 88                       | \$3,195,459 32                | \$34,120,118 65                                                                  |                 |
| Net profit after deducting rentals and interest on equipment, . . . . .                                                                     |                       |                    |                      |                                    |                               |                                                                                  | \$14,959,714 97 |
| Add interest received from investments Pennsylvania Railroad in cash, . . . . .                                                             |                       |                    |                      |                                    |                               |                                                                                  | 3,510,562 24    |
| Add interest for use of equipment loaned to branch roads in cash, . . . . .                                                                 |                       |                    |                      |                                    |                               |                                                                                  | 273,225 66      |
| Add royalty from Mineral Railroad and Mining Company on coal mined, . . . . .                                                               |                       |                    |                      |                                    |                               | 54,545 29                                                                        |                 |
| Less amount deducted for depreciation in value of coal lands, . . . . .                                                                     |                       |                    |                      |                                    |                               | 17,557 22                                                                        |                 |
|                                                                                                                                             |                       |                    |                      |                                    |                               |                                                                                  | 36,988 07       |
| Add profits from sundry accounts, . . . . .                                                                                                 |                       |                    |                      |                                    |                               |                                                                                  | 28,897 23       |
| Add Empire Line net earnings, . . . . .                                                                                                     |                       |                    |                      |                                    |                               |                                                                                  | 123,635 66      |
| Add interest from investments United New Jersey Railroad and Canal in cash, . . . . .                                                       |                       |                    |                      |                                    |                               |                                                                                  | 246,926 62      |
|                                                                                                                                             |                       |                    |                      |                                    |                               |                                                                                  | \$19,179,950 45 |
| From which deduct—Rent of Harrisburg and Lancaster Railroad, . . . . .                                                                      |                       |                    |                      |                                    |                               | \$130,917 42                                                                     |                 |
| Interest on bonded debt, . . . . .                                                                                                          |                       |                    |                      |                                    |                               | 3,198,889 20                                                                     |                 |
| Interest paid State of Pennsylvania on account of purchase of Main Line, . . . . .                                                          |                       |                    |                      |                                    |                               | 174,544 14                                                                       |                 |
| Interest Car Trusts, . . . . .                                                                                                              |                       |                    |                      |                                    |                               | 319,482 36                                                                       |                 |
| Interest, mortgages, and ground-rents, . . . . .                                                                                            |                       |                    |                      |                                    |                               | 104,060 53                                                                       |                 |
| Interest, general account, and scrip, . . . . .                                                                                             |                       |                    |                      |                                    |                               | 8,778 86                                                                         |                 |
| Interest Pennsylvania Company for Insurances on Lives, &c., stock Trust certificates, . . . . .                                             |                       |                    |                      |                                    |                               | 395,820 00                                                                       |                 |
| Premium, exchange, commissions, &c., . . . . .                                                                                              |                       |                    |                      |                                    |                               | 578 92                                                                           |                 |
| State tax on dividends, . . . . .                                                                                                           |                       |                    |                      |                                    |                               | 344,535 74                                                                       |                 |
| Payments United New Jersey Railroad and Canal Company, except rentals and interest<br>on equipment, . . . . .                               |                       |                    |                      |                                    |                               | 4,302,538 90                                                                     |                 |
|                                                                                                                                             |                       |                    |                      |                                    |                               |                                                                                  | 8,980,146 07    |
| Net balance, . . . . .                                                                                                                      |                       |                    |                      |                                    |                               |                                                                                  | \$10,199,804 38 |

\* Includes West Chester Railroad, River-Front Railroad, Tyrone Branch, and Port Perry Branch.

R. W. DOWNING,  
Comptroller.

**B.—PENNSYLVANIA RAILROAD COMPANY.—ACCOUNTING DEPARTMENT.**

Statement of Earnings and Expenses of the United Railroads of New Jersey and Delaware and Raritan Canal, including amounts paid on account of dividends, interest on bonds, organization, transit duties, &c., during the year 1882.

| LENGTH IN MILES. | 1882.                                                                                  | EARNINGS.       | EXPENSES.       | NET EARNINGS.   | PAID ON ACCOUNT OF DIVIDENDS. | PAID ON ACCOUNT OF INTEREST ON BONDS, MORTGAGES, AND GROUND-RENTS, ORGANIZATION, RENTS, &c. | PAID ON ACCOUNT OF RENTALS. | PAID ON ACCOUNT OF TRANSIT DUTIES AND TAXES. | LOSS.             |
|------------------|----------------------------------------------------------------------------------------|-----------------|-----------------|-----------------|-------------------------------|---------------------------------------------------------------------------------------------|-----------------------------|----------------------------------------------|-------------------|
| 101.44           | New York Division, . . .                                                               | \$10,303,513 60 | \$7,377,301 40  | \$3,278,768 07  | \$1,573,710 00                | \$1,534,773 44                                                                              | \$167,992 90                | \$258,362 24                                 | \$256,070 51      |
| 74.88            | Amboy Division, . . .                                                                  | 1,604,982 25    | 1,252,426 38    |                 |                               |                                                                                             |                             |                                              |                   |
| 6.40             | Perth Amboy and Woodbridge Railroad, . . .                                             | 31,755 42       | 46,820 60       | Loss, 15,065 18 | 1,632 00                      | 6,100 00                                                                                    |                             |                                              | 22,797 18         |
| 6.65             | Millstone and New Brunswick Railroad, . . .                                            | 6,450 38        | 12,964 84       | Loss, 6,514 46  | 2,865 00                      | 100 00                                                                                      |                             |                                              | 9,479 46          |
| 6.54             | Rocky Hill and Kingston Railroad, . . . . .                                            | 3,693 77        | 9,132 87        | Loss, 5,439 10  | 1,122 00                      | 100 00                                                                                      |                             |                                              | 6,661 10          |
| 4.16             | Frankford and Holmesburg Railroad, . . . . .                                           | 5,885 60        | 10,327 72       | Loss, 4,442 12  |                               | 3,500 00                                                                                    |                             |                                              | 7,942 12          |
| 27.54            | Freehold and Jamesburg Agricultural Railroad, .                                        | 144,812 72      | 76,816 43       | 67,996 29       |                               |                                                                                             | 67,996 29                   |                                              |                   |
| 24.47            | Pemberton and Hightstown Railroad, . . . . .                                           | 26,219 30       | 38,507 66       | Loss, 12,288 36 | 20,529 00                     | 11,700 00                                                                                   |                             |                                              | 44,517 36         |
| 17.85            | Pemberton and Sea-Shore Railroad, . . . . .                                            | 30,795 53       | 58,324 53       | Loss, 27,529 00 |                               |                                                                                             |                             |                                              | 27,529 00         |
| 29.61            | Camden and Burlington County Railroad (including Burlington and Mount Holly Railroad), | 185,267 01      | 121,964 90      | 63,302 11       | 22,915 50                     | 21,500 00                                                                                   |                             |                                              | Profit, 18,886 61 |
| 2.84             | Vincentown Branch, . .                                                                 | 2,588 45        | 4,218 70        | Loss, 1,630 25  | 900 00                        |                                                                                             |                             |                                              | 2,530 25          |
| 14.18            | Columbus, Kinkora and Springfield Railroad, .                                          | 13,821 86       | 15,342 72       | Loss, 1,520 86  |                               |                                                                                             | 4,275 58                    |                                              | 5,796 44          |
| 6.19             | Mount Holly, Lumberton and Medford Railroad,                                           | 8,301 25        | 10,871 59       | Loss, 2,570 34  | 5,739 00                      | 5,450 00                                                                                    |                             |                                              | 13,759 34         |
| 79.16            | Belvidere Delaware Railroad (including Flemington Branch), . . . .                     | 1,286,850 79    | 779,336 82      | 507,513 97      |                               |                                                                                             | 507,513 97                  |                                              |                   |
| 27.77            | Philadelphia and Long Branch Railway, . . .                                            | 23,102 47       | 59,956 92       | Loss, 36,854 45 |                               |                                                                                             |                             |                                              | 36,854 45         |
| 66.00            | Del. and Raritan Canal,                                                                | 553,417 70      | 294,780 13      | 258,637 57      | 584,740 00                    |                                                                                             |                             | 74,532 24                                    | 400,634 67        |
| 495.68           |                                                                                        | \$14,231,458 10 | \$10,169,094 21 | \$4,062,363 89  | \$2,214,152 50                | \$1,583,223 44                                                                              | \$747,778 74                | \$332,894 48                                 |                   |
|                  | Loss in operating United New Jersey Railroad and Canal Company, . . . . .              |                 |                 |                 |                               |                                                                                             |                             |                                              | \$815,685 27      |
|                  | Less amount received from investments in cash, . . . . .                               |                 |                 |                 |                               |                                                                                             |                             |                                              | 246,926 62        |
|                  | Actual net loss for the year 1882, . . . . .                                           |                 |                 |                 |                               |                                                                                             |                             |                                              | \$568,758 65      |

In the amounts stated as rentals Belvidere Delaware Railroad and Freehold and Jamesburg Agricultural Railroad, the vouchers issued to pay interest on equipment charges are included.

R. W. DOWNING,  
Comptroller.

**C.—PENNSYLVANIA COMPANY.**  
 Statement of Actual Gross Earnings, Expenses, Net Earnings, Rentals, Profits and Losses, on the Lines west of Pittsburgh, from January 1st to December 31st, 1882, compared with same period of 1881.

| LENGTH,<br>MILES.                       | GROSS<br>EARNINGS. | EXPENSES.       | NET<br>EARNINGS. | HIRE OF<br>EQUIPMENT. | RENTAL AND<br>INTEREST. | PROFITS 1882.  | PROFITS 1881.  | LOSS 1882.   | Proportion of<br>loss for which loss, for which<br>Penna. R. R. Penna. R. R. or<br>or Penna. Co. Penna. Co. is<br>responsible, responsible, or<br>or advance advance the<br>meet. the funds to meet.<br>1881. 1881. |
|-----------------------------------------|--------------------|-----------------|------------------|-----------------------|-------------------------|----------------|----------------|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Proprietary Department—Penna. Co.,      | \$824,100 41       | \$81,636 38     | \$742,464 03     |                       | \$620,690 00            | \$121,774 03   | \$401,196 87   |              |                                                                                                                                                                                                                     |
| Union Line Bureau—Penna. Co.,           | 478,956 16         | 226,880 90      | 252,075 26       |                       |                         | 252,075 26     | 656,143 05     |              |                                                                                                                                                                                                                     |
| Pitts., Ft. Wayne and Chicago R. W.,    | 10,578,595 06      | 6,272,394 26    | 4,306,200 80     |                       | 2,928,764 05            | 1,377,436 75   | 1,715,674 63   |              |                                                                                                                                                                                                                     |
| New Castle and Beaver Valley R. R.,     | 365,493 13         | 173,460 71      | 192,032 42       |                       | 146,197 24              | 45,835 18      | 82,176 28      |              |                                                                                                                                                                                                                     |
| Lawrence Railroad,                      | 226,910 21         | 119,718 47      | 107,191 74       |                       | 90,764 08               | 16,427 66      | 7,924 74       |              |                                                                                                                                                                                                                     |
| Erie and Pittsburgh Railroad,           | 604,145 35         | 407,763 63      | 196,381 72       |                       | 404,032 83              |                | \$207,651 11   | \$207,651 11 | \$233,521 95                                                                                                                                                                                                        |
| Cleveland and Pittsburgh Railroad,      | 3,353,362 59       | 1,618,895 25    | 1,734,467 34     |                       | 1,259,515 59            | 474,951 75     | 456,786 21     |              |                                                                                                                                                                                                                     |
| Ashabula and Pittsburgh Railway,        | 343,185 51         | 231,887 80      | 111,297 71       | \$19,683 53           | 91,614 18               |                |                |              |                                                                                                                                                                                                                     |
| North-western Ohio Railway,             | 272,742 47         | 245,582 17      | 27,160 30        | 25,665 93             |                         | 1,494 37       |                |              |                                                                                                                                                                                                                     |
| Meadville Railway,                      | 26,875 60          | 25,787 97       | 1,087 63         | 2,514 02              |                         |                |                |              | 5,430 73                                                                                                                                                                                                            |
| Massillon and Cleveland Railroad,       | 5,550 51           | 9,168 84        | Def. 3,618 33    |                       | 20,000 00               |                | 1,426 39       |              |                                                                                                                                                                                                                     |
| Grand Rapids and Indiana Railroad,      | 2,260,291 10       | 1,678,236 70    | \$82,054 40      |                       | 515,979 16              | 66,075 24      | 23,618 33      | 23,618 33    | 21,011 06                                                                                                                                                                                                           |
| Cin., Richmond and Ft. Wayne R. R.,     | 435,764 06         | 313,671 96      | 122,092 10       |                       | 167,573 39              |                | 63,104 98      |              |                                                                                                                                                                                                                     |
| Allegan and S. E. R. R. (to Oct. 19th), | 10,622 16          | 11,965 89       | Def. 1,343 73    |                       |                         |                | 45,481 29      | 30,320 86    | 19,545 94                                                                                                                                                                                                           |
| Traverse City Railroad,                 | 34,538 88          | 28,327 18       | 6,211 70         |                       | 6,211 70                |                | 1,343 73       | 1,343 73     |                                                                                                                                                                                                                     |
| Pitts., Cincinnati and St. Louis R. W., | 4,234,559 69       | 2,830,999 80    | 1,403,559 89     |                       | 1,124,975 25            | 278,584 64     | 263,853 48     |              |                                                                                                                                                                                                                     |
| Charters Railway,                       | 120,022 85         | 83,204 34       | 36,818 51        | 7,264 86              | 29,553 65               |                |                |              |                                                                                                                                                                                                                     |
| Pitts., Wheeling and Kentucky R. R.,    | 111,156 88         | 77,769 26       | 33,387 62        | 9,297 07              | 24,090 55               |                |                |              |                                                                                                                                                                                                                     |
| Cin. and Muskingum Valley R. W.,        | 386,740 39         | 299,876 08      | 86,864 31        |                       | 105,000 00              |                | 18,135 69      | 18,135 69    | 84,724 49                                                                                                                                                                                                           |
| Little Miami Railroad,                  | 1,868,150 17       | 1,402,799 90    | 465,350 27       |                       | 671,365 30              |                | 266,015 03     | 266,015 03   | 267,467 41                                                                                                                                                                                                          |
| Col. Chicago and Indiana Cent. R. W.,   | 5,122,943 11       | 4,419,358 69    | 703,584 42       |                       | 703,584 42              |                |                |              |                                                                                                                                                                                                                     |
| Jeffersonville, Mad. and Ind. R. R.,    | 1,545,198 70       | 1,188,391 33    | 356,807 37       |                       | 356,807 37              |                |                |              |                                                                                                                                                                                                                     |
| Cambridge Extension Railroad,           | 41,398 19          | 45,049 53       | Def. 3,651 34    |                       |                         |                | 3,651 34       |              |                                                                                                                                                                                                                     |
| Indianapolis and Vincennes Railroad,    | 342,982 75         | 323,132 31      | 19,850 44        |                       | 209,198 18              |                | 189,347 74     | 189,347 74   | 199,185 76                                                                                                                                                                                                          |
| St. Louis, Vand. and T. Haute R. R.,    | 1,641,253 80       | 1,122,929 73    | 518,324 07       |                       | 492,376 15              | 12,973 96      |                |              | 170,445 35                                                                                                                                                                                                          |
| East St. Louis and Carondelet R. W.,    | 117,411 91         | 94,526 24       | 22,885 67        |                       | 22,885 67               |                |                |              |                                                                                                                                                                                                                     |
| Alliance, Niles and Ashabula R. R.      |                    |                 |                  |                       |                         |                |                |              |                                                                                                                                                                                                                     |
| (from August 7th),                      | 16,164 78          | 6,371 30        | 9,793 48         | 3,396 73              | 6,396 75                |                |                |              |                                                                                                                                                                                                                     |
| Bay View, Little Trav. and Mack. R. R.  |                    |                 |                  |                       |                         |                |                |              |                                                                                                                                                                                                                     |
| (11 months),                            | 4,931 64           | 8,238 29        | Def. 3,306 65    |                       |                         |                | 3,306 65       | 3,306 65     |                                                                                                                                                                                                                     |
| Grand Rapids, Ind. and Mack. R. R.      |                    |                 |                  |                       |                         |                |                |              |                                                                                                                                                                                                                     |
| (6 months),                             | 16,955 32          | 20,304 59       | Def. 3,349 27    |                       | 10,240 12               |                | 13,589 39      | 13,589 39    |                                                                                                                                                                                                                     |
| Totals,                                 | \$35,331,003 38    | \$23,368,329 50 | \$11,962,673 88  | \$67,822 14           | 10,007,815 63           | \$2,647,628 84 | \$3,649,670 90 | \$773,566 69 | \$1,001,332 69                                                                                                                                                                                                      |
| Profits 1882,                           |                    |                 | \$2,647,628 84   | Profits 1881,         |                         |                | \$3,649,670 90 |              |                                                                                                                                                                                                                     |
| Losses 1882,                            |                    |                 | 753,328 53       | Losses 1881,          |                         |                | 1,001,332 69   |              |                                                                                                                                                                                                                     |
| Net profits 1882,                       |                    |                 | \$1,894,300 31   | Net profits 1881,     |                         |                | \$2,648,338 21 |              |                                                                                                                                                                                                                     |
|                                         |                    |                 |                  | Net profits 1882,     |                         |                | 1,894,300 31   |              |                                                                                                                                                                                                                     |
|                                         |                    |                 |                  | Comparative decrease, |                         |                | \$754,037 90   |              |                                                                                                                                                                                                                     |

Approved,  
 J. W. RENNER,  
*Asst. Comptroller.*

**D.—PHILADELPHIA AND ERIE RAILROAD COMPANY.**

BALANCE-SHEET JANUARY 1st, 1883.

*Dr.*

|                                                                                                  |                |                |
|--------------------------------------------------------------------------------------------------|----------------|----------------|
| Capital stock, common, . . . . .                                                                 | \$7,015,000 00 |                |
| Capital stock, special, . . . . .                                                                | 2,400,000 00   |                |
|                                                                                                  |                | \$9,415,000 00 |
| Sunbury and Erie first mortgage seven per cent. currency registered bonds, due 1897, . . . . .   | \$813,000 00   |                |
| Sunbury and Erie first mortgage seven per cent. currency coupon bonds, due 1897, . . . . .       | 163,000 00     |                |
| Philadelphia and Erie first mortgage seven per cent. currency coupon bonds, due 1888, . . . . .  | 3,000,000 00   |                |
| Philadelphia and Erie general mortgage six per cent. gold coupon bonds, due 1920, . . . . .      | 8,680,000 00   |                |
| Philadelphia and Erie general mortgage five per cent. gold registered bonds, due 1920, . . . . . | 5,263,000 00   |                |
|                                                                                                  |                | 17,919,000 00  |
| Philadelphia and Erie first mortgage currency bonds, redemption account, . . . . .               |                | 1,000 00       |

ACCOUNTS PAYABLE.

Unpaid coupons and interest as follows :—

|                                                                                                      |                |                 |
|------------------------------------------------------------------------------------------------------|----------------|-----------------|
| Sunbury and Erie first mortgage currency coupons, . . . . .                                          | \$805 00       |                 |
| Sunbury and Erie first mortgage currency registered interest, . . . . .                              | 1,750 00       |                 |
| Philadelphia and Erie first (old) mortgage currency coupons, . . . . .                               | 30 00          |                 |
| Philadelphia and Erie first (old) mortgage sterling coupons, . . . . .                               | 116 40         |                 |
| Philadelphia and Erie first mortgage currency coupons, . . . . .                                     | 2,100 00       |                 |
| Philadelphia and Erie general mortgage gold coupons, . . . . .                                       | 2,567,790 00   |                 |
| Philadelphia and Erie general mortgage gold registered interest, . . . . .                           | 2,625 00       |                 |
|                                                                                                      | \$2,575,216 40 |                 |
| Less balance from earnings in hands of Pennsylvania Railroad Company, lessee, . . . . .              | 743,652 06     |                 |
|                                                                                                      |                | 1,831,564 34    |
| As follows :—                                                                                        |                |                 |
| Due Pennsylvania Railroad Company, lessee, for coupons purchased and held by that Company, . . . . . | \$285,367 04   |                 |
| Due Pennsylvania Railroad Company, lessee, for coupons on bonds owned by that Company, . . . . .     | 1,544,760 00   |                 |
| Due on account of six per cent. sterling coupons not yet presented, . . . . .                        | 87 30          |                 |
| Due on account of six per cent. gold coupons not yet presented, . . . . .                            | 1,350 00       |                 |
|                                                                                                      | \$1,831,564 34 |                 |
|                                                                                                      |                | \$29,166,564 34 |

*Cr.*

|                                                                      |                 |                 |
|----------------------------------------------------------------------|-----------------|-----------------|
| Cost of construction, . . . . .                                      | \$26,186,163 35 |                 |
| Bonds, &c. of other companies, . . . . .                             | 6,935 73        |                 |
| Cash, . . . . .                                                      | 1,396 63        |                 |
| Profit and loss, . . . . .                                           | 2,971,068 63    |                 |
| Pennsylvania Railroad Company, lessee, redemption account, . . . . . | 1,000 00        |                 |
|                                                                      |                 | \$29,166,564 34 |

J. S. VANZANDT,  
Treasurer.



**E.—PHILADELPHIA AND ERIE RAILROAD COMPANY.**

## GENERAL INCOME ACCOUNT FOR YEAR ENDING DECEMBER 31st, 1882.

|                                                                                                                                                                                                              |                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| Total operating earnings, . . . . .                                                                                                                                                                          | \$4,011,413 29 |
| Total operating expenses, . . . . .                                                                                                                                                                          | 2,599,534 55   |
| Net earnings, . . . . .                                                                                                                                                                                      | \$1,411,878 74 |
| Add net receipts from rents, . . . . .                                                                                                                                                                       | 3,586 91       |
| Total revenue, . . . . .                                                                                                                                                                                     | \$1,415,465 65 |
| Deduct :                                                                                                                                                                                                     |                |
| Amount paid for maintenance of organization, . . . . .                                                                                                                                                       | \$8,000 00     |
| Amount paid for interest on equipment furnished by lessee, under contract of lease, of Jan. 1st, 1870                                                                                                        | 160,410 55     |
| Amount paid drawback to Allegheny Valley Railroad Company, under traffic contract, for which this Company has received Allegheny Valley Railroad Company income bonds, . . . . .                             | 40,249 71      |
| Amount paid Commonwealth of Pennsylvania for tax on loans and bonded indebtedness for the period from June, 1879, to November, 1881, . . . . .                                                               | 46,835 97      |
|                                                                                                                                                                                                              | 255,496 23     |
| Balance, net revenue applicable for the payment of interest on bonded debt and other obligations of the Company, . . . . .                                                                                   | \$1,159,969 42 |
| Deduct :                                                                                                                                                                                                     |                |
| Interest on \$976,000 Sunbury and Erie bonds, at seven per cent., . . . . .                                                                                                                                  | \$68,320 00    |
| Interest on \$3,000,000 Philadelphia and Erie bonds, at seven per cent., . . . . .                                                                                                                           | 210,000 00     |
| Interest on \$8,680,000 Philadelphia and Erie bonds, at six per cent., . . . . .                                                                                                                             | 520,800 00     |
| Interest on \$5,263,000 Philadelphia and Erie Bonds, at five per cent., . . . . .                                                                                                                            | 263,150 00     |
|                                                                                                                                                                                                              | 1,062,270 00   |
| Balance, surplus of earnings for the year, after payment of expenses, fixed charges, taxes, &c., except interest on the special stock, for which no settlement has been made since Jan. 1st, 1880, . . . . . | \$97,699 42    |

J. S. VANZANDT,  
Treasurer.

**F.—PHILADELPHIA AND ERIE RAILROAD COMPANY.**

## PROFIT AND LOSS ACCOUNT DECEMBER 31st, 1882.

*Dr.*

|                                                                                                                                                                                                                                                                 |                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| Balance to debit of this account January 1st, 1882, . . . . .                                                                                                                                                                                                   | \$3,073,244 23 |
| Discount on sixty-one Allegheny Valley Railroad Company income bonds, for \$1,000 each, received during the year on traffic account, as per valuation fixed on them by the Finance Committee, and approved by the Board of Managers April 18th, 1879, . . . . . | 60,390 00      |
| Sundry items charged off, . . . . .                                                                                                                                                                                                                             | 1,300 00       |

*Cr.*

|                                                                       |                |
|-----------------------------------------------------------------------|----------------|
| Allegheny Valley Railroad Company traffic account, . . . . .          | \$40,249 71    |
| Interest on Allegheny Valley Railroad Company income bonds, . . . . . | 21,397 92      |
| Total, . . . . .                                                      | \$61,647 63    |
| For which this Company has received income bonds, . . . . .           | \$61,647 63    |
| Interest, . . . . .                                                   | 381 70         |
| Difference in cost of maintaining organization, . . . . .             | 4,136 85       |
| Balance to credit of income account for the year 1882, . . . . .      | 97,699 42      |
| Balance to debit of this account December 31st, 1882, . . . . .       | 2,971,068 63   |
|                                                                       | \$3,134,934 23 |
|                                                                       | \$3,134,934 23 |

J. S. VANZANDT,  
Treasurer.

**G.—ALLEGHENY VALLEY RAILROAD COMPANY.**

GENERAL ACCOUNT DECEMBER 31st, 1882.

*Dr.*

**ROAD AND EQUIPMENT.**

|                                                  |                |                 |
|--------------------------------------------------|----------------|-----------------|
| Cost of River Division, 132 miles, . . . . .     | \$9,894,298 09 |                 |
| Cost of Plum Creek Branch, 7 miles, . . . . .    | 144,752 96     |                 |
| Cost of Low-Grade Division, 110 miles, . . . . . | 11,368,583 66  |                 |
| Cost of Sligo Branch, 10 miles, . . . . .        | 275,818 06     |                 |
| Cost of equipment, . . . . .                     | 2,366,087 53   |                 |
| Total cost of road and equipment, . . . . .      |                | \$24,049,540 30 |

**AVAILABLE ASSETS.**

|                                                                   |             |            |
|-------------------------------------------------------------------|-------------|------------|
| Cash in hands of Treasurer, . . . . .                             | \$80,661 54 |            |
| Cash in hands of Paymaster, . . . . .                             | 2,745 38    |            |
| Cash remitted by agents and in transit, . . . . .                 | 52,154 45   |            |
| Cash in hands of Townsend, Whelen & Co.—coupon account, . . . . . | 54,983 33   |            |
| Cash in hands of Winslow, Lanier & Co.—coupon account, . . . . .  | 30,588 17   |            |
| Value of shops and road material, . . . . .                       | 131,828 62  |            |
| Due by railroad companies, . . . . .                              | 105,490 60  |            |
| Due by agents and conductors, . . . . .                           | 20,063 36   |            |
| Due by individuals and firms, . . . . .                           | 12,402 53   |            |
|                                                                   |             | 490,917 98 |

**UNAVAILABLE ASSETS.**

|                                                                     |              |                 |
|---------------------------------------------------------------------|--------------|-----------------|
| Claims in suit, . . . . .                                           | \$121,621 37 |                 |
| Balances likely to be charged to profit and loss account, . . . . . | 262,814 65   |                 |
| Stock in Brady's Bend Bridge Company, cost, . . . . .               | 30,000 00    |                 |
| Stock in Buffalo and South Western Railroad Company, . . . . .      | 100,000 00   |                 |
|                                                                     |              | 514,436 02      |
| Balance to debit of profit and loss account, . . . . .              |              | 6,982,993 50    |
|                                                                     |              | \$32,037,887 80 |

**LIABILITIES.**

*Cr.*

|                                                                                                 |                 |                 |
|-------------------------------------------------------------------------------------------------|-----------------|-----------------|
| CAPITAL STOCK, 43,330 shares, . . . . .                                                         | \$2,166,500 00  |                 |
| <b>FUNDED DEBT.</b>                                                                             |                 |                 |
| First mortgage bonds, River Division, at 7 $\frac{1}{8}$ per cent., . . . . .                   | \$4,000,000 00  |                 |
| First mortgage bonds, Low-Grade Division, at seven per cent., . . . . .                         | 10,000,000 00   |                 |
| Second mortgage bonds, Low-Grade Division, at five per cent., . . . . .                         | 2,700,000 00    |                 |
| Funded debt prior to income bonds, . . . . .                                                    |                 | 16,700,000 00   |
| Income bonds issued to individuals, . . . . .                                                   | \$3,352,700 00  |                 |
| Income bonds issued to contributing companies, . . . . .                                        | 5,408,000 00    |                 |
|                                                                                                 |                 | 8,760,700 00    |
| Total stock and funded debt, . . . . .                                                          | \$27,627,200 00 |                 |
| Bonds and mortgages on real estate, . . . . .                                                   | 161,443 97      |                 |
| Due to railroad companies, . . . . .                                                            | 4,317 12        |                 |
| Accounts payable—December pay-rolls and vouchers, . . . . .                                     | 208,817 93      |                 |
| Guaranteed coupons purchased and held by Pennsylvania Railroad Company, . . . . .               | 3,539,395 00    |                 |
| Interest on bonds accrued, due January 1st and April 1st, 1883, . . . . .                       | 421,970 50      |                 |
| Suspended debt due individuals, payable in income bonds, . . . . .                              | 45,382 43       |                 |
| Balance due contributing companies, payable in income bonds, . . . . .                          | 1,732 35        |                 |
| Orders for income bonds and scrip issued in part payment of interest on income bonds, . . . . . | 27,718 50       |                 |
|                                                                                                 |                 | \$32,037,887 80 |

T. F. BROWN,  
*Auditor.*

**H.—ALLEGHENY VALLEY RAILROAD COMPANY.**

## PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31st, 1882.

|                                                                                                                                                                | <i>Dr.</i>            | <i>Cr.</i>            |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-----------------------|
| To balance to debit of this account January 1st, 1882, . . . . .                                                                                               | \$6,151,941 33        |                       |
| Interest on floating debts contracted prior to May 1st, 1874, settled during 1882, . . . . .                                                                   | 112 19                |                       |
| Interest accrued prior to 1882 on income bonds issued during 1882, . . . . .                                                                                   | 2,867 47              |                       |
| Amount of old claims against the Company, settled in 1882, . . . . .                                                                                           | 2,546 49              |                       |
| Amount paid State of Pennsylvania for additional interest on balance due, account of interest and redemption of second mortgage bonds held by State, . . . . . | 11,569 41             |                       |
| Balance of income account for year ending December 31st, 1882, being deficiency in amount necessary to meet interest on mortgage and income bonds, . . . . .   | 840,798 38            |                       |
| By stock in the Buffalo and South Western Railroad Company, received during year 1882, 250 shares, . . . . .                                                   |                       | \$25,000 00           |
| Amount of sundry old claims collected during 1882, . . . . .                                                                                                   |                       | 1,841 77              |
| Balance to debit of this account December 31st, 1882, . . . . .                                                                                                |                       | 6,982,993 50          |
|                                                                                                                                                                | <u>\$7,009,835 27</u> | <u>\$7,009,835 27</u> |

**I.—PENNSYLVANIA COMPANY.**T. F. BROWN,  
*Auditor.*

| <i>Dr.</i>                                                                                                                     |                 | <i>Cr.</i>                                                                                                                          |
|--------------------------------------------------------------------------------------------------------------------------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------|
| IN GENERAL ACCOUNT DECEMBER 31st, 1882.                                                                                        |                 |                                                                                                                                     |
| Securities, . . . . .                                                                                                          | \$19,639,781 54 | Capital stock, . . . . . \$20,000,000 00                                                                                            |
| Bills receivable, . . . . .                                                                                                    | 10,189,953 15   | First mortgage bonds, 4½ per cent., issued, . . . . . 10,000,000 00                                                                 |
| Equipment, . . . . .                                                                                                           | 814,388 02      | Registered 6 per cent. bonds, secured by guaranteed special stock of P., F. W. & C. Railway Company, issued, . . . . . 3,200,000 00 |
| Real estate, . . . . .                                                                                                         | 812,364 14      | Due lessor companies for supplies, . . . . . 831,831 58                                                                             |
| Union Line property, . . . . .                                                                                                 | 2,606,304 03    | Due Pennsylvania Railroad Co., not including current balances, . . . . . 410,772 84                                                 |
| Due for betterments to leased roads, . . . . .                                                                                 | 1,464,894 91    | Due to other companies, . . . . . 735,610 82                                                                                        |
| Due by other companies, . . . . .                                                                                              | 1,867,582 10    | Due for current expenditures in operating leased roads, . . . . . 1,572,045 81                                                      |
| Due by station agents, . . . . .                                                                                               | 1,514,159 96    | Miscellaneous liabilities, . . . . . 378,624 49                                                                                     |
| Stock of supplies, . . . . .                                                                                                   | 1,262,132 35    | Interest due and unpaid on 6 per cent. registered bonds, . . . . . 1,935 00                                                         |
| Miscellaneous assets, . . . . .                                                                                                | 574,317 26      | Interest due and unpaid on 4½ per cent. bonds, viz.: . . . . .                                                                      |
| Cash, . . . . .                                                                                                                | 731,194 29      | Due July 1st, 1881, . . . . . \$225 00                                                                                              |
| Advanced to pay gold coupons from first mortgage bonds Grand Rapids and Indiana Railroad Company, . . . . .                    | 137,502 02      | Due January 1st, 1882, . . . . . 225 00                                                                                             |
| Purchase of liens on real estate bought by C. C. & I. C. Railway Company, . . . . .                                            | 48,485 87       | Due July 1st, 1882, . . . . . 2,205 00                                                                                              |
| Sinking fund for six per cent. registered bonds, secured by guaranteed special stock P., F. W. & C. Railway Company, . . . . . | 515,000 00      | Due January 1st, 1883, . . . . . 225,000 00                                                                                         |
| Philadelphia Trust, Safe Deposit and Insurance Co., Trustees, . . . . .                                                        | 10,245 59       |                                                                                                                                     |
| Sinking funds for leased roads, viz.:—                                                                                         |                 | 227,655 00                                                                                                                          |
| First mortgage bonds P., F. W. & C. Railway Company, . . . . .                                                                 | \$616,875 00    |                                                                                                                                     |
| Second mortgage bonds P., F. W. & C. Railway Company, . . . . .                                                                | 606,300 00      |                                                                                                                                     |
| Consolidated mortgage bonds C. & P. Railroad Company, . . . . .                                                                | 523,900 00      |                                                                                                                                     |
| Construction and equipment bonds C. & P. Railroad Co., . . . . .                                                               | 173,466 68      |                                                                                                                                     |
| Total, . . . . .                                                                                                               | 1,920,541 68    |                                                                                                                                     |
| Sinking fund 4½ per cent. first mortgage bonds, . . . . .                                                                      | 103,000 00      |                                                                                                                                     |
| National City Bank, New York, agents, to meet interest on 4½ per cent. bonds, . . . . .                                        | 227,655 00      |                                                                                                                                     |
| Total, . . . . .                                                                                                               | \$44,439,501 91 | Reserve fund, leased roads, . . . . . 1,920,541 68                                                                                  |
|                                                                                                                                |                 | Balance to credit of profit and loss account, . . . . . 5,160,484 69                                                                |
|                                                                                                                                |                 | Total, . . . . . \$44,439,501 91                                                                                                    |

Approved. J. W. RENNER,  
*Ass't Comptroller.*N. B. PALMER,  
*General Accountant.*

**J.**—PENNSYLVANIA COMPANY.—INCOME ACCOUNT FOR THE YEAR ENDING DECEMBER 31st, 1882.

|                                                     |              |              |
|-----------------------------------------------------|--------------|--------------|
| Net earnings Union Line Bureau, . . . . .           | \$252,075 26 |              |
| Received for rents—Monongahela Extension, . . . . . | 50,000 00    |              |
| Received for rents—real estate, . . . . .           | 51,730 07    |              |
| Received for rents—equipment, . . . . .             | 41,162 49    |              |
|                                                     | <hr/>        | \$394,967 82 |

Profits from operating leased roads :—

|                                                       |                |              |
|-------------------------------------------------------|----------------|--------------|
| Pittsburgh, Fort Wayne and Chicago Railway, . . . . . | \$1,377,436 75 |              |
| New Castle and Beaver Valley Railroad, . . . . .      | 45,835 18      |              |
| Lawrence Railroad, . . . . .                          | 16,427 66      |              |
| Cleveland and Pittsburgh Railroad, . . . . .          | 474,951 75     |              |
|                                                       | <hr/>          | 1,914,651 34 |

Received from investments :—

|                                         |              |            |
|-----------------------------------------|--------------|------------|
| Dividends on stocks, . . . . .          | \$339,732 00 |            |
| Interest on bonds, . . . . .            | 307,813 77   |            |
| Interest on general accounts, . . . . . | 33,662 08    |            |
|                                         | <hr/>        | 681,207 85 |

Total revenue, . . . . . \$2,990,827 01

Deduct :

|                                            |             |
|--------------------------------------------|-------------|
| Expenses proprietary department, . . . . . | \$81,636 38 |
| Interest on bonds, . . . . .               | 620,690 00  |

Losses on leased lines :—

|                                             |              |            |
|---------------------------------------------|--------------|------------|
| Erie and Pittsburgh Railroad, . . . . .     | \$207,651 11 |            |
| Massillon and Cleveland Railroad, . . . . . | 23,618 33    |            |
|                                             | <hr/>        | 231,269 44 |

Total expenses, interest, &c., . . . . . 933,595 82

Balance, being net income after payment of expenses, interest, rentals, &c., . . . . . \$2,057,231 19

From which deduct :

|                                                                                                                                      |                |
|--------------------------------------------------------------------------------------------------------------------------------------|----------------|
| Cash advanced Indianapolis and Vincennes Railroad Company, . . . . .                                                                 | 189,347 74     |
| Balance, being the surplus for the year 1882, after paying all expenses, interest on bonded debts, rentals, advances, &c., . . . . . | <hr/>          |
|                                                                                                                                      | \$1,867,883 45 |

Out of which was paid :

|                                                                                     |                |
|-------------------------------------------------------------------------------------|----------------|
| Dividend of four per cent. on \$20,000,000 capital stock, . . . . .                 | 800,000 00     |
| Balance carried to credit of profit and loss account December 31st, 1882, . . . . . | <hr/>          |
|                                                                                     | \$1,067,883 45 |

**K.**—PENNSYLVANIA COMPANY.—PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31st, 1882.

|                                                                                                         |                |                |
|---------------------------------------------------------------------------------------------------------|----------------|----------------|
| By balance to credit of this account December 31st, 1881, . . . . .                                     | \$4,230,138 78 |                |
| By balance to credit of income account for year ending December 31st, 1882, . . . . .                   | 1,067,883 45   |                |
| By balance of amounts realized from settlement of old accounts less deductions therefrom, . . . . .     | 59,737 46      |                |
| To amount carried to reserve fund for account sinking fund of leased roads for twelve months, . . . . . | \$197,275 00   |                |
| To balance to credit of this account December 31st, 1882, . . . . .                                     | 5,160,484 69   |                |
|                                                                                                         | <hr/>          | \$5,357,759 69 |
|                                                                                                         |                | \$5,357,759 69 |

**L.—PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY.**

| <i>Dr.</i>                                                                              |                 | GENERAL ACCOUNT DECEMBER 31st, 1882. |  | <i>Cr.</i>                                                                                                                                                                                       |                 |
|-----------------------------------------------------------------------------------------|-----------------|--------------------------------------|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| <b>FIXED ASSETS.</b>                                                                    |                 |                                      |  | <b>CAPITAL STOCK.</b>                                                                                                                                                                            |                 |
| Cost of P., C. & St. L. Railway equipment, &c. to Dec. 31st, 1881, . . . . .            | \$19,979,032 70 |                                      |  | P., C. & St. L. Railway Co. common stock, . . . . .                                                                                                                                              | \$2,140,050 00  |
| Additional expenditures this year, viz.:—<br>For construction (Gould tunnel), . . . . . | \$26,368 39     |                                      |  | S. & I. R. R. Co. common stock, unconverted, . . . . .                                                                                                                                           | 367,950 00      |
| Less real estate, credit, . . . . .                                                     | 9,437 75        |                                      |  | Total common stock, . . . . .                                                                                                                                                                    | \$2,508,000 00  |
|                                                                                         | 16,930 64       |                                      |  | P., C. & St. L. Railway Co. 1st preferred stock, \$2,926,250 00                                                                                                                                  |                 |
| Total cost of road, &c. to Dec. 31st, '82, . . . . .                                    | \$19,995,963 34 |                                      |  | S. & I. R. R. Co. 1st preferred stock, unconverted, . . . . .                                                                                                                                    | 2,950 00        |
| <b>DEFERRED ASSETS.</b>                                                                 |                 |                                      |  | Total 1st preferred stock, . . . . .                                                                                                                                                             | 2,929,200 00    |
| Additions to Cincinnati Street Connection Railway to Dec. 31st, 1882, . . . . .         | \$64,639 00     |                                      |  | P., C. & St. L. Railway Co. 2d preferred stock, . . . . .                                                                                                                                        | 3,000,000 00    |
| Supplies on hand, . . . . .                                                             | 537,331 60      |                                      |  | Total capital stock, . . . . .                                                                                                                                                                   | \$8,437,200 00  |
| Supplies, &c. transferred to C., C. & I. C. Railway, March 31st, 1875, . . . . .        | 295,598 13      |                                      |  | <b>FUNDED DEBT.</b>                                                                                                                                                                              |                 |
| Total deferred assets, . . . . .                                                        | 897,568 73      |                                      |  | 1st mortgage consolidated coupon bonds, . . . . .                                                                                                                                                | \$2,948,000 00  |
| <b>BETTERMENTS TO LEASED ROADS.</b>                                                     |                 |                                      |  | 1st mortgage consolidated regist'd bonds, . . . . .                                                                                                                                              | 3,915,000 00    |
| Due by Columbus, Chicago and Indiana Central Railway Co., . . . . .                     | \$637,453 40    |                                      |  | 2d mortgage bonds, . . . . .                                                                                                                                                                     | 2,500,000 00    |
| Due by Cincinnati and Muskingum Valley Railway Co., . . . . .                           | 5,303 35        |                                      |  | 1st mortgage S. & I. R. R. Co. bonds, reorganized, . . . . .                                                                                                                                     | 3,000,000 00    |
| Due by St. Louis, Vandalia and Terre Haute Railroad Co., . . . . .                      | 8,515 63        |                                      |  | 1st mortgage bonds Holliday's Cove Railroad Co., . . . . .                                                                                                                                       | 120,000 00      |
| Due by Pittsburgh, Wheeling and Kentucky Railroad Co. (Main Line), . . . . .            | 5,504 42        |                                      |  | Columbus and Newark Division bonds, . . . . .                                                                                                                                                    | 134,000 00      |
| Total betterments due, . . . . .                                                        | 656,776 80      |                                      |  | Total funded debt, . . . . .                                                                                                                                                                     | 12,617,000 00   |
| <b>CURRENT ASSETS.</b>                                                                  |                 |                                      |  | <b>DEFERRED LIABILITIES.</b>                                                                                                                                                                     |                 |
| Cash in hands of Treasurer, . . . . .                                                   | \$316,346 42    |                                      |  | Cincinnati Street Connection R. W. bonds, assumed with lease of Little Miami R. R., . . . . .                                                                                                    | \$262,500 00    |
| Cash in hands of Paymaster, . . . . .                                                   | 2,183 46        |                                      |  | Due Little Miami R. R. Co. for value of supplies, &c. received of that Co. at date of lease, Dec. 1, '69, \$1,763,055 97                                                                         |                 |
| Cash remitted by agents in transit, . . . . .                                           | 119,177 91      |                                      |  | Less sundry liabilities, . . . . .                                                                                                                                                               | 203,400 50      |
| Due by station agents and conductors, . . . . .                                         | 101,511 94      |                                      |  | Due Little Miami R. R. Co. for value of assets transferred to it at date of lease of Columbus and Xenia R. R. and subsequently transferred to this Co. by lease of Little Miami R. R., . . . . . | \$643,989 54    |
| Due by other companies, . . . . .                                                       | 468,391 64      |                                      |  | Real estate of Columbus & Xenia R. R. Co. at Col's, O., sold to Union Depot Co., . . . . .                                                                                                       | 37,298 75       |
| Due on miscellaneous accounts, . . . . .                                                | 431,130 98      |                                      |  | Due C., C. & I. C. Railway Co. for value of supplies received of that Company at date of lease, Feb. 1st, 1869, . . . . .                                                                        | 184,601 10      |
| Total current assets, . . . . .                                                         | 1,438,742 35    |                                      |  | Due C. & M. V. Railway Co. for value of supplies received of that Company May 1st, 1873, . . . . .                                                                                               | 13,690 00       |
| <b>SECURITIES.</b>                                                                      |                 |                                      |  | Total deferred liabilities, . . . . .                                                                                                                                                            | 1,345,479 89    |
| Stock of Little Miami Elevator Co., . . . . .                                           | \$20,000 00     |                                      |  | <b>CURRENT LIABILITIES.</b>                                                                                                                                                                      |                 |
| Stock of Union Depot Co., Columbus, O., . . . . .                                       | 37,298 75       |                                      |  | Acc'ts payable for current expenditures, . . . . .                                                                                                                                               | \$541,816 13    |
| Bonds of Little Miami Railroad Co., . . . . .                                           | 8,000 00        |                                      |  | Due other companies, . . . . .                                                                                                                                                                   | 467,990 80      |
| Income convertible bonds of C., C. & I. C. Railway Co., . . . . .                       | 275,000 00      |                                      |  | Coupons matured and not presented, . . . . .                                                                                                                                                     | 49,890 00       |
| Total securities, . . . . .                                                             | 340,298 75      |                                      |  | Miscellaneous liabilities, . . . . .                                                                                                                                                             | 152,436 85      |
| Balance, being deficiency in assets, . . . . .                                          | 282,463 70      |                                      |  | Total current liabilities, . . . . .                                                                                                                                                             | \$1,212,133 78  |
| Total, . . . . .                                                                        | \$23,611,813 67 |                                      |  | Total, . . . . .                                                                                                                                                                                 | \$23,611,813 67 |

Approved. J. W. RENNER,  
Ass't Comptroller.

A. McELEVAY,  
Auditor.

**M.—PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY.**

## INCOME ACCOUNT FOR THE YEAR 1882.

|                                                                                                                                                                                         |                |                |                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------|----------------|
| Gross earnings, . . . . .                                                                                                                                                               | \$4,214,923 08 |                |                |
| Expenses, . . . . .                                                                                                                                                                     | 2,830,999 80   |                |                |
| Operating net earnings, . . . . .                                                                                                                                                       |                | \$1,383,923 28 |                |
| Add :                                                                                                                                                                                   |                |                |                |
| Rental received from hire of equipment, . . . . .                                                                                                                                       | \$16,652 71    |                |                |
| Interest received from investments, . . . . .                                                                                                                                           | 2,983 90       |                |                |
| Total net income, . . . . .                                                                                                                                                             |                | 19,636 61      | \$1,403,559 89 |
| Deduct :                                                                                                                                                                                |                |                |                |
| Rent of Monongahela Extension, . . . . .                                                                                                                                                |                | 50,000 00      |                |
| INTEREST ON BONDS.                                                                                                                                                                      |                |                |                |
| Steubenville and Indiana Railroad first mortgage bonds, . . . . .                                                                                                                       | \$180,000 00   |                |                |
| Holliday's Cove Railroad bonds, . . . . .                                                                                                                                               | 7,200 00       |                |                |
| Columbus and Newark Division bonds, . . . . .                                                                                                                                           | 9,380 00       |                |                |
| Pittsburgh, Cincinnati and St. Louis Railway first mortgage coupon bonds, . .                                                                                                           | 208,705 00     |                |                |
| Pittsburgh, Cincinnati and St. Louis Railway first mortgage registered bonds, .                                                                                                         | 271,705 00     |                |                |
| Pittsburgh, Cincinnati and St. Louis Railway second mortgage bonds, . . . .                                                                                                             | 175,000 00     |                |                |
| Interest on securities received under Little Miami lease, which has been credited to income of that road, . . . . .                                                                     | \$79,444 00    |                |                |
| Interest paid on Car Trust, . . . . .                                                                                                                                                   | 143,541 25     |                |                |
|                                                                                                                                                                                         |                | 222,985 25     |                |
| Total charges on account of expenses, interest, &c., . . . . .                                                                                                                          |                |                | 1,124,975 25   |
| Balance, being the surplus after paying all expenses, interest, &c., . . . . .                                                                                                          |                |                | \$278,584 64   |
| Deduct :                                                                                                                                                                                |                |                |                |
| Loss in operating Cincinnati and Muskingum Valley Railway, . . . . .                                                                                                                    | \$18,135 69    |                |                |
| Loss in operating Little Miami Railroad, . . . . .                                                                                                                                      | 266,015 03     |                |                |
|                                                                                                                                                                                         |                | \$284,150 72   |                |
| Less one-half profit in operating the St. Louis, Vandalia and Terre Haute Railroad, . . . . .                                                                                           |                | 12,973 96      |                |
| Net loss in operating other roads, . . . . .                                                                                                                                            |                |                | 271,176 76     |
| Balance, being surplus for the year 1882, after paying all expenses, interest on bonded debt, rentals, &c., carried to credit of profit and loss account December 31st, 1882, . . . . . |                |                | \$7,407 88     |

**N.—PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY.**

## PROFIT AND LOSS ACCOUNT DECEMBER 31st, 1882.

*Debit.*

|                                                                                                           |              |
|-----------------------------------------------------------------------------------------------------------|--------------|
| To balance to debit of this account December 31st, 1881, . . . . .                                        | \$376,392 60 |
| Expenses of Columbus, Chicago and Indiana Central Railway, incurred prior to January 1st, 1875, . . . . . | 1,751 96     |

*Credit.*

|                                                                      |              |
|----------------------------------------------------------------------|--------------|
| By amount realized on old accounts, . . . . .                        | \$21,239 65  |
| Profit on sale of securities, . . . . .                              | 67,033 33    |
| Surplus of income for the year ending December 31st, 1882, . . . . . | 7,407 88     |
| Balance to debit December 31st, 1882, . . . . .                      | 282,463 70   |
|                                                                      | \$378,144 56 |
|                                                                      | \$378,144 56 |

Approved.

