

THIRTIETH 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, 1909.

NEW YORK.

WYNKOOP HALLENBECK CRAWFORD CO., PRINTERS

497 TO 505 PEARL STREET

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New York, Ontario & Western Railway Company.

DIRECTORS

CHARLES F. BROOKER,	Ansonia, Conn.
D. NEWTON BARNEY,	.....	Hartford, "
JAMES E. CHILDS	.....	New York.
THOMAS P. FOWLER,	.....	"
JOHN B. KERR,	.....	"
CHARLES S. MELLEN,	.....	New Haven, Conn.
GEORGE MACCULLOCH MILLER	.....	New York.
EDWIN MILNER	.....	Moosup, Conn.
J. PIERPONT MORGAN,	.....	New York.
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>	.....	"
JAMES R. DUNBAR, <i>Gen'l Freight and Passenger Agent,</i>	.....	"
EDWARD CANFIELD, <i>General Superintendent,</i>	.....	Middletown, N. Y.
BURTON P. FLORY, <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 31, 1909.

TO THE STOCKHOLDERS:

The Thirtieth Annual Statement of the operations of the Company is herewith submitted for your information.

The revenue, expenses and net results for the fiscal year ended June 30, 1909 (following the form prescribed by the Inter-State Commerce Commission), compared with the preceding year, were as follows:

OPERATING INCOME:

	1909	1908
Operating Revenue.....	\$8,290,170 26	\$8,121,494 06
Operating Expenses.....	5,643,101 57	5,420,328 55
Net Operating Revenue.....	\$2,647,068 69	\$2,701,165 51
OUTSIDE OPERATIONS:		
Revenue	\$219,978 99	\$275,701 43
Expenses	256,300 09	313,144 48
Deficit	\$36,321 10	\$37,443 05
Total Net Revenue.....	\$2,610,747 59	\$2,663,722 46
Taxes Accrued.....	189,159 86	167,971 71
Operating Income.....	\$2,421,587 73	\$2,495,750 75
OTHER INCOME:		
Interest on Bonds Owned.....	\$412,316 66	\$432,216 67
Hire of Equipment.....	.....	53,953 06
Rentals Received.....	16,093 64	16,097 56
Total Other Income.....	\$428,410 30	\$502,267 29
Gross Corporate Income.....	\$2,849,998 03	\$2,998,018 04
DEDUCTIONS FROM GROSS CORPORATE INCOME:		
Rents Accrued for Lease of Other Roads.....	\$251,942 54	\$278,174 18
Hire of Equipment.....	83,372 00	25,031 66
Rentals Paid.....	58,258 74	49,779 54
Interest Accrued on Funded Debt.....	960,420 24	958,531 35
Other Interest.....	152,877 44	165,911 97
Total Deductions from Gross Corporate Income.....	\$1,506,870 96	\$1,477,428 70
Surplus	\$1,343,127 07	\$1,520,589 34

The details of Revenue and Operating Expenses will be found tabulated on pages 32 to 41.

Local passenger receipts were \$1,295,251.58, compared with \$1,290,394.22; through passenger and immigrant receipts were \$211,334.01, compared with \$254,602.09, and mail and express receipts \$191,706.10, compared with \$184,247.48.

Freight Traffic Receipts in detail for ten years have been as follows, the figures heretofore shown under "Miscellaneous" being omitted because of the classification 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	5,018,383.13
1906..	707,824.80	1,122,946.89	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
1909..	851,151.56	1,012,456.07	734,115.21	3,875,583.47	6,473,306.31

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

	Revenue Year ending June 30th.	Operating Expenses 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.....	5,456,695.03	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
1909.....	8,290,170.26	5,832,261.43	2,457,908.83	1,114,781.76	1,343,127.07

The Board recently declared a dividend of two per cent. upon the Common stock, payable August 9, 1909.

The funded debt has not been increased during the year, but as quite extensive additions to the property have been made since the last issue of General Mortgage bonds and some floating debt incurred for that account, a further issue will probably be made during the present year, in such amount as the Board may deem necessary.

After careful consideration, the Board authorized an extension of the Capouse Branch of your Company from Scranton, Pa., to a connection with the Lehigh Valley Railroad, which promises to develop some local business, as well as to afford facilities for the interchange of a considerable amount of traffic between the two lines after the extension has been completed.

The financial statements presented, as well as the accounts of the Company, have, as for twenty years past, been audited and verified by Messrs. Barrow, Wade, Guthrie & Co., certified and chartered accountants, whose certificate is hereto attached.

The Board desires to record its appreciation of the faithful and efficient manner in which all employees of the Company have continued to discharge their various duties.

By order of the Board.

THOMAS P. FOWLER,
President.

VICE-PRESIDENT AND GENERAL MANAGER'S REPORT

MR. THOMAS P. FOWLER,

President.

DEAR SIR:—

I respectfully submit the following report of the operations of this company for the year ending June 30th, 1909.

EARNINGS AND EXPENSES

The gross earnings for the year were \$8,290,170, compared with \$8,121,494 in the previous year, an increase of \$168,676, or 2.08 per cent.

The working expenses for the year were \$5,643,102, compared with \$5,420,329 for the previous year, an increase of \$222,773, or 4.11 per cent.

The net earnings for the year, after deducting taxes, were \$2,421,588, and in the previous year 2,495,751, being a decrease of \$74,163 or 2.97 per cent.

The surplus for the year, after deducting fixed charges, rentals, etc., was \$1,343,127, and in the previous year \$1,520,589, a decrease of \$177,462, or 11.67 per cent.

The percentages of working expenses for the past twenty years (ending June 30) are shown in the following table:

1890.....	76.55	1900.....	66.07
1891.....	73.16	1901.....	68.35
1892.....	72.27	1902.....	73.60
1893.....	73.15	1903.....	71.36
1894.....	68.40	1904.....	74.09
1895.....	69.24	1905.....	68.99
1896.....	68.42	1906.....	69.64
1897.....	68.20	1907.....	66.44
1898.....	68.68	1908.....	66.72
1899.....	65.25	1909.....	68.07

PASSENGER TRAFFIC

The local passenger earnings for the year were \$1,295,252, compared with \$1,290,394 in the previous year, an increase of \$4,858, or 0.38 per cent.

The through passenger receipts, consisting of coupon and immigrant business, amounted to \$211,334, as compared with \$254,602 in the previous year, a decrease of \$43,268, or 16.99 per cent.

The westbound immigrant business is now about normal, and the decrease is occasioned by comparison with the large eastbound European business in previous year.

The summer business from New York to resorts in Orange, Sullivan, Ulster and Delaware Counties shows a substantial increase over previous year.

EXCURSIONS

During the year 29 excursions were run, carrying 12,951 passengers, and the revenue derived from same amounted to \$10,169. In the previous year there were 30 excursions run, carrying 16,773 passengers, with revenue of \$18,762.

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 531,131, compared with 529,559 for the previous year.

The amount paid by the company for loss and damage sustained in handling same was \$324, compared with \$272 in the previous year.

The excess baggage and storage collections amounted to \$12,859, compared with \$12,522 in the previous year.

During the year 242,979 United States mail pouches were handled in baggage cars.

FREIGHT TRAFFIC

The local freight earnings were \$1,012,456, compared with \$1,030,071 in the previous year, a decrease of \$17,615, or 1.71 per cent.

The through freight earnings were \$851,152, compared with \$761,708 in the previous year, an increase of \$89,444, or 11.74 per cent.

In the previous year we received from the State of New York considerable revenue for transportation of stone and other material used in construction of State roads and the Barge canal.

COAL

The earnings of the company from the transportation of coal were \$3,875,583, compared with \$3,777,751 in the previous year, an increase of \$97,832, or 2.59 per cent. The total shipments from the Scranton Division, including supply coal used on engines and at stations, were 3,048,614 gross tons, an increase of 246,419 over previous year, or 8.79 per cent. The number of gross tons of coal

transported from the Scranton Division (exclusive of supply coal for company's use) was 2,847,040, compared with 2,589,566 in previous year, an increase of 257,474, or 9.94 per cent.

