You Are Viewing an Archived Copy from the New Jersey State Library

State of New Jersey.

Railroad and Canal Reports.

1884.

1884.

You Are Viewing an Archived Copy from the New Jersey State Library

ANNUAL STATEMENTS

OF THE

Railroad and Canal Companies

OF THE

STATE OF NEW JERSEY,

TOGETHER WITH

REPORT OF THE STATE DIRECTOR OF THE UNITED NEW JERSEY RAILROAD AND CANAL CO.,

FOR THE YEAR

1884.

NEW JERSEY STATE LIBRARY

TRENTON, N. J.:
JOHN L. MURPHY, STATE PRINTER.
1885.

You Are Viewing an Archived Copy from the New Jersey State Library

94258

You Are Viewing an Archived Copy from the New Jersey State Library

STATE OF NEW JERSEY,
OFFICE OF COMPTROLLER OF THE TREASURY,
TRENTON, MARCH 1st, 1885.

To the Senate and General Assembly:

I have the honor to lay before you the report and statements of the State Director of the United New Jersey Railroad and Canal Company for the year 1884, and such reports of Railroad and Canal Companies for that year as have been received at this office.

Very respectfully,

E. J. ANDERSON,
Comptroller.

You Are Viewing an Archived Copy from the New Jersey State Library

REPORT OF THE STATE DIRECTOR OF THE UNITED NEW JERSEY RAILROAD AND CANAL COMPANY.

To the Governor of the State of New Jersey:

SIR—As Director of the United New Jersey Railroad and Canal Company on behalf of the State, I herewith transmit the several statements furnished by the Pennsylvania Railroad Company, lessee, of the operations of the first named company for the year ending December 31st, 1884. A transcript of the amount received by the State for its interest in the United New Jersey Railroad and Canal Company will be found in the report of the State Treasurer, to which you are respectfully referred.

It is proper to add that the same vigorous and progressive management that has characterized the lessee ever since it took charge of these properties is visible all along the main stem and lateral branches of the United Companies. A liberal and enlightened policy and lavish expenditures have made this the finest piece of railroad property in this country. In all the essentials of comfort, safety and speed, if not superior are equal to any other managed road in the world. The cities of New York and Philadelphia are now connected by almost four separate continuous tracks, while the work of improvement and enlargement of facilities is everywhere in progress along its lines.

It is gratifying to add that the employes of the company exhibit a fidelity to duty and a gentlemanly bearing to the patrons of the road that is highly commendable.

Respectfully,

CHAS. A. BUTTS,
State Director.

Camden, N. J., February 2d, 1885.

You Are Viewing an Archived Copy from the New Jersey State Library

STATEMENTS.

The Report for the United New Jersey Railroad and Canal Company includes the following lines:

MAIN LINE—NEW YORK DIVISION—NEW YORK TO MANTUA.

	Miles in length.	Miles in length.
Hudson River Ferries	1.	
New Jersey Railroad	33.64	
Trenton Branch, U. N. J. R. R. & C. Co	23.02	
Trenton Bridge	0.19	
Philadelphia and Trenton Railroad	23.66	
Connecting Railway	6.75	
		88.26

BRANCHES WHOSE OPERATIONS ARE INCLUDED IN MAIN LINE—NEW YORK DIVISION.

Harsimus Branch	1.55	
National Docks Railway	1.92	
Centre Street, Newark, Branch	1.36	
Bonhampton Branch	1.89	
Princeton Branch	3.13	
Millham cut-off, Trenton	1.11	
Tioga Branch	1.23	
Kensington Branch	2.76	
		14.95

MAIN LINE—AMBOY DIVISION—CAMDEN TO SOUTH AMBOY.

Camden and Amboy Railroad		61.14

BRANCHES WHOSE OPERATIONS ARE INCLUDED IN MAIN LINE—AMBOY DIVISION.

Monmouth Junction to Jamesburg	5.52	
Trenton Branch	6.08	
Florence Branch	2.14	
		13.74
Perth Amboy and Woodbridge Railroad		6.40
Millstone and New Brunswick Railroad		6.65

You Are Viewing an Archived Copy from the New Jersey State Library

Rocky Hill and Kingston Railroad	2.38	
Monmouth Junction to Kingston	4.16	
		6.54
Frankford and Holmesburg Railroad		4.16
Freehold and Jamesburg Agricultural Railroad		27.54
Pemberton and Hightstown Railroad		24.47
Columbus, Kinkora and Springfield Railroad		14.18
Burlington and Mount Holly Railroad		7.15
Camden and Burlington County Railroad		22.46
Mount Holly, Lumberton and Medford Railroad		6.19
Vincentown Branch		2.84
Belvidere Delaware Railroad		67.49
Flemington Railroad		11.67
Philadelphia and Long Branch Railroad		46.13
United Railroads of New Jersey Division		431.96
Delaware and Raritan Canal	44.00	
Feeder	22.00	
		66.00

Earnings and Expenses of The United New Jersey Railroad and Canal Company, for the Year ending December 31st, 1884.

