

TWENTY-THIRD ANNUAL REPORT

OF THE

PRESIDENT AND OFFICERS

OF THE

New York, Ontario & Western

RAILWAY COMPANY

WITH

STATEMENT OF ACCOUNTS

FOR THE

Fiscal Year ending June 30th, 1902.

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NEW YORK.

WYNKOOP HALLENBECK CRAWFORD CO., PRINTERS

497 TO 505 PEARL STREET

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# New York, Ontario & Western Railway Company.

## DIRECTORS:

O. D. ASHLEY,	- - - - -	New York.
C. LEDYARD BLAIR,	- - - - -	"
HENRY W. CANNON,	- - - - -	"
FRANCIS R. CULBERT,	- - - - -	"
CHAUNCEY M. DEPEW,	- - - - -	"
THOMAS P. FOWLER,	- - - - -	"
GERALD L. HOYT,	- - - - -	"
JOHN B. KERR,	- - - - -	"
H. PEARSON,	- - - - -	London.
JOSEPH PRICE,	- - - - -	"
ALBERT S. ROE	- - - - -	New York.
GRANT B. SCHLEY,	- - - - -	"
CHARLES S. WHELEN,	- - - - -	Philadelphia.

## OFFICERS:

THOMAS P. FOWLER, <i>President,</i>	- - - - -	New York.
JOSEPH PRICE, <i>Vice-President,</i>	- - - - -	London.
JOHN B. KERR, <i>Vice-President and General Counsel.</i>	- - - - -	New York.
RICHARD D. RICKARD, <i>Secretary and Treasurer,</i>	- - - - -	"
JAMES E. CHILDS, <i>General Manager,</i>	- - - - -	"
JAMES C. ANDERSON, <i>General Freight and Passenger Agent,</i>	- - - - -	"
EDWARD CANFIELD, <i>General Superintendent,</i>	- - - - -	Middletown, N. Y.
GEORGE W. WEST, <i>Superintendent Motive Power,</i>	- - - - -	" "
CURTIS E. KNICKERBOCKER, <i>Engineer Maintenance of Way,</i>	- - - - -	" "
CHARLES A. DRAPER, <i>Purchasing Agent,</i>	- - - - -	New York.
ANDREW RILEY, <i>Paymaster,</i>	- - - - -	"

## COAL DEPARTMENT.

DICKSON & EDDY, *General Coal Sales Agents,* - - - 29 Broadway, New York.

## AUDITORS:

BARROW, WADE, GUTHRIE & Co., *Public Accountants,* 27 Pine Street, New York.

*Transfer Agent,* JAMES M. FLEMING, - - - - - New York.

" ENGLISH ASSOCIATION OF AMERICAN BOND AND SHARE-  
HOLDERS, LIMITED, - - - - - London.

*Registrar of Stock,* MERCANTILE TRUST CO., 120 Broadway, New York, and  
Broad St. House, New Broad St., London, E. C.

## GENERAL OFFICES:

NEW YORK, - - - - - 56 Beaver Street.  
LONDON, - - - - - 5 and 6 Great Winchester Street.

# New York, Ontario & Western Railway Company.

OFFICE OF THE PRESIDENT.

September 1st, 1902.

TO THE STOCKHOLDERS:

For the fiscal year ended June 30th, 1902, the receipts and disbursements of your Company, compared with the year before, were as follows:

## RECEIPTS.

	1902.	1901.
From Passengers .....	\$892,427.05	\$855,201.01
“ Freight .....	4,358,186.17	4,269,306.91
“ Mail and Express .....	127,542.88	121,685.32
Miscellaneous .....	78,539.93	76,690.41
Total Receipts .....	\$5,456,696.03	\$5,322,883.65

## OPERATING EXPENSES.

	1902.	1901.
Maintenance of Way and Structures .....	\$894,384.19	\$759,914.90
Maintenance of Equipment .....	746,946.07	686,724.31
Conducting Transportation .....	2,228,484.78	2,046,278.31
General Expenses .....	146,480.89	145,423.19
Total .....	\$4,016,295.93	\$3,638,340.71
Taxes .....	141,458.27	138,796.41
Total Operating Expenses and Taxes ..	\$4,157,754.20	\$3,777,137.12
Net Earnings .....	\$1,298,941.83	\$1,545,746.53
Interest, Rentals and Charges .....	639,982.96	666,514.75
Surplus .....	\$658,958.87	\$879,231.78

Local passenger receipts were \$765,287.54, compared with \$723,628.13 in 1901; through passenger and immigrant earnings \$127,139.51, compared with \$131,572.88; mail and express

\$127,542.88, compared with \$121,685.32. Freight traffic earnings, classified as heretofore, and compared with the four preceding years, were:

	1902.	1901.	1900.	1899.	1898.
Through Freight..	\$526,997.94	\$452,209.15	\$440,214.49	\$384,262.54	\$352,697.04
Local Freight.....	801,208.01	793,936.28	815,038.43	669,881.69	637,458.53
Milk .....	512,641.83	476,243.35	491,397.38	484,491.02	433,882.60
Coal .....	2,517,338.39	2,546,918.13	2,223,463.74	1,923,502.76	1,666,242.17
Miscellaneous ....	78,539.93	76,690.41	87,847.20	63,680.70	59,902.18
Total .....	\$4,436,726.10	\$4,345,997.32	\$4,057,961.24	\$3,525,818.71	\$3,150,182.52

Following is a comparative statement in detail of operations since 1890:

	Earnings* Year ending June 30th.	Operating Ex- penses and Taxes.	Net Revenue.	Charges.	Surplus.
1890.....	\$2,200,446.01	\$1,768,042.43	\$432,403.58	\$285,961.67	\$146,441.91
1891.....	2,809,702.16	2,155,372.16	654,330.00	553,890.68	100,439.32
1892.....	3,265,417.89	2,461,136.39	804,281.50	597,262.22	207,019.28
1893.....	3,688,173.92	2,798,225.62	889,948.90	633,095.79	256,852.51
1894.....	3,842,119.63	2,732,540.16	1,109,579.47	690,012.89	419,566.58
1895.....	3,669,113.18	2,642,412.44	1,026,700.74	700,317.93	326,382.81
1896.....	3,779,335.51	2,698,558.06	1,080,777.45	705,208.02	375,569.43
1897.....	3,894,402.99	2,780,496.23	1,113,906.76	713,995.77	399,910.99
1898.....	3,914,635.27	2,801,642.70	1,112,992.57	710,532.36	402,460.21
1899.....	4,346,163.35	2,970,110.37	1,376,052.98	689,688.75	623,717.99
1900.....	4,963,482.84	3,414,917.44	1,548,565.40	689,541.08	859,024.32
1901.....	5,322,883.65	3,777,137.12	1,545,746.53	666,514.75	879,231.78
1902.....	5,456,696.03	4,157,754.20	1,298,941.83	639,982.96	658,958.87

Since the last annual report there have been purchased 500 additional coal cars of 85,000 pounds capacity, 3 one hundred-ton consolidation locomotives, 2 baggage cars, 2 combined passenger and baggage cars, and 2 combined baggage and mail cars. The cost of such additional equipment was \$547,296.76, and of that amount \$370,000 has been provided by an issue of car trust coupon notes, dated June 1st, bearing 4½% interest, payable semi-annually, the principal to be paid within five years, one-tenth of the amount maturing each half year. None of the coal equipment was received before the close of the fiscal year under consideration, nor do the payments or obligations referred to appear in the Company's accounts for that year. The facts are merely presented with

this report for the information of the stockholders, as the cars were ordered some months before the close of the year.

Substantial progress has been made in the work of extending the Ellenville branch to the City of Kingston, through the Rondout Valley. The branch has been operated since the 15th of June to the village of Kerhonkson, seven miles north of Ellenville, and it is anticipated that the work through to Kingston will be completed before the end of the present calendar year. It is proposed to consolidate the Ellenville and Kingston Company with the Port Jervis, Monticello and New York Company, as soon as legal formalities can be complied with, and the entire amount of bonds and stock to be issued by the Consolidated Company will then be delivered to, and will become the property of, the New York, Ontario and Western Railway Company. It is believed that the additional mileage will ultimately prove to be a valuable contributor to the traffic, besides protecting, to some extent, the territory tributary to your Company's existing main line and branches. The entire cost of the project will be well within the average cost per mile of similarly situated railway lines, as it has been economically, though substantially, constructed, and solely with a view to the welfare and best interests of your Company.

The valley through which the railway has been built will become an important milk-producing section. Its attractions should also command a large Summer travel, and already the several hotels and cottages at Lake Minnewaska have made Kerhonkson the point to and from which its visitors will arrive and depart.

