

## The Railroad Record

### August 16, 1860

### WILLIAMSPORT AND ELMIRA RAILROAD.

FROM THE REPORT OF THE MANAGERS.

During the past year a most valuable contract has been signed between this company and the Buffalo, New York and Erie Company, by which that road will probably hereafter constitute our principal connection with Buffalo and the Northwest.

Its able President, Mr. Patchin, appreciating the present and growing importance of the Southern trade and travel, has contracted, in consideration of securing to him that traffic, to take all coal and pig iron for us, from Elmira to Buffalo and Rochester, at very low rates, on their return cars from New York city. These run under the trestle work of this company at Elmira, and loading with coal and iron from our cars, pass on to Buffalo, furnishing a return freight to them at low rates, and opening facilities to us for reaching the lakes at prices otherwise impossible.

Among the various difficulties the Managers have had to contend with in organizing the business of our road, not the least has been the failure of so many of its established connections.

Two years ago the regular line between Philadelphia and the Lakes was by the Canandaigua and Elmira and Canandaigua and Niagara Falls Railroads. This last named road, after innumerable struggles, has literally passed out of existence, having been taken charge of by the New York Central Company, its gauge altered and its track partially taken up. This leaves a wide gauge link from Elmira to Canandaigua, between two narrow gauge roads, the New York Central and our own.

This wide gauge link is owned by two separate and distinct corporations, the Chemung Railroad, a solvent company owning its road free from debt, from Elmira to Jefferson, at the head of Canandaigua Lake, and the Canandaigua and Elmira Company, the last remnant of the old ownership of the line from Jefferson to Canandaigua, an unfortunate road, which after five separate foreclosures, in the past two years, has finally passed into the hands of its first mortgage bondholders; and so, at length, apparently reached the end of its financial difficulties.

In the lease of these roads to the New York and Erie Company, provision is made for the narrowing of the gauge, or the laying of an inner rail, whenever the business will justify the expenditure.

When this shall have been accomplished, a direct connection of uniform gauge will exist from Philadelphia, New York and Baltimore, over the Williamsport and Elmira road, to the lakes, by the New York Central road, a powerful corporation, whose officers thoroughly appreciate the importance of our trade and travel, and tender us a cordial alliance and ample pecuniary assistance in the completion of this narrow gauge, whenever it is decided upon and arranged with the present lessees.

Much has also been accomplished the past year, in establishing and consolidating our connections with other roads.

In conclusion, the Managers would call the

attention of the stockholders to the annual accounts appended, as also to the report of the Superintendent of the road, detailing its various operations.

By order of the Managers.

(Signed)

THOS. KIMBER, JR., President.

### SUPERINTENDENT'S REPORT.

WILLIAMSPORT AND ELMIRA RAILROAD, }  
Superintendent's Office, Elmira, 1859. }

THOMAS KIMBER, JR., Esq., Prest.

Dear Sir:—You will please find herewith the annual statement of the business of the Williamsport and Elmira Railroad for the year ending March 31st, 1859.

1st. The operating expenses have been somewhat reduced from the previous year, notwithstanding we placed 22,300 ties in the track, and 140 tons of new iron in the place of old.

2d. The earnings have fallen considerably short of the amount for the previous year, which is attributable, in a great degree, to the competition and low rates charged by the various railroads for freight and passengers, also from the fact that very few furnaces and manufacturing establishments have been in operation in western New York, which receive their supplies of coal and iron very largely from Pennsylvania, via Williamsport and Elmira Railroad, thereby causing a diminution of tonnage of coal. Still there are some features of the year's business that are promising for the future; for instance, the tonnage of products of the forest exceeds last year's by 9,188,747 pounds; the products of animals exceed those of last year 1,324,265 pounds; the tonnage of vegetable productions is somewhat less than for last year, owing, in part, to the strong competition for freights, and the failure of crops. The tonnage of other agricultural products exceed the last year 85,123 pounds. There is a decrease in merchandise tonnage of 3,301,140 pounds. The tonnage of other articles, which consists of stone, lime, sand, gypsum, coal and sundries have fallen short of last year 35,104,607 pounds, or 17,552 tons, while the entire tonnage of this year only falls short of last year 12,867 tons, by which it will be seen that, had there been the usual demand for coal and iron, our tonnage would have been in excess of last year; or rather that our miscellaneous freight has really increased, notwithstanding the general depression in all business. The amount received per mille per ton this year, is 2.28 cents; last year 2.32. The number of passengers carried this year falls short of last year 571. The rate received per mile for passengers last years was 2.66 while this year it is 2.56. I wish to call your attention particularly to the running expenses, by which you will see that the expenses for road-bed, &c., are in excess of last year \$4,780 50, while every other expense is less; the expenses for road-bed repairs consist in the purchase of ties and re-rolling iron.

