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THIRTY-FIRST ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF THE

Lehigh Valley Railroad Company

TO THE

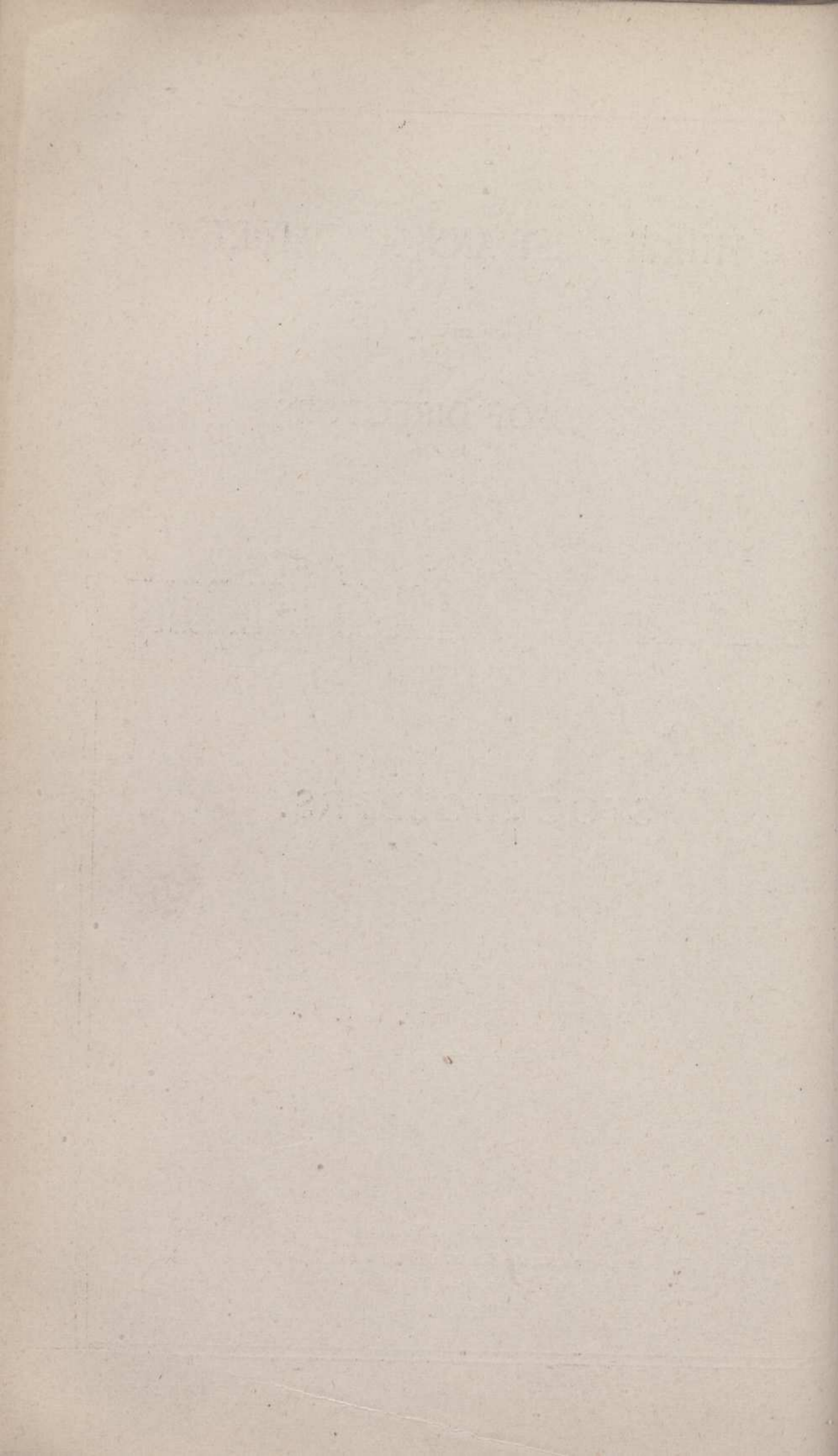
STOCKHOLDERS.

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JANUARY 19TH, 1886.

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PHILADELPHIA:  
 ALLEN, LANE & SCOTT'S PRINTING HOUSE,  
 Nos. 229-231 South Fifth Street.  
 1886.







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BOARD OF DIRECTORS

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PHILADELPHIA :  
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Nos. 229-231 South Fifth Street.  
1886.



# OFFICERS

OF THE

## Lehigh Valley Railroad Company.

JANUARY 19TH, 1886.

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**PRESIDENT.**

ELISHA P. WILBUR.