The total output of anthracite coal from the entire field for the calendar year 1908 was 64,665,014 tons, a decrease of 2,444,379 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:

	1900.	1908.
To the lakes, via Oswego.....	234,860	270,468
" tide water, via Cornwall.....	648,918	1,224,379
" " " " Weehawken.....	852,611	
Total.....	1,736,389	1,494,847

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

MILK

The following statement shows the tonnage, revenue and tons carried one mile from milk business, as compared with previous year:

	1900.	1908.	Inc.,
Tons of milk carried.....	113,854	108,876	4.57%
" carried one mile.....	23,150,111	21,650,114	6.93%
Revenue	\$734,115	\$685,679	7.06%

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

MOTIVE POWER DEPARTMENT

MILEAGE

The mileage of engines and cars during the year was as follows:

<i>Train Miles.</i>	1909	1908
Revenue Service.		
Passenger.....	1,221,954	1,242,145
Freight.....	2,542,081	2,326,223
Mixed.....	531,362	469,111
Special.....	34	524
Total.....	4,295,431	4,038,003
Non-revenue Service.		
Passenger.....	25,582	19,114
Freight.....	1,039	1,072
Work.....	101,091	109,320
Total.....	127,712	129,506
Grand Total Train Miles.....	4,423,143	4,167,509
<i>Car Miles.</i>		
Revenue Service—Passenger.		
Passenger Cars.....	4,282,448	4,395,659
Sleeping and Parlor Cars.....	654,833	628,199
Baggage, Express and Mail Cars.....	1,806,295	1,734,502
Total.....	6,743,576	6,758,360
Revenue Service—Freight.		
Loaded.....	38,279,862	35,357,927
Empty.....	21,932,603	20,114,761
Caboose.....	1,450,640	1,341,588
Total.....	61,663,105	56,814,256
Revenue Service—Special.		
Passenger Cars.....	68	2,597
Sleeping and Parlor Cars.....	.....	2,288
Other Passenger Train Cars.....	.....	821
Total.....	68	5,706
Total Revenue Car Miles.....	68,406,749	63,578,322
Non-revenue Service.		
Passenger.....	30,793	19,215
Freight.....	6,119	5,689
Work.....	800,112	1,019,289
Total.....	837,024	1,044,193
Grand Total Car Miles.....	69,243,773	64,622,515

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

	1909	1908
Total number of engines on hand at end of year	183	174
Average number making mileage.....	164	152
<i>Engine Miles.</i>		
<i>Revenue Service.</i>		
Passenger.....	1,238,160	1,263,690
Freight.....	3,170,421	2,898,846
Mixed.....	547,493	479,053
Special.....	34	1,397
Switching.....	563,507	577,166
Total.....	5,519,615	5,220,152
<i>Non-revenue Service.</i>		
Passenger.....	34,094	25,609
Freight.....	1,039	14,068
Work.....	136,193	141,390
Total.....	171,326	181,067
Grand Total Engine Miles.....	5,690,941	5,401,219
<i>Fuel.</i>		
Tons coal consumed.....	453,001	413,549
Pounds coal consumed per engine mile.....	159.1	153.1
Pounds coal consumed per car mile.....	13.0	12.8
<i>Stores.</i>		
Pints of valve, engine, and car oil used.....	324,074	324,643
Pounds of waste used.....	36,173	36,419
<i>Miles run to</i>		
One ton of coal.....	12.6	13.0
One pint of valve oil.....	56.4	57.3
One pint of engine and car oil.....	25.5	23.4
One pound of waste.....	157.3	148.3
<i>Cost per engine mile in cents.</i>		
Repairs.....	8.97	9.10
Renewals.....	0.08	Cr. 0.11
Depreciation.....	1.20	1.11
Wages of Enginemen.....	8.45	8.14
Enginehouse Expenses.....	2.31	2.30
Fuel.....	15.53	14.77
Water.....	0.64	0.50
Lubricants.....	0.29	0.30
Other stores.....	0.13	0.13
Total.....	37.60	36.24

COST OF FUEL

	Total	Per train mile	Per engine mile	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 "
1909.....	876,131	19.81 "	15.40 "	1.265 "

During the year, 249,129 tons of bituminous, and 203,872 tons of anthracite coal were used on engines, compared with 217,789 tons of bituminous, and 195,759 tons of anthracite in previous year.

CONDITION OF EQUIPMENT AT CLOSE OF FISCAL YEAR

	1909.	1908.
No. of engines owned and leased.....	183	176
“ “ “Short” in Equipment Account (Table 15).....	....	2
“ “ laid up ready for service.....	1	1
“ “ in service.....	164	151
“ “ “ shop under repairs.....	18	20
“ “ “ awaiting repairs.....	....	2
“ “ scrapped and sold.....	6	1
“ “ purchased.....	15	2
“ “ received general repairs and rebuilt.....	79	80
“ “ “ ordinary repairs.....	134	127
No. of cars awaiting repairs.....	696	904
“ “ received repairs.....	61,914	55,466

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 42½ Tons.	Total.			Cars of 14 Tons.	Cars of 20 Tons.	Cars of 30 Tons.	Cars of 40 Tons.	Total.			Total Freight Cars Owned.	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	13.1%	442	9	.....	.....	451	6,368	14.1%	1248	1248	17,076	13.1%
1890	115	345	873	.....	900	.....	.....	2233	50,670	22.1%	382	362	8	.....	752	12,828	17.1%	3118	2985	63,498	21.1%
1893	72	332	867	.....	3354	.....	.....	4625	123,472	26.1%	353	382	10	.....	745	12,882	17.2%	5602	5370	136,354	25.1%
1895	42	209	844	2	3934	.....	.....	5031	138,380	27.1%	327	371	39	.....	737	13,168	17.1%	6110	5768	151,548	26.2%
1897	38	182	788	2	4274	.....	.....	5284	147,034	27.5%	207	385	71	.....	663	12,728	19.2%	6361	5947	159,762	26.1%
1898	28	103	784	2	4336	.....	.....	5253	147,588	28.1%	136	355	158	.....	649	13,744	21.1%	6361	5902	161,332	27.2%
1899	26	61	780	2	4334	.....	.....	5203	146,836	28.2%	109	357	216	.....	682	15,140	22.2%	6317	5885	161,982	27.2%
1900	21	50	764	2	4447	.....	1	5285	149,732	28.2%	82	351	233	.....	666	15,158	22.2%	6329	5951	164,890	27.2%
1901	20	49	755	2	4465	.....	612	5903	176,036	29.1%	78	342	244	.....	664	15,252	22.2%	6942	6567	191,288	29.1%
1902	17	41	733	2	4452	.....	636	5881	176,078	29.1%	76	327	252	.....	655	15,164	23.1%	6954	6536	191,242	29.2%
1903	16	27	716	2	4443	.....	1131	6335	196,297	30.1%	72	314	277	202	865	23,678	27.2%	7662	7200	219,975	30.1%
1904	7	22	676	2	4407	.....	1122	6236	193,857	31.1%	71	301	284	302	958	27,614	28.2%	7592	7194	221,471	30.2%
1905	7	20	635	2	4402	.....	1134	6200	193,369	31.1%	66	281	337	550	1234	38,654	31.2%	7426	*7434	232,023	31.2%
1906	6	16	584	2	4406	10	1138	6162	192,971	31.2%	62	270	356	550	1238	38,948	31.1%	7445	*7400	231,919	31.2%
1907	5	14	533	2984	1422	70	1135	6163	179,213	29.1%	60	260	357	549	1226	38,710	31.1%	7443	†7389	217,923	29.1%	
1908	4	13	476	2136	2286	70	1132	6117	182,640	29.1%	59	225	344	547	1175	37,527	31.1%	7442	†7292	220,166	30.1%	
1909	3	9	283	1749	2787	70	1130	6031	183,982	30.1%	56	219	341	544	1160	37,154	32.1%	7432	†7191	221,136	30.1%	

* Including 72 cars in company service. † Including 70 cars in company service. ‡ Including 66 cars in company service.
 † Including 65 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	60 Tons	68 Tons	80 Tons	100 Tons		
1881	44	35	....	79	1	4	1	3	18	1	24	27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Tons 24	Tons 37	Tons 34.5	Lbs. 130
1885	29	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 ¹ / ₂	200
1904	29	62	73	164	.....	.....	.....	.....	.....	.....	.....	.....	1	12	5	.....	14	10	15	6	13	4	2	41	4	17	20	37	100	64 ¹ / ₂	200
1905	28	66	73	167	.....	.....	.....	.....	.....	.....	.....	.....	.....	11	6	.....	14	10	15	6	13	4	2	41	4	21	20	39	100	64 ¹ / ₂	200
1906	27	70	73	170	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	6	.....	14	10	8	6	20	4	2	41	4	27	20	39	100	65 ¹ / ₂	200
1907	26	73	74	173	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	4	.....	13	10	8	6	19	4	2	42	4	32	20	39	100	66 ¹ / ₂	200
1908	28	72	74	174	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	1	6	13	.....	.....	2	16	21	12	42	5	32	20	39	100	68 ¹ / ₂	200
1909	28	81	74	183	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	1	6	10	.....	.....	2	16	20	8	42	9	47	20	39	100	70.0	200