- The abandonment of the Delaware and Hudson Canal left a long settled and thickly populated region wholly unprovided with means of transportation, and your Company promptly afforded the facilities demanded, and may now expect to reap whatever benefits are to be derived.

As the volume of traffic over the main line of your Company has increased from year to year during the last decade, the question of providing additional facilities has necessarily received the constant attention of your Board and operating officials. The result of their deliberations has been the adoption of a plan looking to the gradual double-tracking of the main line between Cornwall and

Cadosia, which is the junction point with the Scranton Division, a distance of about 107 miles. It is proposed to complete the entire work within the next three or four years. It is estimated that the traffic between Cadosia and Cornwall is about double that of the average of the entire main line, and is greatest where the grades are heaviest and the line most difficult to operate.

With the additional passenger train service required to meet the demands of your Company's Summer patrons, the problem presented was one that could not well be deferred. The Engineering Department has completed surveys, cross sections and estimates for portions of the work where the density of traffic is greatest, and contracts have been entered into with experienced contractors for the construction of such sections. The balance of the work will be proceeded with as the resources of the Company will allow. The renewal of bridges, strengthening of superstructure, filling trestles, rebuilding or replacing stations and other additions and improvements have been continued, as is set forth in detail in the report of the General Manager.

Early in May last, the coal miners and employees about the breakers and mines in the anthracite regions, suspended work, and the various breakers from which your Company derives its anthracite tonnage have been obliged to cease operations, thereby depriving your Company of a large part of its freight traffic and seriously depleting its revenues. The strike in question was not brought about by general discontent, lack of work, or reduction of wages, but was, in large measure, the result of agitation on the part of labor leaders, who, for the purpose of retaining power over the rank and file, are periodically obliged to present demands, or gain concessions of some sort from the employer. The leaders of the United Mine Workers Organization, so far as the press and public have been advised, pretended in every way possible to avoid a strike, but their professions, when compared with their proclamations and actions, throw very grave doubts upon the honesty of their pretenses and purposes. Their effort to destroy the properties, by calling out the engineers, firemen, pump-runners and other employees, whose duty it is to prevent destruction by flood and fire, has been an object lesson in recklessness

and malignity which fully refuted whatever claims these men had previously made for candor and conservatism.

Steadfast resistance to all demands, on the part of the operators, involve considerations of discipline and safety, and the future economical and successful operation of the properties from a financial standpoint, as well as in the public interests.

In contrast with the labor troubles in the anthracite fields, the employees of your Company have uniformly remained loyal, and have been, as in the past, faithful and intelligent in the performance of their duties.

By order of the Board.

THOMAS P. FOWLER,  
*President*



## GENERAL MANAGER'S REPORT.

FOR THE YEAR ENDING JUNE 30TH, 1902.

THOMAS P. FOWLER, ESQ.,  
*President.*

DEAR SIR: I respectfully submit the following report of the operations of this Company for the year ending June 30th, 1902.

## EARNINGS AND EXPENSES.

The gross earnings for the year were \$5,456,696, compared with \$5,322,884 in the previous year, an increase of \$133,812, or 2.51 per cent.

The working expenses for the year were \$4,016,296, compared with \$3,638,341 for the previous year, an increase of \$377,955, or 10.39 per cent.

The net earnings for the year, after deducting taxes, were \$1,298,942, and in the previous year \$1,545,747, being a decrease of \$246,805, or 15.97 per cent.

The surplus for the year, after deducting fixed charges, rentals, etc., was \$658,959, and in the previous year, \$879,232, a decrease of \$220,273, or 25.05 per cent.

The percentages of working expenses for the past thirteen years are shown in the following table:

Year ending June 30th, 1890.....	76.55	per cent.
" " " " 1891.....	73.16	"
" " " " 1892.....	72.27	"
" " " " 1893.....	73.15	"
" " " " 1894.....	68.40	"
" " " " 1895.....	69.24	"
" " " " 1896.....	68.42	"
" " " " 1897.....	68.20	"
" " " " 1898.....	68.68	"
" " " " 1899.....	65.25	"
" " " " 1900.....	66.07	"
" " " " 1901.....	68.35	"
" " " " 1902.....	73.60	"

With a large loss in revenue, occasioned by the coal strike, it has been impossible to make a corresponding reduction in operating expenses. In fact, the force in the Maintenance Department was increased during a part of this time, as on account of the absence of coal trains, repairs to track and bridges could be made with less delay to work. A full shop force was also employed to put all engines and cars in first-class condition to handle the large coal business which we expect as soon as work at the mines is resumed.

Full details of earnings, expenses, cost of operating and statistics in relation to passenger and freight traffic, for the fiscal years ending June 30th, 1897, to 1902, inclusive, are shown in table on page 31. The sudden stoppage of coal shipments, which constitutes about 60 per cent. of our freight revenues, accounts for the increase in ratio of operating expenses, and makes operating statistics, for the years so affected, of little value for purpose of comparison.

#### PASSENGER TRAFFIC.

The local passenger earnings for the year were \$765,288, compared with \$723,628 in the previous year, an increase of \$41,660, or 5.76 per cent.

The through passenger receipts, consisting of coupon and emigrant business, amounted to \$127,140, as compared with \$131,573 in the previous year, a decrease of \$4,433, or 3.37 per cent.

During this fiscal year 522,224 emigrants were received at the Port of New York. Of this number 254,770 were ticketed westward by all Trunk Lines, an increase of 67,833, or 36.29 per cent.

#### EXCURSIONS.

During the year 95 excursions were run, carrying 38,056 passengers; the mileage of trains was 7,678 miles, and the revenue \$27,301, or \$3.56 per mile. In the previous year there were 136 excursions run, carrying 46,608 passengers, with train mileage of 8,951 miles, and revenue of \$25,316, or \$2.83 per mile.

#### BAGGAGE DEPARTMENT.

The number of pieces of baggage handled during the fiscal year was 425,049, compared with 437,315 for the previous year.

The amount paid by the Company for loss and damage sustained in handling the same was \$46.14, as against \$89.92 in the previous year.

The excess baggage and storage collections amounted to \$8,806.46, compared with \$9,654.40 in the previous year.

During this period 40,848 bicycles were carried, compared with 44,694 during the previous year.\*

#### FREIGHT TRAFFIC.

The local freight earnings were \$801,208, compared with \$793,936 in the previous year, an increase of \$7,272, or 0.92 per cent.

The through freight earnings were \$526,998, compared with \$452,209 in the previous year, an increase of \$74,789, or 16.54 per cent.

Through rates have not been well maintained. Import rates, as in many previous years, have been a source of trouble and manipulation. On the 25th of March injunctions were served on many of the western lines, and since that date there has been some improvement in westbound rates.

#### COAL.

The earnings of the Company from the transportation of coal were \$2,517,338, compared with \$2,546,918 in the previous year, a decrease of \$29,580, or 1.16 per cent. The total shipments from the Scranton Division, including supply coal used on engines and at stations, were 2,157,602 gross tons, an increase of 120,051 gross tons over previous year, or 5.89 per cent. The number of gross tons of coal transported from the Scranton Division (exclusive of supply coal for Company's use) was 1,964,260 gross tons, compared with 1,839,595 gross tons in previous year, an increase of 124,665 gross tons, or 6.78 per cent.

The total output of anthracite coal by all companies for the year 1901 was 53,568,601 tons, an increase of 8,461,117 tons, as compared with previous year.

The strike of the United Mine Workers, which occurred May 12th, caused an entire suspension of mining until the close of the

\*In last year's report only westbound figures were given.

fiscal year, causing a very material reduction in this Company's tonnage.

At this date (August 12th) the strike is still on, and the total production of anthracite coal by all companies has probably been reduced by reason of the strike about 13,500,000 tons, which, with the reduction in output in February and March, caused by floods, will aggregate at least 15,000,000 tons, so far, during the year 1902. Should the suspension of mining continue another month the shortage will approximate twenty million tons. This enormous decrease in the output has caused such a shortage that it may be one and a half to two years before the output will be sufficient to more than supply the immediate and pressing demands of the market. Many of the mines in the Schuylkill region have been seriously damaged by flooding, and a number of miners have left the anthracite field, so it is quite probable that it will be several months after the strike is declared off before the maximum output can be produced. The consumption of anthracite coal for over three decades past has averaged an increase of one million tons per year, and with this continually increasing demand, and the falling off of the supply, owing to causes before mentioned, as well as to the fact that many of the best mines have passed the period of maximum production, while others have been entirely worked out, it is not at all probable that the difficulty of overproduction, largely in excess of market demands, will ever again prove to be a serious disturbing factor in the market, and there is every probability of prices being well maintained.