**VICE-PRESIDENT,**

CHARLES HARTSHORNE.

**SECOND VICE-PRESIDENT,**

ROBERT H. SAYRE.

**TREASURER,**

WM. C. ALDERSON.

**SECRETARY,**

JOHN R. FANSHAWE.

**GENERAL SUPERINTENDENT,**

H. STANLEY GOODWIN.

---

**DIRECTORS:**

CHARLES HARTSHORNE,  
WILLIAM L. CONYNGHAM,  
ARIO PARDEE,  
WILLIAM A. INGHAM,  
GEORGE B. MARKLE,  
ROBERT H. SAYRE,

JAMES I. BLAKSLEE,  
JOSEPH PATTERSON,  
JOHN R. FELL,  
ROBERT A. LAMBERTON,  
JOHN B. GARRETT,  
CHARLES O. SKEER.





# ANNUAL REPORT

OF THE

## Lehigh Valley Railroad Company.

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JANUARY 19th, 1886.

The total coal tonnage for the fiscal year ending November 30th, 1885, was as follows:—

Anthracite, . . . . .	6,258,178 tons.
Bituminous, . . . . .	54,252 tons.
	—————
Total, . . . . .	6,312,430 tons.

The coal tonnage for each of the past five years was:—

For 1881, . . . . .	5,870,701 tons.
“ 1882, . . . . .	6,336,141 tons.
“ 1883, . . . . .	6,592,646 tons.
“ 1884, . . . . .	6,068,967 tons.
“ 1885, as above, . . . . .	6,312,430 tons.

Our income from all sources, including interest received from investments, &c., amounted to . . .	\$9,289,261 50
Operating expenses of the road, . . . . .	4,888,997 83
	<hr/>
Leaving, . . . . .	\$4,400,263 67

Against which there has been charged:—

Interest on bonds (including interest and dividends on guaranteed bonds and stocks), . . . . .	\$2,059,541 50
DIVIDENDS :—On preferred and common stocks, . . . . .	1,660,234 50
General expenses, interest on floating debt, Pennsylvania and New Jersey State taxes, loss on Morris Canal, estimated depreciations, &c., . . . . .	650,385 05
	<hr/>
	4,370,161 05
Balance to be carried to the credit of the Profit and Loss account,	<hr/> <hr/> \$30,102 62

Our capital account at the close of the fiscal year was as follows:—

Preferred stock, . . . . .	\$106,300
Common stock (including scrip not yet converted), . . . . .	32,992,800
	<hr/>
	\$33,099,100
First mortgage, six per cent. bonds, due in 1898 (coupon and registered), . . . . .	5,000,000
Second mortgage, seven per cent. bonds, registered, due in 1910, . . . . .	6,000,000
Consolidated mortgage, six per cent. bonds, due, except sterling and annuity bonds, in 1923 :—	
Sterling, . . . . .	\$3,507,000
Coupon, . . . . .	1,825,000
Registered, . . . . .	8,304,000
Annuity, . . . . .	1,011,000
	<hr/>
Floating debt, less cash on hand,	none. 14,647,000
	<hr/>
	<hr/> <hr/> \$58,746,100

One hundred and eighty-nine of the sterling bonds were drawn, payable December 1st, 1885, leaving \$3,318,000, bearing interest from that date.

As indicated in the last annual report, the outstanding "Boat Loan" of the Morris Canal and Banking Company, amounting to \$220,000, matured on October 1st last. With the exception of a small amount not yet presented at this date, it has all been purchased by us.

We have added to our equipment during the year new coal and freight cars, costing in the aggregate \$361,000. These are in addition to replacements and repairs which have been properly maintained.

The active prosecution by the Pennsylvania and New York Canal and Railroad Company of their Vosburg Tunnel, with other improvements on their line, the continued necessity for permanently placing the Geneva, Ithaca and Sayre Railroad in an entirely satisfactory condition, and the advances made to the Southern Central Railroad Company of New York and to the Lehigh Valley Railway Company for the construction of its road in Buffalo and its vicinity, have required the expenditure of a large amount of money, to replace which the Board considered it prudent to negotiate a sufficient number of the bonds of the consolidated mortgage, and of the Easton and Amboy Railroad Company.

Our line of steamers on the Lakes, under the management of our Transportation Company, have been fairly successful during the past season. This has also been the case with our towing and freight lines plying between Perth Amboy and New York and other Eastern ports. Our investments in both these interests have proved quite remunerative.

The office of Second Vice-President has been created, and Mr. Robert H. Sayre, who both in its construction and management has been connected with the road from its beginning, was appointed by the Board to fill that position.