J. W. RENNER,  
*Ass't Comptroller.*A. McELEVY,  
*Auditor.*

**O.—GRAND RAPIDS AND INDIANA RAILROAD COMPANY.***Dr.*

## GENERAL ACCOUNT DECEMBER 31st, 1882.

*Cr.*

|                                                                                              |                 |                                                                                                      |                 |
|----------------------------------------------------------------------------------------------|-----------------|------------------------------------------------------------------------------------------------------|-----------------|
| 1882. Dec. 31st. To cost of road, equipment, &c. to December 31st, 1881, \$13,267,016.68.    |                 | 1882. Dec. 31st. By capital stock, . . . . .                                                         | \$4,985,081 22  |
| Add expenditures during this year:—                                                          |                 | By funded debt as follows:—                                                                          |                 |
| To total cost of road, equipment, &c. to date, \$13,267,016 68                               |                 | First mortgage bonds, . . . . .                                                                      | \$1,010,000 00  |
| To capital stock Grand Rapids, Indiana and Mackinaw Railroad Company, . . . . .              | 1,370 00        | First mortgage land-grant bonds, 1,893,000 00                                                        |                 |
| To capital stock Bay View, Little Traverse and Mackinaw Railroad Company, . . . . .          | 25,200 00       | First mortgage land-grant bonds, guaranteed, . . . . .                                               | 4,000,000 00    |
| To bonds of Bay View, Little Traverse and Mackinaw Railroad Company, . . . . .               | 2,491 81        | Income bonds, . . . . .                                                                              | 1,097,000 00    |
| To amount due by other companies in current account, . . . . .                               | 149,431 01      | Total funded debt, . . . . .                                                                         | 8,000,000 00    |
| To amount due on Grand Rapids, Indiana and Mackinaw Railroad construction account, . . . . . | 113,059 55      | By amount due other companies in current account, . . . . .                                          | 22,465 26       |
| To amount due by agents and conductors, . . . . .                                            | 23,140 49       | By accounts payable, . . . . .                                                                       | 194,326 89      |
| To cash in hands of treasurer, . . . . .                                                     | \$154,599 16    | By bills payable, held by Pennsylvania Co., \$431,716 49                                             |                 |
| To cash in hands of paymaster, . . . . .                                                     | 10,738 32       | Add six months' interest to Dec. 31st, 1882, 12,951 49                                               |                 |
| To cash in hands of Winslow, Lanier & Co., . . . . .                                         | 145,907 31      |                                                                                                      | \$444,667 98    |
| To bills receivable, . . . . .                                                               | 311,244 79      | By bills payable held by other parties, . . . . .                                                    | 444,667 98      |
| To stock of supplies on hand, . . . . .                                                      | 2,202 95        | By amount of coupons held by Pennsylvania Railroad Co., . . . . .                                    | 1,724,668 75    |
| To loss as shown by profit and loss account, . . . . .                                       | 1,662,214 82    | By amount of coupons held by Pennsylvania Company, . . . . .                                         | 137,502 02      |
|                                                                                              |                 | By amount of coupons matured, but not presented (including coupons due January 1st, 1883), . . . . . | 146,020 26      |
|                                                                                              |                 |                                                                                                      | 2,008,191 03    |
|                                                                                              |                 | By bond and mortgage on real estate, . . . . .                                                       | 27,500 00       |
|                                                                                              |                 |                                                                                                      | \$15,682,232 38 |
|                                                                                              | \$15,682,232 38 |                                                                                                      |                 |

**P.—GRAND RAPIDS AND INDIANA RAILROAD COMPANY.**

## INCOME ACCOUNT DECEMBER 31st, 1882.

|                                                                                                                                                                                    |                |              |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|--------------|
| Gross earnings, . . . . .                                                                                                                                                          | \$2,260,291 10 |              |
| Expenses, . . . . .                                                                                                                                                                | 1,678,236 70   |              |
| Operating net earnings, . . . . .                                                                                                                                                  |                | \$582,054 40 |
| Deduct:                                                                                                                                                                            |                |              |
| Twelve months' interest on first mortgage bonds, . . . . .                                                                                                                         | \$70,700 00    |              |
| Twelve months' interest on land-grant bonds, . . . . .                                                                                                                             | 127,365 00     |              |
| Twelve months' interest on guaranteed bonds, . . . . .                                                                                                                             | 280,000 00     |              |
|                                                                                                                                                                                    | \$478,065 00   |              |
| Twelve months' interest on note held by Pennsylvania Company, . . . . .                                                                                                            | 25,902 98      |              |
|                                                                                                                                                                                    |                | 503,967 98   |
| Balance, being surplus after paying expenses, interest, &c., . . . . .                                                                                                             |                | \$78,086 42  |
| Deduct:                                                                                                                                                                            |                |              |
| Loss in operating Grand Rapids, Indiana and Mackinaw Railroad for six months to December 31st, 1882, . . . . .                                                                     | \$3,964 39     |              |
| Loss in operating Bay View, Little Traverse and Mackinaw Railroad for six months to December 31st, 1882, . . . . .                                                                 | 3,306 65       |              |
| Six months' interest on advances to Grand Rapids, Indiana and Mackinaw Railroad, charged off, . . . . .                                                                            | 9,625 00       |              |
| Twelve months' interest on advances to Cincinnati, Richmond and Fort Wayne Railroad Company, charged off, . . . . .                                                                | 12,011 18      |              |
|                                                                                                                                                                                    |                | 28,907 22    |
| Balance, being surplus for year 1882, after paying all expenses, interest on bonded debt, losses, &c., carried to credit of profit and loss account December 31st, 1882, . . . . . |                | \$49,179 20  |

## PROFIT AND LOSS ACCOUNT DECEMBER 31st, 1882.

|                                                                        |                |                |
|------------------------------------------------------------------------|----------------|----------------|
|                                                                        | <i>Debit.</i>  |                |
| To balance to debit of this account December 31st, 1881, . . . . .     | \$1,616,517 45 |                |
| Interest prior to 1882 on note held by Pennsylvania Company, . . . . . | 94,876 57      |                |
|                                                                        | <i>Credit.</i> |                |
| Surplus of income for year 1882, . . . . .                             |                | \$49,179 20    |
| Balance to debit December 31st, 1882, . . . . .                        |                | 1,662,214 82   |
|                                                                        |                | \$1,711,394 02 |
|                                                                        | \$1,711,394 02 | \$1,711,394 02 |

F. A. GORHAM,  
Auditor.

# INDEX.

|                                                                               |        |                                                          |            |
|-------------------------------------------------------------------------------|--------|----------------------------------------------------------|------------|
| ALEXANDRIA AND FREDERICKSBURG RAILWAY CO., . . . . .                          | 25     | COAL COMPANIES.                                          |            |
| ALLEGHENY VALLEY RAILROAD CO.                                                 |        | Earnings and expenses of, . . . . .                      | 23         |
| General account, . . . . .                                                    | 49     | Operations of, during 1882, . . . . .                    | 22, 23, 24 |
| Operations of, during 1882, . . . . .                                         | 26     | COKE.                                                    |            |
| Profit and loss account, . . . . .                                            | 50     | Branch roads to coke fields, . . . . .                   | 34         |
| ALLEGAN AND SOUTH-EASTERN RAILROAD CO.                                        |        | Shipments of, . . . . .                                  | 20         |
| Sale of portion of, . . . . .                                                 | 31     | COLUMBUS, CHICAGO AND INDIANA CENTRAL R. W.              |            |
| AMERICAN STEAMSHIP CO., . . . . .                                             | 29     | Reorganization of, . . . . .                             | 32         |
| ANNUAL MEETING, MARCH 13th, 1883.                                             |        | CONNECTING RAILWAY CO.                                   |            |
| Minutes of, . . . . .                                                         | 5      | Amount advanced for construction, . . . . .              | 15         |
| BAGGAGE.                                                                      |        | CONSTRUCTION.                                            |            |
| Claims for damage to, . . . . .                                               | 20     | Altoona shops, . . . . .                                 | 33         |
| Number of pieces handled, . . . . .                                           | 20     | Amount expended for, . . . . .                           | 14, 15     |
| BALD EAGLE VALLEY R. R. CO.                                                   |        | Bald Eagle Valley R. R., . . . . .                       | 15         |
| Amount advanced to, for improvements, . . . . .                               | 15     | Connecting Railway, . . . . .                            | 15         |
| BALTIMORE AND POTOMAC R. R. CO.                                               |        | Freehold and Jamesburg Agricultural R. R., . . . . .     | 15         |
| Operations of, during 1882, . . . . .                                         | 25, 35 | Germantown, Norristown and Phoenixville R. R., . . . . . | 15         |
| BONDS.                                                                        |        | Girard Point Storage Co., . . . . .                      | 15         |
| List of, owned by Company, . . . . .                                          | 42     | Harrisburg Station, . . . . .                            | 33         |
| CAMDEN AND PHILADELPHIA STEAMBOAT FERRY CO.                                   |        | Lancaster Cut-off, . . . . .                             | 14, 33     |
| Operations of, during 1882, . . . . .                                         | 29     | Lewisburg and Tyrone R. R., . . . . .                    | 15         |
| CAPITAL STOCK.                                                                |        | Main Line, third and fourth tracks, . . . . .            | 14         |
| Dividends on, . . . . .                                                       | 13     | Miscellaneous branch lines, . . . . .                    | 15         |
| Increase of, by allotment, . . . . .                                          | 13, 15 | Moshannon and Clearfield R. R., . . . . .                | 15         |
| CARS.                                                                         |        | North and West Branch Railway, . . . . .                 | 15         |
| Number built at Altoona during 1882, . . . . .                                | 21     | Philadelphia and Long Branch Railway, . . . . .          | 15         |
| Number built at Philadelphia and Erie R. R. shops, . . . . .                  | 21     | Philadelphia and Trenton R. R., . . . . .                | 14         |
| CAR TRUSTS.                                                                   |        | Phila., Norristown and Phoenixville R. R., . . . . .     | 15         |
| Amount of certificates redeemed during 1882, . . . . .                        | 17     | Philadelphia, piers at, . . . . .                        | 14         |
| Car Trust of Pa., Series A., certificates of, all cancelled, . . . . .        | 17     | Phoenixville and West Chester R. R., . . . . .           | 15         |
| Car Trust of Pa., Series B., certificates of, all cancelled, . . . . .        | 17     | Phoenixville, Pottstown and Reading R. R., . . . . .     | 15         |
| Cost of cars acquired under, on lines east and west of Pittsburgh, . . . . .  | 17     | Pittsburgh, Virginia and Charleston Railway, . . . . .   | 15         |
| Number of cars furnished under, . . . . .                                     | 17, 21 | Ridgway and Clearfield R. R., . . . . .                  | 15         |
| CASSATT, A. J.                                                                |        | River-Front Railroad, . . . . .                          | 15         |
| Resignation of, as First Vice-President, and action thereon, . . . . .        | 35, 36 | Rockville and Dauphin Connection, . . . . .              | 14         |
| CLEVELAND, COL., CIN. AND INDIANAPOLIS R. W. CO.                              |        | South West Pennsylvania Railway, . . . . .               | 15         |
| Sale of interest in I. & St. L. R. R. to, . . . . .                           | 32     | Susquehanna and Clearfield R. R., . . . . .              | 15         |
| COAL.                                                                         |        | Tyrone and Clearfield Railway, . . . . .                 | 15         |
| Amount mined and price received by coal companies at point of sale, . . . . . | 23, 24 | United Railroads of New Jersey, . . . . .                | 14         |
| Clearfield coal district, . . . . .                                           | 34     | West Chester R. R., . . . . .                            | 15         |
|                                                                               |        | Western Pennsylvania R. R., . . . . .                    | 15         |
|                                                                               |        | CREIGHTON, J. MCC.                                       |            |
|                                                                               |        | Resignation of, as General Freight Agent, . . . . .      | 36         |
|                                                                               |        | CUMBERLAND VALLEY RAILROAD CO.                           |            |
|                                                                               |        | Operations of, during 1882, . . . . .                    | 25         |
|                                                                               |        | DELAWARE AND RARITAN CANAL.                              |            |
|                                                                               |        | Cost of operating, . . . . .                             | 18         |
|                                                                               |        | DELAWARE R. R.                                           |            |
|                                                                               |        | Operations of, during 1882, . . . . .                    | 28         |

|                                                                                                           |        |                                                                         |        |
|-----------------------------------------------------------------------------------------------------------|--------|-------------------------------------------------------------------------|--------|
| DIFFERENTIAL RATES.                                                                                       |        | Income account, . . . . .                                               | 54     |
| Report of Advisory Commission, . . . . .                                                                  | 35     | Operations of Land Department of, . . . . .                             | 31     |
| DIVIDENDS.                                                                                                |        | Profit and loss account, . . . . .                                      | 54     |
| On Pennsylvania R. R. stock, . . . . .                                                                    | 13     | Sale of portion of Allegan and South-eastern R. R., . . . . .           | 31     |
| DU BARRY, J. N.                                                                                           |        | GERMANTOWN, NORRISTOWN AND PHOENIXVILLE R. R. Co.                       |        |
| Elected Third Vice-President, . . . . .                                                                   | 36     | Amount advanced for construction, . . . . .                             | 15     |
| EARNINGS.                                                                                                 |        | INCOME.                                                                 |        |
| Increase of gross and net, . . . . .                                                                      | 18     | Received from securities owned by Company, . . . . .                    | 39     |
| Main Line, per mile, . . . . .                                                                            | 18, 44 | INCOME ACCOUNT.                                                         |        |
| On all lines east of Pittsburgh and Erie, gross and net, . . . . .                                        | 18     | General, for 1882, . . . . .                                            | 10     |
| Pennsylvania Company, . . . . .                                                                           | 46     | Grand Rapids and Indiana R. R. Co., . . . . .                           | 54     |
| Summary of all lines east and west of Pittsburgh, . . . . .                                               | 32     | Main Line and branches, . . . . .                                       | 10     |
| United Railroads of New Jersey, . . . . .                                                                 | 45     | Pennsylvania Company, . . . . .                                         | 51     |
| EAST ST. LOUIS AND CARONDELET RAILWAY Co., . . . . .                                                      | 30     | Philadelphia and Erie R. R. Co., . . . . .                              | 12, 48 |
| ELY, T. N.                                                                                                |        | Pittsburgh, Cincinnati and St. Louis Railway Co., . . . . .             | 53     |
| Appointed Gen. Superintendent of Motive Power, . . . . .                                                  | 36     | United New Jersey R. R. and C. Co., . . . . .                           | 11     |
| EMPIRE LINE.                                                                                              |        | Summary, . . . . .                                                      | 12     |
| Earnings for 1882, . . . . .                                                                              | 10     | INDIANAPOLIS AND ST. LOUIS R. R. Co.                                    |        |
| EQUIPMENT.                                                                                                |        | Sale of P. R. R. interest in, to the C. C. C. & I. R. W. Co. . . . .    | 32     |
| Additions to, . . . . .                                                                                   | 14, 21 | INSURANCE FUND.                                                         |        |
| Additions to by Car Trusts, . . . . .                                                                     | 17     | Statement of, December 31st, 1882, . . . . .                            | 33, 38 |
| Amount expended for, . . . . .                                                                            | 14     | JUNCTION RAILROAD CO.                                                   |        |
| Western lines, . . . . .                                                                                  | 31     | First mortgage bonds of, extended and guaranteed, . . . . .             | 17     |
| EXPENSES.                                                                                                 |        | LEWISBURG AND TYRONE R. R. Co.                                          |        |
| Comparison with 1881, . . . . .                                                                           | 18     | Amount advanced for construction, . . . . .                             | 15     |
| Cost of operating Delaware and Raritan Canal, . . . . .                                                   | 18     | LOCAL FREIGHT TRAFFIC (see Traffic).                                    |        |
| Cost of operating Main Line, excluding and including branches, . . . . .                                  | 18, 44 | LOCOMOTIVES.                                                            |        |
| Cost of operating Philadelphia and Erie R. R., . . . . .                                                  | 18     | Number built during 1882, . . . . .                                     | 21     |
| Cost of operating U. N. J. R. R., including branches and canal, and also cost, excluding canal, . . . . . | 18, 45 | LYKENS VALLEY COAL CO.                                                  |        |
| Pennsylvania Company, . . . . .                                                                           | 46     | Operations of, during 1882, . . . . .                                   | 22     |
| Summary of all lines east and west of Pittsburgh, . . . . .                                               | 32     | MAIN LINE.                                                              |        |
| FREEHOLD AND JAMESBURG AGRICULTURAL R. R. Co.                                                             |        | Detailed report, earnings, expenses, &c., including branches, . . . . . | 44     |
| Amount advanced for construction, . . . . .                                                               | 15     | Third and fourth tracks of, . . . . .                                   | 14, 33 |
| FREIGHT TONNAGE (see Traffic Statistics).                                                                 |        | MILEAGE OF ALL P. R. R. LINES AND OF CANALS, . . . . .                  | 9      |
| GREEN, JOHN P.                                                                                            |        | MINERAL R. R. AND MINING Co.                                            |        |
| Elected Fourth Vice-President, . . . . .                                                                  | 36     | Operations of, during 1882, . . . . .                                   | 23     |
| GENERAL REMARKS, . . . . .                                                                                | 33-36  | MORTGAGES.                                                              |        |
| GENERAL ACCOUNT (ledger balances).                                                                        |        | Consolidated, \$282,810 bonds of, purchased for sinking fund, . . . . . | 16     |
| Allegheny Valley R. R. Co., . . . . .                                                                     | 49     | U. N. J. R. R. Co. sinking fund, . . . . .                              | 16     |
| Grand Rapids and Indiana R. R. Co., . . . . .                                                             | 54     | MOSHANNON AND CLEARFIELD R. R. Co.                                      |        |
| Pennsylvania Company, . . . . .                                                                           | 50     | Amount advanced for construction, . . . . .                             | 15     |
| Pennsylvania R. R. Co., . . . . .                                                                         | 40, 41 | MOTIVE POWER (see Equipment).                                           |        |
| Philadelphia and Erie R. R. Co., . . . . .                                                                | 47     | NEWHALL, D. S.                                                          |        |
| Pittsburgh, Cincinnati and St. Louis Railway Co., . . . . .                                               | 52     | Appointed Assistant Secretary, . . . . .                                | 36     |
| GIRARD POINT STORAGE Co.                                                                                  |        | NEW YORK, LAKE ERIE AND WESTERN RAILROAD Co.                            |        |
| Amount advanced to, . . . . .                                                                             | 15     | Use of Pennsylvania R. R. Co. lines by, . . . . .                       | 34     |
| GRAND RAPIDS AND INDIANA R. R. Co., . . . . .                                                             | 31     | NORTH AND WEST BRANCH RAILWAY Co.                                       |        |
| Amount due P. R. R. Co. on its first mortgage bonds, . . . . .                                            | 31     | Amount advanced for construction, . . . . .                             | 15     |
| General account, . . . . .                                                                                | 54     | Completed to Wilkesbarre, . . . . .                                     | 34     |

# REPORT

OF THE

## COMPTROLLER.

ACCOUNTING DEPARTMENT PENNSYLVANIA RAILROAD COMPANY,

*Philadelphia, January 31st, 1883.*

To the President and Board of Directors of  
The Pennsylvania Railroad Company.

GENTLEMEN:—I respectfully present for your information the accompanying statistics obtained from the records of the Accounting Department, embracing in detail the various items of receipts and disbursements on account of the transportation of freight and passengers over your Main Line, Branches, and Leased Roads for the year ending December 31st, 1882, under the following general division heads:—

|                                                        |                 |        |
|--------------------------------------------------------|-----------------|--------|
| The Pennsylvania Railroad Division, . . . . .          | 1,263.89        | miles. |
| The United Railroads of New Jersey Division, . . . . . | 429.68          | "      |
| The Philadelphia and Erie Railroad Division, . . . . . | 287.49          | "      |
| The Delaware and Raritan Canal, . . . . .              | 66.00           | "      |
| Total, . . . . .                                       | <u>2,047.06</u> | "      |

Respectfully submitted,

R. W. DOWNING,  
*Comptroller.*

## PENNSYLVANIA RAILROAD COMPANY.

COMPARATIVE STATEMENT OF INCOME ACCOUNT OF ALL LINES EAST OF PITTSBURGH AND ERIE FOR THE  
YEARS 1882 AND 1881.

|                                                         | 1882.                  | 1881.                  | INCREASE.             | DECREASE.  |
|---------------------------------------------------------|------------------------|------------------------|-----------------------|------------|
| <b>EARNINGS.</b>                                        |                        |                        |                       |            |
| Pennsylvania Railroad Division, . . . . .               | \$30,836,962 23        | \$27,647,008 79        | \$3,189,953 44        |            |
| United Railroads of New Jersey Division, . . . . .      | 13,678,040 40          | 12,481,788 26          | 1,196,252 14          |            |
| Delaware and Raritan Canal, . . . . .                   | 553,417 70             | 541,076 73             | 12,340 97             |            |
| Philadelphia and Erie Railroad, . . . . .               | 4,011,413 29           | 3,454,309 05           | 557,104,24            |            |
| <b>Total earnings, . . . . .</b>                        | <b>\$49,079,833 62</b> | <b>\$44,124,182 83</b> | <b>\$4,955,650 79</b> |            |
| <b>RECEIPTS FROM INVESTMENTS, &amp;c.</b>               |                        |                        |                       |            |
| Pennsylvania Railroad Company, . . . . .                | \$3,973,308 86         | \$3,723,626 07         | \$249,682 79          |            |
| United New Jersey Railroad and Canal Company, . . . . . | 246,926 62             | 210,836 46             | 36,090 16             |            |
| <b>Totals, . . . . .</b>                                | <b>\$4,220,235 48</b>  | <b>\$3,934,462 53</b>  | <b>\$285,772 95</b>   |            |
| <b>EXPENSES (excluding rentals, &amp;c.).</b>           |                        |                        |                       |            |
| Pennsylvania Railroad Division, . . . . .               | \$17,878,776 69        | \$15,468,468 60        | \$2,410,308 09        |            |
| United Railroads of New Jersey Division, . . . . .      | 9,874,314 08           | 8,578,966 86           | 1,295,347 22          |            |
| Delaware and Raritan Canal, . . . . .                   | 294,780 13             | 232,314 17             | 62,465 96             |            |
| Philadelphia and Erie Railroad, . . . . .               | 2,599,534 55           | 2,430,060 30           | 169,474 25            |            |
| <b>Total expenses, . . . . .</b>                        | <b>\$30,647,405 45</b> | <b>\$26,709,809 93</b> | <b>\$3,937,595 52</b> |            |
| <b>INTEREST ON EQUIPMENT, &amp;c. LEASED ROADS.</b>     |                        |                        |                       |            |
| Pennsylvania Railroad Division Branches, . . . . .      | \$73,434 20            | \$55,120 61            | \$18,313 59           |            |
| United Railroads of New Jersey Division, . . . . .      | 43,409 13              | 48,391 31              |                       | \$4,982 18 |
| Philadelphia and Erie Railroad, . . . . .               | 160,410 55             | 165,345 12             |                       | 4,934 57   |
| <b>Totals, . . . . .</b>                                | <b>\$277,253 88</b>    | <b>\$268,857 04</b>    | <b>\$8,396 84</b>     |            |
| <b>RENTALS.</b>                                         |                        |                        |                       |            |
| Pennsylvania Railroad Division Branches, . . . . .      | \$1,411,890 00         | \$1,180,819 24         | \$231,070 76          |            |
| Philadelphia and Erie Railroad, . . . . .               | 1,251,468 19           | 858,903 63             | 392,564 56            |            |
| <b>Totals, . . . . .</b>                                | <b>\$2,663,358 19</b>  | <b>\$2,039,722 87</b>  | <b>\$623,635 32</b>   |            |

|                                                                                                 | 1882.                  | 1881.                  | INCREASE.             | DECREASE.          |
|-------------------------------------------------------------------------------------------------|------------------------|------------------------|-----------------------|--------------------|
| <b>EXPENDITURES OTHER THAN WORKING EXPENSES.</b>                                                |                        |                        |                       |                    |
| <b>PENNSYLVANIA RAILROAD DIVISION.</b>                                                          |                        |                        |                       |                    |
| Rent of Harrisburg and Lancaster Railroad, . . . . .                                            | \$130,917 42           | \$130,917 42           |                       |                    |
| Interest on bonded debt, . . . . .                                                              | 3,198,889 20           | 3,349,568 00           |                       | \$150,678 80       |
| Interest on account of purchase of Main Line, . . . . .                                         | 174,544 14             | 188,299 00             |                       | 13,754 86          |
| Interest car trusts, . . . . .                                                                  | 319,482 36             | 428,944 43             |                       | 109,462 07         |
| Interest, mortgages, and ground-rents, . . . . .                                                | 104,060 53             | 96,724 43              | \$7,336 10            |                    |
| Interest, general account, and scrip, . . . . .                                                 | 8,778 86               |                        | 8,778 86              |                    |
| Interest Pennsylvania Company for Insurances on Lives, &c., stock Trust certificates, . . . . . | 395,820 00             |                        | 395,820 00            |                    |
| Premiums, exchange, commissions, &c., . . . . .                                                 | 578 92                 |                        | 578 92                |                    |
| State tax on dividends, . . . . .                                                               | 344,535 74             | 293,085 90             | 51,449 84             |                    |
| State tax on bonds, . . . . .                                                                   |                        | 46,969 01              |                       | 46,969 01          |
| <b>Totals, . . . . .</b>                                                                        | <b>\$9,512,247 20</b>  | <b>\$9,211,402 04</b>  | <b>\$300,845 16</b>   |                    |
| <b>PAYMENTS ON ACCOUNT OF REDEMPTION, GUARANTEES, &amp;c.</b>                                   |                        |                        |                       |                    |
| Fund for purchasing guaranteed securities, . . . . .                                            | \$600,000 00           | \$600,000 00           |                       |                    |
| Fund for redeeming consolidated mortgage bonds, . . . . .                                       | 282,810 00             | 286,480 00             |                       | \$3,670 00         |
| Shamokin Coal Company, . . . . .                                                                | 3,500 00               | 7,000 00               |                       | 3,500 00           |
| Baltimore and Potomac Railroad Company, . . . . .                                               |                        | 143,332 22             |                       | 143,332 22         |
| American Steamship Company, . . . . .                                                           | 115,000 00             | 90,000 00              | \$25,000 00           |                    |
| Allegheny Valley Railroad Company, . . . . .                                                    | 618,975 00             | 400,085 00             | 218,890 00            |                    |
| Philadelphia and Erie Railroad Company, . . . . .                                               |                        | 175,973 53             |                       | 175,973 53         |
| Sunbury, Hazleton and Wilkesbarre Railway Company, . . . . .                                    | 50,000 00              | 50,000 00              |                       |                    |
| Frederick and Pennsylvania Line Railroad Company, . . . . .                                     | 15,000 00              | 15,000 00              |                       |                    |
| <b>Totals, . . . . .</b>                                                                        | <b>\$1,685,285 00</b>  | <b>\$1,767,870 75</b>  |                       | <b>\$82,585 75</b> |
| <b>REVENUE.</b>                                                                                 |                        |                        |                       |                    |
| Gross earnings, . . . . .                                                                       | \$49,079,833 62        | \$44,124,182 83        | \$4,955,650 79        |                    |
| Receipts from investments, . . . . .                                                            | 4,220,235 48           | 3,934,462 53           | 285,772 95            |                    |
| <b>Totals, . . . . .</b>                                                                        | <b>\$53,300,069 10</b> | <b>\$48,058,645 36</b> | <b>\$5,241,423 74</b> |                    |
| <b>EXPENDITURES.</b>                                                                            |                        |                        |                       |                    |
| Working expenses, . . . . .                                                                     | \$30,647,405 45        | \$26,709,809 93        | \$3,937,595 52        |                    |
| Interest on equipment leased roads, . . . . .                                                   | 277,253 88             | 268,857 04             | 8,396 84              |                    |
| Rentals leased roads, . . . . .                                                                 | 2,663,358 19           | 2,039,722 87           | 623,635 32            |                    |
| Other expenditures, . . . . .                                                                   | 9,512,247 20           | 9,211,402 04           | 300,845 16            |                    |
| On account of guaranteed interest, &c., . . . . .                                               | 1,685,285 00           | 1,767,870 75           |                       | \$82,585 75        |
| Dividends declared during the year, . . . . .                                                   | 6,890,714 75           | 5,861,718 00           | 1,028,996 75          |                    |
| <b>Balance, net surplus from year's operations, . . . . .</b>                                   | <b>1,623,804 63</b>    | <b>2,199,264 73</b>    |                       | <b>575,460 10</b>  |
| <b>Totals, . . . . .</b>                                                                        | <b>\$53,300,069 10</b> | <b>\$48,058,645 36</b> | <b>\$5,241,423 74</b> |                    |

## THE PENNSYLVANIA RAILROAD DIVISION, EMBRACING THE FOLLOWING LINES:—

|                                                        |                                                                             |                   |
|--------------------------------------------------------|-----------------------------------------------------------------------------|-------------------|
| Pennsylvania Railroad, . . . . .                       | } owned by the Pennsylvania Railroad Company, and represented by its stock, | 357.92 miles.     |
| River-Front Railroad, . . . . .                        |                                                                             | 3.64 "            |
| West Chester Railroad, . . . . .                       |                                                                             | 6.79 "            |
| Tyrone Branch, . . . . .                               |                                                                             | 3.12 "            |
| Port Perry Branch, . . . . .                           |                                                                             | 1.57 "            |
| Columbia Bridge, . . . . .                             |                                                                             | 1.02 "            |
| York Branch, . . . . .                                 |                                                                             | 12.00 "           |
| Hollidaysburg Branch, . . . . .                        |                                                                             | 58.17 "           |
| Indiana Branch, . . . . .                              |                                                                             | 18.91 "           |
| East Brandywine and Waynesburg Railroad, . . . . .     |                                                                             | 28.11 "           |
| Pomeroy and Newark Railroad, . . . . .                 |                                                                             | 26.70 "           |
| Columbia and Port Deposit Railroad, . . . . .          |                                                                             | 40.00 "           |
| Mifflin and Centre County Railroad, . . . . .          |                                                                             | 12.43 "           |
| Sunbury and Lewistown Railway, . . . . .               |                                                                             | 43.31 "           |
| Bedford and Bridgeport Railroad, . . . . .             | }                                                                           | 49.20 "           |
| Dunning's Creek Railroad, . . . . .                    |                                                                             |                   |
| Tyrone and Clearfield Railway, . . . . .               |                                                                             | 68.99 "           |
| Bald Eagle Valley Railroad, . . . . .                  |                                                                             | 80.13 "           |
| Ebensburg and Cresson Railroad, . . . . .              |                                                                             | 11.50 "           |
| Western Pennsylvania Railroad, . . . . .               |                                                                             | 84.55 "           |
| South West Pennsylvania Railway, . . . . .             |                                                                             | 71.43 "           |
| Pittsburgh, Virginia and Charleston Railway, . . . . . |                                                                             | 72.65 "           |
| Sunbury, Hazleton and Wilkesbarre Railway, . . . . .   |                                                                             | 43.44 "           |
| Lewisburg and Tyrone Railroad, . . . . .               |                                                                             | 70.66 "           |
| Hanover and York Railroad, . . . . .                   |                                                                             | 18.35 "           |
| Littlestown Railroad, . . . . .                        |                                                                             | 9.30 "            |
| Frederick and Pennsylvania Line Railroad, . . . . .    |                                                                             | 28.00 "           |
| North and West Branch Railway, . . . . .               |                                                                             | 42.00 "           |
| Pennsylvania Railroad Division, . . . . .              |                                                                             | <u>1,263.89</u> " |

The  $357\frac{92}{100}$  miles above given is length of Main Line from Broad Street Station, Philadelphia, to Pittsburgh, via Columbia,  $3\frac{80}{100}$  miles longer than by way of Mount Joy.

Newry Branch, one mile, is included in Hollidaysburg Branch.

EARNINGS AND EXPENSES FOR THE YEARS 1882 AND 1881, MAIN LINE AND BRANCHES,  
PITTSBURGH TO PHILADELPHIA.

|                                                            | 1882.                  | 1881.                  | INCREASE.             | DECREASE.   |
|------------------------------------------------------------|------------------------|------------------------|-----------------------|-------------|
| <b>EARNINGS.</b>                                           |                        |                        |                       |             |
| From general freights, . . . . .                           | \$23,517,177 94        | \$21,229,200 85        | \$2,287,977 09        |             |
| From miscellaneous freights, . . . . .                     | 215,409 94             | 170,918 96             | 44,490 98             |             |
| From passengers, first class, . . . . .                    | 5,567,561 25           | 4,702,753 44           | 864,807 81            |             |
| From passengers, emigrant, . . . . .                       | 271,016 04             | 320,631 30             |                       | \$49,615 26 |
| From Adams Express, . . . . .                              | 462,361 20             | 442,466 31             | 19,894 89             |             |
| From United States mails, . . . . .                        | 506,921 32             | 479,086 97             | 27,834 35             |             |
| From miscellaneous passengers, . . . . .                   | 123,877 07             | 106,491 46             | 17,385 61             |             |
| From rents, . . . . .                                      | 172,637 47             | 195,459 50             |                       | 22,822 03   |
| <b>Total earnings, . . . . .</b>                           | <b>\$30,836,962 23</b> | <b>\$27,647,008 79</b> | <b>\$3,189,953 44</b> |             |
| <b>EXPENSES.</b>                                           |                        |                        |                       |             |
| For conducting transportation, . . . . .                   | \$6,217,211 31         | \$5,705,010 31         | \$512,201 00          |             |
| For motive power, . . . . .                                | 5,163,214 44           | 4,379,351 54           | 783,862 90            |             |
| For maintenance of cars, . . . . .                         | 2,388,080 62           | 1,650,519 97           | 737,560 65            |             |
| For maintenance of way, . . . . .                          | 3,564,356 39           | 3,201,214 74           | 363,141 65            |             |
| For general expenses, . . . . .                            | 545,913 93             | 532,372 04             | 13,541 89             |             |
| <b>Total working expenses, . . . . .</b>                   | <b>\$17,878,776 69</b> | <b>\$15,468,468 60</b> | <b>\$2,410,308 09</b> |             |
| Rentals paid branch roads, . . . . .                       | 1,411,890 00           | 1,180,819 24           | 231,070 76            |             |
| Interest on equipment, &c. charged branch roads, . . . . . | 73,434 20              | 55,120 61              | 18,313 59             |             |
| <b>Net earnings to balance, . . . . .</b>                  | <b>11,472,861 34</b>   | <b>10,942,600 34</b>   | <b>530,261 00</b>     |             |
| <b>Totals, . . . . .</b>                                   | <b>\$30,836,962 23</b> | <b>\$27,647,008 79</b> | <b>\$3,189,953 44</b> |             |

INCOME ACCOUNT PENNSYLVANIA RAILROAD DIVISION.

|                                                                                                    | 1882.                  | 1881.                  | INCREASE.           | DECREASE.  |
|----------------------------------------------------------------------------------------------------|------------------------|------------------------|---------------------|------------|
| <b>RECEIPTS.</b>                                                                                   |                        |                        |                     |            |
| Net earnings as above, . . . . .                                                                   | \$11,472,861 34        | \$10,942,600 34        | \$530,261 00        |            |
| Receipts from investments, . . . . .                                                               | 3,973,308 86           | 3,723,626 07           | 249,682 79          |            |
| <b>Totals, . . . . .</b>                                                                           | <b>\$15,446,170 20</b> | <b>\$14,666,226 41</b> | <b>\$779,943 79</b> |            |
| <b>EXPENDITURES.</b>                                                                               |                        |                        |                     |            |
| Fund for purchase of guaranteed securities, . . . . .                                              | \$600,000 00           | \$600,000 00           |                     |            |
| Fund for redeeming consolidated mortgage bonds, . . . . .                                          | 282,810 00             | 286,480 00             |                     | \$3,670 00 |
| Rent of Harrisburg and Lancaster Railroad, . . . . .                                               | 130,917 42             | 130,917 42             |                     |            |
| Interest on bonded debt, . . . . .                                                                 | 3,198,889 20           | 3,349,568 00           |                     | 150,678 80 |
| Interest on account of purchase Main Line, . . . . .                                               | 174,544 14             | 188,299 00             |                     | 13,754 86  |
| Interest car trusts, . . . . .                                                                     | 319,482 36             | 428,944 43             |                     | 109,462 07 |
| Interest, mortgages, and ground-rents, . . . . .                                                   | 104,060 53             | 96,724 43              | \$7,336 10          |            |
| Interest, general account, and scrip, . . . . .                                                    | 8,778 86               |                        | 8,778 86            |            |
| Interest Pennsylvania Company for Insurances on<br>Lives, &c., stock Trust certificates, . . . . . | 395,820 00             |                        | 395,820 00          |            |
| Premium, exchange, commissions, &c., . . . . .                                                     | 578 92                 |                        | 578 92              |            |
| State tax on dividends, . . . . .                                                                  | 344,535 74             | 293,085 90             | 51,449 84           |            |
| State tax on bonds, . . . . .                                                                      |                        | 46,969 01              |                     | 46,969 01  |
| Guaranteed interest Shamokin Coal Company, . . . . .                                               | 3,500 00               | 7,000 00               |                     | 3,500 00   |
| Guaranteed interest Balt. and Potomac R. R. Co., . . . . .                                         |                        | 143,332 22             |                     | 143,332 22 |
| Guaranteed interest American Steamship Company, . . . . .                                          | 115,000 00             | 90,000 00              | 25,000 00           |            |
| Guaranteed interest and advances Allegheny Valley<br>Railroad Company, . . . . .                   | 618,975 00             | 400,085 00             | 218,890 00          |            |
| Guaranteed interest Philadelphia and Erie R. R. Co., . . . . .                                     |                        | 175,973 53             |                     | 175,973 53 |
| Guaranteed interest Sunbury, Hazleton and Wilkes-<br>barre Railway Company, . . . . .              | 50,000 00              | 50,000 00              |                     |            |
| Guaranteed interest Frederick and Pennsylvania Line<br>Railroad Company, . . . . .                 | 15,000 00              | 15,000 00              |                     |            |
| Dividend to stockholders, . . . . .                                                                | 6,890,714 75           | 5,861,718 00           | 1,028,996 75        |            |
| <b>Balance, net surplus Pennsylvania Railroad, Main Line and<br/>Branches, . . . . .</b>           | <b>2,192,563 28</b>    | <b>2,502,129 47</b>    |                     | 309,566 19 |
| <b>Totals, . . . . .</b>                                                                           | <b>\$15,446,170 20</b> | <b>\$14,666,226 41</b> | <b>\$779,943 79</b> |            |

## UNITED RAILROADS OF NEW JERSEY DIVISION, EMBRACING THE FOLLOWING LINES:—

|                                                                                 |                                              |             |
|---------------------------------------------------------------------------------|----------------------------------------------|-------------|
| Main Line—New York Division,<br>New York to Mantua,                             | Hudson River Ferries, . . . . .              | 1.00 miles. |
|                                                                                 | New Jersey Railroad, . . . . .               | 33.64 "     |
|                                                                                 | Camden and Amboy Railroad Branch, . . . . .  | 23.02 "     |
|                                                                                 | Trenton Bridge, . . . . .                    | 0.19 "      |
|                                                                                 | Philadelphia and Trenton Railroad, . . . . . | 23.66 "     |
|                                                                                 | Connecting Railway, . . . . .                | 6.75 "      |
|                                                                                 |                                              | <hr/> 88.26 |
| Branches whose operations are in-<br>cluded in Main Line,<br>New York Division, | Harsimus Branch, . . . . .                   | 1.55        |
|                                                                                 | Centre Street, Newark Branch, . . . . .      | 1.36        |
|                                                                                 | Bonhampton Branch, . . . . .                 | 1.89        |
|                                                                                 | Princeton Branch, . . . . .                  | 3.13        |
|                                                                                 | Millham Cut-off, Trenton, . . . . .          | 1.11        |
|                                                                                 | Tioga Branch, . . . . .                      | 1.23        |
|                                                                                 | Kensington Branch, . . . . .                 | 2.91        |
|                                                                                 |                                              | <hr/> 13.18 |
| Main Line—Amboy Division,<br>Camden to South Amboy,                             | Camden and Amboy Railroad, . . . . .         | 61.14       |
| Branches whose operations are in-<br>cluded in Main Line Amboy<br>Division,     | Monmouth Junction to Jamesburg, . . . . .    | 5.52        |
|                                                                                 | Trenton Branch, . . . . .                    | 6.08        |
|                                                                                 | Florence Branch, . . . . .                   | 2.14        |
|                                                                                 |                                              | <hr/> 13.74 |
| Perth Amboy and Woodbridge Railroad, . . . . .                                  |                                              | 6.40        |
| Millstone and New Brunswick Railroad, . . . . .                                 |                                              | 6.65        |
| Rocky Hill and Kingston Railroad, . . . . .                                     |                                              | 2.38        |
| Monmouth Junction to Kingston, . . . . .                                        |                                              | 4.16        |
|                                                                                 |                                              | <hr/> 6.54  |
| Frankford and Holmesburg Railroad, . . . . .                                    |                                              | 4.16        |
| Freehold and Jamesburg Agricultural Railroad, . . . . .                         |                                              | 27.54       |
| Pemberton and Hightstown Railroad, . . . . .                                    |                                              | 24.47       |
| Pemberton and Sea-Shore Railroad, . . . . .                                     |                                              | 17.85       |
| Columbus, Kinkora and Springfield Railroad, . . . . .                           |                                              | 14.18       |
| Burlington and Mount Holly Railroad, . . . . .                                  |                                              | 7.15        |
| Camden and Burlington County Railroad, . . . . .                                |                                              | 22.46       |
| Mount Holly, Lumberton and Medford Railroad, . . . . .                          |                                              | 6.19        |
| Vincentown Branch, . . . . .                                                    |                                              | 2.84        |
| Belvidere Delaware Railroad, . . . . .                                          |                                              | 67.49       |
| Flemington Railroad, . . . . .                                                  |                                              | 11.67       |
| Philadelphia and Long Branch Railway, . . . . .                                 |                                              | 27.77       |
|                                                                                 |                                              | <hr/>       |
| United Railroads of New Jersey Division, . . . . .                              |                                              | 429.68      |

EARNINGS AND EXPENSES OF THE UNITED RAILROADS OF NEW JERSEY DIVISION FOR THE YEARS 1882 AND 1881.

|                                                                                                                  | 1882.                  | 1881.                  | INCREASE.             | DECREASE.        |
|------------------------------------------------------------------------------------------------------------------|------------------------|------------------------|-----------------------|------------------|
| <b>EARNINGS.</b>                                                                                                 |                        |                        |                       |                  |
| From general freights, . . . . .                                                                                 | \$7,549,962 68         | \$7,152,710 78         | \$397,251 90          |                  |
| From miscellaneous freights, . . . . .                                                                           | 293,215 56             | 176,744 45             | 116,471 11            |                  |
| From passengers, first class, . . . . .                                                                          | 5,184,212 82           | 4,531,868 57           | 652,344 25            |                  |
| From passengers, emigrant, . . . . .                                                                             | 67,052 17              | 72,038 99              |                       | \$4,986 82       |
| From Adams Express, . . . . .                                                                                    | 324,420 52             | 303,174 37             | 21,246 15             |                  |
| From United States mails, . . . . .                                                                              | 188,311 44             | 194,605 64             |                       | 6,294 20         |
| From miscellaneous passengers, . . . . .                                                                         | 70,865 21              | 50,645 46              | 20,219 75             |                  |
| <b>Total earnings, . . . . .</b>                                                                                 | <b>\$13,678,040 40</b> | <b>\$12,481,788 26</b> | <b>\$1,196,252 14</b> |                  |
| <b>EXPENSES.</b>                                                                                                 |                        |                        |                       |                  |
| For conducting transportation, . . . . .                                                                         | \$5,310,453 62         | \$4,704,054 12         | \$606,399 50          |                  |
| For motive power, . . . . .                                                                                      | 2,336,696 98           | 2,036,265 65           | 300,431 33            |                  |
| For maintenance of cars, . . . . .                                                                               | 513,493 38             | 584,106 48             |                       | \$70,613 10      |
| For maintenance of way, . . . . .                                                                                | 1,621,565 88           | 1,181,437 31           | 440,128 57            |                  |
| For general expenses, . . . . .                                                                                  | 92,104 22              | 73,103 30              | 19,000 92             |                  |
| <b>Total working expenses, . . . . .</b>                                                                         | <b>\$9,874,314 08</b>  | <b>\$8,578,966 86</b>  | <b>\$1,295,347 22</b> |                  |
| Interest on equipment Belvidere Delaware Railroad and<br>Freehold and Jamesburg Agricultural Railroad, . . . . . | 43,409 13              | 48,391 31              |                       | \$4,982 18       |
| <b>Net earnings to balance, . . . . .</b>                                                                        | <b>3,760,317 19</b>    | <b>3,854,430 09</b>    |                       | <b>94,112 90</b> |
| <b>Totals, . . . . .</b>                                                                                         | <b>\$13,678,040 40</b> | <b>\$12,481,788 26</b> | <b>\$1,196,252 14</b> |                  |

CANAL, embracing—

|                                       |             |
|---------------------------------------|-------------|
| Delaware and Raritan Canal, . . . . . | 44 miles.   |
| Feeder, . . . . .                     | 22 "        |
| <b>Total, . . . . .</b>               | <b>66 "</b> |

EARNINGS AND EXPENSES OF THE DELAWARE AND RARITAN CANAL FOR THE YEARS 1882 AND 1881.

|                                           | 1882.               | 1881.               | INCREASE.          | DECREASE.          |
|-------------------------------------------|---------------------|---------------------|--------------------|--------------------|
| <b>EARNINGS.</b>                          |                     |                     |                    |                    |
| From tolls on boats, . . . . .            | \$5,080 44          | \$5,419 48          |                    | \$339 04           |
| From tolls on lading, . . . . .           | 381,750 97          | 368,922 10          | \$12,828 87        |                    |
| From steam-towing, . . . . .              | 140,169 61          | 158,948 60          |                    | 18,778 99          |
| From incidentals, . . . . .               | 21,000 10           | 2,734 02            | 18,356 08          |                    |
| From rents, . . . . .                     | 5,326 58            | 5,052 53            | 274 05             |                    |
| <b>Total earnings, . . . . .</b>          | <b>\$553,417 70</b> | <b>\$541,076 73</b> | <b>\$12,340 97</b> |                    |
| <b>EXPENSES.</b>                          |                     |                     |                    |                    |
| For maintenance of canal, . . . . .       | \$119,054 00        | \$95,537 53         | \$23,516 47        |                    |
| For canal operation, . . . . .            | 84,591 24           | 61,410 81           | 23,180 43          |                    |
| For steam-towing, . . . . .               | 91,134 89           | 75,365 83           | 15,769 06          |                    |
| <b>Total working expenses, . . . . .</b>  | <b>\$294,780 13</b> | <b>\$232,314 17</b> | <b>\$62,465 96</b> |                    |
| <b>Net earnings to balance, . . . . .</b> | <b>258,637 57</b>   | <b>308,762 56</b>   |                    | <b>\$50,124 99</b> |
| <b>Totals, . . . . .</b>                  | <b>\$553,417 70</b> | <b>\$541,076 73</b> | <b>\$12,340 97</b> |                    |



## INCOME ACCOUNT UNITED NEW JERSEY RAILROAD AND CANAL COMPANY FOR THE YEARS 1882 AND 1881.

|                                                                   | 1882.          | 1881.          | INCREASE.    | DECREASE.    |
|-------------------------------------------------------------------|----------------|----------------|--------------|--------------|
| RECEIPTS.                                                         |                |                |              |              |
| Net earnings United Railroads of New Jersey, . . . . .            | \$3,760,317 19 | \$3,854,430 09 |              | \$94,112 90  |
| Net earnings Delaware and Raritan Canal, . . . . .                | 258,637 57     | 308,762 56     |              | 50,124 99    |
| Interest from investments, . . . . .                              | 91,796 95      | 98,060 72      |              | 6,263 77     |
| Rents, . . . . .                                                  | 155,129 67     | 112,775 74     | \$42,353 93  |              |
| Total income, . . . . .                                           | \$4,265,881 38 | \$4,374,029 11 |              | \$108,147 73 |
| PAYMENTS.                                                         |                |                |              |              |
| Dividends United New Jersey Railroad and Canal Company, . . . . . | \$2,158,450 00 | \$2,143,450 00 | \$15,000 00  |              |
| Organizations, salaries, &c., . . . . .                           | 11,500 00      | 11,500 00      |              |              |
| Interest on New Jersey loans, . . . . .                           | 1,193,996 96   | 1,194,263 66   |              | \$266 70     |
| Dividends for branch roads, . . . . .                             | 55,702 50      | 55,702 50      |              |              |
| Interest on branch road loans, . . . . .                          | 73,200 00      | 73,200 00      |              |              |
| Interest on mortgages and ground-rents, . . . . .                 | 74,372 67      | 73,446 56      | 926 11       |              |
| Rentals leased roads and Trenton bridge, . . . . .                | 704,369 61     | 625,451 18     | 78,918 43    |              |
| Transit duty and taxes, . . . . .                                 | 332,894 48     | 302,894 98     | 29,999 50    |              |
| Rents, . . . . .                                                  | 230,153 81     | 196,984 97     | 33,168 84    |              |
| Total payments, . . . . .                                         | \$4,834,640 03 | \$4,676,893 85 | \$157,746 18 |              |
| Loss, . . . . .                                                   | \$568,758 65   | \$302,864 74   | \$265,893 91 |              |

PHILADELPHIA AND ERIE RAILROAD.

287<sup>1</sup>/<sub>10</sub> MILES IN LENGTH.

EARNINGS AND EXPENSES FOR THE YEARS 1882 AND 1881.

|                                                                             | 1882.          | 1881.          | INCREASE.    | DECREASE.  |
|-----------------------------------------------------------------------------|----------------|----------------|--------------|------------|
| EARNINGS.                                                                   |                |                |              |            |
| From general freights, . . . . .                                            | \$3,138,455 69 | \$2,746,609 37 | \$391,846 32 |            |
| From miscellaneous freights, . . . . .                                      | 115,018 18     | 96,263 05      | 18,755 13    |            |
| From passengers, first class, . . . . .                                     | 660,764 77     | 532,967 02     | 127,797 75   |            |
| From passengers, emigrant, . . . . .                                        | 8,245 74       | 6,850 41       | 1,395 33     |            |
| From express, . . . . .                                                     | 47,900 31      | 36,351 42      | 11,548 89    |            |
| From carrying U. S. mails, . . . . .                                        | 27,464 35      | 27,047 96      | 416 39       |            |
| From miscellaneous passengers, . . . . .                                    | 13,564 25      | 8,219 82       | 5,344 43     |            |
| Total earnings, . . . . .                                                   | \$4,011,413 29 | \$3,454,309 05 | \$557,104 24 |            |
| EXPENSES.                                                                   |                |                |              |            |
| For conducting transportation, . . . . .                                    | \$871,038 77   | \$777,999 74   | \$93,039 03  |            |
| For motive power, . . . . .                                                 | 738,465 31     | 718,758 74     | 19,706 57    |            |
| For maintenance of cars, . . . . .                                          | 298,857 06     | 278,411 49     | 20,445 57    |            |
| For maintenance of way, . . . . .                                           | 691,173 41     | 654,890 33     | 36,283 08    |            |
| Total expenses, . . . . .                                                   | \$2,599,534 55 | \$2,430,060 30 | \$169,474 25 |            |
| Interest on equipment paid to Pennsylvania Railroad Company, . . . . .      | 160,410 55     | 165,345 12     |              | \$4,934 57 |
| Net earnings to credit of Philadelphia and Erie Railroad Company, . . . . . | 1,251,468 19   | 858,903 63     | 392,564 56   |            |
| Totals, . . . . .                                                           | \$4,011,413 29 | \$3,454,309 05 | \$557,104 24 |            |

Dr.

## TRANSPORTATION BALANCE—SHEET FOR THE YEAR 1882.

|                                                    |                 |                 |
|----------------------------------------------------|-----------------|-----------------|
| To amount of stock on hand January 1st, 1882:—     |                 |                 |
| Pennsylvania Railroad Division, . . . . .          | \$2,243,303 68  |                 |
| United Railroads of New Jersey Division, . . . . . | 765,948 52      |                 |
| Philadelphia and Erie Railroad Division, . . . . . | 304,080 04      |                 |
|                                                    |                 | \$3,313,332 24  |
| To pay-rolls:—                                     |                 |                 |
| Pennsylvania Railroad Division, . . . . .          | \$11,448,048 46 |                 |
| United Railroads of New Jersey Division, . . . . . | 5,902,808 08    |                 |
| Philadelphia and Erie Railroad Division, . . . . . | 1,918,468 93    |                 |
|                                                    |                 | 19,269,325 47   |
| To bills:—                                         |                 |                 |
| Pennsylvania Railroad Division, . . . . .          | \$25,562,514 69 |                 |
| United Railroads of New Jersey Division, . . . . . | 7,020,022 86    |                 |
| Philadelphia and Erie Railroad Division, . . . . . | 3,032,644 85    |                 |
|                                                    |                 | 35,615,182 40   |
| Total, . . . . .                                   |                 |                 |
|                                                    |                 | \$58,197,840 11 |

TRANSPORTATION BALANCE-SHEET FOR THE YEAR 1882.

Cr.