During the past year a large market has been found for the small sizes, heretofore thrown away, and now utilized through the breakers, and through the washeries from the culm piles, and used for steam purposes, but at the present rate the culm piles which are available will probably be exhausted within eight or ten years.

The following statement shows the number of gross tons of coal from the Scranton Division handled over the company's docks at Oswego, Cornwall and Weehawken, compared with the previous year:

	1902.	1901.
To the lakes, via Oswego.....	113,699	125,682
To tide water, via Cornwall.....	688,958	1,083,275
To tide water, via Weehawken.....	539,628	
Total.....	1,342,285	1,208,957

This statement also includes any coal sold locally at these points.

The output of mines shipping over this line may fairly be estimated at from 2,500,000 to 3,000,000 tons; the shipments from washeries, which have heretofore been cut down on account of scarcity of cars during certain periods, may fairly be estimated at 500,000 to 800,000 tons, and as these small sizes, used chiefly for steam, cannot be marketed except by season contracts, necessitating a constant car supply, it has been found necessary to increase our equipment, and 500 additional coal cars, of 85,000 pounds capacity, and three more 100-ton engines have been ordered. None of this equipment was received up to the close of the fiscal year, but the engines and most of the cars are now on hand, and will be available to handle this large output, which we have every reason to expect as soon as the coal strike is called off and mining resumed.

The new coal dock at Weehawken, mentioned in last report, was completed, and in order to handle the small sizes, chiefly the product of the washeries, all of which goes to tide water, an extension has been ordered on the old dock, making it the same length as the one completed last winter.

The following statement shows the total shipments of coal by the Delaware & Hudson and this Company to Oswego over our lines for twelve years:

Year ending	D. & H. Shipments.	O. & W. Ship'ts.	Aggregate gross tons.
June 30th, 1891 .....	63,025	53,131	116,156
" " 1892 .....	68,506	102,583	171,089
" " 1893 .....	76,592	134,570	211,162
" " 1894 .....	85,053	204,533	289,586
" " 1895 .....	61,194	157,066	218,260
" " 1896 .....	73,073	210,275	283,348
" " 1897 .....	85,698	143,974	229,672
" " 1898 .....	64,310	122,412	186,722
" " 1899 .....	43,628	174,029	217,657
" " 1900 .....	43,211	134,874	178,085
" " 1901 .....	47,898	125,682	173,580
" " 1902 .....	49,469	113,699	163,168

Coal hauled for the Delaware & Hudson Company from Sidney to Oswego during the year, 49,469 gross tons, shows an increase of 1,571 gross tons, or 3.28 per cent., as compared with the previous year.

The shipments of D. & H. coal from Sidney to points on Utica Division, via Randallsville, were 125,623 gross tons, compared with 148,829 gross tons in previous year, a decrease of 15.59 per cent.

The total amount of D. & H. coal shipped from Sidney to all points during the year was 228,388 gross tons, a decrease of 40,084 gross tons, or 14.93 per cent., compared with previous year, and the total revenue received therefor was \$172,688, as compared with \$195,908, a decrease of \$23,220, or 11.85 per cent.

The above statements do not include miscellaneous shipments transported over the line to the various stations, which have been included in our general freight statement.

## MILK.

The following statement shows the tonnage, revenue and earnings per train mile from milk business, as compared with previous year:

	1902.	1901.	
Tons of milk carried.....	86,898	80,841	7.49% Inc.
Tons carried one mile.....	15,126,882	14,229,322	6.31% "
Revenue.....	\$512,642	\$476,243	7.64% "
Miles run.....	363,807	355,921	2.22% "
Earnings per train mile.....	\$1.41	\$1.34	5.22% "

This statement does not include mileage of mixed trains over branches, bringing milk to the regular milk trains on the Main Line, but the mileage only of the latter; and the earnings stated are exclusive of those derived from passengers, express and perishable freight carried on such trains.

The Borden's Condensed Milk Company has purchased the plants of the Anglo-Swiss Company at Middletown and Walton, and now propose enlarging these plants, and also erecting new plants for bottling milk on the Main Line and on the Ellenville & Kingston. Three creameries have been constructed on this new line, and will be ready to ship as soon as the line is open for traffic.

## MOTIVE POWER DEPARTMENT.

## MILEAGE.

The mileage of engines and cars during the year, as compared with previous year, was as follows:

	1902.	1901.
Passenger trains.....	900,705	885,607
Freight trains.....	1,562,409	1,450,958
Mixed trains.....	753,172	744,239
Total train miles earning revenue.....	3,216,286	3,080,804
Shifting, light running, etc.....	1,126,674	984,449
Total traffic engine miles.....	4,342,960	4,065,253
Passenger train car miles.....	4,022,613	3,894,727
Freight train car miles.....	36,363 809	35,357,726
Mixed train car miles.....	7,635,147	7,638,431
Total car miles.....	48,021,569	46,890,884

The performance of engines during the past fiscal year, as compared with previous year, was as follows:

	1902.	1901.
Total number of engines on hand at end of year.....	144	140
Average number making mileage.....	124	115

*Engine Mileage.*

Passenger.....	900,705	885,607
Freight.....	1,562,409	1,450,958
Mixed.....	753,172	744,239
Shifter.....	673,738	588 332
Work train.....	199,230	114,990
Light running, etc.....	452,936	396,117
Total miles run.....	4,542,190	4,180,243

*Fuel.*

Tons coal consumed.....	302,716	275,694
Pounds coal consumed per engine mile.....	133.3	131.9
Pounds coal consumed per car mile.....	12.2	11.5

*Stores.*

Quarts of oil consumed.....	217,003	179,245
Pounds of waste used.....	28,601	22,979

*Miles run to*

One ton of coal.....	15.0	15.2
One quart of oil.....	20.9	23.3
One pound of waste.....	158.8	181.9

*Cost per engine mile in cents.*

Repairs.....	6.35	5.41
Fuel.....	9.76	9.01
Stores.....	0.38	0.34
Wages of engine crew, cleaners, etc.....	7.56	7.12
	<hr/>	<hr/>
Total cost per mile.....	24.05	21.88
Car mileage.....	49,375,590	47,921,135

## FUEL.

The following statement shows the total cost of fuel for locomotives, and cost per train, car and engine mile, for the past nine years:

	Total cost of fuel.	Cost per train mile.	Cost per engine mile.	Cost per car mile.
1894.....	\$316,415	10.84 cts.	8.62 cts.	.845 cts.
1895.....	279,090	9.74 "	7.61 "	.726 "
1896.....	250,281	8.81 "	6.83 "	.647 "
1897.....	236,860	8.59 "	6.72 "	.618 "
1898.....	222,311	8.46 "	6.56 "	.608 "
1899.....	248,368	8.67 "	6.72 "	.579 "
1900.....	289,677	9.67 "	7.33 "	.636 "
1901.....	367,735	11.94 "	9.05 "	.784 "
1902.....	427,899	13.30 "	9.85 "	.891 "

During the year 77,324 tons of bituminous, and 225,392 tons of anthracite coal were used on engines. The price of both anthracite and bituminous coal, used for engine supply, has advanced materially, which accounts for the slight increase in cost of fuel per engine and car mile.



## EQUIPMENT.

The condition of equipment at the close of the fiscal year, compared with the previous year, is shown in the following table:

	1902.	1901.
No. of engines owned and leased .....	144	140
No. of engines laid up ready for service .....	41	5
No. of engines in service .....	88	126
No. of engines in shop under repairs .....	12	8
No. of engines in shop awaiting repairs .....	3	1
No. of engines in shop condemned .....	----	----
No. of engines scrapped .....	----	1
No. of engines purchased .....	4	11
No. of engines sold .....	----	----
No. of engines received general repairs and rebuilt .....	56	45
No. of engines received ordinary repairs .....	29	51
No. of cars awaiting repairs .....	21	108
No. of cars received repairs .....	34,392	25,582

Number of cars awaiting repairs includes foreign cars and all cars awaiting repairs at junction points.

## FREIGHT CAR EQUIPMENT.

Return of Rolling Stock, page 44, shows total number of freight cars owned and leased by the Company as	6,954
while the actual number of freight cars in service June 30th was	6,542
Cars out of service	412

These cars are being replaced on a tonnage basis.

The following table shows the effective tonnage capacity of all freight cars, and also the average carrying capacity of each car. This statement includes service cars in use, but does not include cabooses:

Classification of the Entire Freight Equipment according to the capacity of Cars  
in Tonnage, June 30th, 1902.