During the year just closed, we lost by death Dr. Garrett B. Linderman, one of our Directors. Dr. Linderman was elected September 12th, 1882, and has since that time been a valuable friend and counsellor of the Company.

In token of their regard for the deceased member, the Board of Directors ordered the following to be entered upon their October minutes:—

“Since the last meeting of the Board we have lost by death another member. After a short illness Dr. Garrett B. Linderman departed this life on the 28th ultimo. Dr. Linderman having acquired a large competency through coal and iron interests had necessarily a thorough experience in those matters so closely interwoven with our transportation departments. This enlarged knowl-

edge, together with his excellent judgment in all business matters, was well known, and rendered him very valuable as a director and counsellor. It is therefore with feelings of deep regret that we are called upon to record his death, as well as the incalculable loss we thus sustain."

Mr. Charles O. Skeer, of Mauch Chunk, was elected a Director to succeed Dr. Linderman.

Further information and details regarding our own and associate companies are furnished by the reports of the General Superintendent of this Company, of the President and General Superintendent of the Pennsylvania and New York Canal and Railroad Company, and of the General Superintendent of the Lehigh Valley Coal Company.

By Order of the Board,

ELISHA P. WILBUR,

*President.*

ANNUAL REPORT  
OF THE  
GENERAL SUPERINTENDENT  
OF THE  
Lehigh Valley Railroad Company,

*For the Fiscal Year ending November 30th, 1885.*

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BETHLEHEM, PA., November 30th, 1885.

*E. P. Wilbur, Esq., President,*

DEAR SIR:—The following report of the operation of the Lehigh Valley Railroad for the fiscal year ending November 30th, 1885, is respectfully submitted:—

The total amount of anthracite coal transported over the Main Line and branches for the year was 6,258,178.12 tons, an increase, compared with the previous year, of 249,179.09 tons, or 4.15 per cent.



TONS OF ANTHRACITE COAL CARRIED ONE MILE.

REGION.	1884.	1885.	INCREASE.
Wyoming, . . . . .	35,009,431.15	36,962,930.10	1,953,498.15
Hazleton, . . . . .	58,497,460.19	59,944,306.07	1,446,845.08
Beaver Meadow, . . . . .	16,145,928.05	16,802,350.10	656,422.05
Mahanoy, . . . . .	56,444,374.03	58,188,122.12	1,743,748.09
Total above Mauch Chunk,	166,097,195.02	171,897,709.19	5,800,514.17
“ below “ “	306,925,437.18	326,070,802.02	19,145,364.04
Grand total, . . . . .	473,022,633.00	497,968,512.01	24,945,879.01

The number of tons of anthracite coal carried one mile was 5.27 per cent. greater than in 1884.

During the year the coal trade was suspended for twenty-two (22) working days.

The total amount of miscellaneous freight transported over the main line and branches during the year was 2,364,778.47 tons, a decrease from the previous year of 242,049.83 tons, or 9.29 per cent.

Tons of miscellaneous freight carried one mile 155,641,176.24, a decrease from the previous year of 9,053,326.35 tons, or 5.50 per cent.

The total number of passengers transported during the year was 2,273,710, an increase over the previous year of 14,643½, or 0.65 per cent.

Passengers transported one mile 33,648,225, a decrease from the previous year of 4.66 per cent.

The total road receipts and expenses for the year were as follows:—

FROM TRANSPORTATION OF	GROSS RECEIPTS.	EXPENSES.	NET RECEIPTS.
Coal, . . . . .	\$6,079,541 75	\$3,031,278 09	\$3,048,263 66
Freight, . . . . .	1,617,236 10	1,181,104 09	436,132 01
Passenger, Express, and Mail,	860,139 18	676,615 65	183,523 53
Totals, . . . . .	\$8,556,917 03	\$4,888,997 83	\$3,667,919 20
Decrease from previous year,	\$391,290 12	\$357,074 96	\$34,215 16
Decrease per cent., . . . . .	4.37	6.81	0.92

## BRIDGES, CULVERTS, &amp;c.

The last annual report mentioned two bridges in progress; both of them were completed early in the year.

The iron truss bridge over Cakepoulin creek, near Landsdown, was with both its abutments carried away by a flood on August 3d, 1885. New abutments have been built and a new iron bridge erected, of a clear span of ninety-nine (99) feet. The total cost of the new abutments and new bridge for this renewal has been \$15,936.

The same flood did much damage to the masonry of other bridges and culverts from West End to Bound Brook. Most of these damages have been repaired, and the work is still in progress.

