

9th
ANNUAL REPORT

OF

The New York Central and Hudson River Railroad Co.

FOR THE

Year Ending September 30th, 1878.

MADE TO THE

STATE ENGINEER AND SURVEYOR

OF THE

STATE OF NEW YORK,

UNDER THE ACT CHAPTER 140 OF THE LAWS OF 1850.

ALBANY:

WEED, PARSONS AND COMPANY, PRINTERS.

1879.

89.42	Post
39.801	Bonds
29.229 533.33	Total
99.894.095.83	Cost
29.335.437.90	Water.

ANNUAL REPORT

OF THE

New York Central and Hudson River Railroad Company,

FOR THE YEAR ENDING SEPTEMBER 30TH, 1878.

STATE OF NEW YORK, }
New York County, } ss.:

CHARLES C. CLARKE, Treasurer, and JAMES TILLINGHAST and J. M. TOUCEY, Acting Superintendents of Operations of the New York Central and Hudson River Railroad Company, being severally sworn, each for himself, deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed)

C. C. CLARKE,
J. TILLINGHAST,
J. M. TOUCEY.

Subscribed and sworn to before me, }
this 20th day of December, 1878. }

ISAAC P. CHAMBERS, *Notary Public, N. Y. Co.*

STOCK AND DEBTS.

Capital stock.....	\$89,428,300 00
Funded debt, as by last report.....	39,801,233 33
Total amount now of funded debt.....	39,801,233 33
Bonds and mortgages given or assumed by the company upon purchase of real estate.....	632,050 56
Average rate per annum of interest on funded debt...	6½ per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For grading and masonry.	\$19,501,106 83	\$19,543,814 40
For bridges.	2,528,026 21	2,528,026 21
Superstructure, including iron and steel...	29,119,425 68	29,216,925 68
Passenger and freight stations, buildings and fixtures.	11,926,328 49	12,196,709 89
Engine and car houses, machine shops, machinery and fixtures.		
Land, land damages and fences.	11,968,899 31	12,469,817 91
Locomotives and fixtures, and snow plows..	5,988,903 51	5,868,486 79
Passenger and baggage cars.	1,764,143 82	1,628,292 79
Freight and other cars.	10,115,901 93	10,233,626 93
Engineering and agencies.	2,999,473 27	2,999,473 27
Horses.	16,985 00	.....
Harness and stable equipage.	4,293 10	.....
Constructing Rochester and Lake Ontario Railroad.	150,000 00	150,000 00
Constructing Buffalo and Niagara Falls Rail- road.	658,921 56	658,921 56
Constructing Lewiston Railroad.	400,000 00	400,000 00
Constructing Saratoga and Hudson River Railroad.	2,000,000 00	2,000,000 00
Total cost of road and equipment.	\$99,142,408 71	\$99,894,095 43

CHARACTERISTICS OF ROAD.

Length of road.	} See statement on pages 5, 6 and 7.	
Length of road in this State.		
Length of road laid.		
Length of road laid in this State.		
Length of double track, including sidings.		
Length of branches owned by the company, laid...		
Length of double track laid on same.		
Weight of rail per yard on main track, <i>all steel</i>		65 pounds.
Number of engine-houses and shops.		61
Number of engines.		587
Number of dummies.		8
Number of first class passenger cars.		381
Number of second class and emigrant passenger cars..		89
Number of baggage, mail and express cars.		213
Number of freight cars, including coal cars.		15,964
Length of main line of road from New York to Buf- falo.		441.75 miles.

LENGTH OF ROAD.
Hudson River Division.

		Miles.
OWNED.	New York to East Albany.....	144.00
	Second track.....	144.00
	Third track.....	16.93
		<hr/> 160.93
	Miles of line.....	304.93
	Turnouts.....	45.07
	Total miles of track	<hr/> <hr/> 350.00

New York Central Division.

OWNED.	Albany to Buffalo.....	297.75
	Schenectady junction to Athens.....	40.29
	Troy and Schenectady.....	21.00
	Syracuse to Rochester via Auburn.....	104.00
	Batavia to Attica.....	11.00
	Rochester to Niagara Falls.....	74.75
	Lockport Junction to Tonawanda.....	12.25
	Rochester Junction to Charlotte.....	6.88
	Buffalo to Lewiston.....	28.25
		<hr/> 298.42
	Miles of road.....	596.17
	Second track on main line.....	297.75
	Second track, Rochester to Niagara Falls...	19.55
	Second track, Buffalo to Lewiston.....	4.00
	Third track, Albany to Rochester.....	222.19
	Fourth track, Albany to Rochester	222.19
	Third track, Rochester to Buffalo....	16.00
	Fourth track, Rochester to Buffalo.....	3.08
		<hr/> 784.76
	Miles of line.....	1,380.93
	Turnouts.....	399.02
	Miles of track.....	<hr/> <hr/> 1,779.95

LEASED.	Troy and Greenbush road.....	6.00
	Second track.....	6.00
		<hr/> 12.00
	Miles of line.....	12.00
	Spuyten Duyvil and Port Morris road.....	6.04
	Second track.....	6.04
		<hr/> 12.08
	Miles of line.....	12.08
	Niagara Bridge and Canandaigua road.....	98.46
	Turnouts....	5.50
	Miles of line.....	<hr/> <hr/> 103.96

New York Central Division — (Continued).

		Miles.
LEASED.	Junction road (Buffalo).....	7.67
	Second track.....	7.67
	Turnouts.....	1.24
		<hr/> 8.91
	Miles of line.....	<hr/> 16.58
	Syracuse Junction road.....	7.81
	Second track.....	7.81
		<hr/> 15.62
	Miles of line.....	<hr/> 15.62
	New York and Harlem road.....	126.96
	Second track.....	22.44
	Third track.....	3.85
	Fourth track.....	3.85
	Turnouts.....	30.61
		<hr/> 60.75
	Miles of line.....	<hr/> 187.71
	Lake Mahopac (branch of Harlem).....	<hr/> 7.09

[See tabulated recapitulation of tracks on next page.]

RECAPITULATION.

LINES OWNED.	Road, miles of.	Second track, miles of.	Third track, miles of.	Fourth track, miles of.	Turnouts, miles of.	Total miles of track.
New York to East Albany.....	144.00	144.00	16.93	.....	45.07	350.00
Albany to Buffalo	297.75	297.75	238.19	225.27	399.02	1,457.98
Totals.....	441.75	441.75	255.12	225.27	444.09	1,807.98
Branches	298.42	23.55	.....	.....	*	321.97
Totals.....	740.17	465.30	255.12	225.27	444.09	2,129.95
LINES LEASED.						
Troy and Greenbush	6.00	6.00	.....	.....	.....	12.00
Niagara Bridge and Canandaigua	98.46	.....	.....	.....	5.50	103.96
Spuyten Duyvil and Port Morris	6.04	6.04	.....	.....	.....	12.08
Junction (Buffalo)	7.67	7.67	.....	.....	1.24	16.58
Syracuse Junction	7.81	7.81	.....	.....	.....	15.62
New York and Harlem.....	126.96	22.44	3.85	3.85	30.61	187.71
Lake Mahopac	7.09	.....	.....	.....	.....	7.09
Totals.....	260.03	49.96	3.85	3.85	37.35	355.04
Grand totals	1,000.20	515.26	258.97	229.12	481.44	2,484.99

* Turnouts included in second track.

This company has also operated the Dunkirk, Allegheny Valley and Pittsburgh Railroad, 104 miles, under lease from December 1, 1872, the mileage, earnings and operations of which are not included herein, as separate accounts have been kept and a separate report made.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	4, 888, 562
Number of miles run by freight trains	11, 109, 497
Number of miles run by switching and working trains	4, 401, 501
Number of passengers (all classes) carried in cars ...	8, 927, 565
Number of miles traveled by passengers, or number of passengers carried one mile	300, 302, 140
Number of tons of 2,000 pounds of freight carried in cars :	
Railroad company's freight.....	480, 122
Other freight.....	7, 695, 413
Total movement of freight, or number of tons car- ried one mile :	
Railroad company's freight	41, 600, 236
Other freight.....	2, 042, 755, 132
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	25
Rate of speed of same when in motion.....	30
Average rate of speed adopted by express trains, in- cluding stops	30
Rate of speed of same when in motion.....	35
Average rate of speed adopted by freight trains, includ- ing stops.....	12
Rate of speed of same when in motion.....	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	150
Average weight, in tons, of freight trains, exclusive of freight	500

The amount of freight, specifying the quantity in tons :

Of the products of the forest	415, 565
Of animals.....	1, 024, 071
Of vegetable food	2, 628, 190
Other agricultural products	597, 388
Manufactures	812, 882
Merchandise	542, 566
Coal.....	872, 436
Other articles.....	802, 315
Total	7, 695, 413

*The rate of fare for passengers, charged for the respective classes per
mile, as follows :*

For first-class through passengers.....	2.01 cents
For first-class way passengers.....	2 and 2.50 cents
For second-class through passengers.....	1.56 cents
For second-class way passengers.....	1.70 cents
For emigrant through passengers.....	1.13 cents
For emigrant way passengers.....	1.18 cents

EXPENSES.

OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of rails.	\$1,355,232 30	\$420,122 01	\$935,110 29
Cost of rails used in repairs.....	322,405 57	99,945 72	222,459 85
Repairs of buildings.....	227,716 49	70,592 11	157,124 38
Repairs of fences and gates.....	42,994 63	13,328 33	29,666 30
Taxes on real estate.....	924,506 26	286,596 94	637,909 32
Totals	\$2,872,855 25	\$890,585 11	\$1,982,270 14
OF REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$959,544 97	\$297,458 94	\$662,086 03
Repairs of passenger and baggage cars	487,500 19	487,500 19	.....
Repairs of freight cars.....	1,256,323 94	.....	1,256,323 94
Repairs of tools and machinery in shops.....	74,560 28	23,113 68	51,446 60
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.....	159,601 15	49,476 35	110,124 80
Totals	\$2,937,530,53	\$857,549 16	\$2,079,981 37

EXPENSES — (Continued).

OF OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.....	\$61,245 99	\$18,986 25	\$42,259 74
Agents and clerks.....	1,027,032 16	318,379 96	708,652 20
Labor: loading and unloading freight	1,110,689 39	.....	1,110,689 39
Porters, watchmen, flagmen and switch tenders.....	583,557 23	180,902 74	402,654 49
Wood, coal and water station attendance.....	49,927 14	15,477 41	34,449 73
Conductors, baggage and brakemen.....	764,956 96	237,136 66	527,820 30
Enginemen and firemen.....	1,097,758 67	340,305 18	757,453 49
Fuel: cost and labor of preparing for use.....	1,996,463 51	618,903 68	1,377,559 83
Oil and waste.....	304,119 22	94,276 95	209,842 27
Loss and damage of goods and baggage.....	67,266 72	748 90	66,517 82
Damage for injuries of persons.....	50,516 02	37,887 01	12,629 01
Hauling freight cars in New York city.....	48,516 55	.....	48,516 55
Damage to property, including damages by fire and cattle killed on road.....	24,753 10	7,673 46	17,079 64
Lighterage and cartage.....	772,708 47	.....	772,708 47
General superintendence.....	137,024 58	42,477 61	94,546 97
Rents	364,865 34	113,108 25	251,757 09
Contingencies.....	190,470 51	59,045 85	131,424 66
Freight car service.....	1,673,719 99	.....	1,673,719 99
Totals	\$10,325,591 55	\$2,085,309 91	\$8,240,281 64

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	Passenger transportation.	Freight transportation.
Maintaining road-bed, etc....	\$2,872,855 25	\$890,585 11	\$1,982,270 14
Repairs of machinery.....	2,937,530 53	857,549 16	2,079,981 37
Operating.....	10,325,591 55	2,085,309 91	8,240,281 64
Totals.....	\$16,135,977 33	\$3,833,444 18	\$12,302,533 15

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

Earnings and Cash Receipts.

From passengers.....	\$6,022,955 65
From freight.....	19,045,829 71
From other sources as follows, viz.:	
Car service.....	\$888,462 46
Rents	1,244,358 83
Mail service	441,143 43
Telegraph.....	6,535 77
Interest.....	384,092 42
Use of road.....	229,721 10
Miscellaneous.....	647,455 81
	<u>3,841,769 82</u>
Total.....	<u>\$28,910,555 18</u>

Payments, other than for construction.

For transportation expenses.....	\$16,135,977 33
For interest.....	2,796,576 35
For dividends on stock and consolidation certificates, viz. : 8 per cent.....	7,139,528 00
For rent of other lines.....	1,939,555 70
Total	<u>\$28,011,637 38</u>

ACCIDENTS.

CAUSE OF ACCIDENTS.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Fell from cars, engines or platforms.....	2	2	6	15	11	6	19	23
Jumping on or off cars or engines in motion.....	..	2	2	..	5	29	7	31
Walking, lying, sitting or being on the track.....	7	4	47	30	54	34
Coupling or shifting cars or at work around them.....	2	28	..	..	2	28
Collisions or cars or engines thrown from the track.....	..	5	6	5	1	2	7	12
Striking bridges, arches or tunnels.....	4	13	1	3	5	16
Crossing tracks in front of engines or trains.....	1	1	15	22	16	23
Found dead on track.....	17	..	17	..
Putting arms or heads out of windows or stones thrown in windows.....	..	2	..	..	..	..	..	2
Explosions.....	1	..	1
Suicide, or attempted suicide.....	1	1	1	1
Totals.....	2	1	28	66	98	94	128	171

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Names of Directors.

Residences.

WM. H. VANDERBILT.....	NEW YORK.
CORNELIUS VANDERBILT.....	NEW YORK.
WM. K. VANDERBILT.....	NEW YORK.
FRED'K W. VANDERBILT.....	NEW YORK.
AUGUSTUS SCHELL.....	NEW YORK.
SAM'L F. BARGER.....	NEW YORK.
JOSEPH HARKER.....	NEW YORK.
CHAUNCEY M. DEPEW	NEW YORK.
JOHN E. BURRILL.....	NEW YORK.
JAS H. RUTTER.....	NEW YORK.
CHESTER W. CHAPIN.....	SPRINGFIELD, MASS.
GEORGE J. WHITNEY.....	ROCHESTER, N. Y.
JAMES M. MARVIN.....	SARATOGA SPA, N. Y.

Title.

Officers.

PRESIDENT	WM. H. VANDERBILT.
FIRST VICE-PRESIDENT.....	CORNELIUS VANDERBILT.
SECOND VICE-PRESIDENT.....	WM. K. VANDERBILT.
SECRETARY.....	EDWIN D. WORCESTER.
TREASURER.....	CHAS. C. CLARKE.
GENERAL AUDITOR.....	ISAAC P. CHAMBERS.
ASSISTANT TREASURER.....	CHAS. WENDELL.
GENERAL TRAFFIC MANAGER.....	JAMES H. RUTTER.
GENERAL FREIGHT AGENT.....	E. CLARK, Jr.
ASSISTANT GENERAL FREIGHT AGENT.....	SAMUEL GOODMAN.
ASST. GENERAL FREIGHT AGENT, HARLEM DIV'N.....	JOHN R. COLLINS.
GENERAL PASSENGER AGENT.....	C. B. MEEKER.
GENERAL COUNSEL.....	CHAUNCEY M. DEPEW.
ATTORNEY.....	FRANK LOOMIS.
ATTORNEY.....	C. T. TITUS.
AUDITOR OF DISBURSEMENTS.....	D. W. TUTHILL.
AUDITOR OF PASSENGER ACCOUNTS.....	C. H. KENDRICK.
AUDITOR OF FREIGHT ACCOUNTS.....	JOHN F. DESMAZES.
GEN. SUPT. HUDSON RIVER AND HARLEM DIVS.....	JOHN M. TOUCEY.
GEN. SUPT. NEW YORK CENTRAL DIVISION.....	JAMES TILLINGHAST.
SUPERINTENDENT HARLEM DIVISION.....	CHAS. M. BISSELL.
SUPERINTENDENT EASTERN DIVISION.....	Z. C. PRIEST.
SUPERINTENDENT WESTERN DIVISION.....	GEO. H. BURROWS.
ENGINEER.....	CHAS. H. FISHER.
ENGINEER, HARLEM DIVISION.....	F. S. CURTIS.
PURCHASING AGENT.....	CORNELIUS V. DEFOREST.
PAYMASTER.....	CHARLES REED.
SUPT. CAR DEPARTMENT.....	LEANDER GAREY.
SUPT. MOTIVE POWER, HARLEM DIVISION.....	WM. M. STRONG.
SUPT. MOTIVE POWER, HUDSON RIVER DIVISION.....	WM. BUCHANAN.
SUPT. MOTIVE POWER, EASTERN DIVISION.....	G. B. VAN VORST.
SUPT. MOTIVE POWER, WESTERN DIVISION.....	HENRY WATKEYS.

Communications intended for this company should be addressed,
 "The New York Central and Hudson River Railroad Company,"
 Grand Central Depot, New York.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

C. C. CLARKE,

Treasurer.

J. TILLINGHAST,

J. M. TOUCEY,

General Superintendents.

11th
ANNUAL REPORT

OF

The New York Central and Hudson River Railroad Co.

FOR THE

Year Ending September 30th, 1880.

MADE TO THE

STATE ENGINEER AND SURVEYOR

OF THE

STATE OF NEW YORK.

UNDER THE ACT CHAPTER 140 OF THE LAWS OF 1850.

AMENDED BY ACT CHAPTER 575, LAWS OF 1880.

ALBANY :
WEED, PARSONS AND COMPANY.
1881.

ANNUAL REPORT

OF

The New York Central and Hudson River Railroad Co.

FOR THE

Year Ending September 30th, 1880.

MADE TO THE

STATE ENGINEER AND SURVEYOR

OF THE

STATE OF NEW YORK.

UNDER THE ACT CHAPTER 140 OF THE LAWS OF 1850.

AMENDED BY ACT CHAPTER 515, LAWS OF 1880.

ALBANY :
WEED, PARSONS AND COMPANY.
1880.

ANNUAL REPORT

OF THE

New York Central and Hudson River Railroad Company,

FOR THE YEAR ENDING SEPTEMBER 30TH, 1880.

DATE OF CONSOLIDATION, NOVEMBER 1st, 1869.

STOCK AND DEBT.

Capital stock (see Note A)...	\$89,428,300 00
Funded debt, as by last report.....	39,733,333 33
Total amount now of funded debt	41,473,033 33
Bonds and mortgages given or assumed by the Com- pany upon purchase of real estate as by last report (see Note B)	685,174 61
Unfunded debt.	5,319,440 11
Total funded and unfunded debt.. ..	46,472,473 44
<hr/>	
Average rate per annum of interest on funded debt..	6½ per cent.
Number of shares of stock, of par value, of \$100 per share	894,283
Number of stockholders July 15, 1880.....	4,550
<hr/>	

NOTE A.—Includes \$117,500 consolidation certificates not yet converted.

NOTE B.—Included in unfunded debt this year.

FUNDED DEBT.

KIND OF BONDS.	When issued.	When due.	Rate of interest	Amount issued.
New York Central and Hudson River R. R. first mortgage coupons	1873	1903	{ 7 per cent.	\$9,815,000 60
New York Central and Hudson River R. R. first mortgage registered			{ 7 per cent.	10,650,000 00
New York Central and Hudson River R. R. first mortgage sterling			{ 6 per cent.	9,733,333 33
Hudson River R. R. second mortgage and sinking fund (see Note A).....	1860	1885	7 per cent.	1,422,900 00
New York Central R. R. debt certificates	1853	1883	6 per cent.	6,632,300 00
New York Central R. R. to Buffalo and Niagara Falls R. R. Co.	1854	1883	6 per cent.	74,500 00
New York Central R. R. for real estate.....	1854	1883	6 per cent.	162,000 00
New York Central R. R. for railroad stocks	1853	1883	6 per cent.	592,000 00
New York Central R. R. 6 per cents, due 1887.....	1862	1887	6 per cent.	2,391,000 00
				<hr/> \$41,473,033 33

4

UNFUNDED DEBT.

Pay rolls and operating expenses unpaid	\$2,390,681 29
Amounts due other railroad corporations	2,424,357 47
Interest due and unpaid.....	2,153 62
Dividends unpaid.....	27,311 42
Bonds past due	2,590 00
Bonds and mortgages given or assumed by the Company on purchase of real estate	472,346 31
Total	<hr/> \$5,319,440 11

NOTE A.—Balance after deducting sinking fund of \$328,100.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For grading and masonry	\$19,599,938 11	\$19,635,863 98
For bridges	2,535,455 74	2,587,798 63
Superstructure, including iron and steel ..	29,415,675 68	29,488,769 13
Passenger and freight stations, buildings, and fixtures.	12,746,512 37	13,061,458 96
Engine and car houses, machine shops, machinery and fixtures.		
Land, land damages and fences	12,537,438 50	13,623,353 58
Locomotives and fixtures, and snow plows,	5,921,686 79	6,173,736 79
Passenger and baggage cars.	1,514,292 79	1,412,292 79
Freight and other cars.	10,294,021 93	11,863,187 43
Engineering and agencies.	2,999,473 27	2,999,473 27
Constructing Rochester and Lake Ontario Railroad	150,000 00	150,000 00
Constructing Buffalo and Niagara Falls Railroad.	658,921 56	658,921 56
Constructing Lewiston Railroad	400,000 00	400,000 00
Constructing Saratoga and Hudson River Railroad.	2,000,000 00	2,000,000 00
Syracuse Junction Railroad. ....	.....	732,297 57
Junction (Buffalo) Railroad. ....	.....	219,900 00
Total cost of road and equipment....	\$100,773,416 74	\$105,007,053 69

STATEMENT OF ITEMS

Charged to the several Accounts above during the year.

Grading and masonry :

New tracks at Buffalo and East

Buffalo

9.28 miles sidings

\$35,925 87

Bridges :

East Main street, Rochester.....

Canal bridge, Buffalo.....

Over streets in Buffalo.....

52,342 89

Superstructure, including iron and steel :

Lumber for new tracks, Buffalo..

9,000 pounds spikes for new tracks,
Buffalo

948 tons steel rails.....

Fish plates

Frogs

73,093 45

Carried forward..... \$161,362 21

Amount brought forward.....	\$161,362 21
Passenger and freight stations, etc.:	
Depot extension, etc., Buffalo ...	\$132,630 61
Yard extension, East Buffalo....	11,840 85
Warehouse 59th St., N. Y. city ..	20,219 88
Warehouse 65th St., N. Y. city ..	11,900 00
Bulkhead 65th to 72d street, New York city.....	73,182 00
Pier at 65 St., New York city....	58,097 25
General improvement, 65th street, New York city.....	7,726 00
	<hr/>
	\$315,596 59
Less for old buildings sold.....	650 00
	<hr/>
	314,946 59
Locomotives and fixtures:	
37 new locomotives purchased.....	252,050 00
Freight and other cars:	
2,909 new freight cars purchased.....	1,569,165 50
Land purchased:	
Buffalo.....	\$380,948 61
Syracuse	28,232 11
Palatine Bridge.....	400 00
Pekskill	111 55
66th street, New York city.....	685,389 45
	<hr/>
	\$1,095,081 72
Less for error April 1, 1876 in charging bonds and mortgages assumed by company for land..	9,166 64
	<hr/>
	1,085,915 08
Syracuse Junction Railroad.....	732,297 57
Junction Railroad at Buffalo	219,900 00
	<hr/>
	\$4,335,636 95
Less for decrease of 26 passenger and other cars..	102,000 00
	<hr/>
Total.....	\$4,233,636 95

The two lines of railroads above included were built and owned by this company under separate organizations, and have been absorbed under authority of chapter 503 of the Laws of 1879.

CHARACTERISTICS OF ROAD.

Length of main line of road from New York to Buffalo.....	441.75 miles.
Gauge of track.....	4 feet 8½ in.
Weight of rail per yard on main track and branches <i>all steel</i>	65 pounds.
Number of engine-houses and shops.....	61
Number of grain elevators.....	5
Aggregate capacity of same in bushels.....	3,450,000

Number of engines.....	631
Number of dummies.....	8
Number of first class passenger cars	345
Number of second class and emigrant passenger cars..	93
Number of baggage, mail and express cars.....	162
Number of freight cars, including coal cars.....	19,395
Average number of persons employed during the year.	13,164
Aggregate amount of salaries and wages paid during the year.....	\$6,850,670 44

LENGTH OF ROAD.

<i>Hudson River Division.</i>		Miles.
New York to East Albany.....		144.00
OWNED.	Second track	144.00
	Third track.....	17.66
		<hr/> 161.66
	Miles of line	305.66
	Turnouts.....	46.47
Total miles of track		<hr/> 352.13 <hr/>
<i>New York Central Division.</i>		
Albany to Buffalo.....		297.75
OWNED.	Schenectady Junction to Athens.....	40.29
	Troy and Schenectady.....	21.00
	Syracuse to Rochester via Auburn	104.00
	Batavia to Attica.....	11.00
	Rochester to Niagara Falls.....	74.75
	Lockport Junction to Tonawanda.....	12.25
	Rochester Junction to Charlotte.....	6.88
	Buffalo to Lewiston.....	29.15
	Buffalo to East and North Buffalo.....	7.67
		<hr/> 306.99
	Miles of road	604.74
	Second track on main line.....	297.75
	Second track, Rochester to Niagara Falls....	19.55
	Second track, Buffalo to Lewiston.....	4.90
	Second track, Buffalo to East and North Buffalo	7.67
	Third track, Albany to Rochester.....	230.00
	Fourth track, Albany to Rochester.....	230.00
	Third track, Rochester to Buffalo....	18.70
	Fourth track, Rochester to Buffalo.....	3.08
		<hr/> 811.65 <hr/>
Miles of line.....		1,416.39
Turnouts.....		429.41
Miles of track		<hr/> 1,845.80 <hr/>

New York Central Division—(Continued).

		Miles.
LEASED.	Troy and Greenbush road.....	6.00
	Second track	6.00
	Miles of line.....	12.00
	Spuyten Duyvil and Port Morris road.....	6.04
	Second track	6.04
	Miles of line.....	12.08
	Niagara Bridge and Canandaigua road.....	98.46
	Turnouts.....	5.50
	Miles of line.....	103.96
	New York and Harlem road	126.96
	Second track	22.44
	Third track	3.85
	Fourth track	3.85
	Turnouts.....	30.61
	Miles of line.....	60.75
	Miles of line.....	187.71
	Lake Mahopac (branch of Harlem).....	7.09

RECAPITULATION.

LINES OWNED.	Road, miles of.	Second track, miles of.	Third track, miles of.	Fourth track, miles of.	Turnouts, miles of.	Total miles of track.
New York to East Albany.	144.00	144.00	17.66	.....	46.47	352.13
Albany to Buffalo	297.75	297.75	248.70	233.08	429.41	1,506.69
Totals	441.75	441.75	266.36	233.08	475.88	1,858.82
Branches	306.99	32.12	.....	.....	*	339.11
Totals.....	748.74	473.87	266.36	233.08	475.88	2,197.93
LINES LEASED.						
Troy and Greenbush.....	6.00	6.00	.....	.....	.....	12.00
Niagara Bridge and Canandaigua.....	98.46	.....	.....	.....	5.50	103.96
Spuyten Duyvil and Port Morris.....	6.04	6.04	.....	.....	.....	12.08
New York and Harlem.....	126.96	22.44	3.85	3.85	30.61	187.71
Lake Mahopac	7.09	.....	.....	.....	.....	7.09
Totals.....	244.55	34.48	3.85	3.85	36.11	322.84
Grand totals	993.29	508.35	270.21	236.93	511.99	2,520.77

* Turnouts included in second track.

This Company has also operated the Dunkirk, Allegheny Valley and Pittsburgh Railroad, 104 miles, under lease from December 1, 1872, the mileage, earnings and operations of which are not included herein, as separate accounts have been kept and a separate report made.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	5,086,311
Number of miles run by freight trains.....	11,567,707
Number of miles run by switching and working trains.....	5,568,759
Number of passengers (all classes) carried in cars....	8,270,857
Number of miles traveled by passengers, or number of passengers carried one mile.....	330,802,223
Number of tons of 2,000 pounds of freight carried in cars:	
Railroad company's freight.....	496,605
Other freight.....	10,533,038
Total movement of freight, or number of tons carried one mile:	
Railroad company's freight.....	51,629,636
Other freight.....	2,525,139,145
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	25
Rate of speed of same when in motion.....	30
Average rate of speed adopted by express trains, including stops.....	30
Rate of speed of same when in motion.....	35
Average rate of speed adopted by freight trains, including stops.....	12
Rate of speed of same when in motion.....	15
Number of through passengers carried.....	123,023
Number of way passengers carried.....	8,147,834

Classification and destination of freight, moved :

From New York through west	347,251 tons.
To New York through east	1,690,880 "
New York Central division through west.....	333,898 "
New York Central division through east.....	1,745,660 "
Live stock	607,306 "
Oil.....	430,975 "
Coal.....	1,639,506 "
Way.....	3,688,657 "
Expresses and News Company.....	48,905 "
Total.....	10,533,038 tons.

The rate of fare for passengers, charged for the respective classes per mile, as follows :

For first-class through passengers.....	1.92
For first-class way passengers	2.00
For second-class through passengers.....	1.62
For second-class way passengers.....	1.63
For emigrant through passengers.....	1.25
For emigrant way passengers.....	1.26
Average for all classes of through passengers	1.60
Average for all classes of way passengers.....	1.63
General average for all through and way passengers..	1.61

EXPENSES.

OF MAINTAINING THE ROAD AND REAL ESTATE.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of rails	\$1,504,375 83	\$459,436 37	\$1,044,939 46
Cost of rails used in repairs (see note)	416,347 58	127,152 55	289,195 03
Repairs of buildings	282,267 83	86,204 60	196,063 23
Repairs of fences and gates.....	54,220 55	16,558 95	37,661 60
Taxes on real estate	877,274 31	267,919 57	609,354 74
Totals.....	\$3,134,486 10	\$957,272 04	\$2,177,214 06
OF REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$969,214 33	\$295,998 05	\$673,216 28
Repairs of passenger and baggage cars	610,629 17	610,629 17	*
Repairs of freight cars.....	1,782,070 37	*	1,782,070 37
Repairs of tools and machinery in shops	97,363 78	29,734 90	67,628 88
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.....	152,547 67	46,588 05	105,959 62
Totals.....	\$3,611,825 32	\$982,950 17	\$2,628,875 15

NOTE. — { Tons of steel rails used in repairs.. 6,355
 { Length of same (miles and fractions) 124.93

EXPENSES. — (Continued.)

OF OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc...	\$62,765 72	\$19,168 65	\$43,597 07
Agents and clerks...	1,297,166 87	396,154 77	901,012 10
Labor : loading and unloading freight	1,304,709 46	*	1,304,709 46
Porters, watchmen, flagmen and switch tenders...	634,603 12	193,807 80	440,795 32
Wood, coal and water station attendance...	50,265 76	15,351 16	34,914 60
Conductors, baggage and brakemen	788,529 63	240,816 93	547,712 70
Enginemen and firemen	1,236,618 30	377,663 22	858,955 08
Fuel: cost and labor in preparing for use...	2,304,464 13	703,783 34	1,600,680 79
Oil and waste...	284,301 59	86,825 70	197,475 89
Loss and damage of goods and baggage...	78,621 05	24,010 86	54,610 19
Damage for injuries of persons...	77,760 26	23,747 98	54,012 28
Hauling freight cars in New York city	49,869 79	*	49,869 79
Damage to property, including damages by fire and cattle killed on road	5,791 11	1,768 60	4,022 51
Lighterage and cartage	760,120 25	*	760,120 25
General superintendence	168,057 52	51,324 76	116,732 76
Rents	147,429 51	45,024 97	102,404 54
Freight car service...	1,658,208 67	*	1,658,208 67
Printing	65,225 06	19,919 73	45,305 33
Advertising	7,732 29	2,361 44	5,370 85
Legal services and expenses...	43,025 77	13,140 07	29,885 70
Insurance	15,311 31	4,676 07	10,635 24
Water for stations and engines	19,658 35	6,003 66	13,654 69
N. Y. State Railroad Department.	8,460 73	2,583 91	5,876 82
Eastern Railroad Association.	2,703 79	825 74	1,878 05
Contingencies	32,182 92	9,828 66	22,354 26
Totals.	\$11,103,582 96	\$2,238,788 02	\$8,864,794 94

RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	Passenger transportation.	Freight transportation.
Maintaining road-bed, etc....	\$3,134,486 10	\$957,272 04	\$2,177,214 06
Repairs of machinery.....	3,611,825 32	982,950 17	2,628,875 15
Operating	11,103,582 96	2,238,788 02	8,864,794 94
Totals	\$17,849,894 38	\$4,179,010 23	\$13,670,884 15

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

Earnings and Cash Receipts:

From passengers.....	\$6,611,159 51
From freight.....	22,199,965 94

From other sources as follows, viz.:

Car service.....	\$989,739 32
Rents.....	1,356,676 70
Mail service.....	511,447 82
Telegraph.....	6,633 30
Interest....	355,042 78
Use of road.....	237,748 31
Old materials.....	439,333 81
Miscellaneous	468,165 74
	<u>4,364,787 78</u>

Total.....	<u>\$33,175,913 23</u>
------------	------------------------

Payments, other than for construction:

For transportation expenses.....	\$17,849,894 38
For interest.....	2,822,879 22
For dividends on stock and consolidation certificates, viz.: 8 per cent.....	7,141,512 95
For State tax on earnings 1 month.....	11,640 84

For rent of leased lines as follows, viz.:

New York and Harlem R. R...	\$1,540,839 28
Niagara Bridge & Cana. R. R..	60,000 00
Spuyten Duyvil & Pt. M. R. R.	79,120 00
Troy and Greenbush R. R... ..	19,250 00
Dunk., Allegh. Val. & Pitts. R. R.	223,070 00
	<u>1,922,279 28</u>

Surplus balance.....	<u>3,427,706 56</u>
----------------------	---------------------

Total.....	<u>\$33,175,913 23</u>
------------	------------------------

BALANCE SHEET AT THE END OF YEAR.