I have the pleasure of saying that we have had no accident on the road during the year, by which any damage has been done. But once during the year have we had a passenger train off the track, and then it was thrown off in the night by running over an animal. Both passenger and freight trains have been run with great regularity, and much credit is due to the operatives for the care and vigilance exercised by them in the discharge of their respective duties. Our motive power, cars and track are in good order, and I am happy to say the present prospect for business is quite flattering.

Yours Respectfully,

(Signed) J. A. REDFIELD, Supt.

### ABSTRACT RUNNING EXPENSES, FROM APRIL 1ST, 1858, TO MARCH 31ST, 1859.

#### Maintaining road-bed and real estate:

|                               |             |
|-------------------------------|-------------|
| Repairs road-bed.....         | \$24,290 60 |
| Repair truss bridges.....     | 1,481 11    |
| Repairs building.....         | 123 74      |
| Repairs fences and gates..... | 362 19      |
| Taxes.....                    | 1,692 30    |

#### Repairs of machinery:

|                                    |          |
|------------------------------------|----------|
| Passenger engines and tenders..... | 3,259 97 |
| Freight engines and tenders.....   | 3,390 60 |
| Passenger and baggage cars.....    | 1,594 83 |
| Freight cars.....                  | 3,366 90 |
| Tools and machinery in shops.....  | 3,47 32  |
| Incidentals and salaries.....      | 2,550 06 |

#### Operating road:

|                                          |           |
|------------------------------------------|-----------|
| Office expenses and stationery.....      | 874 72    |
| Agents.....                              | 1,630 00  |
| Clerks.....                              | 1,132 15  |
| Labor, loading and unloading.....        | 3,399 08  |
| Porters, watchmen and switchmen.....     | 4,616 16  |
| Wood and water station attendance.....   | 830 76    |
| Passenger conductors and baggagemen..... | 3,420 00  |
| Passenger brakemen.....                  | 938 10    |
| Freight conductors.....                  | 1,449 99  |
| Freight brakemen.....                    | 1,815 48  |
| Passenger engine-men and firemen.....    | 3,414 34  |
| Freight engine-men and firemen.....      | 3,148 72  |
| Fuel, cost and labor.....                | 11,200 00 |

#### Oil, waste and tallow:

|                                          |          |
|------------------------------------------|----------|
| For passenger engines.....               | 1,97 43  |
| For freight engines.....                 | 1,199 81 |
| For freight and coal cars.....           | 938 19   |
| For passenger cars.....                  | 374 78   |
| For porters, watchmen and switchmen..... | 8 00     |
| For shops.....                           | 293 52   |
| For track.....                           | 58 40    |
| For offices.....                         | 22 40    |

#### Loss and damage:

|                                              |        |
|----------------------------------------------|--------|
| On goods and baggage.....                    | 227 63 |
| On property (cattle killed and by fire)..... | 84 19  |

#### General Superintendent:

|                                    |          |
|------------------------------------|----------|
| Salary.....                        | 1,999 99 |
| Incidentals and contingencies..... | 560 20   |

#### Miscellaneous:

|                             |             |
|-----------------------------|-------------|
| Repairs of water works..... | 4 28        |
| Telegraph expenses.....     | 1,580 49    |
| Switching with engines..... | 1,088 02    |
| Through line expenses.....  | 6,065 41    |
|                             | \$95,662 25 |

### TRANSPORTATION ACCOUNT, 1858-59.

1859, 4th month, 1st

To running expenses for current year, viz:

|                                                             |              |
|-------------------------------------------------------------|--------------|
| Maintaining road-bed and real estate.....                   | \$27,348 94  |
| Repairs of machinery.....                                   | 14,967 07    |
| Operating road.....                                         | 37,269 50    |
| Oil and waste.....                                          | 3,888 53     |
| Loss and damage.....                                        | 311 82       |
| Contingencies, incidentals and superintendent's salary..... | 2,560 19     |
| Miscellaneous.....                                          | 8,730 20     |
| Balance to credit of profit and loss.....                   | 96,306 33    |
|                                                             | \$191,970 58 |

1859, 4th month, 1st

By amount passenger receipts.....