Many of our oldest iron bridges have been strengthened during the year to bring them to a higher standard of strength and stiffness.

All bridges, buildings, water stations, and other structures have been kept in good repair and all necessary renewals made.

## EQUIPMENT.

Our locomotive equipment has been increased during the year by two engines, built at our own shops, as follows:—

At Weatherly, . . . . .	1
At Delano, . . . . .	1

We have increased our stock of cars as follows:—

## BUILT AT OUR OWN SHOPS.

Passenger cars, . . . . .	1
Baggage, express, and combination, . . . . .	4
Gravel train flat cars, . . . . .	9
Wreck and tool cars, . . . . .	2
Eight-wheeled tunnel cars, . . . . .	1
Supply cars, . . . . .	3
Four-wheeled cabooses, . . . . .	4
Eight-wheeled house heater cars, . . . . .	50
Coal cars, rated as four-wheeled, . . . . .	1200

## PUT OUT OF SERVICE DURING YEAR.

Gravel dump cars, . . . . .	11
Eight-wheeled cabooses cars, . . . . .	3

## PURCHASED FROM P. &amp; N. Y. C. &amp; R. R. Co.

Eight-wheeled stock cars, . . . . .	34
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All of our rolling stock has been kept in good repair, and its standard fully maintained.

To replace cars worn out and broken up we have built cars, in addition to the above, as follows:—

Coal cars, rated as four-wheeled, . . . . .	400
Eight-wheeled house cars, . . . . .	43
“ gondola cars, . . . . .	36
“ flat cars, . . . . .	35
“ bark cars, . . . . .	2
“ stock cars, . . . . .	7
Six-wheeled iron cars, . . . . .	1
Four-wheeled caboose cars, . . . . .	8
“ gravel dump cars, . . . . .	21

We have also built:—

For P. & N. Y. C. & R. R. Co., four-wheeled gravel dump cars, . . . . .	4
For Lehigh Valley Coal Company, mine cars, . . . . .	40

There were cast at our Hazleton foundry a total of thirteen thousand one hundred and fifty-four car-wheels of all sizes, and seventeen locomotive tires.

Our equipment is now as follows:—

	ON LAST REPORT.	INCREASE.	DECREASE.	Nov. 30th, 1885.
Engines of all classes, . . . . .	323	2		325
Passenger cars, . . . . .	115	1		116
Pay cars, . . . . .	1			1
Baggage, express, and combination cars, . . . . .	54	4		58
Fruit cars, . . . . .	10			10
Gravel cars, . . . . .	290		11	279
Gravel train flat cars, . . . . .	10	9		19
Dirt cars, . . . . .	40			40
Wreck and tool cars, . . . . .	44	2		46
Eight-wheeled caboose cars, . . . . .	43		3	40
Four-wheeled caboose cars, . . . . .	49	4		53
Eight-wheeled tunnel cars, . . . . .		1		1
Four-wheeled tunnel cars, . . . . .	150			150
“ platform cars, . . . . .	11			11
Supply cars, . . . . .	19	3		22
Eight-wheeled water cars, . . . . .	5			5
Gravel train caboose cars, . . . . .	9			9
Four-wheeled lime cars, . . . . .	47			47
Eight-wheeled bark cars, . . . . .	50			50
“ stock cars, . . . . .	23	34		57
“ platform cars, . . . . .	422			422
“ gondola cars, . . . . .	1,842			1,842
Six-wheeled platform cars, . . . . .	100			100
Eight-wheeled house cars, . . . . .	3,558	Heater 50		3,608
Coal cars, rated as four-wheeled, . . . . .	33,662	1,200		34,862

## TRACK.

MILES OF STEEL TRACK.	ON LAST REPORT.	LAI D AND RE-LAI D THIS YEAR	TOTAL NOW IN USE.
On New Jersey Division, . . . . .	135.64	3.12	138.76
On Lehigh Division, . . . . .	145.47	2.75	148.22
On Wyoming Division, . . . . .	84.87	4.25	89.12
On Beaver Meadow Division, . . . . .	50.45	1.27	51.72
On Hazleton Division, . . . . .	64.74	4.71	69.45
On Mahanoy Division, . . . . .	92.42	2.85	95.27
Totals, . . . . .	573.59	18.95	592.54
On P. & N. Y. R. R., Wilkesbarre to L. & B. Junction, . . . . .	25.28	3.37	28.65

There are now in use on all divisions:—

132.80 miles of single track.

184.21 miles of double track, equivalent to

368.42 miles of single track; in addition to which there are

8.24 miles of second track laid, but used as sidings, and

293.64 miles of sidings.

