ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF THE

Lehigh Valley Rail Road

TO THE

STOCKHOLDERS:

TOGETHER WITH THE

SUPERINTENDENT AND ENGINEER'S REPORT

AT THE

Meeting held January 9, 1865.

for 1864

PHILADELPHIA:
ALEXANDER, PRINTER, 52 SOUTH FOURTH STREET.
1865.

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OFFICERS

OF THE

Lehigh Valley Railroad Company.

PRESIDENT,

WM. W. LONGSTRETH.

DIRECTORS,

ASA PACKER,
ROBERT F. STOCKTON,
JOHN TAYLOR JOHNSTON,
WILLIAM H. GATZMER,
J. GILLINGHAM FELL,
ELISHA A. PACKER,
ASHBEL WELCH.
JOHN N. HUTCHINSON,
EDWARD H. TROTTER,
DAVID THOMAS,
JOSIAH O. STEARNS,
JOSEPH H. DULLES.

SECRETARY AND TREASURER,

L. CHAMBERLAIN.

SUPERINTENDENT AND ENGINEER,

ROBERT H. SAYRE.

ANNUAL REPORT.

SINCE the last Annual Report this Company has incorporated with itself, the Beaver Meadow Railroad and the Penn Haven and White Haven Railroad. The consolidation and merger of the Beaver Meadow Company with ours, was by agreement entered into by the Directors of the two companies on the 18th of June last, acting under the authority of the Law passed by the Legislature of Pennsylvania, on the 16th of May, 1861, entitled an "Act relating to Railroad Companies;" the said agreement was submitted to a meeting of the Stockholders of the respective companies called for that purpose on the 5th and 6th days of July last, and the consolidation and merger was unanimously ratified and adopted by the Stockholders of both companies, and was filed in the office of the Secretary of the Commonwealth, at Harrisburg, on the 8th of July, and thereupon the consolidation and merger of the two companies, was accomplished according to law.

The Beaver Meadow Railroad with double track extends from its junction with our road at East Mauch Chunk up the Lehigh river to Penn Haven, and from thence to the the Beaver Meadow and adjoining mines in Carbon County, and to Honey Brook Colliery in

Schuylkill County, a distance of about 24 miles. By the union of the two companies in one corporation we become owners of a considerable body of Coal Land near Beaver Meadow village, which formally produced large quantities of the best Anthracite Coal; we also became thereby legally possessed of all the rights, privileges and franchises theretofore vested in either company.

The Beaver Meadow Company though authorized by charter to mine and sell coal, has long since ceased to exercise the right to do so, and this company sees no reason to change that policy.

By virtue of the authority of the said act of 16th May, 1861, similar arrangements were entered into with the Penn Haven and White Haven Railroad, that Company having completed a railroad along the Lehigh river from its junction with the Beaver Meadow Road just below Penn Haven to White Haven, a distance of about seventeen miles. Articles of consolidation and merger were entered into by the Directors of the respective companies on the 12th of July last, and submitted to the Stockholders on the 2d of August, and the same was unanimously ratified and adopted by both companies and filed according to law, on the 5th of August, in the Secretary of the Commonwealth's office. By which acts the three several Railroad Companies became one Corporation, under the corporate name of the "Lehigh Valley Railroad Company." The railroads thus incorporated extend from the east bank of the Delaware river at

Phillipsburg, along the valley of the Lehigh river from its mouth to White Haven, a distance of 71 miles, main stem, and the Beaver Meadow branch from its junction with the main road below Penn Haven to the Collieries, 17 miles, making 88 miles of railroad nearly all double track with extensive sidings and turnouts. At Penn Haven we also connect with the Hazleton Railroad. That road extends into the Hazleton and Black Creek coal fields. At White Haven we connect with the railroad to Wilkesbarre, from which we receive, beside the ordinary freight and passenger traffic, a considerable amount of coal and lumber, with a prospect of a very large increase, this being the shortest and best railroad route from the Wyoming Valley to Philadelphia or New York.

Thirteen miles above Mauch Chunk the Lehigh and Mahanoy Railroad connects with our branch road to Beaver Meadow, and extends from thence westwardly into the great Mahanoy coal field, and is already opened some 26 miles, furnishing us with considerable coal tonnage, and as it is being extended further into the coal basins of that region, promises to be one of our most valuable feeders. By our own branches and the several railroads connecting with ours, we reach the coal in the Mahanoy, Beaver Meadow, Hazleton, Black Creek, and Wyoming coal fields, from all of which we receive a large coal tonnage. Our extension to White Haven has also opened an extensive trade in lumber, and all of the extensions alluded to tend to swell our miscellaneous

freight and passenger business, so that since these avenues have been opened our receipts have greatly increased over the corresponding months of the previous year.