Dr.

Railroad and equipment :

Cash expended by former companies, and by this company to date.....	\$105,007,053 69	
Certificates issued at consolidation in 1869 (and afterward converted into stock) representing additional cost of road and equipment to the new company.	31,157,904 00	\$136,164,957 69

Other lines owned :

Hudson river bridges.....	\$1,675,542 26	
Dunkirk, Alleghany & Pitts. R. R.	2,920,621 09	
Geneva and Lyons R. R.....	331,889 93	4,928,053 28
		\$141,093,010 97
Real estate in New York and Troy outside of road..		1,173,500 36

<i>Advances</i> on Harlem construction account	\$69,069 49	
Company's own stock held.....	184,200 00	
Stock in Troy Union R. R. Co...	15,000 00	
Stock in Buffalo Cross Town R. R. Co	12,684 77	
Stock in Merchants' Despatch Transportation Co.....	730,575 00	
Stock in United Pipe Lines.....	24,850 35	
Stock in Pittsburgh & Lake Erie R. R. Co.....	100,000 00	
Stock in N. Y. Cent. and Niagara River R. R. Co.....	28,100 00	
Stock and bonds in Syr., Gen. and Corning R. R. Co	380,010 00	
Bonds of Jamestown and Franklin R. R. Co....	127,500 00	1,671,989 61
		1,322,565 72
Fuel and supplies on hand.....		
Cash on hand.....	\$1,747,418 37	
Station balances.....	986,037 93	
Connecting railroad balances....	323,913 95	
United States.	698,049 12	
Equipment on Harlem line.....	404,394 22	
Sundry open accounts.....	16,741 17	4,176,554 76
Total.....		\$149,437,621 42

BALANCE SHEET AT THE END OF YEAR.

Cr.

Capital stock	\$89,428,300 00
Funded debt	41,473,033 33
Unfunded debt.....	5,319,440 11

Balance (income and earnings) as follows, viz.:

Balance surplus from previous year.	\$9,100,539 41	
Surplus balance this year.....	3,427,706 56	
Premium on bonds sold	500,000 00	
Avails of N. Y. and Harlem R. R. bonds and mortgages secured under provisions of lease.....	188,602 01	
	<hr/>	13,216,847 98

Total.....	<hr/> <hr/>	\$149,437,621 42
------------	-------------	------------------

DEDUCTIONS FROM THE REPORT.

	1879.	1880.
Gross earnings.....	\$28,396,583 60	\$33,175,913 23
Transportation expenses.....	16,123,072 83	17,849,894 38
Net earnings	<u>\$12,273,510 77</u>	<u>\$15,326,018 85</u>

	1879.	1880.
Earnings per ton mile, on freight	0.78	0.87
Expenses per ton mile, on freight	0.54	0.54
Profit.....	<u>0.24</u>	<u>0.33</u>

Earnings per passenger mile, on passengers	2.05	1.99
Expenses per passenger mile, on passengers	1.20	1.26
Profit.....	<u>0.85</u>	<u>0.73</u>

Earnings per train mile, on freight.....	\$1.52	\$1.92
Expenses per train mile, on freight.....	1.05	1.18
Profit	<u>0.47</u>	<u>0.74</u>

Earnings per train mile, on passengers.....	\$1.23	\$1.30
Expenses per train mile, on passengers.....	0.72	0.82
Profit	<u>0.51</u>	<u>0.48</u>

Expenses in 1879 were 56.77 per cent of gross earnings.

Expenses in 1880 were 53.80 per cent of gross earnings.

Profit per share of stock in 1879	\$8.49
Profit per share of stock in 1880	<u>11.82</u>

	1879.	1780.
Average number tons freight hauled per train	194	218
Average number miles one ton freight hauled.....	248	238
Average number passengers hauled per train.....	60	65
Average number miles one passenger hauled.....	<u>35</u>	<u>39</u>

ACCIDENTS.

CAUSE OF ACCIDENT.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured
Fell from cars or engines or platforms	2	5	8	13	4	4	14	22
Jumping on or off trains or cars in motion.	2	7	..	2	9	25	11	34
Walking, lying, sitting or being on the track .. . . .	....	....	11	4	47	31	58	35
Coupling or switching cars .. . . . . .	....	....	5	45	....	...	5	45
Collisions or trains thrown from track.. . . . . .	....	20	1	5	..	2	1	27
Striking bridges, switches, tunnels, etc... .. .	....	2	4	12	2	3	6	17
Crossing tracks in front of trains, engines and cars.....	....	....	3	2	24	24	27	26
Found dead on track and cars..... .. .	....	....	2	...	10	....	12	....
Passengers putting arms out of windows and stones thrown in car windows. ....	....	2	....	....	...	1	...	3
Other causes..... .. .	....	4	3	4	1	7	4	15
Totals..... .. .	4	40	37	87	97	97	138	224

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Names of Directors.

Residences.

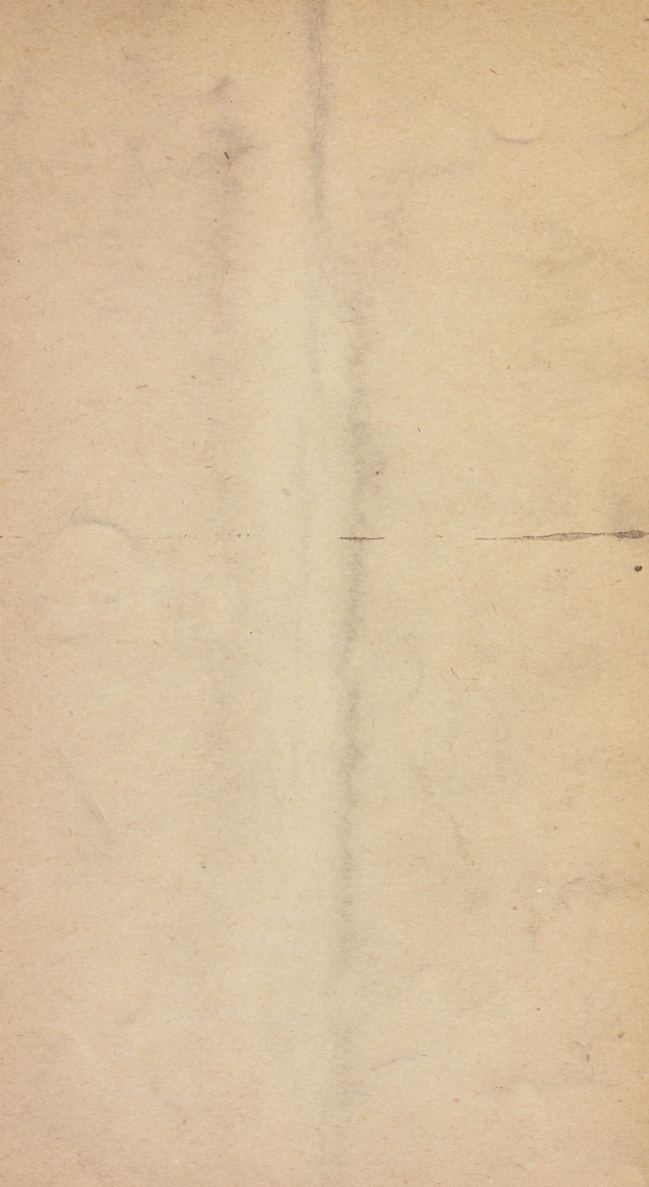
WM. H. VANDERBILT	NEW YORK.
CORNELIUS VANDERBILT	NEW YORK.
WM. K. VANDERBILT	NEW YORK.
FRED'K W. VANDERBILT	NEW YORK.
AUGUSTUS SCHELL.	NEW YORK.
SAM'L F. BARGER	NEW YORK.
CHAUNCEY M. DEPEW	NEW YORK.
J. PIERPONT MORGAN	NEW YORK.
CYRUS W. FIELD	NEW YORK.
SOLOH HUMPHREYS	NEW YORK.
JAMES H. RUTTER.	NEW YORK.
CHESTER W. CHAPIN	SPRINGFIELD, MASS.
JOHN ALLEN, JR.	BUFFALO, N. Y.

Title.

Officers.

PRESIDENT	WM. H. VANDERBILT.
FIRST VICE-PRESIDENT.	CORNELIUS VANDERBILT.
SECOND VICE-PRESIDENT.	WM. K. VANDERBILT.
THIRD VICE-PRESIDENT	JAMES H. RUTTER.
SECRETARY	EDWIN D. WORCESTER.
TREASURER.	CHAS. C. CLARKE.
ASSISTANT TREASURER.	E. V. W. ROSSITER.
GENERAL AUDITOR	ISAAC P. CHAMBERS.
GENERAL COUNSEL	CHAUNCEY M. DEPEW.
ATTORNEY	FRANK LOOMIS.
ATTORNEY	C. T. TITUS.
TAX AGENT	F. HINCHEY.
GENERAL TRAFFIC MANAGER.	H. J. HAYDEN.
GENERAL FREIGHT AGENT.	E. CLARK, JR.
ASSISTANT GENERAL FREIGHT AGENT.	SAMUEL GOODMAN.
ASS'T GENERAL FREIGHT AGENT, HARLEM DIV..	JOHN R. COLLINS.
GENERAL PASSENGER AGENT.	C. B. MEEKER.
AUDITOR OF DISBURSEMENTS.	D. W. TUTHILL.
AUDITOR OF PASSENGER ACCOUNTS.	C. H. KENDRICK.
AUDITOR OF FREIGHT ACCOUNTS.	JOHN F. DESMAZES.
GEN. SUPT. HUDSON RIVER AND HARLEM DIVS..	JOHN M. TOUCEY.
GEN. SUPT. NEW YORK CENTRAL DIVISION.	JAMES TILLINGHAST.
SUPERINTENDENT HARLEM DIVISION.	CHAS. M. BISSELL.
SUPERINTENDENT EASTERN DIVISION	Z. C. PRIEST.
SUPERINTENDENT WESTERN DIVISION	GEO. H. BURROWS.
ENGINEER	CHAS. H. FISHER.
ENGINEER HARLEM DIVISION	F. S. CURTIS.
PURCHASING AGENT.	R. C. MOORE.
PAYMASTER	CHARLES REED.
SUPT. CAR DEPARTMENT	LEANDER GAREY.
SUPT. MOTIVE POWER, HUDSON RIVER AND HARLEM DIVISIONS	WM. BUCHANAN.
SUPT. MOTIVE POWER, EASTERN DIVISION	G. B. VAN VORST.
SUPT. MOTIVE POWER, WESTERN DIVISION.	HENRY WATKEYS.

Communications intended for this company should be addressed,
 "The New York Central and Hudson River Railroad Company,"
 Grand Central Depot, N. Y.



THIRTEENTH

ANNUAL REPORT

OF THE

New York Central and Hudson River Railroad Company.

BEING FOR THE

Year ending September 30th, 1882.

M. L. Scudder, Jr.

LIBRARY

OF

RAILROAD DOCUMENTS

AND

STATISTICS.

No.

THIRTEENTH

ANNUAL REPORT

OF THE

New York Central and Hudson River Railroad Company.

BEING FOR THE

Year ending September 30th, 1882.

ALBANY:

WEED, PARSONS AND COMPANY, PRINTERS.

1883.

NEW YORK
10 BROAD ST.
JENNIS BROS. & FENNELL
RECEIVED
FEBRUARY 2 1889

THIRTEENTH
ANNUAL REPORT
OF THE
New York Central and Hudson River Railroad Company,
BEING FOR THE YEAR ENDING SEPTEMBER 30, 1882.

DATE OF CONSOLIDATION, NOVEMBER 1st, 1869.

STOCK AND DEBTS.

	September 30, 1881.	September 30, 1882.
Capital stock.....*	89,428,300 00	† \$89,428,300 00
Funded debt.....	43,473,033 33	48,473,033 33
Unfunded debt....	5,556,682 81	5,254,369 93
Total funded and unfunded debt.....	49,029,716 14	53,727,403 26
Average rate, per annum, of interest on funded debt.....	6½ per cent.	6½ per cent.
Number of shares of stock of par value of \$100 per share.....	894,283	894,283
Number of stockholders.	5,674	7,536

* Includes \$117,500 consolidation certificates not then converted.

† Includes \$116,900 consolidation certificates not yet converted.

FUNDED DEBT.

KIND OF BONDS.	When issued.	When due.	Rate of interest.	Amount issued September 30, 1881.	Amount issued September 30, 1882.
New York Central and Hud. Riv. R. R. first mort. coupons . . }	1873	1903	{ 7 per cent.	\$9,330,000 00	\$9,085,000 00
New York Central and Hud. Riv. R. R. first mort. registered. }			{ 7 per cent.	13,135,000 00	18,380,000 00
New York Central and Hud. Riv. R. R. first mort. sterling... }			{ 6 per cent.	9,733,333 33	9,733,333 33
New York Central R. R. debt certificates	1853	1883	6 per cent.	6,632,300 00	6,632,300 00
New York Central R. R. to Buffalo and Niagara Falls R. R. Co..	1854	1883	6 per cent.	74,500 00	74,500 00
New York Central R. R. for real estate.....	1854	1883	6 per cent.	162,000 00	162,000 00
New York Central R. R. for railroad stocks.....	1853	1883	6 per cent.	592,000 00	592,000 00
New York Central R. R. six per cents, due 1887.....	1862	1887	6 per cent.	2,391,000 00	2,391,000 00
Hudson Riv. R. R. second mort. and sinking fund (see Note A),	1860	1885	7 per cent.	1,422,900 00	1,422,900 00
Totals.....				\$43,473,033 33	\$48,473,033 33

UNFUNDED DEBT.

	September 30, 1881.	September 30, 1882.
Pay-rolls and other operating expenses unpaid	\$3,737,625 86	\$2,979,537 53
Amount due other railroad corporations.....	1,534,661 17	1,996,341 94
Interest due and unpaid.....	2,153 62	8,144 44
Dividends unpaid.....	41,573 76	51,789 28
Bonds past due.....	3,555 00	3,555 00
Bonds and mortgages given or assumed by the Company on purchase of real estate.....	237,113 40	215,001 74
Totals.....	\$5,556,682 81	\$5,254,369 93

NOTE A.— Balance after deducting sinking fund of \$328,100.

COST OF ROAD AND EQUIPMENT.

	September 30, 1881.	*Additions during the year.	September 30, 1882.
Grading and masonry	\$19,863,581 56	\$446,970 10	\$20,310,551 66
Bridges.	2,620,150 23	82,963 78	2,703,114 01
Superstructure, including rails	30,438,458 92	261,703 37	30,700,162 29
Passenger and freight stations, buildings and fixtures..... } Engine and car-houses, machine shops, machinery and fixtures }	13,885,246 16	352,724 28	14,237,970 44
Land, land damages and fences	14,647,532 72	327,112 11	14,974,644 83
Locomotives, fixtures, and snow plows.	6,233,236 79	†128,500 00	6,104,736 79
Passenger and baggage cars.	1,378,792 79	13,500 00	1,392,292 79
Freight and other cars.....	13,607,157 43	1,306,250 00	14,913,407 43
Engineering and agencies.	3,004,981 17	7,345 00	3,012,326 17
Floating equipment	249,960 00	†3,350 00	246,610 00
Rochester and Lake Ontario Railroad	150,000 00	.....	150,000 00
Buffalo and Niagara Falls Railroad	658,921 56	.....	658,921 56
Lewiston Railroad	400,000 00	.....	400,000 00
Saratoga and Hudson River Railroad.....	2,000 000 00	.....	2,000,000 00
Syracuse Junction Railroad.....	732,297 57	.....	732,297 57
Junction (Buffalo) Railroad.....	219,900 00	.....	219,900 00
Total cost of road and equipment.....	\$110,090,216 90	\$2,666,718 64	\$112,756,935 54

* See page 6 for further details.

† Credit.

ADDITIONS OR BETTERMENTS

CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

GRADING AND MASONRY:

Extension of third and fourth tracks,	\$136,118 64
Rochester improvements.....	250,798 19
Broadway crossing at Albany.....	60,053 27

\$446,970 10

BRIDGES:

Extending third and fourth tracks..	\$3,850 00
Iron bridge at Rochester.....	426 00
Iron bridge at Buffalo	9,000 00
Iron bridge on Charlotte branch...	3,022 77
Iron bridges for Rochester improve- ments	43,865 01
Iron bridges at Broadway crossing, Albany	22,800 00

82,963 78

SUPERSTRUCTURE, INCLUDING RAILS:

52,123 ties, extending third and fourth tracks.....	\$36,800 88
1,027-9-1-1 tons steel rails for East Buffalo yard.....	64,088 17
3,528-0-0-0 tons steel rails for ad- ditional sidings.....	158,760 00
64,500 pounds spike for third and fourth track.....	2,054 32

261,703 37

PASSENGER AND FREIGHT STATIONS, ETC.:

Buffalo improvements.....	\$8,239 32
East Buffalo improvements.....	6,324 10
Rochester improvements.....	45,457 60
New shops at West Albany.....	576 31
Engine-house at Greenbush	8,590 56
New telegraph wire	20,000 00
Warehouse at 59th street, New York,	11,689 38
Warehouse at 66th street, New York,	53,619 55
Pier at 67th street, New York.....	36,000 00
Engine-house at 71st street, New York	82,856 94

Carried forward	\$273,353 76	\$791,637 25
---------------------------	--------------	--------------

PASSENGER AND FREIGHT STATIONS—*Continued.*

Brought forward.....	\$273,353 76	\$791,637 25
General improvement at 65th street, New York.....	55,080 45	
Drawing-room car building at New York.....	11,907 43	
Manhattan market building at New York.....	5,882 64	
Warehouse at 34th street, New York,	6,500 00	
		352,724 28

PASSENGER AND BAGGAGE CARS:

8 second-class and emigrant cars.....	13,500 00
---------------------------------------	-----------

FREIGHT AND OTHER CARS:

2,100 new freight cars	1,306,250 00
------------------------------	--------------

LAND PURCHASED AT—

Buffalo	\$18,972 90.	
East Buffalo.....	3,929 50	
Chili	293 00	
Bergen.....	25 00	
Charlotte.....	300 00	
Rochester.....	270,334 65	
Penfield.....	2,400 00	
Newark	189 56	
Canastota	7,375 00	
Herkimer	1,100 00	
Fonda	10,340 00	
Albany.....	8,052 50	
Poughkeepsie.....	1,000 00	
Low Point.....	2,800 00	
		327,112 11

ENGINEERING AND AGENCIES:

Extension of third and fourth tracks,	\$2,350 00	
Rochester improvements.....	4,995 00	
		7,345 00
		\$2,798,568 64

LESS FOR—

Decrease in locomotives.....	\$128,500 00	
Decrease in floating equipment.....	3,350 00	
		131,850 00
Total.....	\$2,666,718 64	

TABLE OF TRACKS.

HUDSON RIVER DIVISION.

		Miles.
OWNED.	New York to East Albany	144.00
	Second track	144.00
	Third track	18.68
		162.68
	Total miles	306.68
	Turnouts	68.85
	Total miles of track	375.53

NEW YORK CENTRAL DIVISION.

OWNED.	Albany to Buffalo	297.75
	Schenectady Junction to Athens	40.29
	Troy to Schenectady	21.00
	Syracuse to Rochester via Auburn	104.00
	Batavia to Attica	11.00
	Rochester to Niagara Falls	74.75
	Lockport Junction to Tonawanda	12.25
	Rochester Junction to Charlotte	6.88
	Buffalo to Lewiston	29.15
	East Buffalo to North Buffalo	7.67
		306.99
	Total miles	604.74
	Second track on main line	297.75
	Third track on main line	294.92
	Fourth track on main line	294.92
	Second track, Rochester to Niagara Falls ...	19.55
	Second track, Buffalo to Lewiston	4.90
	Second track, East Buffalo to North Buffalo,	7.67
		919.71
	Total miles	1,524.45
	Turnouts	434.56
	Total miles of track	1,959.01

TABLE OF TRACKS — (*Continued.*)

LEASED.

		Miles
{	Troy and Greenbush road	6.00
	Second track	6.00
	Total miles	12.00
	Turnouts	0.13
	Total miles of track	12.13
{	Spuyten Duyvil and Port Morris road	6.04
	Second track	6.04
	Total miles of track	12.08
{	Niagara Bridge and Canandaigua road	98.46
	Turnouts	5.50
	Total miles of track	103.96
{	New York and Harlem road	126.96
	Second track	22.44
	Third track	3.85
	Fourth track	3.85
	Golden's Bridge to Lake Mahopac	7.09
		37.23
	Total miles	164.19
{	Turnouts	30.61
	Total miles of track	194.80

RECAPITULATION OF TRACKS.

LINES OWNED.	Road, miles of.	Second track, miles of.	Third track, miles of.	Fourth track, miles of.	Turnouts, miles of.	Total miles of track.
New York to East Albany (main line).....	144.00	144.00	18.68	.....	68.85	375.53
Albany to Buffalo (main line)	297.75	297.75	294.92	294.92	434.56	1,619.90
Total miles (main line) owned.....	441.75	441.75	313.60	294.92	503.41	1,995.43
Branches owned	306.99	32.12	.....	.....	*	339.11
Total miles of track owned	748.74	473.87	313.60	294.92	503.41	2,334.54
LINES LEASED.						
Troy and Greenbush	6.00	6.00	.....	.....	0.13	12.13
Niagara Bridge & Canandaigua.	98.46	.....	.....	.....	5.50	103.96
Spuyten Duyvil & Port Morris	6.04	6.04	.....	.....	.....	12.08
New York & Harlem	126.96	22.44	3.85	3.85	30.61	187.71
Total miles (main lines) leased.....	237.46	34.48	3.85	3.85	36.24	315.88
Branches leased.....	7.09	.....	.....	.....	.....	7.09
Total miles of leased lines	244.55	34.48	3.85	3.85	36.24	322.97
Grand total: miles of track owned and leased.	993.29	508.35	317.45	298.77	539.65	2,657.51

* Turnouts included in second track.

NOTE.—This company has also operated the Dunkirk, Allegheny Valley and Pittsburgh Railroad, 104 miles, under lease from December 1, 1872, the mileage, earnings and operations of which are not included herein, as separate accounts have been kept and a separate report made.

CHARACTERISTICS OF ROAD.

Gauge of track.....	4ft. 8½ in.
Weight of steel rails per yard in main line.....	65 pounds.
Weight of steel rails per yard in branches.....	56 to 65 “
Weight of iron rails per yard in branches.....	60 “

EQUIPMENT.

	1881.	1882.
Number of locomotive engines for passenger service..	118	122
Number of locomotive engines for freight service.....	286	276
Number of locomotive engines for switching service..	234	224
Number of dummy engines... ..	8	10
Total number of locomotives.....	646	632

Average weight (with tender, fuel and water) of each kind of locomotive engines, viz.:

Passenger engines.....	54 tons,
Freight engines.....	55 tons,
Switching engines	44 tons,

	1881.	1882.
Number of first-class passenger cars.....	343	341
Number of second-class, and emigrant passenger cars,	92	97
Number of baggage, mail and express cars.....	153	158
Total number of passenger, baggage, mail and express cars	588	596

	1881.		1882.	
	With 8' wheels.	With 4 wheels.	With 8 wheels.	With 4 wheels.
Number of box freight cars.....	14,043	696	15,544	935
Number of platform cars.	2,349	15	2,587	15
Number of cattle cars.....	1,287	.....	2,125	.....
Number of oil tank cars.....	296	.....	*55	.....
Number of oil rack cars.....	443	.....	†	.....
Number of coal cars.....	1,487	1,548	1,457	1,532
Number of conductors cars.....	179	48	172	67
Number of tool cars.....	60	.....	61	.....
Number of derrick cars.....	14	.....	15	.....
	20,158	2,307	22,016	2,549
Total number of all kinds	22,465		24,565	

* Reduction in 1882 of oil tank cars, caused by the tanks being removed, and the cars converted into platform cars.

† Oil rack cars in 1881, now converted into cattle cars.

MISCELLANEOUS.

NUMBER OF ENGINE-HOUSES, SHOPS, ELEVATORS AND EMPLOYES.

	1881.	1882.
Number of engine-houses	45	45
Aggregate number of stalls in same	486	510
Number of machine shops	6	6
Number of car shops	5	5
Number of elevators.	5	5
Aggregate capacity of elevators in bushels...	3,450,000	3,450,000
Average number of persons employed by the company during the year.	14,703	15,380
Aggregate amount of salaries paid to same for the year.	\$7,746,426 49	\$8,107,309 20

DOINGS OF THE YEAR IN TRANSPORTATION, TOTAL MILES RUN AND RATES OF SPEED.

	1881.	1882.
Number of miles run by passenger trains. . . .	5,135,328	5,448,929
Number of miles run by freight trains.....	12,160,213	10,912,064
Number of miles run by switching and working trains	6,978,857	7,546,891
Number of passengers (all classes) carried in cars.....	8,900,249	10,308,979
Number of miles traveled by passengers, or number of passengers carried one mile.....	373,768,980	432,243,282
Number of tons of 2,000 pounds of freight carried in cars	11,591,379	11,330,393
Railroad company's freight.....	580,878	631,422
Total movement of freight, or number of tons carried one mile	2,646,814,098	2,394,799,310
Railroad company's freight.....	58,351,742	62,497,673
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour)	25	25
Rate of speed of same when in motion.....	30	30
Average rate of speed adopted by express passenger trains, including stops.....	30	30
Rate of speed of same when in motion.....	35	38
Average rate of speed adopted by freight trains, including stops.....	12	12
Rate of speed of same when in motion.....	15	15

DESCRIPTION OF FREIGHT MOVED.

	1881.	1882.
Products of the forest tons,	679,643	809,526
Products of animals tons,	853,050	777,589
Vegetable food tons,	3,183,319	2,557,959
Other agricultural products tons,	564,471	545,093
Manufactures tons,	1,472,581	1,621,532
Merchandise tons,	1,800,630	1,882,868
Other articles tons,	3,037,685	3,135,826
Total number of tons	11,591,379	11,330,393

QUANTITY MOVED OF CERTAIN SPECIFIED ARTICLES INCLUDED IN FOREGOING DESCRIPTION.

	1881.	1882.
Flour tons,	704,519	669,276
Grain tons,	2,231,821	1,726,319
Live stock tons,	581,871	515,656
Fresh or pickled meats and provisions . . . tons,	297,649	237,948
Petroleum and other oils tons,	468,050	289,301
Lumber tons,	625,321	741,620
Pig and bar iron and steel, and iron and steel rails tons,	466,729	485,782
Iron and other ores tons,	273,033	272,166
Coal tons,	2,472,239	2,388,976

DIRECTION AND DESTINATION OF FREIGHT MOVED.

	1881.	1882.
Through freight going east and south . . . tons,	2,056,588	1,523,907
Through freight going north and west . . tons,	436,497	582,800
Total number tons of through freight . .	2,493,085	2,106,707
Way freight going east and south tons,	5,484,870	5,297,040
Way freight going north and west tons,	3,613,424	3,926,646
Total number tons of way freight	9,098,294	9,223,686

DESTINATION OF PASSENGERS CARRIED.

	1881.	1882.
Number of through passengers	164,561	207,496
Number of way passengers	8,735,688	10,101,483

EXPENSES.

1881.		1882.		
		ALLOTTED TO		Total.
		Passenger transportation.	Freight transportation.	
Total.	MAINTAINING THE ROAD AND REAL ESTATE.			
\$1,562,432 34	Repairs of road-bed and railway, other than cost of rails....	\$752,647 85	\$1,505,295 72	\$2,257,943 57
566,767 44	Cost of rails used in repairs. (See note).....	139,014 16	278,028 32	417,042 48
329,161 55	Repairs of buildings.....	130,138 74	260,277 48	390,416 22
31,113 76	Repairs of fences and gates.....	13,536 61	27,073 22	40,609 83
945,210 09	Taxes on real estate.....	324,524 42	649,048 85	973,573 27
\$3,434,685 18	Total expenses of maintaining road and real estate.....	\$1,359,861 78	\$2,719,723 59	\$4,079,585 37
	REPAIRS OF MACHINERY AND CARS.			
\$1,343,753 64	Repairs of engines and tenders.....	\$355,540 23	\$711,080 47	\$1,066,620 70
757,079 41	Repairs of passenger and baggage cars.....	637,379 50	.....	637,379 50
1,895,729 73	Repairs of freight cars. ....	.....	1,642,054 79	1,642,054 79
106,013 08	Repairs of tools and machinery in shops.....	38,496 61	76,993 23	115,489 84
171,047 87	Incidental expenses, including fuel, clerks, watchmen, etc., at shops.....	68,406 38	136,812 78	205,219 16
\$4,273,623 73	Total expenses of repairs of machinery and cars.....	\$1,099,822 72	\$2,566,941 27	\$3,666,763 99

NOTE.

9,014.....	Tons of steel rails used in repairs.....	6,600
88.23	Length of same (miles and fractions).....	64.70

EXPENSES — (Continued).

1881.		1882.		
		ALLOTTED TO		Total.
		Passenger Transportation.	Freight Transportation.	
Total.	OPERATING THE ROAD.			
\$68,464 05	Office expenses, stationery, and other expenses about offices.	\$26,690 26	\$53,380 51	\$80,070 77
1,361,760 29	Agents and clerks	440,151 90	880,303 78	1,320,455 68
1,478,661 45	Labor in loading and unloading freight .....	.....	1,505,844 31	1,505,844 31
675,161 27	Porters, watchmen, flagmen and switchmen	236,080 37	472,160 70	708,241 07
50,880 79	Fuel and water station attendance	18,217 40	36,434 82	54,652 22
833,328 71	Conductors, baggagemen and brakemen.	278,638 42	557,276 85	835,915 27
1,373,282 00	Enginemen and firemen	449,493 75	898,987 51	1,348,481 26
2,451,991 35	Fuel, cost and labor in preparing for use	794,251 80	1,588,503 62	2,382,755 42
292,772 91	Oil and other lubricants and waste	90,962 97	181,925 94	272,888 91
60,435 51	Loss and damage of goods and baggage.	1,097 51	91,493 01	92,590 52
48,697 51	Damages for injuries to persons	45,237 10	90,474 20	135,711 30
	Damages to property, including damages by fire and cattle killed on road	1,435 15	2,870 31	4,305 46
7,128 52	General superintendence, or salaries of general officers ...	62,101 18	124,202 36	186,303 54
186,892 64	Hire of cars .....	.....	1,466,761 00	1,466,761 00
1,674,504 46	All other items (see details, page 16)	104,551 27	1,150,097 00	1,254,648 27
1,192,516 17				
\$11,756,477 63	Total expenses of operating the road	\$2,548,909 08	\$9,100,715 92	\$11,649,625 00

TOTAL TRANSPORTATION EXPENSES.

1881.	SUMMARY.	1882.		
Total.		ALLOTTED TO		Total.
		Passenger Transportation.	Freight Transportation.	
\$3,434,685 18	Expenses of maintaining road and real estate.....	\$1,359,861 78	\$2,719,723 59	\$4,079,585 37
4,273,623 73	Expenses of repairs of machinery and cars.....	1,099,822 72	2,566,941 27	3,666,763 99
11,756,477 63	Expenses of operating the road.. ..	2,548,909 08	9,100,715 92	11,649,625 00
\$19,464,786 54	Total transportation expenses.....	\$5,008,593 58	\$14,387,380 78	\$19,395,974 36

DETAILED STATEMENT

OF ITEMS INCLUDED IN TABLE "EXPENSES OF OPERATING THE ROAD." (Page 15) IN "ALL OTHER ITEMS."

	1881.	1882.		1881.	1882.
Printing.....	\$60,390 51	\$75,899 88	Brought forward.....	\$309,031 68	\$342,465 98
Advertising	6,522 76	6,507 04	Hauling freight cars in N. Y. city,	53,659 96	57,733 64
Legal expenses and counsel fees..	52,408 03	63,011 45	Lighterage and cartage.....	768,990 49	783,260 81
Insurance.....	16,760 99	19,398 13	Water for stations and engines..	23,956 17	27,079 61
Rents.....	167,274 39	176,021 50	State Railroad Department.....	*3,896 92	†6,820 97
Tolls	None.	None.	Eastern Railroad Association ...	2,155 44	2,114 06
Contributions and subscriptions..	5,675 00	1,627 98	Sundries.....	30,825 51	35,173 20
Carried forward.....	\$309,031 68	\$342,465 98	Totals.	\$1,192,516 17	\$1,254,648 27

* 1880. † 1881.

GROSS EARNINGS AND CHARGES AGAINST EARNINGS.

GROSS EARNINGS.