By amounts expended in the following departments: Pennsylvania Railroad Division, including Sunbury, Hazleton and Wilkesbarre Railroad, Lewisburg and Tyrone Railroad, and North and West Branch Railway :—

|                                      |                |                 |
|--------------------------------------|----------------|-----------------|
| Conducting transportation, . . . . . | \$6,217,211 31 |                 |
| Motive power, . . . . .              | 5,163,214 44   |                 |
| Maintenance of cars, . . . . .       | 2,388,080 62   |                 |
| Maintenance of way, . . . . .        | 3,564,356 39   |                 |
| General expenses, . . . . .          | 545,913 93     |                 |
|                                      |                | \$17,878,776 69 |

United Railroads of New Jersey Division, including Belvidere Delaware Railroad and Flemington Branch :—

|                                      |                |              |
|--------------------------------------|----------------|--------------|
| Conducting transportation, . . . . . | \$5,310,453 62 |              |
| Motive power, . . . . .              | 2,336,696 98   |              |
| Maintenance of cars, . . . . .       | 513,493 38     |              |
| Maintenance of way, . . . . .        | 1,621,565 88   |              |
| General expenses, . . . . .          | 92,104 22      |              |
|                                      |                | 9,874,314 08 |

Philadelphia and Erie Railroad Division, excluding Sunbury, Hazleton and Wilkesbarre Railroad, Lewisburg and Tyrone Railroad, and North and West Branch Railway :—

|                                      |              |              |
|--------------------------------------|--------------|--------------|
| Conducting transportation, . . . . . | \$871,038 77 |              |
| Motive power, . . . . .              | 738,465 31   |              |
| Maintenance of cars, . . . . .       | 298,857 06   |              |
| Maintenance of way, . . . . .        | 691,173 41   |              |
|                                      |              | 2,599,534 55 |

Delaware and Raritan Canal :—

|                                 |              |            |
|---------------------------------|--------------|------------|
| Maintenance of canal, . . . . . | \$119,054 00 |            |
| Canal operation, . . . . .      | 84,591 24    |            |
| Steam-towing, . . . . .         | 91,134 89    |            |
|                                 |              | 294,780 13 |

By individuals and companies :—

|                                                    |                |               |
|----------------------------------------------------|----------------|---------------|
| Pennsylvania Railroad Division, . . . . .          | \$9,258,991 68 |               |
| United Railroads of New Jersey Division, . . . . . | 888,453 99     |               |
| Philadelphia and Erie Railroad Division, . . . . . | 589,941 11     |               |
|                                                    |                | 10,737,386 78 |

By construction, equipment, and real estate :—

|                                                                                                          |                |              |
|----------------------------------------------------------------------------------------------------------|----------------|--------------|
| Pennsylvania Railroad Division, . . . . .                                                                | \$7,047,326 74 |              |
| Construction and real estate United Railroads of New Jersey Division, including Harsimus Cove, . . . . . | 1,029,401 81   |              |
|                                                                                                          |                | 8,076,728 55 |

By rentals leased roads, interest on equipment, rents, transit duty, &c., . . . . . 4,350,883 65

By interest on mortgages and ground-rents :—

|                                                    |              |            |
|----------------------------------------------------|--------------|------------|
| Pennsylvania Railroad Division, . . . . .          | \$108,605 94 |            |
| United Railroads of New Jersey Division, . . . . . | 74,972 67    |            |
|                                                    |              | 183,578 61 |

By amount of stock on hand December 31st, 1882 :—

|                                                    |                |              |
|----------------------------------------------------|----------------|--------------|
| Pennsylvania Railroad Division, . . . . .          | \$2,883,663 21 |              |
| United Railroads of New Jersey Division, . . . . . | 1,006,632 36   |              |
| Philadelphia and Erie Railroad Division, . . . . . | 311,561 50     |              |
|                                                    |                | 4,201,857 07 |

Total, . . . . . \$58,197,840 11

## PENNSYLVANIA RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1882.—STATEMENT No. 1.

General Exhibit of Earnings and Expenses for the year ending December 31st, including Sunbury, Hazleton and  
*Dr* Wilkesbarre, Lewisburg and Tyrone, and North and West Branch Railroads. *Cr.*

|                                                                   |                                                      | PASSENGER.     | FREIGHT.       | TOTALS.         |
|-------------------------------------------------------------------|------------------------------------------------------|----------------|----------------|-----------------|
| 1882. To amount<br>of earnings from                               | 1882. By amount<br>of expenses in                    |                |                |                 |
| Freight at stations and<br>tolls on individual<br>cars, . . . . . | Conducting transpor-<br>tation, . . . . .            | \$1,566,080 69 | \$4,651,130 62 | \$6,217,211 31  |
| Miscellaneous, . . . . .                                          | Motive power, . . . . .                              | 1,081,869 55   | 4,081,344 89   | 5,163,214 44    |
|                                                                   | Maintenance of cars, . . . . .                       | 596,885 88     | 1,791,194 74   | 2,388,080 62    |
|                                                                   | Maintenance of way, . . . . .                        | 889,719 98     | 2,674,636 41   | 3,564,356 39    |
|                                                                   | General expenses, . . . . .                          | 127,702 54     | 418,211 39     | 545,913 93      |
| First class passengers, . . . . .                                 |                                                      |                |                |                 |
| Emigrant passengers, . . . . .                                    |                                                      |                |                |                 |
| Express, . . . . .                                                |                                                      |                |                |                 |
| Carrying United States<br>mails, . . . . .                        |                                                      |                |                |                 |
| Miscellaneous, . . . . .                                          |                                                      |                |                |                 |
|                                                                   | Interest on equipment<br>branch roads, . . . . .     |                |                | 73,434 20       |
|                                                                   | Rentals paid branch<br>roads, . . . . .              |                |                | 1,411,890 00    |
|                                                                   | By amount of net pro-<br>ceeds to balance, . . . . . |                |                | 11,472,861 34   |
| Rents, . . . . .                                                  |                                                      |                |                |                 |
| Total, . . . . .                                                  | Total, . . . . .                                     |                |                | \$30,836,962 23 |

## PENNSYLVANIA RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1882.—STATEMENT No. 2.

Earnings and Expenses, showing net earnings by months for the year ending December 31st, including Sunbury, Hazleton  
and Wilkesbarre, Lewisburg and Tyrone, and North and West Branch Railroads.

| MONTH.               | GROSS EARNINGS. | EXPENSES.       | NET EARNINGS.   | Interest on equip-<br>ment, rents, and<br>interest on mort-<br>gages, branch rds. | Rentals paid to<br>Branch Roads. | Net earnings after<br>deducting rentals<br>and interest on<br>equipment, &c. |
|----------------------|-----------------|-----------------|-----------------|-----------------------------------------------------------------------------------|----------------------------------|------------------------------------------------------------------------------|
| January, . . . . .   | \$2,159,287 41  | \$1,326,127 87  | \$833,159 54    | \$5,192 42                                                                        | \$115,279 67                     | \$712,687 45                                                                 |
| February, . . . . .  | 2,153,239 97    | 1,293,550 83    | 859,689 14      | 4,456 42                                                                          | 117,517 05                       | 737,715 67                                                                   |
| March, . . . . .     | 2,551,521 21    | 1,513,400 01    | 1,038,121 20    | 5,107 84                                                                          | 105,402 50                       | 927,610 86                                                                   |
| April, . . . . .     | 2,493,324 21    | 1,501,793 21    | 991,531 00      | 4,775 85                                                                          | 105,270 84                       | 881,484 31                                                                   |
| May, . . . . .       | 2,641,871 48    | 1,310,204 10    | 1,331,667 38    | 4,566 63                                                                          | 135,955 36                       | 1,191,145 39                                                                 |
| June, . . . . .      | 2,582,945 89    | 1,585,129 26    | 997,816 63      | 5,297 34                                                                          | 125,640 81                       | 866,878 48                                                                   |
| July, . . . . .      | 2,540,997 38    | 1,454,663 88    | 1,086,333 50    | 6,961 30                                                                          | 110,601 08                       | 968,771 12                                                                   |
| August, . . . . .    | 2,834,613 27    | 1,536,184 41    | 1,298,428 86    | 13,020 97                                                                         | 108,772 20                       | 1,176,635 69                                                                 |
| September, . . . . . | 2,687,519 93    | 1,570,339 55    | 1,117,180 38    | 5,640 86                                                                          | 115,987 31                       | 995,552 21                                                                   |
| October, . . . . .   | 2,854,193 09    | 1,458,960 56    | 1,395,232 53    | 5,629 39                                                                          | 131,540 76                       | 1,258,062 38                                                                 |
| November, . . . . .  | 2,742,207 65    | 1,574,772 79    | 1,167,434 86    | 5,951 16                                                                          | 112,503 76                       | 1,048,979 94                                                                 |
| December, . . . . .  | 2,595,240 74    | 1,753,650 22    | 841,590 52      | 6,834 02                                                                          | 127,418 66                       | 707,337 84                                                                   |
| Totals, . . . . .    | \$30,836,962 23 | \$17,878,776 69 | \$12,958,185 54 | \$73,434 20                                                                       | \$1,411,890 00                   | \$11,472,861 34                                                              |

## PENNSYLVANIA RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1882.—STATEMENT No. 3.

Earnings in detail for the year ending December 31st, including Sunbury, Hazleton and Wilkesbarre, Lewisburg and Tyrone, and North and West Branch Railroads.

| CLASS.                             | JANUARY.       | FEBRUARY.      | MARCH.         | APRIL.         | MAY.           | JUNE.          | JULY.          | AUGUST.        | SEPTEMBER.     | OCTOBER.       | NOVEMBER.      | DECEMBER.      | TOTALS.         |
|------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|
| <b>FREIGHT EARNINGS.</b>           |                |                |                |                |                |                |                |                |                |                |                |                |                 |
| From freight at stations and tolls | \$1,675,398 51 | \$1,711,855 54 | \$1,989,870 96 | \$1,910,146 20 | \$1,987,221 35 | \$1,917,923 96 | \$1,892,423 68 | \$2,139,305 35 | \$2,007,602 10 | \$2,127,608 97 | \$2,167,046 10 | \$1,987,864 92 | \$23,517,177 94 |
| on individual cars.                |                |                |                |                |                |                |                |                |                |                |                |                |                 |
| Miscellaneous.                     | 11,000 92      | 13,202 21      | 20,377 30      | 10,849 99      | 18,985 72      | 28,140 74      | 11,936 87      | 22,419 07      | 18,862 11      | 15,761 52      | 16,177 27      | 27,006 22      | 215,409 94      |
| Total freight earnings.            | \$1,686,399 73 | \$1,725,147 75 | \$2,010,248 26 | \$1,920,996 19 | \$2,006,207 07 | \$1,946,064 70 | \$1,904,360 55 | \$2,161,724 42 | \$2,026,464 21 | \$2,143,370 49 | \$2,183,223 37 | \$2,014,871 14 | \$23,732,587 88 |
| <b>PASSENGER EARNINGS.</b>         |                |                |                |                |                |                |                |                |                |                |                |                |                 |
| From first class passengers.       | \$353,919 49   | \$324,422 82   | \$423,665 53   | \$420,967 10   | \$454,817 99   | \$471,157 66   | \$526,539 44   | \$568,234 86   | \$540,176 09   | \$573,830 26   | \$439,030 97   | \$470,799 04   | \$5,567,561 25  |
| From emigrant passengers.          | 5,317 55       | 11,836 14      | 25,861 77      | 55,788 75      | 73,350 66      | 26,282 10      | 19,859 58      | 14,543 62      | 10,147 43      | 11,962 23      | 13,185 90      | 2,880 31       | 271,016 04      |
| From express.                      | 27,725 00      | 37,259 14      | 35,906 25      | 35,392 19      | 36,224 16      | 33,815 13      | 26,542 23      | 33,593 75      | 39,719 91      | 51,299 75      | 47,332 53      | 55,571 16      | 462,361 20      |
| From United States mails.          | 35,592 41      | 35,592 41      | 35,689 99      | 35,592 41      | 35,592 41      | 80,947 73      | 39,352 85      | 39,323 50      | 41,823 10      | 48,424 77      | 39,504 65      | 39,485 09      | 506,921 32      |
| Miscellaneous.                     | 6,106 56       | 7,481 46       | 9,589 14       | 10,367 19      | 9,981 16       | 11,359 30      | 9,797 81       | 11,756 35      | 10,819 25      | 15,940 29      | 12,121 33      | 8,557 23       | 123,877 07      |
| Total passenger earnings.          | \$428,661 01   | \$416,591 97   | \$530,712 68   | \$558,107 64   | \$609,666 38   | \$623,561 92   | \$624,091 91   | \$667,442 08   | \$642,685 78   | \$701,447 30   | \$551,175 38   | \$577,292 85   | \$6,931,736 88  |
| From rents.                        | \$40,716 67    | \$11,500 25    | \$10,560 27    | \$14,220 38    | \$25,698 03    | \$13,319 27    | \$12,544 92    | \$5,446 77     | \$18,369 94    | \$9,375 30     | \$7,868 90     | \$3,076 77     | \$172,657 47    |
| Total earnings from all sources.   | \$2,159,287 11 | \$2,153,239 97 | \$2,551,521 21 | \$2,493,324 21 | \$2,641,871 48 | \$2,582,945 89 | \$2,540,997 38 | \$2,834,613 27 | \$2,687,519 93 | \$2,854,193 09 | \$2,742,207 65 | \$2,595,240 74 | \$30,816,962 23 |

## PENNSYLVANIA RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1882.—STATEMENT No. 4.

Expenses in detail for the year ending December 31st, including Sunbury, Hazleton and Wilkesbarre, Lewisburg and Tyrone, and North and West Branch Railroads.

| HEADS OF ACCOUNTS.                                                | PASSENGER.     | FREIGHT.       | TOTALS.        |
|-------------------------------------------------------------------|----------------|----------------|----------------|
| CONDUCTING TRANSPORTATION.                                        |                |                |                |
| Advertising, . . . . .                                            | \$55,136 16    | \$24,200 16    | \$79,336 32    |
| Agents, . . . . .                                                 | 66,656 42      | 105,460 77     | 172,117 19     |
| Baggage masters, . . . . .                                        | 82,486 28      |                | 82,486 28      |
| Brakemen, . . . . .                                               | 102,511 41     | 1,003,178 08   | 1,105,689 49   |
| Cars, cleaning and inspecting, . . . . .                          | 102,525 16     | 94,998 90      | 197,524 06     |
| Car furniture and fixtures, . . . . .                             | 60,955 96      | 93,096 84      | 154,052 80     |
| Car service, . . . . .                                            | 39,055 54      | 554,243 05     | 593,298 59     |
| Clerks, . . . . .                                                 | 71,423 67      | 365,692 74     | 437,116 41     |
| Conductors and train agents, . . . . .                            | 117,952 85     | 376,891 62     | 494,844 47     |
| Dispatchers, . . . . .                                            | 29,057 81      | 105,222 86     | 134,280 67     |
| Docks, dredging and cleaning, . . . . .                           |                | 15,363 30      | 15,363 30      |
| Expenses of stations (except labor), . . . . .                    | 17,306 61      | 22,658 36      | 39,964 97      |
| Expenses of grain elevator, . . . . .                             |                | 13,316 71      | 13,316 71      |
| Foreign agencies, . . . . .                                       | 60,171 08      | 4,705 37       | 64,876 45      |
| Fuel at stations, . . . . .                                       | 12,454 28      | 10,611 07      | 23,065 35      |
| Fuel for cars, . . . . .                                          | 14,608 68      |                | 14,608 68      |
| Incidentals, . . . . .                                            | 81,886 04      | 154,293 67     | 236,179 71     |
| Insurance, . . . . .                                              | 17,907 45      | 50,454 45      | 68,361 90      |
| Labor at stations, . . . . .                                      | 33,861 16      | 287,668 61     | 321,529 77     |
| Legal expenses, . . . . .                                         | 7,358 32       | 20,944 79      | 28,303 11      |
| Light at stations, . . . . .                                      | 24,333 28      | 30,062 44      | 54,395 72      |
| Light for cars, . . . . .                                         | 16,657 51      | 9,905 00       | 26,562 51      |
| Loss and damage, &c., . . . . .                                   | 54,639 64      | 105,058 61     | 159,698 25     |
| Mail expenses, . . . . .                                          | 7,128 10       |                | 7,128 10       |
| Oil, tallow, waste, &c., . . . . .                                | 21,297 96      | 91,251 86      | 112,549 82     |
| Pittsburgh transfer, . . . . .                                    |                | 118,765 27     | 118,765 27     |
| Stationery and printing, . . . . .                                | 61,532 08      | 105,504 41     | 167,036 49     |
| Stations, repairs of and furniture for, . . . . .                 | 211,831 72     | 173,283 80     | 385,115 52     |
| Superintendents, . . . . .                                        | 16,563 91      | 51,322 72      | 67,886 63      |
| Switchmen, . . . . .                                              | 16,509 44      | 58,702 53      | 75,211 97      |
| Taxes on depots, &c., . . . . .                                   | 14,231 47      | 46,948 18      | 61,179 65      |
| Tax, "State," . . . . .                                           | 54,809 74      | 188,350 18     | 243,159 92     |
| Teaming, . . . . .                                                | 102 00         | 12,448 60      | 12,550 60      |
| Telegraph expenses, . . . . .                                     | 68,674 73      | 196,594 03     | 265,268 76     |
| Tolls, Junction Railroad, . . . . .                               | 820 79         | 14,530 00      | 15,350 79      |
| Tolls, Philadelphia, Wilmington and Baltimore Railroad, . . . . . | 3,249 99       | 19,302 43      | 22,552 42      |
| Tolls, Lewisburg bridge, . . . . .                                | 1,885 47       | 15,180 34      | 17,065 81      |
| Watchmen, . . . . .                                               | 16,425 19      | 62,754 74      | 79,179 93      |
| Wharves and landings, repairs of, . . . . .                       |                | 13,272 38      | 13,272 38      |
| Wrecks, clearing, . . . . .                                       | 2,072 79       | 34,891 75      | 36,964 54      |
| Total, . . . . .                                                  | \$1,566,080 69 | \$4,651,130 62 | \$6,217,211 31 |

STATEMENT No. 4.—Continued.

| HEADS OF ACCOUNTS.                                       | PASSENGER.            | FREIGHT.              | TOTALS.               |
|----------------------------------------------------------|-----------------------|-----------------------|-----------------------|
| <b>MOTIVE POWER.</b>                                     |                       |                       |                       |
| Coal for locomotives, . . . . .                          | \$161,498 74          | \$923,732 43          | \$1,085,231 17        |
| Engineers and firemen, . . . . .                         | 252,342 29            | 938,463 81            | 1,190,806 10          |
| Engine houses, machine shops, &c., repairs of, . . . . . | 55,735 18             | 220,657 75            | 276,392 93            |
| Fuel for stoves, . . . . .                               | 2,824 14              | 10,343 87             | 13,168 01             |
| Incidentals, . . . . .                                   | 26,439 93             | 99,440 15             | 125,880 08            |
| Laborers, . . . . .                                      | 80,836 47             | 300,072 67            | 380,909 14            |
| Locomotive furniture and fixtures, . . . . .             | 21,569 11             | 82,282 27             | 103,851 38            |
| Locomotives, repairs of, . . . . .                       | 352,778 84            | 1,013,189 94          | 1,365,968 78          |
| Oil for locomotives, . . . . .                           | 15,872 99             | 57,144 07             | 73,017 06             |
| Stationery and printing, . . . . .                       | 4,085 84              | 15,651 56             | 19,737 40             |
| Tallow for locomotives, . . . . .                        | 12,799 47             | 62,198 94             | 74,998 41             |
| Taxes on engine houses and shops, . . . . .              | 7,284 63              | 29,138 52             | 36,423 15             |
| Tools and machinery, repairs of, . . . . .               | 23,073 38             | 91,637 24             | 114,710 62            |
| Waste for locomotives, . . . . .                         | 7,688 00              | 21,272 48             | 28,960 48             |
| Watchmen, . . . . .                                      | 6,390 00              | 22,686 81             | 29,076 81             |
| Water, wood, and coal stations, repairs of, . . . . .    | 15,254 25             | 56,413 28             | 71,667 53             |
| Water, wood, and coal stations, expenses of, . . . . .   | 27,470 03             | 98,803 84             | 126,273 87            |
| Wood for locomotives, . . . . .                          | 7,926 26              | 38,215 26             | 46,141 52             |
| <b>Total, . . . . .</b>                                  | <b>\$1,081,869 55</b> | <b>\$4,081,344 89</b> | <b>\$5,163,214 44</b> |
| <b>MAINTENANCE OF WAY.</b>                               |                       |                       |                       |
| Ballast, . . . . .                                       | \$61,842 32           | \$218,482 82          | \$280,325 14          |
| Bridges, repairs of, . . . . .                           | 79,915 64             | 202,560 14            | 282,475 78            |
| Cars, repairs of (in M. W. service), . . . . .           | 4,195 95              | 12,102 97             | 16,298 92             |
| Clerks, . . . . .                                        | 3,578 53              | 11,673 70             | 15,252 23             |
| Cross-ties, . . . . .                                    | 144,158 00            | 400,086 31            | 544,244 31            |
| Expenses on property, . . . . .                          | 20,759 45             | 68,526 15             | 89,285 60             |
| Foreman, tool, and watch houses, repairs of, . . . . .   | 2,863 43              | 9,302 26              | 12,165 69             |
| Frogs, . . . . .                                         | 6,599 79              | 21,275 72             | 27,875 51             |
| Incidentals, . . . . .                                   | 7,067 14              | 24,346 18             | 31,413 32             |
| Oil, tallow, waste, &c., . . . . .                       | 1,875 21              | 6,893 48              | 8,768 69              |
| Rails, iron, . . . . .                                   | 16,625 65             | 35,711 49             | 52,337 14             |
| Rails, steel, . . . . .                                  | 106,574 00            | 333,944 92            | 440,518 92            |
| Road-bed, repairs of, labor and materials, . . . . .     | 119,237 31            | 331,816 63            | 451,053 94            |
| Snow and ice, removing, . . . . .                        | 7,301 89              | 24,204 38             | 31,506 27             |
| Spikes, . . . . .                                        | 8,094 70              | 26,161 58             | 34,256 28             |
| Splices, . . . . .                                       | 15,319 89             | 47,930 36             | 63,250 25             |
| Stationery and printing, . . . . .                       | 1,492 27              | 5,014 54              | 6,506 81              |
| Superintendents and supervisors, . . . . .               | 12,307 07             | 36,939 25             | 49,246 32             |
| Switches, . . . . .                                      | 23,496 05             | 83,999 16             | 107,495 21            |
| Taxes on real estate for roads, . . . . .                | 15,991 98             | 53,507 82             | 69,499 80             |
| Telegraph, repairs of, . . . . .                         | 9,062 02              | 28,911 52             | 37,973 54             |
| Tools and repairs of tools, . . . . .                    | 11,041 00             | 33,201 10             | 44,242 10             |
| Track, labor repairing, . . . . .                        | 179,608 66            | 561,510 53            | 741,119 19            |
| Watchmen, . . . . .                                      | 30,712 03             | 96,533 40             | 127,245 43            |
| <b>Total, . . . . .</b>                                  | <b>\$889,719 98</b>   | <b>\$2,674,636 41</b> | <b>\$3,564,356 39</b> |

## STATEMENT No. 4.—Continued.

| HEADS OF ACCOUNTS.                                                   | PASSENGER.     | FREIGHT.        | TOTALS.         |
|----------------------------------------------------------------------|----------------|-----------------|-----------------|
| MAINTENANCE OF CARS.                                                 |                |                 |                 |
| Car shops and sheds, repairs of, . . . . .                           | \$13,202 12    | \$52,474 66     | \$65,676 78     |
| Cars, repairs of, freight, . . . . .                                 |                | 1,576,387 49    | 1,576,387 49    |
| Cars, repairs of, passenger, baggage, express, and postal, . . . . . | 539,655 77     |                 | 539,655 77      |
| Fuel for stoves, . . . . .                                           | 1,249 51       | 4,414 43        | 5,663 94        |
| Incidentals, . . . . .                                               | 2,561 05       | 10,244 29       | 12,805 34       |
| Insurance, . . . . .                                                 | 7,187 10       | 17,598 40       | 24,785 50       |
| Laborers, . . . . .                                                  | 14,390 32      | 56,423 00       | 70,813 32       |
| Tools and repairs of tools, . . . . .                                | 14,917 50      | 59,102 50       | 74,020 00       |
| Watchmen, . . . . .                                                  | 3,722 51       | 14,549 97       | 18,272 48       |
| Total, . . . . .                                                     | \$596,885 88   | \$1,791,194 74  | \$2,388,080 62  |
| GENERAL EXPENSES.                                                    |                |                 |                 |
| Advertising, . . . . .                                               | \$4,144 27     | \$16,577 07     | \$20,721 34     |
| Attendants, . . . . .                                                | 6,399 60       | 23,334 24       | 29,733 84       |
| Clerks, . . . . .                                                    | 49,863 81      | 132,520 80      | 182,384 61      |
| Fuel and light, . . . . .                                            | 2,247 63       | 8,990 60        | 11,238 23       |
| Incidental and legal expenses, . . . . .                             | 4,625 37       | 18,501 47       | 23,126 84       |
| Office expenses, repairs and furniture, . . . . .                    | 12,683 67      | 50,734 69       | 63,418 36       |
| Salaries of President and other officers, . . . . .                  | 40,771 38      | 139,685 31      | 180,456 69      |
| Stationery and blanks, . . . . .                                     | 5,641 27       | 22,565 04       | 28,206 31       |
| Taxes on real estate, Philadelphia, . . . . .                        | 1,325 54       | 5,302 17        | 6,627 71        |
| Total, . . . . .                                                     | \$127,702 54   | \$418,211 39    | \$545,913 93    |
| SUMMARY.                                                             |                |                 |                 |
| Conducting transportation, . . . . .                                 | \$1,566,080 69 | \$4,651,130 62  | \$6,217,211 31  |
| Motive power, . . . . .                                              | 1,081,869 55   | 4,081,344 89    | 5,163,214 44    |
| Maintenance of way, . . . . .                                        | 889,719 98     | 2,674,636 41    | 3,564,356 39    |
| Maintenance of cars, . . . . .                                       | 596,885 88     | 1,791,194 74    | 2,388,080 62    |
| General expenses, . . . . .                                          | 127,702 54     | 418,211 39      | 545,913 93      |
| Total, . . . . .                                                     | \$4,262,258 64 | \$13,616,518 05 | \$17,878,776 69 |

PENNSYLVANIA RAILROAD DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1882.—STATEMENT No. 5.

Summary of the number of individual passengers, and of passengers carried one mile, including Sunbury, Hazleton and Wilkesbarre, Lewisburg and Tyrone, and North and West Branch Railroads.

| CLASSIFICATION.                   | INDIVIDUAL<br>PASSENGERS. | MILES<br>TRAVELED. | AVERAGE<br>DISTANCE. | EQUIVALENT<br>THROUGH<br>PASSENGERS. |
|-----------------------------------|---------------------------|--------------------|----------------------|--------------------------------------|
| First class passengers, . . . . . | 7,460,692                 | 199,501,169        | 26.74                | 564,999                              |
| Emigrant, . . . . .               | 69,762                    | 22,982,286         | 329.44               | 65,087                               |
| Commutation, . . . . .            | 2,842,440                 | 23,488,317         | 8.26                 | 66,520                               |
| Totals, . . . . .                 | 10,372,894                | 245,971,772        | 23.71                | 696,606                              |

Summary of tons carried and tons carried one mile, including Sunbury, Hazleton and Wilkesbarre, Lewisburg and Tyrone, and North and West Branch Railroads.

|                                           |            |                                              |               |
|-------------------------------------------|------------|----------------------------------------------|---------------|
| Tons of through freight eastward, . . . . | 1,350,129  | Mileage of through freight eastward, . . .   | 482,582,738   |
| Tons of through freight westward, . . . . | 594,690    | Mileage of through freight westward, . . .   | 212,607,488   |
| Tons of local freight eastward, . . . . . | 11,906,026 | Mileage of local freight eastward, . . . . . | 1,754,749,062 |
| Tons of local freight westward, . . . . . | 6,509,554  | Mileage of local freight westward, . . . . . | 429,603,413   |
| Total tons moved, . . . . .               | 20,360,399 | Total mileage, . . . . .                     | 2,879,542,701 |

## PENNSYLVANIA RAILROAD AND BRANCHES.

## ACCOUNTING DEPARTMENT.

## Statement of the Earnings and Expenses from 1858 to 1882.

| YEAR.           | GROSS EARNINGS. | EXPENSES.      | RENTALS PAID<br>BRANCHES. | INTEREST ON EQUIP-<br>MENT, RENTS, AND<br>INTEREST ON MORT-<br>GAGES, CHARGED<br>BRANCH ROADS. | TOTAL EXPENSES. | NET EARNINGS.  |
|-----------------|-----------------|----------------|---------------------------|------------------------------------------------------------------------------------------------|-----------------|----------------|
| 1858, . . . . . | \$5,185,330 68  | \$3,021,885 04 |                           |                                                                                                | \$3,021,885 04  | \$2,163,445 64 |
| 1859, . . . . . | 5,362,355 21    | 3,130,738 15   |                           |                                                                                                | 3,130,738 15    | 2,231,617 06   |
| 1860, . . . . . | 5,932,701 48    | 3,636,299 08   |                           |                                                                                                | 3,636,299 08    | 2,296,402 40   |
| 1861, . . . . . | 7,300,000 95    | 3,653,062 76   |                           |                                                                                                | 3,653,062 76    | 3,646,938 19   |
| 1862, . . . . . | 10,304,290 96   | 5,425,765 57   | \$5,307 02                |                                                                                                | 5,431,072 59    | 4,873,218 37   |
| 1863, . . . . . | 11,891,412 95   | 6,751,055 43   | 28,944 78                 |                                                                                                | 6,780,000 21    | 5,111,412 74   |
| 1864, . . . . . | 14,759,057 66   | 10,623,147 66  | 70,796 53                 |                                                                                                | 10,693,944 19   | 4,065,113 47   |
| 1865, . . . . . | 17,459,169 49   | 13,155,231 54  | 114,827 00                |                                                                                                | 13,270,058 54   | 4,189,110 95   |
| 1866, . . . . . | 16,583,882 84   | 12,639,510 00  | 151,399 27                |                                                                                                | 12,790,909 27   | 3,792,973 57   |
| 1867, . . . . . | 16,340,156 36   | 11,930,665 53  | 149,634 11                |                                                                                                | 12,080,299 64   | 4,259,856 72   |
| 1868, . . . . . | 17,233,497 31   | 11,630,034 67  | 230,949 21                |                                                                                                | 11,860,983 88   | 5,372,513 43   |
| 1869, . . . . . | 17,250,811 73   | 11,953,270 42  | 249,997 18                |                                                                                                | 12,203,267 60   | 5,047,544 13   |
| 1870, . . . . . | 17,531,706 82   | 11,014,150 20  | 245,934 95                |                                                                                                | 11,260,085 15   | 6,271,621 67   |
| 1871, . . . . . | 18,719,836 85   | 11,513,723 88  | 309,709 46                |                                                                                                | 11,823,433 34   | 6,896,403 51   |
| 1872, . . . . . | 22,012,525 27   | 13,288,149 35  | 476,523 74                |                                                                                                | 13,764,673 09   | 8,247,852 18   |
| 1873, . . . . . | 24,886,008 90   | 14,868,854 36  | 571,450 80                |                                                                                                | 15,440,305 16   | 9,445,703 74   |
| 1874, . . . . . | 22,642,371 35   | 12,701,518 20  | 543,928 87                |                                                                                                | 13,245,447 07   | 9,396,924 28   |
| 1875, . . . . . | 20,493,251 97   | 11,794,053 36  | 489,171 19                | \$62,638 81                                                                                    | 12,345,863 36   | 8,147,388 61   |
| 1876, . . . . . | 20,788,075 62   | 12,452,689 23  | 500,630 19                | 74,387 10                                                                                      | 13,027,706 52   | 7,760,369 10   |
| 1877, . . . . . | 18,983,456 25   | 10,751,138 64  | 588,784 95                | 69,479 42                                                                                      | 11,409,403 01   | 7,574,053 24   |
| 1878, . . . . . | 20,317,139 86   | 10,921,103 26  | 609,055 88                | 49,460 33                                                                                      | 11,579,619 47   | 8,737,520 39   |
| 1879, . . . . . | 21,743,628 31   | 11,751,620 55  | 674,946 71                | 42,589 13                                                                                      | 12,469,156 39   | 9,274,471 92   |
| 1880, . . . . . | 25,987,657 62   | 14,051,485 78  | 921,503 56                | 50,105 35                                                                                      | 15,023,094 69   | 10,964,562 93  |
| 1881, . . . . . | 27,647,008 79   | 15,468,468 60  | 1,180,819 24              | 55,120 61                                                                                      | 16,704,408 45   | 10,942,600 34  |
| 1882, . . . . . | 30,836,962 23   | 17,878,776 69  | 1,411,890 00              | 73,434 20                                                                                      | 19,364,100 89   | 11,472,861 34  |

UNITED RAILROADS OF NEW JERSEY DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1882.—STATEMENT No. 1.

General Exhibit of Earnings and Expenses for the year ending December 31st, including Belvidere Delaware Railroad and  
*Dr.* Flemington Branch. *Cr.*

|                                                                   |                                                                                              | PASSENGER.      | FREIGHT.        | TOTALS.        |
|-------------------------------------------------------------------|----------------------------------------------------------------------------------------------|-----------------|-----------------|----------------|
| 1882. To amount<br>of earnings from                               | 1882. By amount<br>of expenses in                                                            |                 |                 |                |
| Freight at stations and<br>tolls on individual<br>cars, . . . . . | Conducting transpor-<br>tation, . . . . .                                                    | \$1,860,425 39  | \$3,450,028 23  | \$5,310,453 62 |
| Miscellaneous, . . . . .                                          | Motive power, . . . . .                                                                      | 1,025,692 18    | 1,311,004 80    | 2,336,696 98   |
|                                                                   | Maintenance of cars, . . . . .                                                               | 247,150 74      | 266,342 64      | 513,493 38     |
|                                                                   | Maintenance of way, . . . . .                                                                | 802,393 47      | 819,172 41      | 1,621,565 88   |
|                                                                   | General expenses, . . . . .                                                                  | 63,124 95       | 28,979 27       | 92,104 22      |
| First class passengers, . . . . .                                 |                                                                                              |                 |                 |                |
| Emigrant passengers, . . . . .                                    |                                                                                              |                 |                 |                |
| Express, . . . . .                                                |                                                                                              |                 |                 |                |
| Carrying United States<br>mails, . . . . .                        |                                                                                              |                 |                 |                |
| Miscellaneous, . . . . .                                          |                                                                                              |                 |                 |                |
|                                                                   | Interest on equipment<br>Bel. Del. R. R. Co.<br>and Free. & Jam.<br>Ag. R. R. Co., . . . . . |                 |                 | 43,409 13      |
|                                                                   | By amount of net pro-<br>ceeds to balance, . . . . .                                         |                 |                 | 3,760,317 19   |
| Total, . . . . .                                                  | Total, . . . . .                                                                             | \$13,678,040 40 | \$13,678,040 40 |                |

UNITED RAILROADS OF NEW JERSEY DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1882.—STATEMENT No. 2.

Earnings and Expenses, showing net earnings by months for the year ending December 31st, including Belvidere  
Delaware Railroad and Flemington Branch.

| MONTHS.                                                                                                                                           | GROSS EARNINGS. | EXPENSES.      | NET EARNINGS.  |
|---------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|----------------|----------------|
| January, . . . . .                                                                                                                                | \$960,368 87    | \$790,229 75   | \$170,139 12   |
| February, . . . . .                                                                                                                               | 906,369 63      | 736,101 65     | 170,267 98     |
| March, . . . . .                                                                                                                                  | 1,066,771 82    | 774,959 22     | 291,812 60     |
| April, . . . . .                                                                                                                                  | 1,024,849 19    | 828,206 19     | 196,643 00     |
| May, . . . . .                                                                                                                                    | 1,066,516 49    | 797,976 21     | 268,540 28     |
| June, . . . . .                                                                                                                                   | 1,116,174 27    | 738,519 60     | 377,654 67     |
| July, . . . . .                                                                                                                                   | 1,175,385 71    | 807,694 66     | 367,691 05     |
| August, . . . . .                                                                                                                                 | 1,350,311 18    | 844,058 26     | 506,252 92     |
| September, . . . . .                                                                                                                              | 1,291,119 40    | 852,158 61     | 438,960 79     |
| October, . . . . .                                                                                                                                | 1,321,805 97    | 889,546 91     | 432,259 06     |
| November, . . . . .                                                                                                                               | 1,181,988 64    | 897,258 90     | 284,729 74     |
| December, . . . . .                                                                                                                               | 1,216,379 23    | 917,604 12     | 298,775 11     |
| Totals, . . . . .                                                                                                                                 | \$13,678,040 40 | \$9,874,314 08 | \$3,803,726 32 |
| Deduct interest on equipment charged Belvidere Delaware Railroad Company and Freehold and James-<br>burg Agricultural Railroad Company, . . . . . |                 |                | 43,409 13      |
|                                                                                                                                                   |                 |                | \$3,760,317 19 |

## UNITED RAILROADS OF NEW JERSEY DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1882.—STATEMENT No. 3.

Earnings in detail for the year ending December 31st, including Belvidere Delaware Railroad and Flemington Branch.

| CLASS.                                                           | JANUARY.     | FEBRUARY.      | MARCH.         | APRIL.         | MAY.           | JUNE.          | JULY.          | AUGUST.        | SEPTEMBER.     | OCTOBER.       | NOVEMBER.      | DECEMBER.      | TOTALS.         |
|------------------------------------------------------------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|
| <b>FREIGHT EARNINGS.</b>                                         |              |                |                |                |                |                |                |                |                |                |                |                |                 |
| From freight at stations and tolls on individual cars, . . . . . | \$52,287 63  | \$511,240 06   | \$598,727 18   | \$538,824 33   | \$548,951 70   | \$581,874 18   | \$600,233 29   | \$746,546 04   | \$739,111 29   | \$739,412 61   | \$688,994 57   | \$703,749 80   | \$7,549,962 68  |
| Miscellaneous, . . . . .                                         | 12,774 64    | 18,355 50      | 30,280 65      | 18,026 60      | 25,367 93      | 21,423 93      | 26,029 24      | 26,445 38      | 22,481 71      | 30,066 13      | 22,173 42      | 39,790 43      | 293,215 56      |
| Total freight earnings, . . . . .                                | \$65,062 27  | \$529,595 56   | \$629,007 83   | \$556,850 93   | \$574,319 63   | \$603,298 11   | \$626,262 53   | \$772,991 42   | \$761,593 00   | \$769,478 74   | \$711,167 99   | \$743,540 23   | \$7,843,178 24  |
| <b>PASSENGER EARNINGS.</b>                                       |              |                |                |                |                |                |                |                |                |                |                |                |                 |
| From first class passengers, . . . .                             | \$355,104 33 | \$331,231 34   | \$387,870 96   | \$411,182 31   | \$430,263 04   | \$442,326 64   | \$496,089 71   | \$525,299 89   | \$476,686 23   | \$496,262 96   | \$416,002 85   | \$415,892 56   | \$5,184,212 82  |
| From emigrant passengers, . . . .                                | 2,426 60     | 4,411 98       | 6,076 45       | 10,864 77      | 14,795 79      | 6,159 04       | 6,720 85       | 4,538 50       | 3,106 18       | 3,532 96       | 4,027 97       | 401 08         | 67,952 17       |
| From express, . . . . .                                          | 20,562 50    | 24,750 04      | 26,719 20      | 28,255 32      | 26,694 44      | 27,246 62      | 24,186 56      | 26,117 02      | 27,050 37      | 30,022 40      | 28,377 12      | 33,535 93      | 324,420 52      |
| From United States mails, . . . .                                | 13,383 41    | 13,417 44      | 13,452 35      | 13,448 41      | 13,448 41      | 30,174 96      | 14,986 61      | 14,712 70      | 14,466 02      | 14,737 94      | 14,712 70      | 17,370 49      | 188,311 44      |
| Miscellaneous, . . . . .                                         | 3,829 76     | 2,993 27       | 3,645 03       | 4,234 45       | 6,995 18       | 6,968 90       | 7,139 45       | 6,651 65       | 8,217 60       | 6,880 97       | 7,700 01       | 5,638 94       | 70,865 21       |
| Total passenger earnings, . . . .                                | \$395,366 60 | \$376,774 07   | \$437,763 99   | \$467,688 26   | \$492,196 86   | \$512,876 16   | \$540,123 18   | \$577,319 76   | \$559,526 40   | \$552,327 23   | \$470,820 65   | \$472,839 00   | \$5,834,862 16  |
| Total earnings from all sources, \$96,368 87                     | \$906,369 63 | \$1,066,771 82 | \$1,024,849 19 | \$1,024,849 19 | \$1,066,516 49 | \$1,116,174 27 | \$1,175,385 71 | \$1,350,311 18 | \$1,291,119 40 | \$1,321,805 97 | \$1,181,988 64 | \$1,216,379 23 | \$13,678,040 40 |



UNITED RAILROADS OF NEW JERSEY DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1882.—STATEMENT No. 4.

Expenses in detail for the year ending December 31st, including Belvidere Delaware Railroad and Flemington Branch.

| HEADS OF ACCOUNTS.                                | PASSENGER.     | FREIGHT.       | TOTALS.        |
|---------------------------------------------------|----------------|----------------|----------------|
| CONDUCTING TRANSPORTATION.                        |                |                |                |
| Advertising, . . . . .                            | \$35,779 41    | \$15,397 75    | \$51,177 16    |
| Agents, . . . . .                                 | 65,936 32      | 77,699 23      | 143,635 55     |
| Baggage masters, . . . . .                        | 79,655 14      |                | 79,655 14      |
| Barges, car floats, &c., charters, . . . . .      |                | 72 32          | 72 32          |
| Barges, manning, . . . . .                        |                | 99,234 89      | 99,234 89      |
| Barges, incidentals, . . . . .                    |                | 20,920 03      | 20,920 03      |
| Barges, repairs of, . . . . .                     |                | 80,350 26      | 80,350 26      |
| Brakemen, . . . . .                               | 70,621 36      | 325,344 34     | 395,965 70     |
| Cars, cleaning and inspecting, . . . . .          | 114,780 89     | 42,924 43      | 157,705 32     |
| Car furniture and fixtures, . . . . .             | 19,707 16      | 29,852 80      | 49,559 96      |
| Car service, . . . . .                            | 68,614 96      | 258,939 85     | 327,554 81     |
| Clerks, . . . . .                                 | 71,961 64      | 349,821 77     | 421,783 41     |
| Conductors, . . . . .                             | 99,038 25      | 125,628 69     | 224,666 94     |
| Dispatchers, . . . . .                            | 21,435 71      | 43,435 73      | 64,871 44      |
| Docks, dredging and cleaning, . . . . .           |                | 116,723 53     | 116,723 53     |
| Elevation and 'longshore labor, . . . . .         |                | 23,046 37      | 23,046 37      |
| Expenses of stations, except labor, . . . . .     | 40,836 21      | 25,260 74      | 66,096 95      |
| Expenses of grain elevator, . . . . .             |                | 90,184 29      | 90,184 29      |
| Foreign agencies, . . . . .                       | 19,601 44      | 7,558 13       | 27,159 57      |
| Fuel at stations, . . . . .                       | 13,555 00      | 2,866 21       | 16,421 21      |
| Fuel for cars, . . . . .                          | 10,839 10      | 379 65         | 11,218 75      |
| Incidentals, . . . . .                            | 71,726 10      | 85,888 93      | 157,615 03     |
| Insurance, . . . . .                              | 29,764 79      | 24,883 79      | 54,648 58      |
| Labor at stations, . . . . .                      | 78,959 26      | 613,721 08     | 692,680 34     |
| Legal expenses, . . . . .                         | 12,377 31      | 12,551 67      | 24,928 98      |
| Light at stations, . . . . .                      | 39,034 10      | 23,682 02      | 62,716 12      |
| Light for cars, . . . . .                         | 20,480 59      | 2,542 05       | 23,022 64      |
| Loss and damages, . . . . .                       | 68,500 91      | 54,708 20      | 123,209 11     |
| Mail expenses, . . . . .                          | 1,106 95       |                | 1,106 95       |
| Marine insurance, . . . . .                       |                | 684 98         | 684 98         |
| Oil, tallow, waste, &c., . . . . .                | 15,650 31      | 51,954 41      | 67,604 72      |
| Stationery and printing, . . . . .                | 50,084 88      | 56,376 34      | 106,461 22     |
| Stations, repairs of and furniture for, . . . . . | 131,557 52     | 219,881 93     | 351,439 45     |
| Steamboats, &c., charters, . . . . .              | 1,048 30       | 2,691 76       | 3,740 06       |
| Steamboats, fuel for, . . . . .                   | 70,049 55      | 42,201 30      | 112,250 85     |
| Steamboats, incidentals for, . . . . .            | 38,078 85      | 11,735 53      | 49,814 38      |
| Steamboats, manning, . . . . .                    | 151,175 48     | 88,043 41      | 239,218 89     |
| Steamboats, repairs of, . . . . .                 | 114,599 57     | 53,959 47      | 168,559 04     |
| Superintendents, . . . . .                        | 11,174 19      | 12,485 03      | 23,659 22      |
| Switchmen, . . . . .                              | 38,311 53      | 42,817 18      | 81,128 71      |
| Tax on depots, &c., . . . . .                     | 1,417 00       | 14,156 72      | 15,573 72      |
| Tax, "State," . . . . .                           | 11,699 94      | 10,257 89      | 21,957 83      |
| Teaming, . . . . .                                |                | 2,050 00       | 2,050 00       |
| Telegraph expenses, . . . . .                     | 95,136 53      | 100,887 11     | 196,023 64     |
| Watchmen, . . . . .                               | 57,170 99      | 105,354 82     | 162,525 81     |
| Wharves and landings, repairs of, . . . . .       | 17,410 98      | 71,578 93      | 88,989 91      |
| Wrecks, clearing, . . . . .                       | 1,547 17       | 9,292 67       | 10,839 84      |
| Total, . . . . .                                  | \$1,860,425 39 | \$3,450,028 23 | \$5,310,453 62 |

## STATEMENT No. 4.—Continued.

| HEADS OF ACCOUNTS.                                     | PASSENGER.     | FREIGHT.       | TOTALS.        |
|--------------------------------------------------------|----------------|----------------|----------------|
| <b>MOTIVE POWER.</b>                                   |                |                |                |
| Coal for locomotives, . . . . .                        | \$331,198 00   | \$456,275 72   | \$787,473 72   |
| Engineers and firemen, . . . . .                       | 204,293 61     | 288,135 62     | 492,429 23     |
| Engine houses and machine shops, repairs of, . . . . . | 19,540 66      | 20,947 75      | 40,488 41      |
| Fuel for stoves, . . . . .                             | 2,985 18       | 3,520 03       | 6,505 21       |
| Incidentals, . . . . .                                 | 31,295 51      | 32,622 03      | 63,917 54      |
| Laborers, . . . . .                                    | 74,775 03      | 83,111 44      | 157,886 47     |
| Locomotive furniture and fixtures, . . . . .           | 13,345 86      | 13,411 45      | 26,757 31      |
| Locomotives, repairs of, . . . . .                     | 221,600 10     | 280,813 07     | 502,413 17     |
| Oil for locomotives, . . . . .                         | 20,558 53      | 19,109 79      | 39,668 32      |
| Stationery and printing, . . . . .                     | 3,423 31       | 3,929 85       | 7,353 16       |
| Tallow for locomotives, . . . . .                      | 12,469 14      | 15,388 11      | 27,857 25      |
| Taxes on engine houses and shops, . . . . .            | 357 82         | 359 02         | 716 84         |
| Tools and machinery, repairs of, . . . . .             | 17,279 82      | 18,605 65      | 35,885 47      |
| Waste for locomotives, . . . . .                       | 6,833 04       | 7,513 36       | 14,346 40      |
| Watchmen, . . . . .                                    | 6,800 08       | 7,709 87       | 14,509 95      |
| Water, wood, and coal stations, repairs of, . . . . .  | 17,177 56      | 16,984 74      | 34,162 30      |
| Water, wood, and coal stations, expenses of, . . . . . | 35,612 53      | 38,332 63      | 73,945 16      |
| Wood for locomotives, . . . . .                        | 6,146 40       | 4,234 67       | 10,381 07      |
| Total, . . . . .                                       | \$1,025,692 18 | \$1,311,004 80 | \$2,336,696 98 |
| <b>MAINTENANCE OF WAY.</b>                             |                |                |                |
| Ballast, . . . . .                                     | \$33,862 71    | \$33,289 93    | \$67,152 64    |
| Bridges, repairs of, . . . . .                         | 75,709 61      | 89,280 42      | 164,990 03     |
| Cars, repairs of, road and hand, . . . . .             | 4,403 95       | 4,586 51       | 8,990 46       |
| Clerks, . . . . .                                      | 3,343 10       | 4,180 04       | 7,523 14       |
| Cross-ties, . . . . .                                  | 114,193 57     | 118,459 81     | 232,653 38     |
| Expenses on property, . . . . .                        | 22,869 22      | 25,145 94      | 48,015 16      |
| Foreman, tool, and watch houses, repairs of, . . . . . | 6,956 70       | 6,304 47       | 13,261 17      |
| Frogs, . . . . .                                       | 12,101 67      | 12,942 93      | 25,044 60      |
| Incidentals, . . . . .                                 | 3,475 61       | 3,938 17       | 7,413 78       |
| Oil, tallow, waste, &c., . . . . .                     | 1,088 39       | 1,251 63       | 2,340 02       |
| Rails, iron, . . . . .                                 | 10,895 77      | 12,009 57      | 22,905 34      |
| Rails, steel, . . . . .                                | 78,844 89      | 65,613 37      | 144,458 26     |
| Road-bed, repairs of, labor and material, . . . . .    | 150,464 51     | 150,081 42     | 300,545 93     |
| Snow and ice, removing, . . . . .                      | 6,503 98       | 7,494 42       | 13,998 40      |
| Spikes, . . . . .                                      | 6,575 88       | 6,376 35       | 12,952 23      |
| Splices, . . . . .                                     | 10,812 72      | 9,133 27       | 19,945 99      |
| Stationery and printing, . . . . .                     | 1,030 67       | 1,251 28       | 2,281 95       |
| Superintendents and supervisors, . . . . .             | 9,148 30       | 11,440 34      | 20,588 64      |
| Switches, . . . . .                                    | 16,176 03      | 17,504 67      | 33,680 70      |
| Taxes on real estate for road, . . . . .               | 12,390 57      | 13,222 97      | 25,613 54      |
| Telegraph, repairs of, . . . . .                       | 19,467 87      | 17,995 75      | 37,463 62      |
| Tools and repairs of tools, . . . . .                  | 10,737 99      | 12,820 30      | 23,558 29      |
| Track, labor repairing, . . . . .                      | 172,767 61     | 173,291 02     | 346,058 63     |
| Watchmen, . . . . .                                    | 18,572 15      | 21,557 83      | 40,129 98      |
| Total, . . . . .                                       | \$802,393 47   | \$819,172 41   | \$1,621,565 88 |

STATEMENT No. 4.—Continued.

| HEADS OF ACCOUNTS.                                 | PASSENGER.     | FREIGHT.       | TOTALS.        |
|----------------------------------------------------|----------------|----------------|----------------|
| <b>MAINTENANCE OF CARS.</b>                        |                |                |                |
| Car shops and sheds, repairs of, . . . . .         | \$3,325 39     | \$3,576 96     | \$6,902 35     |
| Cars, repairs of, freight, . . . . .               |                | 238,664 32     | 238,664 32     |
| Cars, repairs of, passenger and baggage, . . . . . | 221,464 37     |                | 221,464 37     |
| Fuel for stoves, . . . . .                         | 2,248 89       | 2,399 99       | 4,648 88       |
| Incidentals, . . . . .                             | 256 98         | 269 45         | 526 43         |
| Laborers, . . . . .                                | 13,139 26      | 13,761 75      | 26,901 01      |
| Tools and repairs of tools, . . . . .              | 3,737 08       | 4,268 95       | 8,006 03       |
| Watchmen, . . . . .                                | 2,978 77       | 3,401 22       | 6,379 99       |
| Total, . . . . .                                   | \$247,150 74   | \$266,342 64   | \$513,493 38   |
| <b>GENERAL EXPENSES.</b>                           |                |                |                |
| Advertising, . . . . .                             | \$2 28         | \$2 52         | \$4 80         |
| Clerks, . . . . .                                  | 57,650 20      | 23,031 08      | 80,681 28      |
| Incidentals and legal expenses, . . . . .          | 1,266 58       | 1,369 28       | 2,635 86       |
| Office expenses, repairs and furniture, . . . . .  | 1,228 59       | 1,343 86       | 2,572 45       |
| Stationery and blanks, . . . . .                   | 2,977 30       | 3,232 53       | 6,209 83       |
| Total, . . . . .                                   | \$63,124 95    | \$28,979 27    | \$92,104 22    |
| <b>SUMMARY.</b>                                    |                |                |                |
| Conducting transportation, . . . . .               | \$1,860,425 39 | \$3,450,028 23 | \$5,310,453 62 |
| Motive power, . . . . .                            | 1,025,692 18   | 1,311,004 80   | 2,336,696 98   |
| Maintenance of way, . . . . .                      | 802,393 47     | 819,172 41     | 1,621,565 88   |
| Maintenance of cars, . . . . .                     | 247,150 74     | 266,342 64     | 513,493 38     |
| General expenses, . . . . .                        | 63,124 95      | 28,979 27      | 92,104 22      |
| Total, . . . . .                                   | \$3,998,786 73 | \$5,875,527 35 | \$9,874,314 08 |

## UNITED RAILROADS OF NEW JERSEY DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1882.—STATEMENT No. 5.

Summary of the number of individual passengers, and of passengers carried one mile, including Belvidere Delaware Railroad and Flemington Branch.

| CLASSIFICATION.                   | INDIVIDUAL<br>PASSENGERS. | MILES<br>TRAVELED. | AVERAGE<br>DISTANCE. | EQUIVALENT<br>THROUGH<br>PASSENGERS. |
|-----------------------------------|---------------------------|--------------------|----------------------|--------------------------------------|
| First class passengers, . . . . . | 7,777,292                 | 182,895,814        | 23.52                | 2,041,248                            |
| Emigrant, . . . . .               | 90,764                    | 8,127,182          | 89.54                | 90,705                               |
| Commutation, . . . . .            | 2,599,448                 | 36,915,394         | 14.20                | 412,002                              |
| Totals, . . . . .                 | 10,467,504                | 227,938,390        | 21.78                | 2,543,955                            |

Summary of tons carried and tons carried one mile, including Belvidere Delaware Railroad and Flemington Branch.

|                                             |           |                                                |             |
|---------------------------------------------|-----------|------------------------------------------------|-------------|
| Tons of through freight eastward, . . . . . | 1,648,890 | Mileage of through freight eastward, . . . . . | 144,960,308 |
| Tons of through freight westward, . . . . . | 823,658   | Mileage of through freight westward, . . . . . | 72,741,957  |
| Tons of local freight eastward, . . . . .   | 4,402,070 | Mileage of local freight eastward, . . . . .   | 232,640,215 |
| Tons of local freight westward, . . . . .   | 1,366,646 | Mileage of local freight westward, . . . . .   | 71,526,530  |
| Total tons moved, . . . . .                 | 8,241,264 | Total mileage, . . . . .                       | 521,869,010 |

PHILADELPHIA AND ERIE RAILROAD DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1882.—STATEMENT No. 1.

General Exhibit of Earnings and Expenses for the year ending December 31st, excluding Sunbury, Hazleton and Wilkesbarre, Lewisburg and Tyrone, and North and West Branch Railroads.

|                                                             |                |                                                              | PASSENGER.   | FREIGHT.       | TOTALS.        |
|-------------------------------------------------------------|----------------|--------------------------------------------------------------|--------------|----------------|----------------|
| 1882. To amount of earnings from                            |                | 1882. By amount of expenses in                               |              |                |                |
| Freight at stations and tolls on individual cars, . . . . . | \$3,138,455 69 | Conducting transportation, . . . . .                         | \$146,823 33 | \$724,215 44   | \$871,038 77   |
| Miscellaneous, . . . . .                                    | 115,018 18     | Motive power, . . . . .                                      | 99,533 75    | 638,931 56     | 738,465 31     |
|                                                             | \$3,253,473 87 | Maintenance of cars, . . . . .                               | 47,269 35    | 251,587 71     | 298,857 06     |
| First class passengers, . . . . .                           | \$660,764 77   | Maintenance of way, . . . . .                                | 112,101 30   | 579,072 11     | 691,173 41     |
| Emigrant passengers, . . . . .                              | 8,245 74       |                                                              |              |                |                |
| Express, . . . . .                                          | 47,900 31      | Interest on equipment paid Pennsylvania R. R. Co., . . . . . | \$405,727 73 | \$2,193,806 82 | \$2,599,534 55 |
| Carrying United States mails, . . . . .                     | 27,464 35      | By amount of net proceeds to balance, . . . . .              |              |                | 160,410 55     |
| Miscellaneous, . . . . .                                    | 13,564 25      |                                                              |              |                | 1,251,468 19   |
|                                                             | 757,939 42     |                                                              |              |                |                |
| Total, . . . . .                                            | \$4,011,413 29 | Total, . . . . .                                             |              |                | \$4,011,413 29 |

PHILADELPHIA AND ERIE RAILROAD DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1882.—STATEMENT No. 2.

Earnings and Expenses, showing net earnings by months for the year ending December 31st, excluding Sunbury, Hazleton and Wilkesbarre, Lewisburg and Tyrone, and North and West Branch Railroads.

| MONTHS.                                                 | GROSS EARNINGS. | EXPENSES.      | NET EARNINGS.  |
|---------------------------------------------------------|-----------------|----------------|----------------|
| January, . . . . .                                      | \$252,727 26    | \$166,485 06   | \$86,242 20    |
| February, . . . . .                                     | 246,245 81      | 182,568 63     | 63,677 18      |
| March, . . . . .                                        | 265,311 14      | 187,595 83     | 77,715 31      |
| April, . . . . .                                        | 277,850 69      | 188,061 74     | 89,788 95      |
| May, . . . . .                                          | 341,414 69      | 212,634 55     | 128,780 14     |
| June, . . . . .                                         | 341,613 65      | 214,301 14     | 127,312 51     |
| July, . . . . .                                         | 377,206 08      | 216,231 92     | 160,974 16     |
| August, . . . . .                                       | 420,329 26      | 233,910 71     | 186,418 55     |
| September, . . . . .                                    | 386,454 86      | 236,862 61     | 149,592 25     |
| October, . . . . .                                      | 397,164 22      | 238,823 73     | 158,340 49     |
| November, . . . . .                                     | 369,582 95      | 272,232 49     | 97,350 46      |
| December, . . . . .                                     | 335,512 68      | 249,826 14     | 85,686 54      |
| Totals, . . . . .                                       | \$4,011,413 29  | \$2,599,534 55 | \$1,411,878 74 |
| Deduct interest charged for use of equipment, . . . . . |                 |                | 160,410 55     |
|                                                         |                 |                | \$1,251,468 19 |

## PHILADELPHIA &amp; ERIE RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1882.—STATEMENT No. 3.

Earnings in detail for the year ending December 31st, excluding Sunbury, Hazleton and Wilkesbarre, Lewisburg and Tyrone, and North and West Branch Railroads.

| CLASS.                                                           | JANUARY.     | FEBRUARY.    | MARCH.       | APRIL.       | MAY.         | JUNE.        | JULY.        | AUGUST.      | SEPTEMBER.   | OCTOBER.     | NOVEMBER.    | DECEMBER.    | TOTALS.        |
|------------------------------------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|
| <b>FREIGHT EARNINGS.</b>                                         |              |              |              |              |              |              |              |              |              |              |              |              |                |
| From freight at stations and tolls on individual cars, . . . . . | \$199,071 80 | \$184,758 67 | \$194,568 04 | \$213,659 80 | \$268,099 13 | \$267,764 31 | \$289,559 54 | \$335,837 32 | \$203,778 91 | \$318,282 13 | \$299,674 25 | \$263,401 79 | \$3,138,455 69 |
| Miscellaneous, . . . . .                                         | 8,614 07     | 17,354 87    | 12,855 82    | 9,118 62     | 9,364 24     | 7,801 72     | 8,948 66     | 7,599 14     | 8,537 46     | 6,734 32     | 7,898 48     | 10,190 78    | 115,018 18     |
| Total freight earnings, . . . . .                                | \$207,685 87 | \$202,113 54 | \$207,423 86 | \$222,778 42 | \$277,463 37 | \$275,566 03 | \$298,508 20 | \$343,436 46 | \$312,316 37 | \$325,016 45 | \$307,572 73 | \$273,592 57 | \$3,253,473 87 |
| <b>PASSENGER EARNINGS.</b>                                       |              |              |              |              |              |              |              |              |              |              |              |              |                |
| From first class passengers, . . . . .                           | \$40,111 98  | \$38,652 36  | \$51,556 87  | \$47,329 85  | \$55,657 45  | \$57,095 10  | \$67,591 05  | \$68,475 46  | \$64,883 52  | \$62,554 90  | \$53,036 04  | \$53,910 19  | \$660,764 77   |
| From emigrant passengers, . . . . .                              | 119 01       | 178 50       | 364 77       | 860 42       | 1,365 06     | 1,173 38     | 600 22       | 408 08       | 628 74       | 933 62       | 1,069 91     | 554 03       | 8,245 74       |
| From express, . . . . .                                          | 2,350 00     | 2,778 94     | 2,764 93     | 3,177 69     | 3,635 97     | 4,297 57     | 4,783 76     | 4,875 57     | 4,975 73     | 5,724 85     | 3,861 02     | 4,674 28     | 47,900 31      |
| From United States mails, . . . . .                              | 2,297 34     | 2,297 34     | 2,297 35     | 2,297 34     | 2,297 34     | 2,297 35     | 2,297 33     | 2,297 33     | 2,297 37     | 2,210 81     | 2,291 56     | 2,285 89     | 27,464 35      |
| Miscellaneous, . . . . .                                         | 163 06       | 225 13       | 993 36       | 1,406 97     | 995 50       | 1,184 22     | 3,515 52     | 836 36       | 1,353 13     | 733 59       | 1,751 69     | 495 72       | 13,564 25      |
| Total passenger earnings, . . . . .                              | \$45,041 39  | \$44,132 27  | \$57,887 28  | \$55,072 27  | \$63,951 32  | \$66,047 62  | \$78,697 88  | \$76,892 80  | \$74,138 49  | \$72,147 77  | \$62,010 22  | \$61,920 11  | \$757,939 42   |
| Total earnings from all sources, . . . . .                       | \$252,727 26 | \$246,245 81 | \$265,311 14 | \$277,850 69 | \$341,414 69 | \$341,613 65 | \$377,206 08 | \$420,329 26 | \$386,454 86 | \$397,164 22 | \$369,592 95 | \$335,512 68 | \$4,011,413 29 |

PHILADELPHIA AND ERIE RAILROAD DIVISION.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1882.—STATEMENT No. 4.