By our own subscription to the stock of the Lehigh and Mahanoy Railroad Company, and the acqusition through the merger of the Beaver Meadow Company, of over 3000 shares of that stock, we now own 4629 shares, amounting at par to $231.450, and it is deemed to the interest of this Company, to give further assistance as required to extend, and stock that road.

Notwithstanding the great addition made by the purchase, of both Cars and Engine, to our rolling stock during the year, and the large supply received from the Beaver Meadow Company, we have been unable during most of the season, to furnish as many Cars, especially Coal Cars as required. One cause of the deficiency has been, that a large amount of Coal goes beyond the terminus of our Road, to New York and Philadelphia. Some of the connecting roads that participate in this trade, have been very deficient, in furnishing their quota of of cars. When our extensive shops, now being built at Burlington, below Mauch Chunk, are completed, we hope to be able, to furnish all the Cars required.

The very great extension of our Road by consolidation, and the necessary expenditure made to meet the wants of a trade that has so largely increased within the year, has required a corresponding increase of capital.

The stockholders of the respective companies, that have been merged in ours, are entitled to one share of stock in this company, for every one they held in either of the companies so merged. That exchange has progressed to a very considerable extent, when completed the Capital Stock of the Lehigh Valley Railroad Company, representing all the property of every kind, owned by each of the three companies before consolidation, will amount to - - - - - $6,634.650

The bonded debt of the Lehigh Valley Road Company before consolidation was . 1,477.000

Making a total of - - - - $8,111.650

Neither of the Companies merged had any Bonded debt.

The report in detail of the Superintendent and Engineer, showing the operations of the Company during the year ending on the 30th of November last is herewith appended.

Respectfully submitted by order of the Board.

WM. W. LONGSTRETH,

President.

ANNUAL REPORT

OF THE

SUPERINTENDENT AND ENGINEER.

OFFICE OF THE SUPT. AND ENG. L. V. R. R. CO.

Bethlehem, November 30th, 1864.

WM. W. LONGSTRETH, Esq.,

President Lehigh Valley R. R. Co.

DEAR SIR—The following report of the business of the Lehigh Valley Railroad, for the fiscal year ending Nov. 30th, 1864, is respectfully submitted:

The total amount of coal transported was 1,295,419 tons, and was distributed as follows:

	1864.	1863.
Delivered on the line of the road . .	453,028	398,337
" East Penna. R. R. . .	9,341	9,526
" North Penna. R. R. . .	123,475	113,680
" Delaware Canal . . .	19,302	13,894
" Bel. Del. R. R.	165,699	137,061
" Morris Canal	44,600	48,884
" Central R. R. of N. J. .	479,974	473,773
	1,295,419	1,195,154

During the same period there was transported 424,676½ passengers, equal to 6,490,457 carried one mile.

Freight other than coal continues to increase annually, and amounts in the aggregate to 575,232 tons, much of this is transported but short distances, and on part of it we receive tolls only.

The following is a statement of the receipts and expenditures :

	RECEIPTS.	EXPENDITURES.
From Coal transportation .	$1,898,118.35	$ 771,192.99
" Passengers " . .	213,925.46	109,043.65
" Freight " . .	284,365.52	124,898.90
Total	$2,396,409.33	$1,005,135.54
Nett	$1,391,273.79	

The receipts and expenditures of Beaver Meadow Division, from Aug. 1st, are included in the above.

Compared with last year the receipts from coal show an increase of $822,572.70 or 76.5 per cent—from passengers an increase of $95,475.91 or 80.6 per cent—from freight, an increase of $108,284.92 or 61.5 per cent.
Increase in gross receipts $1,026,333.53 or 74.9 per cent.
" " expenses 416,035.95 or 70.6 "
" nett receipts 610,297.58 or 78.1 "

Included in the expenses as before stated are the following items :

Railroad iron, cross-ties, chairs and spikes, . .	$144,914.40
Labor on track, watchmen, &c., ...	154,859.33
Repairs and renewal of bridges and water tanks, .	11,977.66
Telegraph $3,315.78, rebuilding of wall $3,495.21, .	6.810.99

There was charged to construction the following:

Graduation and masonry, ...	$127,060.84
Railroad iron, ...	169,362.36
Cross-ties, chairs, spikes and switches, . . .	33,487.07
Shops and Engine houses at White Haven, Burlington and South Easton, grading of grounds, &c., .	107,491.79
Depots, platforms, &c. &c., ...	15,097.26
Allentown Depot and Bethlehem Offices, . .	7,545.13
Enlarging Delaware Bridge, ...	17,192.73
New Sidings, retaining wall at Easton Depot, .	17,264.20
Locomotives, (three)	50,348.64
New Coal Flat and Passenger Cars, . . .	281,873.59
Real Estate, ...	17,747.73

Eastern Division—There was laid during the year 12.6 miles of second track, which completes it, except for a very short distance, there was also 4.3 miles of sidings laid, making 15.8 miles.

