

TWENTY-NINTH 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 1908.

NEW YORK.

WYNKOOP HALLENBECK CRAWFORD Co., PRINTERS

497 TO 505 PHARL STREET

# New York, Ontario & Western Railway Company.

## DIRECTORS

CHARLES F. BROOKER, . . . . .	Ansonia, Conn.
D. NEWTON BARNEY. . . . .	Hartford, "
FRANK W. CHENEY . . . . .	So. Manchester, "
JAMES E. CHILDS, . . . . .	New York.
THOMAS P. FOWLER, . . . . .	"
JOHN B. KERR, . . . . .	"
CHARLES S. MELLEN, . . . . .	New Haven, Conn.
GEORGE MACCULLOCH MILLER . . . . .	New York.
J. PIERPONT MORGAN, . . . . .	"
WM. ROCKEFELLER, . . . . .	"
GRANT B. SCHLEY, . . . . .	"
WILLIAM SKINNER, . . . . .	Holyoke, Mass.
CHARLES S. WHELEN . . . . .	Philadelphia.

## OFFICERS

THOMAS P. FOWLER, <i>President</i> , . . . . .	New York.
JOHN B. KERR, <i>Vice-President and General Counsel</i> , . . . . .	"
JAMES E. CHILDS, <i>Vice-President and General Manager</i> , . . . . .	"
RICHARD D. RICKARD, <i>Secretary and Treasurer</i> , . . . . .	"
JAMES M. FLEMING, <i>Ass't Secretary</i> , . . . . .	"
ARTHUR L. PARMELEE, <i>Ass't Treasurer</i> , . . . . .	"
JAMES C. ANDERSON, <i>Traffic Manager</i> , . . . . .	"
FRANK W. SMITH, <i>Asst. Gen'l 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> , . . . . .	"

## AUDITORS

BARROW, WADE, GUTHRIE & Co., *Public Accountants*, 25 Broad St., New York.

*Transfer Agent*, JAMES M. FLEMING, . . . . . New York  
*Registrar of Stock*, MERCANTILE TRUST CO., . . . . . 120 Broadway, New York.  
*Agents in London, England*, THE ENGLISH ASSOCIATION OF AMERICAN  
 . . . . . BOND AND SHAREHOLDERS, LIMITED, . . . . . 5 Great Winchester Street.

## GENERAL OFFICES

NEW YORK . . . . . 56 Beaver Street.

# New York, Ontario & Western Railway Company.

## OFFICE OF THE PRESIDENT.

NEW YORK, August 31st, 1908.

TO THE STOCKHOLDERS:

The Twenty-ninth Annual Statement of the operations of the Company is submitted for your consideration.

The following is a condensed statement of revenue, expenses and net results for the year ended June 30th, 1908, together with the comparative figures for the preceding year:

	1908	1907
Gross Revenue.....	\$8,121,494 06	\$8,202,360 83
Operating Expenses.....	5,418,979 94	5,449,967 71
Net Revenue.....	\$2,702,514 12	\$2,752,393 12
Taxes.....	167,971 71	194,378 15
Operating Income.....	\$2,534,542 41	\$2,558,014 97
OTHER INCOME		
*Hire of Equipment.....	\$27,572 79	
*Rentals Received.....	15,544 11	
Dividends from Bonds Owned.....	432,216 67	453,716 67
Total other Income.....	\$475,333 57	\$453,716 67
Gross Corporate Income.....	3,009,875 98	3,011,731 64
DEDUCTIONS		
*Outside Operations (Net).....	\$36,889 60	
*Rentals Paid.....	49,779 54	
Interest on Funded Debt.....	958,531 35	883,357 33
Rental of Leased Lines.....	278,174 18	283,506 18
Sundry Interest and Discounts.....	165,911 97	190,085 90
Total Deductions.....	\$1,489,286 64	\$1,356,949 41
Surplus.....	1,520,589 34	1,654,782 23

\*New Accounts as promulgated by Interstate Commerce Commission, July 1, 1907.

For details of Revenue and Operating Expenses the reader is referred to tables pages 34 and 35.

The Interstate Commerce Commission prescribed changes in the methods of accounting, by which the gross earnings and expenses of certain items of traffic, such as lighterage, ferriage, boat service, etc., are excluded from the general credit and debit accounts. If the accounts had been kept as in the preceding year, gross earnings for 1908 would have aggregated about \$8,375,000.00, and the gross expenses would have shown proportionate increase.

Local passenger receipts were \$1,290,394.22, compared with \$1,260,910.07; through passenger and immigrant receipts were \$254,602.09, compared with \$265,696.85, and mail and express receipts, \$184,247.48, compared with \$180,919.03.

Freight Traffic Receipts in detail for nine years have been as follows, the figures heretofore shown under title "Miscellaneous" being omitted because now classified under different headings:

	Through Freight.	Local Freight.	Milk.	Coal.	Total.
1900..	\$440,214.49	\$815,038.43	\$491,397.38	\$2,223,463.74	\$3,970,114.04
1901..	452,209.15	793,936.28	476,243.35	2,546,918.13	4,269,306.91
1902..	526,997.94	801,208.01	512,641.83	2,517,338.39	4,358,186.17
1903..	661,402.82	912,340.32	551,613.08	2,839,244.79	4,964,601.04
1904..	647,268.72	925,809.74	596,879.75	3,185,316.52	5,355,274.71
1905..	644,189.40	962,833.67	630,516.59	3,380,843.46	5,618,383.13
1906..	707,824.80	1,122,946.80	688,287.24	3,070,384.83	5,589,443.72
1907..	791,038.81	1,177,196.18	705,264.04	3,653,142.51	6,326,641.56
1908..	761,707.68	1,030,070.77	685,679.29	3,777,750.55	6,255,208.29

Operations in detail for nineteen years have been as shown below:

	Revenue Year ending June 30th.	Operating Ex- penses and Taxes.	Net Revenue.	Net 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
1903.....	6,176,517.90	4,557,086.59	1,619,431.31	758,459.95	860,971.36
1904.....	6,652,483.97	5,072,937.72	1,579,546.25	692,717.42	886,828.83
1905.....	7,090,888.89	5,050,739.32	2,040,139.57	758,862.79	1,281,276.78
1906.....	7,265,057.57	5,233,287.02	2,031,770.55	844,269.73	1,187,500.82
1907.....	8,202,360.83	5,644,345.86	2,558,014.97	903,232.74	1,654,782.23
1908.....	8,121,494.06	5,586,951.65	2,534,542.41	1,013,953.07	1,520,589.34

Out of the surplus from the operations of the year, your Board recently declared a dividend of two per cent. upon the common stock, payable to stockholders of record on August 3d, 1908.

During the year 12 passenger coaches, 1 chair car, 2 baggage cars and 2 locomotives were purchased, and the two tugs referred to in the last annual report, named respectively the *Ontario* and *Western*, have been delivered and are now in service. Other additions to equipment and improvements on the main line and branches are described more fully and in detail in the report of the Vice-President and General Manager.

No bonds or securities have been disposed of during the fiscal year under consideration, other than the \$392,000 general mortgage bonds referred to in the report of last year, which were taken by the bankers under their option given prior to that report.

The financial statements have, as usual, been verified by Messrs. Barrow, Wade, Guthrie & Co., certified and chartered accountants, whose certificate is hereto attached.

All employees of the Company have continued faithfully and efficiently to discharge their duties, and the measure of success attained has, in great part, been due to their efforts.

By order of the Board.

THOMAS P. FOWLER,  
*President.*

VICE-PRESIDENT AND GENERAL MANAGER'S REPORT  
 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, 1908.

EARNINGS AND EXPENSES

The gross earnings for the year were \$8,121,494, compared with \$8,202,361 in the previous year, a decrease of \$80,867, or 0.99 per cent.

The working expenses for the year were \$5,418,980, compared with \$5,449,968 for the previous year, a decrease of \$30,988, or 0.57 per cent.

The net earnings for the year, after deducting taxes, were \$2,534,542, and in the previous year \$2,558,015, being a decrease of \$23,473, or 0.92 per cent.

The surplus for the year, after deducting fixed charges, rentals, etc., was \$1,520,589, and in the previous year \$1,654,782, a decrease of \$134,193, or 8.11 per cent.

The percentages of working expenses for the past nineteen 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	“ “
“ “ “ “ 1903.....	71.36	“ “
“ “ “ “ 1904.....	74.09	“ “
“ “ “ “ 1905.....	68.99	“ “
“ “ “ “ 1906.....	69.64	“ “
“ “ “ “ 1907.....	66.44	“ “
“ “ “ “ 1908.....	66.72	“ “

## PASSENGER TRAFFIC

The local passenger earnings for the year were \$1,290,394,\* compared with \$1,288,300 in the previous year, an increase of \$2,094, or 0.16 per cent.

The through passenger receipts, consisting of coupon and immigrant business, amounted to \$254,602, as compared with \$265,697 in the previous year, a decrease of \$11,095, or 4.18 per cent.

The westbound immigrant business shows a very heavy decrease, owing to the enormous loss of immigrants arriving at the Port of New York. This loss has been offset to a certain degree by an increase of eastbound steamship business from the West to European ports.

The summer business from New York to resorts in Orange, Sullivan, Ulster and Delaware Counties shows a slight falling off from previous year, owing to business depression.