YEARS.	Actual number of Open Cars in service classified according to tonnage.							Actual number of Closed Cars in service classified according to tonnage.						Total number of Freight Cars.					
	Cars of 12 Tons.	Cars of 14 Tons.	Cars of 20 Tons.	Cars of 25 Tons.	Cars of 30 Tons.	Cars of 42½ Tons.	Total.			Cars of 14 Tons.	Cars of 20 Tons.	Cars of 30 Tons.	Total.			Total Freight Cars Owned and Leased.	Number of Cars in Service.	Total marked capacity in Tons, all Cars in service.	Average Tons per Car.
							Actual number of Cars.	Total marked capacity in Tons, All Cars.	Average Tons per Car.				Actual number of Cars.	Total marked capacity in Tons.	Average Tons per Car.				
1880.....	225	572	.....	.....	.....	.....	797	10,708	13.33	442	9	.....	451	6,368	14.15	1248	1248	17,076	13.69
1890.....	115	345	873	.....	900	.....	2233	50,670	22.69	382	362	8	752	12,828	17.05	3118	2935	63,498	21.57
1893.....	72	332	867	.....	3354	.....	4625	123,472	26.69	353	382	10	745	12,882	17.30	5602	5370	136,354	25.40
1895.....	42	209	844	2	3934	.....	5031	138,380	27.49	327	371	39	737	13,168	17.86	6110	5768	151,548	26.29
1897.....	38	182	788	2	4274	.....	5284	147,034	27.82	297	385	71	663	12,728	19.35	6361	5947	159,762	26.80
1898.....	28	103	781	2	4336	.....	5253	147,588	28.29	136	355	158	649	13,744	21.16	6361	5902	161,332	27.33
1899.....	26	61	780	2	4334	.....	5205	146,836	28.22	169	357	216	682	15,140	22.22	6317	5885	161,982	27.62
1900.....	21	50	761	2	4447	1	5285	149,732	28.33	82	351	233	666	15,158	22.76	6320	5951	164,890	27.71
1901.....	20	40	755	2	4465	612	5903	176,036	29.82	78	342	244	664	15,252	22.96	6942	6567	191,288	28.98
1902.....	17	41	733	2	4452	636	5881	176,078	29.93	76	327	252	655	15,164	23.15	6954	6536	191,242	28.95

## IMPROVEMENTS CHARGED TO CAPITAL ACCOUNT.

During the year new equipment has been purchased or built in the shops of the Company, and additions and improvements made and charged to capital account, costing \$77,655, as follows:

- 4 new 100-ton consolidation engines purchased.
- 1 new steam derrick car purchased.
- 3 new four-wheeled caboose cars built.
- 3 sets of air brake equipment for 100-ton consolidation engines purchased.
- 6 sets of air brake equipment for baggage, mail and combined cars purchased.

## IMPROVEMENTS CHARGED TO OPERATING EXPENSES.

The following additions and improvements have been made and charged to operating expenses, amounting to \$161,337:

- 5 engines have been rebuilt at Rome Locomotive Works.
- 4 engines have had new fire boxes.
- 1 new flanger car, operated by air, has been built.
- 30 flat cars have been equipped with wood racks.
- 2 new four-wheeled caboose cars have been built.
- 67 new freight cars have been built (to replace old, light capacity cars destroyed), as follows:
  - 4 30-ton stock cars.
  - 5 " flat cars.
  - 42 " coal cars.
  - 16 42- $\frac{1}{2}$ -ton coal cars.
- 1 new tool car has been built.
- 1 new combination car has been purchased.
- 1 combination car has been completed.
- 1 new air brake car has been built.
- 1,046 steel truck bolsters have been applied to freight cars.
- 873 freight cars have been reinforced with subsills.
- 36 freight cars have been equipped with new standard trucks.
- 1,078 coal cars have had side trusses applied to keep them from bulging.

43 box cars have had new roofs.

727 freight cars have been equipped with air brakes.

The following shop tools and machinery have been purchased:

*Middletown:*

- 1 flue cleaner,
- 4 25-ton "Norton" jacks,
- 1 "No. 3" friction chuck,
- 1 pressure gauge tester,
- 2 30-ton improved "Dudgeon" jacks,
- 1 pneumatic hammer,
- 1 "Pierce" table planer,
- 1 "Boyer" hammer,
- 1 cylinder boring bar,
- 1 flue welding furnace,
- 2 20-ton improved "Dudgeon" jacks.

*Cadosia:*

- 2 30-ton improved "Dudgeon" jacks.

*Mayfield:*

- 2 50-ton improved "Dudgeon" jacks.
- 1 "Vreeland" pit jack.

*Norwich:*

- 1 "Knicht" friction drill press.
- 1 ash elevator for shop boilers,
- 2 "Whitelaw" air drills,
- 1 "Rue" boiler testing apparatus,
- 1 single frame steam hammer,
- 1 "Ferguson" flue furnace,
- 1 "No. 5" 300-ton wheel press.

*Oswego:*

- 1 "No. 6" portable boiler for shop.

*Sidney:*

- 2 30-ton improved "Dudgeon" jacks.

SUMMARY.

Amount charged to capital account for equipment purchased and improvements made in shops of company.....	\$77,655
Amount charged to operating expenses .....	<u>161,337</u>
Total,.....	\$238,992

The following table shows the increase in weight and in number of drive wheels, also increase in steam pressure of engines for the years named:

Year	Number of Engines				Weight of Engines in Working Order, Without Tenders																	Minimum Weight.	Maximum Weight.	Average	Maximum Steam Pressure						
	4 Drivers	6 Drivers	8 Drivers	Total	24 Tons	27 Tons	28 Tons	30 Tons	32 Tons	34 Tons	36 Tons	37 Tons	39 Tons	43 Tons	48 Tons	50 Tons	52 Tons	53 Tons	54 Tons	58 Tons	60 Tons					65 Tons	66 Tons	68 Tons	72 Tons	80 Tons	
1851	44	35	...	79	1	4	1	3	18	1	24	27	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Tons	Tons	Tons	Lbs.
1885	39	34	...	73	1	3	...	...	18	1	24	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1890	34	45	13	92	1	2	...	...	...	...	33	16	11	0	4	1	10	8	...	7	...	...	...	...	...	...	...	...	...	...	...
1895	32	50	51	133	...	1	...	...	3	...	17	14	9	7	4	1	10	10	2	13	...	...	42	...	...	...	...	...	...	...	...
1900	34	45	54	133	...	...	...	...	...	...	...	13	15	5	4	11	10	8	2	13	4	2	41	4	...	1	37	100	54.7	200	
1901	30	47	63	140	...	...	...	...	...	...	...	13	11	5	4	11	10	8	2	13	4	2	41	4	2	10	37	100	57.5	200	
1902	30	47	67	144	...	...	...	...	...	...	...	13	11	5	4	11	10	8	2	13	4	2	41	4	2	14	37	100	59.0	200	

The following table shows the increase in tractive power, or draw-bar pull, of engines for the same period:

YEAR	1881			1885			1890			1895			1900			1901			1902			
	No. of Engines	Size of Cylinder	Tractive Power	No. of Engines	Size of Cylinder	Tractive Power	No. of Engines	Size of Cylinder	Tractive Power	No. of Engines	Size of Cylinder	Tractive Power	No. of Engines	Size of Cylinder	Tractive Power	No. of Engines	Size of Cylinder	Tractive Power	No. of Engines	Size of Cylinder	Tractive Power	
		Inches Pounds		Inches Pounds		Inches Pounds		Inches Pounds		Inches Pounds		Inches Pounds		Inches Pounds		Inches Pounds		Inches Pounds		Inches Pounds		
	1	15	13,400	1	15	13,400	1	17	6,800	1	15x24	11,300	1	15x24	11,300	1	15x24	11,300	1	15x24	11,300	
	1	12	6,800	1	12	6,800	1	17	13,400	1	15x24	13,400	1	17x24	18,400	1	17x24	18,400	1	17x24	18,400	
	1	14	9,300	1	16	15,300	18	17x24	14,700	17	17x24	14,700	1	17x24	18,000	4	17x24	18,000	4	17x24	18,000	
	3	17x24	12,500	18	17x24	14,000	18	17x24	17,600	16	17x24	17,600	1	17x24	14,700	2	17x24	14,700	2	17x24	14,700	
	1	16x24	12,300	1	16x24	13,800	1	16x24	15,300	1	18x24	18,400	3	17x24	15,700	3	17x24	15,700	3	17x24	15,700	
	1	16x24	15,300	3	17x24	15,500	1	16x24	14,900	1	18x24	20,300	12	17x24	20,300	12	17x24	20,300	12	17x24	20,300	
	15	17x24	13,800	15	17x24	15,000	4	18x24	16,800	11	19x24	21,000	10	17x24	17,600	10	17x24	17,600	10	17x24	17,600	
	10	17x24	17,600	18	17x24	17,600	5	18x24	18,400	8	19x24	21,800	5	18x24	20,300	5	18x24	20,300	5	18x24	20,300	
	4	10x24	14,000	8	18x24	23,000	9	18x24	23,000	4	18x24	18,000	4	18x24	18,000	4	18x24	18,000	4	18x24	18,000	
	8	18x24	23,000	3	18x24	20,100	8	19x24	21,000	5	18x24	18,000	2	18x24	20,600	2	18x24	20,600	2	18x24	20,600	
	3	18x24	20,100				5	19x24	21,800	13	18x24	22,800	8	18x24	20,600	8	18x24	20,600	8	18x24	20,600	
							13	19x24	24,100	2	18x24	21,000	2	18x24	21,000	2	18x24	21,000	2	18x24	21,000	
								13	19x24	24,800	8	19x24	24,800	8	19x24	24,800	8	19x24	24,800	8	19x24	24,800
								11	19x24	25,200	11	19x24	24,800	11	19x24	24,800	11	19x24	24,800	11	19x24	24,800
								4	19x24	25,200	4	19x24	25,200	4	19x24	25,200	4	19x24	25,200	4	19x24	25,200
								8	19x24	27,000	2	19x24	27,000	2	19x24	27,000	2	19x24	27,000	2	19x24	27,000
								5	20x24	31,000	41	20x24	31,000	12	20x24	37,000	12	20x24	37,000	12	20x24	37,000
								13	21x32	50,500	1	21x32	50,500	41	20x24	31,000	41	20x24	31,000	41	20x24	31,000
								2	21x32	31,000	10	21x32	50,500	10	21x32	50,500	10	21x32	50,500	10	21x32	50,500
TOTAL	70		1,251,600	73		1,178,800	92		1,815,500	133		3,125,700	133		3,238,000	140		3,688,100	144		3,890,100	
Average tractive power per engine.			15,843			10,148			19,734			23,500			24,350			26,314			27,015	

The approximate valuation of locomotives and tenders, based upon an assumed valuation of \$100 per ton, would be as follows:

Year	Valuation	Average Number of Drive Wheels per Engine
1881.....	\$359,400	4.88
1890.....	478,400	5.54
1895.....	877,800	6.28
1901.....	1,092,000	6.47
1902.....	1,141,600	6.51

### MAINTENANCE OF WAY DEPARTMENT.

The following additions and improvements have been made in the Maintenance of Way Department and charged to capital account or to operating expenses, as stated below:

CHARGED TO CAPITAL ACCOUNT, \$112,812.62.

#### MAIN LINE AND BRANCHES.

	Cost.
New south coal dock, Weehawken, begun June, 1901, and finished June, 1902	\$108,665.66

#### SCRANTON DIVISION.

Raymond Washery Branch completed,	\$4,146.96
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CHARGED TO OPERATING EXPENSES, \$228,424.08.

#### MAIN LINE AND BRANCHES.

##### *Additional Tracks—*

New sidings constructed,	6.58 miles.
Less old sidings taken up,	.35 "
Net increase,	6.23 "

Weehawken, 1.27 miles; Middletown Yard, 2.52 miles;  
 East Branch, 0.44 miles; Cleveland, 0.35 miles;  
 Fulton, 0.82 miles; other stations, 1.18 miles;  
 total, 6.58 miles, . . . . . \$39,787.37

*Ballasting.*—Surfacing track with cinders, gravel and culm between Cornwall and Rockland, 7 miles; Rockland and Sidney, 2.60 miles; Sidney and Randallsville, 4.17 miles; New Berlin Branch, 1.48 miles. The total being distributed over 15.25 miles of track, at an average cost of \$848 per mile, \$12,935.56

*Bridges and Culverts.*—Ferndale viaduct, 980 feet in length, has been completed. Six new steel bridges, of an aggregate length of 940 feet, have been put in between Livingston Manor and Cook's Falls. At Fulton, parts of two timber trestles have been filled, and the openings rebuilt with masonry and "I" beams; 1,836 feet of iron pipe have been put in place of timber and other defective culverts, and the openings filled, . . . . . 59,322.46

*Grading.*—Widening cuts and embankments and filling trestles, . . . . . 27,314.68

*Signals.*—Automatic signals at Rock Tavern, and eight new blocks between Middletown and Livingston Manor have been put in, . . . . . 7,677.03

*Stations and Buildings.*—New freight and passenger stations have been erected at Bloomingburgh and Cadosia, a creamery at Crystal Run, an ice house at Brown's Pond, a sales coal trestle at Liberty, a Road Department carpenter shop at Middletown, and water mains at Middletown shop have been extended for fire protection, . . . . . 25,804.48

*Station Grounds—Grading.*—Change of highway north of Liberty has been completed; Cadosia and East Branch station grounds have been graded, . . . . . 2,097.40



<i>Steel Rail.</i> —No new steel rail was laid during the year.	
In anticipation of 4,000 tons of 76 pound rail, ordered for delivery in March, not received until after close of the fiscal year, an improvement charge equal to the increase of weight per yard was spread through each month, amounting to . . . . .	\$12,898.00
<i>Telegraph Line.</i> —One wire was put up between Middletown and Livingston Manor by Western Union Telegraph Company, . . . . .	
	1,209.64
<i>Coal Terminals.</i> —Tug coaling pocket at Cornwall was completed, . . . . .	
	341.08
Total, . . . . .	<u>\$189,387.70</u>

## SCRANTON DIVISION.

<i>Additional Tracks.</i> —Short switches at various stations, in all 2.20 miles, . . . . .	
	\$16,274.41
<i>Ballasting,</i> . . . . .	251.00
<i>Bridges and Culverts.</i> —Riverside Branch, . . . . .	
	486.06
<i>Grading.</i> —Widening cuts and embankments and filling trestles, . . . . .	
	9,102.35
<i>Stations and Buildings.</i> —At Mayfield Yard, additions have been made to round house, ice house, and yard office, and a new oil house erected; also a pump house at Preston Park, . . . . .	
	7,045.54
<i>Water Stations.</i> —Water crane at Mayfield Yard, . . . . .	
	652.65
Total, . . . . .	<u>\$33,812.01</u>

## UTICA DIVISION.

<i>Additional Tracks.</i> —Sidings have been put in at Hamilton, Rome and Deansboro, in all 0.39 miles, . . . . .	
	\$1,764.56
<i>Ballasting.</i> —Surfacing 2.86 miles of track, . . . . .	
	1,430.13

<i>Grading.</i> —Widening cuts, . . . . .	\$183.10
<i>Stations and Buildings.</i> —At Utica, a new coal trestle to replace McCormick's was begun in May, . . . . .	797.12
<i>Water Stations.</i> —New cranes have been placed at Oriskany Falls and Clark's Mills, . . . . .	1,049.40
Total, . . . . .	<u>\$5,224.37</u>

## SUMMARY.

The improvements and betterments noted above, amounting to \$341,236.70, are charged as follows:

	Capital.	Operating.
Main Line and Branches.....	\$108,665.66	\$189,387.70
Scranton Division.....	4,146.96	33,812.01
Utica Division		5,224.37
Total.....	<u>\$112,812.62</u>	<u>\$228,424.08</u>

## BRIDGES.

The following statement shows the number and length of iron or steel and wooden bridges and trestles on Main Line, Branches and Leased Lines, compared with previous year, and with 1891, the year in which the Scranton Division bridges were first taken into this report:

	1902.		1901.		1891.	
	Number.	Aggregate length in feet.	Number.	Aggregate length in feet.	Number.	Aggregate length in feet.
Steel or Iron Bridges	184	21,408	184	21,412	94	14,706
Wooden Bridges ....	20	1,354	21	1,377	89	5,098
Wooden Trestles....	75	16,236	77	16,524	124	23,884
Total.....	279	38,998	282	39,313	307	43,688
			279	38,998	279	38,998
Filed and Shortened in past year.....			3	315		
Filled and Shortened since 1891.....					28	4,690

The following statement shows the number and length of bridges for the O. & W. proper, Main Line and Branches, owned compared with 1886:

	1902.		1886.	
	Number.	Aggregate length in feet.	Number.	Aggregate length in feet.
Steel or Iron Bridges.....	121	14,427	27	7,521
Wooden Bridges.....	7	398	80	6,357
Wooden Trestles.....	60	11,994	117	20,441
Total.....	188	26,819	224	34,319
			188	26,819
Filled and Shortened.....			36	7,500

## RAILS.

No new steel rail having been laid, the weight and distribution of rail is the same as in last year's report.