	1881.	1882.
From passengers.....	\$6,958,038 32	\$7,816,519 35
From freight.	20,736,749 54	17,672,251 86
From other sources as follows, viz.:		
Car service.	1,009,836 08	1,067,114 41
Rents.....	1,288,433 38	1,305,560 21
Mail service.....	610,891 64	684,689 16
Telegraph.....	7,016 57	9,222 41
Interest.....	263,696 18	272,874 25
Use of road	266,639 99	291,424 38
Old material.....	549,115 32	471,888 73
Miscellaneous.....	657,979 76	1,037,236 62
Totals	\$32,348,396 78	\$30,628,781 38

CHARGES AGAINST EARNINGS.

	1881.	1882.
For transportation expenses.....	\$19,464,786 54	\$19,395,974 36
For interest.....	2,849,591 06	3,250,101 42
For dividends on stock and consolidation certificates, viz.: 8 per cent	7,138,343 51	7,145,512 62
State tax on capital stock.....	74,370 17	178,488 42
State tax on earnings.....	140,308 24	122,785 21
Rentals of leased lines (see page 18)	1,926,513 66	1,937,528 20
Resulting surplus for year 1881	754,483 60	
Totals	\$32,348,396 78	\$32,030,390 23
Resulting deficiency for year 1882,		\$1,401,608 85

RENTALS OF LEASED LINES.

New York and Harlem R. R. Co.

Twelve months' interest at 7 per cent on		
\$11,100,000 cons. mort. bonds.....	\$777,000 00	
Twelve months interest at 6 per cent on		
\$5,000 sinking fund bonds.....	300 00	
Dividend of 8 per cent on 189,000 shares		
of stock (\$50 per share).....	756,000 00	
State tax on capital stock.....	18,900 00	
		\$1,552,200 00

Spuyten Duyvil and Port Morris R. R. Co.

Dividend of 8 per cent on 9,890 shares		
of stock.....	\$79,120 00	
State tax on capital stock....	1,978 00	
		81,098 00

Niagara Bridge and Canandaigua R. R. Co.

Twelve months' interest at 6 per cent on		
\$1,000,000 bonds.....	\$60,000 00	
State tax on capital stock	1,500 00	
		61,500 00

Troy and Greenbush R. R. Co.

Twelve months' interest at 7 per cent on		
\$275,000 capital stock	\$19,250 00	
State tax on capital stock.....	480 20	
		19,730 20
Carried forward.....	\$1,714, 528 20	

Brought forward..... \$1,714,528 20

Dunkirk, A. V. & P. R. R. Co.

Twelve months' interest at 7 per cent on \$1,600,000 D. W. & P. R. R. bonds....	\$112,000 00	
Twelve months' interest at 7 per cent on \$1,300,000 Warren & V. R. R. bonds,	91,000 00	
Three per cent on 6,500 shares of stock .	19,500 00	
Organization expenses.....	500 00	
		\$223,000 00
Total.....		\$1,937,528 20

BALANCE SHEET.

1881.

Dr.

1882.

RAILROAD EQUIPMENT.

		Cash expended by former Companies and by this Company to date.....		
	\$110,090,216 90		\$112,756,935 54	
		Certificates issued at consolidation in 1869 (and afterward converted into stock) representing additional cost of road and equipment to the new Company.....		
\$141,248,120 90	31,157,904 00		31,157,904 00	\$143,914,839 54

OWNERSHIP IN OTHER LINES.

	\$1,739,372 16	Hudson River bridges.....	\$1,845,775 78	
		Dunkirk, Allegheny Valley and Pitts. R. R.....	2,920,621 09	
4,991,883 18	331,889 93	Geneva and Lyons R. R.....	331,889 93	5,098,286 80
\$146,240,004 08				\$149,013,126 34
		Real estate in New York and Troy outside of road.....		1,073,500 36
1,173,500 36		Advances on Harlem construction account.....	\$303,124 84	
	\$277,513 49	Company's own stock held...	184,200 00	
	184,200 00	Stock, Troy Union R. R.....	15,000 00	
	15,000 00	Stock, Buffalo Cross Town R. R.....	12,684 77	
	12,684 77	Stock, Merchants' Dispatch Transportation Co.....	1,317,475 00	
	730,575 00	Stock, United Pipe Lines...		
	22,749 80	Stock, Pittsburgh & Lake Erie R. R.....	100,000 00	
	100,000 00	Stock, N.Y. Central & Niagara River R. R.....	28,100 00	
	28,100 00	Stock and bonds, Syracuse, Geneva and Corning R. R...	373,010 00	
	376,010 00	Stock, Westinghouse Airbrake Company.....	18,750 00	
1,746,833 06		Stock, Morris Run Coal and Mining Company.....	589,712 17	2,942,056 78
1,624,358 28		Fuel and supplies on hand...		2,096,135 48
	\$248,913 87	Cash on hand.....	\$1,043,980 17	
	864,776 52	Station balances.....	874,819 55	
		Connecting R. Rd. and other balances.....	298,746 26	
	316,075 24	United States.....	716,731 29	
	558,634 05	Equipment on Harlem Line..	404,394 22	
2,425,985 05	404,394 22	Sundry open accounts.....	33,268 65	3,371,940 14
	33,191 15			
\$153,210,680 83				\$158,496,759 10

ANALYSIS OF TRAFFIC, EARNINGS AND EXPENSES.

	1881.	1882.
Gross earnings	\$32,348,396 78	\$30,628,781 38
Transportation expenses	19,464,786 54	19,395,974 36
Net earnings.....	<u>\$12,883,610 24</u>	<u>\$11,232,807 02</u>
Earnings per ton mile, on freight	1881. 0.78	1882. 0.73
Expenses per ton mile, on freight	0.56	0.60
Profit.....	<u>0.22</u>	<u>0.13</u>
Earnings per passenger mile, on passengers.....	1.86	1.80
Expenses per passenger mile, on passengers.....	1.22	1.15
Profit.....	<u>0.64</u>	<u>0.65</u>
Earnings per train mile, on freight.....	\$1.70	\$1.62
Expenses per train mile, on freight.....	1.23	1.31
Profit.....	<u>\$0.47</u>	<u>\$0.31</u>
Earnings per train mile, on passengers.....	\$1.35	\$1.43
Expenses per train mile, on passengers	0.88	0.92
Profit.....	<u>\$0.47</u>	<u>\$0.51</u>
Expenses in 1881 were 60.17 per cent of gross earnings.		
Expenses in 1882 were 63.32 per cent of gross earnings.		
Profit per share in 1881.....		\$8.82
Profit per share in 1882.....		<u>6.42</u>
Average number tons freight hauled per train	1881. 217	1882. 219
do miles one ton freight hauled.....	228	211
do passengers hauled per train	72	79
do miles one passenger hauled.....	41	42

ACCIDENTS.

CAUSE OF ACCIDENTS.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTALS.	
	Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured
Fell from cars, or engines, or platforms.	1	7	13	1	14	8	28
Jumping on or off trains or cars in motion, or passing between cars.	6	....	8	8	54	8	68
Walking, lying, sitting or being on the track	2	3	55	46	57	49
Coupling, switching or examining cars, etc.	5	57	....	....	5	57
Collisions or trains thrown from track	8	24	1	6	....	2	9	32
Striking bridges, switches, tunnels, etc.	2	7	....	6	2	13
Crossing tracks in front of trains, engines or cars.	2	5	20	56	22	61
Found dead on track.	2	...	19	...	21	....
Passengers putting arms out of windows and stones thrown in car windows	7	....	....	....	....	...	7
Other causes	2	...	3	3	6	3	11
Totals	8	40	21	102	106	184	135	326

STATEMENT OF OPERATIONS

FOR THIRTEEN YEARS, FROM 1870 TO 1882, INCLUSIVE.

INCLUDING HARLEM DIVISION AFTER 1873.

STOCK, DEBT, COST OF ROAD, ETC.

YEAR ending Sept. 30.	Capital Stock.	Funded debt.	Cost of Road and equipment.	Number of stock- holders.
1870	\$89,428,330 00	\$13,681,807 31	\$59,765,684 06	.....
1871	89,428,330 00	15,231,718 93	60,413,650 86	.....
1872	89,428,300 00	16,496,020 00	63,299,924 37	.....
1873	89,428,300 00	27,725,533 33	78,014,954 65	.....
1874	89,428,300 00	38,484,742 62	92,506,503 97	.....
1875	89,428,300 00	40,003,667 62	96,355,774 50	4,496
1876	89,428,300 00	39,844,733 33	97,822,811 05	4,104
1877	89,428,300 00	39,801,233 33	99,142,408 71	4,240
1878	89,428,300 00	39,801,233 33	99,894,095 43	4,107
1879	89,428,300 00	39,801,133 33	100,773,416 74	4,194
1880	89,428,300 00	41,473,033 33	105,007,053 69	4,550
1881	89,428,300 00	43,473,033 33	110,090,216 90	5,674
1882	89,428,300 00	48,473,033 33	112,756,935 54	7,536

MILES OF TRACK OPERATED AND GROSS EARNINGS.

YEAR Ending September 30.	Miles of track operated.	Passenger earn- ings.	Freight earnings.	Other sources.	Total gross earnings.
1870.....	1,827.74	\$6,738,592 01	\$14,489,216 52	\$1,135,511 14	\$22,363,319 67
1871.....	1,865.52	6,198,827 87	14,470,402 06	1,099,785 67	21,769,015 60
1872.....	1,925.93	6,662,006 82	16,259,646 79	2,659,022 26	25,580,675 87
1873.....	2,014.79	6,999,456 01	19,616,017 90	2,511,377 26	29,126,851 17
1874.....	2,359.39	7,497,356 54	20,348,725 23	3,804,304 95	31,650,386 72
1875.....	2,382.39	7,276,847 54	17,899,701 50	3,850,668 99	29,027,218 03
1876.....	2,432.99	6,762,966 88	17,593,264 78	3,690,356 79	28,046,588 45
1877.....	2,471.99	6,576,816 33	16,424,316 67	3,577,952 90	26,579,085 90
1878.....	2,484.99	6,022,955 65	19,045,829 71	3,841,769 82	28,910,555 18
1879.....	2,511.49	5,953,101 94	18,270,250 38	4,173,231 28	28,396,583 60
1880.....	2,520.77	6,611,159 51	22,199,965 94	4,364,787 78	33,175,913 23
1881.....	2,622.23	6,958,038 32	20,736,749 54	4,653,608 92	32,348,396 78
1882.....	2,657.51	7,816,519 35	17,672,251 86	5,140,010 17	30,628,781 38

CHARGES AGAINST EARNINGS, PROFIT AND DIVIDENDS PAID.

YEAR Ending Sep- tember 30.	Operating Expenses	Fixed Charges.	Profit.	Dividends Paid.
1870.....	\$14,068,079 31	\$1,433,999 07	\$6,861,241 29	*\$6,861,241 29
1871.....	13,578,572 61	904,239 64	7,286,203 35	7,258,741 70
1872.....	16,446,436 32	1,162,368 29	7,971,871 26	7,244,831 78
1873.....	17,641,987 61	1,961,806 23	9,523,057 33	7,136,790 08
1874.....	18,388,297 56	3,548,734 18	9,713,354 98	7,136,884 60
1875.....	17,262,107 64	4,425,914 72	7,339,195 67	†8,920,849 96
1876.....	16,124,172 34	4,709,340 39	7,213,075 72	7,139,528 00
1877.....	14,946,161 87	4,689,576 78	6,943,347 25	7,140,659 48
1878.....	16,135,977 33	4,736,132 05	8,038,445 80	7,139,528 00
1879.....	16,123,072 83	4,679,024 81	7,594,485 96	7,139,528 00
1880.....	17,849,894 38	4,756,799 34	10,569,219 51	7,141,512 95
1881.....	19,464,786 54	4,990,783 13	7,892,827 11	7,138,343 51
1882.....	19,395,974 36	5,488,903 25	5,743,903 77	7,145,512 62

* First year of consolidation, New York Central paid at rate of four per centum. Hudson River paid at rate of eight per centum.

† In 1875, Dividends were changed from Semi-Annually to Quarterly, making ten per centum paid in that fiscal year.

NET EARNINGS, PROFIT PER SHARE, AND EXPENSES PER CENT.

YEAR Ending September 30.	Expenses. Per cent.	Profit per Share of Stock.	Net Earnings.
1870.....	62.91	\$7.67	\$8,295,240 36
1871.....	62.37	8.14	8,190,442 99
1872.....	64.29	8.91	9,134,239 55
1873.....	60.57	10.64	11,484,863 56
1874.....	58.09	10.86	13,262,089 16
1875.....	59.46	8.20	11,765,110 39
1876.....	57.48	8.06	11,922,416 11
1877.....	56.23	7.76	11,632,924 03
1878.....	55.81	8.98	12,774,577 85
1879.....	56.94	8.49	12,273,510 77
1880.....	53.80	11.82	15,326,018 85
1881.....	60.17	8.82	12,883,610 24
1882.....	63.32	6.42	11,232,807 02

TRAIN MILEAGE.

YEAR ending Sept. 30.	Passenger train mileage.	Freight train mileage.	Switch and work train mileage.	Total train mileage.
1870.....	4, 024, 178	7, 405, 699	2, 468, 566	13, 898, 443
1871.....	3, 645, 690	6, 986, 107	2, 328, 702	12, 960, 499
1872.....	4, 076, 800	7, 911, 257	2, 629, 494	14, 617, 551
1873.....	4, 311, 884	9, 666, 344	3, 278, 133	17, 256, 361
1874.....	4, 435, 221	9, 981, 040	4, 220, 442	18, 636, 703
1875.....	4, 563, 688	8, 457, 816	4, 177, 374	17, 198, 878
1876.....	4, 743, 485	9, 278, 266	4, 224, 856	18, 246, 607
1877.....	4, 594, 540	9, 774, 038	4, 154, 569	18, 523, 147
1878.....	4, 888, 562	11, 109, 497	4, 401, 501	20, 399, 560
1879.....	4, 842, 148	12, 019, 361	5, 079, 248	21, 940, 757
1880.....	5, 086, 311	11, 567, 707	5, 568, 759	22, 222, 777
1881.....	5, 135, 328	12, 160, 213	6, 978, 857	24, 274, 398
1882.....	5, 448, 929	10, 912, 064	7, 546, 891	23, 907, 884

PASSENGERS CARRIED AND PASSENGER MILEAGE.

YEAR ending Sept. 30.	Number through passengers.	Number of way passengers.	Total number of passengers.	Miles one pas- senger carried.
1870.....	112, 720	6, 932, 226	7, 044, 946	321, 365, 953
1871.....	102, 814	6, 751, 420	6, 854, 234	288, 678, 896
1872.....	104, 223	7, 034, 556	7, 138, 779	319, 150, 860
1873.....	121, 687	7, 509, 054	7, 630, 741	339, 122, 621
1874.....	99, 657	9, 778, 695	9, 878, 352	350, 781, 541
1875.....	105, 190	9, 317, 439	9, 422, 629	338, 934, 360
1876.....	132, 647	9, 148, 843	9, 281, 490	353, 136, 145
1877.....	103, 048	8, 816, 390	8, 919, 438	316, 847, 325
1878.....	94, 211	8, 833, 354	8, 927, 565	300, 302, 140
1879.....	94, 912	8, 035, 631	8, 130, 543	290, 953, 253
1880.....	116, 306	8, 154, 551	8, 270, 857	330, 802, 223
1881.....	164, 561	8, 735, 688	8, 900, 249	373, 768, 980
1882.....	207, 496	10, 101, 483	10, 308, 979	432, 243, 282

FREIGHT CARRIED AND FREIGHT MILEAGE.

YEAR Ending Sept. 30.	Through freight going east and south. Tons.	Through freight going north and west. Tons.	Total through freight. Tons.	Way freight going east and south. Tons.	Way freight going north and west. Tons.	Total way freight. Tons.	Total freight moved. Tons.	Miles one ton hailed.
1870.....	.....	.....	.....	.....	.....	.....	4,122,000	769,087,777
1871.....	.....	.....	.....	.....	.....	.....	4,532,056	888,327,865
1872.....	628,650	216,515	845,165	2,016,092	1,532,708	3,548,800	4,393,965	1,020,908,885
1873.....	890,383	242,254	1,132,637	2,492,034	1,898,053	4,390,087	5,522,724	1,246,650,063
1874.....	1,166,993	250,173	1,417,166	2,664,689	2,032,823	4,697,512	6,114,678	1,391,560,707
1875.....	1,074,649	300,260	1,374,909	2,620,191	2,006,854	4,627,045	6,001,954	1,404,008,029
1876.....	1,338,341	329,586	1,667,927	2,899,087	2,236,666	5,135,753	6,803,680	1,674,447,055
1877.....	1,318,648	352,820	1,671,468	2,646,810	2,033,078	4,679,888	6,351,356	1,619,948,685
1878.....	1,883,249	248,402	2,131,651	3,277,844	2,285,918	5,563,762	7,695,413	2,042,755,132
1879.....	2,100,163	279,757	2,379,920	3,901,186	2,734,647	6,635,833	9,015,753	2,295,827,387
1880.....	2,077,626	357,473	2,435,099	4,702,998	3,394,941	8,097,939	10,533,038	2,525,139,145
1881.....	2,056,588	436,497	2,493,085	5,484,870	3,613,424	9,098,294	11,591,379	2,646,814,098
1882.....	1,523,907	582,800	2,106,707	5,297,040	3,926,646	9,223,686	11,330,393	2,394,799,310

PASSENGER EARNINGS, EXPENSES AND PROFIT PER PASSENGER MILE
AND PER TRAIN MILE, AND AVERAGE TRAIN-LOAD AND NUMBER
OF MILES EACH PASSENGER CARRIED.

YEAR Ending Sept. 30.	Earnings per passenger mile on passengers.	Expenses per passenger mile on passengers.	Profit per passenger mile on passengers.	Earnings per train mile on passengers.	Expenses per train mile on passengers.	Profit per train mile on passengers.	Average number of passengers in train-load.	Average number of miles each passenger carried.
1870	cts. 2.09	cts. 1.59	cts. 0.50	\$1.67	\$1.27	\$0.40	79	45
1871	2.14	1.63	0.51	1.70	1.29	0.41	79	42
1872	2.08	1.54	0.54	1.63	1.20	0.43	78	44
1873	2.06	1.42	0.64	1.62	1.12	0.50	78	44
1874	2.13	1.33	0.80	1.69	1.05	0.64	79	35
1875	2.14	1.36	0.78	1.59	1.01	0.58	74	36
1876	1.91	1.19	0.72	1.42	0.88	0.54	74	38
1877	2.07	1.14	0.93	1.43	0.78	0.65	69	35
1878	2.00	1.27	0.73	1.23	0.78	0.45	61	33
1879	2.05	1.20	0.85	1.23	0.72	0.51	60	35
1880	1.99	1.26	0.73	1.30	0.82	0.48	65	39
1881	1.86	1.22	0.64	1.35	0.88	0.47	72	41
1882	1.80	1.15	0.65	1.43	0.92	0.51	79	42

FREIGHT EARNINGS, EXPENSES AND PROFIT PER TON MILE, AND PER
TRAIN MILE, AND AVERAGE TRAIN-LOAD AND HAUL.

YEAR Ending Sept. 30.	Earnings per ton mile on freight.	Expenses per ton mile on freight.	Profit per ton mile on freight.	Earnings per train mile on freight.	Expenses per train mile on freight.	Profit per train mile on freight.	Average number of tons of freight in train load.	Average number of miles each ton of freight carried.
1870	cts. 1.88	cts. 1.15	cts. 0.73	\$1.95	\$1.19	\$0.76	103	186
1871	1.62	1.01	0.61	2.07	1.28	0.79	127	196
1872	1.59	1.12	0.47	2.05	1.45	0.60	129	232
1873	1.57	1.02	0.55	2.02	1.32	0.70	129	225
1874	1.46	0.98	0.48	2.03	1.37	0.66	139	227
1875	1.27	0.90	0.37	2.11	1.49	0.62	166	234
1876	1.05	0.71	0.34	1.89	1.28	0.61	180	246
1877	1.01	0.69	0.32	1.68	1.15	0.53	166	255
1878	0.93	0.59	0.34	1.71	1.10	0.61	183	265
1879	0.78	0.54	0.24	1.52	1.05	0.47	191	254
1880	0.87	0.54	0.33	1.92	1.18	0.74	218	238
1881	0.78	0.56	0.22	1.70	1.23	0.47	217	228
1882	0.73	0.60	0.13	1.62	1.31	0.31	219	211

EQUIPMENT.

YEAR Ending September 30.	Number of engines and dummies.	Number of first-class pas- senger cars.	Number of second-class and emigrant cars.	Number of baggage, mail and express cars.	Number of freight cars.
1870.....	408	331	114	132	9, 026
1871.....	432	333	115	129	8, 849
1872... ..	455	321	70	158	10, 983
1873.....	519	351	70	177	13, 745
1874.....	572	436	76	217	14, 736
1875.....	566	427	81	222	14, 597
1876.....	565	416	83	215	15, 310
1877.....	610	416	80	211	15, 661
1878.....	565	381	89	213	15, 964
1879.....	602	364	95	167	16, 486
1880.....	639	345	93	162	19, 395
1881.....	646	343	92	153	22, 465
1882.....	632	341	97	158	24, 565

OFFICERS OF THE COMPANY.

DIRECTORS.

<i>Names.</i>	<i>Residences.</i>
WM. H. VANDERBILT.....	NEW YORK.
CORNELIUS VANDERBILT.....	NEW YORK.
WM. K. VANDERBILT	NEW YORK.
FREDK. W. VANDERBILT	NEW YORK.
AUGUSTUS SCHELL.	NEW YORK.
SAML. F. BARGER.....	NEW YORK.
CHAUNCEY M. DEPEW.....	NEW YORK.
JAMES H. RUTTER.....	NEW YORK.
J. PIERPONT MORGAN.....	NEW YORK.
CYRUS W. FIELD.....	NEW YORK.
CHESTER W. CHAPIN... ..	SPRINGFIELD, MASS.
JOHN ALLEN, JR.....	BUFFALO, N. Y.
JAMES M. MARVIN	SARATOGA, N. Y.

OFFICERS.

PRESIDENT.....	WM. H. VANDERBILT.
FIRST VICE-PRESIDENT	CORNELIUS VANDERBILT.
SECOND VICE-PRESIDENT.....	WM. K. VANDERBILT.
THIRD VICE-PRESIDENT.....	JAMES H. RUTTER.
ASSISTANT TO PRESIDENT.....	JAMES TILLINGHAST.
SECRETARY.....	EDWIN D. WORCESTER.
TREASURER.....	CHARLES C. CLARKE.
ASSISTANT TREASURER.....	E. V. W. ROSSITER.
GENERAL AUDITOR.....	ISAAC P. CHAMBERS.
GENERAL COUNSEL	CHAUNCEY M. DEPEW.
ATTORNEY.....	FRANK LOOMIS.
ATTORNEY.....	C. T. TITUS.
TAX AGENT.....	F. HINCHEY.
GENERAL TRAFFIC MANAGER.....	HORACE J. HAYDEN.
GENERAL FREIGHT AGENT.....	E. CLARK, JR.
ASSISTANT GENERAL FREIGHT AGENT.....	SAMUEL GOODMAN.
ASSIS'T GEN'L FREIGHT AGENT, HARLEM DIV.	JOHN R. COLLINS.

OFFICERS — *Continued.*

GENERAL PASSENGER AGENT.....	C. B. MEEKER.
ASSISTANT GENERAL PASSENGER AGENT.....	E. J. RICHARDS.
AUDITOR OF DISBURSEMENTS.	D. W. TUTHILL.
ASSISTANT AUDITOR OF DISBURSEMENTS.....	W. W. ANSTEY.
AUDITOR OF PASSENGER ACCOUNTS.....	C. H. KENDRICK.
ASSISTANT AUDITOR OF PASSENGER ACCOUNTS,	THOS. GODWIN.
AUDITOR OF FREIGHT ACCOUNTS.....	J. F. DESMAZES.
ASSISTANT AUDITOR OF FREIGHT ACCOUNTS...	J. W. HORAN.
REGISTER OF DISBURSEMENTS	JOSEPH W. SNOW.
GENERAL SUPERINTENDENT.....	JOHN M. TOUCEY.
SUPERINTENDENT, HUD. RIV. AND HAR. DIVS.	CHAS. M. BISSELL.
ASS'T SUPERIN'T HUD. RIV. AND HAR. DIVS.	J. H. PHYFE.
SUPERINTENDENT, EASTERN DIVISION.....	ZENAS C. PRIEST.
ASS'T SUPERINTENDENT, EASTERN DIVISION..	F. H. PHILLIPS.
SUPERINTENDENT, WESTERN DIVISION.....	GEO. H. BURROWS.
ASS'T SUPERINTENDENT, WESTERN DIVISION..	
CHIEF ENGINEER.....	CHAS. H. FISHER.
ASSISTANT ENGINEER.....	WM. LUSH.
PURCHASING AGENT	R. C. MOORE.
PAYMASTER	CHAS. REED.
ASSISTANT PAYMASTER.	J. L. BURDETT.
SUPERINTENDENT CAR DEPARTMENT	LEANDER GAREY.
SUPERINTENDENT MOTIVE POWER	WM. BUCHANAN.
GENERAL ROAD MASTER.	WM. D. OTIS.

FOURTEENTH

ANNUAL REPORT

OF THE

New York Central and Hudson River Railroad Company.

BEING FOR THE

Year ending September 30th, 1883.

ALBANY:
WEED, PARSONS AND COMPANY, PRINTERS.
1884.

FOURTEENTH

ANNUAL REPORT

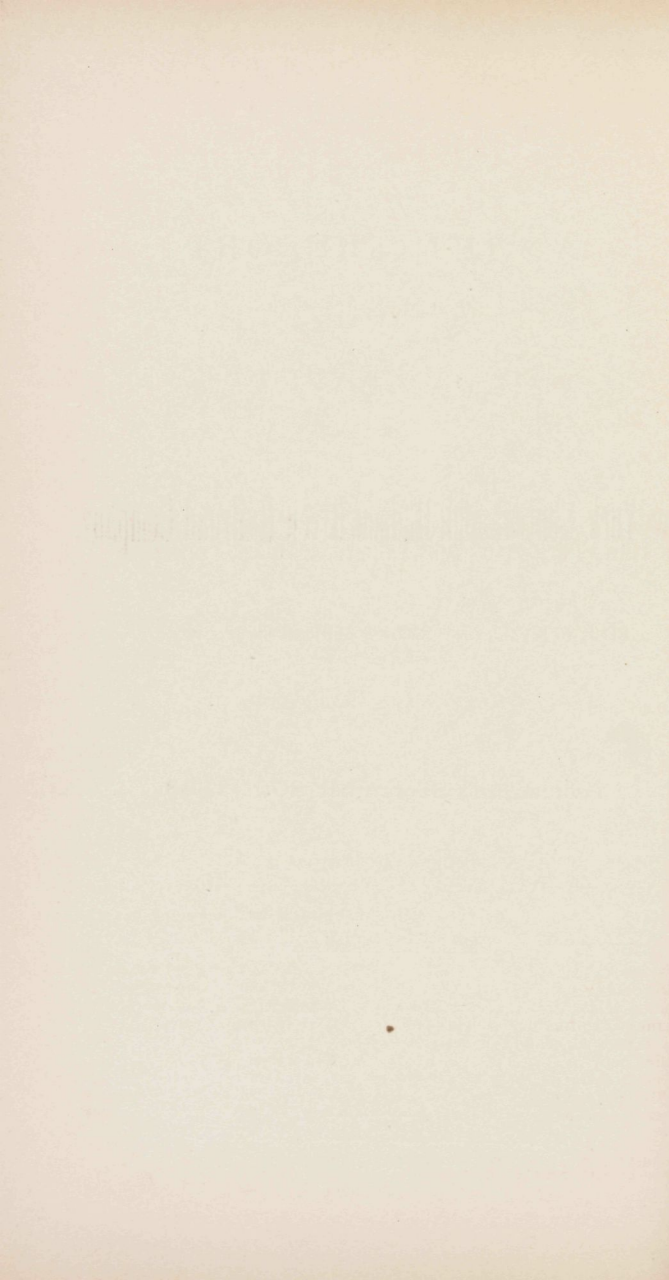
OF THE

New York Central and Hudson River Railroad Company.

BEING FOR THE

Year ending September 30th, 1883.

ALBANY:
WEED, PARSONS AND COMPANY, PRINTERS.
1884.



FOURTEENTH

ANNUAL REPORT

OF THE

New York Central and Hudson River Railroad Company,

BEING FOR THE YEAR ENDING SEPTEMBER 30, 1883.

DATE OF CONSOLIDATION, NOVEMBER 1ST, 1869.

STOCK AND DEBTS.

	September 30, 1882.	September 30, 1883.
Capital stock.	*\$89,428,300 00	†\$89,428,300 00
Funded debt.	48,473,033 33	49,997,233 33
Unfunded debt.	5,254,369 93	4,689,242 71
Total funded and unfunded debt.	53,727,403 26	54,686,476 04
Average rate per annum of interest on funded debt.	6½ per cent.	6½ per cent.
Number of shares of stock of par value of \$100 per share.	894,283	894,283
Number of stockholders.	7,536	9,265

* Includes \$116,900 consolidation certificates not then converted.

† Includes \$16,900 consolidation certificates not yet converted.

FUNDED DEBT.

KIND OF BONDS.	When issued.	When due.	Rate of interest.	Amount issued. September 30, 1882.	Amount issued September 30, 1883.
New York Central and Hud. Riv. R. R. first mort. coupons.. }	1873	1903	{ 7 per cent.	\$9,085,000 00	\$9,545,000 00
New York Central and Hud. Riv. R. R. first mort. registered }			{ 7 per cent.	18,380,000 00	20,455,000 00
New York Central and Hud. Riv. R. R. first mort. sterling.. }			{ 6 per cent.	9,733,333 33	9,733,333 33
New York Central R. R. debt certificates (see Note A).....	1853	1893	5 per cent.	6,632,300 00	6,450,000 00
New York Central R. R. to Buffalo and Niagara Falls R. R. Co.	1854	1883	6 per cent.	74,500 00	Paid.
New York Central R. R. for real estate	1854	1883	6 per cent.	162,000 00	Paid.
New York Central R. R. for railroad stocks.....	1853	1883	6 per cent.	592,000 00	Paid.
New York Central R. R. six per cents, due 1887.....	1862	1887	6 per cent.	2,391,000 00	2,391,000 00
Hudson Riv. R. R. second mort. and sinking fund (see Note B)	1860	1885	7 per cent.	1,422,900 00	1,422,900 00
Totals.....				\$48,473,033 33	\$49,997,233 33

4

UNFUNDED DEBT.

	September 30, 1882.	September 30, 1883.
Pay-rolls and other operating expenses unpaid.....	\$2,979,537 53	\$2,807,382 43
Amount due other railroad corporations.....	1,996,341 94	1,527,075 16
Interest due and unpaid.....	8,144 44	8,254 44
Dividends unpaid.....	51,789 28	46,535 68
Bonds past due.....	3,555 00	88,355 00
Bonds and mortgages given or assumed by the Company on purchase of real estate.....	215,001 74	211,640 00
Totals.....	\$5,254,369 93	\$4,689,242 71

NOTE A.— This issue of Debt Certificates became due May 1, 1893. The time for payment of the amount issued at the date of this report has been extended ten years to May 1, 1893, at the rate of five per cent per annum.

NOTE B.— Balance after deducting sinking fund of \$328,100.

COST OF ROAD AND EQUIPMENT.

	September 30, 1882.	*Additions during the year.	September 30, 1883.
Grading and masonry.....	\$20,310,551 66	\$456,058 79	\$20,766,610 45
Bridges	2,703,114 01	153,913 95	2,857,027 96
Superstructure, including rails....	30,700,162 29	95,795 00	30,795,957 29
Passenger and freight stations, buildings and fixtures..... {	14,237,970 44	329,141 30	14,567,111 74
Engine and car-houses, machine shops, machinery and fixtures. }	14,974,644 83	76,878 06	15,051,522 89
Land, land damages and fences	6,104,736 79	207,000 00	6,311,736 79
Locomotives, fixtures, and snow plows.....	1,392,292 79	165,600 00	1,557,892 79
Passenger and baggage cars.....	14,913,407 43	492,632 45	15,406,039 88
Freight and other cars.....	3,012,326 17	5,562 50	3,017,888 67
Engineering and agencies	246,610 00	† 7,600 00	239,010 00
Floating equipment.....	150,000 00	.....	150,000 00
Rochester and Lake Ontario Railroad.....	658,921 56	.....	658,921 56
Buffalo and Niagara Falls Railroad.....	400,000 00	.....	400,000 00
Lewiston Railroad.	2,000,000 00	.....	2,000,000 00
Saratoga and Hudson River Railroad.....	732,297 57	.....	732,297 57
Syracuse Junction Railroad.....	219,900 00	.....	219,900 00
Junction (Buffalo) Railroad.....			
Total cost of road and equipment	\$112,756,935 54	\$1,974,982 05	\$114,731,917 59

* See page 6 for further details.

† Credit.