## EXCURSIONS

During the year 30 excursions were run, carrying 16,773 passengers, and the revenue derived from same amounted to \$18,762. In the previous year there were 52 excursions run, carrying 17,881 passengers, with revenue of \$20,067.

As in the previous year, few coaches could be spared for excursion business during the season of summer travel.

## BAGGAGE DEPARTMENT

The number of pieces of baggage handled during the fiscal year was 529,559, compared with 520,618 for the previous year.

The amount paid by the company for loss and damage sustained in handling same was \$272, compared with \$404 in the previous year.

The excess baggage and storage collections amounted to \$12,522, compared with \$12,736 in the previous year.

During this period 9,972 bicycles were carried, compared with 12,056 in the previous year.

## FREIGHT TRAFFIC

The local freight earnings were \$1,030,071, compared with \$1,177,196 in the previous year, a decrease of \$147,125 or 12.50 per cent.

The through freight earnings were \$761,708, compared with \$791,039 in the previous year, a decrease of \$29,331, or 3.71 per cent. These decreases have been caused by the general business depression.

\*This does not include parlor car earnings, which were included in previous year.

## COAL

The earnings of the company from the transportation of coal were \$3,777,751, compared with \$3,653,143 in the previous year, an increase of \$124,608, or 3.41 per cent. The total shipments from the Scranton Division, including supply coal used on engines and at stations, were 2,802,195 gross tons, an increase of 90,562 over previous year, or 3.34 per cent. The number of gross tons of coal transported from the Scranton Division (exclusive of supply coal for company's use) was 2,589,566, compared with 2,502,989 in previous year, an increase of 86,577, or 3.46 per cent.

The total output of anthracite coal from entire field for the calendar year 1907 was 67,109,393 tons, an increase of 11,410,798 tons, as compared with previous year.

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:

	1908.	1907.
To the lakes, via Oswego.....	270,468	148,568
To tide water, via Cornwall.....	509,577 }	1,291,399
To tide water, via Weehawken.....	714,802 }	
Total.....	1,494,847	1,439,967

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

## MILK

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

	1908.	1907.	
Tons of milk carried.....	108,876	111,341	Dec., 2.21%
Tons carried one mile.....	21,650,114	23,031,690	" 6.00%
Revenue .....	\$685,679	\$705,264	" 2.78%

The earnings stated exclude those derived from passengers, express and perishable freight carried on such trains, as well as earnings from milk carried on passenger trains.

The business depression in Greater New York caused a large falling off in the demand for milk and cream. This was augmented by the opening of additional milk territory by some of the milk-carrying lines, which resulted in more or less flooding of the market.



## MOTIVE POWER DEPARTMENT

## MILEAGE

The mileage of engines and cars during the year was as follows. Owing to change in accounting, to meet the requirements of the Interstate Commerce Commission, comparison of details is necessarily omitted:

<i>Train Miles.</i>	1908	1907
Revenue Service.		
Passenger.....	1,242,145	
Freight.....	2,326,223	
Mixed.....	469,111	
Special.....	524	
Total.....	4,038,003	4,183,409
Non-revenue Service.		
Passenger.....	19,114	
Freight.....	1,072	
Work.....	109,320	
Total.....	129,506	
Grand Total Train Miles.....	4,167,509	
<i>Car Miles.</i>		
Revenue Service—Passenger.		
Passenger Cars.....	4,395,659	
Sleeping and Parlor Cars.....	628,199	
Baggage, Express and Mail Cars.....	1,734,502	
Total.....	6,758,360	
Revenue Service—Freight.		
Loaded.....	35,357,927	
Empty.....	20,114,761	
Caboose.....	1,341,568	
Total.....	56,814,256	
Revenue Service—Special.		
Passenger Cars.....	2,597	
Sleeping and Parlor Cars.....	2,288	
Other Passenger Train Cars.....	821	
Total.....	5,706	
Total Revenue Car Miles.....	63,578,322	
Non-revenue Service.		
Passenger.....	19,215	
Freight.....	5,689	
Work.....	1,019,289	
Total.....	1,044,193	
Grand Total Car Miles.....	64,622,515	62,904,744

The performance of engines during the past fiscal year was as follows:

	1908	1907
Total number of engines on hand at end of year	174	173
Average number making mileage	152	156

*Engine Miles.*

<i>Revenue Service.</i>		
Passenger	1,263,690	
Freight	2,898,846	
Mixed	479,053	
Special	1,397	
Switching	577,166	
Total	5,220,152	
<i>Non-revenue Service.</i>		
Passenger	25,609	
Freight	14,068	
Work	141,390	
Total	181,067	
Grand Total Engine Miles	5,401,219	5,848,283

*Fuel.*

Tons coal consumed	413,540	398,351
Pounds coal consumed per engine mile	153.1	136.2
Pounds coal consumed per car mile	12.8	12.6

*Stores.*

Pints of valve, engine, and car oil used	324,643	334,864
Pounds of waste used	36,410	36,401

*Miles run to*

One ton of coal	13.0	14.6
One pint of valve oil	57.3	70.1
One pint of engine and car oil	23.4	23.2
One pound of waste	148.3	160.6

*Cost per engine mile in cents.*

Repairs	9.10
Renewals	.....
Depreciation	.....
Wages of Enginemen	1.44
Enginehouse Expenses	8.14
Fuel	2.30
Water	14.77
Lubricants	0.50
Other stores	0.40
Total	36.78

COST OF FUEL

	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 "
1903.....	555,221	16.14 "	11.97 "	1.121 "
1904.....	722,985	19.55 "	14.12 "	1.335 "
1905.....	683,140	17.38 "	12.73 "	1.182 "
1906.....	640,342	16.07 "	11.94 "	1.116 "
1907.....	708,621	16.94 "	12.66 "	1.162 "
1908.....	793,362	19.04 "	14.69 "	1.228 "

During the year, 217,789 tons of bituminous, and 195,759 tons of anthracite coal were used on engines, compared with 180,748 tons of bituminous, and 217,603 tons of anthracite in previous year. Owing to the market demands for small sizes of anthracite, a larger proportion of bituminous coal was used, which increased the cost. In conformity to the ruling of the Interstate Commerce Commission, the mileage of switching engines has been reduced from six to three miles per hour.

CONDITION OF EQUIPMENT AT CLOSE OF FISCAL YEAR

	1908.	1907.
No. of engines owned and leased.....	176	176
No. of engines "Short" in Equipment Account (Table 15)...	2	3
No. of engines laid up ready for service.....	1	....
No. of engines in service.....	151	154
No. of engines in shop under repairs.....	20	15
No. of engines in shop awaiting repairs.....	2	4
No. of engines scrapped and sold.....	1	4
No. of engines purchased.....	2	7
No. of engines received general repairs and rebuilt.....	80	82
No. of engines received ordinary repairs.....	127	128
No. of cars awaiting repairs.....	904	376
No. of cars received repairs.....	55,466	53,769

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

## Classification of the Entire Freight Equipment according to the tonnage capacity of Cars for years shown

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 40 Tons.	Cars of 45 Tons.	Total.	Actual number of Cars.	Total marked capacity in Tons. All cars.	Average Tons per Car.	Cars of 14 Tons.	Cars of 20 Tons.	Cars of 30 Tons.	Cars of 40 Tons.	Total.	Actual number of Cars.	Total marked capacity in Tons.	Average Tons per Car.	Total Freight Cars Owned and Leased.	Number of Cars in Service.	Total marked capacity in Tons, all Cars in service.	Average Tons per Car.
1880	225	572						797	10,708	13.43%	442	9				451	6,368	14.13%	1245	1248	17,076	13.58%	
1890	115	345	873		900			2233	50,670	22.69%	382	362	8			752	12,828	17.13%	3118	2985	63,498	21.71%	
1893	72	332	867		3354			4625	123,472	26.69%	353	382	10			745	12,882	17.29%	5602	5370	130,334	25.16%	
1895	42	209	844	2	3934			5031	138,380	27.50%	327	371	39			737	13,168	17.73%	6110	5768	151,548	26.23%	
1897	38	182	788	2	4274			5284	147,034	27.82%	207	385	71			663	12,728	19.20%	6361	5947	159,762	26.86%	
1898	28	103	784	2	4336			5253	147,588	28.09%	136	355	158			649	13,744	21.16%	6361	5902	161,332	27.22%	
1899	26	61	780	2	4334			5203	146,836	28.23%	109	357	216			682	15,146	22.22%	6317	5885	161,082	27.51%	
1900	21	50	764	2	4447		1	5285	149,732	28.33%	82	351	233			666	15,158	22.76%	6329	5951	164,890	27.76%	
1901	20	49	755	2	4465		612	5903	176,036	29.65%	78	342	244			664	15,252	22.82%	6042	6567	191,288	29.15%	
1902	17	41	733	2	4452		636	5881	176,078	29.93%	76	327	252			655	15,164	23.15%	6954	6536	191,242	29.20%	
1903	16	27	716	2	4443		1131	6335	196,297	30.82%	72	314	277	202		865	23,678	27.35%	7662	7200	219,975	30.15%	
1904	7	22	676	2	4407		1122	6236	193,657	31.03%	71	301	284	302		958	27,614	28.45%	7592	7194	221,471	30.76%	
1905	7	20	635	2	4402		1134	6200	193,369	31.18%	66	281	337	550	1234	38,654	31.13%	7426	*7434	232,023	31.23%		
1906	6	16	584	2	4406	10	1138	6162	192,971	31.31%	62	270	356	550	1238	38,948	31.15%	7445	*7400	231,919	31.33%		
1907	5	14	533	2084	1422	70	1135	6163	179,213	29.05%	60	260	357	549	1220	38,710	31.55%	7443	†7389	217,023	29.45%		
1908	4	13	470	2136	2286	70	1132	6117	182,640	29.86%	59	225	344	547	1175	37,527	31.19%	7442	‡7192	220,166	30.14%		

\* Including 72 cars in company service. † Including 70 cars in company service. ‡ Including 66 cars in company service.