## TIES.

There have been used in repairs 205,730 ties, being 5,469 less than the previous year, at the same average price of 45½ cents, distributed as follows:

Main Line and Branches.....	145,735
Scranton Division.....	42,712
Utica Division.....	17,283

## SECOND TRACK.

From one-half to two-thirds of our entire coal tonnage from the Scranton Division, reaching the Main Line at Cadosia, is sent south on its way to tide water and New England, causing frequent congestion of traffic on that portion of the line between Cadosia and Cornwall. It has, therefore, been decided to double track this portion of the line, 107 miles, paying the cost of same out of the earnings, and spreading the work and expense over a period of about three or four years. The second track south of Liberty will be laid with 95-pound rails; north of Liberty with 76-pound rails.

Contracts for grading and masonry for second track between Middletown and Bloomingburgh, distance 10 miles, have been let, and will be completed by December 1st; also between Parksville and Livingston Manor, 5 miles, to be completed May 1st, 1903.

The grading and masonry for another section, between Fallsburg and Ferndale, 7 miles, and between Fish's Eddy and Hawk's Mountain Tunnel, 5 miles, will be put under contract in September.

Our statistics show that the greatest density of traffic is between Middletown and Summitville, 15 miles. If the rails are delivered as per contract, we shall have the second track in operation from Middletown to Bloomingburgh, 10 miles, before the summer trains are put on next season.

#### ELLENVILLE & KINGSTON RAILROAD.

A full description of this line, which is 27 $\frac{3}{4}$  miles in length, and is practically an extension of the Ellenville Branch to Kingston, was given in the last annual report.

The grading and masonry is now practically completed, except the filling in of the Kingston yard. The track has been laid to High Falls, 17 miles, and ballasted to Accord, 11 miles. Also 1 $\frac{1}{2}$  miles of track laid and ballasted near Kingston. The line was opened for traffic from Ellenville to Kerhonkson, 8 miles, on June 15th. The viaduct at Cottekill is now being erected by the American Bridge Company and the track will be completed to Kingston in October.

The work has been delayed by failure of the steel company to deliver rails. Contract called for delivery of rails in April; a portion arrived in July, and the balance has not been received.

The cost of this line up to July 1st was \$536,273.

## TRAIN LOADS.

The following table shows average tons hauled per freight train and per car, also cars per train, for fifteen years:

Year ending	Tons Per Train.	Tons Per Car.	Cars Per Train
Sept. 30, 1888.....	123	7.20	17.1
Sept. 30, 1889.....	128	7.00	18.3
June 30, 1890.....	132	7.23	18.3
June 30, 1891.....	170	8.66	19.6
June 30, 1892.....	182	9.23	19.7
June 30, 1893.....	176	9.00	19.6
June 30, 1894.....	202	9.89	20.5
June 30, 1895.....	221	10.42	21.2
June 30, 1896.....	219	10.30	21.3
June 30, 1897.....	232	10.29	22.5
June 30, 1898.....	256	10.92	23.5
June 30, 1899.....	276	11.47	24.1
June 30, 1900.....	287	11.89	24.1
June 30, 1901.....	290	12.24	23.7
June 30, 1902.....	285	12.56	22.7

In making up the above table, miles run by a pushing or assisting engine in service are counted as train miles.

The following statement shows liberal expenditures in recent years with a view to increasing the average train load:

Year Ending	Maintenance Cost per Mile of Road Operated.	Maintenance Cost per Engine Per Year.	Maintenance Cost per Car Per Year.
June 30, 1890.....	\$867	\$958	\$38
June 30, 1891.....	933	775	33
June 30, 1892.....	897	1,318	40
June 30, 1893.....	1,098	1,577	40
June 30, 1894.....	1,157	1,280	33
June 30, 1895.....	1,137	1,201	35
June 30, 1896.....	1,131	1,446	34
June 30, 1897.....	1,278	1,372	34
June 30, 1898.....	1,295	1,297	36
June 30, 1899.....	1,197	1,191	46
June 30, 1900.....	1,492	1,532	62
June 30, 1901.....	1,778	1,640	60
June 30, 1902.....	2,093	1,774	59*

\* Equipment delivered at the close of the fiscal year, 500 coal cars, is not included.

The following table shows freight train and car miles, as well as tons carried one mile, for fifteen years:

Year ending	Train miles.	Car miles.	Tons carried one mile.
Sept. 30, 1888.....	799,729	11,363,474	81,820,504
Sept. 30, 1889.....	790,512	11,979,412	84,960,450
June 30, 1890.....	921,771	14,357,674	103,883,353
June 30, 1891.....	1,326,470	22,502,704	194,897,759
June 30, 1892.....	1,624,718	28,584,646	263,839,116
June 30, 1893.....	1,848,111	32,747,185	294,636,933
June 30, 1894.....	1,930,101	33,202,453	328,533,616
June 30, 1895.....	1,848,773	34,499,778	359,358,052
June 30, 1896.....	1,834,808	34,609,182	356,414,070
June 30, 1897.....	1,764,157	34,309,163	353,100,732
June 30, 1898.....	1,617,886	32,432,447	354,127,528
June 30, 1899.....	1,832,840	38,405,988	440,413,877
June 30, 1900.....	1,949,251	40,906,128	486,442,640
June 30, 1901.....	2,009,138	42,173,435	516,135,284
June 30, 1902.....	2,127,288	42,090,169	541,789,449

#### EARNING POWER.

The following statement shows the results per mile of road operated for the fiscal years 1887 to 1902, inclusive:

Year ending	Gross Receipts.	Expenses Inc. Taxes.	Net from Operation.	Surplus.
Sept. 30, 1887.....	\$4,048	\$3,280	\$768	\$160
Sept. 30, 1888.....	4,559	3,783	776	120
Sept. 30, 1889.....	4,760	3,943	817	144
June 30, 1890.....	5,188	4,168	1,020	345
June 30, 1891.....	5,893	4,520	1,373	210
June 30, 1892.....	6,849	5,162	1,687	434
June 30, 1893.....	7,735	5,869	1,866	538
June 30, 1894.....	8,059	5,732	2,327	880
June 30, 1895.....	7,696	5,542	2,154	685
June 30, 1896.....	7,927	5,660	2,267	788
June 30, 1897.....	8,105	5,787	2,318	832
June 30, 1898.....	8,148	5,831	2,317	883
June 30, 1899.....	9,046	6,182	2,864	1,298
June 30, 1900.....	10,331	7,108	3,223	1,788
June 30, 1901.....	11,079	7,861	3,218	1,830
June 30, 1902.....	11,357	8,654	2,703	1,372

GENERAL CONDITIONS.

The physical condition of the property has been much improved.

The officers and employes have faithfully and efficiently performed their duties.

Yours respectfully,

J. E. CHILDS,

*General Manager.*

NEW YORK, August 12, 1902.





OFFICE OF THE SECRETARY AND TREASURER.

*New York, August 22nd, 1902.*

THOMAS P. FOWLER, ESQ.,  
*President.*

DEAR SIR:—I beg to submit herewith statements of the General Accounts of the Company and statements of Operating Results for the fiscal year ended June 30th, 1902.

The accounts of the Company have been verified by the Auditors elected by the stockholders at the last Annual Meeting, Messrs. Barrow, Wade, Guthrie & Co., and the result of the audit is shown in their certificate hereto attached.

Yours respectfully,

R. D. RICKARD,

*Secretary-Treasurer.*

## CERTIFICATE.

*New York, August 22nd, 1902.*

*To the Proprietors of the New York, Ontario & Western Railway Company :*

We hereby certify that we have made a continuous monthly audit of the Books and Accounts of the Company for the year ending June 30th, 1902, and have compared the Vouchers with the Cash Book.

We have also examined the General Balance Sheet and Revenue Accounts for year ending June 30th, 1902, and compared these with the various books, and we certify that the same are in conformity therewith. The earnings of the road, as shown in the Revenue Account, and the Operating Expenses, are truly and accurately stated.

In regard to Expenditure on Capital and Revenue Accounts, we notice that great care has been taken to correctly discriminate between these, and that nothing has been charged to Capital which properly belongs to Revenue.

We have in the course of our audit verified, from time to time, the cash balances at the Company's Bankers and the unissued bonds of the Company in the Treasury of the Company.