ADDITIONS OR BETTERMENTS

CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

GRADING AND MASONRY :

Rochester improvement.....	\$416,571 52	
Broadway crossing, Albany.....	39,487 27	
	<hr/>	\$456,058 79

BRIDGES :

Iron bridges, Rochester improvement.....	\$147,488 28	
Iron bridges, Broadway crossing, Albany.....	6,425 67	
	<hr/>	153,913 95

SUPERSTRUCTURE :

2,737 tons steel rails for sidings.....	95,795 00
---	-----------

PASSENGER AND FREIGHT STATIONS, ETC. :

East Buffalo improvement.....	\$19,073 93	
Rochester improvement.....	168,642 69	
Freight-house, Auburn	11,305 78	
Wooden pier, 67th street, New York,	16,461 55	
Wooden pier, 70th street, New York,	17,500 00	
Engine-house, 71st street, New York,	1,975 00	
Warehouse, 34th street, New York,	8,000 00	
Warehouse, 67th street, New York,	36,120 00	
Office building, 65th street, New York.....	14,024 99	
General improvements, 65th street, New York.....	23,830 64	
Additional machinery in shops.....	12,206 72	
	<hr/>	329,141 30

LOCOMOTIVES, FIXTURES, ETC. :

23 additional locomotives.....	207,000 00	
--------------------------------	------------	--

Amount carried forward.....	<hr/>	\$1,241,909 04
-----------------------------	-------	----------------

Amount brought forward..... \$1,241,909 04

PASSENGER AND BAGGAGE CARS :

2 dining cars.....	\$21,000 00	
20 additional first-class passenger cars.....	105,000 00	
18 additional baggage, mail and express cars.....	39,600 00	
	<hr/>	165,600 00

FREIGHT AND OTHER CARS :

946 additional freight cars	492,632 45
-----------------------------------	------------

LAND, LAND DAMAGES AND FENCES :

Land at Charlotte.....	\$49,850 00	
Land at Rochester.....	2,473 16	
Land at Whitesboro.....	1,083 84	
Land at Cold Spring.....	3,000 00	
Land at Tonawanda....	6,500 00	
Land at Lockport.....	2,300 00	
Land at Canastota.....	3,250 00	
Land at Glenville.....	251 62	
Land at Sing Sing	250 00	
Land at Oneida.....	200 00	
72 patent crossing gates (including patent).....	25,419 44	
	<hr/>	94,578 06

ENGINEERING AND AGENCIES :

Rochester improvement.....	5,562 50	
	<hr/>	\$2,000,282 05

LESS FOR —

Sale of land.....	\$17,700 00	
Decrease in floating equipment.....	7,600 00	
	<hr/>	25,300 00
Total.....	<hr/>	\$1,974,982 05

TABLE OF TRACKS.

HUDSON RIVER DIVISION.

		Miles.
OWNED.	New York to East Albany	144.00
	Second track	144.00
	Third track.....	18.68
		162.68
	Total miles.....	306.68
	Turnouts.....	70.81
		377.49

NEW YORK CENTRAL DIVISION.

OWNED.	Albany to Buffalo.....	297.75
	Schenectady Junction to Athens... ..	40.29
	Troy to Schenectady.....	21.00
	Syracuse to Rochester via Auburn	104.00
	Batavia to Attica.....	11.00
	Rochester to Niagara Falls... ..	74.75
	Lockport Junction to Tonawanda	12.25
	Rochester Junction to Charlotte.....	6.88
	Buffalo to Lewiston.....	29.15
	East Buffalo to North Buffalo.....	7.67
		306.99
	Total miles.....	604.74
	Second track on main line.....	297.75
	Third track on main line.....	294.92
	Fourth track on main line.....	294.92
	Second track, Rochester to Niagara Falls ...	19.55
	Second track, Buffalo to Lewiston	4.90
	Second track, East Buffalo to North Buffalo,	7.67
	Second track, Rochester Junct. to Charlotte,	0.43
		920.14
	Total miles.....	1,524.88
	Turnouts	458.74
		1,983 62

TABLE OF TRACKS—(*Continued.*)

		Miles.
LEASED.	Troy and Greenbush road.....	6.00
	Second track.....	6.00
	Total miles.....	12.00
	Turnouts.....	0.13
	Total miles of track.....	12.13
	Spuyten Duyvil and Port Morris road.....	6.04
	Second track.....	6.04
	Total miles of track.....	12.08
	Niagara Bridge and Canandaigua road.....	98.46
	Turnouts.....	5.50
	Total miles of track.....	103.96
	New York and Harlem road.....	126.96
	Second track.....	22.44
	Third track.....	3.85
	Fourth track.....	3.85
	Golden's Bridge to Lake Mahopac.....	7.09
		37.23
	Total miles.....	164.19
	Turnouts.....	31.41
	Total miles of track.....	195.60

RECAPITULATION OF TRACKS.

LINES OWNED.	Road, miles of.	Second track, miles of.	Third track, miles of.	Fourth track, miles of.	Turnouts, miles of.	Total miles of track.
New York to East Albany (main line).....	144.00	144.00	18.68	.....	70.81	377.49
Albany to Buffalo (main line).....	297.75	297.75	294.92	294.92	458.74	1,644.08
Total miles (main line) owned	441.75	441.75	313.60	294.92	529.55	2,021.57
Branches owned.....	306.99	32.55	.....	.....	*	339.54
Total miles of track owned	748.74	474.30	313.60	294.92	529.55	2,361.11
LINES LEASED.						
Troy and Greenbush	6.00	6.00	.....	.....	0.13	12.13
Niagara Bridge & Canandaigua	98.46	.....	.....	.....	5.50	103.96
Spuyten Duyvil & Port Morris	6.04	6.04	.....	.....	.....	12.08
New York & Harlem	126.96	22.44	3.85	3.85	31.41	188.51
Total miles (main lines) leased	237.46	34.48	3.85	3.85	37.04	316.68
Branches leased	7.09	.....	.....	.....	.....	7.09
Total miles of leased lines	244.55	34.48	3.85	3.85	37.04	323.77
Grand total, miles of track owned and leased	993.29	508.78	317.45	298.77	566.59	2,684.88

* Turnouts included in second track.

NOTE.—This company has also operated the Dunkirk, Allegheny Valley and Pittsburgh Railroad, 104 miles, under lease from December 1, 1872, the mileage, earnings and operations of which are not included herein, as separate accounts have been kept and a separate report made.

CHARACTERISTICS OF ROAD.

Gauge of track	4ft. 8½ in.
Weight of steel rails per yard in main line	65 pounds.
Weight of steel rails per yard in branches.....	56 to 65 “
Weight of iron rails per yard in branches.....	60 “

EQUIPMENT.

	1882.	1883.
Number of locomotive engines for passenger service..	122	133
Number of locomotive engines for freight service....	276	292
Number of locomotive engines for switching service..	224	220
Number of dummy engines.....	10	10
Total number of locomotives.....	632	655

Average weight (with tender, fuel and water) of each kind of locomotive engines, viz.:

Passenger engines.....	54 tons,
Freight engines.....	55 tons,
Switching engines.....	44 tons,

	1882.	1883.
Number of first-class passenger cars.....	341	361
Number of dining cars.		2
Number of second-class, and emigrant passenger cars,	97	97
Number of baggage, mail and express cars	158	176
Total number of passenger, baggage, mail and express cars.....	596	636

	1882.		1883.	
	With 8 wheels.	With 4 wheels.	With 8 wheels.	With 4 wheels.
Number of box freight cars.....	15,544	935	15,841	922
Number of platform cars.....	2,587	15	2,351	15
Number of cattle cars.....	2,125	.....	2,077	.....
Number of oil tank cars.....	55	.....	52	.....
Number of coal cars.....	1,457	1,532	2,406	1,517
Number of conductors cars	172	67	165	84
Number of tool cars.....	61	.....	62	.....
Number of derrick cars.....	15	.....	19	.....
	22,016	2,549	22,973	2,538
Total number of all kinds.....	24,565		25,511	

MISCELLANEOUS.

NUMBER OF ENGINE-HOUSES, SHOPS, ELEVATORS AND EMPLOYES.

	1882.	1883.
Number of engine-houses	45	45
Aggregate number of stalls in same	510	524
Number of machine shops	6	6
Number of car shops..	5	5
Number of elevators.	5	5
Aggregate capacity of elevators in bushels ..	3,450,000	3,450,000
Aggregate number of persons employed by the company during the year.....	15,380	15,355
Aggregate amount of salaries paid to same for the year	\$8,107,309 20	\$8,401,208 32

DOINGS OF THE YEAR IN TRANSPORTATION, TOTAL MILES RUN AND RATES OF SPEED.

	1882.	1883.
Number of miles run by passenger trains....	5,448,929	5,801,461
Number of miles run by freight trains.....	10,912,064	11,038,556
Number of miles run by switching and working trains.	7,546,891	7,836,190
Number of passengers (all classes) carried in cars	10,308,979	10,746,925
Number of miles traveled by passengers, or number of passengers carried one mile....	432,243,282	429,385,561
Number of tons of 2,000 pounds of freight carried in cars.....	11,330,393	10,892,440
Railroad company's freight	631,422	608,495
Total movement of freight, or number of tons carried one mile	2,394,799,310	2,200,896,780
Railroad company's freight	62,497,673	64,936,326
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).	25	25
Rate of speed of same when in motion.....	30	30
Average rate of speed adopted by express passenger trains, including stops	30	32
Rate of speed of same when in motion.....	38	35
Average rate of speed adopted by freight trains, including stops.....	12	15
Rate of speed of same when in motion.....	15	20

DESCRIPTION OF FREIGHT MOVED.

	1882.	1883.
Products of the forest.....tons,	809,526	829,815
Products of animals.....tons,	777,589	757,401
Vegetable food ... ..tons,	2,557,959	2,742,620
Other agricultural products ..tons,	545,093	565,101
Manufactures.....tons,	1,621,532	1,359,227
Merchandise.....tons,	1,882,868	1,715,245
Other articles. ....tons,	3,135,826	2,923,031
Total number of tons.....	11,330,393	10,892,440

QUANTITY MOVED OF CERTAIN SPECIFIED ARTICLES INCLUDED IN FOREGOING DESCRIPTION.

	1882.	1883.
Flour.....tons,	669,276	856,173
Grain.....tons,	1,726,319	1,696,086
Live stock.....tons,	515,656	506,934
Fresh or pickled meats and provisions...tons,	237,948	239,035
Petroleum and other oils.....tons,	289,301	231,980
Lumber.....tons,	741,620	756,459
Pig and bar iron and steel, and iron and steel rails.....tons,	485,782	323,555
Iron and other ores.....tons,	272,166	187,755
Coal.....tons,	2,388,976	2,301,262

DIRECTION AND DESTINATION OF FREIGHT MOVED.

	1882.	1883.
Through freight going east and south..tons,	1,523,907	1,452,159
Through freight going north and west..tons,	582,800	361,161
Total number tons of through freight...	2,106,707	1,813,320
Way freight going east and south.....tons,	5,297,040	5,539,765
Way freight going north and west.....tons,	3,926,646	3,539,355
Total number tons of way freight.....	9,223,686	9,079,120

DESTINATION OF PASSENGERS CARRIED.

	1882.	1883.
Number of through passengers.....	207,496	168,584
Number of way passengers	10,101,483	10,578,341

EXPENSES.

1882.		1883.		
Total.	MAINTAINING THE ROAD AND REAL ESTATE.	ALLOTTED TO		Total.
		Passenger transportation.	Freight transportation.	
\$2,257,943 57	Repairs of road-bed and railway, other than cost of rails.	\$874,525 20	\$1,664,009 48	\$2,538,534 68
417,042 48	Cost of rails used in repairs	219,428 30	501,190 06	720,618 36
390,416 22	Repairs of buildings.	129,187 10	245,811 76	374,998 86
40,609 83	Repairs of fences and gates	11,588 72	22,050 53	33,639 25
973,573 27	Taxes on real estate	339,382 38	645,762 43	985,144 81
\$4,079,585 37	Total expenses of maintaining road and real estate	\$1,574,111 70	\$3,078,824 26	\$4,652,935 96
	REPAIRS OF MACHINERY AND CARS.			
\$1,066,620 70	Repairs of engines and tenders	\$397,511 82	\$756,368 67	\$1,153,880 49
637,379 50	Repairs of passenger and baggage cars	709,847 50	.....	709,847 50
1,642,054 79	Repairs of freight cars. . . . .	.....	2,027,629 92	2,027,629 92
115,489 84	Repairs of tools and machinery in shops.	39,608 72	75,365 81	114,974 53
205,219 16	Incidental expenses, including fuel, clerks, watchmen, etc., at shops.	73,578 78	140,002 60	213,581 38
\$3,666,763 99	Total expenses of repairs of machinery and cars	\$1,220,546 82	\$2,999,367 00	\$4,219,913 82

EXPENSES — (Continued).

1882.		1883.		
		ALLOTTED TO		Total.
		Passenger transportation.	Freight transportation.	
Total.	OPERATING THE ROAD.			
\$80,070 77	Office expenses, stationery, and other expenses about offices.	\$26,113 60	\$49,687 86	\$75,801 46
1,320,455 68	Agents and clerks	505,791 04	962,397 77	1,468,188 81
1,505,844 31	Labor in loading and unloading freight.....	.....	1,515,982 53	1,515,982 53
708,241 07	Porters, watchmen, flagmen and switchmen	259,365 03	493,508 79	752,873 82
54,652 22	Fuel and water station attendance	21,701 75	41,293 13	62,994 88
835,915 27	Conductors, baggagemen and brakemen	305,010 70	580,361 44	885,372 14
1,348,481 26	Enginemen and firemen	476,078 92	905,862 80	1,381,941 72
2,382,755 42	Fuel, cost and labor in preparing for use	803,895 04	1,529,617 41	2,333,512 45
272,888 91	Oil and other lubricants and waste	87,612 65	166,705 65	254,318 30
92,590 52	Loss and damage of goods and baggage	641 41	88,662 59	89,304 00
135,711 30	Damages for injuries to persons	88,535 96	168,462 50	256,998 46
4,305 46	Damages to property, including damages by fire and cattle killed on road	3,535 81	6,727 79	10,263 60
186,303 54	General superintendence, or salaries of general officers ...	60,283 58	114,705 05	174,988 63
1,466,761 00	Hire of cars .....	.....	1,506,464 49	1,506,464 49
1,254,648 27	All other items (see details, page 16)	145,834 86	962,904 10	1,108,738 96
\$11,649,625 00	Total expenses of operating the road	\$2,784,400 35	\$9,093,343 90	\$11,877,744 25

TOTAL TRANSPORTATION EXPENSES.

1882.	SUMMARY.	1883.		
Total.		ALLOTTED TO		Total.
		Passenger transportation.	Freight transportation.	
\$4,079,585 37	Expenses of maintaining road and real estate.....	\$1,574,111 70	\$3,078,824 26	\$4,652,935 96
3,666,763 99	Expenses of repairs of machinery and cars.....	1,220,546 82	2,999,367 00	4,219,913 82
11,649,625 00	Expenses of operating the road	2,784,400 35	9,093,343 90	11,877,744 25
\$19,395,974 36	Total transportation expenses	\$5,579,058 87	\$15,171,535 16	\$20,750,594 03

DETAILED STATEMENT

OF ITEMS INCLUDED IN TABLE "EXPENSES OF OPERATING THE ROAD." (Page 15) IN "ALL OTHER ITEMS."

	1882.	1883.		1882.	1883.
Printing.....	\$75,899 88	\$68,385 89	Brought forward	\$400,199 62	\$414,378 53
Advertising.....	6,507 04	9,197 24	Lighterage and cartage	783,260 81	626,226 14
Legal expenses and counsel fees..	63,011 45	82,056 49	Water for stations and engines..	27,079 61	26,207 96
Insurance	19,398 13	21,139 77	State Railroad Department.....	*6,820 97	†6,342 55
Rents	176,021 50	174,259 60	State Railroad Commissioners...	.....	†1,951 14
Contributions and subscriptions..	1,627 98	150 00	Eastern Railroad Association...	2,114 06	4,230 09
Hauling freight cars in N. Y. city.	57,733 64	59,189 54	Sundries.....	35,173 20	29,402 55
Carried forward.....	\$400,199 62	\$414,378 53	Totals	\$1,254,648 27	\$1,108,738 96

* 1881.

+ 1882.

‡ Part of 1883.

GROSS EARNINGS AND CHARGES AGAINST EARNINGS.

GROSS EARNINGS.

	1882.	1883.
From passengers.....	\$7,816,519 35	\$8,526,843 03
From freight.....	17,672,251 86	20,142,433 10
From other sources as follows, viz.:		
Car service..	1,067,114 41	996,333 70
Rents.....	1,305,560 21	1,263,585 82
Mail service.....	684,689 16	690,468 97
Telegraph.....	9,222 41	7,912 28
Interest.....	272,874 25	493,630 08
Use of road..	291,424 38	306,915 00
Old material.	471,888 73	621,924 66
Miscellaneous	1,037,236 62	720,675 18
Totals	\$30,628,781 38	\$33,770,721 82

CHARGES AGAINST EARNINGS.

	1882.	1883.
For transportation expenses.....	\$19,395,974 36	\$20,750,594 03
For interest.....	3,250,101 42	3,432,308 06
For dividends on stock and consolidation certificates, viz.: 8 per cent.....	7,145,512 62	7,148,131 88
State tax on capital stock.....	178,488 42	178,488 43
State tax on earnings.....	122,785 21	144,647 22
Rentals of leased lines (see page 18)	1,937,528 20	1,937,528 20
Resulting surplus for year 1883.....	.....	179,024 00
Totals.....	\$32,030,390 23	\$33,770,721 82
Resulting deficiency for year 1882,	\$1,401,608 85	

RENTALS OF LEASED LINES.

New York and Harlem R. R. Co.

Twelve months' interest at 7 per cent on \$11,100,000 cons. mort. bonds.....	\$777,000 00	
Twelve months' interest at 6 per cent on \$5,000 sinking fund bonds.....	300 00	
Dividend of 8 per cent on 189,000 shares of stock (\$50 per share).....	756,000 00	
State tax on capital stock.....	18,900 00	
	<hr/>	\$1,552,200 00

Spuyten Duyvil and Port Morris R. R. Co.

Dividend of 8 per cent on 9,890 shares of stock.	\$79,120 00	
State tax on capital stock.....	1,978 00	
	<hr/>	81,098 00

Niagara Bridge and Canandaigua R. R. Co.

Twelve months' interest at 6 per cent on \$1,000,000 stock.....	\$60,000 00	
State tax on capital stock.....	1,500 00	
	<hr/>	61,500 00

Troy and Greenbush R. R. Co.

Twelve months' interest at 7 per cent on \$275,000 capital stock.....	\$19,250 00	
State tax on capital stock.....	480 20	
	<hr/>	19,730 20

Carried forward.....	<hr/>	\$1,714,528 20
----------------------	-------	----------------

Brought forward..... \$1,714,528 20

Dunkirk, Allegheny Valley & Pitts. R. R. Co.

Twelve months' interest at 7 per cent on \$1,600,000 D. W. & P. R. R. bonds..	\$112,000 00	
Twelve months' interest at 7 per cent on \$1,300,000 Warren & V. R. R. bonds.	91,000 00	
Three per cent on 6,500 shares of stock	19,500 00	
Organization expenses.....	500 00	
		<hr/> 223,000 00
Total.....	\$1,937,528 20	<hr/> <hr/>

BALANCE SHEET.

1882.

Dr.

1883.

ROAD AND EQUIPMENT.

		Cash expended by former Companies and by this Company to date		
	\$112,756,935 54		\$114,731,917 59	
		Certificates issued at consolidation in 1869 (and afterward converted into stock) representing additional cost of road and equipment to the new Company... ..		
\$143,914,839 54	31,157,904 00		31,157,904 00	\$145,889,821 59

OWNERSHIP IN OTHER LINES.

	\$1,845,775 78	Hudson River bridges	\$1,914,956 94	
		Dunkirk, Allegheny Valley and Pitts. R. R.	2,920,621 09	
5,098,286 80	331,889 93	Geneva and Lyons R. R.	331,889 93	5,167,467 96
\$149,013,126 34				\$151,057,289 55
		Real estate in New York and Troy outside of road....		1,073,500 36
1,073,500 36		Advances on Harlem construction account	\$317,993 40	
	\$303,124 84	Company's own stock held ..		
	184,200 00	Stock, Troy Union R. R.	15,000 00	
	15,000 00	Stock, Buffalo Cross Town R. R.	12,684 77	
	12,684 77	Stock, Merchants' Dispatch Transportation Co.	1,801,375 00	
	1,317,475 00	Stock, Pittsburgh & Lake Erie R. R.	110,000 00	
	100,000 00	Stock, N. Y. Central & Niagara River R. R.	28,100 00	
	28,100 00	Stock, Westinghouse Air brake Company.	18,750 00	
	18,750 00	Stock, Morris Run Coal Mining Company.	900,000 00	
	589,712 17	Stock and bonds, Syracuse, Geneva and Corning R. R. ..	184,010 00	
	373,010 00	Bonds, Lamoille Valley Extension R. R.	110,000 00	3,497,913 17
2,942,056 78				
2,096,135 48		Fuel and supplies on hand ..		1,824,569 45
	\$1,043,980 17	Cash on hand	\$376,374 31	
	874,819 55	Station balances.	1,098,419 75	
		Connecting R. Rd. and other balances	690,413 20	
	298,746 26	United States	186,297 76	
	716 731 29	Equipment on Harlem Line..	404,394 22	
	404,394 22	Sundry open accounts ..	32,803 62	2,788,702 86
3,371,940 14	33,268 65			
\$158,496,759 10				\$160,241,975 39

BALANCE SHEET.

1882.	<i>Cr.</i>	1883.
\$89,428,300 00	Capital stock.....	\$89,428,300 00
48,473,033 33	Funded debt.....	49,997,233 33
5,254,369 93	Unfunded debt.....	4,689,242 71
INCOME AND EARNINGS.		
\$14,752,664 69	Surplus end of previous year	\$15,341,055 84
1,401,608 85	Deficiency year 1882.....	
	Surplus for 1883.....	179,024 00
\$13,351,055 84		\$15,520,079 84
1,590,000 00	Premium on bonds sold....	735,150 00
	Premium on stock.....	46,764 50
400,000 00	Rental of Saratoga & Hudson River R. R.....	
	LESS FOR	\$16,301,994 34
	State tax on capital and earn- ings in 1880.....	174,794 99
15,341,055 84		16,127,199 35
\$158,496,759 10		\$160,241,975 39

ANALYSIS OF TRAFFIC, EARNINGS AND EXPENSES.

	1882.	1883.
Gross earnings.....	\$30,628,781 38	\$33,770,721 82
Transportation expenses.....	19,395,974 36	20,750,594 03
Net earnings.....	<u>\$11,232,807 02</u>	<u>\$13,020,127 79</u>
Earnings per ton mile, on freight.....cts.	0.73	0.91
Expenses per ton mile, on freight.....cts.	0.60	0.68
Profit.....cts.	<u>0.13</u>	<u>0.23</u>
Earnings per passenger mile, on passengers... ..cts.	1.80	1.98
Expenses per passenger mile, on passengers.....cts.	1.15	1.30
Profit.....cts.	<u>0.65</u>	<u>0.68</u>
Earnings per train mile, on freight.....	\$1.62	\$1.82
Expenses per train mile, on freight.....	1.31	1.37
Profit.....	<u>\$0.31</u>	<u>\$0.45</u>
Earnings per train mile, on passengers.....	\$1.43	\$1.47
Expenses per train mile, on passengers.....	0.92	0.96
Profit.....	<u>\$0.51</u>	<u>\$0.51</u>
Expenses in 1882 were 63.32 per cent of gross earnings.		
Expenses in 1883 were 61.44 per cent of gross earnings.		
Profit per share in 1882.....		\$6.42
Profit per share in 1883.....		<u>8.19</u>
Average number tons freight hauled per train.....	219	199
do miles one ton freight hauled	211	202
do passengers hauled per train.....	79	74
do miles one passenger hauled.....	42	40

ACCIDENTS.

CAUSE OF ACCIDENTS.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTALS.	
	Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured
Fell from cars, or engines, or platforms.....	....	2	6	18	5	5	11	25
Jumping on or off trains or cars in motion, or passing between cars.....	....	3	2	4	4	57	6	64
Walking, lying, sitting or being on the track.....	....	....	3	2	42	30	45	32
Coupling, switching or examining cars, etc.....	....	....	4	57	....	2	4	59
Collisions or trains thrown from track.....	1	12	3	20	2	1	6	35
Striking bridges, switches, tunnels, etc.....	1	....	3	12	2	1	6	13
Crossing tracks in front of trains, engines or cars.....	....	....	1	2	24	50	25	52
Found dead on track.....	....	....	5	....	25	....	30	....
Passengers putting arms out of windows and stones thrown in car windows.....	....	3	....	1	....	....	....	4
Other causes.....	....	9	1	7	10	40	11	56
Totals.	2	29	28	123	114	186	144	338

STATEMENT OF OPERATIONS

FOR FOURTEEN YEARS, FROM 1870 TO 1883, INCLUSIVE.

INCLUDING HARLEM DIVISION AFTER 1873.

* STOCK, DEBT, COST OF ROAD, ETC.

YEAR Ending Sept. 30.	Capital stock.	Funded debt.	Cost of road and equipment.	Number of stock- holders.
1870	\$89,428,330 00	\$13,681,807 31	\$59,765,684 06	.....
1871	89,428,330 00	15,231,718 93	60,413,656 86	.....
1872	89,428,300 00	16,496,020 00	63,299,924 37	.....
1873	89,428,300 00	27,725,533 33	78,014,954 65	.....
1874	89,428,300 00	38,484,742 62	92,506,503 97	.....
1875	89,428,300 00	40,003,667 62	96,355,774 50	4,496
1876	89,428,300 00	39,844,733 33	97,822,811 05	4,104
1877	89,428,300 00	39,801,233 33	99,142,408 71	4,240
1878	89,428,300 00	39,801,233 33	99,894,095 43	4,107
1879	89,428,300 00	39,801,133 33	100,773,416 74	4,194
1880	89,428,300 00	41,473,033 33	105,007,053 69	4,550
1881	89,428,300 00	43,473,033 33	110,090,216 90	5,674
1882	89,428,300 00	48,473,033 33	112,756,935 54	7,536
1883	89,428,300 00	49,997,233 33	114,731,917 59	9,265

* Harlem Division not included in this table.

MILES OF TRACK OPERATED AND GROSS EARNINGS.

YEAR Ending September 30.	Miles of track operated.	Passenger earn- ings.	Freight earnings.	Other sources.	Total gross earnings.
1870.....	1,827.74	\$6,738,592 01	\$14,489,216 52	\$1,135,511 14	\$22,363,319 67
1871.....	1,865.52	6,198,827 87	14,470,402 06	1,099,785 67	21,769,015 60
1872.....	1,925.93	6,662,006 82	16,259,646 79	2,659,022 26	25,580,675 87
1873.....	2,014.79	6,999,456 01	19,616,017 90	2,511,377 26	29,126,851 17
1874.....	2,359.39	7,497,356 54	20,348,725 23	3,804,304 95	31,650,386 72
1875.....	2,382.39	7,276,847 54	17,899,701 50	3,850,668 99	29,027,218 03
1876.....	2,432.99	6,762,966 88	17,593,264 78	3,690,356 79	28,046,588 45
1877.....	2,471.99	6,576,816 33	16,424,316 67	3,577,952 90	26,579,085 90
1878.....	2,484.99	6,022,955 65	19,045,829 71	3,841,769 82	28,910,555 18
1879.....	2,511.49	5,953,101 94	18,270,250 38	4,173,231 28	28,396,583 60
1880.....	2,520.77	6,611,159 51	22,199,965 94	4,364,787 78	33,175,913 23
1881.....	2,622.23	6,958,038 32	20,736,749 54	4,653,608 92	32,348,396 78
1882.....	2,657.51	7,816,519 35	17,672,251 86	5,140,010 17	30,628,781 38
1883.....	2,684.88	8,526,843 03	20,142,433 10	5,101,445 69	33,770,721 82

CHARGES AGAINST EARNINGS, PROFIT AND DIVIDENDS PAID.

YEAR Ending Sep- tember 30.	Operating expenses.	Fixed charges.	Profit.	Dividends paid.
1870.....	\$14,068,079 31	\$1,433,999 07	\$6,861,241 29	*\$6,861,241 29
1871.....	13,578,572 61	904,239 64	7,286,203 35	7,258,741 70
1872.....	16,446,436 32	1,162,368 29	7,971,871 26	7,244,831 78
1873....	17,641,987 61	1,961,806 23	9,523,057 33	7,136,790 08
1874.....	18,388,297 56	3,548,734 18	9,713,354 98	7,136,884 60
1875	17,262,107 64	4,425,914 72	7,339,195 67	†8,920,849 96
1876.....	16,124,172 34	4,709,340 39	7,213,075 72	7,139,528 00
1877.....	14,946,161 87	4,689,576 78	6,943,347 25	7,140,659 48
1878.....	16,135,977 33	4,736,132 05	8,038,445 80	7,139,528 00
1879.....	16,123,072 83	4,679,024 81	7,594,485 96	7,139,528 00
1880.....	17,849,894 38	4,756,799 34	10,569,219 51	7,141,512 95
1881.....	19,464,786 54	4,990,783 13	7,892,827 11	7,138,343 51
1882.....	19,395,974 36	5,488,903 25	5,743,903 77	7,145,512 62
1883.....	20,750,594 03	5,692,971 91	7,327,155 88	7,148,131 88

* First year of consolidation, New York Central paid at rate of four per centum. Hudson River paid at rate of eight per centum.

† In 1875, Dividends were changed from Semi-Annually to Quarterly, making ten per centum paid in that fiscal year.

NET EARNINGS, PROFIT PER SHARE, AND EXPENSES PER CENT.

YEAR Ending September 30.	Expenses. Per cent.	Profit per share of stock.	Net earnings.
1870.....	62.91	\$7.67	\$8,295,240 36
1871.....	62.37	8.14	8,190,442 99
1872....	64.29	8.91	9,134,239 55
1873.....	60.57	10.64	11,484,863 56
1874.....	58.09	10.86	13,262,089 16
1875.....	59.46	8.20	11,765,110 39
1876.....	57.48	8.06	11,922,416 11
1877.....	56.23	7.76	11,632,924 03
1878.....	55.81	8.98	12,774,577 85
1879.....	56.94	8.49	12,273,510 77
1880.....	53.80	11.82	15,326,018 85
1881.....	60.17	8.82	12,883,610 24
1882.....	63.32	6.42	11,232,807 02
1883.....	61.44	8.19	13,020,127 79

TRAIN MILEAGE.

YEAR Ending Sept. 30.	Passenger train mileage.	Freight train mileage.	Switch and work train mileage.	Total train mileage.
1870.....	4,024,178	7,405,699	2,468,566	13,898,443
1871.....	3,645,690	6,986,107	2,328,702	12,960,499
1872.....	4,076,800	7,911,257	2,629,494	14,617,551
1873.....	4,311,884	9,666,344	3,278,133	17,256,361
1874.....	4,435,221	9,981,040	4,220,442	18,636,703
1875.....	4,563,688	8,457,816	4,177,374	17,198,878
1876.....	4,743,485	9,278,266	4,224,856	18,246,607
1877.....	4,594,540	9,774,038	4,154,569	18,523,147
1878.....	4,888,562	11,109,497	4,401,501	20,399,560
1879.....	4,842,148	12,019,361	5,079,248	21,940,757
1880.....	5,086,311	11,567,707	5,568,759	22,222,777
1881.....	5,135,328	12,160,213	6,978,857	24,274,398
1882.....	5,448,929	10,912,064	7,546,891	23,907,884
1883.....	5,801,461	11,038,556	7,836,190	24,676,207

PASSENGERS CARRIED AND PASSENGER MILEAGE.

YEAR Ending Sept. 30.	Number through passengers.	Number of way passengers.	Total number of passengers.	Miles one pas- senger carried.
1870.....	112,720	6,932,226	7,044,946	321,365,953
1871.....	102,814	6,751,420	6,854,234	288,678,896
1872.....	104,223	7,034,556	7,138,779	319,150,860
1873.....	121,687	7,509,054	7,630,741	339,122,621
1874.....	99,657	9,778,695	9,878,352	350,781,541
1875.....	105,190	9,317,439	9,422,629	338,934,360
1876.....	132,647	9,148,843	9,281,490	353,136,145
1877.....	103,048	8,816,390	8,919,438	316,847,325
1878.....	94,211	8,833,354	8,927,565	300,302,140
1879.....	94,912	8,035,631	8,130,543	290,953,253
1880.....	116,306	8,154,551	8,270,857	330,802,223
1881.....	164,561	8,735,688	8,900,249	373,768,980
1882.....	207,496	10,101,483	10,308,979	432,243,282
1883.....	168,584	10,578,341	10,746,925	429,385,561

FREIGHT CARRIED AND FREIGHT MILEAGE.