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	80 Tons	100 Tons	Tons	Tons	Tons	Lbs.				
1881	44	35	....	79	1	4	1	3	18	1	24	27	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
1885	39	34	....	73	1	3	....	....	18	1	24	26	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	
1890	34	45	13	92	1	2	....	....	....	....	23	16	11	9	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	59.6	200	....	....	....	
1903	30	49	70	149	....	....	....	....	....	....	....	13	11	5	4	11	10	8	2	13	4	2	41	4	4	17	37	100	60 <sup>1</sup> / <sub>2</sub>	200	....	....	....	
1904	29	62	73	164	....	....	....	....	....	....	....	1	12	5	....	14	10	15	6	13	4	2	41	4	17	20	37	100	64 <sup>7</sup> / <sub>8</sub>	200	....	....	....	
1905	28	66	73	167	....	....	....	....	....	....	....	....	11	6	....	14	10	15	6	13	4	2	41	4	21	20	39	100	64 <sup>7</sup> / <sub>8</sub>	200	....	....	....	
1906	27	70	73	170	....	....	....	....	....	....	....	....	8	6	....	14	10	8	6	20	4	2	41	4	27	20	39	100	65 <sup>1</sup> / <sub>2</sub>	200	....	....	....	....
1907	26	73	74	173	....	....	....	....	....	....	....	....	8	4	....	13	10	8	6	19	4	3	42	4	32	20	39	100	66 <sup>7</sup> / <sub>8</sub>	200	....	....	....	....
1908	28	72	74	174	....	....	....	....	....	....	....	....	4	1	6	13	....	....	2	16	21	12	42	5	32	20	39	100	68 <sup>3</sup> / <sub>8</sub>	200	....	....	....	....

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

YEAR	1881		1885		1890		1895		1900		1901			
	No. of Engines	Size of Cylinder Inches Pounds	No. of Engines	Size of Cylinder Inches Pounds	No. of Engines	Size of Cylinder Inches Pounds	No. of Engines	Size of Cylinder Inches Pounds	No. of Engines	Size of Cylinder Inches Pounds	No. of Engines	Size of Cylinder Inches Pounds		
1	12x22	5,800	1	12x22	5,800	1	12x22	5,800	1	15x24	10,000	1	15x24	10,000
1	15x22	11,400	1	15x22	11,400	1	15x22	11,400	1	15x22	11,400	4	17x24	62,400
1	14x22	15,800	2	16x22	26,000	18	17x24	229,900	17	17x24	217,100	7	17x24	106,500
2	17x20	31,900	2	16x24	25,000	18	17x24	265,300	16	17x24	235,800	2	17x24	27,400
2	16x22	10,500	20	17x22	254,600	1	16x22	13,000	6	18x24	90,600	7	17x24	89,400
1	16x22	26,000	3	17x20	31,900	1	16x24	12,500	7	18x24	120,700	2	17x24	34,300
20	17x22	254,600	15	17x24	192,000	2	17x24	28,200	2	18x24	34,400	10	17x24	147,400
15	17x24	192,000	18	17x24	253,800	4	18x24	60,900	8	19x24	142,600	5	18x24	86,700
19	17x24	267,900	8	18x26	154,200	9	18x24	156,000	11	19x24	231,000	2	18x24	33,200
4	16x24	50,000	3	18x26	58,000	11	18x26	212,000	4	19x24	85,600	4	18x24	60,900
8	18x26	154,200				8	19x24	142,500	9	18x26	173,700	2	18x24	34,800
3	18x26	55,000				5	19x24	105,200	13	20x24	297,000	8	18x26	154,200
						13	20x24	297,000	38	20x24	992,200	2	18x28	40,800
												8	19x24	142,500
												8	19x24	231,000
												11	19x24	231,000
												4	19x24	85,600
												12	20x24	274,200
												41	20x24	1,070,600
												1	21x32	436,000
												10	21x32	436,000
<b>TOTAL</b>	<b>79</b>	<b>1,078,100</b>	<b>73</b>	<b>1,012,700</b>	<b>92</b>	<b>1,539,700</b>	<b>133</b>	<b>2,642,100</b>	<b>133</b>	<b>2,735,500</b>	<b>140</b>	<b>3,128,800</b>		
<b>Average tractive power per engine</b>		<b>13,650</b>		<b>13,870</b>		<b>16,730</b>		<b>19,960</b>		<b>20,570</b>		<b>22,350</b>		

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

YEAR	1902		1903		1904		1905		1906		1907		1908	
	No. of Engines	Tractive Power	No. of Engines	Tractive Power	No. of Engines	Tractive Power	No. of Engines	Tractive Power	No. of Engines	Tractive Power	No. of Engines	Tractive Power	No. of Engines	Tractive Power
	Inches	Pounds	Inches	Pounds	Inches	Pounds	Inches	Pounds	Inches	Pounds	Inches	Pounds	Inches	Pounds
1	15x24	10,000	1	15x24	10,000	1	15x24	10,000	1	15x24	11,800	1	15x24	11,800
4	17x24	62,400	4	17x24	62,400	4	17x24	62,400	4	17x24	62,400	4	17x24	62,400
7	17x24	106,500	7	17x24	106,500	7	17x24	106,500	7	17x24	106,500	6	17x24	91,200
12	17x24	27,400	12	17x24	27,400	12	17x24	13,700	1	17x24	13,700	2	17x24	25,000
13	17x24	38,300	13	17x24	38,300	13	17x24	38,300	2	17x24	25,500	3	17x24	44,200
14	17x24	34,300	14	17x24	34,300	14	17x24	73,700	5	17x24	73,700	6	17x24	102,600
10	17x24	147,400	10	17x24	147,400	10	17x24	120,000	7	17x24	120,000	7	17x24	115,600
5	18x24	86,700	5	18x24	86,700	5	18x24	119,700	7	18x24	119,700	6	18x24	102,600
12	18x24	33,200	12	18x24	33,200	4	18x24	60,900	4	18x24	60,900	4	18x24	60,900
4	18x24	60,900	4	18x24	60,900	2	18x24	34,800	2	18x24	34,800	2	18x24	34,800
2	18x24	34,800	2	18x24	34,800	8	18x26	154,200	8	18x26	142,400	6	18x26	106,800
8	18x26	151,200	8	18x26	154,200	2	18x28	40,800	2	18x28	40,800	3	18x28	61,200
2	18x28	40,800	2	18x28	40,800	8	19x24	142,500	8	19x24	142,500	8	19x24	166,400
8	19x24	142,500	8	19x24	142,500	11	19x24	231,000	11	19x24	231,000	11	19x24	231,000
11	19x24	231,000	11	19x24	231,000	4	19x24	85,600	4	19x24	85,600	4	19x24	85,600
4	19x24	85,600	4	19x24	85,600	11	20x28	286,000	17	20x28	442,000	17	20x28	442,000
2	19x28	52,000	4	19x28	104,000	12	20x24	274,000	12	20x24	273,600	12	20x24	273,600
12	20x24	274,200	12	20x24	274,200	41	20x24	1,070,600	41	20x24	1,070,600	42	20x24	1,096,200
41	20x24	1,070,600	41	20x24	1,070,600	10	20x26	287,000	10	20x26	287,100	15	20x26	430,500
14	21x32	610,400	17	21x32	741,400	20	21x32	872,000	20	21x32	872,000	20	21x32	872,000
<b>TOTAL.</b>	144	3,303,200	149	3,486,200	164	3,979,900	167	4,039,300	170	4,190,600	173	4,318,800	174	4,373,900
<b>Average tractive power per engine</b>		22,940		23,400		24,270		24,307		24,650		24,964		25,137

## ADDITIONS AND BETTERMENTS CHARGED TO CAPITAL ACCOUNT

During the year new equipment has been purchased or built in the shops of the company, and additions and betterments made, and charged to capital account, costing \$186,166.10, as follows:

- 10 new passenger coaches purchased (balance).
- 2 new baggage cars purchased.
- 9 new passenger coaches purchased (first payment).
- 1 new chair car purchased (first payment).
- 29 engines have been equipped with steel-tired wheels, in place of cast iron.
- 1 engine has been equipped with an electric headlight, in place of oil-burning headlight.
- 1 engine has been equipped with steel truck bolsters, in place of wood.
- 14 passenger coaches have been equipped with steel wheels, in place of cast iron.
- 7 passenger coaches have been equipped with sash balances and locks, in place of ratchets and lifts.
- 6 passenger coaches have been equipped with Frost carburetor gas-lighting system, in place of oil lamps.
- 2 baggage cars have been equipped with Frost carburetor gas-lighting system, in place of oil lamps.
- 1 chair car has been rebuilt and remodeled, and equipped with acetylene gas-lighting system.
- 2 passenger coaches have had interlocking rubber tile applied in aisles.
- 6 passenger coaches have been equipped with patent ventilating system.
- 10 milk cars have been equipped with steel body bolsters, in place of wood.
- 11 milk cars have been equipped with Miner draft gear, in place of wood.
- 6 milk cars have been equipped with larger and stronger truss rods.
- 25 milk cars have had Atlas slack adjusters applied.