Expenses in detail for the year ending December 31st, excluding Sunbury, Hazleton and Wilkesbarre, Lewisburg and Tyrone, and North and West Branch Railroads.

| HEADS OF ACCOUNTS.                                | PASSENGER.   | FREIGHT.     | TOTALS.      |
|---------------------------------------------------|--------------|--------------|--------------|
| CONDUCTING TRANSPORTATION.                        |              |              |              |
| Advertising, . . . . .                            | \$5,339 60   | \$1,475 58   | \$6,815 18   |
| Agents, . . . . .                                 | 8,791 21     | 26,437 45    | 35,228 66    |
| Baggage masters, . . . . .                        | 9,375 04     |              | 9,375 04     |
| Brakemen, . . . . .                               | 7,865 21     | 130,762 03   | 138,627 24   |
| Cars, cleaning and inspecting, . . . . .          | 7,063 90     | 25,008 66    | 32,072 56    |
| Car furniture and fixtures, . . . . .             | 2,844 29     | 8,435 59     | 11,279 88    |
| Car service, . . . . .                            | 11,452 35    | 138,511 98   | 149,964 33   |
| Clerks, . . . . .                                 | 11,543 92    | 58,779 67    | 70,323 59    |
| Conductors, . . . . .                             | 9,523 97     | 56,027 11    | 65,551 08    |
| Dispatchers, . . . . .                            | 3,529 21     | 17,923 90    | 21,453 11    |
| Expenses of stations (except labor), . . . . .    | 3,591 95     | 985 51       | 4,577 46     |
| Foreign agencies, . . . . .                       | 1,571 33     | 1,961 05     | 3,532 38     |
| Fuel at stations, . . . . .                       | 2,486 88     | 4,004 35     | 6,491 23     |
| Fuel for cars, . . . . .                          | 950 22       | 133 80       | 1,084 02     |
| Incidentals, . . . . .                            | 5,165 51     | 12,893 20    | 18,058 71    |
| Insurance, . . . . .                              | 2,968 68     | 16,093 80    | 19,062 48    |
| Labor at stations, . . . . .                      | 2,387 47     | 22,230 08    | 24,617 55    |
| Legal expenses, . . . . .                         | 1,084 87     | 4,117 42     | 5,202 29     |
| Light at stations, . . . . .                      | 2,977 07     | 1,214 28     | 4,191 35     |
| Light for cars, . . . . .                         | 597 51       | 774 13       | 1,371 64     |
| Loss and damage, &c., . . . . .                   | 228 70       | 35,926 44    | 36,155 14    |
| Mail expenses, . . . . .                          | 1,470 64     |              | 1,470 64     |
| Oil, tallow, waste, &c., . . . . .                | 2,775 25     | 13,144 80    | 15,920 05    |
| Stationery and printing, . . . . .                | 5,461 29     | 10,778 58    | 16,239 87    |
| Stations, repairs of and furniture for, . . . . . | 13,876 76    | 23,424 49    | 37,301 25    |
| Superintendents, . . . . .                        | 2,537 84     | 12,713 16    | 15,251 00    |
| Switchmen, . . . . .                              | 986 28       | 4,944 06     | 5,930 34     |
| Taxes on depots, &c., . . . . .                   | 326 03       | 1,417 20     | 1,743 23     |
| Tax, "State," . . . . .                           | 6,011 28     | 25,658 08    | 31,669 36    |
| Telegraph expenses, . . . . .                     | 10,886 60    | 54,278 33    | 65,164 93    |
| Watchmen, . . . . .                               | 1,134 15     | 6,449 94     | 7,584 09     |
| Wharves and landings, repairs of, . . . . .       |              | 3,103 09     | 3,103 09     |
| Wrecks, clearing, . . . . .                       | 18 32        | 4,607 68     | 4,626 00     |
| Total, . . . . .                                  | \$146,823 33 | \$724,215 44 | \$871,038 77 |

## STATEMENT No. 4.—Continued.

| HEADS OF ACCOUNTS.                                       | PASSENGER.          | FREIGHT.            | TOTALS.             |
|----------------------------------------------------------|---------------------|---------------------|---------------------|
| <b>MOTIVE POWER.</b>                                     |                     |                     |                     |
| Coal for locomotives, . . . . .                          | \$17,066 04         | \$163,435 31        | \$180,501 35        |
| Engineers and firemen, . . . . .                         | 26,495 22           | 132,640 41          | 159,135 63          |
| Engine houses, machine shops, &c., repairs of, . . . . . | 1,559 91            | 11,718 81           | 13,278 72           |
| Fuel for stoves, . . . . .                               | 284 86              | 1,509 13            | 1,793 99            |
| Incidentals, . . . . .                                   | 3,141 88            | 13,496 29           | 16,638 17           |
| Laborers, . . . . .                                      | 8,269 39            | 48,836 40           | 57,105 79           |
| Locomotive furniture and fixtures, . . . . .             | 1,071 99            | 5,508 31            | 6,580 30            |
| Locomotives, repairs of, . . . . .                       | 26,673 47           | 166,028 23          | 192,701 70          |
| Oil for locomotives, . . . . .                           | 725 99              | 4,685 04            | 5,411 03            |
| Stationery and printing, . . . . .                       | 241 80              | 1,251 76            | 1,493 56            |
| Tallow for locomotives, . . . . .                        | 794 92              | 3,736 21            | 4,531 13            |
| Taxes on engine houses and shops, . . . . .              | 971 47              | 6,162 75            | 7,134 22            |
| Tools and machinery, repairs of, . . . . .               | 6,651 67            | 50,098 05           | 56,749 72           |
| Waste for locomotives, . . . . .                         | 361 81              | 1,758 60            | 2,120 41            |
| Watchmen, . . . . .                                      | 878 17              | 6,043 67            | 6,921 84            |
| Water, wood, and coal stations, repairs of, . . . . .    | 1,466 69            | 7,510 93            | 8,977 62            |
| Water, wood, and coal stations, expenses of, . . . . .   | 2,043 60            | 8,652 28            | 10,695 88           |
| Wood for locomotives, . . . . .                          | 834 87              | 5,859 38            | 6,694 25            |
| <b>Total, . . . . .</b>                                  | <b>\$99,533 75</b>  | <b>\$638,931 56</b> | <b>\$738,465 31</b> |
| <b>MAINTENANCE OF WAY.</b>                               |                     |                     |                     |
| Ballast, . . . . .                                       | \$7,991 36          | \$42,445 37         | \$50,436 73         |
| Bridges, repairs of, . . . . .                           | 6,331 11            | 32,802 29           | 39,133 40           |
| Cars, repairs of (in M. W. service), . . . . .           | 3,233 41            | 17,025 97           | 20,259 38           |
| Clerks, . . . . .                                        | 495 39              | 2,558 81            | 3,054 20            |
| Cross-ties, . . . . .                                    | 15,867 40           | 77,377 54           | 93,244 94           |
| Expenses on property, . . . . .                          | 2,236 76            | 10,524 36           | 12,761 12           |
| Foreman, tool, and watch houses, repairs of, . . . . .   | 1,189 76            | 6,052 45            | 7,242 21            |
| Frogs, . . . . .                                         | 1,007 41            | 4,844 86            | 5,852 27            |
| Incidentals, . . . . .                                   | 567 88              | 2,848 86            | 3,416 74            |
| Oil, tallow, waste, &c., . . . . .                       | 297 63              | 1,616 60            | 1,914 23            |
| Rails, iron, . . . . .                                   | 2,019 48            | 12,592 60           | 14,612 08           |
| Rails, steel, . . . . .                                  | 13,293 18           | 71,978 93           | 85,272 11           |
| Road-bed, repairs of, labor and materials, . . . . .     | 14,612 28           | 76,756 21           | 91,368 49           |
| Snow and ice, removing, . . . . .                        | 1,944 98            | 8,440 08            | 10,385 06           |
| Spikes, . . . . .                                        | 1,190 60            | 6,338 46            | 7,529 06            |
| Splices, . . . . .                                       | 1,575 97            | 8,009 27            | 9,585 24            |
| Stationery and printing, . . . . .                       | 114 79              | 561 97              | 676 76              |
| Superintendents and supervisors, . . . . .               | 2,453 76            | 11,972 28           | 14,426 04           |
| Switches, . . . . .                                      | 2,379 20            | 11,564 32           | 13,943 52           |
| Taxes on real estate for road, . . . . .                 | 743 59              | 3,330 74            | 4,074 33            |
| Telegraph, repairs of, . . . . .                         | 811 99              | 3,984 50            | 4,796 49            |
| Tools and repairs of tools, . . . . .                    | 1,112 32            | 5,889 33            | 7,001 65            |
| Track, labor repairing, . . . . .                        | 23,677 39           | 123,025 99          | 146,703 38          |
| Watchmen, . . . . .                                      | 6,953 66            | 36,530 32           | 43,483 98           |
| <b>Total, . . . . .</b>                                  | <b>\$112,101 30</b> | <b>\$579,072 11</b> | <b>\$691,173 41</b> |

STATEMENT No. 4.—Continued.

| HEADS OF ACCOUNTS.                                                   | PASSENGER.   | FREIGHT.       | TOTALS.        |
|----------------------------------------------------------------------|--------------|----------------|----------------|
| <b>MAINTENANCE OF CARS.</b>                                          |              |                |                |
| Car shops and sheds, repairs of, . . . . .                           | \$457 96     | \$2,685 32     | \$3,143 28     |
| Cars, repairs of, freight, . . . . .                                 |              | 212,755 86     | 212,755 86     |
| Cars, repairs of, passenger, baggage, express, and postal, . . . . . | 41,431 49    |                | 41,431 49      |
| Fuel for stoves, . . . . .                                           | 80 60        | 503 92         | 584 52         |
| Incidentals, . . . . .                                               | 59 92        | 400 91         | 460 83         |
| Laborers, . . . . .                                                  | 3,433 84     | 22,602 35      | 26,036 19      |
| Tools and repairs of tools, . . . . .                                | 1,448 16     | 10,468 87      | 11,917 03      |
| Watchmen, . . . . .                                                  | 357 38       | 2,170 48       | 2,527 86       |
| Total, . . . . .                                                     | \$47,269 35  | \$251,587 71   | \$298,857 06   |
| <b>SUMMARY.</b>                                                      |              |                |                |
| Conducting transportation, . . . . .                                 | \$146,823 33 | \$724,215 44   | \$871,038 77   |
| Motive power, . . . . .                                              | 99,533 75    | 638,931 56     | 738,465 31     |
| Maintenance of way, . . . . .                                        | 112,101 30   | 579,072 11     | 691,173 41     |
| Maintenance of cars, . . . . .                                       | 47,269 35    | 251,587 71     | 298,857 06     |
| Total, . . . . .                                                     | \$405,727 73 | \$2,193,806 82 | \$2,599,534 55 |

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1882.—STATEMENT No. 5.

Summary of the number of individual passengers, and of passengers carried one mile, excluding Sunbury, Hazleton and Wilkesbarre, Lewisburg and Tyrone, and North and West Branch Railroads.

| CLASSIFICATION.                   | INDIVIDUAL<br>PASSENGERS. | MILES<br>TRAVELED. | AVERAGE<br>DISTANCE. | EQUIVALENT<br>THROUGH<br>PASSENGERS. |
|-----------------------------------|---------------------------|--------------------|----------------------|--------------------------------------|
| First class passengers, . . . . . | 984,161                   | 20,891,152         | 21.23                | 72,640                               |
| Emigrant, . . . . .               | 4,109                     | 573,050            | 139.46               | 1,993                                |
| Commutation, . . . . .            | 59,324                    | 828,563            | 13.97                | 2,880                                |
| Totals, . . . . .                 | 1,047,594                 | 22,292,765         | 21.28                | 77,513                               |

Summary of tons carried, and tons carried one mile, excluding Sunbury, Hazleton and Wilkesbarre, Lewisburg and Tyrone, and North and West Branch Railroads.

|                                             |           |                                                |             |
|---------------------------------------------|-----------|------------------------------------------------|-------------|
| Tons of through freight eastward, . . . . . | 504,949   | Mileage of through freight eastward, . . . . . | 145,425,482 |
| Tons of through freight westward, . . . . . | 403,466   | Mileage of through freight westward, . . . . . | 116,198,080 |
| Tons of local freight eastward, . . . . .   | 2,879,545 | Mileage of local freight eastward, . . . . .   | 162,660,576 |
| Tons of local freight westward, . . . . .   | 1,791,393 | Mileage of local freight westward, . . . . .   | 86,149,238  |
| Total tons moved, . . . . .                 | 5,579,353 | Total mileage, . . . . .                       | 510,433,376 |

DELAWARE AND RARITAN CANAL.

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1882.—STATEMENT No. 2.

Earnings and Expenses, showing net earnings by months for the year ending December 31st.

| MONTHS.              | GROSS EARNINGS. | EXPENSES.    | NET EARNINGS. | EXCESS OF EXPENSES. |
|----------------------|-----------------|--------------|---------------|---------------------|
| January, . . . . .   | \$939 19        | \$16,212 70  |               | \$15,273 51         |
| February, . . . . .  | 894 83          | 14,908 18    |               | 14,013 35           |
| March, . . . . .     | 28,689 47       | 20,535 53    | \$8,153 94    |                     |
| April, . . . . .     | 59,827 00       | 18,479 46    | 41,347 54     |                     |
| May, . . . . .       | 59,073 96       | 21,272 39    | 37,801 57     |                     |
| June, . . . . .      | 53,023 06       | 21,472 98    | 31,550 08     |                     |
| July, . . . . .      | 55,561 58       | 23,468 91    | 32,092 67     |                     |
| August, . . . . .    | 65,926 04       | 24,165 17    | 41,760 87     |                     |
| September, . . . . . | 52,508 75       | 23,817 19    | 28,691 56     |                     |
| October, . . . . .   | 86,891 91       | 32,011 70    | 54,880 21     |                     |
| November, . . . . .  | 80,046 58       | 27,200 21    | 52,846 37     |                     |
| December, . . . . .  | 10,035 33       | 51,235 71    |               | 41,200 38           |
| Totals, . . . . .    | \$553,417 70    | \$294,780 13 | \$258,637 57  |                     |

## DELAWARE AND RARITAN CANAL.

## ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1882.—STATEMENT No. 4.

Expenses in detail for the year ending December 31st.

| MAINTENANCE OF CANAL.                          |              | CANAL OPERATION.                                 |              |
|------------------------------------------------|--------------|--------------------------------------------------|--------------|
| Aqueducts, . . . . .                           | \$144 20     | Barges, . . . . .                                | \$11,297 80  |
| Boats and flats, repairs of, . . . . .         | 3,371 36     | Bridge-tenders, . . . . .                        | 11,374 40    |
| Bridges, . . . . .                             | 16,496 83    | Collectors and weighmasters, . . . . .           | 10,413 00    |
| Canal bed and banks, . . . . .                 | 24,590 01    | Clerks, . . . . .                                | 3,413 00     |
| Clerks, . . . . .                              | 575 00       | Ferries, labor at, . . . . .                     | 1,007 50     |
| Culverts, . . . . .                            | 7,060 36     | Fuel and light, . . . . .                        | 2,046 42     |
| Dams, . . . . .                                | 1,277 07     | Incidentals, . . . . .                           | 28 58        |
| Dredging and dredge repairs, . . . . .         | 11,386 86    | Legal expenses and damages, . . . . .            | 2,280 75     |
| Fencing, . . . . .                             | 989 76       | Lock-keepers and lock engineers, . . . . .       | 24,886 20    |
| Ferries, expenses of, . . . . .                | 247 85       | Office expenses, rents, and furniture, . . . . . | 163 08       |
| Horses and horse-keep, . . . . .               | 3,860 57     | Schooners, . . . . .                             | 11,470 92    |
| Houses and repair shops, . . . . .             | 3,531 29     | Stationery and printing, . . . . .               | 790 68       |
| Incidentals, . . . . .                         | 28 73        | Superintendence, . . . . .                       | 2,970 00     |
| Locks and lock engines, . . . . .              | 15,826 24    | Telegraph expenses, . . . . .                    | 1,017 35     |
| Office expenses, rents, furniture, . . . . .   | 55 31        | Wrecking and policing, . . . . .                 | 1,431 56     |
| Slope and vertical walls, . . . . .            | 11,179 79    |                                                  |              |
| Stationery and printing, . . . . .             | 103 97       | Total canal operation, . . . . .                 | \$84,591 24  |
| Superintendence and engineering, . . . . .     | 1,480 00     |                                                  |              |
| Taxes on real estate, . . . . .                | 702 65       |                                                  |              |
| Telegraph, repairs of, . . . . .               | 1,180 44     |                                                  |              |
| Tools and tool repairs, . . . . .              | 3,504 61     |                                                  |              |
| Waste weirs and sluices, . . . . .             | 1,494 48     |                                                  |              |
| Watchmen, . . . . .                            | 4,904 73     |                                                  |              |
| Wharves, . . . . .                             | 5,061 89     |                                                  |              |
| Total maintenance of canal, . . . . .          | \$119,054 00 |                                                  |              |
| STEAM-TOWING ACCOUNT.                          |              | RECAPITULATION.                                  |              |
| Tugs, cordage for, . . . . .                   | \$2,792 06   | Maintenance of canal, . . . . .                  | \$119,054 00 |
| Tugs, charter of, . . . . .                    | 35 50        | Canal operation, . . . . .                       | 84,591 24    |
| Tugs, damage by, . . . . .                     | 2,915 66     | Steam-towing account, . . . . .                  | 91,134 89    |
| Tugs, incidentals for, . . . . .               | 4,445 23     |                                                  |              |
| Tugs, fuel for, . . . . .                      | 21,827 67    | Total canal expenses, . . . . .                  | \$294,780 13 |
| Tugs, manning of, . . . . .                    | 30,716 15    |                                                  |              |
| Tugs, repairs of, . . . . .                    | 18,484 37    |                                                  |              |
| Tugs, oil, waste, and tallow for, . . . . .    | 1,019 38     |                                                  |              |
| Tugs, superintendence of, . . . . .            | 4,427 00     |                                                  |              |
| Tugs, supplies for, . . . . .                  | 69 23        |                                                  |              |
| Tugs, tools and furniture for, . . . . .       | 331 27       |                                                  |              |
| Tugs, wharfage and port expenses of, . . . . . | 4,071 37     |                                                  |              |
| Total steam-towing account, . . . . .          | \$91,134 89  |                                                  |              |

ACCOUNTING DEPARTMENT.—ANNUAL REPORT, 1882.—STATEMENT No. 6.

Showing Average Cost per 100 miles run for locomotive engine service for the year ending December 31st.

EXPENSES OF ENGINES—Average Cost per 100 miles.

| DIVISIONS.                            | CLASS.                            | REPAIRS. | FUEL.  | STORES. | TOTALS. |
|---------------------------------------|-----------------------------------|----------|--------|---------|---------|
| PENNSYLVANIA RAILROAD DIVISION.       |                                   |          |        |         |         |
| Philadelphia Division, . . . . .      | { Passenger engines, . . . . .    | \$6 48   | \$3 52 | \$0 88  | \$10 88 |
|                                       | { Freight engines, . . . . .      | 6 09     | 6 02   | 97      | 13 08   |
|                                       | { Distributing engines, . . . . . | 2 12     | 3 33   | 79      | 6 24    |
| Frederick Division, . . . . .         | { Passenger engines, . . . . .    | 2 95     | 3 02   | 49      | 6 46    |
|                                       | { Freight engines, . . . . .      | 3 56     | 5 48   | 72      | 9 76    |
|                                       | { Distributing engines, . . . . . | 1 27     | 3 66   | 64      | 5 57    |
| Middle Division, . . . . .            | { Passenger engines, . . . . .    | 6 63     | 2 92   | 62      | 10 17   |
|                                       | { Freight engines, . . . . .      | 7 07     | 6 61   | 76      | 14 44   |
|                                       | { Distributing engines, . . . . . | 1 72     | 4 08   | 64      | 6 44    |
| Lewistown Division, . . . . .         | { Passenger engines, . . . . .    | 7 00     | 3 61   | 49      | 11 10   |
|                                       | { Freight engines, . . . . .      | 9 73     | 5 74   | 65      | 16 12   |
|                                       | { Distributing engines, . . . . . | 2 77     | 5 65   | 64      | 9 06    |
| Bedford Division, . . . . .           | { Passenger engines, . . . . .    | 4 26     | 2 53   | 49      | 7 28    |
|                                       | { Freight engines, . . . . .      | 10 58    | 5 48   | 57      | 16 63   |
|                                       | { Distributing engines, . . . . . | 91       | 4 35   | 67      | 5 93    |
| Tyrone Division, . . . . .            | { Passenger engines, . . . . .    | 2 82     | 3 56   | 54      | 6 92    |
|                                       | { Freight engines, . . . . .      | 7 98     | 8 19   | 79      | 16 96   |
|                                       | { Distributing engines, . . . . . | 1 35     | 4 35   | 80      | 6 50    |
| Altoona Division, . . . . .           | { Passenger engines, . . . . .    | 3 84     | 3 84   | 84      | 8 52    |
|                                       | { Freight engines, . . . . .      | 4 74     | 5 37   | 1 04    | 11 15   |
|                                       | { Distributing engines, . . . . . | 2 80     | 5 33   | 83      | 8 96    |
| West Pennsylvania Division, . . . . . | { Passenger engines, . . . . .    | 3 58     | 2 82   | 34      | 6 74    |
|                                       | { Freight engines, . . . . .      | 8 14     | 4 65   | 40      | 13 19   |
|                                       | { Distributing engines, . . . . . | 1 30     | 3 57   | 38      | 5 25    |
| Monongahela Division, . . . . .       | { Passenger engines, . . . . .    | 6 62     | 2 78   | 67      | 10 07   |
|                                       | { Freight engines, . . . . .      | 5 63     | 3 85   | 80      | 10 28   |
|                                       | { Distributing engines, . . . . . | 2 76     | 2 90   | 62      | 6 28    |
| Pittsburgh Division, . . . . .        | { Passenger engines, . . . . .    | 9 97     | 3 38   | 72      | 14 07   |
|                                       | { Freight engines, . . . . .      | 6 34     | 5 62   | 98      | 12 94   |
|                                       | { Distributing engines, . . . . . | 1 91     | 3 65   | 68      | 6 24    |

## STATEMENT No. 6.—Continued.

| DIVISIONS.                               | CLASS.                            | REPAIRS. | FUEL.  | STORES. | TOTALS. |
|------------------------------------------|-----------------------------------|----------|--------|---------|---------|
| UNITED RAILROADS OF NEW JERSEY DIVISION. |                                   |          |        |         |         |
| New York Division, . . . . .             | { Passenger engines, . . . . .    | \$6 30   | \$9 87 | \$1 23  | \$17 40 |
|                                          | { Freight engines, . . . . .      | 8 22     | 11 15  | 1 04    | 20 41   |
|                                          | { Distributing engines, . . . . . | 3 62     | 9 77   | 95      | 14 34   |
| Amboy Division, . . . . .                | { Passenger engines, . . . . .    | 5 28     | 7 00   | 74      | 13 02   |
|                                          | { Freight engines, . . . . .      | 4 77     | 9 44   | 90      | 15 11   |
|                                          | { Distributing engines, . . . . . | 1 51     | 6 90   | 77      | 9 18    |
| Belvidere Division, . . . . .            | { Passenger engines, . . . . .    | 5 15     | 8 51   | 62      | 14 28   |
|                                          | { Freight engines, . . . . .      | 3 42     | 12 98  | 96      | 17 36   |
|                                          | { Distributing engines, . . . . . | 1 29     | 6 42   | 60      | 8 31    |

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

|                              |                                   |        |        |        |         |
|------------------------------|-----------------------------------|--------|--------|--------|---------|
| Eastern Division, . . . . .  | { Passenger engines, . . . . .    | \$7 01 | \$3 92 | \$0 36 | \$11 29 |
|                              | { Freight engines, . . . . .      | 7 53   | 7 63   | 50     | 15 66   |
|                              | { Distributing engines, . . . . . | 4 05   | 4 87   | 56     | 9 48    |
| Middle Division, . . . . .   | { Passenger engines, . . . . .    | 4 56   | 3 79   | 39     | 8 74    |
|                              | { Freight engines, . . . . .      | 9 40   | 10 03  | 49     | 19 92   |
|                              | { Distributing engines, . . . . . | 4 45   | 8 95   | 61     | 14 01   |
| Western Division, . . . . .  | { Passenger engines, . . . . .    | 4 49   | 3 25   | 40     | 8 14    |
|                              | { Freight engines, . . . . .      | 8 64   | 8 05   | 52     | 17 21   |
|                              | { Distributing engines, . . . . . | 3 75   | 6 27   | 64     | 10 66   |
| S., H. & W. R. W., . . . . . | { Passenger engines, . . . . .    | 4 94   | 6 65   | 34     | 11 93   |
|                              | { Freight engines, . . . . .      | 4 68   | 13 89  | 47     | 19 04   |
|                              | { Distributing engines, . . . . . | 1 50   | 11 10  | 55     | 13 15   |
| L. & T. R. R., . . . . .     | { Passenger engines, . . . . .    | 4 94   | 5 54   | 41     | 10 89   |
|                              | { Freight engines, . . . . .      | 4 89   | 5 55   | 42     | 10 86   |
|                              | { Distributing engines, . . . . . |        |        |        |         |
| N. & W. Br. R. W., . . . . . | { Passenger engines, . . . . .    | 6 70   | 8 96   | 40     | 16 06   |
|                              | { Freight engines, . . . . .      | 6 39   | 12 45  | 61     | 19 45   |
|                              | { Distributing engines, . . . . . |        |        |        |         |

# ANNUAL REPORT

## OF THE

# GENERAL MANAGER.

OFFICE OF THE GENERAL MANAGER,  
*Philadelphia, February 17th, 1883.*

To the President and Board of Directors of  
The Pennsylvania Railroad Company.

GENTLEMEN:—I beg leave to submit the following report for the year 1882:—

### PENNSYLVANIA RAILROAD DIVISION.

The earnings from all sources of the Pennsylvania Railroad Division, comprising the Main Line from Philadelphia to Pittsburgh, and including the branches connected therewith, for the year 1882, were as follows:—

|                               |                       |
|-------------------------------|-----------------------|
| From freights, . . . . .      | \$23,517,177 94       |
| From passengers, . . . . .    | 5,838,577 29          |
| From express, . . . . .       | 462,361 20            |
| From mails, . . . . .         | 506,921 32            |
| From miscellaneous, . . . . . | 511,924 48            |
|                               | <hr/> \$30,836,962 23 |

And the expenses, excluding rentals and interest on equipment, were:—

|                                      |                     |
|--------------------------------------|---------------------|
| Conducting transportation, . . . . . | \$6,217,211 31      |
| Motive power, . . . . .              | 5,163,214 44        |
| Maintenance of cars, . . . . .       | 2,388,080 62        |
| Maintenance of way, . . . . .        | 3,564,356 39        |
| General expenses, . . . . .          | 545,913 93          |
|                                      | <hr/> 17,878,776 69 |

|                                           |                    |
|-------------------------------------------|--------------------|
| Deduct rentals leased branches, . . . . . | \$1,411,890 00     |
| And interest on equipment, . . . . .      | 73,434 20          |
|                                           | <hr/> 1,485,324 20 |

|                                  |                    |
|----------------------------------|--------------------|
| Net earnings for 1882, . . . . . | \$11,472,861 34    |
| Net earnings for 1881, . . . . . | 10,942,600 34      |
|                                  | <hr/> \$530,261 00 |

The total gross earnings increased over 1881, \$3,189,953.44, or  $11\frac{5.4}{10.0}$  per cent. The earnings from passengers increased  $16\frac{2.3}{10.0}$  per cent., and the earnings from freight  $10\frac{7.8}{10.0}$  per cent. The net earnings show an increase of \$530,261, or  $4\frac{8.5}{10.0}$  per cent.

## COMPARATIVE STATEMENT OF EXPENSES OF THE SEVERAL DEPARTMENTS, EXCLUDING RENTALS.

|                       | CONDUCTING<br>TRANSPORTATION. | MOTIVE POWER.  | MAINTENANCE<br>OF CARS. | MAINTENANCE<br>OF WAY. | GENERAL<br>EXPENSES. | TOTALS.         |
|-----------------------|-------------------------------|----------------|-------------------------|------------------------|----------------------|-----------------|
| 1881, . . . . .       | \$5,705,010 31                | \$4,379,351 54 | \$1,650,519 97          | \$3,201,214 74         | \$532,372 04         | \$15,468,468 60 |
| 1882, . . . . .       | 6,217,211 31                  | 5,163,214 44   | 2,388,080 62            | 3,564,356 39           | 545,913 93           | 17,878,776 69   |
| Increase, . . . . .   | \$512,201 00                  | \$783,862 90   | \$737,560 65            | \$363,141 65           | \$13,541 89          | \$2,410,308 09  |
| Percentage, . . . . . | 8.98                          | 17.92          | 44.69                   | 11.34                  | 2.54                 | 15.58           |

The above statement shows an increase in the expenses of \$2,410,308.09, or  $15\frac{5.8}{100}$  per cent. This increase was caused by extensive repairs and renewals of bridges, buildings, track material, locomotives, and freight cars; expenditures made in straightening the line, and the maintenance of over one hundred miles of additional track in branch roads, sidings, and third and fourth tracks; increased cost of fuel and stores; increased premiums for insurance; taxes on increased revenue; rental of locomotive equipment from other lines; and other expenses occasioned by the increased traffic in passengers and freight exhibited in the following statements.

## NUMBER OF PASSENGERS CARRIED ON PENNSYLVANIA RAILROAD AND BRANCHES.

|                                   | 1881.     | 1882.      | INCREASE. | DECREASE. | PERCENTAGE. |
|-----------------------------------|-----------|------------|-----------|-----------|-------------|
| First class passengers, . . . . . | 6,598,209 | 7,460,692  | 862,483   |           | Inc. 13.07  |
| Emigrant passengers, . . . . .    | 97,970    | 69,762     |           | 28,208    | Dec. 28.79  |
| Commutation passengers, . . . . . | 2,381,535 | 2,842,440  | 460,905   |           | Inc. 19.35  |
| Totals, . . . . .                 | 9,077,714 | 10,372,894 | 1,295,180 |           | Inc. 14.27  |

## MILEAGE.

|                                   | 1881.       | 1882.       | INCREASE.  | DECREASE. | PERCENTAGE. |
|-----------------------------------|-------------|-------------|------------|-----------|-------------|
| First class passengers, . . . . . | 182,889,512 | 199,501,169 | 16,611,657 |           | Inc. 9.09   |
| Emigrant passengers, . . . . .    | 28,767,305  | 22,982,286  |            | 5,785,109 | Dec. 20.11  |
| Commutation passengers, . . . . . | 19,018,181  | 23,488,317  | 4,470,136  |           | Inc. 23.50  |
| Totals, . . . . .                 | 230,675,088 | 245,971,772 | 15,296,684 |           | Inc. 6.63   |

The passenger business increased  $14\frac{2.7}{100}$  per cent. in the number of passengers carried, and  $6\frac{6.3}{100}$  per cent. in mileage. The first class passenger travel increased  $13\frac{9.7}{100}$  per cent. in numbers, and  $9\frac{9.9}{100}$  per cent. in mileage, and the commutation passengers,  $19\frac{3.5}{100}$  per cent. in numbers, and  $23\frac{5.0}{100}$  per cent. in mileage. There was a decrease of  $28\frac{7.9}{100}$  per cent. in the number of emigrant passengers carried, and  $20\frac{1.1}{100}$  per cent. in mileage. The average distance traveled by each passenger was  $23\frac{7.1}{100}$  miles in 1882, and  $25\frac{4.1}{100}$  miles in 1881, showing that the greatest improvement was made in the local travel.

FREIGHT BUSINESS.

|                                       | 1881.      | 1882.      | INCREASE. | DECREASE. | PERCENTAGE. |
|---------------------------------------|------------|------------|-----------|-----------|-------------|
| Tons of through freight eastward, .   | 1,639,348  | 1,350,129  | . . . . . | 289,219   | Dec. 17.64  |
| Tons of through freight westward, .   | 568,181    | 594,690    | 26,509    | . . . . . | Inc. 4.67   |
| Tons of local freight eastward, . . . | 10,116,196 | 11,906,026 | 1,789,830 | . . . . . | Inc. 17.69  |
| Tons of local freight westward, . .   | 5,905,640  | 6,509,554  | 603,914   | . . . . . | Inc. 10.23  |
| Totals, . . . . .                     | 18,229,365 | 20,360,399 | 2,131,034 | . . . . . | Inc. 11.69  |

MILEAGE.

|                                      | 1881.         | 1882.         | INCREASE.   | DECREASE.   | PERCENTAGE. |
|--------------------------------------|---------------|---------------|-------------|-------------|-------------|
| Mileage of through freight eastward, | 585,989,324   | 482,582,738   | . . . . .   | 103,406,586 | 17.64       |
| Mileage of through freight westward, | 203,074,257   | 212,607,488   | 9,533,231   | . . . . .   | 4.69        |
| Mileage of local freight eastward, . | 1,451,914,640 | 1,754,749,062 | 302,834,422 | . . . . .   | 20.86       |
| Mileage of local freight westward, . | 414,460,543   | 429,603,413   | 15,142,870  | . . . . .   | 3.65        |
| Totals, . . . . .                    | 2,655,438,764 | 2,879,542,701 | 224,103,937 | . . . . .   | 8.44        |

There was an increase in the number of tons carried of  $11\frac{6.9}{100}$  per cent., and  $8\frac{4.4}{100}$  per cent. in the tonnage mileage. The through business was  $9\frac{5.5}{100}$  per cent. of the total number of tons carried, and  $24\frac{1.4}{100}$  of the total tonnage mileage. The greatest improvement was made in local freight eastward, in which there was an increase of  $17\frac{6.9}{100}$  per cent. in the number of tons carried, and  $20\frac{8.6}{100}$  per cent. in the tonnage mileage, mainly due to shipments of coal and coke. The total local freight traffic was increased  $14\frac{9.4}{100}$  per cent. in the number of tons carried, and  $17\frac{9.4}{100}$  per cent. in tonnage mileage, and the through freight business was decreased  $11\frac{8.5}{100}$  per cent. in the number of tons carried, and  $11\frac{9.0}{100}$  per cent. in tonnage mileage. The total tonnage mileage of through and local freight eastward was 2,237,331,800, and westward, 642,210,901, an increase of  $9\frac{7.9}{100}$  per cent. in the former, and four per cent. in the latter. The average distance each ton of freight was moved was  $141\frac{4.3}{100}$  miles in 1882, and  $145\frac{6.7}{100}$  miles in 1881.

## MOVEMENT OF LOADED CARS ON MAIN LINE.

| STATION.                     | DIRECTION.          | 1881.   | 1882.   | INCREASE. | DECREASE. | PERCENTAGE. |
|------------------------------|---------------------|---------|---------|-----------|-----------|-------------|
| West Philadelphia, . . . . . | Arriving, . . . . . | 415,267 | 443,431 | 28,164    |           | 6.78        |
| West Philadelphia, . . . . . | Westward, . . . . . | 165,483 | 165,165 |           | 318       | 0.19        |
| Columbia, . . . . .          | Eastward, . . . . . | 437,110 | 468,875 | 31,765    |           | 7.27        |
| Columbia, . . . . .          | Westward, . . . . . | 157,729 | 157,250 |           | 479       | 0.30        |
| Harrisburg, . . . . .        | Eastward, . . . . . | 460,635 | 501,237 | 40,602    |           | 8.81        |
| Harrisburg, . . . . .        | Westward, . . . . . | 150,624 | 156,105 | 5,481     |           | 3.64        |
| Mifflin, . . . . .           | Eastward, . . . . . | 434,536 | 458,159 | 23,623    |           | 5.44        |
| Mifflin, . . . . .           | Westward, . . . . . | 150,214 | 144,069 |           | 6,145     | 4.09        |
| Altoona, . . . . .           | Eastward, . . . . . | 318,388 | 320,882 | 2,494     |           | 0.78        |
| Altoona, . . . . .           | Westward, . . . . . | 181,457 | 175,889 |           | 5,568     | 3.07        |
| Derry, . . . . .             | Eastward, . . . . . | 304,562 | 304,958 | 396       |           | 0.13        |
| Derry, . . . . .             | Westward, . . . . . | 157,242 | 157,108 |           | 134       | 0.09        |
| Pittsburgh, . . . . .        | Eastward, . . . . . | 224,375 | 214,849 |           | 9,526     | 4.25        |
| Pittsburgh, . . . . .        | Arriving, . . . . . | 275,304 | 281,099 | 5,795     |           | 2.10        |

In noting the comparisons in the above statement of the movement of loaded cars on the Main Line, it should be remembered that there were more standard freight cars in service in 1882 than in 1881, and that the average car load was increased  $4\frac{2}{10}$  per cent. The decrease in the westward movement at West Philadelphia, Columbia, and Derry is thus accounted for, as there was an increase in the number of tons of freight carried westward of  $4\frac{6.7}{100}$  per cent. in through freight, and  $10\frac{2.3}{100}$  per cent. in local freight. The large decrease in the westward movement at Mifflin and Altoona was occasioned by a decrease of 6,066 loaded cars, or  $26\frac{1}{4}$  per cent. in west-bound freight received from the Northern Central Railway at Marysville, mainly in shipments of iron ore. The increase in the westward movement at Harrisburg is accounted for by an increase in traffic originating at Middletown, Steelton, and Harrisburg, and the increase at Pittsburgh by shipments of coke and miscellaneous freight from the South West Pennsylvania Railway. The decrease in the eastward movement at Pittsburgh is accounted for by a decrease of  $17\frac{6.4}{100}$  per cent. in the number of tons of through freight shipped eastward, mainly owing to the light crops of cereals in 1881, and a falling off in the foreign demand in 1882. The increase in the movement eastward at Altoona, Mifflin, Harrisburg, Columbia, and West Philadelphia was mainly in shipments of coal and coke, and at Derry in miscellaneous local freight traffic.

MOVEMENT OF LOADED CARS ON BRANCH AND CONNECTING ROADS.

| STATIONS.                             | DIRECTION.                                 | 1881.   | 1882.   | INCREASE. | DECREASE. | PERCENTAGE. |
|---------------------------------------|--------------------------------------------|---------|---------|-----------|-----------|-------------|
| Columbia, . . . . .                   | To York Branch, . . . . .                  |         | 8,138   |           |           |             |
| Columbia, . . . . .                   | From York Branch, . . . . .                |         | 9,126   |           |           |             |
| Columbia, . . . . .                   | To Col. and Pt. Deposit R. R., . . . . .   |         | 17,382  |           |           |             |
| Columbia, . . . . .                   | From Col. and Pt. Deposit R. R., . . . . . |         | 5,628   |           |           |             |
| Marysville, . . . . .                 | To Baltimore Division, . . . . .           | 44,090  | 40,658  |           | 3,432     | 7.78        |
| Marysville, . . . . .                 | From Baltimore Division, . . . . .         | 23,107  | 17,041  |           | 6,066     | 26.25       |
| Marysville, . . . . .                 | From Susquehanna Division, . . . . .       | 93,891  | 109,178 | 15,287    |           | 16.28       |
| Marysville, . . . . .                 | To Susquehanna Division, . . . . .         | 22,876  | 25,566  | 2,690     |           | 11.76       |
| Lewistown Junction, . . . . .         | To Lewistown Division, . . . . .           | 18,139  | 18,279  | 140       |           | 0.77        |
| Lewistown Junction, . . . . .         | From Lewistown Division, . . . . .         | 22,555  | 21,499  |           | 1,056     | 4.68        |
| Sunbury, . . . . .                    | To P. & E. R. R. Division, . . . . .       | 14,441  | 15,522  | 1,081     |           | 7.49        |
| Sunbury, . . . . .                    | From P. & E. R. R. Division, . . . . .     | 20,909  | 18,573  |           | 2,336     | 11.17       |
| Huntingdon, . . . . .                 | From Hunt. & Broad Top R. R., . . . . .    | 24,100  | 23,476  |           | 624       | 2.59        |
| Huntingdon, . . . . .                 | To Hunt. & Broad Top R. R., . . . . .      | 3,106   | 4,373   | 1,267     |           | 40.79       |
| Mount Dallas, . . . . .               | To H. & B. T. R. R., . . . . .             | 16,936  | 12,387  |           | 4,549     | 26.86       |
| Mount Dallas, . . . . .               | From H. & B. T. R. R., . . . . .           | 2,363   | 2,563   | 200       |           | 8.41        |
| State Line, . . . . .                 | From C. & P. R. R., . . . . .              | 9,455   | 5,495   |           | 3,960     | 41.88       |
| State Line, . . . . .                 | To C. & P. R. R., . . . . .                | 1,091   | 469     |           | 622       | 57.01       |
| Geo.'s Cr. Jc. and S. Line, . . . . . | From G. C. & C. R. R., . . . . .           | 7,185   | 5,937   |           | 1,248     | 17.37       |
| Geo.'s Cr. Jc. and S. Line, . . . . . | To G. C. & C. R. R., . . . . .             | 28      | 1,034   | 1,006     |           |             |
| Lock Haven, . . . . .                 | To P. & E. R. R. Division, . . . . .       | 25,502  | 33,124  | 7,622     |           | 29.89       |
| Lock Haven, . . . . .                 | From P. & E. R. R. Division, . . . . .     | 4,133   | 4,991   | 858       |           | 20.75       |
| Tyrone, . . . . .                     | Eastward, . . . . .                        | 117,796 | 136,018 | 18,222    |           | 15.47       |
| Tyrone, . . . . .                     | Westward, . . . . .                        | 4,863   | 7,249   | 2,386     |           | 49.06       |
| Altoona, . . . . .                    | To Altoona Division, . . . . .             | 17,414  | 18,429  | 1,415     |           | 5.83        |
| Altoona, . . . . .                    | From Altoona Division, . . . . .           | 19,037  | 19,025  |           | 12        | 0.06        |
| South-west, . . . . .                 | To S. W. Penna. Railway, . . . . .         | 9,857   | 10,393  | 536       |           | 5.64        |
| South-west, . . . . .                 | From S. W. Penna. Railway, . . . . .       | 101,812 | 122,476 | 20,664    |           | 20.29       |
| Blairsville, . . . . .                | Eastward, . . . . .                        | 27,685  | 25,513  |           | 2,172     | 7.85        |
| Blairsville, . . . . .                | Westward, . . . . .                        | 17,531  | 17,749  | 218       |           | 1.24        |
| Allegheny City, . . . . .             | Eastward, . . . . .                        | 22,053  | 25,235  | 3,182     |           | 14.43       |
| Allegheny City, . . . . .             | Arriving, . . . . .                        | 15,088  | 17,093  | 2,005     |           | 13.29       |

The decreased movement of loaded cars exhibited in the above statement is accounted for as follows:—

At Marysville, to and from the Baltimore Division of the Northern Central Railway, by decreased shipments of grain to Baltimore and iron ore westward; at Lewistown Junction and Sunbury, by

decreased shipments of anthracite coal; at Mount Dallas, State Line, and George's Creek Junction, by decreased shipments of bituminous coal, owing to a protracted miners' strike in the Cumberland coal region; and at Blairsville, by decreased shipments of oil.

The increased interchange of loaded cars with the Susquehanna Division of the Northern Central Railway, at Marysville, was due to increased shipments of oil, coal, lumber, and general merchandise; the increase at Sunbury, Lewistown Junction, Huntingdon, George's Creek Junction, Blairsville, and Allegheny City, was derived from an improvement in general trade; at Lock Haven, to the Philadelphia and Erie Railroad Division, from shipments of coal and coke from the Clearfield and Snow Shoe regions; and from the Philadelphia and Erie Railroad Division, from shipments of anthracite coal, lumber, and merchandise; at Tyrone, from shipments of bituminous coal from the Clearfield region, and iron ore from the Lewisburg and Tyrone Railroad; at Altoona, from shipments of coke and iron ore; to the South West Pennsylvania Railway, from shipments of general merchandise, and from that line by shipments of coke.

The oil shipments in 1882 compare with those of 1881 as follows:—

|                                    | CRUDE OIL. BBLs. | REFINED OIL. BBLs. | NAPHTHA, BENZINE, &c. BBLs. | TOTAL BARRELS. |
|------------------------------------|------------------|--------------------|-----------------------------|----------------|
| Through eastward, 1882, . . . . .  | 3,464,127        | 284,502            | 45,928                      | 3,794,557      |
| Through eastward, 1881, . . . . .  | 2,953,427        | 813,512            | 63,053                      | 3,829,992      |
| Increase, . . . . .                | 510,700          |                    |                             |                |
| Decrease, . . . . .                |                  | 529,010            | 17,125                      | 35,435         |
| To local points in 1882, . . . . . |                  |                    |                             | 177,564        |
| To local points in 1881, . . . . . |                  |                    |                             | 192,289        |
| Decrease, . . . . .                |                  |                    |                             | 14,725         |

There was a decrease in the through oil trade eastward of  $\frac{9.3}{100}$  of one per cent., and a decrease to local points of  $\frac{7.66}{100}$  per cent.

The total shipments of coal and coke over the Main Line and branches for 1882 compare with 1881 as follows:—

|                     |                                                 |
|---------------------|-------------------------------------------------|
| 1882, . . . . .     | 11,157,146 tons.                                |
| 1881, . . . . .     | 9,209,306 tons.                                 |
| Increase, . . . . . | 1,947,840 tons, or $21\frac{15}{100}$ per cent. |

The coal shipments were 8,268,359 tons in 1882, and 6,793,743 tons in 1881, an increase of 1,474,616 tons, or  $21\frac{7.1}{100}$  per cent.; and the total coke shipments were 2,415,563 tons in 1881, against 2,888,787 tons in 1882, an increase of 473,224 tons, or  $19\frac{5.9}{100}$  per cent. The coke shipments from the Connellsville region were 1,980,029 tons in 1881, and 2,370,050 tons in 1882, an increase of 390,021 tons, or  $19\frac{7.0}{100}$  per cent.; the shipments east-bound increased 108,689 tons, or  $23\frac{6.2}{100}$  per cent., and west-bound 281,332 tons, or  $18\frac{5.1}{100}$  per cent.

#### MAINTENANCE OF WAY.

There were  $152\frac{8.3}{100}$  miles of single track added during the year, by the building of the North and West Branch Railway; the Redstone Branch of the Pittsburgh, Virginia and Charleston Railway; new branches in the coke and bituminous coal regions; and the construction and extension of second, third, and fourth tracks and sidings.

The addition to private sidings during the same period was  $13\frac{9.3}{100}$  miles.

The material used for repairs and construction, the amount of new track laid during the year, and the total number of miles of single track in use December 31st, 1882, are shown in the following statements.

There were 15,699 tons of steel rails and 825,733 cross-ties placed in the track for repairs, and 13,660 tons of steel rails and 305,858 cross-ties used in construction work.

MATERIALS USED FOR RENEWALS DURING 1882.

| WHERE USED.                                                         | STEEL<br>RAILS.<br>TONS. | IRON<br>RAILS.<br>TONS. | SPIKES.<br>POUNDS. | SPICES.<br>PAIRS. | CROSS-TIES.<br>NUMBER. |
|---------------------------------------------------------------------|--------------------------|-------------------------|--------------------|-------------------|------------------------|
| <b>PENNSYLVANIA RAILROAD DIVISION.</b>                              |                          |                         |                    |                   |                        |
| Philadelphia to Harrisburg, including Delaware Extension, . . . . . | 2,135                    |                         | 307,121            | 8,158             | 186,979                |
| Harrisburg to Altoona, . . . . .                                    | 3,104                    |                         | 234,928            | 11,085            | 201,977                |
| Altoona to Pittsburgh, . . . . .                                    | 3,181                    |                         | 242,345            | 11,676            | 122,186                |
| East Brandywine and Waynesburg Railroad, . . . . .                  |                          |                         | 7,700              |                   | 7,714                  |
| Pomeroy and Newark Railroad, . . . . .                              |                          |                         | 11,550             | 36                | 16,159                 |
| Sunbury and Lewistown Railroad, . . . . .                           | 731                      |                         | 9,477              | 2,728             | 6,917                  |
| Mifflin and Centre County Railroad, . . . . .                       | 11                       |                         | 6,317              | 60                | 2,150                  |
| Tyrone and Clearfield Railway, . . . . .                            | 1,142                    | 48                      | 40,350             | 5,876             | 20,499                 |
| Bald Eagle Valley Railroad, . . . . .                               | 1,563                    | 121                     | 58,988             | 5,897             | 42,257                 |
| Lewisburg and Tyrone Railroad, . . . . .                            |                          |                         | 5,571              |                   | 10                     |
| Tyrone Branch, . . . . .                                            | 61                       | 11                      | 1,250              | 152               | 5,037                  |
| Bedford and Bridgeport Railroad, . . . . .                          | 345                      |                         | 5,804              | 1,294             | 16,122                 |
| Hollidaysburg Branch, . . . . .                                     | 350                      | 9                       | 18,901             | 1,300             | 31,838                 |
| Ebensburg and Cresson Railroad, . . . . .                           |                          |                         | 4,250              |                   | 4,319                  |
| South West Pennsylvania Railway, . . . . .                          | 549                      |                         | 50,276             | 3,335             | 14,775                 |
| West Pennsylvania Railroad, . . . . .                               | 926                      |                         | 34,349             | 2,594             | 36,326                 |
| Indiana Branch, . . . . .                                           | 13                       |                         | 4,935              |                   | 6,697                  |
| Pittsburgh, Virginia and Charleston Railway, . . . . .              | 311                      |                         | 37,308             | 1,230             | 21,203                 |
| Port Perry Branch, . . . . .                                        |                          |                         | 800                |                   |                        |
| Columbia and Port Deposit Railroad, . . . . .                       | 130                      |                         | 8,675              | 601               | 13,775                 |
| York Branch, . . . . .                                              | 60                       |                         | 2,568              | 236               | 3,219                  |
| Hanover and York Railroad, . . . . .                                | 202                      |                         | 4,020              | 761               | 5,661                  |
| Littlestown Railroad, . . . . .                                     | 10                       |                         | 2,216              | 35                | 2,174                  |
| Frederick and Pennsylvania Line Railroad, . . . . .                 | 100                      |                         | 8,675              | 345               | 9,475                  |
| Total Pennsylvania Railroad Division, . . . . .                     | 14,924                   | 189                     | 1,108,374          | 57,399            | 777,469                |
| Sunbury, Hazleton and Wilkesbarre Railroad, . . . . .               | 750                      |                         | 5,270              | 2,756             | 10,495                 |
| Lewisburg and Tyrone Railroad (east end), . . . . .                 | 25                       | 39                      | 3,221              | 148               | 37,769                 |
| Total Pennsylvania Railroad and branches, . . . . .                 | 15,699                   | 228                     | 1,116,865          | 60,303            | 825,733                |

In addition to the above, the following material was used for construction:—

|                                  | ON MAIN LINE. | ON BRANCH ROADS. | TOTAL.    |
|----------------------------------|---------------|------------------|-----------|
| Steel rails, tons of, . . . . .  | 4,582         | 9,078            | 13,660    |
| Iron rails, tons of, . . . . .   | 8             | 212              | 220       |
| Splices, pairs of, . . . . .     | 16,047        | 36,649           | 52,696    |
| Spikes, pounds of, . . . . .     | 363,815       | 732,324          | 1,096,039 |
| Cross-ties, number of, . . . . . | 115,928       | 189,930          | 305,858   |



## NEW TRACKS LAID ON THE PENNSYLVANIA RAILROAD AND BRANCHES DURING 1882.

|                                                                                                               | MILES. | FEET. | MILES. | FEET. |
|---------------------------------------------------------------------------------------------------------------|--------|-------|--------|-------|
| Second track, Greenwich to Snyder Avenue, Delaware Extension, . . .                                           | 1      | 515   |        |       |
| Second track, Victoria scales to Greenwich, Delaware Extension, . . .                                         | 1      | 1,420 |        |       |
| Third and fourth tracks, Filbert Street Extension between Thirtieth<br>and Thirty-second Streets, . . . . .   |        | 3,100 |        |       |
| Third and fourth tracks between Merion and Ardmore, . . . . .                                                 | 5      | 2,888 |        |       |
| Third and fourth tracks between Ardmore and Villa Nova, . . . . .                                             | 3      | 2,371 |        |       |
| New line at Wayne, . . . . .                                                                                  | 1      | 4,966 |        |       |
| New line at Green Tree, . . . . .                                                                             |        | 3,554 |        |       |
| New line west of Coatesville, . . . . .                                                                       | 2      | 2,588 |        |       |
| New line west of Big Conestoga, . . . . .                                                                     |        | 4,836 |        |       |
| New line at Dillerville, . . . . .                                                                            | 1      | 2,620 |        |       |
| Delaware Extension sidings, . . . . .                                                                         | 1      | 3,058 |        |       |
| Philadelphia Division sidings, . . . . .                                                                      | 5      | 1,622 |        |       |
| Middle Division sidings, . . . . .                                                                            | 1      | 3,361 |        |       |
| Extension of third track, Middle Division, . . . . .                                                          | 1      | 597   |        |       |
| Altoona yard sidings, . . . . .                                                                               | 1      | 1,563 |        |       |
| Holidaysburg and Morrison Cove Branch sidings, . . . . .                                                      |        | 2,439 |        |       |
| Williamsburg Branch sidings, . . . . .                                                                        |        | 286   |        |       |
| Springfield Branch sidings, . . . . .                                                                         |        | 661   |        |       |
| Extension Lilly "Y," Lilly Branch, . . . . .                                                                  |        | 2,500 |        |       |
| New Portage Railroad near South Fork, . . . . .                                                               | 3      | 436   |        |       |
| New yard at Walls, and warehouse siding, . . . . .                                                            | 1      | 3,749 |        |       |
| New yard at Brushton, . . . . .                                                                               | 4      | 1,259 |        |       |
| Pittsburgh Division sidings, . . . . .                                                                        | 6      | 4,951 |        |       |
| South West Pennsylvania Railway sidings and branches, . . . . .                                               | 14     | 2,430 |        |       |
| West Pennsylvania Division sidings, . . . . .                                                                 | 1      | 450   |        |       |
| Tyrone Division branches and sidings, . . . . .                                                               | 14     | 2,419 |        |       |
| Lewistown Division sidings, . . . . .                                                                         |        | 2,754 |        |       |
| Monongahela Division sidings and extensions, Main Line and Red-<br>stone Branch, . . . . .                    | 24     | 3,953 |        |       |
| Frederick Division sidings, . . . . .                                                                         | 5      | 4,134 |        |       |
| LESS TRACKS REMOVED.                                                                                          |        |       | 108    | 2,840 |
| Hamburg, change of line at Girard Point Extension, . . . . .                                                  |        | 560   |        |       |
| Old line at Wayne, . . . . .                                                                                  | 2      | 90    |        |       |
| Old line at Green Tree, . . . . .                                                                             |        | 3,666 |        |       |
| Old line at West Coatesville, . . . . .                                                                       | 1      | 2,754 |        |       |
| Old line at Big Conestoga, . . . . .                                                                          |        | 4,700 |        |       |
| Sidings Philadelphia Division, . . . . .                                                                      |        | 767   |        |       |
| Sidings Pittsburgh Division, . . . . .                                                                        |        | 441   |        |       |
| Sidings West Pennsylvania Division, . . . . .                                                                 |        | 255   |        |       |
| Sidings Tyrone Division, . . . . .                                                                            |        | 5,200 |        |       |
| Monongahela Division sidings, . . . . .                                                                       |        | 1,086 | 3      | 3,679 |
| Private sidings laid, . . . . .                                                                               | 15     | 691   | 104    | 4,441 |
| Private sidings removed, . . . . .                                                                            | 1      | 1,284 | 13     | 4,687 |
| Total additional length of track, Pennsylvania Railroad, including<br>private sidings, . . . . .              |        |       | 118    | 3,848 |
| North and West Branch Railway, { Main Line, . . . . . 42.<br>{ Sidings, . . . . . 5,4699                      |        |       |        |       |
| Sunbury, Hazleton and Wilkesbarre Railroad, . . . . .                                                         |        | 782   |        |       |
| Lewisburg and Tyrone Railroad (east end), . . . . .                                                           |        | 788   |        |       |
| Less sidings removed, . . . . .                                                                               | 48     | 989   |        |       |
|                                                                                                               |        | 1,035 |        |       |
| Private sidings laid S., H. & W. R. R., . . . . .                                                             | 47     | 5,234 | 48     | 165   |
|                                                                                                               |        | 211   |        |       |
| Total additional length of track, Pennsylvania Railroad and<br>branches, including private sidings, . . . . . |        |       | 166    | 4,013 |

TOTAL NUMBER OF MILES OF SINGLE TRACK IN USE JANUARY 1st, 1883.