YEAR. Ending Sept. 30.	Through freight going east and south. Tons.	Through freight going north and west. Tons.	Total through freight. Tons.	Way freight going east and south. Tons.	Way freight going north and west. Tons.	Total way freight. Tons.	Total freight moved. Tons.	Miles one ton hailed.
1870.....	.....	.....	.....	.....	.....	.....	4,122,000	769,087,777
1871.....	.....	.....	.....	.....	.....	.....	4,532,056	888,327,865
1872.....	628,650	216,515	845,165	2,016,092	1,532,708	3,548,800	4,393,965	1,020,908,885
1873.....	890,383	242,254	1,132,637	2,492,034	1,898,053	4,390,087	5,522,724	1,246,650,063
1874.....	1,166,993	250,173	1,417,166	2,664,689	2,032,823	4,697,512	6,114,678	1,391,560,707
1875.....	1,074,649	300,260	1,374,909	2,620,191	2,006,854	4,627,045	6,001,954	1,404,008,029
1876.....	1,338,341	329,586	1,667,927	2,899,087	2,236,666	5,135,753	6,803,680	1,674,447,055
1877.....	1,318,648	352,820	1,671,468	2,646,810	2,033,078	4,679,888	6,351,356	1,619,948,685
1878.....	1,883,249	248,402	2,131,651	3,277,844	2,285,918	5,563,762	7,695,413	2,042,755,132
1879.....	2,100,163	279,757	2,379,920	3,901,186	2,734,647	6,635,833	9,015,753	2,295,827,387
1880.....	2,077,626	357,473	2,435,099	4,702,998	3,394,941	8,097,939	10,533,038	2,525,139,145
1881.....	2,056,588	436,497	2,493,085	5,484,870	3,613,424	9,098,294	11,591,379	2,646,814,098
1882.....	1,523,907	582,800	2,106,707	5,297,040	3,926,646	9,223,686	11,330,393	2,394,799,310
1883.....	1,452,159	361,161	1,813,320	5,539,765	3,539,355	9,079,120	10,892,440	2,200,896,780

PASSENGER EARNINGS, EXPENSES AND PROFIT PER PASSENGER MILE
AND PER TRAIN MILE, AND AVERAGE TRAIN-LOAD AND NUMBER OF
MILES EACH PASSENGER CARRIED.

YEAR Ending Sept. 30.	Earnings per passenger mile on passengers.	Expenses per passenger mile on passengers.	Profit per passenger mile on passengers.	Earnings per train mile on passengers.	Expenses per train mile on passengers.	Profit per train mile on passengers.	Average number of pas- sengers in train-load.	Average number of miles each passenger carried.
1870.....	cts.2.09	cts.1.59	cts.0.50	\$1.67	\$1.27	\$0.40	79	45
1871.....	2.14	1.63	0.51	1.70	1.29	0.41	79	42
1872.....	2.08	1.54	0.54	1.63	1.20	0.43	78	44
1873.....	2.06	1.42	0.64	1.62	1.12	0.50	78	44
1874.....	2.13	1.33	0.80	1.69	1.05	0.64	79	35
1875.....	2.14	1.36	0.78	1.59	1.01	0.58	74	36
1876.....	1.91	1.19	0.72	1.42	0.88	0.54	74	38
1877.....	2.07	1.14	0.93	1.43	0.78	0.65	69	35
1878.....	2.00	1.27	0.73	1.23	0.78	0.45	61	33
1879.....	2.05	1.20	0.85	1.23	0.72	0.51	60	35
1880.....	1.99	1.26	0.73	1.30	0.82	0.48	65	39
1881.....	1.86	1.22	0.64	1.35	0.88	0.47	72	41
1882.....	1.80	1.15	0.65	1.43	0.92	0.51	79	42
1883.....	1.98	1.30	0.68	1.47	0.96	0.51	74	40

FREIGHT EARNINGS, EXPENSES AND PROFIT PER TON MILE, AND PER
TRAIN MILE, AND AVERAGE TRAIN-LOAD AND HAUL.

YEAR Ending Sept. 30.	Earnings per ton mile on freight.	Expenses per ton mile on freight.	Profit per ton mile on freight.	Earnings per train mile on freight.	Expenses per train mile on freight.	Profit per train mile on freight.	Average number of tons of freight in train-load.	Average number of miles each ton of freight carried.
1870.....	cts.1.88	cts.1.15	cts.0.73	\$1.95	\$1.19	\$0.76	103	186
1871.....	1.62	1.01	0.61	2.07	1.28	0.79	127	196
1872.....	1.59	1.12	0.47	2.05	1.45	0.60	129	232
1873.....	1.57	1.02	0.55	2.02	1.32	0.70	129	225
1874.....	1.46	0.98	0.48	2.03	1.37	0.66	139	227
1875.....	1.27	0.90	0.37	2.11	1.49	0.62	166	234
1876.....	1.05	0.71	0.34	1.89	1.28	0.61	180	246
1877.....	1.01	0.69	0.32	1.68	1.15	0.53	166	255
1878.....	0.93	0.59	0.34	1.71	1.10	0.61	183	265
1879.....	0.78	0.54	0.24	1.52	1.05	0.47	191	254
1880.....	0.87	0.54	0.33	1.92	1.18	0.74	218	238
1881.....	0.78	0.56	0.22	1.70	1.23	0.47	217	228
1882.....	0.73	0.60	0.13	1.62	1.31	0.31	219	211
1883.....	0.91	0.68	0.23	1.82	1.37	0.45	199	202

EQUIPMENT.

YEAR Ending September 30.	Number of engines and dummies.	Number of first-class passenger cars.	Number of second-class and emigrant cars.	Number of baggage, mail and express cars.	Number of freight cars.
1870.....	408	331	114	132	9,026
1871.....	432	333	115	129	8,849
1872.....	455	321	70	158	10,983
1873.....	519	351	70	177	13,745
1874.....	572	436	76	217	14,736
1875.....	566	427	81	222	14,597
1876.....	565	416	83	215	15,310
1877.....	610	416	80	211	15,661
1878.....	565	381	89	213	15,964
1879.....	602	364	95	167	16,486
1880.....	639	345	93	162	19,395
1881.....	646	343	92	153	22,465
1882.....	632	341	97	158	24,565
1883.....	655	363	97	176	25,511

THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

This company was organized by the consolidation on November 1, 1869, of the New York Central Railroad Company and the Hudson River Railroad Company.

THE NEW YORK CENTRAL RAILROAD COMPANY.

This company was organized under a special law passed April 2, 1853, authorizing the consolidation of the railroads between Albany and Buffalo as follows :

THE ALBANY AND SCHENECTADY.

THE SCHENECTADY AND TROY.

THE UTICA AND SCHENECTADY.

THE MOHAWK VALLEY.

THE SYRACUSE AND UTICA.

THE SYRACUSE AND UTICA DIRECT.

THE ROCHESTER AND SYRACUSE.

THE BUFFALO AND ROCHESTER.

THE ROCHESTER, LOCKPORT AND NIAGARA FALLS.

THE BUFFALO AND LOCKPORT.

Articles of agreement taking effect as of May 1, 1853, were filed May 17, 1853 ; the first board of directors elected July 6, and the whole line delivered to the new company August 1, 1853.

The organization of the consolidated roads, as mentioned above, forming the NEW YORK CENTRAL RAILROAD, was as follows :

THE ALBANY AND SCHENECTADY, chartered in 1826 as the Mohawk and Hudson, was opened September 12, 1831, and was the first railroad built in the State of New York. In 1847 the name was changed to the ALBANY AND SCHENECTADY.

THE SCHENECTADY AND TROY was chartered in 1836 and opened in 1842.

THE UTICA AND SCHENECTADY was chartered in 1833 and opened August 1, 1836.

THE MOHAWK VALLEY filed articles January 21, 1851, and December 28, 1852. The company was merged in the NEW YORK CENTRAL RAILROAD COMPANY under the act of 1853.

THE SYRACUSE AND UTICA was chartered in 1836, and opened July 3, 1839.

THE SYRACUSE AND UTICA, DIRECT, was organized under the general law and filed articles January 26, 1853. It was merged in the NEW YORK CENTRAL RAILROAD COMPANY under the act of 1853.

THE ROCHESTER AND SYRACUSE was a consolidation (August 1, 1850) of the AUBURN AND ROCHESTER and the AUBURN AND SYRACUSE. The AUBURN AND ROCHESTER, chartered in 1836, was opened in August, 1841, and the AUBURN AND SYRACUSE, chartered in 1834, was opened in June, 1838. The Direct Line was opened in 1853.

THE BUFFALO AND ROCHESTER was a consolidation (December 7, 1850) of the ATTICA AND BUFFALO and the TONAWANDA. In 1852 this company opened a direct road from Buffalo to Batavia, keeping that part of the Attica and Buffalo line between Attica and Batavia as a branch. The ATTICA AND BUFFALO was chartered in 1836 and opened in 1842, and the TONAWANDA, chartered in 1832, was opened in 1842.

THE ROCHESTER, LOCKPORT AND NIAGARA FALLS was originally the LOCKPORT AND NIAGARA FALLS, chartered in 1834 and opened in 1838. In December, 1850, the ROCHESTER, LOCKPORT AND NIAGARA FALLS RAILROAD COMPANY was organized and rebuilt the road.

THE BUFFALO AND LOCKPORT filed articles April 27, 1852, and was in progress at the date of consolidation. The road was opened in 1854.

The following roads were leased and subsequently merged in the consolidation, viz.:

THE ROCHESTER AND LAKE ONTARIO, in 1855.

THE BUFFALO AND NIAGARA FALLS, in 1855.

THE LEWISTON, in 1855.

THE SARATOGA AND HUDSON RIVER, in 1867.

The capital stock of the consolidated company was issued at par in exchange for that of the lessor company's, respectively, under authority of acts of the Legislature.

THE SARATOGA AND HUDSON RIVER ROAD was leased on November 2, 1881, to the NEW YORK, WEST SHORE AND BUFFALO RAILROAD COMPANY for 475 years, the rental for the entire period having been commuted for \$400,000.

THE NIAGARA BRIDGE AND CANANDAIGUA RAILROAD, originally the CANANDAIGUA AND NIAGARA FALLS, filed articles March 1, 1851, was opened April 1, 1854, and leased to the NEW YORK CENTRAL, September 1, 1858, at six per cent on \$1,000,000 stock.

THE HUDSON RIVER RAILROAD COMPANY.

This company was chartered May 12, 1846, and road opened through its entire length from New York to East Albany, October 3, 1851.

Previous to the consolidation of the HUDSON RIVER RAILROAD with the NEW YORK CENTRAL RAILROAD, it had leased the TROY AND GREENBUSH ROAD, running from Troy to Greenbush, and which road was chartered in January, 1845, and leased to the HUDSON RIVER ROAD June 1, 1851, for seven per cent on \$275,000 capital stock. The lease runs during the time of the charter or any extension thereof. The lease was assumed by the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD on consolidation.

THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD has added to it the following lines, viz.:

THE NEW YORK AND HARLEM ROAD chartered April 25, 1831, and corporate existence extended December 28, 1874, four hundred years, leased its steam portion running from Forty-second street, New York city, to Chatham (lease dated April 1, 1873, and expires April 1, 2274). The annual rent paid being interest on its funded debt, and eight per cent on its capital stock. This lease covers the NEW YORK AND MAHOPAC ROAD, chartered March 7, 1871, and lease dated June 17, 1872, from Golden's Bridge to Lake Mahopac, seven miles, the rent being nominal, as the whole of its capital was owned by the HARLEM COMPANY and transferred under the lease. Lease expires December 31, 1971.

THE SPUYTEN DUYVIL AND PORT MORRIS RAILROAD connecting the HARLEM to the HUDSON RIVER at Spuyten Duyvil, a distance of six miles, chartered April 24, 1867, lease dated November 1, 1871, and expires December 31, 1970. Annual rent, eight per cent on cost of \$989,000.

THE DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH RAILROAD, lease dated January 3, 1873, expires January 3, 2273. Annual rent is interest on \$2,900,000 bonds, at seven per cent, and three per cent on 6,500 shares of stock.

THE SYRACUSE JUNCTION RAILROAD was built by the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD to take the two freight tracks of its four-track system around the city of Syracuse. It was

leased to the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY April 10, 1875, as a legal formality, and subsequently absorbed under authority of law.

THE JUNCTION (BUFFALO) RAILROAD was built by the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY to connect its main lines between East Buffalo and North Buffalo. It was leased April 10, 1875, and absorbed by the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD the same as the SYRACUSE JUNCTION RAILROAD.

THE GENEVA AND LYONS RAILROAD was built by the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD to connect Geneva on the Auburn branch with Lyons on the main line, a distance of fourteen miles. It will in time be leased and absorbed by the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD.

THE TWO HUDSON RIVER BRIDGES crossing the Hudson river between East Albany and Albany are owned nominally by a separate organization called the "HUDSON RIVER BRIDGE COMPANY." This ownership is vested in the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY three-fourths, and the BOSTON AND ALBANY RAILROAD one-fourth. Except for foot passengers they are used exclusively for railroad purposes. Each company pays proportionately for expenses of maintenance and operating.

THE TROY UNION RAILROAD COMPANY is a line used jointly by lines terminating at the city of Troy, and runs into a Union Passenger Depot. The line was chartered in 1851, and originally owned by the city of Troy, but was disposed of to the railroad companies — one-half to the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD, one-fourth to the TROY AND BOSTON RAILROAD, and one-fourth to the RENSSELAER AND SARATOGA RAILROAD. Each company pays its proportion of maintenance and operating, and runs over it with its own trains.

OFFICERS OF THE COMPANY.

DIRECTORS.

Names.

Addresses.

WILLIAM H. VANDERBILT.....	NEW YORK.
CORNELIUS VANDERBILT.....	NEW YORK.
WILLIAM K. VANDERBILT.....	NEW YORK.
FREDK. W. VANDERBILT.....	NEW YORK.
AUGUSTUS SCHELL.....	NEW YORK.
SAMUEL F. BARGER.....	NEW YORK.
CHAUNCEY M. DEPEW.....	NEW YORK.
JAMES H. RUTTER.....	NEW YORK.
J. PIERPONT MORGAN.....	NEW YORK.
CYRUS W. FIELD.....	NEW YORK.
CHARLES C. CLARKE.....	NEW YORK.
HORACE J. HAYDEN.....	NEW YORK.
JOHN ALLEN, JR.....	BUFFALO, N. Y.

OFFICERS.

CHAIRMAN OF THE BOARD...	CORNELIUS VANDERBILT.
PRESIDENT.....	JAMES H. RUTTER.
FIRST VICE-PRESIDENT.....	CHARLES C. CLARKE.
SECOND VICE-PRES'D'T AND GEN'L COUNSEL..	CHAUNCEY M. DEPEW.
THIRD VICE-PRES'D'T & GEN'L TRAF. MAN'R.	HORACE J. HAYDEN.
ASSISTANT TO PRESIDENT.....	JAMES TILLINGHAST.
SECRETARY.....	EDWIN D. WORCESTER.
TREASURER.....	E. V. W. ROSSITER.
ASSISTANT TREASURER.....	JOHN CARSTENSEN.
COMPTROLLER.....	ISAAC P. CHAMBERS.
ATTORNEY.....	FRANK LOOMIS.
ATTORNEY.....	C. T. TITUS.
TAX AGENT.....	F. HINCHEY.
GENERAL FREIGHT AGENT.....	E. CLARK, JR.
ASSISTANT GEN'L FREIGHT AGENT.....	SAMUEL GOODMAN.
ASSIS'T GEN'L FREIGHT AGENT, HAR. DIV ...	JOHN R. COLLINS.
GENERAL PASSENGER AGENT.....	C. B. MEEKER.
ASSIS'T GEN'L PASSENGER AGENT.....	E. J. RICHARDS.
AUDITOR OF DISBURSEMENTS.....	D. W. TUTHILL.
ASSIS'T AUDITOR OF DISBURSEMENTS.....	W. W. ANSTEY.
REGISTER OF DISBURSEMENTS.....	JOSEPH W. SNOW.

OFFICERS — (*Continued*).

AUDITOR PASSENGER ACCOUNTS.....	C. H. KENDRICK.
ASSIS'T AUDITOR PASSENGER ACCOUNTS	THOS. GODWIN.
AUDITOR FREIGHT ACCOUNTS.....	JOHN W. HORAN.
ASSIS'T AUDITOR FREIGHT ACCOUNTS.....	GEORGE E. ADAMS.
EXAMINER OF STATION ACCOUNTS	A. W. ANDREWS.
ASSISTANT EXAMINER OF STATION ACCOUNTS.....	W. RAMSEY.
GENERAL SUPERINTENDENT.....	JOHN M. TOUCEY.
SUPERINTENDENT HUD. RIV. & HAR. DIVS.....	CHAS. M. BISSELL.
ASSIS'T SUPT. HUD. RIV. & HAR. DIVS.....	J. H. PHYFE.
SUPERINTENDENT EASTERN DIVISION....	ZENAS C. PRIEST.
ASSIS'T SUPERINTENDENT EASTERN DIVISION....	F. H. PHILLIPS.
SUPERINTENDENT WESTERN DIVISION.....	GEO. H. BURROWS.
ASSIS'T SUPERINTENDENT WESTERN DIVISION...	HENRY GOOLD.
CHIEF ENGINEER.....	CHAS. H. FISHER.
ASSISTANT ENGINEER.....	WILLIAM LUSH.
PURCHASING AGENT	R. C. MOORE.
PAYMASTER.....	J. L. BURDETT.
ASSISTANT PAYMASTER.....	E. W. CADWELL.
SUPERINTENDENT CAR DEPARTMENT.....	L. GAREY.
SUPERINTENDENT MOTIVE POWER.....	WILLIAM BUCHANAN.
GENERAL ROADMASTER.....	WILLIAM D. OTIS.

FIFTEENTH

ANNUAL REPORT

OF

THE NEW YORK CENTRAL

AND

HUDSON RIVER RAILROAD COMPANY,

BEING FOR THE

Year ending September 30th, 1884.

M. L. Scudder, Jr.

LIBRARY

OF

RAILROAD DOCUMENTS

AND

STATISTICS.

No.

FIFTEENTH

ANNUAL REPORT

OF

THE NEW YORK CENTRAL

AND

HUDSON RIVER RAILROAD COMPANY,

BEING FOR THE

Year ending September 30th, 1884.

ALBANY :
WEED, PARSONS & COMPANY, PRINTERS.
1885.

FIFTEENTH ANNUAL REPORT

OF THE

New York Central and Hudson River Railroad Company,

BEING FOR THE YEAR ENDING SEPTEMBER 30, 1884.

DATE OF CONSOLIDATION, NOVEMBER 1st, 1869.

STOCK AND DEBTS.

	September 30, 1883.	September 30, 1884.
Capital stock.	*\$89,428,300 00	*\$89,428,300 00
Funded debt (see page 4)	49,997,233 33	56,497,233 33
Unfunded debt " "	4,689,242 71	3,794,631 80
Total funded and unfunded debt.	54,686,476 04	60,291,865 13
Average rate of interest per annum on funded debt....	6½ per cent.	6½ per cent.
Number of shares of stock of par value of \$100 per share.	894,283	894,283
Number of stockholders.	9,265	11,240

*Includes \$16,900 consolidation certificates not converted.

FUNDED DEBT.

KIND OF BONDS.	When issued.	When due.	Rate of interest.	Amount issued September 30, 1883.	Amount issued September 30, 1884.
New York Central and Hud. Riv. R. R. first mort. coupons.. }	1873	1903	{ 7 per cent.	\$9,545,000 00	\$9,135,000 00
New York Central and Hud. Riv. R. R. first mort. registered }			{ 7 per cent.	20,455,000 00	20,865,000 00
New York Central and Hud. Riv. R. R. first mort. sterling.. }			{ 6 per cent.	9,733,333 33	9,733,333 33
New York Central and Hud. Riv. R. R. debenture (see Note A)	1884	1904	5 per cent.	.....	6,500,000 00
New York Central R. R. debt certificates.....	1853	1893	5 per cent.	6,450,000 00	6,450,000 00
New York Central R. R. six per cents, due 1887	1862	1887	6 per cent.	2,391,000 00	2,391,000 00
Hudson Riv. R. R. second mort. and sinking fund (see Note B)	1860	1885	7 per cent.	1,422,900 00	1,422,900 00
Totals				\$49,997,233 33	\$56,497,233 33

UNFUNDED DEBT.

	September 30, 1883.	September 30, 1884.
Pay-rolls and other operating expenses unpaid	\$2,807,382 43	\$1,757,835 25
Amount due other railroad corporations.....	1,527,075 16	874,454 12
Interest due and unpaid.	8,254 44	7,304 44
Interest accrued but not due at close of fiscal year.....	.....	914,050 42
Dividends unpaid	46,535 68	51,522 40
Bonds past due.	88,355 00	15,355 00
Bonds and mortgages given or assumed by the Company on purchase of real estate.....	211,640 00	109,320 00
Sundry open accounts.....	.....	64,790 17
Totals.....	\$4,689,242 71	\$3,794,631 80

NOTE A.—The authorized issue of these Bonds is \$10,000,000. The amount unissued at this date being reserved to redeem bonds which will become due in 1885 and 1887.

NOTE B.—Balance after deducting sinking fund of \$328,100.

COST OF ROAD AND EQUIPMENT.

	September 30, 1883.	Additions during the year.	September 30, 1884.
Grading and masonry	\$20,766,610 45	\$119,259 40	\$20,885,869 85
Bridges	2,857,027 96	30,257 40	2,887,285 36
Superstructure, including rails	30,795,957 29	82,837 13	30,878,794 42
Passenger and freight stations, buildings and fixtures..... }	14,567,111 74	60,842 54	14,627,954 28
Engine and car-houses, machine shops, machinery and fixtures..... }	15,051,522 89	*34,217 10	15,017,305 79
Land, land damages and fences.....	6,311,736 79	10,740 70	6,322,477 49
Locomotives, fixtures, and snow plows	1,557,892 79	*17,500 00	1,540,392 79
Passenger and baggage cars.....	15,406,039 88	*222,033 80	15,184,006 08
Freight and other cars.....	3,017,888 67	400 00	3,018,288 67
Engineering and agencies.....	239,010 00	38,735 00	277,745 00
Floating equipment	150,000 00	.....	150,000 00
Rochester and Lake Ontario Railroad	658,921 56	.....	658,921 56
Buffalo and Niagara Falls Railroad.....	400,000 00	.....	400,000 00
Lewiston Railroad	2,000,000 00	.....	2,000,000 00
Saratoga and Hudson River Railroad	732,297 57	.....	732,297 57
Syracuse Junction Railroad	219,900 00	.....	219,900 00
Junction (Buffalo) Railroad			
Total cost of road and equipment	\$114,731,917 59	\$69,321 27	\$114,801,238 86

* Credit.

ADDITIONS OR BETTERMENTS

CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

GRADING AND MASONRY :

Rochester improvement.....	\$53,681 47	
Broadway crossing, Albany.....	160 00	
Lockport Branch	5,676 90	
Charlotte improvement.....	3,184 01	
16.75 miles additional sidings.....	50,250 00	
Narrow gauge railroad at Troy	6,307 02	
		\$119,259 40

BRIDGES :

Iron bridges, Rochester improve- ment.....	\$1,282 54	
Iron bridges, Lockport Branch.....	6,945 00	
Iron bridges, Tonawanda.....	1,999 40	
Iron bridges, Black Rock.....	8,652 66	
Iron bridges, Lockport gulf	10,728 68	
Wooden bridge, narrow gauge rail- road, Troy	649 12	
		30,257 40

SUPERSTRUCTURE :

1,708 tons rails for additional sid- ings	\$67,000 00	
Frogs for East Buffalo improvement.	1,100 00	
Frogs for narrow gauge railroad, Troy	2,489 28	
Lumber, narrow gauge railroad, Troy.....	172 82	
5,509 ties, narrow gauge railroad, Troy	3,659 14	
192 tons steel rails, narrow gauge railroad, Troy	7,294 52	
Splices, narrow gauge railroad, Troy.	405 45	
10,800 pounds spike, narrow gauge railroad, Troy	270 00	
Other items, narrow gauge railroad, Troy	445 92	
		82,837 13
Carried forward		\$232,353 93

Brought forward.....	\$232,353 93
----------------------	--------------

PASSENGER AND FREIGHT STATIONS, BUILDINGS, ETC.:

East Buffalo improvement.....	\$25,820 16	
Rochester improvement.....	10,168 68	
New passenger station at Otis	784 15	
New engine-house at Croton.....	4,758 52	
One-half cost transfer-house at East Albany	4,847 50	
New machinery purchased for shops.	9,373 51	
Water trough at Hyde Park.....	4,450 32	
Office building at 65th street, New York	895 00	
General improvements, 65th street, New York.....	244 70	
		61,342 54

LOCOMOTIVES, FIXTURES, ETC.:

2 locomotives for narrow gauge railroad, Troy.....	10,740 70
--	-----------

FREIGHT AND OTHER CARS:

45 iron bloom cars for narrow gauge railroad, Troy.	10,366 20
---	-----------

LAND, LAND DAMAGES AND FENCES:

Land at Utica.....	\$3,000 00	
Land at Lyons.....	7,724 80	
Land at Frankfort	375 00	
19 patent crossing gates	5,533 10	
		16,632 90

ENGINEERING AND AGENCIES:

Rochester improvement.....	400 00
----------------------------	--------

FLOATING EQUIPMENT:

Additional boats and floats purchased	38,735 00	
		\$370,571 27

LESS —

Received for new station at Penfield ..	\$500 00	
For land sold sundry parties.....	50,850 00	
For decrease in passenger and baggage cars.....	17,500 00	
For decrease in freight cars	232,400 00	
		301,250 00
Total.....		\$69,321 27

TABLE OF TRACKS.

LINES OWNED.

HUDSON RIVER DIVISION.

	Miles.
New York to East Albany	144.00
Second track	144.00
Third track.....	18.68
	<hr/> 162.68
Total miles.....	306.68
Turnouts.....	74.46
	<hr/> 381.14

NEW YORK CENTRAL DIVISION.

Albany to Buffalo.....	297.75
Schenectady Junction to Athens.....	40.29
Troy to Schenectady.....	21.00
Syracuse to Rochester via Auburn	104.00
Batavia to Attica.....	11.00
Rochester to Niagara Falls.....	74.75
Lockport Junction to Tonawanda.....	12.25
Rochester Junction to Charlotte.....	6.88
Buffalo to Lewiston.....	29.15
East Buffalo to North Buffalo.....	7.67
	<hr/> 306.99
Total miles..	604.74
Second track on main line.....	297.75
Third track on main line.....	294.92
Fourth track on main line.....	294.92
Second track, Rochester to Niagara Falls	19.55
Second track, Buffalo to Lewiston	9.65
Second track, East Buffalo to North Buffalo.....	7.67
Second track, Rochester Junction to Charlotte..	0.43
	<hr/> 924.89
Total miles.....	1,529.63
Turnouts	466.97
	<hr/> 1,996.60

TABLE OF TRACKS — (*Continued.*)**LINES LEASED.**

	Miles
Troy and Greenbush Railroad	6.00
Second track	6.00
Total miles.....	12.00
Turnouts	0.13
Total miles of track.....	12.13
Spuyten Duyvil and Port Morris Railroad	6.04
Second track	6.04
Total miles of track.....	12.08
Niagara Bridge and Canandaigua Railroad	98.46
Turnouts	5.50
Total miles of track.....	103.96
New York and Harlem Railroad	126.96
Second track.....	22.44
Third track	3.85
Fourth track	3.85
Golden's Bridge to Lake Mahopac	7.09
	37.23
Total miles.....	164.19
Turnouts	32.80
Total miles of track.....	196.99

RECAPITULATION OF TRACKS.

LINES OWNED.	Road, miles of.	Second track, miles of.	Third track, miles of.	Fourth track, miles of.	Turnouts, miles of.	Total miles of track.
New York to East Albany (main line).....	144.00	144.00	18.68	.....	74.46	381.14
Albany to Buffalo (main line).....	297.75	297.75	294.92	294.92	466.97	1,652.31
Total miles (main line) owned.....	441.75	441.75	313.60	294.92	541.43	2,033.45
Branches owned.....	306.99	37.30	.....	.....	*	344.29
Total miles of track owned.....	748.74	479.05	313.60	294.92	541.43	2,377.74
LINES LEASED.						
Troy and Greenbush railroad.....	6.00	6.00	.....	.....	0.13	12.13
Niagara Bridge & Canandaigua railroad.....	98.46	.....	.....	.....	5.50	103.96
Spuyten Duyvil & Port Morris railroad.....	6.04	6.04	.....	.....	.....	12.08
New York & Harlem railroad.....	126.96	22.44	3.85	3.85	32.80	189.90
Total miles (main lines) leased..	237.46	34.48	3.85	3.85	38.43	318.07
Branches leased.....	7.09	.....	.....	.....	.....	7.09
Total miles of leased lines.....	244.55	34.48	3.85	3.85	38.43	325.16
Grand total, miles of track owned and leased.	993.29	513.53	317.45	298.77	579.86	2,702.90

* Turnouts included in second track.

NOTE. — This company has also operated the Dunkirk, Allegheny Valley and Pittsburgh Railroad, 104 miles, under lease from December 1, 1872, the mileage, earnings and operations of which are not included herein, as separate accounts have been kept and a separate report made.

CHARACTERISTICS OF ROAD.

GAUGE.

Gauge of track..... 4 ft. 8½ in.

MILES OF TRACK.

Miles of steel rails (reduced to single track) in main line,	1991.70
Miles of steel rails (reduced to single track) in branches,	390.12
Miles of iron rails (reduced to single track) in branches,	321.08
Total miles of rails (reduced to single track).... .	2702.90

WEIGHT OF RAILS PER YARD.

Weight of steel rails per yard in main line..	65 lbs.
Weight of steel rails per yard in branches.....	56 to 65 “
Weight of iron rails per yard in branches.....	60 “

LENGTH OF BRIDGING.

DIVISIONS.	LINEAL FEET OF			
	Iron bridging.	Wood bridging.	Trestle bridging.	Total.
Harlem Division.....	1.915	2.593	.149	4.657
Hudson River Division	9.939	5.551	7.095	22.585
Eastern Division....	29.292	4.837	.....	34.129
Western Division	31.820	6.479	7.585	45.884
	72.966	19.460	14.829	107.255

NUMBER OF ENGINE-HOUSES, SHOPS, ELEVATORS AND EMPLOYES.

	1883.	1884.
Number of engine-houses.....	45	48
Aggregate number of stalls in same....	524	508
Number of machine shops.....	6	6
Number of car shops	5	4
Number of elevators.....	5	5
Aggregate capacity of elevators in bushels..	3,450,000	3,450,000
Average number of persons employed by the company during the year ...	15,355	14,744
Aggregate amount of salaries paid to same for the year	\$8,401,208 32	\$8,162,622 65

EQUIPMENT.

LOCOMOTIVES.

	1883.	1884.
Number of locomotive engines for passenger service....	133	139
Number of locomotive engines for freight service.....	292	311
Number of locomotive engines for freight service, narrow gauge.....	.....	2
Number of locomotive engines for switching service....	220	195
Number of dummy engines.....	10	10
Total number of locomotives.....	655	657

Average weight (with tender, fuel and water) of each kind of locomotive engines, viz.:

Passenger engines.....	54 tons.
Freight engines.....	55 tons.
Switching engines.....	44 tons.

PASSENGER AND BAGGAGE CARS.

	1883.	1884.
Number of first-class passenger cars.....	335	333
Number of first-class composite cars	65	63
Number of dining cars	2	2
Number of second-class, and emigrant passenger cars,	97	97
Number of baggage, mail and express cars	137	134
Total number cars of all kinds in passenger equipment	636	629

FREIGHT AND OTHER CARS.

	1883.		1884.	
	With 8 wheels.	With 4 wheels.	With 8 wheels.	With 4 wheels.
Number of box freight cars	15,841	922	15,497	913
Number of platform cars	2,351	15	2,161	15
Number of cattle cars	2,077	.....	2,046	.....
Number of oil tank cars	52	.....	52	.....
Number of coal cars	2,406	1,517	2,400	1,470
Number of conductors cars	165	84	162	79
Number of tool cars	62	.....	71	.....
Number of derrick cars	19	.....	19	.....
Number of platform narrow gauge cars.	.....	.....	.....	45
	22,973	2,538	22,408	2,522
Total number cars of all kinds in freight equipment	25,511		24,930	

FLOATING EQUIPMENT.

	1883.	1884.
Number of propellers and steam tugs	11	12
Number of lighters	2	2
Number of barges	26	29
Number of canal boats	6	5
Number of floats	5	7
Number of scows	2	2
Total number boats of all kinds in floating equipment	52	57

DOINGS OF THE YEAR IN TRANSPORTATION.

MILEAGE OF TRAINS.

	1883.	1884.
Number of miles run by passenger trains	5,801,461	6,425,258
Number of miles run by freight trains	11,038,556	10,027,577
Number of miles run by switching and working trains	7,836,190	7,389,214

PASSENGERS CARRIED AND MILEAGE.

	1883.	1884.
Number of through passengers carried between New York, Buffalo and Bridges.....	168,584	136,736
Number of way passengers.....	10,578,341	10,921,203
Number of passengers (all classes) carried in cars	10,746,925	11,057,939
Number of miles traveled by passengers, or number of passengers carried one mile.	429,385,561	387,829,886

FREIGHT CARRIED AND MILEAGE.

	1883.	1884.
Through freight going east and south between New York and Buffalo and Bridges... tons,	1,452,159	1,182,988
Through freight going north and west between New York and Buffalo and Bridges... tons,	361,161	312,078
Total number tons of through freight ...	1,813,320	1,495,066
Way freight going east and south tons,	5,539,765	5,365,548
Way freight going north and west tons,	3,539,355	3,351,804
Total number tons of way freight	9,079,120	8,717,352
Number of tons of 2,000 pounds of freight carried in cars.....	10,892,440	10,212,418
Railroad company's freight	608,495	549,751
Total movement of freight, or number of tons carried one mile	2,200,896,780	1,970,087,115
Railroad company's freight	64,936,326	61,501,459

DESCRIPTION OF FREIGHT MOVED.

	1883.	1884.
Products of the forest.. tons,	829,815	733,455
Products of animals.. tons,	757,401	713,586
Vegetable food tons,	2,742,620	2,405,946
Other agricultural products.. . . . tons,	565,101	558,473
Manufactures tons,	1,359,227	1,413,636
Merchandise tons,	1,715,245	1,430,650
Other articles. tons,	2,923,031	2,956,672
Total number of tons	10,892,440	10,212,418

QUANTITY MOVED OF CERTAIN SPECIFIED ARTICLES INCLUDED IN FOREGOING DESCRIPTION.