There was used in repairs 6,449 bars of iron, 17,252 cross-ties, 2,122 chairs, and 242 kegs of spikes, and in construction 7,497 bars of iron, 46,588 cross-ties, 5,858 chairs, and 931 kegs of spikes.

The track is in excellent condition, and no accident has occured during the past year, from any defect in it. The ouly interruption to business during the year, was in consequence of the failure of one of the spans of the iron bridge, at Mauch Chunk, this occured Sat-

urday, May 7th, a trestle work was erected and trains passed over Tuesday, May 10th.

An iron bridge of 72 feet span built at South Easton Shops, was put across the public road at Easton Station, soon after its completion one of the 20 inch guns, together with the trucks upon which it was loaded, weighing 70 tons passed over, thus testing it much more severely than the passage of the heaviest coal trains.

The work of enlarging the Delaware bridge, was commenced in July, and considerable progress made with the masonry. The abutment on Pennsylvania shore is completed to the bridge seat, two of the piers are finished, the foundations of two others are in, upon the two remaining piers and one abutment, nothing has been done. When all completed as designed, there will be four tracks on the top, and one on the lower chords, thus affording ample accommodations for the rapidly increasing traffic.

At Allentown there was built a brick freight depot 30 by 120.

The new shops for repairs and building of coal cars, was put under roof late in the fall, and though still incomplete is occupied with manifest advantage to the interest of the Company. Large numbers of cars were out of service through the past summer, which it was impossible to repair with the existing facilities. Since the occupancy of the new shops they have been very near-

ly all put into service, and hereafter there need be no accumulation of broken cars from like causes.

An engine house that will accommodate 16 locomotives, is in course of erection, it will be put under roof this winter.

In order to get the most convenient arrangement of tracks for stand room at this point, it became necessary to change the location of the main line for nearly one mile, this together with the low ground upon which the engine house, shops and tracks are put, has made the work expensive, but the necessities of the case left no alternative. All coal trains will be made up at this point for the various connecting roads, thus avoiding, to a very great extent, the expense and delay of drilling at South Easton. Sufficient track room will be provided on which to deposit the empty cars arriving from below, which will afford an opportunity for inspecting all the cars at the shops, it will admit of heavier trains being hauled on the lower division, as it avoids the heaviest grade and shortest curve between Easton and Mauch Chunk.

A frame engine house to accommodate 4 locomotives was built at Mauch Chunk, also a passenger car house, 100 feet by 20.

At Bethlehem new offices for the Superintendent are being built.

At South Easton the foundry and shops of Mr. Kidd have been purchased, which will add materially to the

shop facilties, and tend to reduce the cost of castings used in construction and repairs.

Water tanks have been built at Hokendauqua and Bethlehem.

Beaver Meadow Division—which became a part of the Lehigh Valley, in July, extends from Mauch Chunk to Honey Brook, a distance of 24.6 miles with a branch 1,500 feet long to Audenried, 18.6 miles of the road is double track, and there are 11.6 miles of sidings. The road crosses the Lehigh at the Turnhole on a substantial iron bridge of two spans, each 140 feet, it also crosses Quakake Creek 5 times, and Hazle Creek once, on good truss bridges, two of which are iron, each 62 feet spans, the track is well laid and in good order, there was used in repairs during the year, 2,934 bars of iron, 13,726 cross-ties, 1,296 chairs and 145 kegs of spikes, there was also laid 3,680 feet lineal of steel rails, as follows: at Shipping Port 750 feet, grade quite light, the trade of both divisions empty and loaded passes over it, the engines of lower road going a mile above to deposit empty cars, and engines from the upper division nearly a mile below to deposit the loaded cars. A short distance above there was 500 feet laid Aug. 28, this has all the wear of the other, and in addition the trade destined for canal, the drilling out of this coal requires the frequent stopping and starting of the train which is very trying to rails, 300 feet was laid just above the car shop at Weatherly, May 14th, grade 120 feet per mile, this

point is at the foot of the heavy grade where a change of motive power is required, all the engines of both divisions pass over it, and all drilling out of cars for repairs is done upon it, 600 feet additional was laid at this point Nov. 24, with a view of testing the adhesion, the engineers report that they find no difference between it and iron, 1,500 feet was laid at the P. H. and W. H. Junction, Sept. 20, grade 30 feet per mile. I have made several examinations of these rails and find no evidence of wear further than the brightening of the top, the Road Master reports them wearing well in every case, and in his opinion well worth the difference in cost, over iron. The engine houses and shops on this division, with the exception of the engine house at Mauch Chunk, are wooden buildings, many of them old, inconvenient and inadequate for the proper repairs and protection of the machinery; it is proposed to commence in the Spring, the erection of stone or brick buildings to meet the present and prospective wants of the road. I have given the subject considerable thought, and in connection with the Master Mechanic have matured plans, that for convenience will, I think, compare favorably with any shops in the country, the ground plan showing the general arrangement is attached to this report.