*Pennsylvania Railroad Division.*

|                                               |                 |
|-----------------------------------------------|-----------------|
| Main Line, including sidings, . . . . .       | 1,094.34 miles. |
| Branches owned, including sidings, . . . . .  | 171.69 "        |
| Branches leased, including sidings, . . . . . | 795.84 "        |
| Private sidings, . . . . .                    | 168.96 "        |
| Total, . . . . .                              | 2,230.83 "      |

*Lewisburg and Tyrone Railroad (east end).*

|                                         |              |
|-----------------------------------------|--------------|
| Main Line, including sidings, . . . . . | 46.28 miles. |
| Private sidings, . . . . .              | 0.60 "       |
| Total, . . . . .                        | 46.88 "      |

*Sunbury, Hazleton and Wilkesbarre Railway.*

|                                         |              |
|-----------------------------------------|--------------|
| Main Line, including sidings, . . . . . | 51.11 miles. |
| Private sidings, . . . . .              | 0.51 "       |
| Total, . . . . .                        | 51.62 "      |

*North and West Branch Railway.*

|                                         |              |
|-----------------------------------------|--------------|
| Main Line, including sidings, . . . . . | 47.89 miles. |
| Private sidings, . . . . .              | "            |
| Total, . . . . .                        | 47.89 "      |

*Total Pennsylvania Railroad and Branches.*

|                                               |                 |
|-----------------------------------------------|-----------------|
| Main Line, including sidings, . . . . .       | 1,094.34 miles. |
| Branches owned, including sidings, . . . . .  | 171.69 "        |
| Branches leased, including sidings, . . . . . | 941.12 "        |
| Private sidings, . . . . .                    | 170.07 "        |
| Total, . . . . .                              | 2,377.22 "      |

During the year the four-track system on the Philadelphia Division was extended from Merion to Villa Nova, a distance of six miles; the third track was extended westward from Villa Nova,  $2\frac{24}{100}$  miles; and the grading was completed for an extension of the four-track system from Villa Nova to Devon, and from Paoli to Malvern. New third and fourth tracks were constructed on the Filbert Street Extension between Thirtieth and Thirty-second Streets. The changes of line at Wayne, Green Tree, west of Coatesville, west of Big Conestoga Creek, at Dillerville, and the Lancaster Cut-off, were completed. A second track was built on the Delaware Extension from Victoria scales to Greenwich, and from Greenwich to Snyder Avenue. On the Middle Division the third track was extended four thousand feet west of Cove Station, three thousand feet at Thompsontown, and three thousand seven hundred feet west of Mifflin; and the grading was done for an extension,  $1\frac{6}{10}$  miles in length, near Birmingham. On the Pittsburgh Division the third track was extended  $1\frac{84}{100}$  miles west of Latrobe. The grading and masonry was completed for a five-track road-bed from Brinton's to Wilkinsburg, a distance of five miles; and considerable progress was made in grading and track-laying for two additional tracks from Wilkinsburg to East Liberty. Three miles of track were laid on the new Portage Railroad. The second track on the South West-Pennsylvania Railway was extended from East Greensburg to Huff's Station. Some progress was made towards extending the second track on the Tyrone Branch; and eighteen miles of sidings were constructed on the Main Line between Philadelphia and Pittsburgh.

On December 31st there were 31.89 miles of third track and 14.35 miles of fourth track on the Philadelphia Division; 23.97 miles of third track and 3.79 miles of fourth track on the Middle Division; 27.57 miles of third track and 4.54 miles of fourth track on the Pittsburgh Division,—making a total of 83.43 miles of third track and 22.68 miles of fourth track on the Main Line between Philadelphia and Pittsburgh.

A brick warehouse, 50 by 406 feet, for the storage of sugar, was built on Front Street, below Prime Street, on the old Navy Yard property. The old shed on Pier No. 53 was torn down and rebuilt on Thirtieth Street, north of Filbert Street, for a freight station. New freight stations were built at Overbrook and Ardmore. A frame passenger station, eighteen by twenty-six feet, was erected on the Monongahela Division at Pittsburgh; a new passenger station was built at Scottdale; new buildings for the use of trainmen were erected at Fifty-second Street, Philadelphia, and Harrisburg, Altoona, and Pittsburgh, each provided with bath-room, wash-stands, water-closets, bunks, and reading-room furnished with daily newspapers, periodicals, and a library with a choice selection of books. A portion of the building at Altoona is occupied as a telegraph office and train-master's office. The train-master's building at Derry was also extended to provide a reading-room for trainmen.

At Altoona an erecting shop, 65 by 350 feet, known as erecting shop No. 2, was built on the south side of the machine shop. A new storehouse, 40 by 170 feet, two stories high, and a new boiler-house, 20 by 150 feet, were built; and the old machine shop was taken down and rebuilt two stories in height, 70 by 355 feet; and new car shops were built at Torrens.

A new bridge of three spans was erected over the Conemaugh River, in connection with the relaying of the track on the old Portage Railroad. The bridge over the Pennsylvania Canal, west of Middletown, was renewed with boiler plate. Bridge No. 13, on the Philadelphia Division, was enlarged to accommodate four tracks, and the old girders were renewed. The bridges on the South West Pennsylvania Railroad were strengthened in order to admit of the use of heavy class "I" locomotives on that line. All the bridges on the Pomeroy and Newark Railroad were renewed. Four new overhead road bridges were built on the Main Line; and such repairs were made as were necessary to place all the bridges on the Main Line and branches in safe condition.

A line of telegraph wire between Harrisburg and West Philadelphia, to be used in car-record service, and a line between Lancaster and Girard Avenues, to facilitate the transaction of local business of the Philadelphia Division, were purchased from the Western Union Telegraph Company, and the following new lines were constructed: between Middletown Intersection and Lancaster, via Mount Joy, for the use of block signals; between Thirty-second and Market Streets, West Philadelphia, and Washington Street wharf; between Lewistown and Harrisburg; from Tyrone to Clearfield and Lock Haven; from Pennsylvania Furnace to Scotia; and from Uniontown, along the Redstone Branch of the Pittsburgh, Virginia and Charleston Railway, to West Brownsville Junction, with a loop to West Brownsville.

# UNITED RAILROADS OF NEW JERSEY DIVISION.

The earnings of the Main Line and branches in connection therewith were as follows:—

|                               |                        |
|-------------------------------|------------------------|
| From freight, . . . . .       | \$7,549,962 68         |
| From passengers, . . . . .    | 5,251,264 99           |
| From express, . . . . .       | 324,420 52             |
| From mails, . . . . .         | 188,311 44             |
| From miscellaneous, . . . . . | 364,080 77             |
|                               | <u>\$13,678,040 40</u> |

And the expenses were:—

|                                      |                     |
|--------------------------------------|---------------------|
| Conducting transportation, . . . . . | \$5,310,453 62      |
| Motive power, . . . . .              | 2,336,696 98        |
| Maintenance of cars, . . . . .       | 513,493 38          |
| Maintenance of way, . . . . .        | 1,621,565 88        |
| General expenses, . . . . .          | 92,104 22           |
|                                      | <u>9,874,314 08</u> |

|                                         |                       |
|-----------------------------------------|-----------------------|
|                                         | <u>\$3,803,726 32</u> |
| Deduct interest on equipment, . . . . . | 43,409 13             |

|                              |                     |
|------------------------------|---------------------|
| Net earnings 1882, . . . . . | \$3,760,317 19      |
| Net earnings 1881, . . . . . | <u>3,868,476 90</u> |

|                     |              |
|---------------------|--------------|
| Decrease, . . . . . | \$108,159 71 |
|---------------------|--------------|

The total gross earnings increased \$1,196,252.14, or  $9\frac{5}{10}\%$  per cent. The passenger receipts increased  $14\frac{0}{10}\%$  per cent., and the freight receipts,  $5\frac{5}{10}\%$  per cent.

## COMPARATIVE STATEMENT OF EXPENSES OF THE SEVERAL DEPARTMENTS.

|                       | CONDUCTING<br>TRANSPORTATION | MOTIVE POWER.           | MAINTENANCE<br>OF CARS. | MAINTENANCE<br>OF WAY.  | GENERAL<br>EXPENSES.    | TOTALS.                 |
|-----------------------|------------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| 1882, . . . . .       | \$5,310,453 62               | \$2,336,696 98          | \$513,493 38            | \$1,621,565 88          | \$92,104 22             | \$9,874,314 08          |
| 1881, . . . . .       | 4,704,054 12                 | 2,036,265 65            | 584,106 48              | 1,181,437 31            | 73,103 30               | 8,578,966 86            |
| Increase, . . . . .   | \$606,399 50                 | \$300,431 33            |                         | \$440,128 57            | \$19,000 92             | \$1,295,347 22          |
| Decrease, . . . . .   |                              |                         | \$70,613 10             |                         |                         |                         |
| Percentage, . . . . . | Inc. $12\frac{8}{10}\%$      | Inc. $14\frac{7}{10}\%$ | Dec. $12\frac{0}{10}\%$ | Inc. $37\frac{2}{10}\%$ | Inc. $25\frac{9}{10}\%$ | Inc. $15\frac{1}{10}\%$ |

The increase in the expenses of \$1,295,347.22, or  $15\frac{1}{10}\%$  per cent., was occasioned by an increase of  $14\frac{6}{10}\%$  per cent. in the number of passengers carried, and  $11\frac{5}{10}\%$  per cent. in the number of tons of freight moved; the operation of the Philadelphia and Long Branch Railroad; the expenditure of large sums for the renewal of bridges, station buildings, and coal wharves; the extensive renewal of material in tracks; the repairs of damages by the extraordinary and destructive freshets during the latter part of September; the building of new track water-tanks; an unusual amount of dredging at the Jersey City docks; the introduction of electric lights on the ferry boats; the operation of additional telegraph towers; straightening the roadway through Bergen cut; and the expense of new alignment of tracks, made necessary by the construction of third and fourth tracks. The lack of sufficient motive power and track facilities to move the increased traffic of the line with proper dispatch and economy was also an important factor in making up the increased expenses.

## NUMBER OF PASSENGERS CARRIED ON THE UNITED RAILROADS OF NEW JERSEY DIVISION.

|                                   | 1881.     | 1882.      | INCREASE. | DECREASE. | PERCENTAGE. |
|-----------------------------------|-----------|------------|-----------|-----------|-------------|
| First class passengers, . . . . . | 6,786,797 | 7,777,292  | 990,495   |           | Inc. 14.59  |
| Emigrant passengers, . . . . .    | 93,687    | 90,764     |           | 2,923     | Dec. 3.12   |
| Commutation passengers, . . . . . | 2,251,662 | 2,599,448  | 347,786   |           | Inc. 15.45  |
| Totals, . . . . .                 | 9,132,146 | 10,467,504 | 1,335,358 |           | Inc. 14.62  |

## MILEAGE.

|                                   | 1881.       | 1882.       | INCREASE.  | DECREASE. | PERCENTAGE. |
|-----------------------------------|-------------|-------------|------------|-----------|-------------|
| First class passengers, . . . . . | 157,242,379 | 182,895,814 | 25,653,435 |           | Inc. 16.31  |
| Emigrant passengers, . . . . .    | 8,248,559   | 8,127,182   |            | 121,377   | Dec. 1.47   |
| Commutation passengers, . . . . . | 31,876,036  | 36,915,394  | 5,039,358  |           | Inc. 15.80  |
| Totals, . . . . .                 | 197,366,974 | 227,938,390 | 30,571,416 |           | Inc. 15.49  |

The above statement shows an increase of  $14\frac{62}{100}$  per cent. in the number of passengers carried, and  $15\frac{49}{100}$  per cent. in the passenger mileage. There was a decrease in the emigrant travel of  $3\frac{12}{100}$  per cent. in numbers, and  $1\frac{47}{100}$  per cent. in mileage. The average distance traveled by each passenger was  $21\frac{78}{100}$  miles in 1882, and  $21\frac{61}{100}$  miles in 1881.

## FREIGHT BUSINESS—UNITED RAILROADS OF NEW JERSEY DIVISION.

|                                             | 1881.     | 1882.     | INCREASE. | DECREASE. | PERCENTAGE. |
|---------------------------------------------|-----------|-----------|-----------|-----------|-------------|
| Tons of through freight eastward, . . . . . | 1,692,280 | 1,648,890 |           | 43,390    | Dec. 2.56   |
| Tons of through freight westward, . . . . . | 843,713   | 823,658   |           | 20,055    | Dec. 2.38   |
| Tons of local freight eastward, . . . . .   | 3,566,876 | 4,402,070 | 835,194   |           | Inc. 23.42  |
| Tons of local freight westward, . . . . .   | 1,286,086 | 1,366,646 | 80,560    |           | Inc. 6.34   |
| Totals, . . . . .                           | 7,388,955 | 8,241,264 | 852,309   |           | Inc. 11.53  |

## MILEAGE.

|                                                | 1881.       | 1882.       | INCREASE.  | DECREASE. | PERCENTAGE. |
|------------------------------------------------|-------------|-------------|------------|-----------|-------------|
| Mileage of through freight eastward, . . . . . | 148,734,962 | 144,960,308 |            | 3,774,654 | Dec. 2.54   |
| Mileage of through freight westward, . . . . . | 74,616,522  | 72,741,957  |            | 1,874,565 | Dec. 2.51   |
| Mileage of local freight eastward, . . . . .   | 187,605,235 | 232,640,215 | 45,034,980 |           | Inc. 24.01  |
| Mileage of local freight westward, . . . . .   | 70,038,679  | 71,526,530  | 1,487,851  |           | Inc. 2.12   |
| Totals, . . . . .                              | 480,995,398 | 521,869,010 | 40,873,612 |           | Inc. 8.50   |

There was an increase of  $11\frac{5.8}{100}$  per cent. in the number of tons of freight moved, and  $8\frac{5.0}{100}$  per cent. in the tonnage mileage. The through business was thirty per cent. of the total number of tons carried, and  $41\frac{7.2}{100}$  per cent. of the total tonnage mileage. The local freight traffic was increased  $18\frac{8.7}{100}$  per cent. in the number of tons moved, and  $18\frac{0.6}{100}$  in mileage; and the through freight business was decreased  $2\frac{5.0}{100}$  per cent. in the number of tons moved, and  $2\frac{5.3}{100}$  per cent. in tonnage mileage. The greatest improvement was made in local freight eastward, which shows an increase of  $23\frac{4.2}{100}$  in the number of tons carried, and  $24\frac{0.1}{100}$  per cent. in mileage. Each ton of freight was moved an average distance of  $63\frac{3.2}{100}$  miles in 1882, and  $65\frac{1.6}{100}$  miles in 1881.

## MOVEMENT OF LOADED CARS ON UNITED RAILROADS OF NEW JERSEY DIVISION.

| STATIONS.                    | DIRECTION.                 | 1881.   | 1882.   | INCREASE. | DECREASE. | PERCENTAGE. |
|------------------------------|----------------------------|---------|---------|-----------|-----------|-------------|
| Mantua, . . . . .            | Eastward, . . . . .        | 232,583 | 270,750 | 38,167    |           | 16.41       |
| Mantua, . . . . .            | Westward, . . . . .        | 144,197 | 141,432 |           | 2,765     | 1.92        |
| Trenton, . . . . .           | To Amboy Division, . . .   | 32,998  | 110,480 | 77,482    |           | 234.81      |
| Trenton, . . . . .           | From Amboy Division, . .   | 7,131   | 23,627  | 16,496    |           | 231.33      |
| Trenton, . . . . .           | To Belvidere Division, . . | 9,204   | 10,746  | 1,542     |           | 16.75       |
| Trenton, . . . . .           | From Belvidere Division, . | 145,513 | 146,933 | 1,420     |           | 0.09        |
| Phillipsburg Junction, . . . | Eastward, . . . . .        | 146,580 | 138,956 |           | 7,624     | 5.20        |
| Phillipsburg Junction, . . . | Westward, . . . . .        | 5,804   | 4,229   |           | 1,575     | 27.14       |
| Jersey City, . . . . .       | Arriving, . . . . .        | 210,925 | 202,898 |           | 8,027     | 3.81        |
| Jersey City, . . . . .       | Westward, . . . . .        | 148,469 | 149,850 | 1,381     |           | 00.93       |
| South Amboy, . . . . .       | Eastward, . . . . .        | 114,743 | 142,047 | 27,304    |           | 23.80       |
| South Amboy, . . . . .       | Westward, . . . . .        | 3,594   | 4,316   | 722       |           | 20.09       |
| Camden, . . . . .            | Eastward, . . . . .        | 27,146  | 25,008  |           | 2,138     | 7.88        |
| Camden, . . . . .            | Arriving, . . . . .        | 31,987  | 41,569  | 9,582     |           | 29.96       |

The increase in the movement of loaded cars at Mantua was due to increased shipments of coal and fruit; at Trenton, to and from the Amboy Division, to a change in the system of keeping the records,—the figures for 1882 showing the interchange of business with the Amboy Division at Monmouth Junction, and Bordentown Branch at Trenton, while the figures for 1881 show only the interchange of loaded cars with the Bordentown Branch. The increased movement at Trenton to the Belvidere Division, and in the westward movement at South Amboy, was in general trade; and the increase in the movement from the Belvidere Division at Trenton, and in the eastward movement at South Amboy, was due to increased shipments of coal. The decrease in the movement of loaded cars at Mantua westward, and in the number of loaded cars arriving at Jersey City, is accounted for by the decrease in through trade; at Phillipsburg Junction eastward, by an increase in the average car load, and the employment of a larger number of standard cars in the coal trade than formerly, and westward, in general trade. The increase in the movement of loaded cars arriving at Camden was due to an increase of business to that point by all rail.

The anthracite coal trade over the Belvidere Division was increased 118,740 gross tons, from 1,625,883 tons, in 1881, to 1,744,623 tons, in 1882; and the shipments to South Amboy were 730,957 tons in 1882, and 693,550 tons in 1881,—an increase of 37,407 tons. The shipments of bituminous coal to South Amboy were increased 409,771 tons, from 941,386 tons, in 1881, to 1,351,157 tons, in 1882.

## MAINTENANCE OF WAY.

The amount of track laid and material used during the year, and the number of miles of single track in use December 31st, 1882, are shown in the following statements:—

There were 3,913 tons of steel rails and 290,016 cross-ties placed in the track for repairs, and 2,544 tons steel rails and 83,938 cross-ties used for construction.

## STATEMENT OF TRACK MATERIAL USED DURING 1882.

|                                                           | STEEL RAILS<br>TONS. | IRON RAILS.<br>TONS. | SPIKES.<br>POUNDS. | SPICES.<br>PAIRS. | CROSS TIES.<br>NUMBER. |
|-----------------------------------------------------------|----------------------|----------------------|--------------------|-------------------|------------------------|
| NEW YORK DIVISION.                                        |                      |                      |                    |                   |                        |
| Connecting Railway, . . . . .                             | 15                   |                      | 13,600             | 770               | 1,227                  |
| Main Line, . . . . .                                      | 728                  |                      | 193,576            | 3,516             | 86,980                 |
| Philadelphia and Trenton Railroad, . . . . .              | 416                  |                      | 51,372             | 1,997             | 44,148                 |
| Perth Amboy Branch, . . . . .                             | 486                  |                      | 8,350              | 544               | 7,068                  |
| Millstone Branch, . . . . .                               |                      |                      | 500                | 30                | 1,944                  |
| Rocky Hill Branch, . . . . .                              |                      |                      | 411                | 27                | 2,118                  |
| Frankford and Holmesburg Branch, . . . . .                |                      |                      | 902                |                   | 1,709                  |
| Totals, . . . . .                                         | 1,645                |                      | 268,711            | 6,884             | 145,194                |
| AMBOY DIVISION.                                           |                      |                      |                    |                   |                        |
| Main Line, . . . . .                                      | 564                  | 47                   | 56,327             | 2,164             | 32,824                 |
| Trenton Branch, . . . . .                                 | 16                   |                      | 3,000              | 68                | 1,624                  |
| Florence Branch, . . . . .                                |                      |                      | 35                 |                   | 80                     |
| Jamesburg Branch, . . . . .                               | 27                   |                      | 3,000              | 10                | 1,244                  |
| Camden and Burlington County Railroad, . . . . .          | 379                  | 4                    | 22,620             | 1,412             | 10,808                 |
| Medford Branch, . . . . .                                 |                      |                      | 2,000              |                   | 2,222                  |
| Vincentown Branch, . . . . .                              |                      |                      | 550                |                   | 290                    |
| Pemberton and Hightstown Railroad, . . . . .              |                      |                      | 8,084              |                   | 9,365                  |
| Columbus, Kinkora and Springfield Railroad, . . . . .     |                      |                      | 4,500              |                   | 4,445                  |
| Pemberton and Sea-Shore Railroad, . . . . .               | 491                  | 41                   | 15,400             | 2,165             | 16,629                 |
| Philadelphia and Long Branch Railroad, . . . . .          |                      | 12                   | 3,775              | 109               | 2,359                  |
| Freehold and Jamesburg Agricultural Railroad, . . . . .   | 301                  | 1                    | 13,550             | 1,123             | 8,638                  |
| Totals, . . . . .                                         | 1,778                | 105                  | 132,841            | 7,051             | 90,528                 |
| BELVIDERE DIVISION.                                       |                      |                      |                    |                   |                        |
| Main Line, . . . . .                                      | 491                  | 4                    | 47,975             | 2,407             | 48,455                 |
| Flemington Railroad, . . . . .                            |                      |                      | 1,300              |                   | 5,839                  |
| Totals, . . . . .                                         | 491                  | 4                    | 49,275             | 2,407             | 54,294                 |
| Totals United Railroads of New Jersey Division, . . . . . | 3,914                | 109                  | 450,827            | 16,342            | 290,016                |

In addition to the above, the following material was used for construction:—

|                        |                 |
|------------------------|-----------------|
| Steel rails, . . . . . | 2,544 tons.     |
| Iron rails, . . . . .  | 29 "            |
| Spikes, . . . . .      | 195,295 pounds. |
| Splices, . . . . .     | 13,316 pairs.   |
| Cross-ties, . . . . .  | 83,938          |

STATEMENT OF TRACKS AND SIDINGS LAID DURING 1882.

|                                             | MILES. | FEET. | MILES. | FEET. |
|---------------------------------------------|--------|-------|--------|-------|
| New York Division, . . . . .                | 26     | 159   |        |       |
| Amboy Division, . . . . .                   | 5      | 4,435 |        |       |
| Belvidere Division, . . . . .               |        | 4,879 | 32     | 4,193 |
| Less tracks removed :—                      |        |       |        |       |
| New York Division, . . . . .                | 4      | 29    |        |       |
| Amboy Division, . . . . .                   |        | 1,056 | 4      | 1,085 |
| Private sidings laid :—                     |        |       | 28     | 3,108 |
| New York Division, . . . . .                |        | 4,767 |        |       |
| Belvidere Division, . . . . .               |        | 261   |        | 5,028 |
| Less private sidings removed :—             |        |       | 29     | 2,856 |
| New York Division, . . . . .                |        | 340   |        |       |
| Amboy Division, . . . . .                   |        | 686   |        | 1,026 |
| Total additional length of track, . . . . . |        |       | 29     | 1,830 |

## TOTAL NUMBER OF MILES OF SINGLE TRACK IN USE JANUARY 1st, 1883.

*New York Division.*

|                                         |               |
|-----------------------------------------|---------------|
| Main Line, including sidings, . . . . . | 321.83 miles. |
| Branches, including sidings, . . . . .  | 70.54 "       |
| Private sidings, . . . . .              | 6.48 "        |
| Total, . . . . .                        | 398.85 "      |

*Amboy Division.*

|                                         |               |
|-----------------------------------------|---------------|
| Main Line, including sidings, . . . . . | 143.35 miles. |
| Branches, including sidings, . . . . .  | 189.22 "      |
| Private sidings, . . . . .              | 0.62 "        |
| Total, . . . . .                        | 333.19 "      |

*Belvidere Division.*

|                                         |               |
|-----------------------------------------|---------------|
| Main Line, including sidings, . . . . . | 121.05 miles. |
| Branches, including sidings, . . . . .  | 14.85 "       |
| Private sidings, . . . . .              | 1.41 "        |
| Total, . . . . .                        | 137.31 "      |

*Total United Railroads of New Jersey Division.*

|                                         |               |
|-----------------------------------------|---------------|
| Main Line, including sidings, . . . . . | 586.23 miles. |
| Branches, including sidings, . . . . .  | 274.61 "      |
| Private sidings, . . . . .              | 8.51 "        |
| Total, . . . . .                        | 869.35 "      |

On December 31st, 1882, there were  $36\frac{34}{100}$  miles of third track and  $35\frac{20}{100}$  miles of fourth track in use on the New York Division.

During the year the four-track system was extended from the west end of Meadows yard to the east end of the Passaic River bridge at Newark; from the county line west of Newark to Mary Street, Elizabeth; from Scott Avenue, east of Rahway, through Rahway to Perth Amboy Junction; from Stelton to East Brunswick; from New Brunswick to Millstone Junction; from Tullytown to Schenck's, and from Germantown Junction to the Schuylkill River. A third track was constructed on the Kensington Branch between Frankford Junction and the passenger station at Kensington, and on the Amboy Division between the passenger station in Camden and the West Jersey Railroad Junction. The graduation and masonry for the third and fourth tracks between Holmesburg Junction and Frankford, and from Metuchen to Stelton, were completed, and considerable progress was made in building the new line at Bristol and across the Hackensack; also in grading for third and fourth tracks between Perth Amboy Junction and Menlo Park.

The straightening of the line through Bergen cut was continued, and the stone derived therefrom was used in ballasting the road.

Interlocking switches and signal apparatus were placed at the east end of the Hackensack bridge; east end of the bridge over Passaic River; Perth Amboy Junction; East Brunswick, and at the West Jersey Railroad Junction; and ten new block-signal stations were established on the New York Division.

New passenger stations were built at Kensington, Tom's River, Mantoloking, Chadwick's, and Bay Head; six frame dwellings for foremen and five tool-houses were built along the line of the Philadelphia and Long Branch Railway; and a new freight station, 50 by 200 feet, was built at Shackamaxon Street, on the line of the River-Front Railway.

The draw in the pile bridge over Barnegat Bay was lengthened to give a double opening of sixty feet; the bridges at Hoffman's and Request, having an aggregate length of 267 feet, and bridges Nos. 2 and 3, on the Millham Cut-off, with a total length of 102 feet, were renewed with iron girders; and the bridges on the Belvidere Delaware Railroad were strengthened, that a heavier class of locomotives might be used on that line.

A telegraph line was constructed on the right of way of the Philadelphia and Long Branch Railroad between Whiting's and Bay Head.

FLOATING EQUIPMENT.

The number of steamboats, car-floats, &c. in service December 31st, 1882, was as follows:—

|                                |     |
|--------------------------------|-----|
| Steam ferry boats, . . . . .   | 11  |
| Passenger steamboat, . . . . . | 1   |
| Freight steamboat, . . . . .   | 1   |
| Tugs, . . . . .                | 13  |
| Car-floats, . . . . .          | 46  |
| Steam lighters, . . . . .      | 2   |
| Lighters, . . . . .            | 17  |
| Barges, . . . . .              | 15  |
| Workshop barge, . . . . .      | 1   |
| Canal boats, . . . . .         | 8   |
| Dump scows, . . . . .          | 7   |
| Flat scows, . . . . .          | 3   |
| Dredges, . . . . .             | 2   |
| Water boats, . . . . .         | 1   |
| Total, . . . . .               | 128 |

During the year, the ferry boat Baltimore, seven car-floats, and two flat scows were built; one car-float was purchased; one water boat was transferred from the floating equipment of the Delaware and Raritan Canal; the tug boat Larkspur was sold; and five car-floats and two flat scows were condemned.

The ferry boats made 170,802 trips between New York and Jersey City in 1882, and 164,948 trips in 1881, an increase of 5,854 trips.

## DELAWARE AND RARITAN CANAL.

The canal was opened on March 6th, and navigation was suspended on December 20th.

The earnings were as follows:—

|                                 |                     |
|---------------------------------|---------------------|
| From tolls on boats, . . . . .  | \$5,080 44          |
| From tolls on lading, . . . . . | 381,750 97          |
| From steam-towing, . . . . .    | 140,169 61          |
| From incidentals, . . . . .     | 21,090 10           |
| From rents, . . . . .           | 5,326 58            |
|                                 | <u>\$553,417 70</u> |

And the expenses were:—

|                                     |                    |
|-------------------------------------|--------------------|
| For maintenance of canal, . . . . . | \$119,054 00       |
| For canal operations, . . . . .     | 84,591 24          |
| For steam-towing, . . . . .         | 91,134 89          |
|                                     | <u>294,780 13</u>  |
| Net earnings 1882, . . . . .        | \$258,637 57       |
| Net earnings 1881, . . . . .        | <u>308,762 56</u>  |
| Decrease, . . . . .                 | <u>\$50,124 99</u> |

The gross earnings were increased \$12,340.97, or  $2\frac{28}{100}$  per cent., and the expenses were increased \$62,465.96, or  $26\frac{89}{100}$  per cent.

In the following statement the expenses for the year 1882 are compared with the expenses for the year 1881 by departments.

COMPARATIVE STATEMENT OF EXPENSES OF THE SEVERAL DEPARTMENTS.

|                       | MAINTENANCE<br>OF CANAL. | CANAL<br>OPERATION. | STEAM-TOWING<br>ACCOUNT. | TOTALS.      |
|-----------------------|--------------------------|---------------------|--------------------------|--------------|
| 1881, . . . . .       | \$95,537 53              | \$61,410 81         | \$75,365 83              | \$232,314 17 |
| 1882, . . . . .       | 119,054 00               | 84,591 24           | 91,134 89                | 294,780 13   |
| Increase, . . . . .   | \$23,516 47              | \$23,180 43         | \$15,769 06              | \$62,465 96  |
| Percentage, . . . . . | 24.62                    | 37.75               | 20.92                    | 26.89        |



The actual cost of operating the canal was  $53\frac{27}{100}$  per cent. of its receipts; in 1881 it was  $42\frac{84}{100}$  per cent. The increased expenses were mainly occasioned by general repairs to the floating equipment and repairs of damages by freshets.

There were 1,659,044 tons of freight carried in 1882, and 1,710,888 tons in 1881, a decrease of 51,844 tons, or  $3\frac{03}{100}$  per cent.

The tonnage mileage was decreased 3,546,044 tons one mile, or  $5\frac{14}{100}$  per cent., from 68,981,905 tons one mile in 1882.

The canal was closed from September 26th to October 3d for the purpose of repairing the damages to its banks and mechanical structures occasioned by the September freshets.

The floating equipment of the canal is given below :—

|                         | DECEMBER 31st, 1881. | DECEMBER 31st, 1882. |
|-------------------------|----------------------|----------------------|
| Tugs, . . . . .         | 10                   | 10                   |
| Towing boats, . . . . . | 6                    | 6                    |
| Schooners, . . . . .    | 19                   | 19                   |
| Flat scows, . . . . .   | 30                   | 30                   |
| Canal boats, . . . . .  | 30                   | 29                   |
| Chunkers, . . . . .     | 6                    | . .                  |
| Ice breakers, . . . . . | 2                    | 2                    |
| Water boats, . . . . .  | 1                    | . .                  |
| Dredge boats, . . . . . | 2                    | 2                    |
| Total, . . . . .        | 106                  | 98                   |

The changes made in the floating equipment during the year were the following :—

Six chunkers were sold, one canal boat was lost, and one water boat was transferred to the equipment used in connection with the operations of the railroad department.

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

For the year ending December 31st, 1882, the gross earnings were as follows:—

|                               |                       |
|-------------------------------|-----------------------|
| From freight, . . . . .       | \$3,138,455 69        |
| From passengers, . . . . .    | 669,010 51            |
| From express, . . . . .       | 47,900 31             |
| From mails, . . . . .         | 27,464 35             |
| From miscellaneous, . . . . . | 128,582 43            |
|                               | <u>\$4,011,413 29</u> |

And the expenses were:—

|                                                                          |                     |
|--------------------------------------------------------------------------|---------------------|
| Conducting transportation, . . . . .                                     | \$871,038 77        |
| Motive power, . . . . .                                                  | 738,465 31          |
| Maintenance of cars, . . . . .                                           | 298,857 06          |
| Maintenance of way, . . . . .                                            | 691,173 41          |
|                                                                          | <u>2,599,534 54</u> |
|                                                                          | \$1,411,878 75      |
| Deduct interest on equipment, materials, machinery, and tools, . . . . . | 160,410 55          |
| Net earnings in 1882, . . . . .                                          | \$1,251,468 19      |
| Net earnings in 1881, . . . . .                                          | 858,903 63          |
| Decrease, . . . . .                                                      | <u>\$392,564 56</u> |

The gross earnings were increased \$557,104.24, or  $16\frac{13}{100}$  per cent.; the freight earnings,  $14\frac{26}{100}$  per cent.; and the passenger earnings,  $23\frac{93}{100}$  per cent.

## COMPARATIVE STATEMENT OF EXPENSES OF THE SEVERAL DEPARTMENTS.

|                       | CONDUCTING<br>TRANSPORTATION. | MOTIVE POWER. | MAINTENANCE<br>OF CARS. | MAINTENANCE<br>OF WAY. | TOTALS.        |
|-----------------------|-------------------------------|---------------|-------------------------|------------------------|----------------|
| 1881, . . . . .       | \$777,999 74                  | \$718,758 74  | \$278,411 49            | \$654,890 33           | \$2,430,060 30 |
| 1882, . . . . .       | 871,038 77                    | 738,465 31    | 298,857 06              | 691,173 41             | 2,599,534 55   |
| Increase, . . . . .   | \$93,039 03                   | \$19,706 57   | \$20,445 57             | \$36,283 08            | \$169,474 25   |
| Percentage, . . . . . | 11.96                         | 27.42         | 7.34                    | 5.54                   | 6.97           |

The increase in the expenses of \$169,474.25, or  $6\frac{97}{100}$  per cent., exhibited in the above statement, is accounted for by the increased passenger and freight business, and the expenditure of \$107,611.30 for new sidings, station buildings, and extension of second track.

NUMBER OF PASSENGERS CARRIED ON THE PHILADELPHIA AND ERIE RAILROAD, DIVISION.

|                                   | 1881.   | 1882.     | INCREASE. | DECREASE. | PERCENTAGE. |
|-----------------------------------|---------|-----------|-----------|-----------|-------------|
| First class passengers, . . . . . | 733,632 | 984,161   | 250,529   |           | 34.14 Inc.  |
| Emigrant passengers, . . . . .    | 4,000   | 4,109     | 109       |           | 2.73 Inc.   |
| Commutation passengers, . . . . . | 37,917  | 59,324    | 21,407    |           | 56.46 Inc.  |
| Totals, . . . . .                 | 775,549 | 1,047,594 | 272,045   |           | 35.08 Inc.  |

MILEAGE.

|                                   | 1881.      | 1882.      | INCREASE. | DECREASE. | PERCENTAGE. |
|-----------------------------------|------------|------------|-----------|-----------|-------------|
| First class passengers, . . . . . | 17,170,733 | 20,891,152 | 3,720,419 |           | 21.67 Inc.  |
| Emigrant passengers, . . . . .    | 553,794    | 573,050    | 19,256    |           | 3.48 Inc.   |
| Commutation passengers, . . . . . | 549,966    | 828,563    | 278,597   |           | 50.66 Inc.  |
| Totals, . . . . .                 | 18,274,493 | 22,292,765 | 4,018,272 |           | 21.99 Inc.  |

The passenger business increased  $35\frac{0.8}{100}$  per cent. in the number of passengers carried, and  $21\frac{9.9}{100}$  per cent. in the passenger mileage. The greatest improvement was made in the local travel, particularly in commutation passengers, in which there was an increase of  $56\frac{4.6}{100}$  per cent. in number, and  $50\frac{6.6}{100}$  per cent. in mileage. The average distance traveled by each passenger was  $21\frac{2.8}{100}$  miles in 1882, and  $23\frac{5.6}{100}$  miles in 1881.

## FREIGHT BUSINESS—PHILADELPHIA AND ERIE RAILROAD DIVISION.

|                                             | 1881.     | 1882.     | INCREASE. | DECREASE. | PERCENTAGE. |
|---------------------------------------------|-----------|-----------|-----------|-----------|-------------|
| Tons of through freight eastward, . . . . . | 608,476   | 504,949   | . . . . . | 103,527   | 17.01 Dec.  |
| Tons of through freight westward, . . . . . | 350,405   | 403,466   | 53,061    | . . . . . | 15.14 Inc.  |
| Tons of local freight eastward, . . . . .   | 2,603,633 | 2,879,545 | 275,912   | . . . . . | 10.60 Inc.  |
| Tons of local freight westward, . . . . .   | 1,714,542 | 1,791,393 | 76,851    | . . . . . | 4.42 Inc.   |
| Totals, . . . . .                           | 5,277,056 | 5,579,353 | 302,297   | . . . . . | 4.48 Inc.   |

## MILEAGE.

|                                                | 1881.       | 1882.       | INCREASE.  | DECREASE.  | PERCENTAGE. |
|------------------------------------------------|-------------|-------------|------------|------------|-------------|
| Mileage of through freight eastward, . . . . . | 175,241,197 | 145,425,482 | . . . . .  | 29,815,715 | 17.01 Dec.  |
| Mileage of through freight westward, . . . . . | 100,916,642 | 116,198,080 | 15,281,438 | . . . . .  | 15.14 Inc.  |
| Mileage of local freight eastward, . . . . .   | 128,839,511 | 162,660,576 | 33,821,065 | . . . . .  | 26.25 Inc.  |
| Mileage of local freight westward, . . . . .   | 90,397,956  | 86,149,238  | . . . . .  | 4,248,718  | 4.70 Dec.   |
| Totals, . . . . .                              | 495,395,306 | 510,433,376 | 15,038,070 | . . . . .  | 3.04 Inc.   |

The above statement exhibits an increase of  $5\frac{73}{100}$  per cent. in the total number of tons moved, and  $3\frac{04}{100}$  per cent. in the tonnage mileage. The through business was  $16\frac{28}{100}$  per cent. of the total number of tons moved, and  $51\frac{25}{100}$  per cent. of the total mileage. The total shipments of through freight east and west were decreased 50,466 tons, or  $5\frac{26}{100}$  per cent.; and the total shipments of local freight were increased 352,763 tons, or  $8\frac{17}{100}$  per cent. in the number of tons moved, and  $13\frac{49}{100}$  per cent. in tonnage mileage. The decrease in the through freight traffic eastward, of seventeen per cent., was mainly due to decreased shipments of grain. The increase of  $10\frac{60}{100}$  per cent. in the number of tons moved, and  $26\frac{25}{100}$  per cent. in tonnage mileage of local freight eastward, is accounted for by increased shipments of oil, coal, and lumber. The average distance each ton of freight was moved was  $91\frac{49}{100}$  miles in 1882, and  $93\frac{88}{100}$  miles in 1881.

MOVEMENT OF LOADED CARS ON PHILADELPHIA AND ERIE RAILROAD DIVISION.

| STATIONS.                 | DIRECTION.                                               | 1881.  | 1882.   | INCREASE. | DECREASE. | PERCENTAGE |
|---------------------------|----------------------------------------------------------|--------|---------|-----------|-----------|------------|
| Sunbury, . . . . .        | To Sunbury, Hazleton and Wilkesbarre R. W., . . . . .    |        | 25,864  |           |           |            |
| Sunbury, . . . . .        | From Sunbury, Hazleton and Wilkesbarre R. W., . . . . .  |        | 10,151  |           |           |            |
| Northumberland, . . . . . | To Lackawanna and Bloomsburg Railroad, . . . . .         |        | 13,739  |           |           |            |
| Northumberland, . . . . . | From Lackawanna and Bloomsburg Railroad, . . . . .       |        | 29,666  |           |           |            |
| Montandon, . . . . .      | To Lewisburg and Tyrone Railroad, . . . . .              |        | 3,286   |           |           |            |
| Montandon, . . . . .      | From Lewisburg and Tyrone Railroad, . . . . .            |        | 5,070   |           |           |            |
| Williamsport, . . . . .   | Eastward, . . . . .                                      |        | 132,539 |           |           |            |
| Williamsport, . . . . .   | Westward, . . . . .                                      |        | 69,523  |           |           |            |
| Lock Haven, . . . . .     | To Bald Eagle Valley Railroad, . . . . .                 | 4,133  | 4,991   | 858       |           | 20.8       |
| Lock Haven, . . . . .     | From Bald Eagle Valley Railroad, . . . . .               | 25,502 | 33,124  | 7,622     |           | 29.9       |
| Renovo, . . . . .         | Eastward, . . . . .                                      | 85,395 | 92,734  | 7,339     |           | 8.6        |
| Renovo, . . . . .         | Westward, . . . . .                                      | 63,624 | 64,761  | 1,137     |           | 1.8        |
| Driftwood, . . . . .      | To Allegheny Valley Railroad, . . . . .                  | 1,808  | 3,608   | 1,800     |           | 99.6       |
| Driftwood, . . . . .      | From Allegheny Valley Railroad, . . . . .                | 50,870 | 50,800  |           | 70        | 0.1        |
| Emporium, . . . . .       | To Buffalo, New York and Philadelphia R. R., . . . . .   | 59,389 | 51,640  |           | 7,749     | 13.0       |
| Emporium, . . . . .       | From Buffalo, New York and Philadelphia R. R., . . . . . | 8,097  | 9,193   | 1,096     |           | 13.5       |
| Kane, . . . . .           | Eastward, . . . . .                                      | 54,211 | 56,305  | 2,094     |           | 3.9        |
| Kane, . . . . .           | Westward, . . . . .                                      | 52,137 | 53,274  | 1,137     |           | 2.2        |
| Erie, . . . . .           | Eastward, . . . . .                                      |        | 43,193  |           |           |            |
| Erie, . . . . .           | Arriving, . . . . .                                      |        | 45,464  |           |           |            |

The record of the interchange of traffic with the Sunbury, Hazleton and Wilkesbarre Railway at Sunbury; the Lackawanna and Bloomsburg Railroad at Northumberland; the Lewisburg and Tyrone Railroad at Montandon; and the movement at Williamsport and Erie, was not kept during the year 1881, in accordance with the system in operation during the year 1882, therefore comparisons at these points are omitted.

The increased movement of loaded cars, exhibited in the above statement, to the Bald Eagle Valley Railroad at Lock Haven, and to the Allegheny Valley Railroad at Driftwood, was in shipments of general merchandise; from the Bald Eagle Valley Railroad, in bituminous coal; passing Renovo and Kane eastward, in shipments of oil, coal, and lumber, and westward, in through freight, mainly merchandise; and from the Buffalo, New York and Philadelphia Railroad, in lumber, grain, &c.

The decreased movement to the Buffalo, New York and Philadelphia Railroad at Emporium was occasioned by a falling off in the shipments of coal via that line to points in the north and north-west.

MAINTENANCE OF WAY.

The road-bed and tracks were maintained in good condition. Forty thousand nine hundred cubic yards of broken-stone ballast and 13,000 cubic yards of gravel and cinder ballast were placed in the tracks. A dip of three feet was taken out of the road-bed west of Warren, and a number of narrow embankments on the Middle Division were strengthened.

The second track was extended  $1\frac{5}{10}$  miles eastward from Milton, and  $1\frac{3}{10}$  miles at Kane, making a total extension during the year of  $2\frac{8}{10}$  miles.

There were  $4\frac{3}{10}$  miles of track laid on the Rolfe Branch, from its connection with your road at Rolfe Station.

The freight yard at Erie was remodeled, and the track material in the east end of the yard was renewed. This work involved some grading and relocation of tracks, which resulted in a reduction of curvature from ten degrees and fifteen degrees to five degrees and six and one-half degrees, and in the grade, on the east end of the yard, from eighteen inches to six inches per one hundred feet, and a saving of nearly fifty per cent. in the motive power required for yard work.

The following statements exhibit the amount of material used, the number of miles of new track laid, and the total number of miles of single track in use December 31st, 1882:—

There were placed in the track for repairs, 1,923 tons of steel rails and 154,039 cross-ties.

## STATEMENT OF TRACK MATERIAL USED DURING 1882.

| WHERE USED.                  | STEEL RAILS.<br>TONS. | IRON RAILS.<br>TONS. | SPIKES.<br>POUNDS. | SPLICES.<br>PAIRS. | CROSS-TIES.<br>NUMBER. |
|------------------------------|-----------------------|----------------------|--------------------|--------------------|------------------------|
| WESTERN DIVISION.            |                       |                      |                    |                    |                        |
| Erie to Kane, . . . . .      | 513                   |                      | 68,329             | 1,956              | 57,343                 |
| MIDDLE DIVISION.             |                       |                      |                    |                    |                        |
| Kane to Renovo, . . . . .    | 726                   |                      | 103,275            | 2,555              | 47,834                 |
| EASTERN DIVISION.            |                       |                      |                    |                    |                        |
| Renovo to Sunbury, . . . . . | 684                   |                      | 64,679             | 2,284              | 48,862                 |
| Totals, . . . . .            | 1,923                 |                      | 236,283            | 6,795              | 154,039                |

## STATEMENT OF TRACKS AND SIDINGS LAID DURING 1882.

|                                              | MILES. | FEET. | MILES. | FEET. |
|----------------------------------------------|--------|-------|--------|-------|
| Eastern Division, . . . . .                  | 4      | 1,909 |        |       |
| Middle Division, . . . . .                   | 8      | 4,172 |        |       |
| Western Division, . . . . .                  | 4      | 2,639 | 17     | 3,440 |
| Less tracks removed :—                       |        |       |        |       |
| Eastern Division, . . . . .                  | 1      | 2,146 |        |       |
| Middle Division, . . . . .                   |        | 4,055 |        |       |
| Western Division, . . . . .                  | 2      | 1,541 | 4      | 2,462 |
| Private sidings laid :—                      |        |       |        |       |
| Eastern Division, . . . . .                  |        | 1,635 | 13     | 978   |
| Middle Division, . . . . .                   |        | 4,479 |        |       |
| Western Division, . . . . .                  |        | 2,224 | 1      | 3,058 |
| Less private sidings removed :—              |        |       |        |       |
| Eastern Division, . . . . .                  |        |       | 14     | 4,036 |
| Middle Division, . . . . .                   |        | 1,690 |        |       |
| Western Division, . . . . .                  |        | 244   |        | 1,934 |
| Total additional length of tracks, . . . . . |        |       | 14     | 2,102 |

Total number of miles of single track in use December 31st, 1882 :—

|                              |               |
|------------------------------|---------------|
| Main track, . . . . .        | 287.49 miles. |
| Second track, . . . . .      | 29.32 "       |
| Company's sidings, . . . . . | 147.80 "      |
| Private sidings, . . . . .   | 24.89 "       |
| Total, . . . . .             | 489.50 "      |

There were  $29\frac{32}{100}$  miles of second track in use December 31st, 1882.

In addition to the repairs necessary to maintain the bridges on the line in safe condition, bridge No. 96, a Howe truss of two spans, having a total length of 307 feet, was rebuilt, and nine stringer bridges, aggregating one hundred and sixty feet in length, were renewed.

Combined passenger and freight stations were built at Stoneham, Hyner, North Bend, Spring Creek, Sinnemahoning, and at the intersection of the Allegheny Valley Railroad at Driftwood. The freight station at Milton was extended thirty-two feet, and a standard foreman's house was built at Muncy Station.

During the year, nine-tenths of an acre of land was purchased at Driftwood for a station lot;  $2\frac{93}{100}$  acres at Lock Haven for additional freight yard, required for the interchange of traffic with the Bald Eagle Valley Railroad;  $4\frac{6}{10}$  acres at Huntley, to secure water privileges; and  $2\frac{49}{100}$  acres at Williamsport, for additional facilities in that city.

MOTIVE POWER.

The following statement comprises the entire rolling stock on the Pennsylvania Railroad Division, United Railroads of New Jersey Division, and Philadelphia and Erie Railroad Division, January 1st, 1883:—

LOCOMOTIVES.

|                                                    |       |
|----------------------------------------------------|-------|
| Pennsylvania Railroad Division, . . . . .          | 709   |
| United Railroads of New Jersey Division, . . . . . | 286   |
| Philadelphia and Erie Railroad Division, . . . . . | 110   |
| Total number of locomotives, . . . . .             | 1,105 |

One hundred and five locomotives were built; three were sold and five were cut up,—leaving a net increase in the equipment of ninety-seven locomotives, as compared with the number in service December 31st, 1881.

PASSENGER EQUIPMENT.

| CLASS.                           | PENNSYLVANIA<br>RAILROAD DIVISION. | UNITED RAILROADS<br>OF NEW JERSEY<br>DIVISION. | PHILADELPHIA<br>AND ERIE RAILROAD<br>DIVISION. | TOTALS. |
|----------------------------------|------------------------------------|------------------------------------------------|------------------------------------------------|---------|
| Passenger, . . . . .             | 304                                | 349                                            | 34                                             | 687     |
| Passenger, four-wheel, . . . . . | 4                                  |                                                |                                                | 4       |
| Emigrant, . . . . .              | 64                                 | 6                                              |                                                | 70      |
| Dining, . . . . .                | 4                                  |                                                |                                                | 4       |
| Baggage, . . . . .               | 40                                 | 30                                             | 9                                              | 79      |
| Excursion, . . . . .             | 65                                 | 34                                             |                                                | 99      |
| Express, . . . . .               | 74                                 | 7                                              | 7                                              | 88      |
| Postal, . . . . .                | 18                                 | 8                                              |                                                | 26      |
| Totals, . . . . .                | 573                                | 434                                            | 50                                             | 1,057   |

FREIGHT EQUIPMENT.

| CLASS.                            | PENNSYLVANIA<br>RAILROAD DIVISION. | UNITED RAILROADS<br>OF NEW JERSEY<br>DIVISION. | PHILADELPHIA<br>AND ERIE RAILROAD<br>DIVISION. | TOTALS. |
|-----------------------------------|------------------------------------|------------------------------------------------|------------------------------------------------|---------|
| Box, . . . . .                    | 2,917                              | 827                                            | 1,000                                          | 4,744   |
| Refrigerator, . . . . .           | 51                                 |                                                |                                                | 51      |
| Stock, . . . . .                  | 1,648                              | 17                                             | 29                                             | 1,694   |
| Gondola, . . . . .                | 8,884                              | 652                                            | 1,941                                          | 11,477  |
| Eight-wheeled coal, . . . . .     | 631                                | 609                                            |                                                | 1,240   |
| Four-wheeled coal, . . . . .      |                                    | 1,000                                          |                                                | 1,000   |
| Eight-wheeled marl, . . . . .     |                                    | 240                                            |                                                | 240     |
| Four-wheeled marl, . . . . .      |                                    | 155                                            |                                                | 155     |
| Eight-wheeled cabin, . . . . .    | 2                                  | 6                                              | 16                                             | 24      |
| Four-wheeled cabin, . . . . .     | 292                                | 92                                             | 49                                             | 433     |
| Tank cars (Green Line), . . . . . | 1,179                              |                                                |                                                | 1,179   |
| Empire Line box, . . . . .        | 3,250                              |                                                |                                                | 3,250   |
| Empire Line rack, . . . . .       | 156                                |                                                |                                                | 156     |
| Totals, . . . . .                 | 19,010                             | 3,598                                          | 3,035                                          | 25,643  |

## SUMMARY.

| DIVISION.                                          | PASSENGER<br>EQUIPMENT. | FREIGHT<br>EQUIPMENT. | MAINTENANCE OF<br>WAY EQUIPMENT. | TOTALS. |
|----------------------------------------------------|-------------------------|-----------------------|----------------------------------|---------|
| Pennsylvania Railroad, . . . . .                   | 573                     | 19,010                | 1,233                            | 20,816  |
| United Railroads of New Jersey Division, . . . . . | 434                     | 3,598                 | 569                              | 4,601   |
| Philadelphia and Erie Railroad, . . . . .          | 50                      | 3,035                 | 341                              | 3,426   |
| Totals, . . . . .                                  | 1,057                   | 25,643                | 2,143                            | 28,843  |

In addition to the equipment in the above statement there were also 27,271 cars running over your lines owned by individuals and companies, including 3,000 Car Trust cars, 5,500 Railway Car Trust, 7,070 Pennsylvania Car Trust, and 6,041 Union and National Line cars.

There were 1,500 gondola cars added to the freight-car equipment of the Company during the year, by the payment of the outstanding certificates of Series A and B of the Car Trust of Pennsylvania; and fifty-three gondola and thirty cabin cars, built at the Altoona car shops, were also added to the equipment, making a total increase of 1,583 cars.