	1883.	1884.
Flour tons,	856,173	748,189
Grain tons,	1,696,086	1,499,999
Live stock tons,	506,934	464,626
Fresh or pickled meats and provisions.. . tons,	239,035	218,362
Petroleum and other oils.. . . . tons,	231,980	219,400
Lumber tons,	756,459	667,917
Pig and bar iron and steel, and iron and steel rails tons,	323,555	278,906
Iron and other ores tons,	187,755	219,392
Coal tons,	2,301,262	2,399,446

RATES OF SPEED OF TRAINS.

	1883.	1884.
	Miles per hour.	Miles per hour.
Average rate of speed adopted by ordinary passenger trains, including stops.. . . .	25	25
Rate of speed of same when in motion.. . . .	30	30
Average rate of speed adopted by express passenger trains, including stops	32	32
Rate of speed of same when in motion.	35	35
Average rate of speed adopted by freight trains, including stops.. . . .	15	15
Rate of speed of same when in motion.. . . .	20	20

TRANSPORTATION EXPENSES.

1883.		1884.		
		ALLOTTED TO		Total.
		Passenger transportation.	Freight transportation.	
Total.	EXPENSES OF MAINTAINING THE ROAD AND REAL ESTATE.			
\$2,538,534 68	Repairs of road-bed and railway, other than cost of rails....	\$956,670 73	\$1,496,331 13	\$2,453,001 86
720,618 36	Cost of rails used in repairs.....	116,196 97	181,743 98	297,940 95
374,998 86	Repairs of buildings.....	118,199 83	184,876 68	303,076 51
33,639 25	Repairs of fences and gates.....	13,264 88	20,747 63	34,012 51
985,144 81	Taxes on real estate.....	389,947 75	609,918 30	999,866 05
\$4,652,935 96	Total expenses of maintaining road and real estate.	\$1,594,280 16	\$2,493,617 72	\$4,087,897_88
	EXPENSES OF REPAIRS OF MACHINERY AND CARS.			
\$1,153,880 49	Repairs of engines and tenders.....	\$337,421 64	\$527,762 04	\$865,183 68
709,847 50	Repairs of passenger and baggage cars.....	509,177 62	.....	509,177 62
2,027,629 92	Repairs of freight cars.....	.....	1,178,034 06	1,178,034 06
114,974 53	Repairs of tools and machinery in shops.....	44,138 87	69,037 70	113,176 57
213,581 38	Incidental expenses, including fuel, clerks, watchmen, etc., at shops.....	83,677 89	130,880 80	214,558 69
\$4,219,913 82	Total expenses of repairs of machinery and cars.....	\$974,416 02	\$1,905,714 60	\$2,880,130 62

TRANSPORTATION EXPENSES — (Continued).

1883.		1884.		
Total.	EXPENSES OF OPERATING THE ROAD.	ALLOTTED TO		Total.
		Passenger transportation.	Freight transportation.	
\$75,801 46	Office expenses, stationery, and other expenses about offices.....	\$27,683 14	\$43,299 25	\$70,982 39
1,468,188 81	Agents and clerks.....	573,296 40	896,694 36	1,469,990 76
1,515,982 53	Labor in loading and unloading freight.....	.....	1,364,385 80	1,364,385 80
752,873 82	Porters, watchmen, flagmen and switchmen.....	302,146 34	472,587 86	774,734 20
62,994 88	Fuel and water station attendance.....	24,046 66	37,611 42	61,658 08
885,372 14	Conductors, baggagemen and brakemen.....	337,000 49	527,103 33	864,103 82
1,381,941 72	Enginemen and firemen.....	521,836 38	816,205 60	1,338,041 98
2,333,512 45	Fuel, cost and labor in preparing for use.....	762,994 74	1,193,402 02	1,956,396 76
254,318 30	Oil and other lubricants and waste.....	88,527 40	138,465 90	226,993 30
89,304 00	Loss and damage of goods and baggage.....	713 16	64,480 89	65,194 05
256,998 46	Damages for injuries to persons.....	52,191 54	81,632 90	133,824 44
10,263 60	Damages to property, including damages by fire and cattle killed on road.....	4,086 73	6,392 08	10,478 81
174,988 63	General superintendence, or salaries of general officers.....	66,551 51	104,093 38	170,644 89
1,506,464 49	Hire of cars.....	.....	1,339,733 72	1,339,733 72
68,385 89	Printing.....	24,133 33	37,747 02	61,880 35
9,197 24	Advertising.....	5,064 12	7,920 82	12,984 94
82,056 49	Legal expenses and counsel fees.....	29,516 97	46,167 58	75,684 55
21,139 77	Insurance.....	6,706 30	10,489 35	17,195 65
174,259 60	Rents.....	67,657 53	105,823 31	173,480 84
150 00	Contributions and subscriptions.....	329 55	515 45	845 00
59,189 54	Hauling freight cars in New York city.....	.....	52,672 61	52,672 61
626,226 14	Lighterage and cartage.....	.....	484,064 46	484,064 46
26,207 96	Water for stations and engines.....	32,104 40	50,214 55	82,318 95
6,342 55	State Railroad Department.....	1,505 74	2,355 12	3,860 86
1,951 14	State Railroad Commissioners.....	6,180 44	9,666 84	15,847 28
4,230 09	Eastern Railroad Association.....	820 67	1,283 60	2,104 27
29,402 55	Sundries.....	19,960 94	31,220 95	51,181 89
\$11,877,744 25	Total expenses of operating the road.....	\$2,955,054 48	\$7,926,230 17	\$10,881,284 65

TOTAL TRANSPORTATION EXPENSES.

1883.	SUMMARY.	1884.		
Total.		ALLOTTED TO		Total.
		Passenger transportation.	Freight transportation.	
\$4,652,935 96	Expenses of maintaining road and real estate.....	\$1,594,280 16	\$2,493,617 72	\$4,087,897 88
4,219,913 82	Expenses of repairs of machinery and cars.....	974,416 02	1,905,714 60	2,880,130 62
11,877,744 25	Expenses of operating the road.....	2,955,054 48	7,926,230 17	10,881,284 65
\$20,750,594 03	Total transportation expenses..	\$5,523,750 66	\$12,325,562 49	\$17,849,313 15

Tons of Steel rails used in repairs.....	11,688
Tons of Steel rails used in construction....	1,900
Length of same in miles for repairs.....	114.58
Length of same in miles for construction.....	18.62

GROSS EARNINGS AND CHARGES AGAINST EARNINGS.

GROSS EARNINGS.

	1883.	1884.
From passengers.....	\$8,526,843 03	\$7,533,213 49
From freight.....	20,142,433 10	16,434,983 06
Car service.. . . .	996,333 70	1,009,278 45
Rents.....	1,263,585 82	1,319,530 80
Mail service.....	690,468 97	691,520 29
Telegraph.....	7,912 28	7,425 82
Interest.....	493,630 08	420,368 95
Use of road.. . . .	306,915 00	313,052 10
Old material.	621,924 66	*
Miscellaneous	720,675 18	419,296 14
Totals	\$33,770,721 82	\$28,148,669 10

CHARGES AGAINST EARNINGS.

	1883.	1884.
For transportation expenses.....	\$20,750,594 03	\$17,849,313 15
For interest.....	3,432,308 06	3,380,081 85
For dividends on stock and consolidation certificates, viz.: 8 per cent.....	7,148,131 88	7,159,643 72
State tax on capital stock.....	178,488 43	178,672 62
State tax on earnings.....	144,647 22	123,812 99
Rentals of leased lines (see page 20)	1,937,528 20	1,948,028 20
Resulting surplus for year 1883.....	179,024 00	.....
Totals.....	\$33,770,721 82	\$30,639,552 53
Resulting deficiency for year 1884, . . . . .	.....	\$2,490,883 43

*This year "old material sold" credited to transportation expenses.

RENTALS OF LEASED LINES.

NEW YORK AND HARLEM R. R. Co.

Six months' interest at 7 per cent on		
\$11,100,000 cons. mort. bonds.....	\$388,500	00
Six months' interest at 7 per cent on		
\$11,400,000 cons. mort. bonds.....	399,000	00
Twelve months' interest at 6 per cent on		
\$5,000 sinking fund bonds.....	300	00
Dividend of 8 per cent on 189,000 shares		
of stock (\$50 per share).....	756,000	00
State tax on capital stock.....	18,900	00
		\$1,562,700 00

SPUYTEN DUYVIL AND PORT MORRIS R. R. Co.

Dividend of 8 per cent on 9,890 shares		
of stock.	\$79,120	00
State tax on capital stock.....	1,978	00
		81,098 00

NIAGARA BRIDGE AND CANANDAIGUA R. R. Co.

Twelve months' interest at 6 per cent on		
\$1,000,000 stock.....	\$60,000	00
State tax on capital stock.....	1,500	00
		61,500 00

TROY AND GREENBUSH R. R. Co.

Twelve months' interest at 7 per cent on		
\$275,000 capital stock.....	\$19,250	00
State tax on capital stock.....	480	20
		19,730 20

Carried forward.....		\$1,725,028 20
----------------------	--	----------------

Brought forward..... \$1,725,028 20

DUNKIRK, ALLEGHENY VALLEY AND PITTS. R. R. Co.

Twelve months' interest at 7 per cent on		
\$1,600,000 D. W. & P. R. R. bonds..	\$112,000 00	
Twelve months' interest at 7 per cent on		
\$1,300,000 Warren & V. R. R. bonds.	91,000 00	
Three per cent on 6,500 shares of stock	19,500 00	
Organization expenses.....	500 00	
		<hr/>
		223,000 00
Total.....	\$1,948,028 20	<hr/> <hr/>

BALANCE SHEET.

ASSETS.

	1883.	1884.
Cost of road and equipment	\$114,731,917 59	\$114,801,238 86
Consolidation certificates representing cost of road to this company.....	31,157,904 00	31,157,904 00
Hudson river bridges.	1,914,956 94	1,982,613 16
Dunkirk, Allegheny Valley & Pitts. R. R.	2,920,621 09	2,920,621 09
Geneva & Lyons R. R.	331,889 93	331,889 93
Real estate	1,073,500 36	1,073,500 36
Advances on Harlem construction acct...	317,993 40	6,726 48
Stock, Troy Union R. R.	15,000 00	15,000 00
Stock, Buffalo Crosstown R. R.	12,684 77	12,684 77
Stock, Merchants Desp. Trans. Co.	1,801,375 00	1,801,375 00
Stock, Pittsburgh & Lake Erie R. R.	110,000 00	110,000 00
Stock, N. Y. Central & Niag. River R. R.	28,100 00	28,100 00
Stock and bonds Syr. Gen. & Corning R.R.	184,010 00	181,010 00
Stock, Westinghouse Air Brake Co.	18,750 00	18,750 00
Stock, Morris Run Coal Co.	900,000 00	900,000 00
Bonds, Lamoille Val. Extn. R. R.	110,000 00	175,000 00
Fuel and supplies on hand	1,824,569 45	1,383,361 53
Cash on hand	376,374 31	1,491,220 54
Station balances	1,098,419 75	1,141,915 22
Connecting railroad and other balances..	690,413 20	2,252,748 80
United States	186,297 76	299,712 34
Equipment on Harlem line	404,394 22	404,394 22
Sundry open accounts	32,803 62	33,803 62
Totals	\$160,241,975 39	\$162,523,569 92

LIABILITIES.

	1883.	1884.
Capital stock	\$89,428,300 00	\$89,428,300 00
Funded debt	49,997,233 33	56,497,233 33
Unfunded debt	4,689,242 71	3,794,631 80
Income and earnings	16,127,199 35	12,803,404 79
Totals	\$160,241,975 39	\$162,523,569 92

PROFIT AND LOSS ACCOUNT.

	1883.	1884.
Surplus end of previous year.....	\$15,341,055 84	\$16,127,199 35
Premium on bonds sold.....	735,150 00	147,470 83
Premium on stock.....	46,764 50	.....
Surplus.....	179,024 00	.....
	\$16,301,994 34	\$16,274,670 18
LESS FOR		
State tax on capital and earnings.....	174,794 99	.....
Interest on funded debt accrued but not due at end of fiscal year.....	.....	914,050 42
Settlement of old internal revenue claim.....	.....	66,331 54
Deficiency.....	.....	2,490,883 43
Surplus September 30	\$16,127,199 35	\$12,803,404 79

The profits of the company for fifteen years (being the period embraced in the consolidation of the New York Central railroad and the Hudson River railroad) have averaged \$8.54 per share per year, being an excess of \$8.10 per share for the entire period over the \$8.00 per share annually paid.

ANALYSIS OF TRAFFIC, EARNINGS AND EXPENSES.

	1883.	1884.
Gross earnings.....	\$33,770,721 82	\$28,148,669 10
Transportation expenses.....	20,750,594 03	17,849,313 15
Net earnings.....	<u>\$13,020,127 79</u>	<u>\$10,299,355 95</u>
	1883.	1884.
Earnings per ton mile, on freight.....cts.	0.91	0.83
Expenses per ton mile, on freight.....cts.	0.68	0.62
Profit.....cts.	<u>0.23</u>	<u>0.21</u>
Earnings per passenger mile, on passengers... ..cts.	1.98	1.94
Expenses per passenger mile, on passengers.....cts.	1.30	1.42
Profit.....cts.	<u>0.68</u>	<u>0.52</u>
Earnings per train mile, on freight.....	\$1.82	\$1.64
Expenses per train mile, on freight.....	1.37	1.23
Profit.....	<u>\$0.45</u>	<u>\$0.41</u>
Earnings per train mile, on passengers.....	\$1.47	\$1.17
Expenses per train mile, on passengers.....	0.96	0.86
Profit.....	<u>\$0.51</u>	<u>\$0.31</u>
Expenses in 1883 were 61.44 per cent of gross earnings.		
Expenses in 1884 were 63.41 per cent of gross earnings.		
Profit per share in 1883.....		\$8.19
Profit per share in 1884.....		<u>5.22</u>
	1883.	1884.
Average number tons freight hauled per train.....	199	196
do miles one ton freight hauled	202	193
do passengers hauled per train.....	74	60
do miles one passenger hauled.....	40	35

ACCIDENTS.

CAUSE OF ACCIDENTS.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTALS.	
	Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured
Fell from cars, or engines, or platforms.....	....	6	3	12	2	9	5	27
Jumping on or off trains or cars in motion, or passing between cars.....	1	4	3	4	6	30	10	38
Walking, lying, sitting or being on the track.....	....	....	4	11	43	46	47	57
Coupling, switching or examining cars, etc.....	....	....	3	48	....	5	3	53
Collisions or trains thrown from track.....	....	36	4	12	1	3	5	51
Striking bridges, switches, tunnels, etc ...	1	....	3	4	1	2	5	6
Crossing tracks in front of trains, engines or cars.....	....	....	2	....	17	26	19	26
Found dead on track and cars .....	....	....	1	....	27	....	28	....
Passengers putting arms out of windows and stones thrown in car windows	....	5	....	....	....	....	....	5
Other causes.....	....	1	....	5	....	3	....	9
Totals..	2	52	23	96	97	124	122	272

STATEMENT OF OPERATIONS

FOR FIFTEEN YEARS, FROM 1870 TO 1884, INCLUSIVE.

INCLUDING HARLEM DIVISION AFTER 1873

*STOCK, DEBT, COST OF ROAD, ETC.

YEAR Ending Sept. 30.	Capital stock.	Funded debt.	Cost of road and equipment.	Number of stock- holders.
1870.....	\$89,428,330 00	\$13,681,807 31	\$59,765,684 06	.....
1871.....	89,428,330 00	15,231,718 93	60,413,656 86	.....
1872... ..	89,428,300 00	16,496,020 00	63,299,924 37	.....
1873.....	89,428,300 00	27,725,533 33	78,014,954 65	.....
1874.....	89,428,300 00	38,484,742 62	92,506,503 97	.....
1875... ..	89,428,300 00	40,003,667 62	96,355,774 50	4,496
1876.....	89,428,300 00	39,844,733 33	97,822,811 05	4,104
1877.....	89,428,300 00	39,801,233 33	99,142,408 71	4,240
1878.....	89,428,300 00	39,801,233 33	99,894,095 43	4,107
1879.....	89,428,300 00	39,801,133 33	100,773,416 74	4,194
1880....	89,428,300 00	41,473,033 33	105,007,053 69	4,550
1881.....	89,428,300 00	43,473,033 33	110,090,216 90	5,674
1882	89,428,300 00	48,473,033 33	112,756,935 54	7,536
1883....	89,428,300 00	49,997,233 33	114,731,917 59	9,265
1884.....	89,428,300 00	56,497,233 33	114,801,238 86	11,240

*Harlem Division not included in this table.

MILES OF TRACK OPERATED AND GROSS EARNINGS.

YEAR Ending September 30.	Miles of track operated.	Passenger earnings.	Freight earnings.	Other sources.	Total gross earnings.
1870.....	1,827.74	\$6,738,592 01	\$14,489,216 52	\$1,135,511 14	\$22,363,319 67
1871.....	1,865.52	6,198,827 87	14,470,402 06	1,099,785 67	21,769,015 60
1872.....	1,925.93	6,662,006 82	16,259,646 79	2,659,022 26	25,580,675 87
1873.....	2,014.79	6,999,456 01	19,616,017 90	2,511,377 26	29,126,851 17
1874.....	2,359.39	7,497,356 54	20,348,725 23	3,804,304 95	31,650,386 72
1875.....	2,382.39	7,276,847 54	17,899,701 50	3,850,668 99	29,027,218 03
1876.....	2,432.99	6,762,966 88	17,593,264 78	3,690,356 79	28,046,588 45
1877.....	2,471.99	6,576,816 33	16,424,316 67	3,577,952 90	26,579,085 90
1878.....	2,484.99	6,022,955 65	19,045,829 71	3,841,769 82	28,910,555 18
1879.....	2,511.49	5,953,101 94	18,270,250 38	4,173,231 28	28,396,583 60
1880.....	2,520.77	6,611,159 51	22,199,965 94	4,364,787 78	33,175,913 23
1881.....	2,622.23	6,958,038 32	20,736,749 54	4,653,608 92	32,348,396 78
1882.....	2,657.51	7,816,519 35	17,672,251 86	5,140,010 17	30,628,781 38
1883.....	2,684.88	8,526,843 03	20,142,433 10	5,101,445 69	33,770,721 82
1884.....	2,702.90	7,533,213 49	16,434,983 06	4,180,472 55	28,148,669 10

CHARGES AGAINST EARNINGS, PROFIT AND DIVIDENDS PAID.

YEAR Ending Sep- tember 30.	Operating expenses.	Fixed charges.	Profit.	Dividends paid.
1870.....	\$14,068,079 31	\$1,433,999 07	\$6,861,241 29	*\$6,861,241 29
1871.....	13,578,572 61	904,239 64	7,286,203 35	7,258,741 70
1872.....	16,446,436 32	1,162,368 29	7,971,871 26	7,244,831 78
1873.....	17,641,987 61	1,961,806 23	9,523,057 33	7,136,790 08
1874.....	18,388,297 56	3,548,734 18	9,713,354 98	7,136,884 60
1875.....	17,262,107 64	4,425,914 72	7,339,195 67	†8,920,849 96
1876.....	16,124,172 34	4,709,340 39	7,213,075 72	7,139,528 00
1877... ..	14,946,161 87	4,689,576 78	6,943,347 25	7,140,659 48
1878.....	16,135,977 33	4,736,132 05	8,038,445 80	7,139,528 00
1879.....	16,123,072 83	4,679,024 81	7,594,485 96	7,139,528 00
1880.....	17,849,894 38	4,756,799 34	10,569,219 51	7,141,512 95
1881.....	19,464,786 54	4,990,783 13	7,892,827 11	7,138,343 51
1882... ..	19,395,974 36	5,488,903 25	5,743,903 77	7,145,512 62
1883.....	20,750,594 03	5,692,971 91	7,327,155 88	7,148,131 88
1884.....	17,849,313 15	5,630,595 66	4,668,760 29	7,159,643 72

* First year of consolidation, New York Central paid at rate of four per centum. Hudson River paid at rate of eight per centum.

† In 1875, Dividends were changed from Semi-Annually to Quarterly, making ten per centum paid in that fiscal year.

NET EARNINGS, PROFIT PER SHARE AND EXPENSES PER CENT.

YEAR Ending September 30.	Expenses. Per cent.	Profit per share of stock.	Net earnings.
1870.....	62.91	\$7.67	\$8,295,240 36
1871.....	62.37	8.14	8,190,442 99
1872.....	64.29	8.91	9,134,239 55
1873.....	60.57	10.64	11,484,863 56
1874.....	58.09	10.86	13,262,089 16
1875.....	59.46	8.20	11,765,110 39
1876....	57.48	8.06	11,922,416 11
1877.....	56.23	7.76	11,632,924 03
1878.....	55.81	8.98	12,774,577 85
1879.....	56.94	8.49	12,273,510 77
1880.....	53.80	11.82	15,326,018 85
1881.....	60.17	8.82	12,883,610 24
1882.....	63.32	6.42	11,232,807 02
1883.....	61.44	8.19	13,020,127 79
1884.....	63.41	5.22	10,299,355 95

TRAIN MILEAGE.

YEAR Ending Sept. 30.	Passenger train mileage.	Freight train mileage.	Switch and work train mileage.	Total train mileage.
1870.....	4,024,178	7,405,699	2,468,566	13,898,443
1871.....	3,645,690	6,986,107	2,328,702	12,960,499
1872.....	4,076,800	7,911,257	2,629,494	14,617,551
1873.....	4,311,884	9,666,344	3,278,133	17,256,361
1874.....	4,435,221	9,981,040	4,220,442	18,636,703
1875.....	4,563,688	8,457,816	4,177,374	17,198,878
1876.....	4,743,485	9,278,266	4,224,856	18,246,607
1877.....	4,594,540	9,774,038	4,154,569	18,523,147
1878.....	4,888,562	11,109,497	4,401,501	20,399,560
1879.....	4,842,148	12,019,361	5,079,248	21,940,757
1880.....	5,086,311	11,567,707	5,568,759	22,222,777
1881.....	5,135,328	12,160,213	6,978,857	24,274,398
1882.....	5,448,929	10,912,064	7,546,891	23,907,884
1883.....	5,801,461	11,038,556	7,836,190	24,676,207
1884.....	6,425,258	10,027,577	7,389,214	23,842,049

PASSENGERS CARRIED AND PASSENGER MILEAGE.

YEAR Ending Sept. 30.	Number through passengers.	Number of way passengers.	Total number of passengers.	Miles one pas- senger carried.
1870.....	112,720	6,932,226	7,044,946	321,365,953
1871.....	102,814	6,751,420	6,854,234	288,678,896
1872.....	104,223	7,034,556	7,138,779	319,150,860
1873.....	121,687	7,509,054	7,630,741	339,122,621
1874.....	99,657	9,778,695	9,878,352	350,781,541
1875.....	105,190	9,317,439	9,422,629	338,934,360
1876.....	132,647	9,148,843	9,281,490	353,136,145
1877.....	103,048	8,816,390	8,919,438	316,847,325
1878.....	94,211	8,833,354	8,927,565	300,302,140
1879.....	94,912	8,035,631	8,130,543	290,953,253
1880.....	116,306	8,154,551	8,270,857	330,802,223
1881.....	164,561	8,735,688	8,900,249	373,768,980
1882.....	207,496	10,101,483	10,308,979	432,243,282
1883.....	168,584	10,578,341	10,746,925	429,385,561
1884.....	136,736	10,921,203	11,057,939	387,829,886

FREIGHT CARRIED AND FREIGHT MILEAGE.

YEAR. Ending Sept. 30.	Through freight going east and south. Tons.	Through freight going north and west. Tons.	Total through freight. Tons.	Way freight going east and south. Tons.	Way freight going north and west. Tons.	Total way freight. Tons.	Total freight moved. Tons.	Miles one ton hauled.
1870	589,858	203,215	793,073	1,891,174	1,437,753	3,328,927	4,122,000	769,087,777
1871	648,537	223,430	871,967	2,079,308	1,580,781	3,660,089	4,532,056	888,327,865
1872	628,650	216,515	845,165	2,016,092	1,532,708	3,548,800	4,393,965	1,020,908,885
1873	890,383	242,254	1,132,637	2,492,034	1,898,053	4,390,087	5,522,724	1,246,650,063
1874	1,166,993	250,173	1,417,166	2,664,689	2,032,823	4,697,512	6,114,678	1,391,560,707
1875	1,074,649	300,260	1,374,909	2,620,191	2,006,854	4,627,045	6,001,954	1,404,008,029
1876	1,338,341	329,586	1,667,927	2,899,087	2,236,666	5,135,753	6,803,680	1,674,447,055
1877	1,318,648	352,820	1,671,468	2,646,810	2,033,078	4,679,888	6,351,356	1,619,948,685
1878	1,883,249	248,402	2,131,651	3,277,844	2,285,918	5,563,762	7,695,413	2,042,755,132
1879	2,100,163	279,757	2,379,920	3,901,186	2,734,647	6,635,833	9,015,753	2,295,827,387
1880	2,077,626	357,473	2,435,099	4,702,998	3,394,941	8,097,939	10,533,038	2,525,139,145
1881	2,056,588	436,497	2,493,085	5,484,870	3,613,424	9,098,294	11,591,379	2,646,814,098
1882	1,523,907	582,800	2,106,707	5,297,040	3,926,646	9,223,686	11,330,393	2,394,799,310
1883	1,452,159	361,161	1,813,320	5,539,765	3,539,355	9,079,120	10,892,440	2,200,896,780
1884	1,182,988	312,078	1,495,066	5,365,548	3,351,804	8,717,352	10,212,418	1,970,087,115

PASSENGER EARNINGS, EXPENSES AND PROFIT PER PASSENGER MILE
AND PER TRAIN MILE, AND AVERAGE TRAIN-LOAD AND NUMBER OF
MILES EACH PASSENGER CARRIED.

YEAR Ending Sept. 30.	Earnings per passenger mile on passeng's.	Expenses per passenger mile on passeng's.	Profit per passenger mile on passeng's.	Earnings per train mile on passen- gers.	Expenses per train mile on passen- gers.	Profit per train mile on passen- gers.	Average No. of passen- gers in train- load.	Average No. of miles each passe'g'r carried.
1870...	cts.2.09	cts.1.59	cts.0.50	\$1.67	\$1.27	\$0.40	79	45
1871...	2.14	1.63	0.51	1.70	1.29	0.41	79	42
1872....	2.08	1.54	0.54	1.63	1.20	0.43	78	44
1873....	2.06	1.42	0.64	1.62	1.12	0.50	78	44
1874....	2.13	1.33	0.80	1.69	1.05	0.64	79	35
1875...	2.14	1.36	0.78	1.59	1.01	0.58	74	36
1876....	1.91	1.19	0.72	1.42	0.88	0.54	74	38
1877...	2.07	1.14	0.93	1.43	0.78	0.65	69	35
1878...	2.00	1.27	0.73	1.23	0.78	0.45	61	33
1879....	2.05	1.20	0.85	1.23	0.72	0.51	60	35
1880....	1.99	1.26	0.73	1.30	0.82	0.48	65	39
1881....	1.86	1.22	0.64	1.35	0.88	0.47	72	41
1882....	1.80	1.15	0.65	1.43	0.92	0.51	79	42
1883....	1.98	1.30	0.68	1.47	0.96	0.51	74	40
1884....	1.94	1.42	0.52	1.17	0.86	0.31	60	35

FREIGHT EARNINGS, EXPENSES AND PROFIT PER TON MILE, AND PER
TRAIN MILE, AND AVERAGE TRAIN-LOAD AND HAUL.

YEAR Ending Sept. 30.	Earnings per ton mile on freight.	Expenses per ton mile on freight.	Profit per ton mile on freight.	Earnings per train mile on freight.	Expenses per train mile on freight.	Profit per train mile on freight.	Average number tons of freight in train- load.	Average No. of miles, each ton of freight carried.
1870....	cts.1.88	cts.1.15	cts.0.73	\$1.95	\$1.19	\$0.76	103	186
1871....	1.62	1.01	0.61	2.07	1.28	0.79	127	196
1872....	1.59	1.12	0.47	2.05	1.45	0.60	129	232
1873....	1.57	1.02	0.55	2.02	1.32	0.70	129	225
1874....	1.46	0.98	0.48	2.03	1.37	0.66	139	227
1875...	1.27	0.90	0.37	2.11	1.49	0.62	166	234
1876....	1.05	0.71	0.34	1.89	1.28	0.61	180	246
1877...	1.01	0.69	0.32	1.68	1.15	0.53	166	255
1878....	0.93	0.59	0.34	1.71	1.10	0.61	183	265
1879....	0.78	0.54	0.24	1.52	1.05	0.47	191	254
1880...	0.87	0.54	0.33	1.92	1.18	0.74	218	238
1881....	0.78	0.56	0.22	1.70	1.23	0.47	217	228
1882....	0.73	0.60	0.13	1.62	1.31	0.31	219	211
1883....	0.91	0.68	0.23	1.82	1.37	0.45	199	202
1884....	0.83	0.62	0.21	1.64	1.23	0.41	196	193

EQUIPMENT.

YEAR Ending September 30.	Total number engines and dummies.	Number first-class passenger cars.	Number composite cars.	Number dining cars	Number second-class and emi- grant cars.	Number bag- gage, mail and express cars.	Total num- ber cars, all kinds, in passenger equipment.	Total num- ber freight cars.	Total num- ber propel- lers, boats and floats.
1870.....	408	328	10	.....	114	125	577	9,026	.....
1871.....	432	330	12	.....	115	120	577	8,849	.....
1872.....	455	317	12	.....	70	150	549	10,983	.....
1873.....	519	347	13	.....	70	168	598	13,745	.....
1874.....	572	432	13	.....	76	208	729	14,736	.....
1875.....	566	423	13	.....	81	213	730	14,597	.....
1876.....	565	412	14	.....	83	205	714	15,310	.....
1877.....	610	412	16	.....	80	199	707	15,661	.....
1878.....	565	377	16	.....	89	201	683	15,964	.....
1879.....	602	360	16	.....	95	155	626	16,486	.....
1880.....	639	334	33	.....	93	140	600	19,395	.....
1881.....	646	334	28	.....	92	134	588	22,465	52
1882.....	632	332	35	.....	97	132	596	24,565	52
1883.....	655	335	65	2	97	137	636	25,511	52
1884.....	657	333	63	2	97	134	629	24,930	57

THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

This company was organized by the consolidation on November 1, 1869, of the New York Central Railroad Company and the Hudson River Railroad Company.

THE NEW YORK CENTRAL RAILROAD COMPANY.

This company was organized under a special law passed April 2, 1853, authorizing the consolidation of the railroads between Albany and Buffalo as follows :

THE ALBANY AND SCHENECTADY.

THE SCHENECTADY AND TROY.

THE UTICA AND SCHENECTADY.

THE MOHAWK VALLEY.

THE SYRACUSE AND UTICA.

THE SYRACUSE AND UTICA DIRECT.

THE ROCHESTER AND SYRACUSE.

THE BUFFALO AND ROCHESTER.

THE ROCHESTER, LOCKPORT AND NIAGARA FALLS.

THE BUFFALO AND LOCKPORT.

Articles of agreement taking effect as of May 1, 1853, were filed May 17, 1853 ; the first board of directors elected July 6, and the whole line delivered to the new company August 1, 1853.

The organization of the consolidated roads, as mentioned above, forming the NEW YORK CENTRAL RAILROAD, was as follows :

THE ALBANY AND SCHENECTADY, chartered in 1826 as the Mohawk and Hudson, was opened September 12, 1831, and was the first railroad built in the State of New York. In 1847 the name was changed to the ALBANY AND SCHENECTADY.

THE SCHENECTADY AND TROY was chartered in 1836 and opened in 1842.

THE UTICA AND SCHENECTADY was chartered in 1833 and opened August 1, 1836.

THE MOHAWK VALLEY filed articles January 21, 1851, and December 28, 1852. The company was merged in the NEW YORK CENTRAL RAILROAD COMPANY under the act of 1853.

THE SYRACUSE AND UTICA was chartered in 1836, and opened July 3, 1839.

THE SYRACUSE AND UTICA, DIRECT, was organized under the general law and filed articles January 26, 1853. It was merged in the NEW YORK CENTRAL RAILROAD COMPANY under the act of 1853.

THE ROCHESTER AND SYRACUSE was a consolidation (August 1, 1850) of the AUBURN AND ROCHESTER and the AUBURN AND SYRACUSE. The AUBURN AND ROCHESTER, chartered in 1836, was opened in August, 1841, and the AUBURN AND SYRACUSE, chartered in 1834, was opened in June, 1838. The Direct Line was opened in 1853.

THE BUFFALO AND ROCHESTER was a consolidation (December 7, 1850) of the ATTICA AND BUFFALO and the TONAWANDA. In 1852 this company opened a direct road from Buffalo to Batavia, keeping that part of the Attica and Buffalo line between Attica and Batavia as a branch. The ATTICA AND BUFFALO was chartered in 1836 and opened in 1842, and the TONAWANDA, chartered in 1832, was opened in 1842.