At the time of merger the rolling stock of B.M.? consisted of 19 locomotives of all classes, 400 eight wheel Coal Cars, 1,001 four wheel Coal Cars, 11 eight wheel Platform Cars,

3 Passenger and Baggage Cars, 2 eight wheel and 2 six wheel House Cars, 7 Dump Cars and Trucks, and one Derick Car.

This division is under the superintendance of Mr. A. G. Brodhead, Jr., who has long menaged the road satisfactorily, and who continues to manifest an equal interest in the success of the road under its present ownership.

The Penn Haven and White Haven division extending from Penn Haven Junction, to the western end of bridge near White Haven, is 17 miles long, it is well laid with 57lb. rail, thoroughly ballasted and provided with 2.4 miles of second track and sidings; the road crosses the Lehigh twice, first near Penn Haven on a Howe Truss Bridge, 380 feet in length, and again near White Haven on a similar structure 544 feet long. There are 5 other truss bridges, varying from 24 to 65 feet in length, and 845 feet lineal of trestling, the latter it is proposed to fill up as soon as practicable—there have been 10 switches put in at the various lumbering astablishments. A frame Engine house 112 by 32, an Office 16 by 24, and an Oil house 12 by 16, have been built at the northern terminus. Station houses have been put up at Penn Haven Junction, Rock Port and Hickory Run, water tanks built at White Haven and Stony Creek. The road was opened for business on the 14th of June, since which 69,225 tons of coal and 20,006 tons of lumber have passed over it; two daily

passengers trains have been run in connection with trains on the Lehigh and Susquehanna Railroad; owing to a want of proper connections with Philadelphia, the travel has not been so large as was anticipated, though 10,227 passengers have availed themselves of this avenue of travel; with good connections with Philadelphia and New York, the Lehigh Valley route to Wyoming Valley cannot but become popular.

This division is under the superintendance of Mr. Robt. A. Packer, who devotes all his energies and abilities to the successful working of the road.

The whole equipment of the L. V. R. R. consists of 53 locomotives of all classes, 1,127 eight wheel Coal Cars, 2,845 four wheel Coal Cars, 155 eight wheel Flat Cars, 11 Passenger Cars, 4 Baggage Cars, 4 House Cars, and about 50 Dump Cars and Trucks.

Two passenger engines have been ordered from Wm. Mason, and two freight engines from Baldwin & Co., these it is thought will be sufficient for the business of the coming year.

The success in Europe attending the use of steel tire on locomotives has induced us to give them a trial, we have not used them a sufficient length of time to venture an opinion as to *how much* cheaper they will be than iron, yet I think our experience is sufficient to justify the assertion that a considerable saving will be effected by their introduction.

The furnaces and rolling mills continue to increase in numbers, all have been prosperous as is evidenced by the increase in the amount of coal delivered on the line of the road, this will be still further augmented, upon the completion of those now building.

The Lehigh and Mahanoy Railroad has been extended westward to Shenandoah, and the graduation and masonry between there and Centreville is well advanced, the location thence to Mount Carmel has been made; it is expected that during the coming summer, the connection will be made with the Sunbury and Shamokin Valley Railroad, thus forming a favorable connection with the Philadelphia and Erie Railroad, and opening an immense coal territory that must eventually pour a very large tonnage down the Lehigh Valley; the passenger and merchandize freight traffic, will grow with the coal tonnage, thus adding largely to these rapidly increasing branches of the business.

The extension of the Catasauqua and Foglesville Railroad, to the Magnetic Ore deposits of the Lehigh Mountain is about graded—it is expected the track will be laid and the road opened during the ensuing winter.

The Bethlehem Railroad Company, are extending their road toward the Blue Mountain, where extensive deposits of slate are being opened, about 15 miles of the road is graded, and the projectors of the enterprise promise its completion next year; all the slate quarries

in our Valley are taxed much beyond their capacity of production, and the demand is daily increasing.

The railroad built by the Lehigh Coal and Navigation Company, from their shutes connecting with our road about one mile below Mauch Chunk, was completed in January, and 25,123 tons of coal passed over it previous to the opening of navigation; appearances now indicate that it will be elongated in one direction to White Haven, and in the other to Easton.

Nothing has been done since the date of my last report toward the extension of the Lehigh Valley Road into Wyoming Valley, this cannot be much longer deferred without endangering our claims upon that region for a portion of its business.

In conclusion permit me to say, that it is gratifying to bear testimony to the faithfulness and diligence of the heads of the various departments, and to the employees generally.

Very respectfully yours,

ROBERT H. SAYRE,

Snperintendent and Engineer.