- 463 freight cars have had steel body bolsters applied, in place of wood.
- 336 freight cars have had steel truck bolsters applied, in place of wood.
- 460 freight cars have had Miner draft gear applied, in place of wood.
- 231 freight cars have been equipped with steel corner irons, in place of pressed steel.
- 330 freight cars have had malleable iron stake pockets applied, in place of pressed steel.
- 51 freight cars have been equipped with roller side bearings, in place of friction bearings.
- 89 freight cars have been equipped with air brakes.
- 19 work equipment cars have had air brakes applied.
- 1 wrecking car has been equipped with Miner draft gear, in place of wood.

Middletown Shops:

- 1 new electric traveling crane,
- 1 new driving wheel machine,
- 1 new brass polishing lathe,
- 1 new pneumatic flue rolling machine,
- 1 new 20-horsepower electric motor, for cleaning and dyeing machine,
- 1 new 200-kw., 250-volt engine, generator and switchboard,
- 2 new 200-horsepower boilers,
- 1 new piston air drill and
- 1 new 20-ton air press purchased.

Norwich Shops:

- 1 new heater,
- 1 new drill,
- 1 new chipping hammer,
- 1 new pipe machine and
- 1 new reversible drill purchased.

Mayfield Yard Shops:

- 1 new duplex feed pump, for making hydrostatic tests, purchased.

## ADDITIONS AND BETTERMENTS CHARGED TO OPERATING EXPENSES

The following, amounting to \$104,345.84, were charged against Replacement Funds:

- 2 new combination mail and baggage cars, built to replace old cars destroyed.
- 3 new 4-wheel caboose cars, built to replace old cars destroyed.
- 1 new truck car for wrecking equipment, built to replace old car destroyed.
- 67 new freight cars, as follows:
  - 2 40-ton box cars for automobile service.
  - 35 30-ton flat cars,
  - 30 30-ton coal cars.
- 345 coal cars rebuilt.
  - 4 flat cars rebuilt.
  - 2 stock cars rebuilt.
  - 4 new Mogul engines purchased to replace old engines destroyed (first payment.)

The following, amounting to \$76,717.73, were charged directly to Operating Expenses:

- 4 engines rebuilt, with new boiler.
- 1 engine general repairs, with new boiler.
- 7 engines general repairs, with new fire boxes.
- 3 engines general repairs.
- 1 engine ordinary repairs.
- 2 engines new boilers.
- 2 engines new fire boxes.

Of the 12 passenger coaches and 2 locomotives referred to on page 5, 2 coaches and the locomotives were charged against Renewal Funds established in the previous year for that purpose.

## SUMMARY.

Amount charged to Capital Account.....	\$186,166.10
Amount charged to Operating Expenses.....	76,717.73
Amount charged to Replacement Funds.....	104,345.84
Total.....	<u>\$367,229.67</u>

## MAINTENANCE OF WAY DEPARTMENT.

The following additions and betterments have been made in the Maintenance of Way Department and charged to capital account as stated below:

## MAIN LINE AND BRANCHES

<i>Widening Cuts and Fills.</i> —Completing the filling of wooden trestle No. 331, and beginning the filling of wooden trestle No. 332, at Pratts.....	\$9,542.47
<i>Grade Revision.</i> —Balance account change in grade at Sands .....	48.40
<i>Tunnels.</i> —Lining with brick and stone part of Hawk's Mountain tunnel.....	9,910.47
<i>Bridges, Trestles and Culverts.</i> —On New Berlin Branch, bridge No. 1, steel plate girder viaduct, replacing iron trestle with wooden trussed stringers; bridges Nos. 25 and 31, "Howe" trusses, replaced with through latticed trussed bridges; also larger culverts at bridges Nos. 331 and 332, Main Line .....	14,141.29
<i>Rail.</i> —On New Berlin Branch about 700 tons of 75-lb. rail were laid in place of 50 and 56-lb., and difference in weight of rail and angle bars charged to betterment .....	6,656.91
<i>Ballasting.</i> —Burnside to Middletown, 12 miles double track completed; on New Berlin Branch $2\frac{1}{4}$ miles, and at Oxford $2\frac{1}{4}$ miles.....	28,001.47
<i>Sidings and Spur Tracks.</i> —1.25 miles of sidings laid, principally at East Branch, Oxford, Eaton and Sylvan Beach.....	9,276.13
<i>Terminal Yards.</i> —2.58 miles of sidings laid, principally at Middletown, Walton, Sidney and Edmeston....	39,444.70
<i>Elimination of Grade Crossings.</i> —At Crystal Run an overhead highway bridge erected, eliminating three grade crossings, and at Oswego the Seventh street undercrossing completed.....	13,027.84

<i>Block and Other Signals.</i> —17 automatic electric block signals between Summitville and Fallsburgh, and 7 banner signals between Centreville and Strongtown have been put in; also a crossing alarm bell at Parker, 7 facing switch semaphores, and 10 train order semaphores at various points.....	11,592.17
<i>Telegraph and Telephone Lines.</i> —A telephone line between Fallsburgh and Brown's Pond has been built.	412.42
<i>Stations, Buildings and Fixtures.</i> —Edmeston station completed .....	1,065.54
<i>Shops, Enginehouses and Turn Tables.</i> —At Middletown a wooden freight car repair building, also Maintenance of Way Department storehouse, paint storehouse and power house of brick and concrete; at Norwich a Motive Power Department office, storeroom, casting building and ash pit, and at Edmeston a turn table have been built.....	57,632.88
<i>Water and Fuel Stations.</i> —At Cornwall an additional water tank with crane erected, and one begun at Oswego .....	5,702.98
<i>Work Equipment.</i> —A gravel elevator and plow car have been located at Earlville for ballasting Northern Division .....	6,363.35
<i>Miscellaneous.</i> —An additional stable at Weehawken for retail coal business, new creameries at Clark's and Valley Mills (replacing old ones), and crossing gates at Main street, Norwich, have been erected; at Stony Ford and Minetto additional water supplies for creameries have been put in; the Island Dock, at Oswego, has been floored and fenced, and at Middletown the anthracite coal storage addition has been completed at a total cost of \$65,695.78, increasing the capacity 50%, or to 180,000 tons...	71,915.50
Total.....	\$284,734.52

## SCRANTON DIVISION

<i>Protection of Banks.</i> —Retaining wall at Carbondale rebuilt in concrete, charging $\frac{1}{3}$ to betterment.....	\$2,275.53.
<i>Bridges, Trestles and Culverts.</i> —Leggett's creek wooden trestle on Capouse Branch is being replaced with steel .....	714.70
<i>Sidings and Spur Tracks.</i> —Sidings at Hancock, Poyntelle, Carbondale and Peckville have been put in...	6,827.77
<i>Terminal Yards.</i> —Constructing D. & H. interchange track at Dickson.....	3,327.47
<i>Station Buildings and Fixtures.</i> —Water put in at Starlight station, and addition to Mayfield Yard office begun.....	188.85
<i>Shops, Enginehouses and Turn Tables.</i> —Construction of power house at Mayfield Yard.....	2,610.71
<i>Water and Fuel Stations.</i> —Addition to pockets at coal- ing trestle at Mayfield Yard.....	173.07
Total .....	\$16,118.10

## UTICA DIVISION

<i>Grade Revision.</i> —Changing grade and line at Oriskany Falls .....	\$1,731.25
<i>Bridges, Trestles and Culverts.</i> —Timber trestle No. 28 replaced with steel truss through bridge, and No. 50, over canal, replaced with a heavier bridge, operated by electricity, the increased weight and interlocking signals being charged to betterment.....	11,489.78
<i>Sidings and Spur Tracks.</i> —At Pecksport a siding was extended, and at Westmoreland a new one built...	1,309.11
<i>Terminal Yards.</i> —Clinton loading siding put in.....	1,924.52
<i>Interlocking Apparatus.</i> —At Clark's Mills.....	198.28
<i>Station Buildings and Fixtures.</i> —A new station has been built at Franklin Springs.....	1,268.88
Total .....	\$17,921.82

## P. J. M. &amp; S. DIVISION

<i>Rail</i> .—Between Huguenot and Port Jervis 462 tons of 75-lb. rail were laid, in place of 56-lb., the difference in weight of rail and angle bars being charged to betterment.....	\$3,910.99
<i>Ballasting</i> .—4 miles of gravel ballast put in.....	3,089.58
<i>Sidings and Spur Tracks</i> .—At Huguenot.....	1,189.27
<i>Terminal Yards</i> .—Monticello turn table switch.....	784.15
<i>Shops, Enginehouses and Turn Tables</i> .—New turn table at Monticello. ½ being charged to betterment .....	1,700.16
Total .....	\$10,674.15