|                                                       |             |
|-------------------------------------------------------|-------------|
| Freight receipts.....                                 | \$61,788 37 |
| Sundry receipts, including mail pay, express, &c..... | 112,741 12  |
|                                                       | 17,441 09   |
|                                                       | 191,970 58  |

### PROFIT AND LOSS ACCOUNT, 1858 AND 1859.

1859, 4th month, 1st

|                                                                                                                                       |              |
|---------------------------------------------------------------------------------------------------------------------------------------|--------------|
| To sundries.....                                                                                                                      | \$697 76     |
| To coupons, first mortgage bonds, paid this year, unfunded.....                                                                       | 37,730 00    |
| To coupons, second mortgage bonds, paid this year, unfunded.....                                                                      | 700 00       |
| To coupons, chattie mortgage bonds, paid this year.....                                                                               | 12,041 66    |
| To interest account for balance of interest unfunded paid this year.....                                                              | 12,599 18    |
| To expense account, including expenses of Philadelphia office and salaries, counsel fees, stationery, advertising publishing, &c..... | 10,937 06    |
| To insurance account, on buildings, machinery and rolling stock.....                                                                  | 2,109 32     |
| To balance to credit of construction account.....                                                                                     | 25,878 09    |
|                                                                                                                                       | \$102,793 07 |

1859, 4th month, 1st

|                                                                                             |            |
|---------------------------------------------------------------------------------------------|------------|
| By profit on repairs done at Williamsport shop for other companies.....                     | \$3,884 74 |
| By transportation account, profit of running the road.....                                  | 96,306 33  |
| By one-half of President's salary paid by Catawissa, Williamsport and Erie Railroad Co..... | 2,500 00   |
|                                                                                             | 102,690 07 |

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## FREIGHT CLASSIFIED.

|                                  | Tons.          |
|----------------------------------|----------------|
| Products of the forest.....      | 19,302         |
| Products of animals.....         | 1,615          |
| Vegetables products.....         | 9,778          |
| Other agricultural products..... | 437            |
| Manufactures.....                | 19,233         |
| Merchandise.....                 | 2,620          |
| Other articles.....              | 29,474         |
|                                  | <u>\$2,647</u> |

## GENERAL ACCOUNT.

*Dr.*

|                                  |                       |
|----------------------------------|-----------------------|
| Construction account.....        | \$3,482,374 12        |
| Elmira basin property.....       | 80,370 15             |
| Williamsport basin property..... | 44,529 32             |
| Williamsport shop.....           | 41,450 91             |
| Locomotive engines.....          | 150,315 84            |
| Cars.....                        | 230,531 59            |
|                                  | <u>\$4,031,581 03</u> |

*Assets.*

|                                             |                       |
|---------------------------------------------|-----------------------|
| Cash on hand.....                           | 2,512 83              |
| Freight and toll bills due the Company..... | 3,980 01              |
| Stock and bonds held by the Company.....    | 41,615 23             |
| Telegraph and patent rights.....            | 9,219 51              |
| Materials on hand.....                      | 21,416 16             |
| Debts due the Company.....                  | 32,551 75             |
| Discount on sale of bonds held by Company.. | 5,380 91              |
| Philadelphia office furniture.....          | 681 17                |
|                                             | <u>\$4,148,920 11</u> |

*Cr.*

|                             |                |
|-----------------------------|----------------|
| Capital stock.....          | \$1,500,000 00 |
| First mortgage bonds.....   | 1,000,000 00   |
| Second mortgage bonds.....  | 700,000 00     |
| Chattel mortgage bonds..... | 495,000 00     |
| Ten per cent bonds.....     | 11,000 00      |
| First mortgage scrip.....   | 60,715 13      |
| Second mortgage scrip.....  | 45,805 33      |
| Chattel mortgage scrip..... | 49,452 27      |

*Liabilities.*

|                               |                       |
|-------------------------------|-----------------------|
| Bills payable.....            | 161,272 19            |
| Due bills for labor.....      | 17,572 85             |
| Loans.....                    | 78,245 77             |
| Pay rolls and vouchers.....   | 21,944 60             |
| Debts due by the Company..... | 7 911 97              |
|                               | <u>\$4,148,920 11</u> |

OFFICERS OF THE COMPANY.—Thomas Kimber, Jr., *President*; Thomas Kimber Jr., Samuel V. Merrick, Israel Morris, William D Lewis, Robert J. Mercer, Joseph S. Perot, Alexander S. Diven, *Managers*; Wm. C. Longstreth, *Secretary and Treasurer*; J. A. Redfield, *Superintendent*.