

MANUAL
of the
RAILROADS
OF THE
UNITED STATES
FOR
1882.



Showing their mileage, stocks, bonds, cost, traffic, earnings, expenses and organizations; with a sketch of their rise, progress, influence etc.

Together with an

APPENDIX

CONTAINING

a full analysis of the R.R.s of the United States and of the several States.

BY

Henry V. Poor.

FIFTEENTH ANNUAL NUMBER

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LONDON

1882.

Franklin Bank Note Co. & H. V. Poor

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		<i>I. & M. Div.</i> —H. R. Williams, Min. polis, Minn.
		<i>Racine & S. W. Div.</i> —D. A. Olin, Racine, Wis.
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		<i>Hastings & Dak. Div.</i> —C. W. Case, Minneapolis.
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PRINCIPAL OFFICE AND ADDRESS.....Milwaukee, Wis.
 New York Office.....78 William Street, New York City.

FOND DU LAC, AMBOY AND PEORIA RAILWAY.

Line of Road.—Fond du Lac., Wis., to Iron Ridge, Wis. 30 miles.
 Sidings and other tracks, 1.5 miles. Gauge, 3 ft. Rail, 30 lbs.
 Opened in 1877. Receiver in possession up to May 1, 1879.

Rolling Stock.—Locomotive engines, 2. Cars—passenger, 1; baggage and mail, 1; freight, 35.

Operations for year ending June 30, 1881.—Trains run, 36,646. Passengers carried, 10,912; carried one mile, 160,991; average fare, 3.25 cents. Freight moved, 37,277; moved one mile, 557,164 tons; average rate, 5.31 cents. Earnings (passenger, etc., \$7,023.88; freight, \$29,617.75), \$36,641.63. Operating expenses and taxes, (76.01 per cent.), \$27,924.97. Net earnings, \$8,716.66. Payments: Rents, \$269.36; interest, \$3,930.04; construction, etc., \$7,505.31—total, \$11,704.71. Deficit, \$2,988.05.

Financial Statement, June 30, 1881.—Capital stock, \$125,000; funded debt, 1st mortgage 6 per cent. 20-year bonds, dated May 1, 1879, \$110,000; bills payable, \$6,300; unpaid interest, \$3,300; right of way, \$500; due other companies, \$7,969.27; current balances, \$8,722.53; income account, \$29,937.32—total, \$291,729.62. Contra: Cost of road and equipment, \$248,365.10; real estate, \$6,800; old organization, \$4,500; bonds unsold, \$10,000; interest, etc., \$15,489.79; materials and fuel, \$1,222.49; due from agents, companies, etc., \$1,240.03; cash, \$4,112.21.

ALONZO KINYON, *President and Superintendent*, Fond du Lac, Wis.

<i>Treasurer</i> —E. N. Foster.....Fond du Lac.	<i>Sec. & Asst. Supt.</i> —W. P. Wolf.....Tipton, Ia.
<i>Auditor</i> —F. W. Froemke....."	<i>Gen. Tkt. Agt.</i> —W. G. Wright, Fond du Lac, Wis.

PRINCIPAL OFFICE AND ADDRESS.....Fond du Lac, Wis.

CHIPPEWA VALLEY AND SUPERIOR RAILROAD.

Line of Road.—Eau Claire, Wis., to Wabasha, Minn. 49.2
Cedar Falls Branch: Chippewa Junction to Cedar Falls. 20.6—69.8 miles.
 Gauge, 4 ft. 8½ in. Rail, 50 lbs. to yard.

No report of operations or financial condition furnished. Road under construction. On January 1, 1882, 16.03 miles had been completed.

J. C. EASTON, *President*.....Chatfield, Minn.

Treasurer—John Johnston.....Milwaukee, Wis. | *Secretary*—A. J. Easton.....Lanesboro, Minn.
Chief Engineer—W. R. Sill.....Eau Claire, Wis.

PRINCIPAL OFFICE AND ADDRESS.....Milwaukee, Wis.
 General Offices.....Milwaukee and Eau Claire, "

GREEN BAY, WINONA AND ST. PAUL RAILROAD.

Line of Road.—Ft. Howard, Wis., to Marshland, Wis. .209.3 m.

Branches : { *Eastmoor* : Marshland to Eastmoor.....3.0 m.
 { *La Crosse* : Onalaska to La Crosse.....6.5 " — 9.5 " —218.8 miles.

Sidings and other tracks, 15 miles. Gauge, 4 ft. 8½ in. Rail (steel, 87 miles), 56 lbs.

Between Onalaska and Winona (27.8 m.) the tracks of the C. & N. W. Ry. are used under permanent contract, making the total length of line operated in 1881, 246.6 miles.

Chartered under the name of Green Bay and Lake Pepin RR. Co. April 12, 1866. Reorganized as Green Bay and Minnesota RR. Co. September 5, 1873. Main line opened December 18, 1873. Sold under foreclosure January 20, 1881, and reorganized under present name October 14, 1881. Since the close of the fiscal year the company has built a branch line from Plover to Steven's Point, 5.90 miles.

Rolling Stock.—Locomotive engines, 19. Cars—passenger, 9; baggage, mail, etc., 8; freight (box, 356; platform, 137; coal, 6), 499; other, 22—total, 538.

Operations from October 14, 1881, to December 31, 1881.—Not reported. Earnings (passenger, \$23,622.04; freight, \$73,044.65; mails, express, etc., \$4,286.75), \$100,953.44. Operating expenses, \$65,801.84. Net earnings, \$35,151.60. Rentals of tracks, \$4,557.67. Balance, surplus, \$30,593.93.

For the year ending June 30, 1881, the operations as reported to the Railroad Commissioner of the State were as follows: Trains run (passenger, 144,249; freight and mixed, 232,369), 376,618. Total engine service, 446,784 miles. Passengers carried, 66,093; carried one mile, 2,650,765; average rate, 8.51 cents. Freight moved, 127,247; moved one mile, 20,895,604 tons; average rate, 1.37 cents. Earnings—passenger, \$93,167.73; freight, \$286,544.89; mail, express, etc., \$22,176.14—total, \$401,888.76. Operating expenses and taxes, \$289,342.10. Net earnings, \$112,546.66. Paid, rental, C. & N. W. Ry. tracks, \$19,613.55. Balance, surplus, \$92,933.11.

Financial Statement, December 31, 1881.—Capital stock (common, \$8,000,000; preferred, \$2,000,000), \$10,000,000; funded debt, \$5,381,000; accounts, \$1,105.89; agents and companies, \$2,852.51; other liabilities, \$12,983; earnings account, \$109,221.89—total, \$15,507,162.79. Contra: Construction, \$14,974,318.74; equipment, \$380,050; agents and RR. Cos., \$22,831.13; materials and fuel, \$10,376.12; other property and assets, \$833.94; operating account, \$62,835.22; sundry accounts, \$33,572.56; cash on hand, \$22,345.08. The funded debt consists of 1st mortgage 6 per cent. 30-year bonds, due February 1, 1911, interest February and August (\$8,000 per mile), \$1,600,000; 2d mortgage income 8 per cent., if earned (non-cumulative), 30-year bonds, due May 1, 1911, interest May and Nov. (\$18,000 per mile), \$3,781,000.