## SUMMARY

The additions and betterments noted above, amounting to \$329,448.59, are charged as follows:

Main Line and Branches.....	\$284,734.52
Scranton Division.....	10,118.10
Utica Division.....	17,921.82
P. J. M. & S. Division.....	10,074.15
Total.....	\$329,448.59

## RAILS

The weight and distribution of rails on Main Line, Branches and Leased Lines are as follows:

	Miles and Weight of Rail.						Total.
	95-lb.	76-lb.	75-lb.	67-lb.	62-lb.	56-lb.	
Main Line.....	36.46	208.14	27.15				271.75
Branches .....			29.18	10.28		14.36	53.82
Scranton Division....		40.39	11.86	1.41			53.66
Utica Division.....		5.35	11.91	14.25	4.42	8.15	44.08
Pecksport Line.....		3.69					3.69
P. J. M. & S. Division				25.89		1.25	27.14
E. & K. Division.....			35.19	2.33		.75	38.27
Total Miles....	36.46	257.57	115.29	54.16	4.42	24.51	492.41

## TIES

There have been used in repairs 187,456 ties, being 16,923 less than previous year, at an average price of 68 cents, which is 4.4 cents more than last year. They were distributed as follows:

Main Line and Branches.....	128,511
Scranton Division.....	22,520
Utica Division.....	25,006
P. J. M. & S. and E. & K. Divisions.....	11,419

## BRIDGES AND TRESTLES

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

	1908.		1907.		1891.	
	Number.	Aggregate length in feet.	Number.	Aggregate length in feet.	Number.	Aggregate length in feet.
Steel Bridges.....	232	27,648	225	27,085	94	14,706
Wooden Bridges.....	6	278	9	574	89	5,098
Wooden Trestles.....	51	8,427	57	9,350	124	23,884
Total.....	289	36,353	291	37,009	307	43,688
Filled or Shortened in past year.....			2	656		
Filled or Shortened since 1891.....					48	9,375

The P. J. M. & S. and E. & K. bridges of 13 feet clear span and over are included in 1907 and 1908—30 bridges, 2,040 feet.

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

	1908.		1886.	
	Number.	Aggregate length in feet.	Number.	Aggregate length in feet.
Steel Bridges.....	126	17,138	27	7,521
Wooden Bridges.....	5	163	80	6,357
Wooden Trestles.....	42	5,601	117	20,441
Total.....	173	22,902	224	34,319
Filled or Shortened.....			51	11,417

## SECOND TRACK

	Main Line	Scranton Div.
Expended during year ended June 30, 1908.....	\$190,692.02	\$2,377.22
Expended prior to July 1, 1907.....	2,881,378.30	191,610.66
Total.....	\$3,072,070.32	\$193,987.88

## SECOND TRACK IN USE ON MAIN LINE, JUNE 30, 1908:

	Miles	Miles
ROAD MILEAGE—Cornwall to Cadosia.....		106.79
Less tunnels.....	1.76	
Less Strongtown to Young's Gap (now under construction) .....	6.52	8.28
Total completed second track.....		98.51

## SECOND TRACK IN USE ON SCRANTON DIVISION, JUNE 30, 1908:

	Miles
Scranton to Diamond Crossing.....	0.85
Jermyn to Mayfield Yard.....	1.80
Carbondale to Pleasant Mount.....	13.48
Preston Park to Starlight.....	2.96
Total .....	19.09

## TRAIN LOADS.

Year Ending	Average Tons Per Train	Average Tons Per Car	Average Cars Per Train
June 30, 1908.....	276	13.03	21.2

In previous years' tables, the average tons hauled, load per car and cars per train, were shown for Main Line only. This year we have been unable to separate Main Line statistics, and the above statement shows the average for Main Line and branches, and includes a proportion of mixed train mileage.

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 cost of maintenance per mile of road operated and per engine, and passenger and freight car for past nineteen years:



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
June 30, 1903.....	2,112	1,921	56
June 30, 1904.....	2,201	2,358	63
June 30, 1905.....	1,671	2,320	66
June 30, 1906.....	1,810	2,568	71
June 30, 1907.....	2,035	2,636	85
June 30, 1908.....	2,008	2,795	77

The following table shows freight train and car miles, as well as tons carried one mile, for twenty-one 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	84,660,450
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	294,636,533
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	43,135,535	541,789,449
June 30, 1903.....	2,235,702	44,372,524	580,406,194
June 30, 1904.....	2,412,869	48,715,967	630,918,900
June 30, 1905.....	2,545,056	51,848,297	695,332,579
June 30, 1906.....	2,511,327	50,868,340	661,651,285
June 30, 1907.....	2,672,516	54,146,695	723,580,961
June 30, 1908.....	2,678,449	56,814,250	740,482,852

#### EARNING POWER

The following statement shows the results per mile of road operated for the fiscal years 1887 to 1908, 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	7,508	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
June 30, 1903.....	11,263	8,310	2,953	1,570
June 30, 1904.....	12,131	9,251	2,880	1,617
June 30, 1905.....	12,930	9,210	3,720	2,336
June 30, 1906.....	13,309	9,587	3,722	2,175
June 30, 1907.....	15,026	10,340	4,686	3,031
June 30, 1908.....	14,878	10,235	4,643	2,786

#### PER DIEM PLAN FOR SETTLEMENT OF CAR MILEAGE

The following statement shows the amount received for use of cars of this company, and amount paid for use of foreign cars, under the per diem plan, during the fiscal year, as compared with previous year:

	1908	1907
Amount received for hire of O. & W. cars.....	\$302,963.66	\$243,229.85
Amount paid for use of foreign cars.....	280,365.39	138,596.05
Balance in favor of this company.....	\$22,598.27	\$104,633.80

For the year ending June 30, 1907, the per diem rate was 25 cents, and the penalty rate 75 cents. Commencing July 1, 1907, the penalty charge was abolished and the per diem rate increased to 50 cents. On March 1, 1908, the per diem rate was reduced to 25 cents.

#### GENERAL REMARKS.

The property is in good physical condition. Liberal expenditures have been made during the year for maintenance of track, engines and cars. Work has progressed slowly on the second track between Strongtown and Young's Gap, about 6.52 miles, and this track will be in operation about October 15, completing the second track between Cadosia and Cornwall.

There have been no strikes, or labor troubles during the year, but wages have increased. Shops have worked full time, except for a period of about two months, when the working hours were reduced from 25 to 30 per cent.

I take pleasure in acknowledging the faithfulness and efficiency with which the employees in all departments have discharged their duties.

Yours respectfully,

J. E. CHILDS,

*Vice-President and General Manager.*

New York, August 31st, 1908.

## OFFICE OF THE SECRETARY AND TREASURER.

*New York, August 29th, 1908.*

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, 1908.

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 their certificate is hereto attached.

Yours respectfully,

R. D. RICKARD,

*Secretary-Treasurer.*

## CERTIFICATE

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*New York, August 27th, 1908.*

*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, 1908, 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, 1908, 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. 135, Laws of 1880, to carry out reorganization, not exceeding.....	
Refunding Mortgage, June 1st, 1892, 4 per cent. one hundred year bonds:	
To retire the \$1,000,000 6 per cent. bonds, Sept. 1, 1892.....	\$5,500,000
5,000,000 5 per cent. " June 1, 1899.....	7,000,000
For general purposes.....	1,000,000
For additions, etc.....	6,500,000
General Mortgage, May 31, 1905, 4 per cent. 50 year bonds, redeemable at 110.....	

No. 2. Stock and Share Capital created,

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

No. 3. Bond Capital authorized

	Amount Authorized.
Refunding Mortgage Bonds, 4 per cent.	\$20,000,000
General 4	12,000,000

WESTERN RAILWAY COMPANY

ending June 30th, 1908

Capital authorized

STOCK.		Bonds.	Total.
Common.	Preferred.		
\$48,000,000	\$2,000,000		
15,000,000			
		\$20,000,000	
		12,000,000	\$97,000,000

showing amount issued

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

showing amount issued and sold

Amount Issued.	Amount Sold.
\$20,000,000	\$20,000,000
3,948,000	3,948,000

## No. 4.—Revenue Account.—

June 30th, 1907.		EXPENDITURE	June 30th, 1908.	
\$	c		\$	c
1,002,728	51	Maintenance of Way and Structures.....	989,335	28
1,250,561	70	Maintenance of Equipment.....	1,319,209	04
		Traffic Expenses.....	128,092	42
3,027,417	73	Conducting Transportation.....	2,824,500	10
169,259	77	General Expenses.....	156,853	10
			5,418,979	94
5,449,067	71	Taxes.....	167,971	71
194,378	15			
		Total Operating Expenses and Taxes.....	5,586,951	65
		Balance Carried to Net Revenue Account No. 5.....	2,534,542	41
2,558,014	97			
			8,121,494	06
\$5,202,360	83			