BARROW, WADE, GUTHRIE & Co.,

*Auditors.*

## NEW YORK, ONTARIO AND

*Accounts for the fiscal year*

## No. 1.—Statement of

Articles of Association.....	
May 13th, 1880, pursuant to Chap. 155, Laws of 1880, to carry out reorganization, not exceeding.....	
Refunding Mortgage, June 1st, 1892, 4 per cent. one hundred year bonds:	
To retire the \$4,000,000 6 per cent. bonds, Sept. 1, 1892.	\$5,500,000
" " 5,600,000 5 per cent. " June 1, 1899.	7,000,000
For general purposes .....	1,000,000
For additions, etc.....	6,500,000

## No. 2.—Stock and Share Capital created,

Articles of Association and pursuant to Chapter 155, Laws of 1880.
--

## No. 3.—Bond Capital created,

	Amount Created.
Refunding Mortgage Bonds, 4 per cent.....	\$17,194,000

## No. 4.—Receipts and Expenditure

	Expended to June 30th, 1901.	Expended During Year.	Total.
To Expenditure: On Main Line, Branches and Equipment....	\$71,287,008.04	\$337,553.04 (See Table 10.)	\$71,625,222.58
To Balance.....			3,429,700.10
			\$75,054,982.84

## WESTERN RAILWAY COMPANY.

*ending June 30th, 1902.*

## Capital authorized.

STOCK.		Bonds.	Total.
Common.	Preferred.		
\$48,000,000	\$2,000,000		
15,000,000			\$85,000,000
		\$20,000,000	

## showing amount issued.

Amount Created.	Amount Issued.
\$60,113,982.84	\$58,113,982.84

## showing amount issued.

Amount Issued.	Amount Unissued.
\$16,937,000	\$257,000

## on Capital Account.

	Received to June 30th, 1901.	Received During Year.	Total.
By Receipts: Common Stock.....	\$58,113,982.84		\$58,113,982.84
Preferred Stock.....	5,000.00	Dr. \$1,000.00	4,000.00
Refunding Mortgage 4 per cent. Bonds sold..	16,937,000.00		16,937,000.00
	\$75,055,982.84	Dr. \$1,000.00	\$75,054,982.84



## No. 9.—Details of Investment in other Companies.

Ontario, Carbondale & Scranton Ry. Co.....Capital Stock.....	\$1,500,000 00
Ontario, Carbondale & Scranton Ry. Co.....Mortgage Bond...	1,500,000 00
Scranton Coal Co.....1st Mortgage Bond.	2,250,000 00
Scranton Coal Co.....2d Mortgage Bond.	1,170,000 00
Elk Hill Coal & Iron Co.....1st Mortgage Bond.	3,275,000 00
Elk Hill Coal & Iron Co.....2d Mortgage Bond.	2,400 000 00
Wharton Valley Ry. Co.....Capital Stock.....	70,000 00
Pecksport Connecting Ry. Co.....Capital Stock.....	40,000 00
Sundry Shares and Bonds.....	628,618 08
	\$12,833,618 08

## No. 10.—Details of Expenditure on Capital Account.

ROLLING STOCK.—Additional—		
Lease and purchase under Trust Agreement:		
6 Consolidation Engines .....		\$ c
1 Mogul Engine .....		\$ c
6 Vestibuled Coaches .....		
2 Drawing-Room Cars .....		
575 Standard Coal Cars .....		
25 Pressed Steel Coal Cars .....		
25 Rolled Beam Steel Coal Cars	On Account, \$220,959 00	
Less: Expenditure to June 30th, 1901.....	108,741 00	118,218 00
4 Engines—100 Tons each .....		02,280 00
3 Caboose Cars—4 Wheel .....		1,608 84
1 Steam Wrecking Crane Car, 50 Tons .....		11,468 05
3 Engines, 100 Tons each .....	On Account.	1,707 69
2 Passenger and Baggage Cars .....		
2 Baggage and Mail Cars .....		
2 Ordinary Baggage .....	On Account.	722 25
		166,093 73
IMPROVEMENTS AND ADDITIONS TO LINE—		
New South Dock at Weehawken .....	On Account.	115,774 59
Less: Expenditure to June 30th, 1901 .....		7,108 93
		108,665 60
ADDITIONS AND EXTENSIONS TO LEASED LINES—		
Capouse Branch:		
Right of Way .....		0,875 00
Raymond Washery Branch:		
Construction .....	4,146 06	
Right of Way .....	2,300 00	0,440 00
		13,321 00
FLOATING EQUIPMENT—		
Harbor Boats .....		12,200 00
Less: Float at Oswego sold .....		2,600 00
		9,600 00
Land Purchases and Land Damages .....		9,002 50
		\$337,558 94

## No. II.—Expenditure on

## MAINTENANCE OF WAY AND STRUCTURES.

	June 30th, 1901.	June 30th, 1902.
	\$ c	\$ c
1. Repairs to Roadway.....	324,683 59	344,667 22
1½. Clearing Snow and Ice.....	17,748 48	37,887 62
2. Renewals of Rails.....	65,300 45	43,833 31
3. Renewals of Ties.....	95,807 68	134,827 08
4. Repairs and Renewals of Bridges and Culverts.....	118,801 16	170,894 66
5. Repairs and Renewals of Fences, Road Crossings, etc.	25,824 83	31,627 21
6. Repairs and Renewals of Buildings and Fixtures.....	89,476 14	106,461 41
7. Repairs and Renewals of Docks and Wharves.....		
7½. Repairs and Renewals of Coal Terminals.....	18,280 06	19,386 86
8. Repairs and Renewals of Telegraph.....	557 52	2,416 88
9. Stationery and Printing.....	2,178 09	2,181 94
10. Other Expenses.....	1,250 60	
	759,914 90	894,384 19
Per Cent. on Gross Receipts.....	14.28	16.39
Per Mile of Line and Sidings owned and leased.....	\$1.223 01	\$1.420 31
Per Ton of Freight carried.....	c 21.06	c 24.76

## MAINTENANCE OF EQUIPMENT.

	\$ c	\$ c
11. Superintendence.....	18,478 67	20,573 26
12. Repairs and Renewals of Locomotives.....	218,171 53	255,504 34
13. Repairs and Renewals of Passenger Cars.....	70,754 72	81,385 00
14. Repairs and Renewals of Freight Cars.....	315,022 07	329,970 07
15. Repairs and Renewals of Work Cars.....	2,328 63	4,794 47
16. Repairs and Renewals of Marine Equipment.....	11,912 00	13,809 08
17. Repairs and Renewals of Shop Machinery and Tools.....	21,181 27	18,789 05
18. Stationery and Printing.....	2,181 24	2,220 17
19. Other Expenses.....	20,683 28	10,893 77
	680,724 31	746,946 07
Per Cent. on Gross Receipts.....	12.00	13.69
Per Traffic Engine Mile.....	c 10.89	c 17.20
Per Traffic Car Mile.....	c 1.46	c 1.55

## Revenue Account.

## CONDUCTING TRANSPORTATION.

	June 30th, 1901.	June 30th, 1902.
	\$ c	\$ c
20. Superintendence.....	58,630 03	53,710 39
21. Engine and Round-house Men.....	208,632 43	339,132 05
22. Fuel for Locomotives.....	867,735 44	427,890 15
23. Water Supply for Locomotives.....	16,027 83	18,568 29
24. Oil, Tallow and Waste for Locomotives.....	13,896 59	16,303 83
25. Other Supplies for Locomotives.....	2,551 57	3,051 70
26. Train Service.....	285,303 43	304,251 46
27. Train Supplies and Expenses.....	30,088 28	42,922 20
28. Switchmen, Flagmen and Watchmen.....	59,220 74	73,324 58
29. Telegraph Expenses.....	56,967 99	61,875 36
30. Station Service.....	156,824 10	163,094 66
31. Station Supplies.....	19,853 99	21,817 02
32. Switching Charges—Balance.....	314 48	494 30
33. Car Mileage—Balance.....	31,097 12	10,911 49
34. Hire of Equipment.....	1,050 00	35,576 75
35. Loss and Damage.....	11,711 33	11,643 71
36. Injuries to Persons.....	78,340 79	67,477 40
37. Clearing Wrecks.....	4,423 83	12,022 72
38. Operating Marine Equipment.....	61,706 57	69,590 47
39. Advertising.....	10,217 47	17,492 54
40. Outside Agencies.....	44,609 20	45,799 97
41. Commissions.....		
42. Stock Yards and Elevators.....		
42½. Coal Terminals.....	38,112 73	38,772 67
43. Rents for Tracks, Yards and Terminals.....	354,268 44	354,151 53
44. Rents of Buildings and other Property.....	10,548 30	16,814 65
45. Stationery and Printing.....	14,400 58	15,302 67
46. Other Expenses.....	6,758 01	6,983 19
	2,046,278 31	2,228,484 78
Per Cent. on Gross Receipts.....	38.44	40.84
No. of Passengers Carried.....	1,312,572	1,386,039
No. of Tons of Freight Carried.....	3,568,668	3,612,487