THE ROCHESTER, LOCKPORT AND NIAGARA FALLS was originally the LOCKPORT AND NIAGARA FALLS, chartered in 1834 and opened in 1838. In December, 1850, the ROCHESTER, LOCKPORT AND NIAGARA FALLS RAILROAD COMPANY was organized and rebuilt the road.

THE BUFFALO AND LOCKPORT filed articles April 27, 1852, and was in progress at the date of consolidation. The road was opened in 1854.

The following roads were leased and subsequently merged in the consolidation, viz.:

THE ROCHESTER AND LAKE ONTARIO, in 1855.

THE BUFFALO AND NIAGARA FALLS, in 1855.

THE LEWISTON, in 1855.

THE SARATOGA AND HUDSON RIVER, in 1867.

The capital stock of the consolidated company was issued at par in exchange for that of the lessor company's, respectively, under authority of acts of the Legislature.

THE SARATOGA AND HUDSON RIVER ROAD was leased on November 2, 1881, to the NEW YORK, WEST SHORE AND BUFFALO RAILROAD COMPANY for 475 years, the rental for the entire period having been commuted for \$400,000.

THE NIAGARA BRIDGE AND CANANDAIGUA RAILROAD, originally the CANANDAIGUA AND NIAGARA FALLS, filed articles March 1, 1851, was opened April 1, 1854, and leased to the NEW YORK CENTRAL, September 1, 1858, at six per cent on \$1,000,000 stock.

THE HUDSON RIVER RAILROAD COMPANY.

This company was chartered May 12, 1846, and road opened through its entire length from New York to East Albany, October 3, 1851.

Previous to the consolidation of the HUDSON RIVER RAILROAD with the NEW YORK CENTRAL RAILROAD, it had leased the TROY AND GREENBUSH ROAD, running from Troy to Greenbush, and which road was chartered in January, 1845, and leased to the HUDSON RIVER ROAD June 1, 1851, for seven per cent on \$275,000 capital stock. The lease runs during the time of the charter or any extension thereof. The lease was assumed by the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD on consolidation.

THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

This company has added to it the following lines, viz.:

THE NEW YORK AND HARLEM ROAD chartered April 25, 1831, and corporate existence extended December 28, 1874, four hundred years, leased its steam portion running from Forty-second street, New York city, to Chatham (lease dated April 1, 1873, and expires April 1, 2274). The annual rent paid being interest on its funded debt, and eight per cent on its capital stock. This lease covers the NEW YORK AND MAHOPAC ROAD, chartered March 7, 1871, and lease dated June 17, 1872, from Golden's Bridge to Lake Mahopac, seven miles, the rent being nominal, as the whole of its capital was owned by the HARLEM COMPANY and transferred under the lease. Lease expires December 31, 1971.

THE SPUYTEN DUYVIL AND PORT MORRIS RAILROAD connecting the HARLEM to the HUDSON RIVER at Spuyten Duyvil, a distance of six miles, chartered April 24, 1867, lease dated November 1, 1871, and expires December 31, 1970. Annual rent, eight per cent on cost of \$989,000.

THE DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH RAILROAD, lease dated January 3, 1873, expires January 3, 2273. Annual rent is interest on \$2,900,000 bonds, at seven per cent, and three per cent on 6,500 shares of stock.

THE SYRACUSE JUNCTION RAILROAD was built by the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD to take the two freight

tracks of its four-track system around the city of Syracuse. It was leased to the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY April 10, 1875, as a legal formality, and subsequently absorbed under authority of law.

THE JUNCTION (BUFFALO) RAILROAD was built by the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY to connect its main lines between East Buffalo and North Buffalo. It was leased April 10, 1875, and absorbed by the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD the same as the SYRACUSE JUNCTION RAILROAD.

THE GENEVA AND LYONS RAILROAD was built by the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD to connect Geneva on the Auburn branch with Lyons on the main line, a distance of fourteen miles. It will in time be leased and absorbed by the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD.

THE TWO HUDSON RIVER BRIDGES crossing the Hudson river between East Albany and Albany are owned nominally by a separate organization called the "HUDSON RIVER BRIDGE COMPANY." This ownership is vested in the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY three-fourths, and the BOSTON AND ALBANY RAILROAD one-fourth. Except for foot passengers they are used exclusively for railroad purposes. Each company pays proportionately for expenses of maintenance and operating.

THE TROY UNION RAILROAD COMPANY is a line used jointly by lines terminating at the city of Troy, and runs into a Union Passenger Depot. The line was chartered in 1851, and originally owned by the city of Troy, but was disposed of to the railroad companies — one-half to the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD, one-fourth to the TROY AND BOSTON RAILROAD, and one-fourth to the RENSSELAER AND SARATOGA RAILROAD. Each company pays its proportion of maintenance and operating, and runs over it with its own trains.

ORGANIZATION

OF

THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

DIRECTORS.

NAME.	ADDRESS.
WILLIAM H. VANDERBILT.....	NEW YORK.
CORNELIUS VANDERBILT	NEW YORK.
WILLIAM K. VANDERBILT	NEW YORK.
FREDK. W. VANDERBILT	NEW YORK.
JAMES H. RUTTER	NEW YORK.
CHARLES C. CLARKE.....	NEW YORK.
CHAUNCEY M. DEPEW	NEW YORK.
HORACE J. HAYDEN	NEW YORK.
SAMUEL F. BARGER.. ..	NEW YORK.
J. PIERPONT MORGAN.....	NEW YORK.
CYRUS W. FIELD	NEW YORK.
WILLIAM BLISS	BOSTON, MASS.
SHERMAN S. JEWETT	BUFFALO, N. Y.

The Election for Directors is held on the third Wednesday in April in each year.

OFFICERS.

CHAIRMAN OF THE BOARD	CORNELIUS VANDERBILT.
PRESIDENT.....	JAMES H. RUTTER.
FIRST VICE-PRESIDENT	CHARLES C. CLARKE.
SECOND VICE-PRESID'T AND GEN'L COUNSEL.	CHAUNCEY M. DEPEW.
THIRD VICE-PRESID'T & GEN'L TRAF. MAN'R.	HORACE J. HAYDEN.
ASSISTANT TO PRESIDENT	JAMES TILLINGHAST.
SECRETARY.....	EDWIN D. WORCESTER.
TREASURER.....	E. V. W. ROSSITER.
ASSISTANT TREASURER.	JOHN CARSTENSEN.
COMPTROLLER	ISAAC P. CHAMBERS.
ATTORNEY.....	FRANK LOOMIS.
ATTORNEY	C. T. TITUS.
TAX AGENT.....	F. HINCHEY.
GENERAL FREIGHT AGENT.....	E. CLARK, Jr.
ASSISTANT GENERAL FREIGHT AGENT.....	SAMUEL GOODMAN.
ASSIS'T GEN'L FREIGHT AGENT, HAR. DIV..	JOHN R. COLLINS.
GENERAL PASSENGER AGENT.....	C. B. MEEKER.
ASSISTANT GENERAL PASSENGER AGENT.....	E. J. RICHARDS.
AUDITOR OF DISBURSEMENTS.....	D. W. TUTHILL.
ASSISTANT AUDITOR OF DISBURSEMENTS.....	W. W. ANSTEY.
REGISTER OF DISBURSEMENTS	JOSEPH W. SNOW.
AUDITOR PASSENGER ACCOUNTS.....	C. H. KENDRICK.
ASSISTANT AUDITOR PASSENGER ACCOUNTS..	THOMAS GODWIN.
AUDITOR FREIGHT ACCOUNTS	JOHN W. HORAN.
ASSISTANT AUDITOR FREIGHT ACCOUNTS	GEORGE E. ADAMS.
EXAMINER OF STATION ACCOUNTS	A. W. ANDREWS.
ASSISTANT EXAMINER OF STATION ACCOUNTS.	W. RAMSEY.
GENERAL SUPERINTENDENT	JOHN M. TOUCEY.
SUPERINTENDENT HUD. RIV. & HAR. DIVS..	CHARLES M. BISSELL.
ASSISTANT SUPT. HUD. RIV. & HAR. DIVS..	J. H. PHYFE.
SUPERINTENDENT EASTERN DIVISION	ZENAS C. PRIEST.
ASSISTANT SUPT. EASTERN DIVISION.....	F. H. PHILLIPS.
SUPERINTENDENT WESTERN DIVISION.....	GEORGE H. BURROWS.
ASSISTANT SUPT. WESTERN DIVISION.....	HENRY GOOLD.
CHIEF ENGINEER.....	CHARLES H. FISHER.
ASSISTANT ENGINEER.....	WILLIAM LUSH.
PURCHASING AGENT	CHARLES REED.
PAYMASTER.....	J. L. BURDETT.
ASSISTANT PAYMASTER.....	F. E. WHEELER.
SUPT. MOTIVE POWER AND ROLLING STOCK.	WILLIAM BUCHANAN.
GENERAL ROADMASTER	WILLIAM D. OTIS.

SIXTEENTH
ANNUAL REPORT

OF

THE NEW YORK CENTRAL

AND

HUDSON RIVER RAILROAD COMPANY,

BEING FOR THE

Year ending September 30th, 1885.

ALBANY :
WEED, PARSONS & COMPANY, PRINTERS.
1885.

SIXTEENTH
ANNUAL REPORT

OF

THE NEW YORK CENTRAL

AND

HUDSON RIVER RAILROAD COMPANY,

BEING FOR THE

Year ending September 30th, 1885.

ALBANY :
WEED, PARSONS & COMPANY, PRINTERS.
1885.

SIXTEENTH ANNUAL REPORT

OF THE

New York Central and Hudson River Railroad Company,

BEING FOR THE YEAR ENDING SEPTEMBER 30, 1885.

DATE OF CONSOLIDATION, NOVEMBER 1st, 1869.

STOCK AND DEBTS.

	September 30, 1884.	September 30, 1885.
Capital stock.	*\$89,428,300 00	*\$89,428,300 00
Funded debt (see page 4)	56,497,233 33	56,424,333 33
Current liabilities (see page 4)	3,794,631 80	5,981,187 93
Average rate of interest per annum on funded debt....	6½ per cent.	6 28-100 per cent.
Number of shares of stock of par value of \$100 per share.	894,283	894,283
Number of stockholders.	11,240	11,014

*Includes \$16,900 consolidation certificates not converted.

FUNDED DEBT.

KIND OF BONDS.	When issued.	When due.	Rate of interest.	Amount issued September 30, 1884.	Amount issued September 30, 1885.
New York Central and Hud. Riv. R. R. first mort. coupons.. }	1873	1903	{ 7 per cent.	\$9,135,000 00	\$8,965,000 00
New York Central and Hud. Riv. R. R. first mort. registered }			{ 7 per cent.	20,865,000 00	21,035,000 00
New York Central and Hud. Riv. R. R. first mort. sterling.. }			{ 6 per cent.	9,733,333 33	9,733,333 33
New York Central and Hud. Riv. R. R. debenture (see Note A)	1884	1904	5 per cent.	6,500,000 00	7,850,000 00
New York Central R. R. debt certificates.....	1853	1893	5 per cent.	6,450,000 00	6,450,000 00
New York Central R. R. six per cents, due 1887	1862	1887	6 per cent.	2,391,000 00	2,391,000 00
Hudson Riv. R. R. second mort. and sinking fund (see Note B)	1860	1885	7 per cent.	1,422,900 00	Paid.
Totals				\$56,497,233 33	\$56,424,333 33

CURRENT LIABILITIES.

	September 30, 1884.	September 30, 1885.
Pay-rolls and other operating expenses unpaid	\$1,757,835 25	\$2,340,794 42
Amount due other railroad corporations.....	874,454 12	2,062,170 18
Interest due and unpaid.	7,304 44	9,179 44
Interest accrued on funded debt.	914,050 42	879,925 81
Dividends unpaid	51,522 40	67,121 58
Bonds past due.	15,355 00	67,855 00
Bonds and mortgages given or assumed by the Company on purchase of real estate.....	109,320 00	107,000 00
Sundry open accounts.....	64,790 17	.....
Dividend payable October 15, 1885.....	.....	447,141 50
Totals	\$3,794,631 80	\$5,981,187 93

NOTE A.—The authorized issue of these Bonds is \$10,000,000. The amount unissued at this date being reserved to redeem bonds which will become due in 1887.

NOTE B.—Balance after deducting sinking fund of \$328,100.

COST OF ROAD AND EQUIPMENT.

	September 30, 1884.	Additions during the year.	September 30, 1885.
Grading and masonry	\$20,885,869 85	\$83,181 60	\$20,969,051 45
Bridges	2,887,285 36	3,528 34	2,890,813 70
Superstructure, including rails	30,878,794 42	67,880 00	30,946,674 42
Passenger and freight stations, buildings and fixtures.....	14,627,954 28	50,037 77	14,677,992 05
Engine and car-houses, machine shops, machinery and fixtures.....			
Land, land damages and fences.....	15,017,305 79	*14,534 77	15,002,771 02
Locomotives, fixtures, and snow plows	6,322,477 49	.....	6,322,477 49
Passenger and baggage cars.....	1,540,392 79	.....	1,540,392 79
Freight and other cars.....	15,184,006 08	*74,400 00	15,109,606 08
Engineering and agencies.....	3,018,288 67	.....	3,018,288 67
Floating equipment	277,745 00	.....	277,745 00
Rochester and Lake Ontario Railroad	150,000 00	.....	150,000 00
Buffalo and Niagara Falls Railroad	658,921 56	.....	658,921 56
Lewiston Railroad	400,000 00	.....	400,000 00
Saratoga and Hudson River Railroad	2,000,000 00	.....	2,000,000 00
Syracuse Junction Railroad	732,297 57	.....	732,297 57
Junction (Buffalo) Railroad	219,900 00	.....	219,900 00
Consolidation certificates, representing cost of road to this company...	31,157,904 00	.....	31,157,904 00
 Total cost of road and equipment	 \$145,959,142 86	 \$115,692 94	 \$146,074,835 80

* Credit.

ADDITIONS OR BETTERMENTS

CHARGED TO COST OF ROAD AND EQUIPMENT DURING THE YEAR.

GRADING AND MASONRY :

Canal bridge at Pittsford.....	\$700 00	
Bridge at Tonawanda.....	4,217 21	
Bridge at Black Rock.....	2,004 39	
17.55 miles additional sidings.....	76,260 00	
		\$83,181 60

BRIDGES :

Bridge at Black Rock.....	\$3,013 34	
Bridge over canal at Pittsford.....	515 00	
		3,528 34

SUPERSTRUCTURE :

17.55 miles additional sidings.....	\$66,580 00	
Signal works at Hudson.....	1,300 00	
		67,880 00

PASSENGER AND FREIGHT STATIONS, BUILDINGS, ETC. :

Freight-house at Irvington.....	\$542 58	
Coal trestle at Poughkeepsie.....	13,366 64	
Freight-house at Poughkeepsie	7,688 06	
Signal station at Hudson.....	329 35	
Transfer-house at East Albany.....	1,906 68	
Passenger station at Schenectady..	8,000 00	
Depot improvements at Utica.....	15,454 46	
Addition to pass'r depot at Syracuse,	2,750 00	
		50,037 77
Carried forward		\$204,627 71

Brought forward.....	\$204,627 71
----------------------	--------------

LAND, LAND DAMAGES AND FENCES :

Land at Poughkeepsie	\$10,000 00	
Land at Little Falls.....	3,341 98	
Land at Buffalo.....	50,683 25	
76 patent crossing gates	12,440 00	
		<u>76,465 23</u>
		\$281,092 94

LESS —

For decrease in freight cars	\$74,400 00	
For land sold at Buffalo.	91,000 00	
		<u>165,400 00</u>
Total.....		<u>\$115,692 94</u>

TABLE OF TRACKS.

LINES OWNED.

HUDSON RIVER DIVISION.

	Miles.
New York to East Albany	144.00
Second track	144.00
Third track.....	18.68
	<hr/> 162.68
Total miles.....	306.68
Turnouts.....	76.27
	<hr/>
Total miles of track	382.95
	<hr/>

NEW YORK CENTRAL DIVISION.

Albany to Buffalo	297.75	
Schenectady Junction to Athens.....	40.29	
Troy to Schenectady.....	21.00	
Syracuse to Rochester via Auburn	104.00	
Batavia to Attica.....	11.00	
Rochester to Niagara Falls.....	74.75	
Lockport Junction to Tonawanda.....	12.25	
Rochester Junction to Charlotte.....	6.88	
Buffalo to Lewiston.....	29.15	
East Buffalo to North Buffalo.....	7.67	
	<hr/>	306.99
Total miles..		604.74
Second track on main line.....	297.75	
Third track on main line.....	294.92	
Fourth track on main line.....	294.92	
Second track, Rochester to Niagara Falls	23.29	
Second track, Buffalo to Lewiston	9.65	
Second track, East Buffalo to North Buffalo.....	7.67	
Second track, Rochester Junction to Charlotte..	4.08	
	<hr/>	932.28
Total miles.....		1,537.02
Turnouts		475.15
		<hr/>
Total miles of track		2,012.17
		<hr/>

TABLE OF TRACKS — (*Continued.*)**LINES LEASED.**

	Miles.
Troy and Greenbush Railroad	6.00
Second track	6.00
Total miles.....	12.00
Turnouts	0.13
Total miles of track.....	12.13
Spuyten Duyvil and Port Morris Railroad	6.04
Second track	6.04
Total miles of track.....	12.08
Niagara Bridge and Canandaigua Railroad	98.46
Turnouts	5.50
Total miles of track.....	103.96
New York and Harlem Railroad	126.96
Second track.....	22.44
Third track	3.85
Fourth track	3.85
Golden's Bridge to Lake Mahopac	7.09
	37.23
Total miles.....	164.19
Turnouts	32.97
Total miles of track.....	197.16

RECAPITULATION OF TRACKS.

LINES OWNED.	Road, miles of.	Second track, miles of.	Third track, miles of.	Fourth track, miles of.	Turnouts, miles of.	Total miles of track.
New York to East Albany (main line).....	144.00	144.00	18.68	.....	76.27	382.95
Albany to Buffalo (main line).....	297.75	297.75	294.92	294.92	475.15	1,660.49
Total miles (main line) owned.....	441.75	441.75	313.60	294.92	551.42	2,043.44
Branches owned.....	306.99	44.69	.....	.....	*	351.68
Total miles of track owned.....	748.74	486.44	313.60	294.92	551.42	2,395.12
LINES LEASED.						
Troy and Greenbush railroad.....	6.00	6.00	.....	.....	0.13	12.13
Niagara Bridge & Canandaigua railroad.....	98.46	.....	.....	.....	5.50	103.96
Spuyten Duyvil & Port Morris railroad.....	6.04	6.04	.....	.....	.....	12.08
New York & Harlem railroad.....	126.96	22.44	3.85	3.85	32.97	190.07
Total miles (main lines) leased.....	237.46	34.48	3.85	3.85	38.60	318.24
Branches leased.....	7.09	.....	.....	.....	.....	7.09
Total miles of leased lines.....	244.55	34.48	3.85	3.85	38.60	325.33
Grand total, miles of track owned and leased.	993.29	520.92	317.45	298.77	590.02	2,720.45

* Turnouts included in second track.

NOTE.—This company has also operated the Dunkirk, Allegheny Valley and Pittsburgh Railroad, 104 miles, under lease from December 1, 1872, the mileage, earnings and operations of which are not included herein, as separate accounts have been kept and a separate report made.

CHARACTERISTICS OF ROAD.

GAUGE.

Gauge of track.....	4 ft. 8½ in.
Weight of rails per yard.....	65 lbs.

MILES OF TRACK.

Miles of steel rails (reduced to single track) in main line,	1991.70
Miles of steel rails (reduced to single track) in branches,	407.67
Miles of iron rails (reduced to single track) in branches,	321.08

Total miles of rails (reduced to single track)....	2720.45
--	---------

LENGTH OF BRIDGING.

DIVISIONS.	LINEAL FEET OF			
	Iron bridging.	Wood bridging.	Trestle bridging.	Total.
Harlem Division.....	3.499	2.826	.149	6.474
Hudson River Division ...	7.744	5.243	5.703	18.690
Eastern Division....	29.292	.800	....	30.092
Western Division	32.369	6.127	7.585	46.081
	72.904	14.996	13.437	101.337

NUMBER OF ENGINE-HOUSES, SHOPS, ELEVATORS AND EMPLOYES.

	1884.	1885.
Number of engine-houses.....	48	48
Aggregate number of stalls in same....	508	524
Number of machine shops.....	6	6
Number of car shops.....	4	4
Number of elevators.....	5	5
Aggregate capacity of elevators in bushels..	3,450,000	3,450,000
Average number of persons employed by the company during the year ...	14,759	15,309
Aggregate amount of salaries paid to same for the year	\$8,289,406 24	\$8,337,355 70

EQUIPMENT.

LOCOMOTIVES.

	1884.	1885.
Number of locomotive engines for passenger service....	139	143
Number of locomotive engines for freight service.....	311	297
Number of locomotive engines for freight service, narrow gauge.....	2	2
Number of locomotive engines for switching service....	195	205
Number of dummy engines.....	10	10
Total number of locomotives.....	657	657

Average weight (with tender, fuel and water) of each kind of locomotive engines, viz.:

Passenger engines.....	65 tons.
Freight engines.....	60 tons.
Switching engines.....	48 tons.

PASSENGER AND BAGGAGE CARS.

	1884.	1885.
Number of first-class passenger cars.....	333	332
Number of first-class composite cars	63	63
Number of dining cars	2	3
Number of second-class, and emigrant passenger cars,	97	97
Number of baggage, mail and express cars	134	134
Total number cars of all kinds in passenger equipment	629	629

FREIGHT AND OTHER CARS.

	1884.		1885.	
	With 8 wheels.	With 4 wheels.	With 8 wheels.	With 4 wheels.
Number of box freight cars	15,497	913	15,399	906
Number of platform cars	2,161	15	2,129	15
Number of cattle cars	2,046	...	2,038	.....
Number of oil tank cars	52	.....	54	...
Number of coal cars....	2,400	1,470	2,389	1,440
Number of conductors cars	162	79	160	77
Number of tool cars	71	.....	72	.....
Number of derrick cars.....	19	.....	20	.....
Number of platform narrow gauge cars.	.....	45	.....	45
	22,408	2,522	22,261	2,483
Total number cars of all kinds in freight equipment.....	24,930		24,744	

FLOATING EQUIPMENT.

	1884.	1885.
Number of propellers and steam tugs.....	12	12
Number of lighters	2	2
Number of barges.....	29	29
Number of canal boats	5	5
Number of floats.....	7	7
Number of scows	2	2
Total number boats of all kinds in floating equipment.....	57	57

DOINGS OF THE YEAR IN TRANSPORTATION.

MILEAGE OF TRAINS.

	1884.	1885.
Number of miles run by passenger trains	6,425,258	6,215,121
Number of miles run by freight trains	10,027,577	11,364,362
Number of miles run by switching and working trains	7,389,214	7,339,729

PASSENGERS CARRIED AND MILEAGE.

	1884.	1885.
Number of through passengers carried between New York, Buffalo and Bridges.....	136,736	142,034
Number of way passengers.....	10,921,203	12,605,767
Number of passengers (all classes) carried in cars	11,057,939	12,747,801
Number of miles traveled by passengers, or number of passengers carried one mile.	387,829,886	438,397,774

FREIGHT CARRIED AND MILEAGE.

	1884.	1885.
Through freight going north and west between New York and Buffalo and Bridges... tons,	312,078	299,210
Through freight going east and south between Buffalo and Bridges and New York... tons,	1,182,988	1,416,687
Total number tons of through freight ...	1,495,066	1,715,897
Way freight going north and west tons,	3,351,804	3,172,274
Way freight going east and south tons,	5,365,548	5,914,786
Total number tons of way freight	8,717,352	9,087,060
Total number of tons of through and way freight	10,212,418	10,802,957
Railroad company's freight	549,751	620,238
Total movement of freight, or number of tons carried one mile	1,970,087,115	2,137,824,205
Railroad company's freight	61,501,459	70,060,323

DESCRIPTION OF FREIGHT MOVED.

	1884.	1885.
Products of the forest.. tons,	733,455	786,696
Products of animals.. tons,	713,586	748,235
Vegetable food tons,	2,405,946	2,745,335
Other agricultural products.. . . . tons,	558,473	690,525
Manufactures tons,	1,413,636	1,474,656
Merchandise.. tons,	1,430,650	1,534,645
Other articles. tons,	2,956,672	2,822,865
Total number of tons	10,212,418	10,802,957

QUANTITY MOVED OF CERTAIN SPECIFIED ARTICLES INCLUDED IN FOREGOING DESCRIPTION.

	1884.	1885.
Flour tons,	748,189	738,436
Grain tons,	1,499,999	1,810,505
Live stock tons,	464,626	446,593
Fresh or pickled meats and provisions.. tons,	218,362	303,607
Petroleum and other oils.. . . . tons,	219,400	246,329
Lumber tons,	667,917	724,016
Pig and bar iron and steel, and iron and steel rails tons,	278,906	282,127
Iron and other ores tons,	219,392	123,935
Coal tons,	2,399,446	2,384,424

RATES OF SPEED OF TRAINS.

	1884.	1885.
	Miles per hour.	Miles per hour.
Average speed of ordinary passenger trains, including stops.	25	25
Average speed of express passenger trains, including stops.	32	32
Average speed of ordinary freight trains, including stops.	15	18 to 20
Average speed of fast freight trains, including stops.		

TRANSPORTATION EXPENSES.

1884.		1885.		
Total.	EXPENSES OF MAINTAINING THE ROAD AND REAL ESTATE.	ALLOTTED TO		Total.
		Passenger transportation.	Freight transportation.	
\$2,453,001 86	Repairs of road-bed and railway, other than cost of rails....	\$745,099 38	\$1,363,672 45	\$2,108,771 83
297,940 95	Cost of rails used in repairs.....	64,735 49	118,478 17	183,213 66
303,076 51	Repairs of buildings.....	109,923 93	201,181 54	311,105 47
34,012 51	Repairs of fences and gates..	16,645 16	30,463 80	47,108 96
999,866 05	Taxes on real estate.....	387,290 45	708,814 62	1,096,105 07
\$4,087,897 88	Total expenses of maintaining road and real estate.	\$1,323,694 41	\$2,422,610 58	\$3,746,304 99
EXPENSES OF REPAIRS OF MACHINERY AND CARS.				
\$865,183 68	Repairs of engines and tenders.....	\$303,140 70	\$554,804 69	\$857,945 39
509,177 62	Repairs of passenger and baggage cars.....	423,069 81	.....	423,069 81
1,178,034 06	Repairs of freight cars.....	.....	1,017,540 06	1,017,540 06
113,176 57	Repairs of tools and machinery in shops.....	26,820 25	49,086 12	75,906 37
214,558 69	Incidental expenses, including fuel, clerks, watchmen, etc., at shops.....	75,977 85	139,053 82	215,031 67
\$2,880,130 62	Total expenses of repairs of machinery and cars.....	\$829,008 61	\$1,760,484 69	\$2,589,493 30

TRANSPORTATION EXPENSES—(Continued).

1884.		1885.		
Total.	EXPENSES OF OPERATING THE ROAD.	ALLOTTED TO		Total.
		Passenger transportation.	Freight transportation.	
\$70,982 39	Office expenses, stationery, and other expenses about offices.....	\$21,953 56	\$40,179 17	\$62,132 73
1,469,990 76	Agents and clerks.....	496,362 65	908,437 31	1,404,799 96
1,364,385 80	Labor in loading and unloading freight.....		1,405,189 17	1,405,189 17
774,734 20	Porters, watchmen, flagmen and switchmen.....	280,026 92	512,502 10	792,529 02
61,658 08	Fuel and water station attendance	22,915 25	41,939 24	64,854 49
864,103 82	Conductors, baggagemen and brakemen	324,992 00	594,796 67	919,788 67
1,338,041 98	Enginemen and firemen.....	490,000 92	896,794 15	1,386,795 07
1,956,396 76	Fuel, cost and labor in preparing for use.....	633,600 26	1,159,608 03	1,793,208 29
226,993 30	Oil and other lubricants and waste.....	73,883 90	135,221 48	209,105 38
65,194 05	Loss and damage on goods and baggage.....	2,842 98	48,116 55	50,959 53
133,824 44	Damages for injuries to persons.....	51,738 75	94,691 69	146,430 44
10,478 81	Damages to property including damages by fire and cattle killed on road.....	3,041 52	5,566 57	8,608 09
170,644 89	General superintendence, or salaries of general officers	57,613 25	105,443 13	163,056 38
1,339,733 72	Hire of cars.....		451,524 93	451,524 93
61,880 35	Printing	20,540 51	37,593 02	58,133 53
12,984 94	Advertising	5,710 95	10,452 13	16,163 08
75,684 55	Legal expenses and counsel fees.....	23,702 78	43,380 55	67,083 33
17,195 65	Insurance	7,047 91	12,899 01	19,946 92
173,480 84	Rents.....	60,400 58	110,544 47	170,945 05
845 00	Contributions and subscriptions	176 66	323 34	500 00
52,672 61	Hauling freight cars in New York city		47,361 66	47,361 66
484,064 46	Lighterage and cartage		633,560 49	633,560 49
82,318 95	Water for stations and engines.....	16,468 86	30,141 13	46,609 99
3,860 86	State Railroad Department.....			
15,847 28	State Railroad Commissioners.....	7,153 28	13,091 88	20,245 16
2,104 27	Eastern Railroad Association.....	654 94	1,198 68	1,853 62
51,181 89	Sundries	14,906 79	27,282 19	42,188 98
\$10,881,284 65	Total expenses of operating the road....	\$2,615,735 22	\$7,367,838 74	\$9,983,573 96

TOTAL TRANSPORTATION EXPENSES.

1884.	SUMMARY.	1885.		
Total.		ALLOTTED TO		Total.
		Passenger transportation.	Freight transportation.	
\$4,087,897 88	Expenses of maintaining road and real estate.....	\$1,323,694 41	\$2,422,610 58	\$3,746,304 99
2,880,130 62	Expenses of repairs of machinery and cars.....	829,008 61	1,760,484 69	2,589,493 30
10,881,284 65	Expenses of operating the road.....	2,615,735 22	7,367,838 74	9,983,573 96
\$17,849,313 15	Total transportation expenses.. ..	\$4,768,438 24	\$11,550,934 01	\$16,319,372 25

Tons of Steel rails used in repairs.....	10,263
Tons of Steel rails used in construction....	1,755
Length of same in miles for repairs.....	117.23
Length of same in miles for construction.....	17.55

GROSS EARNINGS AND CHARGES AGAINST EARNINGS.

GROSS EARNINGS.

	1884.	1885.
From passengers.....	\$7,533,213 49	\$6,219,639 22
From freight	16,434,983 06	14,702,538 23
Car service..	1,009,278 45	See Note A.
Rents.....	1,319,530 80	1,201,594 56
Mail service.....	691,520 29	710,664 45
Telegraph.....	7,425 82	7,334 64
Interest.....	420,368 95	811,153 82
Use of road..	313,052 10	319,015 19
Miscellaneous	419,296 14	457,501 33
Totals	\$28,148,669 10	\$24,429,441 44

CHARGES AGAINST EARNINGS.

	1884.	1885.
For transportation expenses.....	\$17,849,313 15	\$16,319,372 25
For interest.....	3,380,081 85	3,681,795 48
For dividends (See Note B.).....	7,159,643 72	3,129,990 50
State tax on capital stock.....	178,672 62	167,678 28
State tax on earnings.....	123,812 99	108,224 63
Rentals of leased lines (see page 20)	1,948,028 20	1,976,028 20
Totals	\$30,639,552 53	\$25,383,089 34
Resulting deficiency.....	\$2,490,883 43	\$953,647 90

NOTE A.—In this current year the amounts received and paid for car mileage are not included in the earnings and expenses respectively, as last year, but the excess of payments over receipts, being the debit balance in the account, has been charged to operating expenses.

NOTE B.—The rates of dividends paid in 1884 were 2 per cent quarterly, making in all 8 per cent for the year. The rates of dividends paid in this year (1885) were as follows: January 15, $1\frac{1}{2}$ per cent, April 15, 1 per cent, July 15, $\frac{1}{2}$ of 1 per cent, October 15, $\frac{1}{2}$ of 1 per cent. Making in all $3\frac{3}{4}$ per cent for the year.

RENTALS OF LEASED LINES.

NEW YORK AND HARLEM R. R. Co.

Twelve months' interest at 7 per cent on \$11,650,000 cons. mort. bonds....	\$815,500 00	
Twelve months' interest at 6 per cent on \$5,000 sinking fund bonds.....	300 00	
Dividend of 8 per cent on 189,000 shares of stock (\$50 per share).....	756,000 00	
State tax on capital stock.....	18,900 00	
	<hr/>	\$1,590,700 00

SPUYTEN DUYVIL AND PORT MORRIS R. R. Co.

Dividend of 8 per cent on 9,890 shares of stock.	\$79,120 00	
State tax on capital stock.....	1,978 00	
	<hr/>	81,098 00

NIAGARA BRIDGE AND CANANDAIGUA R. R. Co.

Twelve months' interest at 6 per cent on \$1,000,000 stock.....	\$60,000 00	
State tax on capital stock.....	1,500 00	
	<hr/>	61,500 00

TROY AND GREENBUSH R. R. Co.

Twelve months' interest at 7 per cent on \$275,000 capital stock.....	\$19,250 00	
State tax on capital stock.....	480 20	
	<hr/>	19,730 20

Carried forward.....	<hr/>	\$1,753,028 20
----------------------	-------	----------------

Brought forward..... \$1,753,028 20

DUNKIRK, ALLEGHENY VALLEY AND PITTS. R. R. Co.