Total, . . . 803.10 miles.

An increase from previous year of 5.86 miles, caused by increase of 2.44 miles of double track on Wyoming Division, .90 miles of single track on Hazleton Division, and increase in length of sidings at various places.

Coal shipping wharf B, at Perth Amboy, has been renewed, and its approach filled in with earth. It is proposed to rebuild wharf A during the coming season, and to fill in its approach in the same manner.

The second track on Wyoming Division has been extended 2.44 miles to Mud Run Station.

The condition of the Relief Fund is as follows:—

Balance on hand November 30th, 1884, . . . . .	\$7,747 49
Contributed by employés during the year, . . . . .	8,377 79
Contributed by our Companies, . . . . .	8,377 79
Total, . . . . .	<u>24,503 07</u>
Disbursements during the year, . . . . .	16,800 94
Balance on hand November 30th, 1885, . . . . .	<u>\$7,702 13</u>

Two calls were made during the year, and the number of contributors to the last call was 2463.

Tabular detailed statements accompany this report, showing:—

1. Details of the coal business.
2. Details of the freight business.
3. Details of the passenger business.

The thanks of the Company are due to the Division Superintendents, the heads of the various departments, and the employés of the Company generally, for their zeal and faithfulness in the discharge of the duties devolving upon them.

Respectfully submitted,

H. STANLEY GOODWIN,  
*General Superintendent.*



REPORT

OF THE

Pennsylvania and New York

CANAL AND RAILROAD COMPANY.

OFFICERS AND DIRECTORS  
OF THE  
Pennsylvania and New York  
CANAL AND RAILROAD COMPANY.

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**PRESIDENT,**  
ELISHA P. WILBUR.

**VICE-PRESIDENT,**  
CHARLES HARTSHORNE.

**SECOND VICE-PRESIDENT,**  
ROBERT H. SAYRE.

**TREASURER,**  
WM. C. ALDERSON.

**GENERAL SUPERINTENDENT,**  
WILLIAM STEVENSON.

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**DIRECTORS:**

CHARLES HARTSHORNE,  
ROBERT H. SAYRE,  
VICTOR E. PIOLLET,  
WILLIAM H. SAYRE,  
ROBERT LOCKHART,  
JAMES I. BLAKSLEE,

HOWARD ELMER,  
ELISHA A. HANCOCK,  
FREDERIC MERCUR,  
WILLIAM STEVENSON,  
JOHN B. GARRETT,  
ROBERT A. LAMBERTON.

ANNUAL REPORT  
OF THE  
**Pennsylvania and New York**  
CANAL AND RAILROAD COMPANY.

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JANUARY 11th, 1886.

The total coal tonnage for the past year was:—

Anthracite, . . . . .	1,440,761 tons.
Bituminous, . . . . .	231,002 "
	1,671,763 tons.

As compared with the previous year the above figures indicate an increase in the anthracite coal tonnage of 89,353 tons, but a decrease of 71,098 tons in the bituminous coal tonnage. Of the anthracite 927,814 tons were received from the Lehigh Valley Railroad.

The earnings and expenses for the fiscal year were as follows:—

FROM	
Transportation of coal, . . . . .	\$1,065,931 40
"    freight, . . . . .	494,321 72
"    passengers, . . . . .	202,915 62
"    express and mail, . . . . .	21,165 25
Miscellaneous, . . . . .	43,126 23
	\$1,827,460 22
Less operating expenses, . . . . .	1,502,420 05
Leaving net receipts, . . . . .	\$325,040 17

The above net earnings are sufficient to provide for State and other taxes, interest on bonds, interest on floating debt, &c., and leave a small surplus to be carried to the credit of the profit and loss account.

The business of the State Line and Sullivan Railroad continues to increase. This has been somewhat helped by the building of about four miles of the Loyalsock Railroad, from Bernice southward. We have already received a number of car-loads of bark and timber from that source.

Our connection with the Erie and Wyoming Valley Railroad at Lackawanna Junction has been completed, and trains are now running over it.

The work in the tunnel at Vosburg has been vigorously prosecuted during the past year, and it is now our expectation to have it completed during the coming summer.

The expenditures during the year upon the construction accounts amounted to \$501,692.18.

Dr. Garrett B. Linderman, who has been a Director of this Company since January 15th, 1866, died on the 28th of September last. Dr. Linderman was one of our oldest and most efficient members, and it is with sorrow that we are thus called upon to announce his death.

Further details as to the operations of the road are shown in the report of the General Superintendent, herewith submitted.

By order of the Board.