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

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	Inches	Pounds	
1	12x22	5,800	1	12x22	5,800	1	12x22	5,800	1	15x24	10,000	1	15x24	10,000	1	15x24	10,000	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	4	17x24	62,400	4	17x24	62,400	4	17x24	62,400
2	14x22	15,800	2	16x22	26,000	18	17x24	229,900	17	17x24	217,100	7	17x24	106,500	7	17x24	106,500	7	17x24	106,500	7	17x24	106,500
3	17x20	31,900	2	16x24	25,000	18	17x24	265,300	16	17x24	235,800	2	17x24	27,400	2	17x24	27,400	2	17x24	27,400	2	17x24	27,400
1	16x22	10,500	20	17x22	254,600	1	16x22	13,000	6	18x24	90,600	7	17x24	89,400	3	17x24	86,300	3	17x24	86,300	3	17x24	86,300
2	16x22	26,000	3	17x20	31,900	1	16x24	12,500	7	18x24	120,700	2	17x24	34,300	2	17x24	34,300	2	17x24	34,300	2	17x24	34,300
20	17x22	254,600	15	17x24	192,000	2	17x24	28,200	2	18x24	34,400	10	17x24	147,400	10	17x24	147,400	10	17x24	147,400	10	17x24	147,400
15	17x24	192,000	18	17x24	253,800	4	18x24	60,900	8	19x24	142,600	5	18x24	86,700	5	18x24	86,700	5	18x24	86,700	5	18x24	86,700
19	17x24	267,900	8	18x26	154,200	9	18x24	156,000	11	19x24	231,000	2	18x24	33,200	2	18x24	33,200	2	18x24	33,200	2	18x24	33,200
4	16x24	50,000	3	18x26	58,000	11	18x26	212,000	4	19x24	85,600	4	18x24	60,900	4	18x24	60,900	4	18x24	60,900	4	18x24	60,900
8	18x26	154,200				8	19x24	142,500	9	18x26	173,700	2	18x24	34,500	2	18x24	34,500	2	18x24	34,500	2	18x24	34,500
3	18x26	58,000				5	19x24	105,200	13	20x24	297,000	8	18x26	154,200	8	18x26	154,200	8	18x26	154,200	8	18x26	154,200
						13	20x24	297,000	38	20x24	992,200	2	18x28	40,800	2	18x28	40,800	2	18x28	40,800	2	18x28	40,800
									8	19x24	142,500	8	19x24	142,500	8	19x24	142,500	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
									12	20x24	274,200	2	19x28	52,000	2	19x28	52,000	2	19x28	52,000	2	19x28	52,000
									41	20x24	1,070,600	41	20x24	1,070,600	41	20x24	1,070,600	41	20x24	1,070,600	41	20x24	1,070,600
									1	21x32	430,000	10	21x32	430,000	10	21x32	430,000	14	21x32	610,400	14	21x32	610,400
TOTAL	79	1,078,100	73		1,012,700	92		1,539,700	133		2,642,100	133		2,735,500	140		3,128,600	144		3,303,200			
Average tractive power per engine		13,650			13,670			16,730			19,960			20,570			22,350			22,940			

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

YEAR	1903		1904		1905		1906		1907		1908		1909	
	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	No. of Engines	Size of Cylinder Inches Pounds
1	15x24	10,000	1	15x24	10,000	1	15x24	10,000	1	15x24	11,500	1	15x24	11,500
4	17x24	62,400	4	17x24	62,400	4	17x24	62,400	4	17x24	62,400	4	17x24	58,100
7	17x24	106,500	7	17x24	106,500	7	17x24	106,500	7	17x24	108,500	0	17x24	91,200
2	17x24	27,400	1	17x24	13,700	1	17x24	13,700	0	17x24	91,200	0	17x24	91,200
3	17x24	38,300	3	17x24	38,300	2	17x24	25,500	2	17x24	25,500	2	17x24	25,600
12	17x24	34,300	5	17x24	73,700	5	17x24	73,700	3	17x24	44,220	2	17x24	27,200
10	17x24	147,400	7	17x24	120,000	7	17x24	120,000	7	17x24	120,000	7	17x24	115,600
5	18x24	86,700	7	18x24	119,700	7	18x24	119,700	6	18x24	102,600	0	18x24	102,600
2	18x24	33,200	4	18x24	60,900	4	18x24	60,900	4	18x24	60,900	4	18x24	60,300
4	18x24	60,900	2	18x24	34,500	2	18x24	34,500	2	18x24	34,500	2	18x24	36,400
2	18x24	34,500	8	18x26	154,200	8	18x26	142,400	6	18x26	106,500	6	18x26	108,000
8	18x26	154,200	2	18x28	40,800	2	18x28	40,800	3	18x28	61,200	5	18x28	103,300
2	18x28	40,800	8	19x24	142,500	8	19x24	142,500	8	19x24	166,400	8	19x24	166,400
6	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	7	20x28	182,000	11	20x28	286,000	17	20x28	442,000	17	20x28	467,500
4	19x28	104,000	12	20x24	274,200	12	20x24	274,200	12	20x24	273,600	12	20x24	273,600
12	20x24	274,200	41	20x24	1,070,600	41	20x24	1,070,600	41	20x24	1,096,200	42	20x24	1,096,200
41	20x24	1,070,600	10	20x26	257,000	10	20x26	257,000	15	20x26	430,500	15	20x26	430,500
17	21x32	741,400	20	21x32	872,000	20	21x32	872,000	20	21x32	872,000	20	21x32	872,000
TOTAL	149	3,466,200	164	3,970,900	167	4,059,500	170	4,100,600	173	4,318,500	174	4,373,900	183	4,728,300
Average tractive power per engine		23,400		24,270		24,307		24,050		24,964		25,137		25,820

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 \$263,318.45, as follows:

- 7 mogul freight engines purchased.
- 9 passenger coaches purchased.
- 1 reclining chair car purchased.
- 6 4-wheel cabooses cars built.
- 1 mail and baggage car under construction.
- 1 baggage car under construction.
- 44 engines have been equipped with steel tired wheels.
- 3 passenger coaches have been equipped with steel tired wheels, in place of cast iron.
- 2 passenger coaches have been equipped with Frost carburetor gaslight system, in place of oil lamps.
- 1 passenger coach has been equipped with acetylene lighting system, in place of Frost lamps, and remodeled with steel truck transoms, spring plank and truck bolsters, in place of wood.
- 2 passenger coaches have been equipped with United States ventilating system.
- 1 passenger coach has been equipped with vapor system of lighting, in place of Frost carburetor system.
- 8 milk cars have been equipped with steel body bolsters, in place of wood.
- 8 milk cars have been equipped with Miner draft gear, in place of wood.
- 4 milk cars have been equipped with larger and stronger truss rods.
- 21 milk cars have been equipped with Atlas slack adjusters.
- 1,012 steel body bolsters have been applied to freight cars, in place of wood.

- 207 steel truck bolsters have been applied to freight cars, in place of wood.
- 586 freight cars have been equipped with Miner draft gear, in place of wood.
- 146 freight cars have been equipped with steel corner irons, in place of pressed steel.
- 483 freight cars have been equipped with malleable iron stake pockets, in place of pressed steel.
- 89 freight cars have been equipped with steel underframes, in place of wood.
- 3 cars have been equipped with air brakes.
- 1 steel body bolster has been applied to work equipment car, in place of wood.
- 2 steel truck bolsters have been applied to work equipment car, in place of wood.
- 1 work equipment car has been equipped with malleable iron stake pockets, in place of pressed steel.
- 1 work equipment car has been equipped with Miner draft gear, in place of wood.
- 3 work equipment cars have been equipped with air brakes.

Middletown Shops:

- 5 piston air drills,
- 1 patent car tetoning machine,
- 9 portable vice stands,
- 1 tube cutter,
- 1 pneumatic reversible wood boring machine,
- 2 4-ton gib cranes,
- 1 blower,
- 1 swing cut-off saw, and
- 1 trolley track for two pits in machine shops purchased.

Norwich Shops:

- 2 pneumatic reversible wood boring machines,
- 1 boring and turning mill,
- 2 portable vise stands,
- 1 double bolt cutter,
- 1 radial drill, with speed variator,
- 1 turret lathe, complete,
- 5 engine lathes, complete,
- 1 motor driven grinding machine, complete, and
- 1 high duty crank shaper, complete, purchased.

Mayfield Yard Shops:

- 1 double bolt cutter, and
- 1 air compressor and receiver purchased.

ADDITIONS AND BETTERMENTS CHARGED TO REPLACEMENT FUNDS.

The following, amounting to \$322,530.70, were charged against Replacement Funds:

- 8 mogul engines purchased to replace old engines destroyed.
- 138 coal cars built.
- 5 4-wheel caboose cars built.
- 1 8-wheel caboose car built.
- 691 coal cars rebuilt; 89 of these with steel underframes.
- 2 flat cars rebuilt.
- 1 truck car, for wrecking outfit, rebuilt.

SUMMARY.