Twelve months' interest at 7 per cent on

\$1,600,000 D. W. & P. R. R. bonds.. \$112,000 00

Twelve months' interest at 7 per cent on

\$1,300,000 Warren & V. R. R. bonds. 91,000 00

Three per cent on 6,500 shares of stock 19,500 00

Organization expenses..... 500 00

223,000 00

Total..... \$1,976,028 20

BALANCE SHEET.

ASSETS.

	1884.	1885.
Cost of road and equipment.....	\$145,959,142 86	\$146,074,835 80
Hudson river bridges.....	1,982,613 16	2,068,840 33
Dunkirk, Allegheny Valley & Pitts. R. R.	2,920,621 09	2,920,621 09
Geneva & Lyons R. R.	331,889 93	331,589 93
Real estate	1,073,500 36	1,073,500 36
Advances on Harlem construction acct...	6,726 48	201,715 31
Stock, Troy Union R. R.	15,000 00	15,000 00
Stock, Buffalo Crosstown R. R.	12,684 77	12,684 77
Stock, Merchants Desp. Trans. Co	1,801,375 00	1,971,275 00
Stock, Pittsburgh & Lake Erie R. R.	110,000 00	110,000 00
Stock, N. Y. Central & Niag. River R. R.	28,100 00	28,100 00
Stock and bonds Syr. Gen. & Corning R.R.	181,010 00	241,520 00
Stock, Westinghouse Air Brake Co.....	18,750 00	18,750 00
Stock, Morris Run Coal Co	900,000 00	900,000 00
Bonds, Lamoille Val. Extn. R. R.	175,000 00	175,000 00
Fuel and supplies on hand	1,383,361 53	1,220,221 52
Cash on hand.	1,491,220 54	711,998 11
Station balances.....	1,141,915 22	1,099,431 77
Connecting railroad and other balances..	2,252,748 80	2,395,783 25
United States.....	299,712 34	313,088 57
Equipment on Harlem line	404,394 22	404,394 22
Sundry open accounts	33,803 62	53,803 62
Totals	\$162,523,569 92	\$162,342,153 65

LIABILITIES.

	1884.	1885.
Capital stock	\$89,428,300 00	\$89,428,300 00
Funded debt	56,497,233 33	56,424,333 33
Current liabilities.....	3,794,631 80	5,981,187 93
Income and earnings	12,803,404 79	10,508,332 39
Totals.....	\$162,523,569 92	\$162,342,153 65

PROFIT AND LOSS ACCOUNT.

	1884.	1885.
Surplus end of previous year.....	\$16,127,199 35	\$12,803,404 79
Premium on bonds sold.....	147,470 83	.....
	\$16,274,670 18	
LESS FOR		
Dividend paid October 15, 1884 .....	.....	1,341,424 50
Interest on funded debt accrued but not due at end of fiscal year.....	914,050 42	.....
Settlement of old internal revenue claim.	66,331 54	.....
Deficiency.....	2,490,883 43	953,647 90
Surplus September 30	\$12,803,404 79	\$10,508,332 39

ANALYSIS OF TRAFFIC, EARNINGS AND EXPENSES.

	1884.	1885.
Gross earnings.....	\$28,148,669 10	\$24,429,441 44
Transportation expenses.....	17,849,313 15	16,319,372 25
Net earnings.....	<u>\$10,299,355 95</u>	<u>\$8,110,069 19</u>
	1884.	1885.
Earnings per ton mile, on freight.....cts.	0.83	0.68
Expenses per ton mile, on freight.....cts.	0.62	0.54
Profit.....cts.	<u>0.21</u>	<u>0.14</u>
Earnings per passenger mile, on passengers... ..cts.	1.94	1.41
Expenses per passenger mile, on passengers.....cts.	1.42	1.08
Profit.....cts.	<u>0.52</u>	<u>0.33</u>
Earnings per train mile, on freight.....	\$1.64	\$1.29
Expenses per train mile, on freight.....	1.23	1.01
Profit.....	<u>\$0.41</u>	<u>\$0.28</u>
Earnings per train mile, on passengers.....	\$1.17	\$1.00
Expenses per train mile, on passengers.....	0.86	0.76
Profit.....	<u>\$0.31</u>	<u>\$0.24</u>
Expenses in 1884 were 63.41 per cent of gross earnings.		
Expenses in 1885 were 66.80 per cent of gross earnings.		
Profit per share in 1884.....		\$5.22
Profit per share in 1885.....		<u>2.43</u>
	1884.	1885.
Average number tons freight hauled per train.....	196	188
do miles one ton freight hauled	193	198
do passengers hauled per train.....	60	70
do miles one passenger hauled.....	35	34

ACCIDENTS.

CAUSE OF ACCIDENTS.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTALS.	
	Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured
Fell from cars, or engines, or platforms.....	2	6	19	4	9	10	30
Jumping on or off trains or cars in motion, or passing between cars.....	3	10	3	13	9	23	15	46
Walking, lying, sitting or being on the track.....	10	12	56	37	66	49
Coupling, switching or examining cars, etc.....	1	53	1	....	2	53
Collisions or trains thrown from track.....	2	1	9	....	1	1	12
Striking bridges, switches, tunnels, etc....	4	4	10	2	6	6	20
Crossing tracks in front of trains, engines or cars.....	3	....	14	20	17	20
Found dead on track and cars.....	1	....	16	....	17	....
Passengers putting arms out of windows and stones thrown in car windows.....	4	....	....	....	....	....	4
Other causes.....	5	....	2	....	....	....	7
Totals.....	3	27	29	118	102	96	134	241

STATEMENT OF OPERATIONS

FOR SIXTEEN YEARS, FROM 1870 TO 1885, INCLUSIVE.

INCLUDING HARLEM DIVISION AFTER 1873.

*STOCK, DEBT, COST OF ROAD, ETC.

YEAR Ending Sept. 30.	Capital stock.	Funded debt.	Cost of road and equipment.	Number of stock- holders.
1870.....	\$89,428,330 00	\$13,681,807 31	\$59,765,684 06	.....
1871.....	89,428,330 00	15,231,718 93	60,413,656 86	.....
1872.....	89,428,300 00	16,496,020 00	63,299,924 37	.....
1873.....	89,428,300 00	27,725,533 33	78,014,954 65	.. ....
1874.... .	89,428,300 00	38,484,742 62	92,506,503 97	.....
1875 .. .	89,428,300 00	40,003,667 62	96,355,774 50	4,496
1876.....	89,428,300 00	39,844,733 33	97,822,811 05	4,104
1877.....	89,428,300 00	39,801,233 33	99,142,408 71	4,240
1878	89,428,300 00	39,801,233 33	99,894,095 43	4,107
1879.....	89,428,300 00	39,801,133 33	100,773,416 74	4,194
1880.... .	89,428,300 00	41,473,033 33	105,007,053 69	4,550
1881.....	89,428,300 00	43,473,033 33	110,090,216 90	5,674
1882.....	89,428,300 00	48,473,033 33	112,756,935 54	7,536
1883.... .	89,428,300 00	49,997,233 33	114,731,917 59	9,265
1884.....	89,428,300 00	56,497,233 33	114,801,238 86	11,240
1885.....	89,428,300 00	56,424,333 33	†146,074,835 80	11,014

*Harlem Division not included in this table.

†Consolidation certificates representing cost of road to this company included.

MILES OF TRACK OPERATED AND GROSS EARNINGS.

YEAR Ending September 30.	Miles of track operated.	Passenger earnings.	Freight earnings.	Other sources.	Total gross earnings.
1870.....	1,827.74	\$6,738,592 01	\$14,489,216 52	\$1,135,511 14	\$22,363,319 67
1871.....	1,865.52	6,198,827 87	14,470,402 06	1,099,785 67	21,769,015 60
1872.....	1,925.93	6,662,006 82	16,259,646 79	2,659,022 26	25,580,675 87
1873.....	2,014.79	6,999,456 01	19,616,017 90	2,511,377 26	29,126,851 17
1874.....	2,359.39	7,497,356 54	20,348,725 23	3,804,304 95	31,650,386 72
1875.....	2,382.39	7,276,847 54	17,899,701 50	3,850,668 99	29,027,218 03
1876.....	2,432.99	6,762,966 88	17,593,264 78	3,690,356 79	28,046,588 45
1877.....	2,471.99	6,576,816 33	16,424,316 67	3,577,952 90	26,579,085 90
1878.....	2,484.99	6,022,955 65	19,045,829 71	3,841,769 82	28,910,555 18
1879.....	2,511.49	5,953,101 94	18,270,250 38	4,173,231 28	28,396,583 60
1880.....	2,520.77	6,611,159 51	22,199,965 94	4,364,787 78	33,175,913 23
1881.....	2,622.23	6,958,038 32	20,736,749 54	4,653,608 92	32,348,396 78
1882.....	2,657.51	7,816,519 35	17,672,251 86	5,140,010 17	30,628,781 38
1883.....	2,684.88	8,526,843 03	20,142,433 10	5,101,445 69	33,770,721 82
1884.....	2,702.90	7,533,213 49	16,434,983 06	4,180,472 55	28,148,669 10
1885.....	2,720.45	6,219,639 22	14,702,538 23	3,507,263 99	24,429,441 44

CHARGES AGAINST EARNINGS, PROFIT AND DIVIDENDS PAID.

YEAR Ending Sep- tember 30.	Operating expenses.	Fixed charges.	Profit.	Dividends paid.
1870.....	\$14,068,079 31	\$1,433,999 07	\$6,861,241 29	*\$6,861,241 29
1871.....	13,578,572 61	904,239 64	7,286,203 35	7,258,741 70
1872.....	16,446,436 32	1,162,368 29	7,971,871 26	7,244,831 78
1873.....	17,641,987 61	1,961,806 23	9,523,057 33	7,136,790 08
1874.....	18,388,297 56	3,548,734 18	9,713,354 98	7,136,884 60
1875.....	17,262,107 64	4,425,914 72	7,339,195 67	†8,920,849 96
1876.....	16,124,172 34	4,709,340 39	7,213,075 72	7,139,528 00
1877.. . .	14,946,161 87	4,689,576 78	6,943,347 25	7,140,659 48
1878.....	16,135,977 33	4,736,132 05	8,038,445 80	7,139,528 00
1879.....	16,123,072 83	4,679,024 81	7,594,485 96	7,139,528 00
1880.....	17,849,894 38	4,756,799 34	10,569,219 51	7,141,512 95
1881.....	19,464,786 54	4,990,783 13	7,892,827 11	7,138,343 51
1882.. . .	19,395,974 36	5,488,903 25	5,743,903 77	7,145,512 62
1883.....	20,750,594 03	5,692,971 91	7,327,155 88	7,148,131 88
1884.....	17,849,313 15	5,630,595 66	4,668,760 29	7,159,643 72
1885.....	16,319,372 25	5,933,726 59	2,176,342 60	†4,471,415 00

* First year of consolidation, New York Central paid at rate of four per centum. Hudson River paid at rate of eight per centum.

† In 1875, Dividends were changed from Semi-Annually to Quarterly, making ten per centum paid in that fiscal year.

‡ In 1885 the dividends aggregated five per cent. Three and one-half per cent was charged against the earnings of the year, and the balance to income account. This change was made necessary by the decision to pay dividends based upon the earnings of each quarter.

NET EARNINGS, PROFIT PER SHARE AND EXPENSES PER CENT.

YEAR Ending September 30.	Expenses. Per cent.	Profit per share of stock.	Net earnings.
1870.....	62.91	\$7.67	\$8,295,240 36
1871.....	62.37	8.14	8,190,442 99
1872.....	64.29	8.91	9,134,239 55
1873.....	60.57	10.64	11,484,863 56
1874.....	58.09	10.86	13,262,089 16
1875.....	59.46	8.20	11,765,110 39
1876.....	57.48	8.06	11,922,416 11
1877.....	56.23	7.76	11,632,924 03
1878.....	55.81	8.98	12,774,577 85
1879.....	56.94	8.49	12,273,510 77
1880.....	53.80	11.82	15,326,018 85
1881.....	60.17	8.82	12,883,610 24
1882.....	63.32	6.42	11,232,807 02
1883.....	61.44	8.19	13,020,127 79
1884.....	63.41	5.22	10,299,355 95
1885.....	66.80	2.43	8,110,069 19

TRAIN MILEAGE.

YEAR Ending Sept. 30.	Passenger train mileage.	Freight train mileage.	Switch and work train mileage.	Total train mileage.
1870.....	4,024,178	7,405,699	2,468,566	13,898,443
1871.....	3,645,690	6,986,107	2,328,702	12,960,499
1872.....	4,076,800	7,911,257	2,629,494	14,617,551
1873.....	4,311,884	9,666,344	3,278,133	17,256,361
1874.....	4,435,221	9,981,040	4,220,442	18,636,703
1875.....	4,563,688	8,457,816	4,177,374	17,198,878
1876.....	4,743,485	9,278,266	4,224,856	18,246,607
1877.....	4,594,540	9,774,038	4,154,569	18,523,147
1878.....	4,888,562	11,109,497	4,401,501	20,399,560
1879.....	4,842,148	12,019,361	5,079,248	21,940,757
1880.....	5,086,311	11,567,707	5,568,759	22,222,777
1881.....	5,135,328	12,160,213	6,978,857	24,274,398
1882.....	5,448,929	10,912,064	7,546,891	23,907,884
1883.....	5,801,461	11,038,556	7,836,190	24,676,207
1884.....	6,425,258	10,027,577	7,389,214	23,842,049
1885.....	6,215,121	11,364,362	7,339,729	24,819,212

PASSENGERS CARRIED AND PASSENGER MILEAGE.

YEAR Ending Sept. 30.	Number through passengers.	Number of way passengers.	Total number of passengers.	Miles one pas- senger carried.
1870.....	112,720	6,932,226	7,044,946	321,365,953
1871.....	102,814	6,751,420	6,854,234	288,678,896
1872.....	104,223	7,034,556	7,138,779	319,150,860
1873.....	121,687	7,509,054	7,630,741	339,122,621
1874.....	99,657	9,778,695	9,878,352	350,781,541
1875.....	105,190	9,317,439	9,422,629	338,934,360
1876.....	132,647	9,148,843	9,281,490	353,136,145
1877.....	103,048	8,816,390	8,919,438	316,847,325
1878.....	94,211	8,833,354	8,927,565	300,302,140
1879.....	94,912	8,035,631	8,130,543	290,953,253
1880.....	116,306	8,154,551	8,270,857	330,802,223
1881.....	164,561	8,735,688	8,900,249	373,768,980
1882.....	207,496	10,101,483	10,308,979	432,243,282
1883.....	168,584	10,578,341	10,746,925	429,385,561
1884.....	136,736	10,921,203	11,057,939	387,829,886
1885.....	142,034	12,605,767	12,747,801	438,397,774

FREIGHT CARRIED AND FREIGHT MILEAGE.

YEAR Ending Sept. 30.	Through freight going north and west. Tons.	Through freight going east and south. Tons.	Total through freight. Tons.	Way freight going north and west. Tons.	Way freight going east and south. Tons.	Total way freight. Tons.	Total freight moved. Tons.	Miles one ton hauled.
1870	203,215	589,858	793,073	1,437,753	1,891,174	3,328,927	4,122,000	769,087,777
1871	223,430	648,537	871,967	1,580,781	2,079,308	3,660,089	4,532,056	888,327,865
1872	216,515	628,650	845,165	1,532,708	2,016,092	3,548,800	4,393,965	1,020,908,885
1873	242,254	890,383	1,132,637	1,898,053	2,492,034	4,390,087	5,522,724	1,246,650,063
1874	250,173	1,166,993	1,417,166	2,032,823	2,664,689	4,697,512	6,114,678	1,391,560,707
1875	300,260	1,074,649	1,374,909	2,006,854	2,620,191	4,627,045	6,001,954	1,404,008,029
1876	329,586	1,338,341	1,667,927	2,236,666	2,899,087	5,135,753	6,803,680	1,674,447,055
1877	352,820	1,318,648	1,671,468	2,033,078	2,646,810	4,679,888	6,351,356	1,619,948,685
1878	248,402	1,883,249	2,131,651	2,285,918	3,277,844	5,563,762	7,695,413	2,042,755,132
1879	279,757	2,100,163	2,379,920	2,734,647	3,901,186	6,635,833	9,015,753	2,295,827,387
1880	357,473	2,077,626	2,435,099	3,394,941	4,702,998	8,097,939	10,533,038	2,525,139,145
1881	436,497	2,056,588	2,493,085	3,613,424	5,484,870	9,098,294	11,591,379	2,646,814,098
1882	582,800	1,523,907	2,106,707	3,926,646	5,297,040	9,223,686	11,330,393	2,394,799,310
1883	361,161	1,452,159	1,813,320	3,539,355	5,539,765	9,079,120	10,892,440	2,200,896,780
1884	312,078	1,182,988	1,495,066	3,351,804	5,365,548	8,717,352	10,212,418	1,970,087,115
1885	299,210	1,416,687	1,715,897	3,172,274	5,914,786	9,087,060	10,802,957	2,137,824,205

PASSENGER EARNINGS, EXPENSES AND PROFIT PER PASSENGER MILE
AND PER TRAIN MILE, AND AVERAGE TRAIN-LOAD AND NUMBER OF
MILES EACH PASSENGER CARRIED.

YEAR Ending Sept. 30.	Earnings per passenger mile on passeng's.	Expenses per passenger mile on passeng's.	Profit per passenger mile on passeng's.	Earnings per train mile on passen- gers.	Expen'es per train mile on passen- gers.	Profit per train mile on passen- gers.	Average No. of passen- gers in train- load.	Average No. of miles each passe'g'r carried.
1870....	cts.2.09	cts.1.59	cts.0.50	\$1.67	\$1.27	\$0.40	79	45
1871...	2.14	1.63	0.51	1.70	1.29	0.41	79	42
1872....	2.08	1.54	0.54	1.63	1.20	0.43	78	44
1873....	2.06	1.42	0.64	1.62	1.12	0.50	78	44
1874....	2.13	1.33	0.80	1.69	1.05	0.64	79	35
1875....	2.14	1.36	0.78	1.59	1.01	0.58	74	36
1876....	1.91	1.19	0.72	1.42	0.88	0.54	74	38
1877...	2.07	1.14	0.93	1.43	0.78	0.65	69	35
1878...	2.00	1.27	0.73	1.23	0.78	0.45	61	33
1879...	2.05	1.20	0.85	1.23	0.72	0.51	60	35
1880...	1.99	1.26	0.73	1.30	0.82	0.48	65	39
1881....	1.86	1.22	0.64	1.35	0.88	0.47	72	41
1882....	1.80	1.15	0.65	1.43	0.92	0.51	79	42
1883....	1.98	1.30	0.68	1.47	0.96	0.51	74	40
1884....	1.94	1.42	0.52	1.17	0.86	0.31	60	35
1885....	1.41	1.08	0.33	1.00	0.76	0.24	70	34

FREIGHT EARNINGS, EXPENSES AND PROFIT PER TON MILE, AND PER
TRAIN MILE, AND AVERAGE TRAIN-LOAD AND HAUL.

YEAR Ending Sept. 30.	Earnings per ton mile on freight.	Expenses per ton mile on freight.	Profit per ton mile on freight.	Earnings per train mile on freight.	Expen'es per train mile on freight.	Profit per train mile on freight.	Average number tons of freight in train- load.	Average No. of miles each ton of freight carried.
1870....	cts.1.88	cts.1.15	cts.0.73	\$1.95	\$1.19	\$0.76	103	186
1871....	1.62	1.01	0.61	2.07	1.28	0.79	127	196
1872....	1.59	1.12	0.47	2.05	1.45	0.60	129	232
1873....	1.57	1.02	0.55	2.02	1.32	0.70	129	225
1874....	1.46	0.98	0.48	2.03	1.37	0.66	139	227
1875...	1.27	0.90	0.37	2.11	1.49	0.62	166	234
1876....	1.05	0.71	0.34	1.89	1.28	0.61	180	246
1877...	1.01	0.69	0.32	1.68	1.15	0.53	156	255
1878....	0.93	0.59	0.34	1.71	1.10	0.61	183	265
1879....	0.78	0.54	0.24	1.52	1.05	0.47	191	254
1880...	0.87	0.54	0.33	1.92	1.18	0.74	218	238
1881....	0.78	0.56	0.22	1.70	1.23	0.47	217	228
1882....	0.73	0.60	0.13	1.62	1.31	0.31	219	211
1883....	0.91	0.68	0.23	1.82	1.37	0.45	199	202
1884....	0.83	0.62	0.21	1.64	1.23	0.41	196	193
1885...	0.68	0.54	0.14	1.29	1.01	0.28	188	198

EQUIPMENT.

YEAR Ending September 30.	Total number engines and dummies.	Number first-class passenger cars.	Number composite cars.	Number dining cars	Number second-class and emi- grant cars.	Number bag- gage, mail and express cars.	Total num- ber cars, all kinds, in passenger equipment.	Total num- ber freight cars.	Total num- ber propel- lers, boats and floats.
1870.....	408	328	10	.....	114	125	577	9,026	.....
1871.....	432	330	12	.....	115	120	577	8,849	.....
1872.....	455	317	12	.....	70	150	549	10,983	.....
1873.....	519	347	13	.....	70	168	598	13,745	.....
1874.....	572	432	13	.....	76	208	729	14,736	.....
1875.....	566	423	13	.....	81	213	730	14,597	.....
1876.....	565	412	14	.....	83	205	714	15,310	.....
1877.....	610	412	16	.....	80	199	707	15,661	.....
1878.....	565	377	16	.....	89	201	683	15,964	.....
1879.....	602	360	16	.....	95	155	626	16,486	.....
1880.....	639	334	33	.....	93	140	600	19,395	.....
1881.....	646	334	28	.....	92	134	588	22,465	52
1882.....	632	332	35	.....	97	132	596	24,565	52
1883.....	655	335	65	2	97	137	636	25,511	52
1884.....	657	333	63	2	97	134	629	24,930	57
1885.....	657	332	63	3	97	134	629	24,744	57

THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

This company was organized by the consolidation on November 1, 1869, of the New York Central Railroad Company and the Hudson River Railroad Company.

THE NEW YORK CENTRAL RAILROAD COMPANY.

This company was organized under a special law passed April 2, 1853, authorizing the consolidation of the railroads between Albany and Buffalo as follows :

THE ALBANY AND SCHENECTADY.

THE SCHENECTADY AND TROY.

THE UTICA AND SCHENECTADY.

THE MOHAWK VALLEY.

THE SYRACUSE AND UTICA.

THE SYRACUSE AND UTICA DIRECT.

THE ROCHESTER AND SYRACUSE.

THE BUFFALO AND ROCHESTER.

THE ROCHESTER, LOCKPORT AND NIAGARA FALLS.

THE BUFFALO AND LOCKPORT.

Articles of agreement taking effect as of May 1, 1853, were filed May 17, 1853 ; the first board of directors elected July 6, and the whole line delivered to the new company August 1, 1853.

The organization of the consolidated roads, as mentioned above, forming the NEW YORK CENTRAL RAILROAD, was as follows :

THE ALBANY AND SCHENECTADY, chartered in 1826 as the Mohawk and Hudson, was opened September 12, 1831, and was the first railroad built in the State of New York. In 1847 the name was changed to the ALBANY AND SCHENECTADY.

THE SCHENECTADY AND TROY was chartered in 1836 and opened in 1842.

THE UTICA AND SCHENECTADY was chartered in 1833 and opened August 1, 1836.

THE MOHAWK VALLEY filed articles January 21, 1851, and December 28, 1852. The company was merged in the NEW YORK CENTRAL RAILROAD COMPANY under the act of 1853.

THE SYRACUSE AND UTICA was chartered in 1836, and opened July 3, 1839.

THE SYRACUSE AND UTICA, DIRECT, was organized under the general law and filed articles January 26, 1853. It was merged in the NEW YORK CENTRAL RAILROAD COMPANY under the act of 1853.

THE ROCHESTER AND SYRACUSE was a consolidation (August 1, 1850) of the AUBURN AND ROCHESTER and the AUBURN AND SYRACUSE. The AUBURN AND ROCHESTER, chartered in 1836, was opened in August, 1841, and the AUBURN AND SYRACUSE, chartered in 1834, was opened in June, 1838. The Direct Line was opened in 1853.

THE BUFFALO AND ROCHESTER was a consolidation (December 7, 1850) of the ATTICA AND BUFFALO and the TONAWANDA. In 1852 this company opened a direct road from Buffalo to Batavia, keeping that part of the Attica and Buffalo line between Attica and Batavia as a branch. The ATTICA AND BUFFALO was chartered in 1836 and opened in 1842, and the TONAWANDA, chartered in 1832, was opened in 1842.

THE ROCHESTER, LOCKPORT AND NIAGARA FALLS was originally the LOCKPORT AND NIAGARA FALLS, chartered in 1834 and opened in 1838. In December, 1850, the ROCHESTER, LOCKPORT AND NIAGARA FALLS RAILROAD COMPANY was organized and rebuilt the road.

THE BUFFALO AND LOCKPORT filed articles April 27, 1852, and was in progress at the date of consolidation. The road was opened in 1854.

The following roads were leased and subsequently merged in the consolidation, viz.:

THE ROCHESTER AND LAKE ONTARIO, in 1855.

THE BUFFALO AND NIAGARA FALLS, in 1855.

THE LEWISTON, in 1855.

THE SARATOGA AND HUDSON RIVER, in 1867.

The capital stock of the consolidated company was issued at par in exchange for that of the lessor company's, respectively, under authority of acts of the Legislature.

THE SARATOGA AND HUDSON RIVER ROAD was leased on November 2, 1881, to the NEW YORK, WEST SHORE AND BUFFALO RAILROAD COMPANY for 475 years, the rental for the entire period having been commuted for \$400,000.

THE NIAGARA BRIDGE AND CANANDAIGUA RAILROAD, originally the CANANDAIGUA AND NIAGARA FALLS, filed articles March 1, 1851, was opened April 1, 1854, and leased to the NEW YORK CENTRAL, September 1, 1858, at six per cent on \$1,000,000 stock.

THE HUDSON RIVER RAILROAD COMPANY.

This company was chartered May 12, 1846, and road opened through its entire length from New York to East Albany, October 3, 1851.

Previous to the consolidation of the HUDSON RIVER RAILROAD with the NEW YORK CENTRAL RAILROAD, it had leased the TROY AND GREENBUSH ROAD, running from Troy to Greenbush, and which road was chartered in January, 1845, and leased to the HUDSON RIVER ROAD June 1, 1851, for seven per cent on \$275,000 capital stock. The lease runs during the time of the charter or any extension thereof. The lease was assumed by the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD on consolidation.

THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

This company has added to it the following lines, viz.:

THE NEW YORK AND HARLEM ROAD chartered April 25, 1831, and corporate existence extended December 28, 1874, four hundred years, leased its steam portion running from Forty-second street, New York city, to Chatham (lease dated April 1, 1873, and expires April 1, 2274). The annual rent paid being interest on its funded debt, and eight per cent on its capital stock. This lease covers the NEW YORK AND MAHOPAC ROAD, chartered March 7, 1871, and lease dated June 17, 1872, from Golden's Bridge to Lake Mahopac, seven miles, the rent being nominal, as the whole of its capital was owned by the HARLEM COMPANY and transferred under the lease. Lease expires December 31, 1971.

THE SPUYTEN DUYVIL AND PORT MORRIS RAILROAD connecting the HARLEM to the HUDSON RIVER at Spuyten Duyvil, a distance of six miles, chartered April 24, 1867, lease dated November 1, 1871, and expires December 31, 1970. Annual rent, eight per cent on cost of \$989,000.

THE DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH RAILROAD, lease dated January 3, 1873, expires January 3, 2273. Annual rent is interest on \$2,900,000 bonds, at seven per cent, and three per cent on 6,500 shares of stock.

THE SYRACUSE JUNCTION RAILROAD was built by the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD to take the two freight

tracks of its four-track system around the city of Syracuse. It was leased to the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY April 10, 1875, as a legal formality, and subsequently absorbed under authority of law.

THE JUNCTION (BUFFALO) RAILROAD was built by the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY to connect its main lines between East Buffalo and North Buffalo. It was leased April 10, 1875, and absorbed by the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD the same as the SYRACUSE JUNCTION RAILROAD.

THE GENEVA AND LYONS RAILROAD was built by the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD to connect Geneva on the Auburn branch with Lyons on the main line, a distance of fourteen miles. It will in time be leased and absorbed by the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD.

THE TWO HUDSON RIVER BRIDGES crossing the Hudson river between East Albany and Albany are owned nominally by a separate organization called the "HUDSON RIVER BRIDGE COMPANY." This ownership is vested in the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY three-fourths, and the BOSTON AND ALBANY RAILROAD one-fourth. Except for foot passengers they are used exclusively for railroad purposes. Each company pays proportionately for expenses of maintenance and operating.

THE TROY UNION RAILROAD COMPANY is a line used jointly by lines terminating at the city of Troy, and runs into a Union Passenger Depot. The line was chartered in 1851, and originally owned by the city of Troy, but was disposed of to the railroad companies — one-half to the NEW YORK CENTRAL AND HUDSON RIVER RAILROAD, one-fourth to the TROY AND BOSTON RAILROAD, and one-fourth to the RENSSELAER AND SARATOGA RAILROAD. Each company pays its proportion of maintenance and operating, and runs over it with its own trains.

ORGANIZATION

OF

THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

DIRECTORS.

NAME.	ADDRESS.
WILLIAM H. VANDERBILT.....	NEW YORK.
CORNELIUS VANDERBILT.....	NEW YORK.
WILLIAM K. VANDERBILT.....	NEW YORK.
FREDK. W. VANDERBILT.....	NEW YORK.
CHAUNCEY M. DEPEW.....	NEW YORK.
CHARLES C. CLARKE.....	NEW YORK.
HORACE J. HAYDEN.....	NEW YORK.
SAMUEL F. BARGER..	NEW YORK.
J. PIERPONT MORGAN.....	NEW YORK.
CYRUS W. FIELD.....	NEW YORK.
WILLIAM BLISS.....	BOSTON, MASS.
ERASTUS CORNING.....	ALBANY, N. Y.
SHERMAN S. JEWETT.....	BUFFALO, N. Y.

The Election for Directors is held on the third Wednesday in April in each year.

OFFICERS AND HEADS OF DEPARTMENTS.

CHAIRMAN OF THE BOARD	CORNELIUS VANDERBILT.
PRESIDENT	CHAUNCEY M. DEPEW.
FIRST VICE-PRESIDENT	CHARLES C. CLARKE.
SECOND VICE-PRESID'T & GEN'L TRAF. MAN'R.	HORACE J. HAYDEN.
ASSISTANT TO PRESIDENT	JAMES TILLINGHAST.
SECRETARY	EDWIN D. WORCESTER.
TREASURER	E. V. W. ROSSITER.
ASSISTANT TREASURER.	JOHN CARSTENSEN.
COMPTROLLER	ISAAC P. CHAMBERS.
GENERAL COUNSEL	FRANK LOOMIS.
ATTORNEY	C. T. TITUS.
TAX AGENT	F. HINCHEY.
GENERAL FREIGHT AGENT	E. CLARK, Jr.
ASSISTANT GENERAL FREIGHT AGENT	SAMUEL GOODMAN.
ASSIS'T GEN'L FREIGHT AGENT, HAR. DIV..	JOHN R. COLLINS.
GENERAL PASSENGER AGENT	D. M. KENDRICK.
ASSISTANT GENERAL PASSENGER AGENT	E. J. RICHARDS.
AUDITOR OF DISBURSEMENTS	D. W. TUTHILL.
ASSISTANT AUDITOR OF DISBURSEMENTS	W. W. ANSTEY.
REGISTER OF DISBURSEMENTS	JOSEPH W. SNOW.
AUDITOR PASSENGER ACCOUNTS	C. H. KENDRICK.
ASSISTANT AUDITOR PASSENGER ACCOUNTS ..	THOMAS GODWIN.
AUDITOR FREIGHT ACCOUNTS	JOHN W. HORAN.
ASSISTANT AUDITOR FREIGHT ACCOUNTS	GEORGE E. ADAMS.
EXAMINER OF STATION ACCOUNTS	A. W. ANDREWS.
ASSISTANT EXAMINER OF STATION ACCOUNTS.	W. RAMSEY.
GENERAL SUPERINTENDENT	JOHN M. TOUCEY.
SUPERINTENDENT HUD. RIV. & HAR. DIVS..	CHARLES M. BISSELL.
ASSISTANT SUPT. HUD. RIV. & HAR. DIVS..	J. H. PHYFE.
SUPERINTENDENT EASTERN DIVISION	ZENAS C. PRIEST.
ASSISTANT SUPT. EASTERN DIVISION	F. H. PHILLIPS.
SUPERINTENDENT WESTERN DIVISION	GEORGE H. BURROWS.
ASSISTANT SUPT. WESTERN DIVISION	HENRY GOOLD.
CHIEF ENGINEER	CHARLES H. FISHER.
ASSISTANT ENGINEER	WILLIAM LUSH.
PURCHASING AGENT	CHARLES REED.
PAYMASTER	J. L. BURDETT.
CASHIER	F. B. HAGEN.
SUPT. MOTIVE POWER AND ROLLING STOCK.	WILLIAM BUCHANAN.
GENERAL ROADMASTER	WILLIAM D. OTIS.