E. P. WILBUR,  
*President.*



OFFICE OF THE GENERAL SUPERINTENDENT,  
 PENNA. AND NEW YORK CANAL & R. R. Co.,  
 SAYRE, Pa., November 30th, 1885. }

*E. P. Wilbur, Esq., President,*

SIR:—The following report of the operation of the Pennsylvania and New York Canal and Railroad Company for the fiscal year ending November 30th, 1885, is respectfully submitted.

### COAL TONNAGE.

We have transported during the year 1,671,763 $\frac{11}{20}$  tons of coal, an increase of 18,255 tons, or 1 $\frac{10}{100}$  per cent., compared with the previous year.

The following tables give the details of production and distribution compared with the previous year.

#### TOTAL COAL TONNAGE FOR 1885, COMPARED WITH THE PREVIOUS YEAR.

	1884.	1885.	INC. or <i>Decrease.</i>
	TONS.	TONS.	TONS.
Anthracite, . . . . .	1,351,408.15	1,440,761.10	89,352.15
Bituminous, . . . . .	302,099.16	231,002.01	71,097.15
Total, . . . . .	1,653,508.11	1,671,763.11	18,255.00

Percentage of increase in total coal tonnage, 1 $\frac{10}{100}$  per cent.

The anthracite tonnage was derived from the following sources:---

	1884.	1885.	INC. or <i>Decrease.</i>
	TONS.	TONS.	TONS.
Wyoming, . . . . .	1,188,458.03	1,315,136.05	126,678.02
Hazleton, . . . . .	35,270.04	32,777.04	2,493.00
Beaver Meadow, . . . . .	2,811.12	1,001.16	1,809.16
Mahanoy, . . . . .	50,211.15	14,067.03	36,144.12
State Line and Sullivan, . . . . .	74,657.01	77,779.02	3,122.01
Total, . . . . .	1,351,408.15	1,440,761.10	89,352.15

Percentage of increase in anthracite tonnage, 6 $\frac{61}{100}$ .

And was distributed as shown by statement below:—

	1884.	1885.	INC. or <i>Decrease.</i>
	TONS.	TONS.	TONS.
On Line of Road, . . . . .	40,272.00	51,703.09	11,431.09
Montrose Railway, . . . . .	5,246.00	6,133.08	887.08
Southern Central R. R., . . . . .	195,094.19	283,242.18	88,147.19
Geneva, Ithaca & Sayre R. R., . . . . .	393,376.09	426,597.03	33,220.14
N. Y., L. E. & W. Jn. Ship't, . . . . .	11.12	. . . . .	11.12
"    Third rail, . . . . .	569,693.11	524,054.12	45,638.19
"    Watkins Direct, . . . . .	28,558.14	21,275.17	7,282.17
D., L. & W. R. R. at L. & B. Jc., . . . . .	10.06	. . . . .	10.06
Lehigh Valley R. R., . . . . .	62,378.10	71,790.16	9,412.06
For use of Company, . . . . .	56,766.14	55,963.07	803.07
<b>Total, . . . . .</b>	<b>1,351,408.15</b>	<b>1,440,761.10</b>	<b>89,352.15</b>

The source of supply and distribution of the bituminous tonnage was as follows:—

	1884.	1885.	INC. or <i>Decrease.</i>
	TONS.	TONS.	TONS.
Towanda Coal Company, . . . . .	160,234.01	182,795.12	22,561.11
Schraeder Coal, " . . . . .	79,588.05	16,330.02	63,258.03
Long Valley Coal, " . . . . .	58,790.19	29,528.05	29,262.14
N. Y., L. E. & W. R. R. Co., . . . . .	1,999.06	34.12	1,964.14
N. Central R. R., . . . . .	1,487.05	2,313.10	826.05
<b>Total, . . . . .</b>	<b>302,099.16</b>	<b>231,002.01</b>	<b>71,097.15</b>

Percentage of decrease in bituminous tonnage,  $23\frac{53}{100}$ .