## No. 5.—Net Revenue Account.—

\$ c			\$ c	
800,000	00	To Interest on Refunding Mortgage 4 per cent. Bonds.....	800,000	00
83,357	33	" " General Mortgage 4 per cent. Bonds.....	149,748	10
		" " Equipment Trust Notes.....	8,783	25
94,382	95	" Rent of U. C. & B. and R. & C. Railroads.....	83,633	74
3,750	00	" Wharton Valley Railway.....	3,750	00
141,373	23	" " Ontario, Carbondale & Scranton Railway.....	146,790	44
18,000	00	" " Port Jervis, Monticello & Summitville Railroad.....	18,000	00
26,000	00	" " Ellenville & Kingston Railroad.....	26,000	00
190,085	90	" Sundry Interest and Discounts.....	165,911	97
		" Outside Operations.....	36,889	60
		" Rentals Paid.....	49,779	54
1,654,782	23	" Balance, carried forward to Account No. 6.....	1,520,589	34
3,011,731	64		\$3,009,875	98

## No. 6.—Profit and Loss Account.—

	\$	c
To Discounts on General Mortgage 4 per cent. Bonds sold.....	111,318	20
" Bonds of Scranton City Guard (compromised).....	4,772	22
" Adjustment of various accounts accrued prior to July 1st, 1907.....	1,208	33
Balance carried forward to Account No. 7.....	5,451,155	36
	5,568,454	11

## June 30th, 1908

June 30th, 1907.		REVENUE	June 30th, 1908.	
\$	c		\$	c
1,553,996	62	Passenger.....	0,255,208	20
50,895	33	Mails.....	1,544,000	31
130,023	70	Express.....	10,801	89
6,326,641	54	Freight.....	27,613	50
140,803	64	Miscellaneous.....	50,787	09
			133,460	39
			8,596	66
			752	30
			50,602	38
			1,026	52
			3,856	41
			682	15
			578	03
			412	50
			17,285	50
			6,311	43
			8,367	71
			175	00
8,202,360	83		8,121,494	06

## June 30th, 1908

\$ c			\$ c	
		By Balance of Revenue Account for the year as per Account No. 4.....	2,534,542	41
2,558,014	97	" Interest on Bond of the Ontario, Carbondale & Scranton Railway Co.....	75,000	00
		" Interest on Bonds of the Scranton Coal Co.....	105,966	66
		" " " Elk Hill Coal & Iron Co.....	227,250	01
		" " " Ellenville & Kingston R. R. Co.....	26,000	00
		" Interest on Bonds of the Port Jervis, Monticello & Summitville Railroad Co.....	18,000	00
		" Interest on Shares of the Temple Iron Co.....	1,500	00
		" Hire of Equipment.....	27,572	79
		" Rentals Received.....	15,544	11
3,011,731	64		3,009,875	98

## June 30th, 1908

	\$	c	\$	c
By Balance at July 1st, 1907.....			5,136,336	43
" Net Revenue year ending June 30th, 1908.....	1,520,589	34		
Less: Dividend on Preferred Stock.....	210	00	358,281	34
" Dividend on Common Stock.....	1,162,098	00	68,000	00
" Repayment on account of advances O. C. & S. Ry. Co.....			829	04
" Final payment on bond Preston Park Association.....			5,206	40
" Unclaimed wages to June 30th, 1907.....				
			5,568,454	11

## No. 7.—General Balance Sheet.—

June 30th, 1907.	ASSETS	June 30th, 1908.
\$ 76,822,929 <sup>c</sup> 57	Franchise and Property.....	\$ 77,853,310 <sup>c</sup> 12
4 000 00	Preferred Stock Redemption Fund.....	4,000 00
12,297,927 24	Investments in other Companies.....	11,872,808 20
40,060 50	Advances to other Companies.....	40,060 50
1 360,627 42	Cash at Bankers.....	1,348,327 49
642,756 36	Stores, Fuel account on hand.....	758,762 56
599,828 36	Sundry Outstanding Accounts due to the Company.....	75,628 24
555,484 21	Outstanding Traffic Accounts due to the Company.....	664,498 57
117,741 38	Loans and Bills Receivable.....	117,453 64
185,187 50	Accrued Interest.....	322,154 17
244,000 00	Rolling Stock under lease.....	100,000 00
92,870,542 54		93,157,003 79

June 30th, 1908

June 30th, 1907.	LIABILITIES	June 30th., 1908.
\$ 58,113,982 <sup>c</sup> 84	Common Stock.....	\$ 58,113,982 <sup>c</sup> 81
	Preferred Stock:	
	Total amount issued..... 2,000,000 00	
	Less amount exchanged for bonds and held	
1,000 00	by trustees for Company..... 1,996,000 00	4,000 00
20,000,000 00	Refunding Mortgage 4 per cent. Bonds.....	20,000,000 00
3,334,000 00	General Mortgage 4 per cent. Bonds.....	3,048,000 00
282,980 00	Interest on Funded Debt, due and accrued.....	285,506 67
1,736,180 25	Sundry Outstanding Accounts due by the Company.....	1,605,858 33
219,587 56	Outstanding Traffic " " " " " ".....	77,619 54
3,202 10	Dividends unpaid.....	3,695 10
	Loans and Bills payable:	
1,100,000 00	Gold Notes secured by First Mortgage of the Scranton Coal Co.....	850,000 00
2,525,000 00	Gold Notes secured by First Mortgage of the Elk Hill Coal and Iron Co.....	2,375,000 00
244,000 00	Manhattan Trust Co., Trustee (Rolling Stock under lease)....	100,000 00
94,845 06	Fire and Marine Insurance Reserve.....	118,854 91
	Work Equipment Replacement Fund.....	3,456 06
	Locomotive Replacement Fund.....	59,126 68
	Passenger Train Cars Replacement Fund.....	22,729 02
	Freight " " " " " ".....	38,565 60
76,428 30	Floating Equipment " ".....	99,453 48
5,136,336 43	Profit and Loss.....	5,451,155 36
92,870,542 54		93,157,003 79



## No. 8.—Details of Investment in Other Companies June 30, 1908

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 Bal.	850,000 00
Scranton Coal Co. ....2d " " "	1,170,000 00
Elk Hill Coal & Iron Co.....1st " " "	2,375,000 00
Elk Hill Coal & Iron Co.....2d " " "	2,400,000 00
Wharton Valley Ry. Co.....Capital Stock. ....	70,000 00
Pecksport Connecting Ry. Co....." " " .....	40,000 00
Port Jervis, Monticello & Summitville R.R. Co.... " " .....	110,000 00
Port Jervis, Monticello & Summitville R.R. Co....1st Mortgage Bond.....	450,000 00
Ellenville & Kingston R.R. Co.....Capital Stock.....	300,000 00
Ellenville and Kingston R.R. Co.....1st Mortgage Bond.....	650,000 00
Sundry Shares and Bonds.....	457.808 20
	\$11,872,808 20
DETAILS OF ADVANCES TO OTHER COMPANIES.	
Pecksport Connecting Ry. Co.....	\$40.060 50

## No. 9.—Details of Additions and Betterments Expenditure

ADDITIONS		
Equipment Trust Notes. Series C (Final payment).....	\$44,000 00	
Equipment Trust Notes. Series D.....	100,000 00	\$144,000 00
Passenger Train Cars.....		102,741 97
Work Equipment.....		6,363 35
Shop, Machinery and Tools.....		29,916 42
Sidings and Spur Tracks.....		18,602 28
Terminal Yards.....		45,160 84
Interlocking Apparatus.....		198 28
Block and other Signals.....		11,592 17
Shops, Engine Houses and Turntables.....		39,777 89
Water and Fuel Stations.....		5,702 98
Telegraph and Telephone Lines.....		412 42
Miscellaneous Structures.....		65,418 15
Floating Equipment.....		170,939 00
Real Estate.....		673 27
Right of Way and Station Grounds.....		0,084 35
<b>Total Additions.....</b>		<b>\$647,063 37</b>
BETTERMENTS.		
Steam Locomotives.....		\$2,693 95
Passenger Train Cars.....		11,281 00
Freight Train Cars.....		39,036 66
Work Equipment.....		466 10
Widening Cuts and Fills.....		9,542 47
Protection of Banks.....		2,275 53
Grade revisions and changes of line.....		1,779 65
Bridges, Trestles and Culverts.....		26,345 77
Increased weight of rail.....		10,567 90
Ballast.....		31,091 05
Track elevation and elimination of grade crossings.....		13,027 84
Station Buildings and Fixtures.....		2,523 27
Shops, Enginehouses and Turntables.....		22,165 86
Water and Fuel Stations.....		173 07
Tunnel Improvements.....		9,910 47
Miscellaneous.....		6,467 35
<b>Total Betterments.....</b>		<b>\$189,347 94</b>
<b>Grand Total of Additions and Betterments.....</b>		<b>\$837,311 31</b>
NEW CONSTRUCTION		
Second Track—Main Line.....	\$100,692 02	
Second Track—Scranton Div.....	2,377 22	
<b>Total—New Construction.....</b>		<b>103,069 24</b>