## GENERAL EXPENSES.

	\$ c	\$ c
47. Salaries of General Officers.....	47,409 92	48,499 08
48. Salaries of Clerks and Attendants.....	43,933 59	45,091 60
49. General Office Expenses and Supplies.....	4,480 07	5,217 12
50. Insurance.....	14,010 80	17,759 56
51. Law Expenses.....	15,832 90	9,341 55
52. Stationery and Printing (General Offices).....	5,030 19	4,572 34
53. Other Expenses.....	13,110 86	15,098 74
	145,423 19	140,480 89
Per Cent. on Gross Receipts.....	2.73	2.68

## No. 12.—Mileage.

	June 30th, 1901.	June 30th, 1902.
Main Line: Cornwall to Oswego.....	271.75	271.75
Ellenville Branch .....	7.80	7.80
Delhi Branch .....	16.84	16.84
New Berlin Branch.....	22.38	22.38
Total miles owned.....	318.77	318.77
TRACKAGE RIGHTS.		
Weehawken to Cornwall: Over West Shore R.R.....	53.07	53.07
LINES LEASED.		
Randallsville to Utica (U. C. & B. R.R.) .....	31.30	31.30
Clinton to Rome (R. & C. R.R.) .....	12.78	12.78
Wharton Valley R'y.....	6.80	6.80
Ontario, Carbondale & Scranton R'y .....	54.05	54.05
Pecksport Connecting R'y.....	3.69	3.69
Total miles leased.....	108.62	108.62
Total miles worked by Engines.....	480.46	480.46
TRACK MILEAGE.		
Main Line .....	271.75	271.75
Branches.....	47.02	47.02
Main Line Sidings.....	121.15	127.16
Branch Line Sidings .....	6.27	6.49
Total Tracks and Sidings Owned .....	446.19	452.42
Lines Leased.....	108.62	108.62
Leased Lines Sidings and Mine Branches.....	66.08	68.67
Total Tracks and Sidings Leased .....	174.70	177.29
Total Tracks and Sidings Owned and Leased..	620.89	629.71

## No. 13.—Statement of Engine and Car Mileage.

	June 30th, 1901.		June 30th, 1902.	
	ENGINE.	CAR.	ENGINE.	CAR.
Passenger Trains .....	885,607	3,894,727	900,705	4,022,613
Freight Trains.....	1,450,058	35,357,726	1,562,409	36,363,809
Mixed Trains .....	744,239	7,638,431	753,172	7,035,147
Total Train Miles .....	3,080,804	46,890,884	3,216,286	48,421,569
Switching, Light Running, etc.....	884,440	.....	1,120,674	.....
Total Traffic Engine and Car Miles..	4,065,253	46,890,884	4,342,960	48,021,569
Work Trains.....	114,990	1,030,251	109,230	1,354,021
Gross Engine and Car Miles.....	4,180,243	47,921,135	4,542,190	49,375,590



No. 14 — Statistics of Earnings and Expenses.

	Year ending June 30th, 1898.		Year ending June 30th, 1899.		Year ending June 30th, 1900.		Year ending June 30th, 1901.		Year ending June 30th, 1902.	
	EARNINGS.	EXPENSES.	EARNINGS.	EXPENSES.	EARNINGS.	EXPENSES.	EARNINGS.	EXPENSES.	EARNINGS.	EXPENSES.
July.....	\$407,086 00	\$245,816 00	\$349,887 00	\$292,708 00	\$422,066 00	\$253,622 00	\$452,655 00	\$282,781 00	\$543,528 00	\$346,341 00
August.....	380,827 00	250,453 00	285,802 00	242,811 00	503,427 00	282,223 00	526,589 00	304,557 00	571,513 00	336,016 00
September.....	356,367 00	231,865 00	353,630 00	237,506 00	459,519 00	292,023 00	378,611 00	253,142 00	490,706 00	319,656 00
October.....	370,412 00	238,774 00	362,327 00	243,115 00	454,265 00	297,702 00	282,022 00	214,040 00	521,701 00	337,075 00
November.....	348,247 00	225,632 00	351,134 00	229,337 00	420,377 00	301,612 00	460,365 00	306,766 00	501,422 00	333,212 00
December.....	312,742 00	218,766 00	336,865 00	217,318 00	411,910 00	259,837 00	450,840 00	294,207 00	463,202 00	344,738 00
January.....	287,787 00	208,852 00	322,374 00	213,856 00	391,985 00	274,355 00	483,020 00	313,098 00	466,490 00	356,076 00
February.....	254,945 00	195,572 00	300,182 00	206,117 00	354,896 00	243,450 00	385,041 00	290,870 00	333,855 00	324,006 00
March.....	308,489 00	215,097 00	402,018 00	249,913 00	365,980 00	257,527 00	446,284 00	330,822 00	462,428 00	319,726 00
April.....	285,380 00	215,375 00	384,674 00	239,165 00	363,131 00	224,936 00	460,865 00	330,015 00	468,688 00	362,475 00
May.....	275,719 00	219,917 00	387,936 00	269,737 00	383,859 00	260,111 00	493,522 00	356,204 00	370,758 00	308,147 00
June.....	315,734 27	221,758 47	403,334 35	232,208 46	425,277 84	301,170 70	503,069 65	339,269 71	62,045 03	278,207 83
	\$3,014,635 27	\$2,668,777 47	\$4,346,163 35	\$2,835,861 46	\$4,963,482 84	\$3,279,628 70	\$5,322,883 65	\$3,632,340 71	\$5,456,696 03	\$4,016,265 93
Per cent. of expenses to receipts.....	68.08	68.08	65.25	65.25	66.07	66.07	68.35	68.35	73.60	73.60
Taxes.....	112,865 23	112,865 23	134,248 91	134,248 91	135,288 74	135,288 74	138,700 41	138,700 41	141,458 27	141,458 27
Per cent. to receipts.....	2.39	2.39	3.09	3.09	2.73	2.73	2.61	2.61	2.69	2.69
Total.....	\$3,014,635 27	\$2,801,642 70	\$4,346,163 35	\$2,970,110 37	\$4,963,482 84	\$3,414,917 44	\$5,322,883 65	\$3,777,137 12	\$5,456,696 03	\$4,157,724 20
Per cent. to receipts.....	71.57	71.57	68.34	68.34	68.80	68.80	70.06	70.06	76.10	76.10
Train Miles.....	2,628,006		2,863,160		2,096,795		3,080,604		3,216,286	
Per Train Mile.....	\$1.490	\$1.066	\$1.518	\$1.037	\$1.656	\$1.140	\$1.728	\$1.226	\$1.697	\$1.293
Passengers carried—Number.....	872,632		1,064,411		1,213,291		1,312,572		1,366,039	
“ “ One mile.....	32,007,644		40,561,436		44,174,670		46,083,528		40,715,220	
Earnings per Passenger per mile.....	2c.005		1c.748		1c.783		1c.831		1c.705	
General Freight carried—Tons.....	802,172		862,669		1,170,425		1,000,641		1,070,284	
Coal “ “.....	1,605,508		1,891,987		2,157,533		2,301,026		2,455,305	
Milk “ “.....	71,612		80,820		82,628		80,841		80,838	
Total Freight “ “.....	2,479,292		2,935,416		3,416,606		3,508,508		3,612,487	
“ “ carried—Tonsal mile.....	354,127,528		440,413,677		486,442,610		510,135,284		541,780,440	
Earnings per Ton per mile.....	0c.873		0c.766		0c.810		0c.827		0c.804	

No. 15.—Return of Rolling Stock, June 30th, 1902.

	Locomotives.	PASSENGER CARS.							FREIGHT CARS.							Grand Total—Cars.		
		Parlor Cars.	First Class.	Second Class.			Baggage and Express.		Total Passenger Cars.	Cattle.	Platform.	Box.	Milk.	Caboose.	Coal.		Total Freight Cars.	Derrick, Tool, Dump and Service Cars and Snow Plows.
				With Smoking Compartment.	With Mail and Smoking Compartment.	Ordinary.	Ordinary.	With Mail Compartment.										
Stock owned at June 30th, 1901	131	6	68	7	2	28	20	9	140	64	642	611	67	61	4867	6322	00	\$6562
Added since at cost of Capital.	4													3	3	1	4	
Transfers .....								-1	-1			-6			-6	+7		
Total Stock Owned .....	137	6	68	7	2	28	20	8	139	64	642	605	67	64	4867	6329	08	6560
Rolling Stock Lensed Under Trust Agreement .....	7	2	6						8						625	625		633
Total stock owned and leased	144	8	74	7	2	28	20	8	147	64	642	605	67	64	5512	6954	08	7199
Number in Service.....	144	8	74	7	2	28	18	8	145	61	474	471	67	63	5403	6342	08	6785
Out of Service .....							2		2	168	134			1	109	412		414