#### DISTRIBUTION OF BITUMINOUS COAL.

	1884.	1885.	INC. or <i>Decrease.</i>
	TONS.	TONS.	TONS.
On Line of Road, . . . . .	4,102.02	2,932.15	1,169.07
To Southern Central R. R., . . . . .	39,624.15	5,508.12	34,116.03
To G. I. & S. R. R., . . . . .	19,147.15	13,987.08	5,160.07
To N. Y., L. E. & W. R. R., . . . . .	160,421.02	182,867.09	22,446.07
To N. Y., L. & W. R. R., . . . . .	27,948.15	413.17	27,534.18
To L. V. R. R., . . . . .	40,252.11	13,880.05	26,372.06
Used by Company, . . . . .	10,602.16	11,411.15	808.19
<b>Total, . . . . .</b>	<b>302,099.16</b>	<b>231,002.01</b>	<b>71,097.15</b>

## ANTHRACITE AND BITUMINOUS COAL.

Tons carried one mile:—

	1884.	1885.	INC. or <i>Decrease.</i>
	TONS.	TONS.	TONS.
Anthracite, . . . . .	115,722,747.85	122,204,283.70	6,481,535.85
Bituminous, . . . . .	8,328,976.16	5,195,444.55	3,133,531.61
Total, . . . . .	124,051,724.01	127,399,728.25	3,348,004.24

Of the amount of coal reported as delivered to the New York, Lake Erie and Western Railroad, we have hauled  $370,718\frac{1}{2}$  tons with our own power from Waverly to Buffalo and intermediate points.

The amount of anthracite coal transported in box cars during the year, was  $158,146\frac{1}{2}$  tons, an increase of 491 tons or  $\frac{31}{100}$  of one per cent. The amount so transported was  $10\frac{9}{100}$  per cent. of our anthracite tonnage.

## FREIGHT.

The total amount of freight, exclusive of coal transported over the road during the year, was  $888,843\frac{1}{100}$  tons, as against  $844,149\frac{51}{100}$  tons during the previous year, an increase of  $5\frac{29}{100}$  per cent. The number of tons carried one mile was  $96,538,680\frac{27}{100}$ , an increase of  $38\frac{30}{100}$  per cent. over the previous year. The average rate per ton per mile on all freight transported during the year was  $\frac{51}{100}$  of one per cent., a decrease of  $\frac{35}{100}$  of one per cent. from the previous year. The total tonnage of our road, including anthracite and bituminous coal and general freight was  $2,560,606\frac{56}{100}$  tons, an increase of  $62,948\frac{50}{100}$  tons over the previous year.

## PASSENGER.

The total number of paying passengers carried on the road during the year was 338,378, equal to 8,922,214 carried one mile, an increase over last year of  $6\frac{16}{100}$  per cent. in number of passengers,

and a decrease of  $8\frac{35}{100}$  per cent in passengers carried one mile. Of the above number of passengers carried on the road 39,899 were through passengers. The gross receipts for passengers carried show a decrease of  $9\frac{25}{100}$  per cent, compared with the previous year. The average rate per passenger per mile was  $2\frac{36}{100}$  cents, as against  $2\frac{46}{100}$  cents in 1884 and  $2\frac{55}{100}$  cents in 1883.

#### TELEGRAPH.

Our telegraph line has been kept in good repair during the year with no material changes.

#### EQUIPMENT.

Of the ninety-seven service cars referred to in last report, thirty-four have since been sold to the Lehigh Valley Railroad Company, reducing the number owned by this Company by the same number.

We have built during the year two heavy passenger engines, Nos. 202 and 218, and one light one, No. 222, to take the place of the same numbers worn out and thrown out of service, leaving our equipment as follows:—

	<i>Last Rep.</i>	<i>Increase.</i>	<i>Decrease.</i>	<i>Total Now.</i>
Locomotives, . . . . .	85	2	. . . . .	87
Passenger cars, . . . . .	2	. . . . .	. . . . .	2
Combination cars, . . . . .	2	. . . . .	. . . . .	2
Gravel cars, . . . . .	88	. . . . .	. . . . .	88
Service cars, . . . . .	97	. . . . .	34	63
Wreck and tool cars, . . . . .	5	. . . . .	. . . . .	5
Eight-wheel caboose cars, . . . . .	7	2	. . . . .	9
Four-wheel caboose cars, . . . . .	29	. . . . .	. . . . .	29
Four-wheel shop trucks, . . . . .	10	. . . . .	. . . . .	10

The change in the Pleasant Valley Branch, referred to in last annual report, was completed and track put into service in April last, and the Erie and Wyoming Valley Railroad Company are now running their trains into our station at L. & B. Junction.

The extension of the State Line and Sullivan Branch, under charter of the Loyalsock Railroad Company, was completed to the Loyalsock,  $3\frac{79}{100}$  miles, during the early part of the summer, and has been in use since that time.