Amount charged to Capital Account.....	\$263,318 45
Amount charged to Replacement Funds.....	322,530 70
Total.....	<hr/> \$585,849 15

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> —Filling wooden trestle No. 332, at Pratts, 434 feet long.....	\$5,653 31
<i>Protection of Banks.</i> —Riprap near bridge No. 298, Norwich, and retaining wall at Guilford station..	4,998 59
<i>Tunnels.</i> —Lining a part of Hawk's mountain tunnel with brick and stone.....	9,379 41
<i>Bridges, Trestles and Culverts.</i> —No. 332, Pratts, and bridge 338, arch culverts for waterways.....	10,726 66
<i>Rail.</i> —In yards at Middletown, Sidney and Norwich, 76-lb. rail laid, in place of 56-lb., and at Crystal Run, 2.8 miles, 85-lb., in place of 76-lb., and difference in weight of rail and angle bars charged to betterment	4,175 37
<i>Ballast.</i> —25 miles of track ballasted, principally at Strongtown ; Young's Gap, 6 miles, 2 tracks ; Roscoe, 1½ miles, 2 tracks ; Franklin, 3 2/3 miles ; between Norwich and Earlville, 3 miles ; Bundy's, 1½ miles.....	25,104 57
<i>Sidings and Spur Tracks.</i> —2.11 miles of sidings laid, principally at Little Britain, Liberty, Livingston Manor, Roscoe, South New Berlin and Earlville..	16,930 16
<i>Terminal Yards.</i> —1.11 miles of sidings laid at Middletown, Walton, Norwich, Oneida and Oswego....	17,478 96
<i>Elimination of Grade Crossings.</i> —Undercrossing begun at Firthcliffe. The state and town having paid their proportions of the overcrossing at Crystal Run, put in last year, there is a net credit to this account this year of.....	Cr. 8,878 50

<i>Interlocking Apparatus.</i> —Hawk's mountain tunnel mechanical signals changed to electrical at a cost of \$9,626.27, of which there was charged to capital.	4,779 27
<i>Block and Other Signals.</i> —Train order semaphores at Liberty and Summit, 14 mechanical derails, and crossing bell at Clark's; motor signals begun between Fulton and Oswego.	2,828 16
<i>Telegraph and Telephone Lines.</i> —Cornwall to Firthcliffe, and Liberty to Young's Gap.	2,026 77
<i>Station Buildings and Fixtures.</i> —An additional freight house at Liberty, and extension of platform, Oneida freight house.	2,892 67
<i>Shops, Enginehouses and Turn Tables.</i> —At Norwich a machine shop and power house about completed, and at Oswego a 10-stall engine house begun.	32,506 51
<i>Water and Fuel Stations.</i> —At Oswego a water station completed, and at Cadosia an additional one erected.	6,089 30
<i>Dock and Wharf Property.</i> —At Weehawken coal trestle the boiler house extended, an addition to Shipping Agent's office, and tug coaling pockets put in Pier No. 1.	8,770 02
<i>Miscellaneous.</i> —At Eaton a new creamery, replacing an old one, an addition to Minetto creamery, and at Oswego the D. & H. retail coal trestle has been rebuilt, 1/3 of the latter being charged to capital.	13,153 67
Total	<hr/> \$158,614 90

SCRANTON DIVISION

<i>Widening Cuts and Fills.</i> —Filling abutments of trestle No. 1, Capouse branch.	\$137 46
<i>Protection of Banks.</i> —Retaining wall at Carbondale completed, 1/3 charged to betterment.	1,569 53

<i>Bridges, Trestles and Culverts.</i> —Wooden trestle No. 1, Capouse branch, replaced with steel and wooden trestle No. 5, Preston Park, 660 feet long, being rebuilt with steel.....	41,329 00
<i>Rail.</i> —2.75 miles of 75-lb. rail laid, in place of 67-lb., and 0.99 miles of 85-lb., in place of 75-lb. and 76-lb., difference in weight of rail and angle bars being charged to betterment.....	4,353 25
<i>Sidings and Spur Tracks.</i> —1.53 miles of sidings at Winwood, Jermyn, Elk Creek branch and River-side branch.....	5,729 57
<i>Terminal Yards.</i> —0.07 miles, at Dickson.....	1,397 63
<i>Over and Under Grade Crossings.</i> —At Providence a sidewalk on bridge No. 34.....	1,267 97
<i>Stations, Buildings and Fixtures.</i> —At Preston Park, hot water heater.....	205 80
Total.....	\$55,990 21

UTICA DIVISION

<i>Bridges, Trestles and Culverts.</i> —Bridge No. 2, Rome branch, solid floor, in place of "I" beams, 1/3 charged to betterment.....	\$404 35
<i>Rail.</i> —7.23 miles of 75-lb. rail, in place of 56-lb. and 62-lb., on Rome branch, the difference in weight of rail and angle bars being charged to betterment.	6,254 69
<i>Ballasting.</i> —6.80 miles at Hamilton, Clinton and Bouckville	5,448 79
<i>Sidings and Spur Tracks.</i> —0.34 miles of siding at Bouckville	1,577 07
<i>Interlocking Apparatus.</i> —At Clark's Mills, this company's proportion, 6/58 of cost.....	1,450 70
<i>Block and Other Signals.</i> —Motor signals at Utica....	765 47
<i>Miscellaneous.</i> —Clinton creamery addition.....	89 25
Total.....	\$15,990 32

P. J. M. & S. DIVISION

<i>Rail.</i> —1.06 miles of 75-lb. rail, in place of 56-lb. and 67-lb., the difference in weight being charged to betterment	\$1,123 16
<i>Ballast.</i> —At Oakland.....	195 59
<i>Terminal Yards.</i> —0.31 miles of sidings, Monticello and Port Jervis.....	1,915 48
<i>Water and Fuel Stations.</i> —New water station at Monticello	2,739 33
Total.....	\$5,973 56

E. & K. DIVISION

<i>Ballast.</i> —At Cottekill.....	\$346 66
<i>Sidings and Spur Tracks.</i> —At Ellenville.....	445 46
<i>Water and Fuel Stations.</i> —Water station at Kyserike	781 29
Total.....	\$1,573 41

SUMMARY

The additions and betterments noted above aggregate \$238,142.40, as follows:

Main Line and Branches.....	\$158,614 90
Scranton Division.....	55,990 21
Utica Division.....	15,990 32
P. J. M. & S. Division.....	5,973 56
E. & K. Division.....	1,573 41

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.	85-lb.	76-lb.	75-lb.	67-lb.	62-lb.	56-lb.	
Main Line.....	36.46	2.80	205.34	27.15				271.75
Branches				29.18	10.28		14.36	53.82
Scranton Division..		.99	39.73	12.94				53.66
Utica Division.....			5.35	17.18	14.25	1.00	6.30	44.08
Peeksport Line....			3.69					3.69
P. J. M. & S. Division				36.25	2.02			38.27
E. & K. Division...					25.89		1.25	27.14
Total Miles....	36.46	3.79	254.11	122.70	52.44	1.00	21.91	492.41

TIES

There have been used in repairs 201,718 ties, being 14,262 more than previous year, at an average price of 62 cents, which is 6 cents less than last year. They were distributed as follows:

Main Line and Branches.....	132,457
Scranton Division.....	28,594
Utica Division.....	18,135
P. J. M. & S. and E. & K. Divisions.....	22,532

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:

	1909.		1908.		1891.	
	Number.	Aggregate length in feet.	Number.	Aggregate length in feet.	Number.	Aggregate length in feet.
Steel Bridges.....	234	28,062	232	27,648	94	14,706
Wooden Bridges.....	3	163	6	278	89	5,098
" Trestles.....	49	7,452	51	8,427	124	23,884
Total.....	286	35,677	289	36,353	307	43,688
Filled or Shortened in past year.....			3	676		
" " " since 1891.....					51	10,051

The P. J. M. & S. and E. & K. bridges of 13 feet clear span and over are included in 1908 and 1909—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:

	1909.		1886.	
	Number.	Aggregate length in feet.	Number.	Aggregate length in feet.
Steel Bridges.....	127	17,168	27	7,521
Wooden Bridges.....	2	48	80	6,357
" Trestles.....	40	5,174	117	20,441
Total.....	169	22,390	224	34,319
Filled or Shortened.....			55	11,929

SECOND TRACK

	Main Line	Scranton Div.
Expended during year ended June 30, 1909...	\$130,620 54	\$56,226 81
" prior to July 1, 1908.....	3,072,070 32	193,987 88
Total.....	\$3,202,690 86	\$250,214 69

SECOND TRACK IN USE ON MAIN LINE, JUNE 30, 1909:

ROAD MILEAGE—Cornwall to Cadosia.....	106.79
Less tunnels.....	1.76
Total	105.03

SECOND TRACK IN USE ON SCRANTON DIVISION, JUNE 30, 1909:

	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

The principal improvement and construction work now in progress are as follows:

- Rebuilding pier No. 2 and shipping trestle at Weehawken.
- Undercrossing at Firthcliffe.
- Extensions and additions to shops at Middletown.
- Arching Hawk's Mountain tunnel.
- Chenango River bridge at Norwich.
- Extensions and additions to shops at Norwich.
- Filling of timber trestle at Stockbridge.
- Bridge over pond at Pennellville.
- Automatic signals Fulton to Oswego.
- New engine house and shop at Oswego.
- Bridge over Preston Park swamp.
- Second track Jermyn to Dickson.
- Extension of Capouse branch.

TRAIN LOADS.