The passenger-car equipment was increased ninety-nine cars, as follows: Eighty-one standard passenger cars, four four-wheeled passenger cars, four dining cars, and ten express cars.

There were built at the Altoona shops during the year, 123 new locomotives, 136 passenger equipment cars, and 4,068 freight and maintenance of way equipment cars, as follows:—

## LOCOMOTIVES.

|                                                                          |     |
|--------------------------------------------------------------------------|-----|
| For the Pennsylvania Railroad Company, to increase equipment, . . . . .  | 53  |
| For the Pennsylvania Railroad Company, to fill vacant numbers, . . . . . | 57  |
|                                                                          | 110 |
| For the Northern Central Railway Company, . . . . .                      | 10  |
| For the West Jersey Railroad Company, . . . . .                          | 2   |
| For the Baltimore and Potomac Railroad Company, . . . . .                | 1   |
| Total, . . . . .                                                         | 123 |

## PASSENGER EQUIPMENT CARS.

|                                                                            |                                |
|----------------------------------------------------------------------------|--------------------------------|
| For the Pennsylvania Railroad Company, to increase equipment, . . . . .    | 81 passenger cars.             |
| For the Pennsylvania Railroad Company, to increase equipment, . . . . .    | 4 four-wheeled passenger cars. |
| For the Pennsylvania Railroad Company, to increase equipment, . . . . .    | 4 dining cars.                 |
| For the Pennsylvania Railroad Company, to increase equipment, . . . . .    | 10 baggage cars.               |
| For the Pennsylvania Railroad Company, to fill vacant numbers, . . . . .   | 7 passenger cars.              |
| For the Pennsylvania Railroad Company, to fill vacant numbers, . . . . .   | 7 baggage cars.                |
| For the Pennsylvania Railroad Company, to fill vacant numbers, . . . . .   | 1 postal car.                  |
| For the Philadelphia, Wilmington and Baltimore Railroad Company, . . . . . | 1 passenger car.               |
| For the Philadelphia, Wilmington and Baltimore Railroad Company, . . . . . | 1 baggage car.                 |
| For the West Jersey Railroad Company, . . . . .                            | 4 passenger cars.              |
| For the Cumberland Valley Railroad Company, . . . . .                      | 4 passenger cars.              |
| For the Cumberland Valley Railroad Company, . . . . .                      | 1 baggage car.                 |
| For the Northern Central Railway Company, . . . . .                        | 3 passenger cars.              |
| For the Baltimore and Potomac Railroad Company, . . . . .                  | 3 passenger cars.              |
| For the Allegheny Valley Railroad Company, . . . . .                       | 3 passenger cars.              |
| For the Grand Rapids and Indiana Railroad Company, . . . . .               | 2 passenger cars.              |
| Total, . . . . .                                                           | 136 cars.                      |

FREIGHT EQUIPMENT CARS.

|                                                                            |                       |
|----------------------------------------------------------------------------|-----------------------|
| For the Pennsylvania Railroad Company, to increase equipment, . . . . .    | 51 refrigerator cars. |
| For the Pennsylvania Railroad Company, to increase equipment, . . . . .    | 30 cabin cars.        |
| For the Pennsylvania Railroad Company, to fill vacant numbers, . . . . .   | 44 box cars.          |
| For the Pennsylvania Railroad Company, to fill vacant numbers, . . . . .   | 7 stock cars.         |
| For the Pennsylvania Railroad Company, to fill vacant numbers, . . . . .   | 1,108 gondola cars.   |
| For the Pennsylvania Railroad Company, to fill vacant numbers, . . . . .   | 23 cabin cars.        |
| For the Pennsylvania Car Trust, Series D, . . . . .                        | 900 hopper gondolas.  |
| For the Pennsylvania Car Trust, Series D, . . . . .                        | 1,000 long gondolas.  |
| For the Pennsylvania Car Trust, Series E, . . . . .                        | 40 box cars.          |
| For the Philadelphia, Wilmington and Baltimore Railroad Company, . . . . . | 121 box cars.         |
| For the Philadelphia, Wilmington and Baltimore Railroad Company, . . . . . | 119 gondola cars.     |
| For the Philadelphia, Wilmington and Baltimore Railroad Company, . . . . . | 2 cabin cars.         |
| For the Northern Central Railway Company, . . . . .                        | 150 box cars.         |
| For the Northern Central Railway Company, . . . . .                        | 451 gondola cars.     |
| For the Pittsburgh, Cincinnati and St. Louis Railway Company, . . . . .    | 4 box cars.           |
| For the Pittsburgh, Cincinnati and St. Louis Railway Company, . . . . .    | 4 gondola cars.       |
| For the Grand Circus Royal and individuals, . . . . .                      | 3 flat cars.          |
| Total, . . . . .                                                           | 4,057 cars.           |

MAINTENANCE OF WAY EQUIPMENT.

|                                                                            |                 |
|----------------------------------------------------------------------------|-----------------|
| For the Pennsylvania Railroad Company, to fill vacant numbers, . . . . .   | 3 tool cars.    |
| For the Pennsylvania Railroad Company, to fill vacant numbers, . . . . .   | 4 derrick cars. |
| For the Pennsylvania Railroad Company, to fill vacant numbers, . . . . .   | 2 flat cars.    |
| For the Philadelphia, Wilmington and Baltimore Railroad Company, . . . . . | 2 derrick cars. |
| Total, . . . . .                                                           | 11 cars.        |

At the shops on the Philadelphia and Erie Railroad Division 315 freight cars were built to fill vacant numbers.

In addition to the number of locomotives built at the Altoona shops, to increase the equipment and fill vacant numbers, forty-two standard locomotives were purchased from the Baldwin Locomotive Works.

There were 9,882 tons of castings made at the Altoona foundry in 1882, and 11,557 tons in 1881, a decrease of  $14\frac{6}{10}$  per cent.

At the wheel foundry, 90,583 wheels were cast; an increase, compared with the number cast during the previous year, of 6,957 wheels, or  $8\frac{3}{10}$  per cent. The estimated saving effected by the Company in the manufacture of its own wheels amounted, in 1882, to \$228,442.49.

The condition of the motive power equipment December 31st, 1882, as compared with its condition December 31st, 1881, shows an increase of  $12\frac{7}{10}$  per cent. of locomotives in service, in good working order, and a decrease of sixty per cent. in the number in shop for renewal. Of the total number of locomotives in service,  $17\frac{1}{10}$  per cent. require slight repairs, and  $8\frac{2}{10}$  per cent. general repairs. Of the total equipment, but  $13\frac{2}{10}$  per cent. were out of service December 31st, 1882, and but  $10\frac{3}{10}$  per cent. of the Pennsylvania Railroad Division equipment.

Of the 170 locomotives received with the lease of the United Railroads of New Jersey Division, eighty-two have been cut up and thirty-eight sold, leaving fifty in service December 31st, 1882.

The general average cost of repairs of locomotives per hundred miles run for 1882, as compared with 1881, was as follows:—

|                                                    | 1881.  | 1882.  | INCREASE. | DECREASE. |
|----------------------------------------------------|--------|--------|-----------|-----------|
| Pennsylvania Railroad Division, . . . . .          | \$5 97 | \$6 50 | \$0 53    |           |
| United Railroads of New Jersey Division, . . . . . | 6 09   | 6 33   | 24        |           |
| Philadelphia and Erie Railroad Division, . . . . . | 8 72   | 7 72   |           | \$1 00    |
| General average, . . . . .                         | \$6 23 | \$6 56 | \$0 23    |           |

The total cost of repairs, fuel, and stores was  $14\frac{3}{10}$  per cent. more than in 1881. The increase in fuel was  $12\frac{8}{10}$  per cent.;  $36\frac{3}{10}$  per cent. in stores, and  $13\frac{8}{10}$  per cent. in repairs. The increase in fuel and stores was occasioned by an increase in the price of coal, oil, tallow, and waste, and an increased consumption, due to the movement of heavier trains and the employment of a greater number of locomotives. The long lay-overs, on account of insufficient third and fourth tracks for the accommodation of the increased business of the road, was also an important factor in adding to the total cost of fuel and stores. The increase in the amount expended for repairs of locomotives is accounted for by the large number of renewals made during the year, and the maintenance of an increased number of locomotives. The cost of repairs, fuel, and stores, per hundred miles run, compared with the figures for the year 1881, shows an increase of  $5\frac{9}{10}$  per cent., as follows:—

|                    |                                     |
|--------------------|-------------------------------------|
| Repairs, . . . . . | $5\frac{3}{10}$ per cent. increase. |
| Fuel, . . . . .    | $4\frac{8}{10}$ “ “ “               |
| Stores, . . . . .  | $26\frac{8}{10}$ “ “ “              |
| Total, . . . . .   | $5\frac{9}{10}$ “ “ “               |

The following statement shows the average number of pounds of coal consumed per freight car per mile, and average number of tons carried per car:—

|                                                    | AVERAGE NUMBER OF POUNDS OF COAL CONSUMED PER FREIGHT CAR PER MILE. |       |                 |          | AVERAGE CAR LOAD IN TONS. |        |                 |          |
|----------------------------------------------------|---------------------------------------------------------------------|-------|-----------------|----------|---------------------------|--------|-----------------|----------|
|                                                    | 1882.                                                               | 1881. | INCREASE        | DECREASE | 1882.                     | 1881.  | INCREASE        | DECREASE |
| Philadelphia Division, . . . . .                   | 4.07                                                                | 3.82  | $6\frac{8}{10}$ |          | 13.065                    | 12.159 | $7\frac{8}{10}$ |          |
| Middle Division, . . . . .                         | 2.95                                                                | 2.92  | 1               |          | 13.716                    | 12.896 | $6\frac{4}{10}$ |          |
| Pittsburgh Division, . . . . .                     | 5.72                                                                | 5.66  | $1\frac{1}{10}$ |          | 12.116                    | 11.396 | $6\frac{8}{10}$ |          |
| Entire Pennsylvania Railroad, . . . . .            | 4.45                                                                | 4.27  | $4\frac{2}{10}$ |          | 13.168                    | 12.312 | 7               |          |
| United Railroads of New Jersey Division, . . . . . | 3.49                                                                | 3.18  | $9\frac{7}{10}$ |          | 11.177                    | 10.633 | $5\frac{1}{10}$ |          |
| Philadelphia and Erie Railroad Division, . . . . . | 4.9                                                                 | 4.6   | $6\frac{5}{10}$ |          | 12.121                    | 11.946 | $1\frac{8}{10}$ |          |

On the Pennsylvania Railroad Division the consumption of coal per freight car per mile increased  $4\frac{2}{10}$  per cent., and the average load per car seven per cent.

On the United Railroads of New Jersey Division there was an increase of  $9\frac{7}{10}$  per cent. in the consumption of coal, and  $5\frac{1}{10}$  per cent. in the average car load. The increased consumption of fuel per car per mile, over the increase in the average car load, was mainly occasioned by the frequent lay-overs of freight trains on the New York Division. A more favorable showing may be expected after the completion of the four-track system between Philadelphia and Jersey City.

On the Philadelphia and Erie Railroad Division the consumption of coal per freight car per mile increased  $6\frac{5}{10}$  per cent.; but, owing to a decrease of seventeen per cent. in the east-bound through freight business, only a slight improvement was made in the average car load.

The average car load in 1882, compared with the average car load in 1878, shows an increase of  $27\frac{4}{10}$  per cent. on the Pennsylvania Railroad Division;  $23\frac{3}{10}$  per cent. on the United Railroads of New Jersey Division; and  $12\frac{1}{10}$  per cent. on the Philadelphia and Erie Railroad Division.

The following statement shows the locomotive and tonnage mileage for 1882, as compared with 1881 :—

|                                              | 1881.         | 1882.         | INCREASE.             | DECREASE. | PERCENTAGE. |
|----------------------------------------------|---------------|---------------|-----------------------|-----------|-------------|
| <b>PENNSYLVANIA RAILROAD DIVISION.</b>       |               |               |                       |           |             |
| Mileage of freight engines, . . . . .        | 14,405,994    | 15,236,589    | 830,595 . . . . .     |           | 5.77        |
| Tons one mile, . . . . .                     | 2,655,438,764 | 2,879,542,701 | 224,103,937 . . . . . |           | 8.44        |
| <b>UNITED RAILROADS OF N. J. DIVISION.</b>   |               |               |                       |           |             |
| Mileage of freight engines, . . . . .        | 3,504,185     | 3,949,097     | 444,912 . . . . .     |           | 12.70       |
| Tons one mile, . . . . .                     | 480,995,398   | 521,869,010   | 40,873,612 . . . . .  |           | 8.50        |
| <b>PHILADELPHIA AND ERIE R. R. DIVISION.</b> |               |               |                       |           |             |
| Mileage of freight engines, . . . . .        | 1,855,900     | 1,912,138     | 56,238 . . . . .      |           | 3.03        |
| Tons one mile, . . . . .                     | 495,395,306   | 510,433,376   | 15,038,070 . . . . .  |           | 3.04        |
| <b>TOTAL.</b>                                |               |               |                       |           |             |
| Mileage of freight engines, . . . . .        | 19,766,079    | 21,097,824    | 1,331,745 . . . . .   |           | 6.74        |
| Tons one mile, . . . . .                     | 3,631,829,468 | 3,911,845,087 | 280,015,619 . . . . . |           | 7.71        |

The increase of  $6\frac{7}{100}$  per cent. exhibited in the above statement, in the total mileage of freight locomotives, with an increase of  $7\frac{1}{100}$  per cent. in the tonnage mileage, shows an improvement in the motive-power equipment of the Company. The mileage of freight locomotives and the tonnage mileage made in 1882, compared with the figures of 1878, five years ago, exhibit an increase of  $36\frac{5}{100}$  per cent. in the former and  $65\frac{1}{100}$  per cent. in the latter. During the same period the total number of locomotives increased only  $7\frac{1}{100}$  per cent.

The greatest mileage made by a locomotive with passenger trains was, 79,258 miles on the Pennsylvania Railroad Division, 60,945 miles on the United Railroads of New Jersey Division, and 52,671 miles on the Philadelphia and Erie Railroad Division.

The greatest mileage made by a locomotive with freight trains on the Pennsylvania Railroad Division was, 50,169 miles, on the United Railroads of New Jersey Division, 45,730 miles, and on the Philadelphia and Erie Railroad Division, 34,160 miles.

The general average mileage made with passenger trains was, 32,760 miles on the Pennsylvania Railroad Division, 28,017 miles on the United Railroads of New Jersey Division, and 44,506 miles on the Philadelphia and Erie Railroad Division.

The general average mileage made with freight trains was, 25,977 miles on the Pennsylvania Railroad Division, 21,462 miles on the United Railroads of New Jersey Division, and 22,889 miles on the Philadelphia and Erie Railroad Division.

The total mileage of locomotives shows an increase of 2,304,787 miles, or  $7\frac{2}{100}$  per cent., as follows:—  
 Pennsylvania Railroad and branches, an increase of 1,378,249 miles, or seven per cent.

United Railroads of New Jersey Division, an increase of 849,945 miles, or twelve per cent.

Philadelphia and Erie Railroad Division, an increase of 76,593 miles, or  $3\frac{2}{100}$  per cent.

The total mileage of the passenger-car equipment was increased 2,532,204 miles, or  $6\frac{4}{100}$  per cent., as follows: 918,709 miles, or  $4\frac{0}{100}$  per cent., on the Pennsylvania Railroad Division; 1,451,790 miles, or  $9\frac{8}{100}$  per cent., on the United Railroads of New Jersey Division; and 161,705 miles, or  $7\frac{9}{100}$  per cent., on the Philadelphia and Erie Railroad Division.

The total mileage of the freight-car equipment was increased 18,738,307 miles, or  $4\frac{1}{100}$  per cent. There was an increase of 11,690,773 miles, or  $3\frac{6}{100}$  per cent., on the Pennsylvania Railroad Division; 4,336,181 miles, or  $6\frac{2}{100}$  per cent., on the United Railroads of New Jersey Division; and 2,711,353 miles, or  $4\frac{9}{100}$  per cent., on the Philadelphia and Erie Railroad Division. The increase of  $4\frac{1}{100}$  per cent. in the total mileage of freight cars, compared with the increase in the freight business of  $10\frac{6}{100}$  per cent. in the number of tons carried, and  $7\frac{9}{100}$  per cent. in the tonnage mileage, shows a marked improvement in the capacity of the equipment. The difference between the percentage of increase in the number of tons carried and the percentage of increase in the tonnage mileage, is due to the fact that the increased business was mainly in local traffic.

## CONSTRUCTION AND EQUIPMENT.

|                                                    |                       |
|----------------------------------------------------|-----------------------|
| Pennsylvania Railroad proper, . . . . .            | \$1,681,481 36        |
| United Railroads of New Jersey Division, . . . . . | 768,476 36            |
| Branch roads, . . . . .                            | 2,831,131 63          |
| Girard Point Elevator, . . . . .                   | 66,245 04             |
| Equipment, . . . . .                               | 2,232,653 87          |
| Real estate, . . . . .                             | 496,740 29            |
| Total, . . . . .                                   | <u>\$8,076,728 55</u> |

The amount charged to construction and equipment, Pennsylvania Railroad proper, covers the payment of \$97,205.92 for additional right of way; \$40,707.64 for new freight-car repair shop at Torrens; \$107,587.81 for new erecting shop, storehouse, and boiler-house, and the enlargement of the machine shops at Altoona; \$103,943.22 for the construction of a new pier, No. 54, on the old Navy Yard property in Philadelphia; \$2,265.14 on account of additional coal chutes and dredging at pier No. 4, at Greenwich, commenced in 1881, and completed early in 1882; \$13,891.74 for additional telegraph facilities between Harrisburg and Pittsburgh; two additional wires from Philadelphia to Lancaster, and one from Lancaster to Harrisburg; \$31,824.97 for second track on Delaware Extension, and additional sidings at Victoria and Greenwich; \$474,241.09 for third and fourth tracks and change of line on the Philadelphia Division; \$55,913.75 for third tracks and new sidings on the Middle Division; \$376,810.36 for third tracks and additional siding facilities on the Pittsburgh Division; \$22,107.39 for second track to Vail, on the Tyrone Branch; \$21,445.07 for raising track of Tyrone Branch, on Spring Street, Tyrone; \$176,217.38 for the new line from Rockville to Dauphin; \$56,634.21 for grading and track-laying on the Portage Railroad; \$16,712.43 for the construction of a warehouse on Front Street, Philadelphia, on the old Navy Yard property, for the storage of sugar; \$17,259.85 for dispatchers' offices and trainmen's reading-rooms at Harrisburg and Altoona; \$31,319.57 on account of new passenger stations on the Philadelphia Division; and \$35,393.82 on account of new warehouses and passenger stations on the Pittsburgh Division.

The amount charged to construction and equipment, United Railroads of New Jersey Division, as shown in the above statement,—viz., \$768,476.36,—is made up of the following items: additional right of way, \$175,885.06; new round-house at Camden, \$27,240.97; new passenger station at Kensington, \$20,198.85; new line through Bergen Hill, at Jersey City, for passenger trains, \$47,387.39; on account of grading and bridging for new line across the Hackensack River, \$34,552.76; new connection between the main line of the New York Division and the Freehold and Jamesburg Branch, at Monmouth Junction, \$999.10; graduation, masonry, and bridges for change of line at Bristol, \$15,935.36; connection between the Perth Amboy and Woodbridge Branch and the Central Railroad of New Jersey, at Perth Amboy, \$6,670.66; connection between the Amboy Division and the New York and Long Branch Railroad, at the south end of that Company's bridge over the Raritan River, \$7,521.12; grading for third and fourth tracks at Rahway, \$6,621.55; graduation and masonry for two additional tracks from Perth Amboy Junction to Menlo Park, \$27,025.13; grading and track-laying for third and fourth tracks from Metuchen to Stelton, \$39,955.47; to complete the third track on Kensington Branch, from the passenger station at Kensington to Frankford Junction, \$2,143.35; grading and track-laying for third and fourth tracks from Holmesburg Junction to Frankford Creek, \$84,714.85; for third track on Ridge Avenue, Camden, from the passenger station to the West Jersey Junction, \$14,367.20; additional freight tracks in Jersey City, \$12,392.16; additional sidings on the Amboy Division, at Trenton, \$11,005.98; and \$233,859.40 for the completion of the four-track system from east end of Meadows yard to east end of Passaic River bridge; the county line west of Newark to Mary Street, Elizabeth; Stelton to East Brunswick; New Brunswick to Millstone Junction; Tullytown to Bristol; and from Bristol to Schenck's.

The items included in the \$2,831,131.63, charged to branch roads for construction and equipment, are as follows:—

South West Pennsylvania Railway, \$12,191.73 for additional right of way; \$85,727.49 for Sewickley branches; \$51,507.92 for Vance's Mill Branch; \$38,062.68 for Broad Ford Branch; \$16,133.31 for Texas

Branch; \$20,639.53 for Boyer Run Branch; \$35,328.54 for the construction of Stonerville and other branches; \$33,981.29 for scale siding at East Greensburg; \$9,252 for extension of siding facilities; and \$757.19 for the completion of the new engine house at Everson. On West Pennsylvania Railway, \$16,860.45 for additional right of way; \$22,249.84 for new sidings; and \$660,523.66 for reconstruction of the line, for the purpose of reducing grades. On the Pittsburgh, Virginia and Charleston Railway, \$375,727.52 for the construction of the Redstone Branch; \$58,905.24 for additional right of way and real estate; \$5,023.21 to complete the Brownsville Extension; and \$25,398.45 for new sidings, scales, and other improvements. On the River-Front Railroad, Philadelphia, \$53,316.11 on account of construction of main line; \$67,931.68 for real estate; and \$19,671.31 for side tracks, &c. On Connecting Railway, \$23,490.60 for additional right of way; \$86,537.09 for construction of additional tracks from Germantown Junction to the Schuylkill River. On the Lewisburg and Tyrone Railroad, \$21,725.26 for new branches to ore mines; \$4,073.92 for telegraph line and ballast; and \$3,481.15 for additional right of way. On the Tyrone and Clearfield Railway, \$23,264.99 for new sidings at Osceola and Summit, and \$6,384.50 on account of new branches. On the Bald Eagle Valley Railroad, \$44,719.99 for change of line on the Snow Shoe Branch; \$14,174.85 for new sidings; and \$6,148.28 for additional right of way. On the Philadelphia and Long Branch Railway, \$3,315.93 for additional right of way, and \$18,443.95 for new station buildings, tool-houses, and other improvements. On the North and West Branch Railway, \$271,759.76 for construction. On the Moshannon and Clearfield Railroad, \$4,382.74 for right of way, surveys, and track. On the Susquehanna and Clearfield Railroad, \$61,023.62 for surveys and grading, and \$3,532.90 for right of way. On the Phoenixville and West Chester Railroad, \$105,188.42 for graduation and masonry; \$67,683.48 for track; and \$40,455.22 for right of way. On the Philadelphia, Norristown and Phoenixville Railroad, \$226,059.37 for right of way, and \$11,448.57 for surveys and grading. On the Ridgway and Clearfield Railroad, \$147,477.88 for construction and right of way. On the Phoenixville, Pottstown and Reading Railroad, \$6,893.91 for surveys, right of way, and grading. On the Freehold and Jamesburg Agricultural Railroad, for additional right of way, new signal-tower at Sea Girt, improvement in track, and new station buildings, \$11,285.34; and for surveys, right of way, &c., for other branch roads, \$8,990.76.

The item of \$66,245.04 was expended to complete the construction of Elevator B, at Girard Point.

The charge of \$2,232,653.87 to equipment includes the payment of \$1,084,551.17 for ninety new locomotives; \$426,300 for fifteen hundred gondola cars from the Car Trust of Pennsylvania; \$317,387.22 for seventy passenger cars; \$21,250 for fifty refrigerator cars; \$15,035.50 for thirty new cabin cars; \$135,871.31 for new tools and machinery for Altoona shops; \$166,572.86 to complete two new ferry boats for Jersey City Ferries; and \$65,685.81 to complete ten barges for lighterage purposes, and six car-floats.

In the item of \$496,740.29, charged to real estate, is included \$159,305.77 for real estate for the Filbert Street Extension; \$37,008.45 for payments on property at Harsimus Cove; and the balance is made up of purchases for change of line, station sites, improvement of property in Philadelphia, &c.

## REMARKS.

The following statement exhibits the character of the business done over the several divisions; also, the per cent. of gross earnings expended in operating and maintaining the property:—

## CHARACTER OF BUSINESS DONE OVER THE DIFFERENT DIVISIONS.

|                                                                                       | PENNA. RAIL-<br>ROAD AND<br>BRANCHES. | UNITED RAIL-<br>ROADS OF NEW<br>JERSEY DIVIS-<br>ION. | PHILAD'A AND<br>ERIE RAIL-<br>ROAD DIVISION. |
|---------------------------------------------------------------------------------------|---------------------------------------|-------------------------------------------------------|----------------------------------------------|
| Passenger department, per cent. of total earnings, . . . . .                          | 22.48                                 | 42.66                                                 | 18.89                                        |
| Freight department, per cent. of total earnings, . . . . .                            | 76.96                                 | 57.34                                                 | 81.11                                        |
| First class passengers, per cent. of total number of passengers carried, . . . . .    | 71.93                                 | 74.30                                                 | 93.95                                        |
| Commutation passengers, per cent. of total number of passengers carried, . . . . .    | 27.40                                 | 24.83                                                 | 5.66                                         |
| Emigrant passengers, per cent. of total number of passengers carried, . . . . .       | 00.67                                 | 0.87                                                  | 0.39                                         |
| East-bound freight, per cent. of total number of tons of freight carried, . . . . .   | 65.11                                 | 73.42                                                 | 60.66                                        |
| West-bound freight, per cent. of total number of tons of freight carried, . . . . .   | 34.89                                 | 26.58                                                 | 39.34                                        |
| Through freight east, per cent. of total number of tons of freight carried, . . . . . | 6.63                                  | 20.01                                                 | 9.05                                         |
| Through freight west, per cent. of total number of tons of freight carried, . . . . . | 2.93                                  | 9.99                                                  | 7.23                                         |
| Local freight east, per cent. of total number of tons of freight carried, . . . . .   | 58.47                                 | 53.41                                                 | 51.61                                        |
| Local freight west, per cent. of total number of tons of freight carried, . . . . .   | 31.97                                 | 16.59                                                 | 32.11                                        |
| Mileage of first class passengers, per cent. of total mileage, . . . . .              | 81.11                                 | 80.24                                                 | 93.71                                        |
| Mileage of emigrant passengers, per cent. of total mileage, . . . . .                 | 9.34                                  | 3.57                                                  | 2.57                                         |
| Mileage of commutation passengers, per cent. of total mileage, . . . . .              | 9.55                                  | 16.19                                                 | 3.72                                         |
| Mileage of east-bound freight, per cent. of total mileage, . . . . .                  | 77.70                                 | 72.36                                                 | 60.36                                        |
| Mileage of west-bound freight, per cent. of total mileage, . . . . .                  | 22.30                                 | 27.64                                                 | 39.64                                        |
| Mileage of through freight east, per cent. of total mileage, . . . . .                | 16.76                                 | 27.77                                                 | 28.49                                        |
| Mileage of through freight west, per cent. of total mileage, . . . . .                | 7.38                                  | 13.94                                                 | 22.76                                        |
| Mileage of local freight east, per cent. of total mileage, . . . . .                  | 60.94                                 | 44.58                                                 | 31.87                                        |
| Mileage of local freight west, per cent. of total mileage, . . . . .                  | 14.92                                 | 13.71                                                 | 16.88                                        |
| Expenses, per cent. of earnings, . . . . .                                            | 57.98                                 | 72.19                                                 | 64.80                                        |

The shipments of coal over the piers at Greenwich during the year 1882 were 1,094,640 tons of bituminous coal, and 83,215 tons of anthracite coal, making a total of 1,177,855 tons. Compared with the shipments made during the year 1881, there was an increase of  $28\frac{8}{10}$  per cent. in the shipments of bituminous coal, and twenty-four per cent. in the shipments of anthracite coal.

The River-Front Railroad, in Philadelphia, was extended from Callowhill Street to Walnut Street, thus completing the line between the Philadelphia and Trenton Railroad at Lehigh Avenue and the Delaware Extension of the Pennsylvania Railroad at Delaware Avenue and Walnut Street. The property in the square bounded by Delaware Avenue and Shackamaxon, Laurel, and Beach Streets was purchased, and a freight station, 50 feet by 200 feet, was erected thereon, and opened for the transaction of business about the first of February.

A new pier, five hundred and fifty-two feet in length, and one hundred feet in width, known as Pier No. 54, South Delaware Avenue, Philadelphia, was constructed on the old Navy Yard property, for the use of the American Steamship Company. The pier was provided with tracks and other appurte-

nances necessary for the prompt and economical movement of freight, and was covered by a shed, one story in height, which gives increased storage capacity for the freight traffic of ocean steamships.

The North and West Branch Railway, extending from a connection with the Sunbury, Hazleton and Wilkesbarre Railway, at Catawissa, to Wilkesbarre, a distance of forty-two miles, was opened for business on the 20th of November. It is operated as part of the Sunbury Division.

The Rockville Branch, connecting your road at Rockville with the Northern Central Railway at Dauphin, was completed during the year, and since November 1st it has been operated by the Northern Central Railway Company as agent, in connection with its Susquehanna Division.

On January 2d, 1882, the new Broad Street Station was made the terminal station in Philadelphia for the passenger trains of the Central Division of the Philadelphia, Wilmington and Baltimore Railroad. The through passenger trains of the Maryland Division were run to and from this station on and after January 22d, and the local trains on and after January 30th.

The capacity of the machine shops at Altoona was increased during the year by the completion of the erecting shop, 65 by 350 feet, referred to in the last annual report, and by taking down and rebuilding the old machine shop. The new shop is 70 feet by 350 feet, and two stories in height. In addition to the enlargement of the shops, a new storehouse, 40 feet by 170 feet, two stories in height, and a new boiler-house, were built.

On April 17th the trains of the Amboy Division were run through from Camden to Long Branch, via the Philadelphia and Long Branch and the New York and Long Branch Railroads.

The Lehigh and Hudson River Railroad Company completed its connection with the Belvidere Delaware Railroad, at Belvidere, in March, when an interchange of business was inaugurated between the lines, which has been continued without interruption.

During the year a new connection was made between the New York Division and the Freehold and Jamesburg Railroad at Monmouth Junction, and connections were made between the Perth Amboy and Woodbridge Railroad and the Central Railroad of New Jersey at Perth Amboy, and between the Amboy Division and the New York and Long Branch Railroad, at the south end of that Company's bridge over the Raritan River, as provided for in a contract between the companies named and the Pennsylvania Railroad Company. The connection at Perth Amboy gives a through line for your passenger and freight trains from Jersey City to Long Branch, and other points on the New York and Long Branch Railroad; and the connection at the Raritan River bridge gives a line from Camden to Jersey City, via South Amboy and Rahway, by which the ferry at Perth Amboy is avoided.

A new branch,  $2\frac{8}{10}$  miles in length, was constructed from a connection with the Scotia Branch of the Lewisburg and Tyrone Railroad to the Juniata Iron Company's ore banks.

Additional development of the Clearfield coal region was made by the construction of new branches, known as the Crowell, Houtzdale, and Coal Run Branches. The grading, bridging, and cross-ties for these branches were furnished by those who were interested in the development of new territory, and were transferred by them to the Tyrone and Clearfield Railway Company without cost. The track was furnished by and laid at the cost of the Tyrone and Clearfield Railway.

The reconstruction of the West Pennsylvania Railway for the purpose of reducing its grades was vigorously prosecuted during the year.

New branches of the South West Pennsylvania Railway were constructed during the year, for the further development of the Connellsville coal and coke region, as follows: From Everson to Bradford,  $1\frac{8}{10}$  miles; from Vance's Mill,  $2\frac{1}{10}$  miles northward, in the direction of Opossum Run Branch; Bliss and Marshall Branch,  $1\frac{4}{10}$  miles; Boyer Run Branch, extending  $1\frac{8}{10}$  miles southwardly from the Sewickley Branch, in the direction of Mt. Pleasant; and a branch extending from the Main Line near Stonerville,  $1\frac{5}{10}$  miles, to a new plant of coke ovens. Jacobs' Creek Branch was extended a distance of about half a mile through the village of Texas; and the Sewickley Branch, placed under construction in 1881, was completed early in 1882: it is  $6\frac{9}{10}$  miles in length.

The Redstone Branch of the Pittsburgh, Virginia and Charleston Railway, extending from West Brownsville Junction to Redstone Junction, on the South West Pennsylvania Railway, a distance of sixteen and a half miles, was opened for business on the 25th of September.

The Port Deposit Branch of the Philadelphia, Wilmington and Baltimore Railroad, extending from Perryville to Port Deposit, a distance of about four miles, was leased by the Columbia and Port Deposit Railroad Company, and on and after August 1st it was operated in connection with that line as part of the Frederick Division.

The grade of Market Street, Philadelphia, was raised between the Schuylkill River bridge and Thirty-second Street, as provided for by an ordinance of the city of Philadelphia. The grade was raised eighteen feet at the crossing of Thirtieth Street, and that street is now crossed by Market Street on a substantial bridge. By this change of grade the property of the Company, in West Philadelphia, situated on the north side of Market Street, between the points named, was materially enhanced in value.

The pier heretofore known as No. 38, North River, New York City, was partly taken down in accordance with the plans of the Dock Department of that city, which provide for the erection of two piers, to be known as piers No. 27 and No. 28. One of the new piers, No. 28, was completed, and a shed for the use of the freight department was erected thereon. No. 27 will be completed during the current year. These piers have been leased to the Company for a term of years.

The locomotives in service during the year, on all the lines of the Company, were furnished with medical boxes, containing a few standard appliances for use in case of personal injury.

On February 20th, Frank Ellmaker, Assistant Supervisor Division No. 1, Philadelphia Division, was promoted to the position of Assistant Engineer Monongahela Division.

On April 20th, James McCrea, Superintendent of the New York Division, resigned, to accept the position of Manager of the Pittsburgh, Cincinnati and St. Louis Railway; and Robert E. Pettit, Assistant to the Chief Engineer of the Pennsylvania Railroad Company, was promoted to the position made vacant by the resignation of Mr. McCrea.

On June 1st, R. H. Soule resigned the position of Superintendent of Motive Power Philadelphia and Erie Railroad Division, to accept a similar position in the service of the Pittsburgh, Cincinnati and St. Louis Railway Company; and A. O. Dayton, Superintendent of Motive Power Baltimore Division Northern Central Railway, was transferred to the position made vacant by the resignation of Mr. Soule.

Under the organization as revised by the Board of Directors, dating from October 1st, 1882, Theodore N. Ely, Superintendent of Motive Power Pennsylvania Railroad and United Railroads of New Jersey Division, was promoted to the position of General Superintendent of Motive Power of all lines east of Pittsburgh and Erie; H. S. Hayward, Assistant Superintendent of Motive Power United Railroads of New Jersey Division, was promoted to the position of Superintendent of Motive Power of that Railroad Division; and Frank L. Sheppard, Superintendent of the Sunbury Division, was appointed Superintendent of Motive Power Pennsylvania Railroad Division.

On the same date, October 1st, S. M. Prevost, Superintendent Philadelphia Division, was promoted to the position of General Superintendent Pennsylvania Railroad Division; William J. Latta, Superintendent Altoona Division, was transferred to the Philadelphia Division as Superintendent; James Reed, Engineer Maintenance of Way Pennsylvania Railroad Division, was promoted to the position of Superintendent of the Altoona Division; Alfred Walter, Assistant Engineer Motive Power Department, was appointed Superintendent of the Sunbury Division, in place of Frank L. Sheppard, promoted; R. L. Holliday, Assistant Engineer Pittsburgh Division, was promoted to the position of Engineer Maintenance of Way Pennsylvania Railroad Division; Michael Trump, Assistant Engineer West Pennsylvania Division, was transferred to the Pittsburgh Division as Assistant Engineer; and Charles K. Lawrence, Supervisor Division No. 4, Philadelphia Division, was promoted to the position on the West Pennsylvania Division, made vacant by the transfer of Mr. Trump.

The mileage of locomotives and car equipment, the cost of repairs, fuel, and stores, the number of passenger and freight cars hauled per engine per mile, and the consumption of coal per car per mile, are shown in the statements hereto appended.

The passenger and freight business of the year 1882 exceeded the traffic of the Centennial year, 1876, over nineteen per cent. in the number of passengers carried, and eighty-nine per cent. in the number of tons of freight moved. There were 18,363,366 passengers carried in 1876, and 21,887,992 in 1882; and the number of tons of freight moved was increased from 18,962,661 tons in 1876, to 35,840,060 tons in 1882. During the same period the motive-power equipment of the Company was increased only 2 $\frac{1}{10}$  per cent., from 1,082 locomotives, December 31st, 1876, to 1,105, December 31st, 1882. With these comparisons in view, I take pleasure in acknowledging the ability and fidelity with which the officers and employés of the several departments have discharged their respective duties during the past year.

Very Respectfully,

CHARLES E. PUGH,  
*General Manager.*

## CONDITION OF LOCOMOTIVES PENNSYLVANIA RAILROAD COMPANY JANUARY 1st, 1883.

|                                                 | PENNA. R. R.<br>DIVISION. | U. R. R. OF<br>N. J. DIVISION. | PHIL. & ERIE<br>R. R. DIVISION. | TOTALS. |
|-------------------------------------------------|---------------------------|--------------------------------|---------------------------------|---------|
| In service in good working order, . . . . .     | 430                       | 187                            | 69                              | 686     |
| In service requiring general repairs, . . . . . | 64                        | 6                              | 16                              | 86      |
| In service requiring slight repairs, . . . . .  | 126                       | 32                             | 6                               | 164     |
| In shop under general repairs, . . . . .        | 38                        | 16                             | 5                               | 59      |
| In shop under slight repairs, . . . . .         | 35                        | 27                             | 7                               | 69      |
| In shop for renewals, . . . . .                 |                           | 15                             | 3                               | 18      |
| Leased L. & B. R. R., . . . . .                 | 3                         |                                |                                 | 3       |
| Leased S., H. & W. R. W., . . . . .             | 6                         |                                | 3                               | 9       |
| Leased North and West Branch, . . . . .         | 1                         |                                |                                 | 1       |
| Leased P., W. & B. R. R., . . . . .             | 3                         |                                |                                 | 3       |
| Leased West Jersey R. R., . . . . .             | 2                         |                                |                                 | 2       |
| Leased G. R. & I. R. R., . . . . .              | 1                         |                                |                                 | 1       |
| Leased N. Y., W. S. & B. R. W., . . . . .       |                           | 3                              |                                 | 3       |
| Leased Penna. R. R. Div., . . . . .             |                           |                                | 1                               | 1       |
| Total number of locomotives, . . . . .          | 709                       | 286                            | 110                             | 1,105   |

## MILEAGE OF LOCOMOTIVES.

| DIVISION.                                           | PASSENGER. | FREIGHT.   | DISTRIBUTING. | TOTALS.    |
|-----------------------------------------------------|------------|------------|---------------|------------|
| Pennsylvania Railroad and branches, 1881, . . . . . | 4,678,629  | 14,405,994 | 545,536       | 19,630,159 |
| Pennsylvania Railroad and branches, 1882, . . . . . | 5,097,229  | 15,236,589 | 674,590       | 21,008,408 |
| Increase, . . . . .                                 | 418,600    | 830,595    | 129,054       | 1,378,249  |
| United Railroads of New Jersey, 1881, . . . . .     | 3,330,385  | 3,504,185  | 248,153       | 7,082,723  |
| United Railroads of New Jersey, 1882, . . . . .     | 3,698,249  | 3,949,097  | 285,322       | 7,932,668  |
| Increase, . . . . .                                 | 367,864    | 444,912    | 37,169        | 849,945    |
| Philadelphia and Erie Railroad, 1881, . . . . .     | 460,438    | 1,855,900  | 102,419       | 2,418,757  |
| Philadelphia and Erie Railroad, 1882, . . . . .     | 492,360    | 1,912,138  | 90,852        | 2,495,350  |
| Increase, . . . . .                                 | 31,922     | 56,238     |               | 76,593     |
| Decrease, . . . . .                                 |            |            | 11,567        |            |
| Entire line, 1881, . . . . .                        | 8,469,452  | 19,766,079 | 896,108       | 29,131,639 |
| Entire line, 1882, . . . . .                        | 9,287,838  | 21,097,824 | 1,050,764     | 31,436,426 |
| Increase, . . . . .                                 | 818,386    | 1,331,745  | 154,656       | 2,304,787  |

GREATEST MILEAGE WITH PASSENGER TRAINS.

| DIVISION.                                 | NUMBER OF ENGINE. | MILEAGE. |
|-------------------------------------------|-------------------|----------|
| Pennsylvania Railroad, . . . . .          | 95                | 79,258   |
| United Railroads of New Jersey, . . . . . | 603               | 60,945   |
| Philadelphia and Erie Railroad, . . . . . | 2,051             | 52,671   |

GENERAL AVERAGE MILEAGE WITH PASSENGER TRAINS.

| DIVISION.                                 | MILEAGE. |
|-------------------------------------------|----------|
| Pennsylvania Railroad, . . . . .          | 32,760   |
| United Railroads of New Jersey, . . . . . | 28,017   |
| Philadelphia and Erie Railroad, . . . . . | 44,506   |

GREATEST MILEAGE WITH FREIGHT TRAINS.

| DIVISION.                                 | NUMBER OF ENGINE. | MILEAGE. |
|-------------------------------------------|-------------------|----------|
| Pennsylvania Railroad, . . . . .          | 881               | 50,169   |
| United Railroads of New Jersey, . . . . . | 612               | 45,730   |
| Philadelphia and Erie Railroad, . . . . . | 2,002             | 34,160   |

GENERAL AVERAGE MILEAGE WITH FREIGHT TRAINS.

| DIVISION.                                 | MILEAGE. |
|-------------------------------------------|----------|
| Pennsylvania Railroad, . . . . .          | 25,977   |
| United Railroads of New Jersey, . . . . . | 21,462   |
| Philadelphia and Erie Railroad, . . . . . | 22,889   |

COST OF REPAIRS, FUEL, AND STORES.

| DIVISION.                                       | REPAIRS.       | FUEL.          | STORES.      | TOTALS.        |
|-------------------------------------------------|----------------|----------------|--------------|----------------|
| Pennsylvania Railroad, 1881, . . . . .          | \$1,172,807 54 | \$1,003,788 27 | \$128,450 09 | \$2,305,045 90 |
| Pennsylvania Railroad, 1882, . . . . .          | 1,365,968 78   | 1,131,372 69   | 176,975 95   | 2,674,317 42   |
| Increase, . . . . .                             | \$193,161 24   | \$127,584 42   | \$48,525 86  | \$369,271 52   |
| United Railroads of New Jersey, 1881, . . . . . | \$431,235 91   | \$698,182 22   | \$60,173 41  | \$1,189,591 54 |
| United Railroads of New Jersey, 1882, . . . . . | 502,413 17     | 797,854 79     | 81,871 97    | 1,382,139 93   |
| Increase, . . . . .                             | \$71,177 26    | \$99,672 57    | \$21,698 56  | \$192,548 39   |
| Philadelphia and Erie Railroad, 1881, . . . . . | \$210,992 51   | \$174,879 71   | \$10,114 59  | \$395,986 81   |
| Philadelphia and Erie Railroad, 1882, . . . . . | 192,701 70     | 187,195 60     | 12,062 57    | 391,959 87     |
| Increase, . . . . .                             |                | \$12,315 89    | \$1,947 98   |                |
| Decrease, . . . . .                             | \$18,290 81    |                |              | \$4,026 94     |
| Total Pennsylvania Railroad, 1881, . . . . .    | \$1,815,035 96 | \$1,876,850 20 | \$198,738 09 | \$3,890,624 25 |
| Total Pennsylvania Railroad, 1882, . . . . .    | 2,061,083 65   | 2,116,423 08   | 270,910 49   | 4,448,417 22   |
| Increase, . . . . .                             | \$246,047 69   | \$239,572 88   | \$72,172 40  | \$557,792 97   |

## COST OF REPAIRS, FUEL, AND STORES PER 100 MILES RUN.

| DIVISION.                                       | REPAIRS. | FUEL.  | STORES. | TOTALS. |
|-------------------------------------------------|----------|--------|---------|---------|
| Pennsylvania Railroad, 1881, . . . . .          | \$5 97   | \$5 11 | \$0 66  | \$11 74 |
| Pennsylvania Railroad, 1882, . . . . .          | 6 50     | 5 39   | 84      | 12 73   |
| Increase, . . . . .                             | 53       | 28     | 18      | 99      |
| United Railroads of New Jersey, 1881, . . . . . | \$6 09   | \$9 86 | \$0 85  | \$16 80 |
| United Railroads of New Jersey, 1882, . . . . . | 6 33     | 10 06  | 1 03    | 17 42   |
| Increase, . . . . .                             | 24       | 20     | 18      | 62      |
| Philadelphia and Erie Railroad, 1881, . . . . . | \$8 72   | \$7 23 | \$0 42  | \$16 37 |
| Philadelphia and Erie Railroad, 1882, . . . . . | 7 72     | 7 50   | 49      | 15 71   |
| Increase, . . . . .                             | 1 00     | 27     | 07      | 66      |
| Total Pennsylvania Railroad, 1881, . . . . .    | \$6 23   | \$6 45 | \$0 68  | \$13 36 |
| Total Pennsylvania Railroad, 1882, . . . . .    | 6 56     | 6 73   | 86      | 14 15   |
| Increase, . . . . .                             | 33       | 28     | 18      | 79      |

## GENERAL AVERAGE CONSUMPTION OF FUEL AND STORES.

| DIVISION.                                       | POUNDS COAL PER<br>ONE MILE. | QUARTS OIL PER<br>100 MILES. | POUNDS TALLOW<br>PER 100 MILES. | POUNDS WASTE<br>PER 100 MILES. |
|-------------------------------------------------|------------------------------|------------------------------|---------------------------------|--------------------------------|
| Pennsylvania Railroad, 1881, . . . . .          | 80.6                         | 3.9                          | 3.6                             | 1.7                            |
| Pennsylvania Railroad, 1882, . . . . .          | 82.8                         | 4.3                          | 3.8                             | 1.7                            |
| Increase, . . . . .                             | 2.2                          | 0.4                          | 0.2                             |                                |
| United Railroads of New Jersey, 1881, . . . . . | 61.3                         | 4.9                          | 3.8                             | 2.3                            |
| United Railroads of New Jersey, 1882, . . . . . | 63.4                         | 5.2                          | 3.9                             | 2.3                            |
| Increase, . . . . .                             | 2.1                          | 0.3                          | 0.1                             |                                |
| Philadelphia and Erie Railroad, 1881, . . . . . | 106.5                        | 3.2                          | 2.0                             | 1.1                            |
| Philadelphia and Erie Railroad, 1882, . . . . . | 113.9                        | 3.3                          | 2.1                             | 1.0                            |
| Increase, . . . . .                             | 7.4                          | 0.1                          | 0.1                             |                                |
| Decrease, . . . . .                             |                              |                              |                                 | 0.1                            |



## UNITED RAILROADS OF NEW JERSEY DIVISION.

Comparative Statement, showing average number of passenger cars hauled per engine mile, and pounds coal consumed per passenger car per mile in 1881 and 1882.

| DIVISIONS.           | YEARS. | MONTHS.  |           |        |        |       |       |       |         |            |          |           |           | TOTALS. |       |       |       |       |       |       |       |      |       |      |       |      |       |
|----------------------|--------|----------|-----------|--------|--------|-------|-------|-------|---------|------------|----------|-----------|-----------|---------|-------|-------|-------|-------|-------|-------|-------|------|-------|------|-------|------|-------|
|                      |        | JANUARY. | FEBRUARY. | MARCH. | APRIL. | MAY.  | JUNE. | JULY. | AUGUST. | SEPTEMBER. | OCTOBER. | NOVEMBER. | DECEMBER. | Cars.   | Coal. | Cars. |       |       |       |       |       |      |       |      |       |      |       |
|                      |        | Cars.    | Coal.     | Cars.  | Coal.  | Cars. | Coal. | Cars. | Coal.   | Cars.      | Coal.    | Cars.     | Coal.     | Cars.   | Coal. | Cars. | Coal. | Cars. | Coal. | Cars. | Coal. |      |       |      |       |      |       |
| New York, . . . . .  | 1881   | 4.9      | 13.2      | 4.8    | 13.5   | 5.0   | 12.6  | 5.3   | 11.3    | 5.5        | 10.5     | 5.5       | 10.4      | 5.5     | 10.4  | 5.6   | 10.7  | 5.5   | 11.3  | 5.4   | 11.7  | 5.3  | 12.7  | 5.35 | 11.49 |      |       |
| New York, . . . . .  | 1882   | 5.1      | 12.9      | 5.0    | 13.4   | 5.3   | 12.5  | 5.4   | 11.8    | 5.5        | 11.5     | 5.5       | 10.9      | 5.6     | 10.5  | 5.6   | 11.4  | 5.4   | 12.1  | 5.3   | 12.6  | 5.3  | 12.8  | 5.38 | 11.82 |      |       |
| Amboy, . . . . .     | 1881   | 2.2      | 19.9      | 2.2    | 18.7   | 2.3   | 17.8  | 2.4   | 17.0    | 2.5        | 15.3     | 2.6       | 14.7      | 2.8     | 14.6  | 2.8   | 14.2  | 2.5   | 14.7  | 2.5   | 16.2  | 2.5  | 15.8  | 2.6  | 16.1  | 2.52 | 16.10 |
| Amboy, . . . . .     | 1882   | 2.5      | 17.7      | 2.4    | 18.0   | 2.5   | 16.4  | 2.6   | 16.0    | 2.6        | 16.3     | 2.8       | 15.0      | 2.9     | 14.9  | 3.0   | 15.3  | 2.9   | 15.5  | 3.0   | 15.1  | 2.6  | 17.0  | 2.6  | 18.5  | 2.72 | 16.22 |
| Belvidere, . . . . . | 1881   | 2.8      | 17.7      | 2.8    | 17.3   | 2.7   | 17.9  | 2.8   | 15.0    | 2.9        | 14.4     | 3.1       | 13.3      | 3.1     | 14.0  | 3.4   | 12.2  | 3.2   | 14.8  | 3.0   | 17.8  | 3.0  | 17.1  | 2.9  | 17.1  | 3.00 | 15.50 |
| Belvidere, . . . . . | 1882   | 2.8      | 18.2      | 2.7    | 16.7   | 2.6   | 17.0  | 2.5   | 18.0    | 3.1        | 14.9     | 3.3       | 16.4      | 3.3     | 14.6  | 3.7   | 15.5  | 3.2   | 18.5  | 3.6   | 17.7  | 3.2  | 18.1  | 3.2  | 17.9  | 3.14 | 16.83 |
| Totals, . . . . .    | 1881   | 4.12     | 14.31     | 4.03   | 14.40  | 4.18  | 13.54 | 4.45  | 12.23   | 4.60       | 11.36    | 4.65      | 11.20     | 4.72    | 11.18 | 4.86  | 11.02 | 4.75  | 11.39 | 4.64  | 12.21 | 4.56 | 12.47 | 4.53 | 13.34 | 4.52 | 12.28 |
| Totals, . . . . .    | 1882   | 4.38     | 13.77     | 4.23   | 14.17  | 4.43  | 13.24 | 4.59  | 12.64   | 4.66       | 12.26    | 4.76      | 11.73     | 4.89    | 11.29 | 4.92  | 11.32 | 4.73  | 12.21 | 4.76  | 12.75 | 4.58 | 13.47 | 4.59 | 13.72 | 4.64 | 12.61 |

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

Comparative Statement, showing average number of passenger cars hauled per engine mile, and pounds coal consumed per passenger car per mile in 1881 and 1882.

| DIVISIONS.         | YEARS. | MONTHS.  |           |        |        |       |       |       |         |            |          |           |           | TOTALS. |       |       |       |       |       |       |       |       |       |       |       |     |      |
|--------------------|--------|----------|-----------|--------|--------|-------|-------|-------|---------|------------|----------|-----------|-----------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|------|
|                    |        | JANUARY. | FEBRUARY. | MARCH. | APRIL. | MAY.  | JUNE. | JULY. | AUGUST. | SEPTEMBER. | OCTOBER. | NOVEMBER. | DECEMBER. | Cars.   | Coal. | Cars. |       |       |       |       |       |       |       |       |       |     |      |
|                    |        | Cars.    | Coal.     | Cars.  | Coal.  | Cars. | Coal. | Cars. | Coal.   | Cars.      | Coal.    | Cars.     | Coal.     | Cars.   | Coal. | Cars. | Coal. | Cars. | Coal. | Cars. | Coal. | Cars. | Coal. | Cars. | Coal. |     |      |
| Eastern, . . . . . | 1881   | 4.6      | 12.4      | 4.4    | 12.3   | 4.8   | 10.9  | 4.6   | 10.6    | 4.7        | 9.8      | 4.6       | 9.8       | 4.9     | 11.9  | 5.4   | 8.5   | 5.3   | 8.6   | 5.3   | 9.7   | 5.1   | 10.1  | 4.9   | 11.8  | 4.9 | 12.2 |
| Eastern, . . . . . | 1882   | 3.9      | 13.0      | 4.6    | 12.6   | 4.5   | 12.9  | 4.9   | 10.6    | 4.7        | 9.5      | 5.0       | 10.6      | 5.1     | 10.3  | 5.5   | 10.3  | 5.7   | 10.6  | 6.2   | 10.8  | 5.8   | 11.9  | 5.5   | 13.4  | 5.2 | 11.3 |
| Middle, . . . . .  | 1881   | 5.1      | 11.0      | 5.3    | 11.0   | 5.7   | 9.6   | 5.3   | 10.1    | 5.2        | 8.2      | 3.9       | 13.3      | 3.8     | 11.5  | 3.4   | 12.3  | 4.0   | 10.5  | 3.9   | 12.8  | 3.9   | 14.0  | 3.6   | 14.0  | 4.2 | 11.8 |
| Middle, . . . . .  | 1882   | 3.5      | 15.7      | 3.3    | 16.9   | 3.4   | 11.8  | 3.5   | 16.5    | 3.9        | 12.9     | 3.9       | 13.3      | 4.2     | 12.3  | 4.1   | 13.0  | 4.2   | 16.2  | 4.5   | 13.6  | 4.1   | 14.9  | 4.3   | 16.5  | 3.9 | 14.4 |
| Western, . . . . . | 1881   | 3.3      | 15.8      | 3.6    | 14.2   | 3.5   | 14.3  | 3.0   | 13.9    | 2.9        | 13.8     | 2.9       | 14.6      | 3.1     | 13.5  | 3.0   | 13.4  | 3.1   | 13.8  | 3.0   | 15.0  | 3.0   | 14.3  | 3.1   | 14.6  | 3.1 | 14.2 |
| Western, . . . . . | 1882   | 2.9      | 17.0      | 2.8    | 16.5   | 3.1   | 14.9  | 2.6   | 17.8    | 3.1        | 13.9     | 3.3       | 14.7      | 3.9     | 13.3  | 3.8   | 10.5  | 3.8   | 12.9  | 3.5   | 15.4  | 3.3   | 13.1  | 3.5   | 16.8  | 3.3 | 14.5 |
| Totals, . . . . .  | 1881   | 4.2      | 13.0      | 4.3    | 12.6   | 4.6   | 11.5  | 4.1   | 11.5    | 4.0        | 10.7     | 3.8       | 12.0      | 3.9     | 12.3  | 4.0   | 10.8  | 4.1   | 10.7  | 4.1   | 11.9  | 4.0   | 12.2  | 3.9   | 13.1  | 4.1 | 11.8 |
| Totals, . . . . .  | 1882   | 3.6      | 14.9      | 3.6    | 14.9   | 3.7   | 13.3  | 3.7   | 14.0    | 3.9        | 11.7     | 4.1       | 12.5      | 4.4     | 11.8  | 4.5   | 11.1  | 4.6   | 12.8  | 4.7   | 12.4  | 4.4   | 12.9  | 4.4   | 15.2  | 4.1 | 13.0 |