The total length of track now laid and in use on main line, sidings and branches, is  $352\frac{34}{100}$  miles, an increase of  $9\frac{10}{100}$  miles over that of last year, classified as follows:—

Main line, Wilkesbarre to New York State Line, . . . . .	104.30
Second track in use as such, . . . . .	102.27
Sidings, . . . . .	63.31
Waverly and State Line Railroad and sidings, . . . . .	3.44
Branch and sidings connecting with G., I. & S. R. R., . . . . .	4.57
“ “ “ “ Southern Cent. R. R., . . . . .	4.82
“ “ “ “ Barclay R. R., . . . . .	3.22
“ “ “ “ N. Y., Lack. and W. R. R. . . . .	.27
Sidings at Waverly, . . . . .	.39
“ Elmira, . . . . .	.69
“ Hornellsville, . . . . .	1.68
“ Sayre Shops and Round House, . . . . .	4.90
Pleasant Valley Branch and sidings, . . . . .	7.82
West Pittston Branch and sidings, . . . . .	10.74
Branches to coal breakers south of L. & B. Junc., . . . . .	8.39
State Line and Sullivan Branch and sidings (leased), . . . . .	27.74
Loyalsock R. R. and sidings, . . . . .	3.79
Total miles, . . . . .	<u>352.34</u>

The following materials have been used in repairs and construction of track during the year, viz.: Five thousand four hundred and two steel rails, one hundred and twenty-four frogs, nine hundred and twenty-six kegs of spikes, one hundred and twelve thousand two hundred and two cross-ties, thirty thousand and sixty-nine feet of switch-ties.

A number of our iron bridges will require repainting in the spring, and the ties on some of them should be renewed at once. The new office at Coxtton, referred to in last report, is completed and in use as such. Work at Vosburg Tunnel has progressed as rapidly as was anticipated, and if nothing unforeseen occurs it should be completed early in the coming summer.

In Buffalo we have extended both tracks of the Lehigh Valley Railway to the city line, at William street, a distance of  $2\frac{8}{10}$  miles, and one track is laid  $3\frac{79}{100}$  miles beyond the city line to the farm purchased for the purpose of getting material to fill the trestles. This filling was commenced during the fall, but suspended, about December 1st, until the warm weather.

We also obtained the right of way from the city, and have laid through Perry street three thousand one hundred and thirty-feet of track, connecting our line directly with the Buffalo Creek Railroad. We have also graded and laid seven thousand six hundred and thirty-five feet of sidings near our connection with the Erie tracks at William street for storing coal cars and other freight.

Respectfully submitted,

W. STEVENSON,  
*Gen'l Supt.*

REPORT

OF THE

Lehigh Valley Coal Company.

# OFFICERS

OF THE

## Lehigh Valley Coal Company.

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**PRESIDENT,**  
ELISHA P. WILBUR.

**VICE-PRESIDENT,**  
CHARLES HARTSHORNE.

**TREASURER,**  
ISRAEL W. MORRIS.

**SECRETARY,**  
JOHN R. FANSHAWE.

**GENERAL SUPERINTENDENT,**  
FREDERIC MERCUR.

**GENERAL COAL AGENT,**  
WILLIAM H. SAYRE.



WILKESBARRE, PA., November 30th, 1885.

E. P. Wilbur, Esq., Prest.,

DEAR SIR:—The following is a condensed report of the operations of the Lehigh Valley Coal Company, for the year ending November 30th, 1885, as compared with previous years:—

	1885. TONS.	1884. TONS.	1883. TONS.
Amount of coal produced by collieries owned and operated by the Company, . . . . .	1,471,535	1,422,961	1,551,196
Amount of coal shipped by tenants of the Company, and from lands controlled by it, .	1,680,074	1,632,094	1,645,505
Total shipments by this Company and from property owned or controlled by it, . . . . .	3,151,609	3,055,055	3,196,701

The greater proportion of the foregoing tonnage has been transported to market via railroads owned, operated, or controlled by the Lehigh Valley Railroad.

The condition of the coal trade during the past year rendered it necessary to curtail the production of coal, and in order to accomplish this object six of the collieries operated by the Company were allowed to remain idle during the whole year. Had they been worked, our tonnage would have shown a very marked increase.

Last year the purchase of the Snow Shoe property was reported, and we herewith append comparative statement of the product of that property:—

	1885.	1884. 6 mos.
Coal, . . . . .	65,730 tons.	38,106 tons.
Coke, . . . . .	24,266 "	11,268 "
Timber, . . . . .	7,934,653 feet.	5,769,465 feet.
Box Bolts, . . . . .		50 $\frac{1}{4}$ cords.
Bark, . . . . .	141 $\frac{1}{4}$ tons.	21 $\frac{7}{10}$ tons.
Railroad Ties, . . . . .	7,745	

Respectfully,

F. MERCUR,  
Gen'l Supt.