Year Ending June 30	Average Tons Per Train	Average Tons Per Car	Average Cars Per Train
1908.....	276	13.03	21.2
1909.....	278	13.31	20.9

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 the annual cost of maintenance for the past twenty years:

Year ending June 30.	Road per mile operated.	Per Locomotive.	Per Passenger and Freight Car.
1890.....	\$867	\$958	\$38
1891.....	933	775	33
1892.....	897	1,318	40
1893.....	1,098	1,577	40
1894.....	1,157	1,280	33
1895.....	1,137	1,201	35
1896.....	1,131	1,446	34
1897.....	1,278	1,372	34
1898.....	1,295	1,297	36
1899.....	1,197	1,191	46
1900.....	1,492	1,532	62
1901.....	1,778	1,640	60
1902.....	2,093	1,774	59
1903.....	2,112	1,921	56
1904.....	2,201	2,358	63
1905.....	1,671	2,320	66
1906.....	1,810	2,568	71
1907.....	2,035	2,636	85
1908.....	1,979	2,827	79
1909.....	1,867	2,859	78

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

Year ending	Train miles.	Car miles.	Tons carried one mile.
Sept. 30, 1888.....	799,729	11,363,474	81,820,504
" 1889.....	790,512	11,979,412	84,960,450
June 30, 1890.....	921,771	14,357,674	103,883,353
" 1891.....	1,326,470	22,502,704	194,897,759
" 1892.....	1,624,718	28,584,646	263,839,116
" 1893.....	1,848,111	32,747,185	294,636,533
" 1894.....	1,930,101	33,202,453	328,533,616
" 1895.....	1,848,773	34,499,778	359,358,052
" 1896.....	1,834,808	34,609,182	356,414,070
" 1897.....	1,764,157	34,309,163	353,100,732
" 1898.....	1,617,886	32,432,447	354,127,528
" 1899.....	1,832,840	38,405,988	440,413,877
" 1900.....	1,949,251	40,906,128	486,442,640
" 1901.....	2,009,138	42,173,435	516,135,284
" 1902.....	2,127,288	43,135,535	541,789,449
" 1903.....	2,235,702	44,372,524	580,406,194
" 1904.....	2,412,869	48,715,967	630,918,900
" 1905.....	2,545,056	51,848,297	695,332,579
" 1906.....	2,511,327	50,868,340	661,651,285
" 1907.....	2,672,516	54,146,695	723,580,961
" 1908.....	2,678,449	56,814,256	740,482,852
" 1909.....	2,940,602	61,663,105	820,957,230

EARNING POWER

The following statement shows the results per mile of road operated for the fiscal years 1887 to 1909, inclusive:

Year ending	Gross Receipts.	Expenses Inc. Taxes.	Net from Operation.	Surplus.
Sept. 30, 1887.....	\$4,048	\$3,280	\$768	\$160
" 1888.....	4,559	3,783	776	120
" 1889.....	4,760	3,943	817	144
June 30, 1890.....	5,188	4,168	1,020	345
" 1891.....	5,893	4,520	1,373	210
" 1892.....	6,849	5,162	1,687	434
" 1893.....	7,735	5,869	1,866	538
" 1894.....	8,059	5,732	2,327	880
" 1895.....	7,696	5,542	2,154	685
" 1896.....	7,927	5,660	2,267	788
" 1897.....	8,105	5,787	2,318	832
" 1898.....	8,148	5,831	2,317	883
" 1899.....	9,046	6,182	2,864	1,298
" 1900.....	10,331	7,108	3,223	1,788
" 1901.....	11,079	7,861	3,218	1,830
" 1902.....	11,357	8,654	2,703	1,372
" 1903.....	11,263	8,310	2,953	1,570
" 1904.....	12,131	9,251	2,880	1,617
" 1905.....	12,930	9,210	3,720	2,336
" 1906.....	13,309	9,587	3,722	2,175
" 1907.....	15,026	10,340	4,686	3,031
" 1908.....	14,878	10,237	4,641	2,786
" 1909.....	15,187	10,684	4,503	2,461

HIRE OF EQUIPMENT.

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

	1909	1908
Amount received for hire of O. & W. cars.....	\$142,020 48	\$302,963 66
Amount paid for use of foreign cars.....	224,053 61	280,365 39
Balance against this company.....	\$82,033 13	
Balance in favor of this company.....		\$22,598 27

GENERAL REMARKS.

The property has been well maintained and is in good physical condition. Reference to table on page 25 shows liberal expenditures for maintenance of way, and a larger amount than usual for maintenance of engines and cars. The second track between Strongtown and Young's Gap was put in operation in October, 1908, com-

pleting the second track between Cornwall and Cadosia. On the Scranton division most of the grading and masonry has been completed for second track between Jermyn and Dickson, a distance of 8 miles.

Contracts for grading and masonry have now been let, and the work has already been started on the extension of the Capouse branch, near Scranton, to a connection with the Lehigh Valley Railroad, near Sibley breaker, a distance of 4.6 miles. This direct connection with the Lehigh Valley will facilitate the interchange of traffic and afford a more direct market for the iron ores from the vicinity of Clinton.

I take pleasure in acknowledging the faithful and efficient service rendered by officers and employees in all departments throughout the year.

Yours respectfully,

J. E. CHILDS,

Vice-President and General Manager.

NEW YORK, August 28th, 1909.

OFFICE OF THE SECRETARY AND TREASURER.

NEW YORK, August 28, 1909.

MR. THOMAS P. FOWLER,

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 30, 1909.

The accounts of the Company have been verified by the auditors elected by the stockholders, Messrs. Barrow, Wade, Guthrie & Co., and their certificate is hereto attached.

The expense accounts of the previous year as now stated differ somewhat from the figures of the last annual report on account of changes ordered by the Interstate Commerce Commission, effective July 1, 1908, said changes affecting the following accounts:

Work Equipment, Repairs	} eliminated from general account "Maintenance of Way and Structures" and transferred to general account "Maintenance of Equipment."
Work Equipment, Renewals	
Work Equipment, Depreciation	
Maintenance of Way and Structures, Insurance	} transferred to general account "Gen- eral Expenses."
Maintenance of Equipment, Insurance	
Transportation, Insurance	
Equipment Borrowed—Dr.	} eliminated from general account "Maintenance of Equipment"—pay- ments and receipts to be carried di- rectly to Income Account.
Equipment Loaned —Cr.	
Transportation Expenses—Stock Yards and Grain Elevators	} transferred to "Station Employees" and "Station Supplies and Expenses" of same general account.

Yours respectfully,

R. D. RICKARD,

Secretary and Treasurer.

CERTIFICATE

New York, August 28th, 1909.

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, 1909, 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, 1909, 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 the 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
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	12,000,000

WESTERN RAILWAY COMPANY

ending June 30th, 1909

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, 1908.	EXPENDITURE	June 30th, 1909.
\$ 975,194 26	Maintenance of Way and Structures	\$ 920,100 08
1,319,908 05	Maintenance of Equipment	1,380,386 60
128,992 42	Traffic Expenses	114,263 27
2,824,197 18	Transportation Expenses	3,053,847 07
171,976 64	General Expenses	174,408 46
5,420,328 55		5,643,101 57
167,971 71	Taxes	189,159 86
5,588,300 26	Total Operating Expenses and Taxes	5,832,261 43
2,533,193 80	Balance Carried to Net Revenue Account No. 5	2,457,908 83
8,121,494 06		8,290,170 26

No. 5.—Net Revenue Account.—

\$	c		\$	c
800,000	00	To Interest on Refunding Mortgage 4 per cent. Bonds	800,000	00
149,748	10	" " General Mortgage 4 per cent. Bonds	157,920	00
8,783	25	" " Equipment Trust Notes	2,500	24
83,633	74	" Rent of U. C. & B. and R. & C. Railroads	55,003	73
3,750	00	" " Wharton Valley Railway	3,750	00
146,790	44	" " Ontario, Carbondale & Scranton Railway	149,188	81
18,000	00	" " Port Jervis, Monticello & Summitville Railroad	18,000	00
26,000	00	" " Ellenville & Kingston Railroad	26,000	00
165,911	97	" Sundry Interest and Discounts	152,877	44
37,443	05	" Outside Operations (Net)	36,321	10
49,779	54	" Rentals Paid	58,258	74
1,520,589	34	" Hire of Equipment	83,372	00
3,010,429	43	" Balance, carried forward to Account No. 6	1,343,127	07
			2,886,319	13

No. 6.—Profit and Loss Account.—

	\$	c
To Adjustment of various accounts accrued prior to July 1, 1908	918	56
" Unclaimed Wages paid account June, 1905	4	50
" Balance carried forward to Account No. 7	5,706,795	26
	5,707,718	32