## PENNSYLVANIA RAILROAD DIVISION.

Comparative Statement, showing average number of freight cars hauled per engine mile, and pounds of coal consumed per freight car per mile, and per ton per mile in 1881 and 1882.

| DIVISIONS.    | YEARS. | JANUARY. |                             |                             | FEBRUARY. |                             |                             | MARCH. |                             |                             | APRIL. |                             |                             | MAY.  |                             |                             | JUNE. |                             |                             |
|---------------|--------|----------|-----------------------------|-----------------------------|-----------|-----------------------------|-----------------------------|--------|-----------------------------|-----------------------------|--------|-----------------------------|-----------------------------|-------|-----------------------------|-----------------------------|-------|-----------------------------|-----------------------------|
|               |        | Cars.    | Coal<br>per<br>Car<br>Mile. | Coal<br>per<br>Ton<br>Mile. | Cars.     | Coal<br>per<br>Car<br>Mile. | Coal<br>per<br>Ton<br>Mile. | Cars.  | Coal<br>per<br>Car<br>Mile. | Coal<br>per<br>Ton<br>Mile. | Cars.  | Coal<br>per<br>Car<br>Mile. | Coal<br>per<br>Ton<br>Mile. | Cars. | Coal<br>per<br>Car<br>Mile. | Coal<br>per<br>Ton<br>Mile. | Cars. | Coal<br>per<br>Car<br>Mile. | Coal<br>per<br>Ton<br>Mile. |
| Philadelphia, | 1881   | 27.0     | 4.5                         | 0.634                       | 27.2      | 4.3                         | 0.564                       | 29.3   | 4.0                         | 0.495                       | 29.9   | 3.7                         | 0.455                       | 30.5  | 3.4                         | 0.427                       | 31.3  | 3.3                         | 0.375                       |
| Philadelphia, | 1882   | 26.2     | 4.6                         | 0.595                       | 25.8      | 4.5                         | 0.536                       | 26.7   | 4.4                         | 0.495                       | 27.8   | 4.0                         | 0.491                       | 29.3  | 3.8                         | 0.456                       | 29.4  | 3.6                         | 0.424                       |
| Middle,       | 1881   | 28.7     | 3.5                         | 0.467                       | 29.4      | 3.5                         | 0.414                       | 32.8   | 3.2                         | 0.368                       | 36.6   | 2.9                         | 0.335                       | 40.5  | 2.6                         | 0.302                       | 39.8  | 2.6                         | 0.291                       |
| Middle,       | 1882   | 34.3     | 3.6                         | 0.405                       | 34.9      | 3.4                         | 0.390                       | 37.5   | 3.1                         | 0.355                       | 42.7   | 2.8                         | 0.327                       | 42.3  | 2.8                         | 0.298                       | 42.8  | 2.6                         | 0.281                       |
| Pittsburgh,   | 1881   | 16.1     | 6.5                         | 0.812                       | 16.2      | 6.3                         | 0.784                       | 17.0   | 6.1                         | 0.726                       | 17.1   | 5.7                         | 0.695                       | 17.3  | 5.3                         | 0.655                       | 18.3  | 5.2                         | 0.612                       |
| Pittsburgh,   | 1882   | 17.4     | 6.3                         | 0.767                       | 17.4      | 6.1                         | 0.743                       | 17.3   | 5.9                         | 0.705                       | 17.5   | 5.6                         | 0.685                       | 16.8  | 5.5                         | 0.645                       | 16.6  | 5.5                         | 0.596                       |
| Tyrone,       | 1881   | 8.6      | 14.3                        | 1.272                       | 8.7       | 13.9                        | 1.244                       | 9.9    | 12.4                        | 1.084                       | 10.8   | 11.5                        | 1.046                       | 10.9  | 10.5                        | 0.772                       | 10.3  | 11.0                        | 0.938                       |
| Tyrone,       | 1882   | 10.0     | 14.2                        | 1.259                       | 10.2      | 13.0                        | 1.189                       | 11.5   | 12.0                        | 1.139                       | 10.6   | 12.5                        | 1.138                       | 10.6  | 12.3                        | 1.070                       | 11.0  | 11.6                        | 1.134                       |
| West Penn,    | 1881   | 15.1     | 6.1                         | 0.838                       | 15.1      | 5.9                         | 0.809                       | 16.7   | 5.3                         | 0.670                       | 15.1   | 5.0                         | 0.651                       | 15.5  | 4.5                         | 0.611                       | 15.9  | 4.5                         | 0.564                       |
| West Penn,    | 1882   | 14.7     | 5.0                         | 0.658                       | 15.9      | 5.4                         | 0.693                       | 14.1   | 5.5                         | 0.682                       | 15.1   | 4.9                         | 0.665                       | 15.1  | 4.8                         | 0.582                       | 15.4  | 4.7                         | 0.552                       |
| Altoona,      | 1881   |          |                             |                             |           |                             |                             |        |                             |                             |        |                             |                             |       |                             |                             |       |                             |                             |
| Altoona,      | 1882   | 9.8      | 9.8                         | 1.089                       | 10.0      | 10.0                        | 1.117                       | 9.9    | 10.8                        | 1.166                       | 11.4   | 8.1                         | 0.944                       | 8.1   | 10.0                        | 0.911                       | 11.5  | 7.6                         | 0.814                       |
| Monongahela,  | 1881   | 15.4     | 4.2                         | 1.019                       | 14.4      | 4.5                         | 1.058                       | 13.5   | 4.6                         | 0.856                       | 13.3   | 3.6                         | 0.777                       | 13.2  | 3.9                         | 0.693                       | 17.3  | 3.8                         | 0.622                       |
| Monongahela,  | 1882   | 13.8     | 4.9                         | 1.119                       | 14.5      | 5.0                         | 1.323                       | 13.7   | 4.9                         | 0.927                       | 17.7   | 3.8                         | 0.825                       | 16.7  | 3.7                         | 0.844                       | 15.6  | 3.7                         | 0.770                       |
| Frederick,    | 1881   |          |                             |                             |           |                             |                             |        |                             |                             |        |                             |                             |       |                             |                             |       |                             |                             |
| Frederick,    | 1882   | 14.7     | 6.4                         | 0.722                       | 12.8      | 6.2                         | 0.660                       | 14.1   | 5.8                         | 0.616                       | 16.0   | 5.0                         | 0.570                       | 14.4  | 5.2                         | 0.485                       | 17.5  | 4.3                         | 0.543                       |
| Lewistown,    | 1881   | 13.7     | 8.1                         | 0.667                       | 12.5      | 7.6                         | 0.627                       | 13.9   | 7.2                         | 0.600                       | 13.5   | 7.4                         | 0.676                       | 14.3  | 6.6                         | 0.702                       | 12.5  | 6.7                         | 0.551                       |
| Lewistown,    | 1882   | 11.8     | 9.0                         | 0.749                       | 13.5      | 7.7                         | 0.664                       | 12.5   | 7.5                         | 0.600                       | 14.7   | 6.2                         | 0.551                       | 14.7  | 6.4                         | 0.515                       | 14.0  | 6.1                         | 0.457                       |
| Bedford,      | 1881   | 13.0     | 5.4                         | 0.597                       | 12.5      | 6.4                         | 0.678                       | 14.7   | 5.0                         | 0.458                       | 11.5   | 7.5                         | 0.670                       | 15.4  | 5.3                         | 0.598                       | 14.8  | 5.6                         | 0.490                       |
| Bedford,      | 1882   | 14.8     | 5.9                         | 0.576                       | 13.9      | 6.7                         | 0.681                       | 12.1   | 6.4                         | 0.535                       | 7.3    | 12.3                        | 1.498                       | 6.2   | 6.6                         | 1.026                       | 8.0   | 4.6                         | 0.691                       |
| Totals,       | 1881   | 21.86    | 4.97                        | 0.642                       | 21.93     | 4.89                        | 0.592                       | 23.58  | 4.61                        | 0.530                       | 24.46  | 4.29                        | 0.497                       | 25.57 | 3.89                        | 0.460                       | 25.97 | 3.88                        | 0.426                       |
| Totals,       | 1882   | 23.07    | 5.03                        | 0.589                       | 23.09     | 4.86                        | 0.569                       | 23.84  | 4.68                        | 0.529                       | 25.09  | 4.33                        | 0.508                       | 24.82 | 4.24                        | 0.470                       | 25.13 | 4.02                        | 0.443                       |

## PENNSYLVANIA RAILROAD DIVISION.

Comparative Statement, showing average number of freight cars hauled per engine mile, and pounds of coal consumed per freight car per mile, and per ton per mile in 1881 and 1882.—Continued.

| Divisions.              | Years. | JULY. |                    |                    | AUGUST. |                    |                    | SEPTEMBER. |                    |                    | OCTOBER. |                    |                    | NOVEMBER. |                    |                    | DECEMBER. |                    |                    | TOTALS. |                    |                    |
|-------------------------|--------|-------|--------------------|--------------------|---------|--------------------|--------------------|------------|--------------------|--------------------|----------|--------------------|--------------------|-----------|--------------------|--------------------|-----------|--------------------|--------------------|---------|--------------------|--------------------|
|                         |        | Cars. | Coal per Car Mile. | Coal per Ton Mile. | Cars.   | Coal per Car Mile. | Coal per Ton Mile. | Cars.      | Coal per Car Mile. | Coal per Ton Mile. | Cars.    | Coal per Car Mile. | Coal per Ton Mile. | Cars.     | Coal per Car Mile. | Coal per Ton Mile. | Cars.     | Coal per Car Mile. | Coal per Ton Mile. | Cars.   | Coal per Car Mile. | Coal per Ton Mile. |
| Philadelphia, . . . . . | 1881   | 30.4  | 3.3                | 0.414              | 30.1    | 3.4                | 0.390              | 29.8       | 3.5                | 0.412              | 29.4     | 3.9                | 0.445              | 27.7      | 4.3                | 0.493              | 27.0      | 4.3                | 0.507              | 29.17   | 3.82               | 0.459              |
| Philadelphia, . . . . . | 1882   | 29.9  | 3.5                | 0.404              | 30.8    | 3.7                | 0.402              | 27.8       | 3.9                | 0.429              | 28.9     | 3.9                | 0.453              | 26.5      | 4.4                | 0.502              | 24.9      | 4.8                | 0.582              | 27.80   | 4.07               | 0.474              |
| Middle, . . . . .       | 1881   | 40.3  | 2.5                | 0.293              | 38.4    | 2.6                | 0.270              | 39.5       | 2.6                | 0.290              | 37.0     | 2.9                | 0.324              | 36.8      | 3.1                | 0.342              | 36.2      | 3.2                | 0.346              | 36.09   | 2.92               | 0.333              |
| Middle, . . . . .       | 1882   | 42.7  | 2.5                | 0.258              | 45.3    | 2.5                | 0.260              | 44.8       | 2.6                | 0.279              | 45.4     | 2.8                | 0.312              | 45.0      | 3.1                | 0.342              | 37.3      | 3.6                | 0.427              | 40.94   | 2.95               | 0.326              |
| Pittsburgh, . . . . .   | 1881   | 18.5  | 5.0                | 0.618              | 18.4    | 5.0                | 0.560              | 18.1       | 5.1                | 0.606              | 18.3     | 5.5                | 0.652              | 18.3      | 5.9                | 0.701              | 18.0      | 6.0                | 0.706              | 17.64   | 5.66               | 0.673              |
| Pittsburgh, . . . . .   | 1882   | 18.5  | 5.0                | 0.559              | 17.4    | 5.2                | 0.571              | 17.2       | 5.4                | 0.562              | 17.7     | 5.5                | 0.608              | 17.1      | 6.1                | 0.673              | 16.1      | 6.6                | 0.762              | 17.25   | 5.72               | 0.653              |
| Tyrone, . . . . .       | 1881   | 10.8  | 10.2               | 0.923              | 10.6    | 10.5               | 0.977              | 10.1       | 11.0               | 1.026              | 9.9      | 12.4               | 1.094              | 10.4      | 12.7               | 1.136              | 9.4       | 14.2               | 1.228              | 11.12   | 11.87              | 1.065              |
| Tyrone, . . . . .       | 1882   | 10.1  | 11.9               | 1.063              | 10.3    | 12.0               | 1.037              | 9.7        | 13.1               | 1.104              | 10.1     | 12.9               | 1.001              | 9.7       | 14.5               | 1.250              | 8.8       | 15.6               | 1.328              | 10.22   | 12.93              | 1.142              |
| West Penn, . . . . .    | 1881   | 15.6  | 4.7                | 0.567              | 16.8    | 4.7                | 0.623              | 16.7       | 4.2                | 0.576              | 17.5     | 4.8                | 0.653              | 18.1      | 4.9                | 0.625              | 15.2      | 5.5                | 0.713              | 16.24   | 4.94               | 0.645              |
| West Penn, . . . . .    | 1882   | 15.2  | 4.5                | 0.584              | 14.1    | 4.2                | 0.557              | 16.1       | 4.4                | 0.594              | 16.0     | 4.6                | 0.546              | 14.2      | 5.1                | 0.714              | 14.6      | 6.3                | 0.781              | 11.68   | 6.39               | 0.630              |
| Altoona, . . . . .      | 1881   | 10.8  | 6.7                | 1.038              | 11.4    | 6.8                | 0.896              | 11.1       | 7.5                | 0.889              | 10.4     | 8.4                | 0.875              | 11.0      | 8.6                | 0.929              | 10.4      | 9.6                | 1.036              | 10.61   | 8.05               | 0.948              |
| Altoona, . . . . .      | 1882   | 10.1  | 8.2                | 0.781              | 11.1    | 8.6                | 0.820              | 12.6       | 8.0                | 0.695              | 12.1     | 7.4                | 0.728              | 11.4      | 9.3                | 1.015              | 11.3      | 4.9                | 1.248              | 10.77   | 8.50               | 0.904              |
| Monongahela, . . . . .  | 1881   | 15.7  | 3.1                | 0.711              | 21.3    | 2.8                | 0.573              | 18.3       | 3.0                | 0.659              | 18.6     | 3.3                | 0.794              | 15.6      | 3.6                | 0.815              | 14.3      | 4.1                | 1.080              | 15.82   | 3.68               | 0.802              |
| Monongahela, . . . . .  | 1882   | 14.1  | 3.5                | 0.778              | 16.4    | 3.6                | 0.921              | 15.0       | 3.9                | 0.512              | 15.4     | 3.4                | 0.992              | 16.0      | 5.5                | 0.838              | 17.1      | 6.2                | 0.877              | 15.59   | 4.53               | 0.900              |
| Frederick, . . . . .    | 1881   | 13.7  | 9.1                | 1.080              | 15.1    | 5.2                | 0.601              | 15.3       | 5.2                | 0.575              | 16.0     | 5.6                | 0.585              | 15.0      | 6.0                | 0.641              | 12.6      | 6.9                | 0.599              | 13.64   | 6.16               | 0.662              |
| Frederick, . . . . .    | 1882   | 15.9  | 4.5                | 0.464              | 17.2    | 4.0                | 0.430              | 18.9       | 4.4                | 0.476              | 18.0     | 4.9                | 0.547              | 19.3      | 5.7                | 0.565              | 18.1      | 6.1                | 0.587              | 16.43   | 5.18               | 0.549              |
| Lewistown, . . . . .    | 1881   | 14.6  | 5.8                | 0.494              | 15.2    | 6.0                | 0.660              | 16.9       | 5.4                | 0.582              | 14.2     | 6.4                | 0.579              | 14.6      | 6.7                | 0.523              | 13.2      | 8.3                | 0.608              | 14.13   | 6.81               | 0.604              |
| Lewistown, . . . . .    | 1882   | 14.2  | 6.7                | 0.588              | 13.2    | 6.4                | 0.537              | 12.5       | 7.5                | 0.588              | 12.8     | 7.1                | 0.581              | 13.0      | 7.5                | 0.612              | 12.1      | 9.0                | 0.746              | 13.28   | 7.50               | 0.587              |
| Bedford, . . . . .      | 1881   | 15.3  | 5.6                | 0.515              | 14.8    | 5.6                | 0.514              | 14.3       | 5.5                | 0.474              | 14.2     | 5.7                | 0.534              | 13.4      | 7.1                | 0.699              | 16.2      | 4.1                | 0.445              | 14.42   | 5.59               | 0.529              |
| Bedford, . . . . .      | 1882   | 7.1   | 5.0                | 0.779              | 10.9    | 6.5                | 1.028              | 14.2       | 6.2                | 0.488              | 14.5     | 6.9                | 0.622              | 12.6      | 7.0                | 0.661              | 13.3      | 7.1                | 0.581              | 12.56   | 6.60               | 0.621              |
| Totals, . . . . .       | 1881   | 25.95 | 3.76               | 0.446              | 25.32   | 3.86               | 0.416              | 25.35      | 3.89               | 0.441              | 25.00    | 4.26               | 0.478              | 24.51     | 4.62               | 0.517              | 23.91     | 4.70               | 0.529              | 24.40   | 4.27               | 0.492              |
| Totals, . . . . .       | 1882   | 25.85 | 3.86               | 0.416              | 26.11   | 3.98               | 0.417              | 25.16      | 4.13               | 0.433              | 25.63    | 4.26               | 0.465              | 24.51     | 4.77               | 0.621              | 22.61     | 5.24               | 0.604              | 24.55   | 4.45               | 0.494              |

UNITED RAILROADS OF NEW JERSEY DIVISION.

Comparative Statement, showing average number of freight cars hauled per engine mile, and pounds of coal consumed per freight car per mile, and per ton per mile in 1881 and 1882.

| DIVISIONS.           | YEARS. | JANUARY. |                        |                    | FEBRUARY. |                        |                    | MARCH.     |                        |                    | APRIL.   |                        |                    | MAY.      |                        |                    | JUNE.     |                        |                    |         |                        |                    |
|----------------------|--------|----------|------------------------|--------------------|-----------|------------------------|--------------------|------------|------------------------|--------------------|----------|------------------------|--------------------|-----------|------------------------|--------------------|-----------|------------------------|--------------------|---------|------------------------|--------------------|
|                      |        | Cars.    | Coal per Car Ton Mile. | Coal per Ton Mile. | Cars.     | Coal per Car Ton Mile. | Coal per Ton Mile. | Cars.      | Coal per Car Ton Mile. | Coal per Ton Mile. | Cars.    | Coal per Car Ton Mile. | Coal per Ton Mile. | Cars.     | Coal per Car Ton Mile. | Coal per Ton Mile. | Cars.     | Coal per Car Ton Mile. | Coal per Ton Mile. |         |                        |                    |
| New York, . . . . .  | 1881   | 22.9     | 4.2                    | 0.712              | 23.2      | 4.0                    | 0.664              | 25.2       | 3.5                    | 0.563              | 26.0     | 3.2                    | 0.494              | 25.9      | 2.9                    | 0.511              | 25.3      | 2.9                    | 0.400              |         |                        |                    |
| New York, . . . . .  | 1882   | 25.0     | 3.9                    | 0.617              | 25.4      | 3.7                    | 0.606              | 23.8       | 3.6                    | 0.530              | 24.9     | 3.3                    | 0.512              | 24.1      | 3.2                    | 0.481              | 23.8      | 2.9                    | 0.418              |         |                        |                    |
| Amboy, . . . . .     | 1881   | 12.9     | 5.6                    | 0.955              | 12.5      | 5.8                    | 0.826              | 13.7       | 5.8                    | 0.721              | 13.8     | 5.4                    | 0.682              | 12.3      | 5.1                    | 0.709              | 12.2      | 4.9                    | 0.615              |         |                        |                    |
| Amboy, . . . . .     | 1882   | 12.2     | 6.1                    | 0.763              | 12.2      | 5.6                    | 0.744              | 12.1       | 5.6                    | 0.628              | 12.2     | 5.8                    | 0.710              | 11.5      | 5.7                    | 0.653              | 12.0      | 5.5                    | 0.944              |         |                        |                    |
| Belvidere, . . . . . | 1881   | 27.4     | 3.7                    | 0.513              | 30.2      | 3.6                    | 0.480              | 34.1       | 3.2                    | 0.434              | 34.7     | 2.8                    | 0.351              | 36.5      | 2.2                    | 0.316              | 35.4      | 2.1                    | 0.288              |         |                        |                    |
| Belvidere, . . . . . | 1882   | 29.4     | 3.5                    | 0.461              | 28.3      | 3.7                    | 0.477              | 32.6       | 3.2                    | 0.411              | 35.5     | 2.9                    | 0.386              | 32.9      | 2.7                    | 0.316              | 32.6      | 2.4                    | 0.284              |         |                        |                    |
| Totals, . . . . .    | 1881   | 23.09    | 4.17                   | 0.698              | 23.90     | 4.00                   | 0.640              | 26.21      | 3.54                   | 0.558              | 26.65    | 3.23                   | 0.488              | 26.51     | 2.83                   | 0.495              | 25.77     | 2.84                   | 0.408              |         |                        |                    |
| Totals, . . . . .    | 1882   | 24.74    | 3.91                   | 0.609              | 24.71     | 3.80                   | 0.604              | 24.62      | 3.56                   | 0.521              | 25.80    | 3.33                   | 0.513              | 24.48     | 3.24                   | 0.471              | 24.52     | 2.91                   | 0.441              |         |                        |                    |
|                      |        | JULY.    |                        |                    | AUGUST.   |                        |                    | SEPTEMBER. |                        |                    | OCTOBER. |                        |                    | NOVEMBER. |                        |                    | DECEMBER. |                        |                    | TOTALS. |                        |                    |
|                      |        | Cars.    | Coal per Car Ton Mile. | Coal per Ton Mile. | Cars.     | Coal per Car Ton Mile. | Coal per Ton Mile. | Cars.      | Coal per Car Ton Mile. | Coal per Ton Mile. | Cars.    | Coal per Car Ton Mile. | Coal per Ton Mile. | Cars.     | Coal per Car Ton Mile. | Coal per Ton Mile. | Cars.     | Coal per Car Ton Mile. | Coal per Ton Mile. | Cars.   | Coal per Car Ton Mile. | Coal per Ton Mile. |
| New York, . . . . .  | 1881   | 26.8     | 2.7                    | 0.424              | 27.3      | 2.6                    | 0.394              | 26.8       | 2.7                    | 0.409              | 26.9     | 3.0                    | 0.442              | 26.3      | 3.3                    | 0.496              | 26.7      | 3.3                    | 0.545              | 25.77   | 3.21                   | 0.499              |
| New York, . . . . .  | 1882   | 24.8     | 2.7                    | 0.422              | 24.8      | 3.0                    | 0.466              | 24.0       | 3.4                    | 0.504              | 25.5     | 3.4                    | 0.499              | 24.5      | 4.1                    | 0.596              | 23.6      | 4.6                    | 0.717              | 24.52   | 3.50                   | 0.530              |
| Amboy, . . . . .     | 1881   | 13.1     | 4.8                    | 0.581              | 12.3      | 5.1                    | 0.651              | 12.7       | 4.6                    | 0.640              | 11.5     | 5.4                    | 0.679              | 10.2      | 6.4                    | 0.646              | 10.9      | 6.6                    | 0.710              | 12.31   | 5.44                   | 0.693              |
| Amboy, . . . . .     | 1882   | 13.2     | 5.0                    | 0.695              | 12.7      | 5.1                    | 0.593              | 12.7       | 5.3                    | 0.620              | 9.9      | 6.4                    | 0.698              | 11.6      | 6.1                    | 0.729              | 12.4      | 6.4                    | 0.827              | 12.09   | 5.69                   | 0.703              |
| Belvidere, . . . . . | 1881   | 35.2     | 2.1                    | 0.262              | 37.4      | 2.1                    | 0.288              | 36.3       | 2.3                    | 0.307              | 37.0     | 2.6                    | 0.332              | 34.6      | 2.9                    | 0.366              | 33.0      | 3.2                    | 0.412              | 34.17   | 2.75                   | 0.364              |
| Belvidere, . . . . . | 1882   | 36.6     | 2.4                    | 0.289              | 35.4      | 2.3                    | 0.311              | 28.9       | 3.0                    | 0.370              | 31.8     | 2.9                    | 0.393              | 29.8      | 3.4                    | 0.430              | 27.0      | 4.1                    | 0.519              | 31.29   | 3.08                   | 0.385              |
| Totals, . . . . .    | 1881   | 27.19    | 2.66                   | 0.410              | 27.61     | 2.59                   | 0.405              | 27.37      | 2.71                   | 0.417              | 27.73    | 2.95                   | 0.451              | 26.76     | 3.32                   | 0.488              | 26.82     | 3.44                   | 0.537              | 26.29   | 3.18                   | 0.495              |
| Totals, . . . . .    | 1882   | 25.88    | 2.74                   | 0.430              | 24.96     | 2.99                   | 0.453              | 23.79      | 3.44                   | 0.496              | 25.61    | 3.40                   | 0.501              | 24.47     | 4.00                   | 0.578              | 23.52     | 4.58                   | 0.688              | 24.74   | 3.49                   | 0.524              |

## PHILADELPHIA AND ERIE RAILROAD DIVISION.

Comparative Statement, showing average number of freight cars hauled per engine mile, and pounds of coal consumed per freight car per mile, and per ton per mile in 1881 and 1882.

| DIVISIONS. | YEARS. | JANUARY. |                    |                        | FEBRUARY. |                    |                        | MARCH.     |                    |                        | APRIL.   |                    |                        | MAY.      |                    |                        | JUNE.     |                    |                        |         |                    |                        |
|------------|--------|----------|--------------------|------------------------|-----------|--------------------|------------------------|------------|--------------------|------------------------|----------|--------------------|------------------------|-----------|--------------------|------------------------|-----------|--------------------|------------------------|---------|--------------------|------------------------|
|            |        | Cars.    | Coal per Ton Mile. | Coal per Car Ton Mile. | Cars.     | Coal per Ton Mile. | Coal per Car Ton Mile. | Cars.      | Coal per Ton Mile. | Coal per Car Ton Mile. | Cars.    | Coal per Ton Mile. | Coal per Car Ton Mile. | Cars.     | Coal per Ton Mile. | Coal per Car Ton Mile. | Cars.     | Coal per Ton Mile. | Coal per Car Ton Mile. |         |                    |                        |
| Eastern.   | 1881   | 33.7     | 4.1                | 0.430                  | 33.9      | 3.8                | 0.394                  | 41.3       | 3.3                | 0.353                  | 42.8     | 3.1                | 0.323                  | 43.5      | 2.6                | 0.239                  | 43.8      | 2.8                | 0.253                  |         |                    |                        |
| Eastern.   | 1882   | 38.3     | 4.1                | 0.409                  | 38.5      | 4.0                | 0.404                  | 39.5       | 3.9                | 0.396                  | 42.7     | 3.5                | 0.343                  | 45.9      | 3.1                | 0.290                  | 46.3      | 3.0                | 0.273                  |         |                    |                        |
| Middle.    | 1881   | 22.8     | 7.5                | 0.829                  | 23.5      | 7.4                | 0.758                  | 27.0       | 6.3                | 0.671                  | 28.9     | 5.9                | 0.609                  | 33.5      | 4.5                | 0.418                  | 33.5      | 4.8                | 0.440                  |         |                    |                        |
| Middle.    | 1882   | 28.7     | 6.8                | 0.724                  | 28.1      | 6.9                | 0.720                  | 29.2       | 6.3                | 0.688                  | 34.4     | 5.6                | 0.573                  | 35.5      | 5.0                | 0.474                  | 35.8      | 5.4                | 0.465                  |         |                    |                        |
| Western.   | 1881   | 24.0     | 8.2                | 0.854                  | 23.1      | 8.1                | 0.895                  | 24.0       | 7.2                | 0.725                  | 27.6     | 5.9                | 0.686                  | 26.3      | 5.7                | 0.537                  | 26.5      | 5.7                | 0.523                  |         |                    |                        |
| Western.   | 1882   | 24.3     | 7.6                | 0.835                  | 24.3      | 7.3                | 0.749                  | 25.5       | 6.6                | 0.811                  | 25.2     | 6.5                | 0.706                  | 25.4      | 5.7                | 0.542                  | 24.8      | 6.7                | 0.588                  |         |                    |                        |
| Totals.    | 1881   | 26.8     | 6.1                | 0.652                  | 27.4      | 5.9                | 0.612                  | 31.9       | 4.9                | 0.523                  | 33.8     | 4.5                | 0.482                  | 34.7      | 3.9                | 0.369                  | 34.9      | 4.1                | 0.377                  |         |                    |                        |
| Totals.    | 1882   | 31.3     | 5.6                | 0.591                  | 30.6      | 5.6                | 0.572                  | 32.1       | 5.2                | 0.566                  | 35.1     | 4.7                | 0.484                  | 35.9      | 4.3                | 0.406                  | 35.8      | 4.5                | 0.417                  |         |                    |                        |
| TOTALS.    |        |          |                    |                        |           |                    |                        |            |                    |                        |          |                    |                        |           |                    |                        |           |                    |                        |         |                    |                        |
| DIVISIONS. | YEARS. | JULY.    |                    |                        | AUGUST.   |                    |                        | SEPTEMBER. |                    |                        | OCTOBER. |                    |                        | NOVEMBER. |                    |                        | DECEMBER. |                    |                        | TOTALS. |                    |                        |
|            |        | Cars.    | Coal per Ton Mile. | Coal per Car Ton Mile. | Cars.     | Coal per Ton Mile. | Coal per Car Ton Mile. | Cars.      | Coal per Ton Mile. | Coal per Car Ton Mile. | Cars.    | Coal per Ton Mile. | Coal per Car Ton Mile. | Cars.     | Coal per Ton Mile. | Coal per Car Ton Mile. | Cars.     | Coal per Ton Mile. | Coal per Car Ton Mile. | Cars.   | Coal per Ton Mile. | Coal per Car Ton Mile. |
| Eastern.   | 1881   | 43.2     | 2.6                | 0.244                  | 43.9      | 2.8                | 0.251                  | 43.8       | 2.8                | 0.271                  | 43.2     | 3.1                | 0.280                  | 42.5      | 3.4                | 0.333                  | 41.8      | 3.7                | 0.359                  | 41.7    | 3.1                | 0.298                  |
| Eastern.   | 1882   | 45.5     | 2.9                | 0.266                  | 40.3      | 2.9                | 0.268                  | 45.9       | 3.2                | 0.293                  | 45.9     | 3.4                | 0.323                  | 40.0      | 4.4                | 0.416                  | 37.3      | 4.6                | 0.460                  | 43.3    | 3.2                | 0.335                  |
| Middle.    | 1881   | 31.7     | 4.9                | 0.438                  | 32.2      | 5.0                | 0.456                  | 31.9       | 5.1                | 0.479                  | 32.1     | 5.4                | 0.500                  | 31.0      | 6.4                | 0.599                  | 28.1      | 6.5                | 0.652                  | 30.0    | 5.6                | 0.537                  |
| Middle.    | 1882   | 35.5     | 5.0                | 0.485                  | 36.9      | 4.9                | 0.456                  | 37.2       | 5.0                | 0.477                  | 36.6     | 5.3                | 0.518                  | 33.5      | 6.3                | 0.604                  | 29.9      | 7.3                | 0.764                  | 33.8    | 5.6                | 0.554                  |
| Western.   | 1881   | 25.9     | 6.0                | 0.566                  | 25.8      | 6.0                | 0.557                  | 26.4       | 6.0                | 0.559                  | 26.9     | 6.2                | 0.587                  | 25.3      | 7.4                | 0.735                  | 25.4      | 7.2                | 0.737                  | 25.7    | 6.4                | 0.626                  |
| Western.   | 1882   | 24.3     | 6.7                | 0.663                  | 23.5      | 6.8                | 0.623                  | 24.3       | 6.5                | 0.628                  | 25.3     | 6.3                | 0.603                  | 23.9      | 7.3                | 0.669                  | 21.9      | 8.5                | 0.900                  | 24.4    | 6.8                | 0.668                  |
| Totals.    | 1881   | 33.7     | 4.2                | 0.387                  | 33.9      | 4.0                | 0.393                  | 34.4       | 4.3                | 0.407                  | 34.3     | 4.6                | 0.424                  | 33.4      | 5.2                | 0.506                  | 32.3      | 5.3                | 0.532                  | 32.9    | 4.6                | 0.449                  |
| Totals.    | 1882   | 35.1     | 4.5                | 0.431                  | 36.1      | 4.5                | 0.414                  | 35.9       | 4.6                | 0.428                  | 36.6     | 4.7                | 0.447                  | 33.2      | 5.6                | 0.531                  | 30.2      | 6.3                | 0.652                  | 34.6    | 4.9                | 0.479                  |

PASSENGER EQUIPMENT—MILEAGE.  
PENNSYLVANIA RAILROAD DIVISION, 1882.

|                                          | PASSENGER. | EMIGRANT. | BAGGAGE.  | MAIL.     | EXPRESS.  | TOTAL.     | PULLMAN.  |
|------------------------------------------|------------|-----------|-----------|-----------|-----------|------------|-----------|
| <b>PHILADELPHIA DIVISION.</b>            |            |           |           |           |           |            |           |
| Main Line, . . . . .                     | 3,813,279  | 445,096   | 752,464   | 371,234   | 931,708   | 6,313,781  | 1,333,668 |
| West Chester Branch, . . . . .           | 114,909    | 154       | 5,304     |           | 35        | 120,402    |           |
| Waynesburg Branch, . . . . .             | 77,600     | 448       | 15,426    |           | 22,848    | 116,322    |           |
| Pomeroy and Newark R. R., . . . . .      | 29,538     | 2,208     | 5,915     |           |           | 37,661     |           |
| Total, . . . . .                         | 4,035,326  | 447,906   | 779,109   | 371,234   | 954,591   | 6,588,166  | 1,333,668 |
| <b>FREDERICK DIVISION.</b>               |            |           |           |           |           |            |           |
| Main Line, . . . . .                     | 236,256    | 54,115    | 72,257    |           | 77        | 362,705    |           |
| Columbia & Port Deposit R. R., . . . . . | 55,744     | 60,636    |           |           | 429       | 116,809    |           |
| Total, . . . . .                         | 292,000    | 114,751   | 72,257    |           | 506       | 479,514    |           |
| Middle Division, . . . . .               | 1,940,029  | 516,686   | 447,506   | 468,872   | 1,042,704 | 4,415,797  | 1,548,604 |
| <b>LEWISTOWN DIVISION.</b>               |            |           |           |           |           |            |           |
| Mifflin and Centre Co. R. R., . . . . .  | 24,695     | 23,863    | 2,952     |           | 4         | 51,514     |           |
| Sunbury and Lewistown R. R., . . . . .   | 54,630     | 52,666    | 3,760     |           | 444       | 111,500    | 10        |
| Total, . . . . .                         | 79,325     | 76,529    | 6,712     |           | 448       | 163,014    | 10        |
| Bedford Division, . . . . .              | 101,950    | 17,343    | 8         |           | 8         | 119,309    | 32        |
| <b>TYRONE DIVISION.</b>                  |            |           |           |           |           |            |           |
| Bald Eagle Valley R. R., . . . . .       | 181,908    | 26,044    | 36,780    |           | 3,122     | 247,854    | 60        |
| Tyrone and Clearfield Railway, . . . . . | 157,641    | 31,867    | 29,363    |           | 14,014    | 232,885    |           |
| Lewisburg and Tyrone R. R., . . . . .    | 15,969     | 18,611    |           |           |           | 34,580     |           |
| Total, . . . . .                         | 355,518    | 76,522    | 66,143    |           | 17,136    | 515,319    | 60        |
| Altoona Division, . . . . .              | 139,849    | 66,402    | 2,700     |           | 250       | 209,201    | 64        |
| <b>PITTSBURGH DIVISION.</b>              |            |           |           |           |           |            |           |
| Main Line, . . . . .                     | 2,543,432  | 537,492   | 422,084   | 412,654   | 897,803   | 4,813,465  | 1,376,217 |
| Ebensburg and Cresson R. R., . . . . .   | 16,094     | 2,370     | 132       |           |           | 18,596     |           |
| South West Pennsylvania R. W., . . . . . | 256,302    | 6,490     | 68,745    |           | 14,614    | 346,151    | 76        |
| Total, . . . . .                         | 2,815,828  | 546,352   | 490,961   | 412,654   | 912,417   | 5,178,212  | 1,376,293 |
| <b>WEST PENN'A DIVISION.</b>             |            |           |           |           |           |            |           |
| Western Pennsylvania R. R., . . . . .    | 544,832    | 61,779    | 95,940    |           | 161       | 702,712    | 275       |
| Indiana Branch, . . . . .                | 40,230     | 31,274    | 522       |           | 1,102     | 73,128     |           |
| Total, . . . . .                         | 585,062    | 93,053    | 96,462    |           | 1,263     | 775,840    | 275       |
| Monongahela Division, . . . . .          | 502,627    | 29,564    | 113,043   |           | 1,817     | 647,051    | 142       |
| Grand totals 1882, . . . . .             | 10,847,514 | 1,985,108 | 2,074,901 | 1,252,760 | 2,931,140 | 19,091,423 | 4,259,148 |
| Grand totals 1881, . . . . .             | 9,858,641  | 2,217,705 | 2,294,411 | 1,246,652 | 2,852,818 | 18,470,227 | 3,961,635 |
| Increase, . . . . .                      | 988,873    |           |           | 6,108     | 78,322    | 621,196    | 297,513   |
| Decrease, . . . . .                      |            | 232,597   | 219,510   |           |           |            |           |
| Percentage of increase, . . . . .        | 10.03      |           |           | 0.49      | 2.75      | 3.36       | 7.51      |
| Percentage of decrease, . . . . .        |            | 10.49     | 9.57      |           |           |            |           |

## PASSENGER EQUIPMENT—MILEAGE.

## UNITED RAILROADS OF NEW JERSEY DIVISION.

| DIVISIONS.                                       | PASSENGER. | EMIGRANT. | BAGGAGE.  | MAIL.   | EXPRESS. | TOTAL.     | PULLMAN.  | B. & O.<br>SLEEP'G CAR |
|--------------------------------------------------|------------|-----------|-----------|---------|----------|------------|-----------|------------------------|
| NEW YORK DIVISION.                               |            |           |           |         |          |            |           |                        |
| Main Line, . . . . .                             | 7,333,651  | 420,783   | 1,507,004 | 500,613 | 887,682  | 10,649,733 | 2,183,011 | 248,510                |
| Perth Amboy & Woodbridge R. R., . . . . .        | 97,353     | 1,081     | 9,125     |         | 592      | 108,151    | 1,072     |                        |
| Millstone & New Brunswick R. R., . . . . .       | 56,426     | 28        | 23        |         | 88       | 56,565     |           |                        |
| Rocky Hill and Kingston R. R., . . . . .         | 11,755     |           | 2,867     |         | 433      | 15,055     |           |                        |
| Princeton Branch, . . . . .                      | 26,964     |           | 17,857    |         |          | 44,821     |           |                        |
| Frankford and Holmesburg R. R., . . . . .        | 40,638     | 3,874     | 8         |         |          | 44,520     |           |                        |
| Totals, . . . . .                                | 7,566,787  | 425,766   | 1,536,884 | 500,613 | 888,795  | 10,918,845 | 2,184,083 | 248,510                |
| AMBOY DIVISION.                                  |            |           |           |         |          |            |           |                        |
| Main Line, . . . . .                             | 770,673    | 217,762   | 91,349    |         | 1,206    | 1,080,990  | 1,966     |                        |
| Freehold and Jamesburg Ag. R. R., . . . . .      | 206,574    | 10,186    | 19,728    |         | 2,642    | 239,130    | 8,586     |                        |
| Pemberton and Hightstown R. R., . . . . .        | 62,945     | 4,116     | 3,243     |         | 6        | 70,310     |           |                        |
| Columbus, Kinkora & Springfield R. R., . . . . . | 18,928     | 2,027     | 6,420     |         | 47       | 27,422     |           |                        |
| Burlington and Mt. Holly R. R., . . . . .        | 28,214     | 5,817     | 146       |         | 7        | 34,184     |           |                        |
| Camden and Burlington Co. R. R., . . . . .       | 384,890    | 118,743   | 20,771    |         | 727      | 525,131    | 3,324     |                        |
| Mt. Holly, Lumberton & Med. R. R., . . . . .     | 20,499     | 1,409     |           |         |          | 21,908     |           |                        |
| Vincentown Branch, . . . . .                     | 7,443      | 66        |           |         |          | 7,509      |           |                        |
| Pemberton and Sea-Shore R. R., . . . . .         | 60,478     | 8,756     | 5,202     |         | 558      | 74,994     | 2,544     |                        |
| Philadelphia & Long Branch R. R., . . . . .      | 77,904     | 9,925     | 14,630    |         | 774      | 103,233    | 7,616     |                        |
| Totals, . . . . .                                | 1,638,548  | 378,807   | 161,489   |         | 5,967    | 2,184,811  | 24,036    |                        |
| BELVIDERE DIVISION.                              |            |           |           |         |          |            |           |                        |
| Main Line, . . . . .                             | 512,156    | 8,763     | 87,516    |         | 32       | 608,467    | 646       |                        |
| Flemington R. R., . . . . .                      | 41,491     | 264       | 294       |         |          | 42,049     |           |                        |
| Totals, . . . . .                                | 553,647    | 9,027     | 87,810    |         | 32       | 650,516    | 646       |                        |
| Grand totals 1882, . . . . .                     | 9,758,982  | 813,600   | 1,786,183 | 500,613 | 894,794  | 13,754,172 | 2,208,765 | 248,510                |
| Grand totals 1881, . . . . .                     | 9,162,723  | 630,551   | 1,575,735 | 505,514 | 750,291  | 12,624,814 | 1,961,136 | 173,707                |
| Increase, . . . . .                              | 596,259    | 183,049   | 210,448   |         | 144,503  | 1,129,358  | 247,629   | 74,803                 |
| Decrease, . . . . .                              |            |           |           | 4,901   |          |            |           |                        |
| Percentage of increase, . . . . .                | 6.51       | 29.03     | 13.36     |         | 19.26    | 8.95       | 12.63     | 43.06                  |
| Percentage of decrease, . . . . .                |            |           |           | 0.97    |          |            |           |                        |

PASSENGER EQUIPMENT—MILEAGE.

PHILADELPHIA AND ERIE RAILROAD DIVISION, 1882.

| DIVISIONS.                                                | PASSENGER. | EMIGRANT. | BAGGAGE. | MAIL.  | EXPRESS. | TOTAL.    | PULLMAN. |
|-----------------------------------------------------------|------------|-----------|----------|--------|----------|-----------|----------|
| Eastern Division, . . . . .                               | 486,559    | 5,080     | 132,657  | 25,153 | 114,755  | 764,204   | 123,637  |
| Middle Division, . . . . .                                | 277,906    | 2,642     | 95,832   |        | 67,496   | 443,876   | 62,855   |
| Western Division, . . . . .                               | 374,755    | 743       | 93,748   |        | 75,003   | 544,249   | 58,653   |
| Totals 1882, . . . . .                                    | 1,139,220  | 8,465     | 322,237  | 25,153 | 257,254  | 1,752,329 | 245,145  |
| Totals 1881, . . . . .                                    | 1,052,915  | 20,162    | 287,293  | 24,856 | 234,081  | 1,619,307 | 253,498  |
| Increase, . . . . .                                       | 86,305     |           | 34,944   | 297    | 23,173   | 133,022   |          |
| Decrease, . . . . .                                       |            | 11,697    |          |        |          |           | 8,353    |
| Percentage, . . . . .                                     | 8.20       | 58.02     | 12.16    | 1.20   | 9.90     | 8.21      | 3.30     |
| Sunbury, Hazleton and Wilkes-<br>barre Railway, . . . . . | 56,404     |           | 2,732    |        |          | 59,136    |          |
| Lewisburg and Tyrone R. R., .                             | 93,368     | 48        | 29,394   |        |          | 122,810   |          |
| North and West Branch R. R.,*                             | 9,696      |           | 644      |        |          | 10,340    |          |
| Totals 1882, . . . . .                                    | 159,468    | 48        | 32,770   |        |          | 192,286   |          |
| Totals 1881, . . . . .                                    | 127,921    | 218       | 30,167   |        |          | 158,306   |          |
| Increase, . . . . .                                       | 31,547     |           | 2,603    |        |          | 33,980    |          |
| Decrease, . . . . .                                       |            | 170       |          |        |          |           |          |
| Percentage, . . . . .                                     | 24.66      | 77.98     | 8.63     |        |          | 21.46     |          |

\*From November 20th to December 31st.

FREIGHT EQUIPMENT—MILEAGE.  
PENNSYLVANIA RAILROAD DIVISION, 1882.

| DIVISIONS.                                | EASTWARD.   |            |             | WESTWARD.  |            |             | GRAND TOTAL. |             |             |
|-------------------------------------------|-------------|------------|-------------|------------|------------|-------------|--------------|-------------|-------------|
|                                           | Loaded.     | Empty.     | Totals.     | Loaded.    | Empty.     | Totals.     | Loaded.      | Empty.      | Totals.     |
| <b>PHILADELPHIA.</b>                      |             |            |             |            |            |             |              |             |             |
| Main Line, . . . . .                      | 48,561,981  | 2,527,257  | 51,089,238  | 16,771,988 | 34,412,158 | 51,184,146  | 65,333,969   | 36,939,415  | 102,273,384 |
| West Chester Branch, . . . . .            | 3,460       | 7,172      | 10,632      | 13,032     | 360        | 13,392      | 16,492       | 7,532       | 24,024      |
| Waynesburg Branch, . . . . .              | 35,352      | 35,500     | 70,852      | 59,339     | 10,037     | 69,376      | 94,691       | 45,537      | 140,228     |
| Pomeroy and Newark Railroad, . . . . .    | 33,663      | 2,571      | 36,234      | 9,707      | 23,617     | 33,324      | 43,370       | 26,188      | 69,558      |
| Delaware Extension, . . . . .             | 1,479,751   | 248,345    | 1,728,096   | 594,088    | 1,115,621  | 1,709,709   | 2,073,839    | 1,363,966   | 3,437,805   |
| Totals, . . . . .                         | 50,114,207  | 2,820,845  | 52,935,052  | 17,448,154 | 35,561,793 | 53,009,947  | 67,562,361   | 38,382,638  | 105,944,999 |
| <b>Middle.</b>                            |             |            |             |            |            |             |              |             |             |
| Middle, . . . . .                         | 58,558,821  | 2,096,365  | 60,655,186  | 20,366,451 | 41,422,666 | 61,789,117  | 78,925,272   | 43,519,031  | 122,444,303 |
| <b>PITTSBURGH.</b>                        |             |            |             |            |            |             |              |             |             |
| Main Line, . . . . .                      | 33,359,533  | 6,213,949  | 39,573,482  | 23,255,119 | 16,283,000 | 39,538,119  | 56,614,652   | 22,496,949  | 79,111,601  |
| Ebensburg and Cresson R. R., . . . . .    | 8,002       | 2,727      | 10,729      | 7,834      | 3,767      | 11,601      | 15,836       | 6,494       | 22,330      |
| South West Pennsylvania R.W., . . . . .   | 273,717     | 2,601,325  | 2,875,042   | 2,764,556  | 216,799    | 2,981,355   | 3,038,273    | 2,818,124   | 5,856,397   |
| Totals, . . . . .                         | 33,641,252  | 8,818,001  | 42,459,253  | 26,027,509 | 16,503,566 | 42,531,075  | 59,668,761   | 25,321,567  | 84,990,328  |
| <b>FREDERICK.</b>                         |             |            |             |            |            |             |              |             |             |
| Main Line, . . . . .                      | 305,678     | 341,599    | 647,277     | 545,472    | 153,818    | 699,290     | 851,150      | 495,417     | 1,346,567   |
| Columbia & Port Deposit R.R., . . . . .   | 169,818     | 418,746    | 588,564     | 529,094    | 29,445     | 558,539     | 698,912      | 448,191     | 1,147,103   |
| Totals, . . . . .                         | 475,496     | 760,345    | 1,235,841   | 1,074,566  | 183,263    | 1,257,829   | 1,550,062    | 943,608     | 2,493,670   |
| <b>LEWISTOWN.</b>                         |             |            |             |            |            |             |              |             |             |
| Mifflin and Centre County R.R., . . . . . | 23,470      | 28,333     | 51,803      | 38,945     | 11,255     | 50,200      | 62,415       | 39,588      | 102,003     |
| Sunbury and Lewistown R. R., . . . . .    | 732,602     | 315,665    | 1,048,267   | 887,355    | 122,575    | 1,009,930   | 1,619,957    | 438,240     | 2,058,197   |
| Totals, . . . . .                         | 756,072     | 343,998    | 1,100,070   | 926,300    | 133,830    | 1,060,130   | 1,682,372    | 477,828     | 2,160,200   |
| <b>Bedford Division.</b>                  |             |            |             |            |            |             |              |             |             |
| Bedford Division, . . . . .               | 471,626     | 50,821     | 522,447     | 83,217     | 421,242    | 504,459     | 554,843      | 472,063     | 1,026,906   |
| <b>TYRONE.</b>                            |             |            |             |            |            |             |              |             |             |
| Bald Eagle Valley Railroad, . . . . .     | 1,740,247   | 302,118    | 2,042,365   | 392,609    | 1,063,555  | 1,456,164   | 2,132,856    | 1,365,673   | 3,498,529   |
| Tyrone and Clearfield R. W., . . . . .    | 3,835,595   | 177,250    | 4,012,845   | 270,848    | 3,599,262  | 3,870,110   | 4,106,443    | 3,776,512   | 7,882,955   |
| Lewisburg and Tyrone R. R., . . . . .     | 20,763      | 85,618     | 106,381     | 98,698     | 5,489      | 104,187     | 119,461      | 91,107      | 210,568     |
| Totals, . . . . .                         | 5,596,605   | 564,986    | 6,161,591   | 762,155    | 4,668,306  | 5,430,461   | 6,358,760    | 5,233,292   | 11,592,052  |
| <b>Altoona Division.</b>                  |             |            |             |            |            |             |              |             |             |
| Altoona Division, . . . . .               | 296,854     | 140,833    | 437,687     | 276,156    | 184,806    | 460,962     | 573,010      | 325,639     | 898,649     |
| <b>WEST PENNSYLVANIA.</b>                 |             |            |             |            |            |             |              |             |             |
| West Pennsylvania Railroad, . . . . .     | 1,022,029   | 638,620    | 1,660,649   | 1,238,324  | 467,650    | 1,705,974   | 2,260,353    | 1,106,270   | 3,366,623   |
| Indiana Branch, . . . . .                 | 128,376     | 22,403     | 150,779     | 77,010     | 73,896     | 150,906     | 205,386      | 96,299      | 301,685     |
| Totals, . . . . .                         | 1,150,405   | 661,023    | 1,811,428   | 1,315,334  | 541,546    | 1,856,880   | 2,465,739    | 1,202,569   | 3,668,308   |
| <b>Monongahela Division.</b>              |             |            |             |            |            |             |              |             |             |
| Monongahela Division, . . . . .           | 302,074     | 526,744    | 828,818     | 669,309    | 153,838    | 823,147     | 971,383      | 680,582     | 1,651,965   |
| Grand totals 1882, . . . . .              | 151,363,412 | 16,783,961 | 168,147,373 | 68,949,151 | 99,774,856 | 168,724,007 | 220,312,563  | 116,558,817 | 336,871,380 |
| Grand totals 1881, . . . . .              | 146,582,692 | 14,993,675 | 161,576,367 | 69,989,749 | 93,614,491 | 163,604,240 | 216,572,441  | 108,608,166 | 325,180,607 |
| Increase, . . . . .                       | 4,780,720   | 1,790,286  | 6,571,006   | 8,959,399  | 6,160,365  | 5,119,767   | 3,740,122    | 7,950,651   | 11,690,773  |
| Decrease, . . . . .                       |             |            |             | 1,040,598  |            |             |              |             |             |
| Percentage of increase, . . . . .         | 3.26        | 11.94      | 4.07        |            | 6.58       | 3.13        | 1.73         | 7.32        | 3.60        |
| Percentage of decrease, . . . . .         |             |            |             | 1.49       |            |             |              |             |             |

FREIGHT EQUIPMENT—MILEAGE.  
UNITED RAILROADS OF NEW JERSEY DIVISION, 1882.

| DIVISIONS.                                       | EASTWARD.  |           |            | WESTWARD.  |            |            | GRAND TOTAL. |            |            |
|--------------------------------------------------|------------|-----------|------------|------------|------------|------------|--------------|------------|------------|
|                                                  | Loaded.    | Empty.    | Totals.    | Loaded.    | Empty.     | Totals.    | Loaded.      | Empty.     | Totals.    |
| <b>NEW YORK.</b>                                 |            |           |            |            |            |            |              |            |            |
| Main Line, . . . . .                             | 20,270,368 | 3,056,374 | 23,326,742 | 12,813,219 | 10,439,540 | 23,252,759 | 33,083,587   | 13,495,914 | 46,579,501 |
| Perth Amboy & Wood-<br>bridge Railroad, . . .    | 11,346     | 4,384     | 15,730     | 10,856     | 6,736      | 17,592     | 22,202       | 11,120     | 33,322     |
| Millstone & New Brun-<br>swick Railroad, . . . . | 4,896      | 771       | 5,667      | 4,264      | 1,539      | 5,803      | 9,160        | 2,310      | 11,470     |
| Rocky Hill and Kingston<br>Railroad, . . . . .   | 4,421      | 635       | 5,056      | 1,510      | 3,821      | 5,331      | 5,931        | 4,456      | 10,387     |
| Princeton Branch, . . .                          | 1,660      | 2,008     | 3,668      | 3,153      | 202        | 3,355      | 4,813        | 2,210      | 7,023      |
| Frankford and Holmes-<br>burg Railroad, . . . .  | 1,724      | 224       | 1,948      | 499        | 1,223      | 1,722      | 2,223        | 1,447      | 3,670      |
| Totals, . . . . .                                | 20,294,415 | 3,064,396 | 23,358,811 | 12,833,501 | 10,453,061 | 23,286,562 | 33,127,916   | 13,517,457 | 46,645,373 |
| <b>AMBOY.</b>                                    |            |           |            |            |            |            |              |            |            |
| Main Line, . . . . .                             | 3,790,140  | 1,025,466 | 4,815,606  | 1,708,567  | 3,035,464  | 4,744,031  | 5,498,707    | 4,060,930  | 9,559,637  |
| Freehold and Jamesburg<br>Agricultural Railroad, | 133,420    | 41,730    | 175,150    | 62,490     | 115,151    | 177,641    | 195,910      | 156,881    | 352,791    |
| Pemberton and Hights-<br>town Railroad, . . . .  | 60,676     | 16,273    | 76,949     | 31,906     | 34,829     | 66,735     | 92,582       | 51,102     | 143,684    |
| Columbus, Kinkora and<br>Springfield Railroad, . | 17,714     | 16,055    | 33,769     | 18,278     | 8,380      | 26,658     | 35,992       | 24,435     | 60,427     |
| Burlington and Mt. Holly<br>Railroad, . . . . .  | 21,669     | 3,764     | 25,433     | 10,555     | 18,026     | 28,581     | 32,224       | 21,790     | 54,014     |
| Camden and Burlington<br>Co. Railroad, . . . .   | 154,500    | 33,138    | 187,638    | 85,778     | 55,911     | 141,689    | 240,278      | 89,049     | 329,327    |
| Mt. Holly, Lumberton &<br>Medford Railroad, . .  | 6,812      | 2,885     | 9,697      | 5,258      | 4,303      | 9,561      | 12,070       | 7,188      | 19,258     |
| Vincentown Branch, . .                           | 2,600      | 1,754     | 4,354      | 1,799      | 1,077      | 2,876      | 4,399        | 2,831      | 7,230      |
| Pemberton & Sea-Shore<br>Railroad, . . . . .     | 45,861     | 12,470    | 58,331     | 17,030     | 35,676     | 52,706     | 62,891       | 48,146     | 111,037    |
| Philadelphia and Long<br>Branch Railroad, . . .  | 44,184     | 26,844    | 71,028     | 22,431     | 46,498     | 68,929     | 66,615       | 73,342     | 139,957    |
| Totals, . . . . .                                | 4,277,576  | 1,180,379 | 5,457,955  | 1,964,092  | 3,355,315  | 5,319,407  | 6,241,668    | 4,535,694  | 10,777,362 |
| <b>BELVIDERE.</b>                                |            |           |            |            |            |            |              |            |            |
| Main Line, . . . . .                             | 7,463,496  | 498,992   | 7,962,488  | 633,935    | 7,187,198  | 7,821,133  | 8,097,431    | 7,686,190  | 15,783,621 |
| Flemington Railroad, .                           | 13,240     | 2,861     | 16,101     | 8,121      | 9,044      | 17,165     | 21,361       | 11,905     | 33,266     |
| Totals, . . . . .                                | 7,476,736  | 501,853   | 7,978,589  | 642,056    | 7,196,242  | 7,838,298  | 8,118,792    | 7,698,095  | 15,816,887 |
| Totals 1882, . . . .                             | 32,048,727 | 4,746,628 | 36,795,355 | 15,439,649 | 21,004,618 | 36,444,267 | 47,488,376   | 25,751,246 | 73,239,622 |
| Totals 1881, . . . .                             | 30,290,713 | 4,274,749 | 34,565,462 | 14,972,888 | 19,365,091 | 34,337,979 | 45,263,601   | 23,639,840 | 68,903,441 |
| Increase, . . . . .                              | 1,758,014  | 471,879   | 2,229,893  | 466,761    | 1,639,527  | 2,106,288  | 2,224,775    | 2,111,406  | 4,336,181  |
| Percentage, . . . . .                            | 5.80       | 11.04     | 6.45       | 3.12       | 8.48       | 6.13       | 4.92         | 8.93       | 6.29       |

## FREIGHT EQUIPMENT—MILEAGE.

## PHILADELPHIA AND ERIE RAILROAD DIVISION, 1882.

|                                                         | EASTWARD.  |           |            | WESTWARD.  |           |            | GRAND TOTAL. |            |            |
|---------------------------------------------------------|------------|-----------|------------|------------|-----------|------------|--------------|------------|------------|
|                                                         | Loaded.    | Empty.    | Total.     | Loaded.    | Empty.    | Total.     | Loaded.      | Empty.     | Total.     |
| Eastern Division, . . .                                 | 11,249,973 | 1,245,316 | 12,495,289 | 7,610,359  | 4,240,440 | 11,850,799 | 18,860,332   | 5,485,756  | 24,346,088 |
| Middle Division, . . .                                  | 7,575,475  | 1,452,958 | 9,028,433  | 6,434,129  | 2,603,939 | 9,038,068  | 14,009,604   | 4,056,897  | 18,066,501 |
| Western Division, . . .                                 | 4,573,364  | 1,378,901 | 5,952,265  | 4,584,512  | 1,263,543 | 5,848,055  | 9,157,876    | 2,642,444  | 11,800,320 |
| Totals 1882, . . .                                      | 23,398,812 | 4,077,175 | 27,475,987 | 18,629,000 | 8,107,922 | 26,736,922 | 42,027,812   | 12,185,097 | 54,212,909 |
| Totals 1881, . . .                                      | 22,679,171 | 3,113,228 | 25,792,399 | 18,725,496 | 7,289,259 | 26,014,755 | 41,404,667   | 10,402,487 | 51,807,154 |
| Increase, . . . . .                                     | 719,641    | 963,947   | 1,683,588  | . . . . .  | 818,663   | 722,167    | 623,145      | 1,782,610  | 2,405,755  |
| Decrease, . . . . .                                     |            |           |            | 96,496     |           |            |              |            |            |
| Percentage of increase, . . . . .                       | 3.17       | 30.96     | 6.53       | . . . . .  | 11.23     | 2.78       | 1.50         | 17.14      | 4.64       |
| Percentage of decrease, . . . . .                       |            |           |            | 0.52       |           |            |              |            |            |
| Sunbury, Hazleton and<br>Wilkesbarre Railway, . . . . . | 1,098,229  | 325,148   | 1,423,377  | 436,213    | 959,729   | 1,395,942  | 1,534,442    | 1,284,877  | 2,819,319  |
| Lewisburg and Tyrone<br>Railroad, . . . . .             | 129,682    | 15,436    | 145,118    | 63,864     | 81,134    | 144,998    | 193,546      | 96,570     | 290,116    |
| *North and West Branch<br>Railway, . . . . .            | 4,261      | 137,269   | 141,530    | 128,076    | 4,647     | 132,723    | 132,337      | 141,916    | 274,253    |
| Totals, . . . . .                                       | 1,232,172  | 477,853   | 1,710,025  | 628,153    | 1,045,510 | 1,673,663  | 1,860,325    | 1,523,363  | 3,383,688  |

\* From November 20th to December 31st.