## No. 10.—Operating

MAINTENANCE OF WAY AND STRUCTURES	June 30, 1907	June 30, 1908
1. Superintendence.....		\$38,865 08
2. Ballast.....		6,300 43
3. Ties.....		128,378 81
4. Rails.....		24,909 35
5. Other Track Material.....		56,349 97
6. Roadway and Track.....		338,417 28
7. Removal of Snow, Sand and Ice.....		35,979 30
8. Tunnels.....		9,405 73
9. Bridges, Trestles and Culverts.....		74,874 73
10. Over and Under Grade Crossings.....		715 47
11. Grade Crossings, Fences, Cattle Guards and Signs.....		24,254 14
12. Snow and Sand Fences and Snowsheds.....		2,810 75
13. Signals and Interlocking Plants.....		29,285 70
14. Telegraph and Telephone Lines.....		2,727 56
15. Buildings, Fixtures and Grounds.....		80,679 32
16. Docks and Wharves.....		22,089 30
17. Roadway Tools and Supplies.....		7,898 68
18. Work Equipment—Repairs.....		4,507 10
19. Work Equipment—Renewals.....		223 54
20. Work Equipment—Depreciation.....		4,423 40
21. Injuries to Persons.....		3,621 43
22. Stationery and Printing.....		2,344 35
23. Insurance.....		4,986 98
24. Other Expenses.....		100 00
25. Maintaining Joint Tracks, Yards & Other Facilities—Dr.....		91,081 39
26. Maintaining Joint Tracks, Yards & Other Facilities—Cr.....		5,894 51
	\$1,002,728 51	\$989,335 28
Per Cent on Gross Receipts.....	12 22	12 18
Per mile of Line and Sidings owned and leased.....	\$1,227 34	\$1 201 93
Per Ton of Freight carried.....	c18 89	c17 73
MAINTENANCE OF EQUIPMENT		
28. Superintendence.....		\$22,927 00
29. Steam Locomotives—Repairs.....		491,966 18
30. Steam Locomotives—Renewals—Cr.....		6,071 86
31. Steam Locomotives—Depreciation.....		59,784 00
32. Passenger Train Cars—Repairs.....		134,159 57
33. Passenger Train Cars—Renewals—Cr.....		4,128 56
34. Passenger Train Cars—Depreciation.....		20,687 06
35. Freight Train Cars—Repairs.....		461,002 66
36. Freight Train Cars—Renewals.....		17,786 53

## Expenses

MAINTENANCE OF EQUIPMENT—Continued	June 30, 1907	June 30, 1908
40. Freight Train Cars—Depreciation.....		74,524 75
41. Floating Equipment—Repairs.....		.....
42. Floating Equipment—Renewals.....		.....
43. Floating Equipment—Depreciation.....		.....
44. Shop Machinery and Tools.....		16,285 34
45. Power Plant Equipment.....		.....
46. Injuries to Persons.....		4,315 95
47. Stationery and Printing.....		4,356 70
48. Insurance.....		9,743 64
49. Other Expenses.....		250 00
50. Maintaining Joint Equipment at Terminals—Dr.....		67 79
51. Equipment Borrowed—Dr.....		71,014 66
52. Maintaining Joint Equipment at Terminals—Cr.....		.....
53. Equipment Loaned—Cr.....		73,263 27
	\$1,250,561 70	\$1,310,209 04
Per Cent on Gross Receipts.....	15 25	16 24
Per Traffic Engine Mile.....	c 22 34	c 25 27
Per Traffic Car Mile.....	c 2 05	c 2 07
TRAFFIC EXPENSES		
57. Superintendence.....		\$45,516 50
58. Outside Agencies.....		47,041 73
59. Advertising.....		19,650 59
60. Traffic Associations.....		1,692 17
61. Fast Freight Lines.....		3,794 73
62. Industrial and Immigration Bureaus.....		2,720 36
63. Stationery and Printing.....		8,376 34
64. Insurance.....		200 00
65. Other Expenses.....		.....
	.....	\$128,902 42
Per Cent on Gross Receipts.....	.....	1 59
Per Traffic Engine Mile.....	.....	c 2 47
Per Traffic Car Mile.....	.....	.20

## No. 10.—Operating

TRANSPORTATION EXPENSES	June 30, 1907	June 30, 1908
60. Superintendence.....		\$43,261 50
67. Dispatching Trains.....		24,696 34
68. Station Employees.....		319,877 02
69. Weighing and Car Service Associations.....		2,010 34
70. Stock Yards and Grain Elevators.....		71 05
71. Coal and Ore Docks.....		57,626 77
72. Station Supplies and Expenses.....		44,654 70
73. Yardmasters and Their Clerks.....		26,034 33
74. Yard Conductors and Brakemen.....		75,494 01
75. Yard Switch and Signal Tenders.....		21,422 72
76. Yard Supplies and Expenses.....		2,206 14
77. Yard Enginemen.....		44,388 93
78. Engine-house Expenses—Yard.....		14,783 92
79. Fuel for Yard Locomotives.....		55,842 19
80. Water for Yard Locomotives.....		980 67
81. Lubricants for Yard Locomotives.....		1,272 31
82. Other Supplies for Yard Locomotives.....		609 44
83. Operating Joint Yards and Terminals—Dr.....		66,221 80
84. Operating Joint Yards and Terminals—Cr.....		2,204 18
85. Road Enginemen.....		394,198 98
86. Engine-house Expenses—Road.....		108,676 02
87. Fuel for Road Locomotives.....		737,519 66
88. Water for Road Locomotives.....		25,988 20
89. Lubricants for Road Locomotives.....		14,957 87
90. Other Supplies for Road Locomotives.....		6,014 99
91. Road Trainmen.....		469,544 20
92. Train Supplies and Expenses.....		77,523 14
93. Interlockers, Block and Other Signals—Operation.....		26,947 45
94. Crossing Flagmen and Gutemen.....		26,760 79
95. Drawbridge Operation.....		1,060 78
96. Clearing Wrecks.....		10,777 50
97. Telegraph and Telephone—Operation.....		115 38
98. Operating Floating Equipment.....		
99. Express Service.....		23,045 65
100. Stationery and Printing.....		392 92
101. Insurance.....		2,356 10
102. Other Expenses.....		43,044 08
103. Loss and Damage—Freight.....		610 60
104. Loss and Damage—Baggage.....		4,574 13
105. Damage to Property.....		1,499 40
106. Damage to Stock on Right of Way.....		48,099 35
107. Injuries to Persons.....		9,291 30
108. Operating Joint Tracks—Dr.....		8,318 54
109. Operating Joint Tracks—Cr.....		
	\$3,027,417 73	\$2,824,590 10
Per Cent on Gross Receipts.....	36.91	34.78
Number of Passengers carried.....	1,975,379	2,005,932
Number of Tons of Freight carried.....	5,308,066	5,580,715

## Expenses.

GENERAL EXPENSES	June 30, 1907.	June 30, 1908.
113. Salaries and Expenses of General Officers.....		\$62,012 54
114. Salaries and Expenses of Clerks and Attendants.....		51,627 28
115. General Office Supplies and Expenses.....		17,810 21
116. Law Expenses.....		12,548 73
117. Insurance.....		32 69
120. Stationery and Printing.....		4,188 16
121. Other Expenses.....		8,633 49
122. General Administration Joint Tracks, Yards and Terminals—Dr.....		
123. General Administration Joint Tracks, Yards and Terminals—Cr.....		
	\$169,259 77	\$156,853 10
Per Cent on Gross Receipts.....	2.06	1.03

## No. II.—Road and Track Mileage

	June 30th, 1907.	June 30th, 1908.
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
LEASED LINES.		
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
Port Jervis, Monticello & Summitville R.R.....	38.27	38.27
Ellenville & Kingston R.R.....	27.14	27.14
Total miles leased.....	174.03	174.03
Total miles worked by Engines.....	545.87	545.87
TRACK MILEAGE		
Main Line..... Steel	271.75	271.75
Second Track..... Steel	98.51	98.51
Branches..... Steel	47.02	47.02
Main Line Sidings..... Steel and Iron	119.92	123.04
Branch Line Sidings..... Steel and Iron	5.92	6.03
Total Tracks and Sidings Owned.....	543.12	546.35
Lines Leased..... Steel	174.03	174.03
Second Track..... Steel	19.09	19.09
Leased Lines, Sidings and Mine Branches.....	80.75	83.65
Total Tracks and Sidings Leased.....	273.87	276.77
Total Tracks and Sidings Owned and Leased.....	816.99	823.12

## No. 12.—Engine, Train and Car Mileage

ENGINE MILES		
REVENUE	June 30, 1908	June 30, 1907
Passenger.....	1,263,600	
Freight.....	2,808,846	
Mixed.....	479,053	
Special.....	1,307	
Switching.....	577,166	
Total Revenue Engine Miles.....	5,220,152	
NON-REVENUE		
Passenger.....	25,609	
Freight.....	14,068	
Work.....	141,390	
Total Non-revenue Engine Miles.....	181,067	
Total Revenue and Non-revenue Engine Miles.....	5,401,219	5,596,513
TRAIN MILES		
REVENUE		
Passenger.....	1,242,145	
Freight.....	2,326,223	
Mixed.....	469,111	
Special.....	524	
Total.....	4,038,003	
NON-REVENUE		
Passenger.....	19,114	
Freight.....	1,072	
Work.....	109,320	
Total.....	129,506	
Total Revenue and Non-revenue Train Miles.....	4,167,509	