June 30th, 1909

June 30th, 1908.	REVENUE	June 30th, 1909.
\$ 6,255,208 29	Freight	\$ 6,465,999 55
1,544,999 31	Passenger	1,506,585 59
10,801 80	Excess Baggage	10,331 74
27,613 50	Parlor and Chair Car	26,187 55
56,787 09	Mail	51,352 72
133,460 39	Express	140,353 38
8,596 66	Milk (on Passenger Trains)	7,306 76
752 30	Other Passenger Train	787 85
50,602 38	Switching	48,539 70
	Special Service Train	50 00
1,026 52	Miscellaneous Transportation	3,027 40
3,856 41	Station and Train Privileges	3,088 11
662 15	Parcel-room Receipts	724 10
578 03	Storage—Freight	890 44
412 50	Storage—Baggage	375 80
17,285 50	Car Service	13,055 00
6,311 43	Telegraph Service	6,874 38
8,367 71	Rents of Buildings and Other Property	4,690 10
175 00	Miscellaneous	
8,121,494 06		8,290,170 26

June 30th, 1909

\$	c		\$	c
2,533,193	80	By Balance of Revenue Account for the year as per Account No. 4	2,457,908	83
75,000	00	" Interest on Bond of the Ontario, Carbondale & Scranton Railway Co.	75,000	00
93,466	68	" Interest on Bonds of the Scranton Coal Co.	89,966	60
219,749	99	" " " Elk Hill Coal & Iron Co.	213,250	00
26,000	00	" " " Ellenville & Kingston R.R. Co.	26,000	00
18,000	00	" " " Port Jervis, Monticello & Summitville Railroad Co.	18,000	00
28,921	40	" Interest on Bonds of the Town of Walkkill	100	00
16,097	56	" Hire of Equipment	16,093	64
3,010,429	43	" Rentals Received		
			2,886,319	13

June 30th, 1909

	\$	c	\$	c
By Balance at July 1st, 1908			5,451,155	36
" Net Revenue year ending June 30, 1909	1,343,127	07		
" Less: Dividend on Preferred Stock	210	00	180,805	07
" " on Common Stock	1,162,112	00	73,500	00
" Repayment on account of advances O. C. & S. Ry. Co.			1,780	63
" Adjustment of various accounts prior to July 1, 1908			477	26
" Unclaimed Wages, July 1, 1907, to June 30, 1908				
			5,707,718	32

No. 7.—General Balance Sheet.—

June 30th, 1908.	ASSETS	June 30th, 1909.
\$ 77,853,310 ^c 12	Franchise and Property.....	\$ 78,055,434 ^c 90
4,000 00	Preferred Stock Redemption Fund.....	4,000 ^c 00
11,872,808 20	Investments in Other Companies.....	11,464,837 42]
40,060 50	Advances to Other Companies.....	40,060 ^c 50
1,348,327 49	Cash at Bankers.....	1,176,156 ^c 16]
758,762 56	Fuel and Supplies.....	801,207 24]
75,628 24	Sundry Outstanding Accounts due to the Company.....	112,789 ^c 78]
664,498 87	Outstanding Traffic " " " ".....	967,121 ^c 70]
117,453 64	Loans and Bills Receivable.....	117,324 54]
322,154 17	Accrued Interest.....	459,120 ^c 83
100,000 00	Rolling Stock under lease.....	
11,093 41	Prepaid Insurance.....	12,070 ^c 30
93,168,097 20		93,810,123 37

June 30th, 1909

June 30th, 1908.	LIABILITIES	June 30th, 1909.
\$ 58,113,982 ^c 84	Common Stock.....	\$ 58,113,982 ^c 84
	Preferred Stock:	
	Total amount issued.....	2,000,000 00
4,000 00	Less amount exchanged for bonds and held 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
3,948,000 00	General Mortgage 4 per cent. Bonds.....	3,048,000 00
285,506 67	Interest on Funded Debt, due and accrued.....	289,726 67
1,616,951 74	Sundry Outstanding Accounts due by the Company.....	1,868,525 89
77,619 54	Outstanding Traffic " " " ".....	245,864 22
3,695 10	Dividends Unpaid.....	3,250 60
	Loans and Bills payable:	
850,000 00	Gold Notes secured by First Mortgage of the Scranton Coal Co.....	600,000 00
2,375,000 00	Gold Notes secured by First Mortgage of the Elk Hill Coal and Iron Co.....	2,225,000 00
	Due to Banks.....	350,000 00
	Due for Equipment.....	90,400 00
100,000 00	Manhattan Trust Co., Trustee (Rolling Stock under lease).....	
118,854 91	Fire and Marine Insurance Reserve.....	141,177 22
3,456 06	Work Equipment Replacement Fund.....	8,545 26
59,126 88	Locomotive " " " ".....	32,828 19
22,729 02	Passenger Train Cars " ".....	38,977 23
38,565 60	Freight Train Cars " ".....	15,572 96
99,453 48	Floating Equipment " ".....	118,477 03
5,451,155 36	Profit and Loss.....	5,706,795 26
93,168,097 20		93,810,123 37

No. 8.—Details of Investment in Other Companies
June 30, 1909

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.	600,000 00
Scranton Coal Co. ....2d " " "	1,170,000 00
Elk Hill Coal & Iron Co.....1st " " "	2,225,000 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.....	449,837 42
	<u>\$11,464,837 42</u>
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 D (Final payment).....	\$100,000 00
Right of Way and Station Grounds.....	11,595 98
Additional Main Tracks. Second Track, Main Line.....	130,620 54
" " " " Scranton Division	50,226 81
Sidings and Spur Tracks.....	24,682 26
Terminal Yards.....	20,792 07
Block and Other Signal Apparatus.....	3,593 63
Telegraph and Telephone Lines.....	2,026 77
Station Buildings and Fixtures.....	2,398 79
Shops, Engine Houses and Turntables.....	32,315 53
Shop Machinery and Tools.....	17,918 34
Water and Fuel Stations.....	6,870 59
Steam Locomotives.....	103,987 60
Passenger Train Cars.....	84,316 21
Freight Train Cars.....	3,549 97
Floating Equipment.....	2,220 60
 Total Additions.....	 \$603,115 74
BETTERMENTS	
Widening Cuts and Fills.....	5,790 77
Protection of Banks.....	6,508 12
Tunnel Improvements.....	9,379 41
Bridges, Trestles and Culverts.....	52,460 01
Increased Weight of Rail.....	15,006 47
Ballast.....	31,095 61
Improvement of Over and Under Grade Crossings.....	1,267 97
Track Elevation, Elimination of Grade Crossings, etc.—Cr.	8,878 50
Interlocking Apparatus.....	6,229 97
Station Buildings and Fixtures.....	699 68
Shops, Engine Houses and Turntables.....	190 93
Water and Fuel Stations.....	2,739 33
Dock and Wharf Property.....	8,770 02
Miscellaneous Structures.....	13,242 92
Steam Locomotives.....	1,411 06
Passenger Train Cars.....	2,679 07
Freight Train Cars.....	49,207 45
Work Equipment.....	158 75
 Total Betterments.....	 \$199,009 04
 Grand Total, Additions and Betterments.....	 \$802,124 78

No. 10.—Operating

MAINTENANCE OF WAY AND STRUCTURES	June 30, 1908	June 30, 1909
1. Superintendence.....	\$38,865 08	\$40,512 89
2. Ballast.....	6,300 43	6,015 18
3. Ties.....	128,378 81	141,749 37
4. Rails.....	24,909 35	9,081 50
5. Other Track Material.....	50,349 97	37,591 53
6. Roadway and Track.....	338,417 28	348,286 31
7. Removal of Snow, Sand, and Ice.....	35,979 30	21,881 01
8. Tunnels.....	9,405 73	9,775 69
9. Bridges, Trestles, and Culverts.....	74,874 73	38,480 03
10. Over and Under Grade Crossings.....	715 47	1,137 21
11. Grade Crossings, Fences, Cattle Guards and Signs.....	24,254 14	20,531 67
12. Snow and Sand Fences, and Snowsheds.....	2,810 75	470 10
13. Signals and Interlocking Plants.....	29,285 70	25,405 98
14. Telegraph and Telephone Lines.....	2,727 50	3,670 84
16. Buildings, Fixtures and Grounds.....	80,679 32	68,941 62
17. Docks and Wharves.....	22,089 30	33,245 52
18. Roadway Tools and Supplies.....	7,898 68	12,378 72
19. Injuries to Persons.....	3,621 43	9,161 23
20. Stationery and Printing.....	2,344 35	2,412 62
21. Other Expenses.....	100 00	830 59
22. Maintaining Joint Tracks, Yards, and Other Facilities—Dr.....	91,081 39	94,931 16
23. Maintaining Joint Tracks, Yards, and Other Facilities—Cr.....	5,894 51	6,294 69
	\$975,194 26	\$920,196 08
Per Cent on Gross Receipts.....	12.01	11.10
Per mile of Line and Sidings owned and leased.....	\$1,184 75	\$1,102 55
Per Ton of Freight carried.....	c17 45	c16 05
MAINTENANCE OF EQUIPMENT		
24. Superintendence.....	\$22,027 00	\$26,075 04
25. Steam Locomotives—Repairs.....	491,906 18	523,194 80
26. Steam Locomotives—Renewals—Cr. (1908).....	6,071 86	4,811 61
27. Steam Locomotives—Depreciation.....	59,784 90	68,520 13
31. Passenger Train Cars—Repairs.....	134,150 57	115,345 56
32. Passenger Train Cars—Renewals—Cr.....	4,128 56	2,104 17
33. Passenger Train Cars—Depreciation.....	29,687 06	31,510 91
34. Freight Train Cars—Repairs.....	464,902 66	472,094 16
35. Freight Train Cars—Renewals.....	17,786 53	8,120 70