# INDEX.

|                                                                           |          |                                                                               |             |
|---------------------------------------------------------------------------|----------|-------------------------------------------------------------------------------|-------------|
| ALEXANDRIA AND FREDERICKSBURG RAILWAY CO., . . . . .                      | 25       | Movement of loaded, on Philadelphia and Erie<br>Railroad Division, . . . . .  | 111         |
| ALLEGHENY VALLEY RAILROAD CO.                                             |          | Number in passenger equipment, . . . . .                                      | 113, 114    |
| General account, 1882, . . . . .                                          | 49       | Number in freight equipment, . . . . .                                        | 113, 114    |
| Operations of, during 1882, . . . . .                                     | 26       | Number built at Altoona during 1882, . . . . .                                | 21          |
| Profit and loss account, 1882, . . . . .                                  | 50       | Number built at Philadelphia and Erie R. R. shops, . . . . .                  | 21          |
| ALLEGAN AND SOUTH-EASTERN RAILROAD CO.                                    |          |                                                                               |             |
| Sale of portion of, . . . . .                                             | 31       | CAR TRUSTS.                                                                   |             |
| AMERICAN STEAMSHIP CO., . . . . .                                         | 29       | Amount of certificates redeemed during 1882, . . . . .                        | 17          |
| New pier for, . . . . .                                                   | 120      | Car Trust of Pa., Series A., certificates of, all cancelled, . . . . .        | 17          |
| ANNUAL MEETING, MARCH 13th, 1883.                                         |          | Car Trust of Pa., Series B., certificates of, all cancelled, . . . . .        | 17          |
| Minutes of, . . . . .                                                     | 5        | Cost of cars acquired under, on lines east and west of Pittsburgh, . . . . .  | 17          |
| BAGGAGE.                                                                  |          | Number of cars furnished under, . . . . .                                     | 17, 21, 114 |
| Claims for damage to, . . . . .                                           | 20       |                                                                               |             |
| Number of pieces handled, . . . . .                                       | 20       | CASSATT, A. J.                                                                |             |
| BALANCE-SHEET, TRANSPORTATION, . . . . .                                  | 64, 65   | Resignation of, as First Vice-President, and action thereon, . . . . .        | 35, 36      |
| BALD EAGLE VALLEY R. R. CO.                                               |          |                                                                               |             |
| Amount advanced to, for improvements, . . . . .                           | 15       | CLEVELAND, COL., CIN. AND INDIANAPOLIS R. W. CO.                              |             |
| BALTIMORE AND POTOMAC R. R. CO.                                           |          | Sale of interest in I. & St. L. R. R. to, . . . . .                           | 32          |
| Operations of, during 1882, . . . . .                                     | 25, 35   | COAL.                                                                         |             |
| BELVIDERE DELAWARE RAILROAD.                                              |          | Amount mined and price received by coal companies at point of sale, . . . . . | 23, 24      |
| Connection with Lehigh and Hudson River R. R., . . . . .                  | 121      | Clearfield coal district, . . . . .                                           | 34          |
| BONDS.                                                                    |          | Consumption of, by locomotives during 1882, . . . . .                         | 116         |
| List of, owned by Company, . . . . .                                      | 42       | Increase, anthracite tonnage Belvidere Division, . . . . .                    | 101         |
| BRANCH LINES. (See, also, CONSTRUCTION, and separate heads.)              |          | Increase shipments to South Amboy, . . . . .                                  | 101         |
| BRIDGES.                                                                  |          | Shipments on Main Line, . . . . .                                             | 94          |
| New, over Conemaugh River, . . . . .                                      | 98       | Shipments of, over Greenwich piers, . . . . .                                 | 120         |
| Over Pennsylvania Canal, renewed, . . . . .                               | 98       | COAL COMPANIES.                                                               |             |
| Repairs and renewals of, on P. R. R. Div., . . . . .                      | 98       | Earnings and expenses of, 1882, . . . . .                                     | 23          |
| BUSINESS.                                                                 |          | Operations of, during 1882, . . . . .                                         | 22, 23, 24  |
| Character of, over the three Railroad Divisions, . . . . .                | 120      | COKE.                                                                         |             |
| CAMDEN AND PHILADELPHIA STEAMBOAT FERRY CO.                               |          | Branch roads to coke fields, . . . . .                                        | 34          |
| Operations of, during 1882, . . . . .                                     | 29       | Shipments of, . . . . .                                                       | 20, 94      |
| CAPITAL STOCK.                                                            |          | COLUMBUS, CHICAGO AND INDIANA CENTRAL R. W.                                   |             |
| Dividends on, . . . . .                                                   | 13       | Reorganization of, . . . . .                                                  | 32          |
| Increase of, by allotment, . . . . .                                      | 13, 15   | COMPTROLLER'S REPORT, . . . . .                                               | 55-86       |
| CARS.                                                                     |          | CONNECTING RAILWAY CO.                                                        |             |
| Additions to number of, during 1882, . . . . .                            | 114, 115 | Amount advanced for construction, . . . . .                                   | 15          |
| Average load of, on Main Line increased $4\frac{1}{8}$ per cent. . . . .  | 92       | CONSTRUCTION.                                                                 |             |
| Cost of new, . . . . .                                                    | 119      | Altoona shops, . . . . .                                                      | 33          |
| Individual and Company, . . . . .                                         | 114      | Amount expended for, . . . . .                                                | 14, 15      |
| Movement of loaded, on Main Line, . . . . .                               | 92       | Bald Eagle Valley R. R., . . . . .                                            | 15          |
| Movement of loaded, on branch and connecting roads, . . . . .             | 93       | Connecting Railway, . . . . .                                                 | 5           |
| Movement of loaded, on United Railroads of New Jersey Division, . . . . . | 101      | Details of amount charged to, on the three Railroad Divisions, . . . . .      | 118, 119    |

|                                                                    |                  |                                                                                                           |                        |
|--------------------------------------------------------------------|------------------|-----------------------------------------------------------------------------------------------------------|------------------------|
| Freehold and Jamesburg Agricultural R. R., . . . . .               | 15               | EAST ST. LOUIS AND CARONDELET RAILWAY CO., . . . . .                                                      | 30                     |
| Germantown, Norristown and Phoenixville R. R., . . . . .           | 15               | ELEVATOR. (See GIRARD POINT STORAGE CO.)                                                                  |                        |
| Girard Point Storage Co., . . . . .                                | 15               | ELLMAKER, FRANK.                                                                                          |                        |
| Harrisburg Station, . . . . .                                      | 33               | Promotion of, . . . . .                                                                                   | 122                    |
| Lancaster Cut-off, . . . . .                                       | 14, 33           | ELY, T. N.                                                                                                |                        |
| Lewisburg and Tyrone R. R., . . . . .                              | 15               | Appointed General Superintendent of Motive                                                                |                        |
| Main Line, third and fourth tracks, . . . . .                      | 14               | Power, . . . . .                                                                                          | 36, 122                |
| Material used for, and repairs, . . . . .                          | 95, 102, 111     | EMPIRE LINE.                                                                                              |                        |
| Miscellaneous branch lines, . . . . .                              | 15               | Earnings for 1882, . . . . .                                                                              | 10                     |
| Moshannon and Clearfield R. R., . . . . .                          | 15               | EMPLOYES.                                                                                                 |                        |
| North and West Branch Railway, . . . . .                           | 15, 94           | Acknowledgment of ability and fidelity of, . . . . .                                                      | 36, 123                |
| Philadelphia and Long Branch Railway, . . . . .                    | 15               | Buildings for use of, . . . . .                                                                           | 98                     |
| Philadelphia and Trenton R. R., . . . . .                          | 14               | EQUIPMENT.                                                                                                |                        |
| Philadelphia, Norristown and Phoenixville R. R., . . . . .         | 15               | Additions to, . . . . .                                                                                   | 14, 21, 113, 114, 115  |
| Philadelphia, piers at, . . . . .                                  | 14               | Additions to, by Car Trusts, . . . . .                                                                    | 17                     |
| Phoenixville and West Chester R. R., . . . . .                     | 15               | Amount expended for, . . . . .                                                                            | 14                     |
| Phoenixville, Pottstown and Reading R. R., . . . . .               | 15               | Details of charges for, on the three Railroad Divisions, . . . . .                                        | 118, 119               |
| Pittsburgh, Virginia and Charleston Railway, . . . . .             | 15, 94           | Floating, . . . . .                                                                                       | 105                    |
| Ridgway and Clearfield R. R., . . . . .                            | 15               | Mileage of passenger car, . . . . .                                                                       | 117                    |
| River-Front Railroad, . . . . .                                    | 15               | Mileage of freight car, . . . . .                                                                         | 117                    |
| Rockville and Dauphin Connection, . . . . .                        | 14               | Western lines, . . . . .                                                                                  | 31                     |
| South West Pennsylvania Railway, . . . . .                         | 15               | EXPENSES, 1882.                                                                                           |                        |
| Susquehanna and Clearfield R. R., . . . . .                        | 15               | All lines east of Pittsburgh and Erie, . . . . .                                                          | 56                     |
| Tyrone and Clearfield Railway, . . . . .                           | 15               | Causes of increase of, . . . . .                                                                          | 90, 99, 108            |
| United Railroads of New Jersey, . . . . .                          | 14               | Comparison with 1881, . . . . .                                                                           | 18, 90                 |
| West Chester R. R., . . . . .                                      | 15               | Cost of operating Delaware and Raritan Canal, . . . . .                                                   | 18                     |
| Western Pennsylvania R. R., . . . . .                              | 15               | Cost of operating Main Line, excluding and including branches, . . . . .                                  | 18, 44                 |
| CREIGHTON, J. MCC.                                                 |                  | Cost of operating Philadelphia and Erie R. R., . . . . .                                                  | 18                     |
| Resignation of, as General Freight Agent, . . . . .                | 36               | Cost of operating U. N. J. R. R., including branches and canal, and also cost, excluding canal, . . . . . | 18, 45                 |
| CUMBERLAND VALLEY RAILROAD CO.                                     |                  | Delaware and Raritan Canal, . . . . .                                                                     | 61, 85, 86, 103, 107   |
| Operations of, during 1882, . . . . .                              | 25               | Other than working expenses, . . . . .                                                                    | 57                     |
| DAYTON, A. O.                                                      |                  | Pennsylvania Company, . . . . .                                                                           | 46                     |
| Promotion of, . . . . .                                            | 122              | Pennsylvania Railroad Division, . . . . .                                                                 | 59, 66, 68, 69, 70, 89 |
| DELAWARE AND RARITAN CANAL.                                        |                  | Pennsylvania Railroad Division, from 1858 to 1882, . . . . .                                              | 72                     |
| Cost of operating, 1882, . . . . .                                 | 18               | Philadelphia and Erie R. R. Division, 63, 79, 81, 82, 83, 108                                             |                        |
| Earnings and expenses, 1882, . . . . .                             | 61, 85, 106, 107 | Summary of all lines east and west of Pittsburgh, . . . . .                                               | 32                     |
| Miles, . . . . .                                                   | 55               | United Railroads of New Jersey Div., 61, 73, 75, 76, 77, 99                                               |                        |
| DELAWARE R. R.                                                     |                  | FREEHOLD AND JAMESBURG AGRICULTURAL R. R. CO.                                                             |                        |
| Operations of, during 1882, . . . . .                              | 28               | Amount advanced for construction, . . . . .                                                               | 15                     |
| DIFFERENTIAL RATES.                                                |                  | FREIGHT. (See COAL, COKE, OIL, TONNAGE, TRAFFIC STATISTICS.)                                              |                        |
| Report of Advisory Commission on, . . . . .                        | 35               | FUEL.                                                                                                     |                        |
| DIVIDENDS.                                                         |                  | Cost of, during 1882, . . . . .                                                                           | 116, 124, 125, 126     |
| Declared on Pennsylvania R. R. stock, . . . . .                    | 13               | GENERAL ACCOUNT (ledger balances), 1882.                                                                  |                        |
| DU BARRY, J. N.                                                    |                  | Allegheny Valley R. R. Co., . . . . .                                                                     | 49                     |
| Elected Third Vice-President, . . . . .                            | 36               | Grand Rapids and Indiana R. R. Co., . . . . .                                                             | 54                     |
| EARNINGS, 1882.                                                    |                  | Pennsylvania Company, . . . . .                                                                           | 50                     |
| All lines east of Pittsburgh and Erie, . . . . .                   | 56               | Pennsylvania R. R. Co., . . . . .                                                                         | 40, 41                 |
| Delaware and Raritan Canal, . . . . .                              | 61, 85, 106      | Philadelphia and Erie R. R. Co., . . . . .                                                                | 47                     |
| Increase of gross and net, . . . . .                               | 18               | Pittsburgh, Cincinnati and St. Louis Railway Co., . . . . .                                               | 52                     |
| Main Line, per mile, . . . . .                                     | 18, 44           | GENERAL MANAGER'S REPORT, . . . . .                                                                       | 89, 139                |
| On all lines east of Pittsburgh and Erie, gross and net, . . . . . | 18               | GENERAL REMARKS, . . . . .                                                                                | 33-36                  |
| Pennsylvania Company, . . . . .                                    | 46               | GERMANTOWN, NORRISTOWN AND PHOENIXVILLE R. R. CO.                                                         |                        |
| Pennsylvania Railroad Division, . . . . .                          | 59, 66, 67, 89   | Amount advanced for construction, . . . . .                                                               | 15                     |
| Pennsylvania Railroad Division, from 1858 to 1882, . . . . .       | 72               |                                                                                                           |                        |
| Philadelphia and Erie R. R. Division, . . . . .                    | 63, 79, 80, 108  |                                                                                                           |                        |
| Summary of all lines east and west of Pittsburgh, . . . . .        | 32               |                                                                                                           |                        |
| United Railroads of New Jersey Division, 45, 61, 73, 74, 99        |                  |                                                                                                           |                        |

|                                                                      |               |  |                                                                                                                                         |                |
|----------------------------------------------------------------------|---------------|--|-----------------------------------------------------------------------------------------------------------------------------------------|----------------|
| <b>GIRARD POINT STORAGE CO.</b>                                      |               |  | <b>LYKENS VALLEY COAL CO.</b>                                                                                                           |                |
| Amount advanced to, during 1882, . . . . .                           | 15            |  | Operations of, during 1882, . . . . .                                                                                                   | 22             |
| Cost of completion of Elevator B, . . . . .                          | 119           |  |                                                                                                                                         |                |
| <b>GRAND RAPIDS AND INDIANA R. R. Co., . . . . .</b>                 | <b>31</b>     |  | <b>MAIN LINE.</b>                                                                                                                       |                |
| Amount due P. R. R. Co. on its first mortgage bonds, . . . . .       | 31            |  | Detailed report, earnings, expenses, &c., including                                                                                     |                |
| General account, . . . . .                                           | 54            |  | branches, . . . . .                                                                                                                     | 44             |
| Income account, 1882, . . . . .                                      | 54            |  | Third and fourth tracks of, . . . . .                                                                                                   | 14, 33         |
| Operations of Land Department of, 1882, . . . . .                    | 31            |  | <b>MAINTENANCE OF WAY.</b>                                                                                                              |                |
| Profit and loss account, 1882, . . . . .                             | 54            |  | Details of, on Pennsylvania Railroad Division, . . . . .                                                                                | 94-98          |
| Sale of portion of Allegan and South-eastern R. R., . . . . .        | 31            |  | Details of, on United Railroads of New Jersey Division, . . . . .                                                                       | 102, 103       |
| <b>GREEN, JOHN P.</b>                                                |               |  | Details of, on Phila. and Erie R. R. Division, . . . . .                                                                                | 111, 112       |
| Elected Fourth Vice-President, . . . . .                             | 36            |  | <b>MARKET STREET, PHILADELPHIA.</b>                                                                                                     |                |
| <b>HAYWARD, H. S.</b>                                                |               |  | Change in grade of, west of Schuylkill River, . . . . .                                                                                 | 122            |
| Promotion of, . . . . .                                              | 122           |  | <b>MCCREA, JAMES.</b>                                                                                                                   |                |
| <b>HOLLIDAY, R. L.</b>                                               |               |  | Resignation of, as Superintendent New York Division, and appointment as Manager Pittsburgh, Cincinnati and St. Louis Railway, . . . . . | 122            |
| Promotion of, . . . . .                                              | 122           |  | <b>MEDICAL BOXES.</b>                                                                                                                   |                |
| <b>INCOME, 1882.</b>                                                 |               |  | Locomotives furnished with, . . . . .                                                                                                   | 122            |
| Received from securities owned by Company, . . . . .                 | 39            |  | <b>MILEAGE.</b>                                                                                                                         |                |
| <b>INCOME ACCOUNT, 1882.</b>                                         |               |  | Freight, on the three Railroad Divisions, . . . . .                                                                                     | 91, 100, 110   |
| All lines east of Pittsburgh and Erie, . . . . .                     | 56            |  | Of all Pennsylvania Railroad lines and canals, . . . . .                                                                                | 9              |
| General, for 1882, . . . . .                                         | 10            |  | Passenger, on the three Railroad Divisions, . . . . .                                                                                   | 90, 100, 109   |
| Grand Rapids and Indiana R. R. Co., . . . . .                        | 54            |  | Third and fourth tracks Pennsylvania Railroad Division, . . . . .                                                                       | 97             |
| Main Line and branches, . . . . .                                    | 10            |  | <b>MINERAL R. R. AND MINING CO.</b>                                                                                                     |                |
| Pennsylvania Company, . . . . .                                      | 51            |  | Operations of, during 1882, . . . . .                                                                                                   | 23             |
| Pennsylvania Railroad Division, . . . . .                            | 59            |  | <b>MORTGAGES.</b>                                                                                                                       |                |
| Philadelphia and Erie R. R. Co., . . . . .                           | 12, 48        |  | Consolidated, \$282,810 bonds of, purchased for sinking fund, . . . . .                                                                 | 16             |
| Pittsburgh, Cincinnati and St. Louis Railway Co., . . . . .          | 53            |  | U. N. J. R. R. Co. sinking fund, . . . . .                                                                                              | 16             |
| Summary, . . . . .                                                   | 12            |  | <b>MOSHANNON AND CLEARFIELD R. R. Co.</b>                                                                                               |                |
| United New Jersey R. R. and C. Co., . . . . .                        | 11, 62        |  | Amount advanced for construction, . . . . .                                                                                             | 15             |
| <b>INDIANAPOLIS AND ST. LOUIS R. R. Co.</b>                          |               |  | <b>MOTIVE POWER (see, also, EQUIPMENT), . . . . .</b>                                                                                   | <b>113-118</b> |
| Sale of P. R. R. interest in, to the C. C. C. & I. R. W. Co. . . . . | 32            |  | Condition of, compared with 1881, . . . . .                                                                                             | 115            |
| <b>INSURANCE FUND.</b>                                               |               |  | Locomotives on the three Railroad Divisions, . . . . .                                                                                  | 113            |
| Statement of, December 31st, 1882, . . . . .                         | 33, 38        |  | Locomotives built during 1882, . . . . .                                                                                                | 114            |
| <b>JUNCTION RAILROAD CO.</b>                                         |               |  | Locomotives built at Baldwin Locomotive Works, . . . . .                                                                                | 115            |
| First mortgage bonds of, extended and guaranteed, . . . . .          | 17            |  | Locomotives received with lease of United R. R. of N. J. Division, . . . . .                                                            | 115            |
| <b>LATTA, W. J.</b>                                                  |               |  | <b>NEWHALL, D. S.</b>                                                                                                                   |                |
| Transferred to Philadelphia Division, . . . . .                      | 122           |  | Appointed Assistant Secretary, . . . . .                                                                                                | 36             |
| <b>LAWRENCE, CHARLES K.</b>                                          |               |  | <b>NEW YORK AND LONG BRANCH RAILROAD.</b>                                                                                               |                |
| Promotion of, . . . . .                                              | 122           |  | Connection between Perth Amboy and Woodbridge and Central Railroad of New Jersey made, . . . . .                                        | 121            |
| <b>LEWISBURG AND TYRONE R. R. Co.</b>                                |               |  | Through line Jersey City to Long Branch, . . . . .                                                                                      | 121            |
| Amount advanced for construction, . . . . .                          | 15            |  | Through trains to Long Branch over, . . . . .                                                                                           | 121            |
| Connection to ore banks of Juniata Iron Company, . . . . .           | 121           |  | <b>NEW YORK, LAKE ERIE AND WESTERN RAILROAD CO.</b>                                                                                     |                |
| <b>LOCAL FREIGHT TRAFFIC. (See TRAFFIC STATISTICS.)</b>              |               |  | Use of Pennsylvania R. R. Co. lines by, . . . . .                                                                                       | 34             |
| <b>LOCOMOTIVES.</b>                                                  |               |  | <b>NORTH AND WEST BRANCH RAILWAY CO.</b>                                                                                                |                |
| Average cost of repairs to, . . . . .                                | 115           |  | Amount advanced for construction, . . . . .                                                                                             | 15             |
| Average work and consumption of fuel by, . . . . .                   | 127-132       |  | Completed to Wilkesbarre, . . . . .                                                                                                     | 34, 94, 121    |
| Condition of, . . . . .                                              | 115, 123      |  | <b>NORTHERN CENTRAL RAILWAY CO.</b>                                                                                                     |                |
| Cost of ninety new, . . . . .                                        | 119           |  | Operations of, during 1882, . . . . .                                                                                                   | 24, 35         |
| Furnished with medical boxes, . . . . .                              | 122           |  | To operate Rockville Branch, . . . . .                                                                                                  | 34             |
| Mileage of, . . . . .                                                | 117, 123, 124 |  | Union Railroad, Baltimore, purchased, . . . . .                                                                                         | 35             |
| Number built at Baldwin Locomotive Works, . . . . .                  | 115           |  |                                                                                                                                         |                |
| Number built during 1882, . . . . .                                  | 21, 114       |  |                                                                                                                                         |                |
| Number of, in equipment of the three Railroad Divisions, . . . . .   | 113           |  |                                                                                                                                         |                |
| Received with lease of U. R. R. of N. J. Division, . . . . .         | 115           |  |                                                                                                                                         |                |

|                                                                                                         |                             |         |
|---------------------------------------------------------------------------------------------------------|-----------------------------|---------|
| <b>OIL.</b>                                                                                             |                             |         |
| Shipments of, 1882, . . . . .                                                                           | 20, 94                      |         |
| <b>PASSENGER STATISTICS, 1882.</b>                                                                      |                             |         |
| Average distance traveled by each passenger, . . . . .                                                  | 20, 33                      |         |
| Compared with 1876, . . . . .                                                                           | 123                         |         |
| Mileage on each division, compared with 1881, . . . . .                                                 | 20, 90, 100, 109            |         |
| Number of, on each division, compared with 1881, . . . . .                                              | 19, 90, 100, 109            |         |
| Pennsylvania Railroad Division, . . . . .                                                               | 71, 90                      |         |
| Philadelphia and Erie Railroad Division, . . . . .                                                      | 84, 109                     |         |
| Profit and cost per passenger per mile, . . . . .                                                       | 20                          |         |
| Summary of lines east and west of Pittsburgh, . . . . .                                                 | 32                          |         |
| United Railroads of New Jersey Division, . . . . .                                                      | 78, 100                     |         |
| <b>PENNSYLVANIA CANAL CO.</b>                                                                           |                             |         |
| Operations of, during 1882, . . . . .                                                                   | 21                          |         |
| <b>PENNSYLVANIA COMPANY.</b>                                                                            |                             |         |
| Betterments, expenditure for, 1882, . . . . .                                                           | 31                          |         |
| Detailed report earnings, expenses, &c., of each line, 1882, . . . . .                                  | 46                          |         |
| Four per cent. dividend on capital stock, . . . . .                                                     | 30                          |         |
| General account, 1882, . . . . .                                                                        | 50                          |         |
| Income account, 1882, . . . . .                                                                         | 51                          |         |
| New tracks laid on, . . . . .                                                                           | 96                          |         |
| Operations of, during 1882, . . . . .                                                                   | 29                          |         |
| Profit and loss account, 1882, . . . . .                                                                | 30, 51                      |         |
| Sinking funds of mortgages on lines west of Pittsburgh, . . . . .                                       | 31                          |         |
| \$2,685,000 bonds, secured by special guaranteed stock P., F. W. & C. R. W. Co., outstanding, . . . . . | 30                          |         |
| \$103,000 general mortgage bonds redeemed, . . . . .                                                    | 30                          |         |
| <b>PENNSYLVANIA RAILROAD DIVISION.</b>                                                                  |                             |         |
| Coal and coke shipments over, . . . . .                                                                 | 94                          |         |
| Details of amount charged to construction and equipment, . . . . .                                      | 118                         |         |
| Earnings and expenses, 1882, . . . . .                                                                  | 59, 66, 67, 68, 69, 70, 89  |         |
| Earnings and expenses from 1858 to 1882, . . . . .                                                      | 72                          |         |
| Expenditures other than working expenses, . . . . .                                                     | 57                          |         |
| Freight statistics, . . . . .                                                                           | 71, 91                      |         |
| Income account, 1882, . . . . .                                                                         | 59                          |         |
| Lines embraced in, . . . . .                                                                            | 58                          |         |
| Miles of road, . . . . .                                                                                | 55                          |         |
| Mileage of passenger and freight equipment on, . . . . .                                                | 117                         |         |
| Movement of loaded cars on, . . . . .                                                                   | 92                          |         |
| Passenger statistics, . . . . .                                                                         | 71, 90                      |         |
| Second, third, and fourth track extensions, . . . . .                                                   | 97                          |         |
| <b>PENNSYLVANIA, STATE OF, DEBT DUE, . . . . .</b>                                                      |                             | 16      |
| <b>PETTIT, ROBERT E.</b>                                                                                |                             |         |
| Promotion of, . . . . .                                                                                 | 122                         |         |
| <b>PHILADELPHIA AND BALTIMORE CENTRAL R. R. CO.</b>                                                     |                             |         |
| Operations of, during 1882, . . . . .                                                                   | 28                          |         |
| <b>PHILADELPHIA AND ERIE RAILROAD DIVISION.</b>                                                         |                             |         |
| Balance-sheet, 1882, . . . . .                                                                          | 47                          |         |
| Cause of increased expenses, . . . . .                                                                  | 108                         |         |
| Cost of operating, . . . . .                                                                            | 18                          |         |
| Earnings and expenses, 1882, . . . . .                                                                  | 63, 79, 80, 81, 82, 83, 108 |         |
| Freight statistics, . . . . .                                                                           | 84, 110                     |         |
| <b>General income account of, 1882, and comparison with 1881, . . . . .</b>                             |                             | 12, 48  |
| <b>Miles of road, . . . . .</b>                                                                         |                             | 55      |
| <b>Mileage of passenger and freight equipment on, . . . . .</b>                                         |                             | 117     |
| <b>Movement of loaded cars on, . . . . .</b>                                                            |                             | 111     |
| <b>Passenger statistics, . . . . .</b>                                                                  |                             | 84, 109 |
| <b>Profit and loss account, 1882, . . . . .</b>                                                         |                             | 48      |
| <b>Steel rails, number of tons used on, . . . . .</b>                                                   |                             | 21      |
| <b>Ties, number used on, . . . . .</b>                                                                  |                             | 21      |
| <b>Tonnage, increase in, . . . . .</b>                                                                  |                             | 21      |
| <b>PHILADELPHIA AND LONG BRANCH RAILWAY.</b>                                                            |                             |         |
| Amount advanced for construction, . . . . .                                                             | 15                          |         |
| Through trains to Long Branch over, . . . . .                                                           | 121                         |         |
| <b>PHILADELPHIA AND TRENTON R. R. CO.</b>                                                               |                             |         |
| Amount advanced for construction, . . . . .                                                             | 14                          |         |
| <b>PHILADELPHIA, GERMANTOWN AND CHESTNUT HILL R. R. Co., . . . . .</b>                                  |                             | 34, 35  |
| <b>PHILADELPHIA, NORRISTOWN AND PHOENIXVILLE R. R.</b>                                                  |                             |         |
| Amount advanced for construction, . . . . .                                                             | 15                          |         |
| Description of proposed line, . . . . .                                                                 | 35                          |         |
| <b>PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.</b>                                                 |                             |         |
| Broad Street Station made Philadelphia terminal, . . . . .                                              | 121                         |         |
| Operations of, during 1882, . . . . .                                                                   | 27, 28, 35                  |         |
| Sinking fund for stock trust certificates, . . . . .                                                    | 16                          |         |
| <b>PHOENIXVILLE AND WEST CHESTER R. R.</b>                                                              |                             |         |
| Amount advanced for construction, . . . . .                                                             | 15                          |         |
| To be completed in spring of 1883, . . . . .                                                            | 35                          |         |
| <b>PHOENIXVILLE, POTTSTOWN AND READING.</b>                                                             |                             |         |
| Amount advanced for construction, . . . . .                                                             | 15                          |         |
| Description of proposed line, . . . . .                                                                 | 35                          |         |
| <b>PIER.</b>                                                                                            |                             |         |
| Construction of new, for American S. S. Company, . . . . .                                              | 120                         |         |
| No. 38 North River reconstructed, . . . . .                                                             | 122                         |         |
| <b>PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY CO.</b>                                                 |                             |         |
| General account, 1882, . . . . .                                                                        | 52                          |         |
| Income account, 1882, . . . . .                                                                         | 53                          |         |
| Operations of, during 1882, . . . . .                                                                   | 29                          |         |
| Profit and loss account, 1882, . . . . .                                                                | 53                          |         |
| <b>PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY CO.</b>                                                   |                             |         |
| Bonds secured by special guaranteed stock, number redeemed, . . . . .                                   | 30                          |         |
| Sinking funds of, . . . . .                                                                             | 30                          |         |
| <b>PITTSBURGH, VIRGINIA AND CHARLESTON RAILWAY CO.</b>                                                  |                             |         |
| Amount advanced for construction, . . . . .                                                             | 15                          |         |
| Extension to connect with South West Pennsylvania Railway, . . . . .                                    | 34, 94                      |         |
| Operations of, during 1882, . . . . .                                                                   | 27                          |         |
| <b>PORT DEPOSIT BRANCH.</b>                                                                             |                             |         |
| Leased by Columbia and Port Deposit R. R. Co., . . . . .                                                | 122                         |         |
| <b>PREVOST, S. M.</b>                                                                                   |                             |         |
| Appointed General Superintendent P. R. R. Division, . . . . .                                           | 36, 122                     |         |
| <b>PRIVATE SIDINGS.</b>                                                                                 |                             |         |
| Mileage of additional, . . . . .                                                                        | 94                          |         |

## PROFIT AND LOSS ACCOUNT, 1882.

|                                                             |    |
|-------------------------------------------------------------|----|
| Allegheny Valley R. R. Co., . . . . .                       | 50 |
| Balance to credit of, December 31st, 1882, . . . . .        | 13 |
| Grand Rapids and Indiana R. R. Co., . . . . .               | 54 |
| Pennsylvania Company, . . . . .                             | 51 |
| Philadelphia and Erie R. R. Co., . . . . .                  | 48 |
| Pittsburgh, Cincinnati and St. Louis Railway Co., . . . . . | 53 |

## PUGH, CHAS. E.

|                                      |    |
|--------------------------------------|----|
| Appointed General Manager, . . . . . | 36 |
|--------------------------------------|----|

## RAILS.

|                                                                                 |              |
|---------------------------------------------------------------------------------|--------------|
| 2,508 tons steel used upon Allegheny Valley Railroad, . . . . .                 | 26           |
| 69,205 tons steel used upon all lines owned, controlled, or operated, . . . . . | 32           |
| 29,359 tons steel used upon Main Line and branches, . . . . .                   | 21, 95       |
| 4,571 tons steel used upon north-western lines, . . . . .                       | 31           |
| 1,923 tons steel used upon Philadelphia and Erie Railroad, . . . . .            | 21, 111, 112 |
| 11,880 tons iron used upon south-western lines, . . . . .                       | 31           |
| 6,458 tons steel used upon United New Jersey Railroads, . . . . .               | 21, 102      |
| Number used in construction and repairs, . . . . .                              | 95, 102      |

## READING-ROOMS.

|                                |    |
|--------------------------------|----|
| For use of trainmen, . . . . . | 98 |
|--------------------------------|----|

## REAL ESTATE.

|                                               |             |
|-----------------------------------------------|-------------|
| Amount expended for, 1882, . . . . .          | 14, 33, 119 |
| Credits on account of sales, . . . . .        | 14          |
| Details of charges for, . . . . .             | 119         |
| Harsimus improvement, . . . . .               | 14          |
| Philadelphia and Trenton R. R. Co., . . . . . | 14          |
| United New Jersey Railroads, . . . . .        | 14          |
| Western lines, . . . . .                      | 31          |

## REDSTONE EXTENSION P., V. &amp; C. COMPLETED, . . . . .

## REED, JAMES.

|                         |     |
|-------------------------|-----|
| Promotion of, . . . . . | 122 |
|-------------------------|-----|

## REPAIRS, MOTIVE POWER.

|                                 |               |
|---------------------------------|---------------|
| Cost of, during 1882, . . . . . | 116, 125, 126 |
|---------------------------------|---------------|

## RIDGWAY AND CLEARFIELD R. R.

|                                             |        |
|---------------------------------------------|--------|
| Amount advanced for construction, . . . . . | 15, 34 |
|---------------------------------------------|--------|

## RIVER-FRONT RAILROAD CO.

|                                       |     |
|---------------------------------------|-----|
| Construction account, 1882, . . . . . | 15  |
| Extension of, . . . . .               | 120 |
| Mortgage bonds of, sold, . . . . .    | 17  |

## ROCKVILLE BRANCH, . . . . .

|                                                        |     |
|--------------------------------------------------------|-----|
| Completion of, . . . . .                               | 121 |
| Northern Central Railway Company to operate, . . . . . | 34  |

## SCHUYLKILL VALLEY BRANCHES, . . . . .

## SECURITIES.

|                                                                                         |        |
|-----------------------------------------------------------------------------------------|--------|
| Income received from, in 1882, . . . . .                                                | 39     |
| Income from, almost equal to interest on funded indebtedness of P. R. R. Co., . . . . . | 13     |
| List of, . . . . .                                                                      | 42, 43 |

## SHAMOKIN COAL COMPANY, . . . . .

## SHEPPARD, FRANK L.

|                         |     |
|-------------------------|-----|
| Promotion of, . . . . . | 122 |
|-------------------------|-----|

## SHOPS.

|                                                      |             |
|------------------------------------------------------|-------------|
| Extension of, at Altoona, . . . . .                  | 33, 98, 121 |
| Improved, to be erected for western lines, . . . . . | 31          |

## SINKING FUNDS.

|                                                           |        |
|-----------------------------------------------------------|--------|
| Consolidated mortgage P. R. R. Co., . . . . .             | 16     |
| Philadelphia, Wilm. and Baltimore Railroad Co., . . . . . | 16     |
| United New Jersey Railroad and Canal Co., . . . . .       | 16     |
| Western lines, . . . . .                                  | 30, 31 |

## SMITH; EDMUND.

|                                         |    |
|-----------------------------------------|----|
| Elected First Vice-President, . . . . . | 36 |
|-----------------------------------------|----|

## SOULE, R. H.

|                                                                                                                                                                                    |     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| Resignation of, as Superintendent Motive Power Philadelphia and Erie R. R., and appointment as Superintendent Motive Power Pittsburgh, Cincinnati and St. Louis Railway, . . . . . | 122 |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|

## SOUTH WEST PENNSYLVANIA RAILWAY CO.

|                                                                                              |         |
|----------------------------------------------------------------------------------------------|---------|
| Amount advanced for construction, . . . . .                                                  | 15      |
| Connection with Pittsburgh, Virginia and Charleston Railway by Redstone Extension, . . . . . | 34      |
| Extension of branches of, . . . . .                                                          | 34, 121 |

## ST. LOUIS, ALTON AND TERRE HAUTE RAILROAD CO., . . . . .

## ST. LOUIS, VANDALIA &amp; TERRE HAUTE RAILROAD CO., . . . . .

## STATEMENTS.

|                                                                                                                         |               |
|-------------------------------------------------------------------------------------------------------------------------|---------------|
| Average consumption fuel and stores, . . . . .                                                                          | 116           |
| Average cost of repairs, &c. per 100 miles, . . . . .                                                                   | 115           |
| Average number of passenger cars and freight cars hauled per engine mile, and coal consumed per car per mile, . . . . . | 127-132       |
| Condition of locomotives, . . . . .                                                                                     | 115, 123      |
| Cost of repairs, fuel, and stores, . . . . .                                                                            | 116, 124, 125 |
| General average mileage with freight trains, . . . . .                                                                  | 117, 125      |
| General average mileage with passenger trains, . . . . .                                                                | 117, 125      |
| Greatest mileage with freight trains, . . . . .                                                                         | 117, 125      |
| Greatest mileage with passenger trains, . . . . .                                                                       | 117, 125      |
| Mileage of locomotives, . . . . .                                                                                       | 117, 124      |
| Mileage of passenger equipment, . . . . .                                                                               | 117, 132-134  |
| Mileage of freight equipment, . . . . .                                                                                 | 117, 135-137  |

## STATIONS.

|                                         |              |
|-----------------------------------------|--------------|
| Freight and passenger, built, . . . . . | 98, 104, 112 |
|-----------------------------------------|--------------|

## STOCKS.

|                                      |    |
|--------------------------------------|----|
| List of, owned by Company, . . . . . | 43 |
|--------------------------------------|----|

## STORES.

|                                 |               |
|---------------------------------|---------------|
| Cost of, during 1882, . . . . . | 116, 125, 126 |
|---------------------------------|---------------|

## SUMMIT BRANCH RAILROAD CO.

|                                       |    |
|---------------------------------------|----|
| Operations of, during 1882, . . . . . | 22 |
|---------------------------------------|----|

## SUSQUEHANNA AND CLEARFIELD R. R. CO.

|                                             |        |
|---------------------------------------------|--------|
| Amount advanced for construction, . . . . . | 15, 34 |
|---------------------------------------------|--------|

## SUSQUEHANNA COAL COMPANY.

|                                       |    |
|---------------------------------------|----|
| Operations of, during 1882, . . . . . | 22 |
|---------------------------------------|----|

## TELEGRAPH LINES.

|                                               |     |
|-----------------------------------------------|-----|
| Pennsylvania R. R. Division, . . . . .        | 98  |
| Philadelphia and Long Branch R. R., . . . . . | 104 |

## THOMSON, FRANK.

|                                          |    |
|------------------------------------------|----|
| Elected Second Vice-President, . . . . . | 36 |
|------------------------------------------|----|

## TIES.

|                                         |        |
|-----------------------------------------|--------|
| Number used on each division, . . . . . | 21, 95 |
|-----------------------------------------|--------|

## TONNAGE, 1882.

|                                                    |        |
|----------------------------------------------------|--------|
| Compared with 1876, . . . . .                      | 123    |
| Pennsylvania Railroad Division, . . . . .          | 71, 91 |
| Philadelphia and Erie Railroad Division, . . . . . | 110    |
| United Railroads of New Jersey Division, . . . . . | 100    |

## TONNAGE-MILEAGE.

|                                                            |     |
|------------------------------------------------------------|-----|
| Locomotive mileage statistics, . . . . .                   | 117 |
| Mileage of freight-car equipment, . . . . .                | 117 |
| Of locomotives for the three Railroad Divisions, . . . . . | 117 |

## TRACK.

|                                                                                                  |                      |
|--------------------------------------------------------------------------------------------------|----------------------|
| Additions to, during year, . . . . .                                                             | 94, 96, 97, 103, 112 |
| Miles of single, in use January 1st, 1883, on Main Line and branches, . . . . .                  | 97                   |
| Miles of single, in use January 1st, 1883, on United Railroads of New Jersey Division, . . . . . | 102                  |
| Miles of single, in use January 1st, 1883, on P. & E. R. R. Division, . . . . .                  | 112                  |

## TRAFFIC STATISTICS.

|                                                                                 |              |
|---------------------------------------------------------------------------------|--------------|
| Average cost of transporting each ton one mile on each division, . . . . .      | 19           |
| Average earnings per ton per mile on each division, . . . . .                   | 19           |
| Average profit of transporting each ton one mile on each division, . . . . .    | 19           |
| Character of business over the three Railroad Divisions, . . . . .              | 120          |
| Coal and coke shipments, . . . . .                                              | 20           |
| Increase in local traffic, . . . . .                                            | 33           |
| Increase in movement of freight eastward and westward, . . . . .                | 20           |
| Increase in movement of freight United New Jersey Railroads, . . . . .          | 19           |
| Movement of tonnage and mileage of same, . . . . .                              | 18, 19       |
| Number of tons moved, through and local, over Main Line and branches, . . . . . | 20           |
| Oil shipments, . . . . .                                                        | 20           |
| Pennsylvania Railroad Division, . . . . .                                       | 71, 90, 91   |
| Philadelphia and Erie Railroad Division, . . . . .                              | 84, 109, 110 |
| Profit per ton per mile, . . . . .                                              | 19           |
| Summary of lines east and west of Pittsburgh, . . . . .                         | 32           |
| Tonnage-mileage on lines east of Pittsburgh and Erie, . . . . .                 | 19           |
| Tonnage on Northern Central Railway, increase in, . . . . .                     | 24           |
| Tonnage on Philadelphia and Erie Railroad, . . . . .                            | 18           |
| Transportation balance-sheet for year 1882, . . . . .                           | 64, 65       |
| United Railroads of New Jersey Division, . . . . .                              | 78, 100, 101 |

## TRUMP, MICHAEL.

|                                               |     |
|-----------------------------------------------|-----|
| Transferred to Pittsburgh Division, . . . . . | 122 |
|-----------------------------------------------|-----|

## TRUNK LINES.

|                                                     |    |
|-----------------------------------------------------|----|
| Differential rates, report of Commission, . . . . . | 35 |
|-----------------------------------------------------|----|

## TRUST FUND.

|                                                                |    |
|----------------------------------------------------------------|----|
| Amount paid into, to December 31st, 1882, . . . . .            | 33 |
| Report of, December 31st, 1882, . . . . .                      | 37 |
| 6½ per cent. interest realized upon securities held, . . . . . | 33 |

## TYRONE AND CLEARFIELD RAILWAY CO.

|                                             |     |
|---------------------------------------------|-----|
| Amount advanced for construction, . . . . . | 15  |
| Construction of new branches, . . . . .     | 121 |

## UNITED RAILROADS OF NEW JERSEY DIVISION.

|                                                                    |                            |
|--------------------------------------------------------------------|----------------------------|
| Causes of increased expenses, . . . . .                            | 99                         |
| Construction account, 1882, . . . . .                              | 14                         |
| Detailed report earnings, expenses, &c., . . . . .                 | 11, 45                     |
| Details of amount charged to construction and equipment, . . . . . | 119                        |
| Earnings and expenses, 1882, . . . . .                             | 61, 73, 74, 75, 76, 77, 99 |
| Expenditures other than working expenses, . . . . .                | 57                         |
| Floating equipment of, . . . . .                                   | 105                        |
| Freight statistics, . . . . .                                      | 100, 101                   |
| Income account, 1882, . . . . .                                    | 62                         |
| Jersey City Ferry, . . . . .                                       | 105                        |
| Lines embraced in, . . . . .                                       | 60                         |
| Miles of road, . . . . .                                           | 55                         |
| Mileage of passenger and freight equipment on, . . . . .           | 117                        |
| Movement of loaded cars on, . . . . .                              | 101                        |
| Passenger statistics, . . . . .                                    | 100                        |
| Second, third, and fourth track extensions, . . . . .              | 104                        |
| Sinking fund, . . . . .                                            | 16                         |

## VICE-PRESIDENTS.

|                                                          |        |
|----------------------------------------------------------|--------|
| Edmund Smith elected First Vice-President, . . . . .     | 36     |
| Frank Thomson elected Second Vice-President, . . . . .   | 36     |
| John P. Green elected Fourth Vice-President, . . . . .   | 36     |
| Jos. N. Du Barry elected Third Vice-President, . . . . . | 36     |
| Resignation of A. J. Cassatt, . . . . .                  | 35, 36 |

## WALTER, ALFRED.

|                                                      |     |
|------------------------------------------------------|-----|
| Appointed Superintendent Sunbury Division, . . . . . | 122 |
|------------------------------------------------------|-----|

## WAREHOUSE.

|                                                  |    |
|--------------------------------------------------|----|
| Brick, for sugar, Philadelphia, built, . . . . . | 98 |
|--------------------------------------------------|----|

## WEST CHESTER R. R. Co.

|                                             |    |
|---------------------------------------------|----|
| Amount advanced for construction, . . . . . | 15 |
|---------------------------------------------|----|

## WESTERN LINES.

|                                       |        |
|---------------------------------------|--------|
| Operations of, during 1882, . . . . . | 29, 30 |
| Sinking funds, . . . . .              | 30, 31 |

## WESTERN PENNSYLVANIA RAILROAD CO.

|                                             |         |
|---------------------------------------------|---------|
| Amount advanced for construction, . . . . . | 15      |
| Reconstruction of, . . . . .                | 34, 121 |

## WEST JERSEY RAILROAD CO.

|                                       |    |
|---------------------------------------|----|
| Operations of, during 1882, . . . . . | 28 |
|---------------------------------------|----|

## WHEELS.

|                                                           |     |
|-----------------------------------------------------------|-----|
| Estimated saving to Company in casting its own, . . . . . | 115 |
| Number cast at Altoona during 1882, . . . . .             | 115 |

## WHITTAKER, JOHN.

|                                                      |    |
|------------------------------------------------------|----|
| Appointed Assistant General Freight Agent, . . . . . | 36 |
|------------------------------------------------------|----|

## WILSON, JOHN S.

|                                            |    |
|--------------------------------------------|----|
| Appointed General Freight Agent, . . . . . | 36 |
|--------------------------------------------|----|

## OFFICERS OF THE PENNSYLVANIA RAILROAD COMPANY.

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|                                                              |                       |
|--------------------------------------------------------------|-----------------------|
| PRESIDENT, . . . . .                                         | GEORGE B. ROBERTS.    |
| FIRST VICE-PRESIDENT, . . . . .                              | EDMUND SMITH.         |
| SECOND VICE-PRESIDENT, . . . . .                             | FRANK THOMSON.        |
| THIRD VICE-PRESIDENT, . . . . .                              | J. N. DU BARRY.       |
| FOURTH VICE-PRESIDENT, . . . . .                             | JOHN P. GREEN.        |
| ASSISTANT TO THE PRESIDENT, . . . . .                        | STRICKLAND KNEASS.    |
| TREASURER, . . . . .                                         | JOHN D. TAYLOR.       |
| ASSISTANT TREASURER, . . . . .                               | WILLIAM H. FRAILEY.   |
| CASHIER, . . . . .                                           | BENJAMIN F. CRAWFORD. |
| SECRETARY, . . . . .                                         | JOHN C. SIMS, JR.     |
| ASSISTANT SECRETARY, . . . . .                               | D. S. NEWHALL.        |
| GENERAL MANAGER, . . . . .                                   | CHARLES E. PUGH.      |
| CHIEF ENGINEER, . . . . .                                    | W. H. BROWN.          |
| GENERAL SUPERINTENDENT OF MOTIVE POWER, . . . . .            | T. N. ELY.            |
| SUPERINTENDENT OF TRANSPORTATION, . . . . .                  | JOHN REILLY.          |
| GENERAL SUPERINTENDENT P. R. R. DIVISION, . . . . .          | S. M. PREVOST.        |
| GENERAL SUPERINTENDENT U. R. R. OF N. J. DIVISION, . . . . . | F. WOLCOTT JACKSON.   |
| GENERAL SUPERINTENDENT P. & E. R. R. DIVISION, . . . . .     | ROBERT NEILSON.       |
| GENERAL FREIGHT AGENT, . . . . .                             | JOHN S. WILSON.       |
| ASSISTANT GENERAL FREIGHT AGENT, . . . . .                   | JOHN WHITTAKER.       |
| GENERAL PASSENGER AGENT, . . . . .                           | JAMES R. WOOD.        |
| ASSISTANT GENERAL PASSENGER AGENT, . . . . .                 | GEORGE W. BOYD.       |
| PURCHASING AGENT, . . . . .                                  | ENOCH LEWIS.          |
| ASSISTANT PURCHASING AGENT, . . . . .                        | THOS. P. SARGENT.     |
| COMPTROLLER, . . . . .                                       | ROBERT W. DOWNING.    |
| ASSISTANT COMPTROLLER, . . . . .                             | MAX RIEBENACK.        |
| GENERAL SOLICITOR, . . . . .                                 | JOHN SCOTT.           |
| ASSISTANT GENERAL SOLICITOR, . . . . .                       | JAMES A. LOGAN.       |
| CHIEF CONVEYANCER, . . . . .                                 | GEORGE W. I. BALL.    |
| CONSULTING ENGINEER, . . . . .                               | W. HASELL WILSON.     |