## No. 12.—Engine, Train and Car Mileage—Continued

CAR MILES		
REVENUE	June 30, 1908	June 30, 1907
REVENUE, PASSENGER		
Passenger.....	4,395,659	
Sleeping and Parlor.....	628,199	
Baggage, Express and Mail.....	1,734,502	
Total.....	6,758,360	
REVENUE, FREIGHT		
Loaded.....	35,357,927	
Empty.....	20,114,761	
Caboose.....	1,341,568	
Total.....	56,814,256	
REVENUE, SPECIAL		
Passenger.....	2,597	
Sleeping and Parlor.....	2,288	
Other Passenger Train Cars.....	821	
Freight, Loaded.....		
Freight, Empty.....		
Caboose.....		
Total.....	5,706	
Total Revenue Car Miles.....	63,578,322	
NON-REVENUE		
Passenger.....	19,215	
Freight.....	5,689	
Work.....	1,019,289	
Total.....	1,044,193	
Total Revenue and Non-revenue Car Miles.....	64,622,515	62,904,744

No. 13.—Statistics of Revenue and Expenses

	Year ending June 30th, 1904.		Year ending June 30th, 1905.		Year ending June 30th, 1906.		Year ending June 30th, 1907.		Year ending June 30th, 1908.	
	REVENUE.	EXPENSES.	REVENUE.	EXPENSES.	REVENUE.	EXPENSES.	REVENUE.	EXPENSES.	REVENUE.	EXPENSES.
July.....	\$683,197 00	\$419,918 00	\$646,806 00	\$385,655 00	\$708,523 00	\$462,084 00	\$807,370 00	\$448,470 53	\$27,147 11	\$483,956 74
August.....	680,890 00	427,552 00	702,570 00	392,405 00	782,954 00	477,705 00	845,505 16	485,489 13	899,255 77	475,945 88
September.....	602,800 00	421,566 00	594,449 00	375,051 00	655,980 00	451,044 00	715,766 83	453,051 71	693,362 77	447,794 02
October.....	493,484 00	445,615 00	592,578 00	440,103 00	662,412 00	458,977 00	693,757 60	469,097 18	698,976 35	486,033 50
November.....	538,883 00	412,294 00	578,542 00	398,071 00	620,628 00	438,015 00	639,173 79	453,441 86	634,055 81	450,016 66
December.....	467,380 00	394,046 00	544,523 00	417,136 00	593,282 00	412,761 00	590,873 55	399,011 82	553,427 65	421,149 68
January.....	449,094 00	402,176 00	491,212 00	400,194 00	565,635 00	411,780 00	615,718 59	435,605 80	593,987 52	465,471 74
February.....	455,321 00	381,619 00	419,792 00	389,406 00	457,666 00	372,950 00	518,958 00	405,262 09	515,485 39	433,604 48
March.....	534,261 00	412,323 00	586,065 00	420,565 00	617,877 00	423,987 00	646,418 06	442,514 14	607,402 27	448,262 59
April.....	534,303 00	387,171 00	590,554 00	400,142 00	343,017 00	360,227 00	707,502 67	491,430 86	665,358 10	418,834 60
May.....	570,497 00	410,901 00	669,634 00	435,318 00	554,410 00	380,045 00	695,070 20	465,020 33	692,771 77	429,612 82
June.....	642,373 97	413,424 74	674,163 89	437,855 57	702,473 57	409,514 81	726,246 38	500,672 26	740,263 55	458,297 23
Percent. of expenses to receipts	\$6,652,483 97	\$4,928,605 74	\$7,090,888 89	\$4,891,901 57	\$7,265,057 57	\$5,050,089 81	\$8,202,360 83	\$5,449,967 71	8,121,494 06	\$5,418,979 94
Taxes.....		74.09		68.99		69.64		66.44		66.72
Per cent. to receipts.....		144,331 98		153,647 75		174,197 21		194,378 15		167,971 71
		2.17		2.24		2.40		2.37		2.07
Total.....	\$6,652,483 97	\$5,072,937 72	\$7,090,888 89	\$5,050,749 32	\$7,265,057 57	\$5,233,287 02	\$8,202,360 83	\$5,644,345 66	8,121,494 06	5,586,951 65
Per cent. to receipts.....		76.26		71.23		72.04		68.81		68.70
Train Miles.....	3,697,973		3,930,604		3,984,352		4,183,409		4,038,003	
Per Train Mile.....	\$1.798	\$1.372	\$1.804	\$1.285	\$1.823	\$1.313	\$1.961	\$1.349	\$2.011	\$1.384
Passengers carried—Number.....	1,637,987		1,731,806		1,871,722		1,975,379		2,005,032	
One mile.....	56,086,905		63,108,404		72,867,521		81,861,091		85,876,600	
Revenue per Passr. per mile ..	1c. 859		1c. 889		1c. 888		1c. 864		1c. 799	
General Freight carried—Tons.....	1,319,254		1,440,082		1,755,996		2,050,918		2,257,715	
Coal.....	2,890,225		3,141,260		2,825,973		3,145,807		3,214,124	
Milk.....	105,913		104,008		109,004		111,341		108,876	
Total Freight.....	4,315,422		4,685,350		4,690,973		5,308,066		5,580,715	
" carried—Tons 1 mile.....	630,918,900		695,332,579		661,651,285		723,680,061		740,482,852	
Revenue per Ton per mile.....	0c. 848		0c. 808		0c. 844		0c. 874		0c. 845	



## No. 14—Detailed Traffic Statistics

ITEM	Number of Passengers and Tonnage	Revenue and Rates		
		s	c	m
<b>PASSENGER TRAFFIC</b>				
Number of Passengers Carried Earning Revenue...	2,005,932			
" " " One Mile.....	85,876,600			
" " " per Mile of Road....	157,321			
Average Distance Carried..... Miles	42.81			
Total Passenger Revenue.....		\$1,544,996	31	
Average Amount Received from each Passenger...			77	021
Average Receipts per Passenger per Mile.....			01	790
Total Passenger Service Train Revenue.....		1,777,008	14	
Passenger Service Train Revenue per Mile of Road		3,255	37	
" " " " Train-Mile....		1	03	812
<b>FREIGHT TRAFFIC</b>				
Number of Tons Carried of Freight Earning Revenue	5,580,715			
" " " One Mile.....	740,482,852			
" " " " per Mile of Road	1,356,519			
Average Distance Haul of One Ton..... Miles	132.69			
Total Freight Revenue.....		6,255,208	29	
Average Amount Received for each Ton of Freight			1	12 086
Average Receipt per ton per Mile.....			00	815
Freight Revenue per Mile of Road.....		11,459	15	
" " " " Train-Mile.....		2	23	773
<b>TOTAL TRAFFIC</b>				
Operating Revenues.....		\$1,121,404	06	
" " " per Mile of Road.....		14,878	07	
" " " " Train-Mile.....		2	01	126
" Expenses.....		5,418,970	94	
" " " per Mile of Road.....		9,927	24	
" " " " Train-Mile.....		1	34	200
Net Operating Revenue.....		2,702,514	12	
" " " " per Mile of Road.....		4,950	83	

The system of accounting prescribed by the Interstate Commerce Commission has rendered comparisons with previous years impracticable and comparative tables are therefore omitted.

## No. 15.—Equipment

	Total Owned and Leased, June 30, 1907	Total Owned and Leased in service, June 30, 1907	Added during year	Retired during year	June 30, 1908			
					Owned	Leased under Trust Agreement	Total Owned and Leased in service	Out of Service
<b>LOCOMOTIVES</b>								
Passenger.....	50	47	2	.....	46	3	49	.....
Freight.....	126	126	.....	1	119	6	125	2
Total.....	176	173	2	1	165	9	174	2
<b>PASSENGER TRAIN CARS</b>								
Parlor.....	12	12	.....	.....	10	2	12	.....
1st Class.....	100	100	12	1	107	4	111	.....
2d.....	16	14	1	.....	15	.....	15	.....
Combination.....	26	26	.....	1	25	.....	25	.....
Baggage and Express.....	21	20	2	1	21	.....	21	.....
Mail and Baggage.....	13	13	.....	.....	15	.....	15	.....
Officers and Pay.....	3	3	.....	.....	3	.....	3	.....
Air Brake and Instruction.....	1	1	.....	.....	1	.....	1	.....
Milk.....	102	102	.....	.....	102	.....	102	.....
Total.....	204	291	17	3	299	6	305	.....
<b>FREIGHT TRAIN CARS.</b>								
Box.....	939	913	2	49	616	*250	866	92
Refrigerator.....	87	86	.....	.....	36	50	86	1
Stock.....	63	60	2	4	58	.....	58	5
Flat.....	458	442	39	25	456	.....	456	2
Coal.....	5,774	5,716	375	433	5,658	.....	5,658	116
Caboose.....	93	92	3	5	90	.....	90	3
Total.....	7,434	7,309	421	516	6,914	300	7,214	219
<b>WORK EQUIPMENT</b>								
Derrick.....	7	7	.....	.....	7	.....	7	.....
Pile Driver.....	1	1	.....	.....	1	.....	1	.....
Steam Shovel.....	1	1	.....	.....	1	.....	1	.....
Snow Plows.....	7	7	.....	.....	7	.....	7	.....
Tool Cars.....	9	9	2	2	9	.....	9	.....
Road Department.....	84	85	3	3	85	.....	85	.....
Total.....	109	110	5	5	110	.....	110	.....
Grand Total, Cars.....	7,837	7,710	443	524	7,323	306	7,629	219

\*Title to 200 Box Cars, 2 Parlor Cars, 6 Vestibule Coaches and 2 Locomotives passed to the Railway Company, May 1st, 1908, on maturity of Car Trust Series C.