Expenses

MAINTENANCE OF EQUIPMENT—Continued	June 30, 1908	June 30, 1909
36. Freight Train Cars—Depreciation.....	\$74,524 75	\$81,461 59
43. Work Equipment—Repairs.....	4,507 10	3,296 66
44. Work Equipment—Renewals.....	223 54	338 00
45. Work Equipment—Depreciation.....	4,423 40	4,611 62
46. Shop Machinery and Tools.....	16,285 34	23,614 15
47. Power Plant Equipment.....		
48. Injuries to Persons.....	4,315 95	14,827 26
49. Stationery and Printing.....	4,356 70	4,706 37
50. Other Expenses.....	250 00	52 50
51. Maintaining Joint Equipment at Terminals—Dr.....	67 79	
52. Maintaining Joint Equipment at Terminals—Cr.....		
	\$1,319,068 05	\$1,380,386 69
Per Cent. on Gross Receipts.....	16.25	16.65
Per Traffic Engine Mile.....	c25 29	c25 01
Per Traffic Car Mile.....	c2 32	c2 24
TRAFFIC EXPENSES		
53. Superintendence.....	\$45,510 50	\$34,713 73
54. Outside Agencies.....	47,041 73	37,860 85
55. Advertising.....	19,650 59	11,979 47
56. Traffic Associations.....	1,692 17	2,372 21
57. Fast Freight Lines.....	3,794 73	6,180 09
58. Industrial and Immigration Bureaus.....	2,720 36	11,771 33
59. Stationery and Printing.....	8,376 34	9,385 59
60. Other Expenses.....	200 00	
	\$128,992 42	\$114,263 27
Per Cent. on Gross Receipts.....	1.59	1.38
Per Traffic Engine Mile.....	c2 47	c2 07
Per Traffic Car Mile.....	20	10

No. 10.—Operating

TRANSPORTATION EXPENSES	June 30, 1908	June 30, 1909
61. Superintendence.....	\$43,261 59	\$48,763 17
62. Despatching Trains.....	24,096 34	27,926 35
63. Station Employees.....	319,877 02	348,563 27
64. Weighing and Car Service Associations.....	2,010 34	2,010 89
65. Coal and Ore Docks.....	57,626 77	61,211 25
66. Station Supplies and Expenses.....	44,725 75	41,028 09
67. Yardmasters and their Clerks.....	26,034 33	28,155 34
68. Yard Conductors and Brakemen.....	75,494 01	82,842 06
69. Yard Switch and Signal Tenders.....	21,422 72	3,436 00
70. Yard Supplies and Expenses.....	2,206 14	1,684 67
71. Yard Enginemen.....	44,388 93	47,416 96
72. Engine-house Expenses—Yard.....	14,783 92	15,117 30
73. Fuel for Yard Locomotives.....	55,842 19	58,107 55
74. Water for Yard Locomotives.....	980 67	1,623 19
75. Lubricants for Yard Locomotives.....	1,272 31	1,219 28
76. Other Supplies for Yard Locomotives.....	669 44	576 60
77. Operating Joint Yards and Terminals—Dr.....	66,221 80	86,553 82
78. Operating Joint Yards and Terminals—Cr.....	2,204 18	2,340 91
80. Road Enginemen.....	394,198 98	428,299 18
81. Engine-house Expenses—Road.....	108,676 02	114,566 84
82. Fuel for Road Locomotives.....	737,510 66	818,023 76
83. Water for Road Locomotives.....	25,988 20	34,541 36
84. Lubricants for Road Locomotives.....	14,957 87	15,314 25
85. Other Supplies for Road Locomotives.....	6,014 99	7,079 20
88. Road Trainmen.....	469,544 20	501,355 53
89. Train Supplies and Expenses.....	77,523 14	75,785 99
90. Interlockers, Block and Other Signals—Operation.....	26,947 45	30,506 57
91. Crossing Flagmen and Gatemen.....	20,760 79	29,149 78
92. Drawbridge Operation.....	1,060 78	745 75
93. Clearing Wrecks.....	10,777 50	10,931 30
94. Telegraph and Telephone Operation.....	115 38	112 65
97. Stationery and Printing.....	23,045 65	25,843 53
98. Other Expenses.....	2,356 10	548 62
99. Loss and Damage—Freight.....	43,044 08	29,370 64
100. Loss and Damage—Baggage.....	610 68	300 73
101. Damage to Property.....	4,574 13	8,240 08
102. Damage to Stock on Right of Way.....	1,499 40	2,088 05
103. Injuries to Persons.....	48,699 35	60,776 86
104. Operating Joint Tracks and Facilities—Dr.....	9,291 30	15,026 10
105. Operating Joint Tracks and Facilities—Cr.....	8,318 54	9,265 48
	\$2,824,197 18	\$3,053,847 07
Per Cent. on Gross Receipts.....	34.77	36.84
Number of Passengers carried.....	2,005,932	2,065,411
Number of Tons of Freight carried.....	5,580,715	5,731,588

Expenses.

GENERAL EXPENSES	June 30, 1908.	June 30, 1909.
GENERAL EXPENSES		
106. Salaries and Expenses of General Officers.....	\$62,012 54	\$80,394 73
107. Salaries and Expenses of Clerks and Attendants.....	51,627 28	50,002 91
108. General Office Supplies and Expenses.....	17,810 21	15,763 63
109. Law Expenses.....	12,548 73	14,415 23
110. Insurance.....	15,156 23	14,054 57
111. Stationery and Printing.....	4,188 16	4,223 52
112. Stationery and Printing.....	8,633 49	8,953 87
114. Other Expenses.....		
115. General Administration Joint Tracks, Yards and Terminals—Dr.....		
116. General Administration Joint Tracks, Yards and Terminals—Cr.....		
	\$171,976 64	\$174,408 46
Per Cent. on Gross Receipts.....	2.12	2.10

No. 11.—Road and Track Mileage

	June 30th, 1908.	June 30th, 1909.
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	105.03
Branches.....Steel	47.02	47.02
Main Line Sidings.....Steel and Iron	123.04	123.96
Branch Line Sidings.....Steel and Iron	6.03	6.18
Total Tracks and Sidings Owned.....	546.35	553.94
Leased Lines.....Steel	174.03	174.03
" " Second Track.....Steel	19.09	19.09
" " Sidings and Mine Branches.....	83.65	87.55
Total Tracks and Sidings Leased.....	276.77	280.67
Total Tracks and Sidings Owned and Leased.....	823.12	834.61

No. 12.—Engine, Train and Car Mileage

ENGINE MILES		
REVENUE	June 30, 1908	June 30, 1909
Passenger.....	1,263,600	1,238,160
Freight.....	2,898,840	3,170,421
Mixed.....	479,053	547,493
Special.....	1,397	31
Switching.....	577,166	563,507
Total Revenue Engine Miles.....	5,220,152	5,519,015
NON-REVENUE		
Passenger.....	25,609	31,094
Freight.....	14,068	1,039
Work.....	141,300	136,193
Total Non-revenue Engine Miles.....	181,067	171,326
Total Revenue and Non-revenue Engine Miles.....	5,401,219	5,690,941
TRAIN MILES		
REVENUE		
Passenger.....	1,242,145	1,221,954
Freight.....	2,326,223	2,542,081
Mixed.....	460,111	531,362
Special.....	524	34
Total.....	4,038,003	4,295,431
NON-REVENUE		
Passenger.....	10,114	25,582
Freight.....	1,072	1,039
Work.....	109,320	101,091
Total.....	120,506	127,712
Total Revenue and Non-revenue Train Miles.....	4,167,509	4,423,143

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

CAR MILES		
REVENUE	June 30, 1908	June 30, 1909
REVENUE, PASSENGER		
Passenger.....	4,395,659	4,282,448
Sleeping and Parlor.....	628,199	654,833
Baggage, Express and Mail.....	1,734,502	1,806,295
Total.....	6,758,360	6,743,576
REVENUE, FREIGHT		
Loaded.....	35,357,927	38,279,862
Empty.....	20,114,761	21,932,603
Caboose.....	1,341,568	1,450,640
Total.....	56,814,256	61,663,105
REVENUE, SPECIAL		
Passenger.....	2,597	68
Sleeping and Parlor.....	2,288	
Other Passenger Train Cars.....	821	
Freight, Loaded.....		
Freight, Empty.....		
Caboose.....		
Total.....	5,706	68
Total Revenue Car Miles.....	63,578,322	68,400,749
NON-REVENUE		
Passenger.....	19,215	30,793
Freight.....	5,689	6,119
Work.....	1,019,289	800,112
Total.....	1,044,193	837,024
Total Revenue and Non-revenue Car Miles.....	64,622,515	69,243,773-

No. 13.—Statistics of Revenue and Expenses

	Year ending June 30th, 1905.		Year ending June 30th, 1906.		Year ending June 30th, 1907.		Year ending June 30th, 1908.		Year ending June 30th, 1909.	
	REVENUE.	EXPENSES.	REVENUE.	EXPENSES.	REVENUE.	EXPENSES.	REVENUE.	EXPENSES.	REVENUE.	EXPENSES.
July.....	\$646,806 00	\$385,655 00	\$708,523 00	\$462,084 00	\$807,370 00	\$448,470 53	\$827,147 11	\$484,772 26	\$822,906 52	\$480,273 49
August.....	702,570 00	392,405 00	782,954 00	477,705 00	845,505 16	485,489 13	899,255 77	470,230 46	850,736 93	477,671 85
September.....	594,449 00	375,051 00	665,980 00	451,044 00	715,766 83	453,951 71	693,362 77	456,016 60	718,545 01	477,163 79
October.....	592,578 00	440,103 00	662,412 00	458,977 00	693,757 60	469,097 18	698,976 35	487,832 68	688,362 35	498,627 86
November.....	578,542 00	398,071 00	620,628 00	438,015 00	639,173 79	453,441 86	634,055 81	450,181 74	624,686 08	466,556 12
December.....	544,523 00	417,136 00	593,282 00	412,761 00	590,873 55	399,011 82	553,427 65	423,057 72	634,963 01	480,698 37
January.....	491,212 00	400,194 00	565,635 00	411,780 00	615,718 59	435,605 80	593,057 52	465,030 98	591,312 10	465,779 20
February.....	419,792 00	389,406 00	457,866 00	372,950 00	518,958 00	405,262 09	515,485 89	438,055 37	557,812 32	427,634 57
March.....	586,065 00	420,565 00	617,877 00	423,957 00	646,418 06	442,514 14	607,402 27	447,102 15	749,972 52	507,023 46
April.....	590,554 00	400,142 00	343,017 00	360,227 00	707,502 67	491,430 86	665,358 10	417,147 44	680,987 36	464,836 59
May.....	669,634 00	435,318 00	554,410 00	380,045 00	695,070 20	465,020 33	692,771 77	425,159 82	641,556 25	442,760 36
June.....	674,163 89	437,855 57	702,473 57	409,514 81	726,246 38	500,672 26	740,263 55	454,841 13	719,329 21	447,745 01
	\$7,090,888 89	\$4,891,901 57	\$7,265,057 57	\$5,059,059 81	\$8,202,360 83	\$5,449,967 71	\$8,121,494 06	\$5,420,328 55	\$8,290,170 26	\$5,643,101 57
Percent. of expenses to receipts	.....	68.99	.....	69.64	.....	66.44	.....	66.74	.....	68.07
Taxes.....	.....	158,847 78	.....	174,197 21	.....	194,378 15	.....	167,971 71	.....	189,159 86
" Per cent. to receipts.....	.....	2.24	.....	2.40	.....	2.37	.....	2.07	.....	2.28
Total.....	\$7,090,888 89	\$5,050,749 32	\$7,265,057 57	\$5,233,287 02	\$8,202,360 83	\$5,644,345 86	\$8,121,494 00	\$5,588,300 26	\$8,290,170 26	\$5,832,261 43
Per cent. to receipts.....	.....	71.23	.....	72.04	.....	68.81	.....	68.81	.....	70.35
Train Miles.....	3,930,604		3,984,352		4,183,409		4,038,003		4,295,431	
Per Train Mile.....	\$1.804	\$1.285	\$1.823	\$1.313	\$1.961	\$1.349	\$2.011	\$1.384	\$1.030	\$1.358
Passengers carried—Number.....	1,731,806		1,871,722		1,975,379		2,005,932		2,065,411	
" One mile.....	63,108,404		72,867,521		81,801,091		85,876,600		80,592,224	
Revenue per Passr. per mile.....	1c. 889		1c. 888		1c. 864		1c. 799		1c. 860	
General Freight carried—Tons.....	1,440,082		1,755,096		2,050,018		2,257,715		2,145,191	
Coal.....	3,141,260		2,825,973		3,145,807		3,214,124		3,472,543	
Milk.....	104,003		109,094		111,341		103,870		113,854	
Total Freight.....	4,685,350		4,690,973		5,308,066		5,580,716		5,731,588	
" " carried—Tons 1 mile.....	695,332,579		661,651,285		723,680,901		740,482,852		820,957,230	
Revenue per Ton per mile.....	0c. 803		0c. 844		0c. 874		0c. 845		0c. 789	

No. 14—Detailed Traffic Statistics

ITEM	JUNE 30, 1908			JUNE 30, 1909					
	Number of Passengers and Tonnage	Revenue and Rates			Number of Passengers and Tonnage	Revenue and Rates			
		\$	c	m		\$	c	m	
PASSENGER TRAFFIC									
Number of Passengers Carried									
Earning Revenue.....	2,005,932				2,065,411				
Number of Passengers Carried One Mile.....	85,876,600				80,592,224				
Number of Passengers Carried per Mile of Road.....	157,321				147,640				
Average Distance Carried...Miles	42.81				39.02				
Total Passenger Revenue.....		\$1,544,996	31			\$1,506,585	59		
Average Amount Received from each Passenger.....			77	021			72	943	
Average Receipts per Passenger per Mile.....			01	799			01	869	
Total Passenger Service Train Revenue.....		1,777,008	14			1,742,855	59		
Passenger Service Train Revenue per Mile of Road.....		3,255	37			3,192	80		
Passenger Service Train Revenue per Train-Mile.....			1	03	842			99	403
FREIGHT TRAFFIC									
Number of Tons Carried of Freight Earning Revenue....	5,580,715				5,731,588				
Number of Tons Carried One Mile	740,482,852				820,957,230				
Number of Tons Carried One Mile per Mile of Road.....	1,356,519				1,503,943				
Average Distance Haul of One Ton.....Miles	132.69				143.23				
Total Freight Revenue.....		6,255,208	29			6,465,999	55		
Average Amount Received for each Ton of Freight.....			1	12	086		1	12	813
Average Receipt per ton per Mile					845				787
Freight Revenue per Mile of Road		11,459	15			11,845	31		
Freight Revenue per Train-Mile..			2	23	773		2	10	383
TOTAL TRAFFIC									
Operating Revenues.....		8,121,494	06			8,290,170	26		
Operating Revenues per Mile of Road.....		14,878	07			15,187	08		
Operating Revenues per Train-Mile.....			2	01	126			1	93
Operating Expenses.....		5,420,328	55			5,643,101	57		
Operating Expenses per Mile of Road.....		9,920	71			10,337	81		
Operating Expenses per Train-Mile.....			1	34	233			1	31
Net Operating Revenue.....		2,701,165	51			2,647,068	69		375
Net Operating Revenue per Mile of Road.....		4,948	36			4,849	27		

No. 15.—Equipment

	Total Owned and Leased, June 30, 1908	†Total Owned and Leased in service, June 30, 1908	Added during year Charged to Capital	Added during year Charged to Replacement Funds	Transferred	Retired	Total owned, in Service June 30th, 1909	Out of Service
LOCOMOTIVES								
Passenger.....	49	49					49	
Freight.....	127	125	7	8		6	134	
Total.....	176	174	7	8		6	183	
PASSENGER TRAIN CARS.								
Parlor.....	12	12					12	
1st Class.....	111	111	10			1	120	1
2d ".....	15	15					15	
Combination.....	25	25					25	
Baggage and Express.....	21	21				2	19	
Mail and Baggage.....	15	15				1	14	1
Officers and Pay.....	3	3					3	
Air Brake and Instruction.....	1	1					1	
Milk.....	102	102				2	100	2
Total.....	305	305	10		*2	4	309	4
FREIGHT TRAIN CARS.								
Box.....	958	866			3	7	856	99
Refrigerator.....	87	86				1	85	2
Stock.....	63	58					58	5
Flat.....	458	456		2	2	18	438	17
Coal.....	5,774	5,658		829		898	5,589	185
Caboose.....	93	90	6	6		4	98	1
Total.....	7,433	7,214	6	837	*5	928	7,124	309
WORK EQUIPMENT								
Derrick.....	7	7					7	
Pile Driver.....	1	1					1	
Steam Shovel.....	1	1					1	
Snow Plows.....	7	7					7	
Tool Cars.....	9	9					9	
Road Department.....	85	85	1		7	5	88	4
Total.....	110	110	1		7	5	113	4
Grand Total, Cars.....	7,848	7,629	16	838		937	7,546	317

†Title to 250 Box Cars, 50 Refrigerator Cars, 4 Vestibule Coaches, 2 Parlor Cars, 6 Mogul Engines and 3 Passenger Engines passed to the Railway Company, April 1st, 1909, on maturity of Car Trust Series D.

*Transferred to Road Department.