RAILROADS.

From Passengers	$5,699,244 93		
Freights	7,542,897 42		
Express matter	363,753 15		
Mails	182,897 83		
Miscellaneous	373,382 94		
Total earnings		$14,162,176 27	
Working expenses		10,368,439 95	
Net earnings			$3,793,736 32

DELAWARE AND RARITAN CANAL.

From Tolls on boats	$3,077 21		
Tolls on lading	311,133 96		
Tolls on steam towing	118,739 28		
Miscellaneous	114,760 21		
Total earnings	$547,710 66		
Working expenses	381,403 87		
Net earnings			166,306 79
			$3,960,043 11

You Are Viewing an Archived Copy from the New Jersey State Library

Statement of Amounts Received during 1884 by the Treasurer of the Pennsylvania Railroad Company, from Investments of the United New Jersey Railroad and Canal Company.

DIVIDENDS ON STOCKS.

Dividends—Freehold and Jamesburg Agricultural Railroad Company, March		$9,594 00
West Jersey Railroad Company, scrip, March	$21,714 00	
West Jersey Railroad Company, cash, September	21,714 00	
		43,428 00
Camden and Philadelphia Steamboat Ferry Company, January	$8,765 00	
Camden and Philadelphia Steamboat Ferry Company, July	7,012 00	
		15,777 00
Camden and Burlington County Railroad Company, January	$5,709 00	
Camden and Burlington County Railroad Company, July	5,709 00	
		11,418 00
Pemberton and Hightstown Railroad Company, January	$90 00	
Pemberton and Hightstown Railroad Company, July	90 00	
		180 00
Paterson and Ramapo Railroad Company, January	$337 50	
Paterson and Ramapo Railroad Company, July	337 50	
		675 00
Newark Plank Road Company, Stock, March	$63,300 00	
Newark Plank Road Company, Cash, July	3,956 25	
		67,256 25
Newark and New York Railroad Company, January	$1,638 00	
Newark and New York Railroad Company, July	1,638 00	
		3,276 00
Mount Holly and Moorestown Turnpike Company, April		207 00
Hackensack and Passaic Bridge Company, December		4,725 00

You Are Viewing an Archived Copy from the New Jersey State Library

INTEREST ON BONDS.

Interest—Frankford and Holmesburg Railroad Company, January	$1,400 00	
Frankford and Holmesburg Railroad Company, July	1,400 00	$2,800 00
Freehold and Jamesburg Agricultural Railroad Company, January	$2,568 00	
Freehold and Jamesburg Agricultural Railroad Company, July	2,568 00	5,136 00

INTEREST ON BONDS AND MORTGAGES.

Interest on George T. Mills' bond, October	78 00
Rents	187,627 48
	$352,177 73

Statement of Amounts Paid and Received during 1884, by the Treasurer of the Pennsylvania Railroad Company, on Account of Dividends, Interest, Rents, &c., United New Jersey Railroad and Canal Company.

PAYMENTS.

Dividend, United New Jersey Railroad and Canal Company	$2,124,040 00	
Dividend, Philadelphia and Trenton Railroad Company	49,410 00	$2,173,450 00
Interest on New Jersey Loans		1,162,957 20
Organizations, salaries, &c.		11,500 00
Dividends and interest on stocks and bonds of branch roads		101,252 50
Tax to State of Pennsylvania on Philadelphia and Trenton Railroad		4,765 50
Interest on mortgages and ground rents		63,865 05
Rentals, leased roads (including interest on equipment Belvidere Delaware Railroad, $44,873.38; and Freehold and Jamesburg Agricultural Railroad, $7,470.12)		790,013 69
Rents		297,862 30
Transit duty		298,128 98
Commission, J. S. Morgan & Co., London, paying coupons		1,961 90
		$4,905,757 12

RECEIPTS.

Deduct amount received from investments United New Jersey Railroad and Canal Company	352,177 73
	$4,553,579 39

You Are Viewing an Archived Copy from the New Jersey State Library

Statement of Amounts paid by Treasurer of the Pennsylvania Railroad Company on account of Dividends, Interest, &c., for the United New Jersey Railroad and Canal Company during the year 1884.

Dividend, United New Jersey Railroad and Canal Company	$2,124,040 00	
Dividend, Philadelphia and Trenton Railroad Company	49,410 00	
		$2,173,450 00
Organization, United New Jersey Railroad and Canal Company		10,000 00
Interest, Joint Companies' loan, 1889, $5,000,000, May and November	$300,000 00	
Interest, Joint Companies' loan, 1889, $866,000, June and December	51,960 00	
Interest, United Companies' loan, 1888, $154,000, February and August	9,240 00	
Interest, United Companies' gold loan, 1894, £729,200, March and September	212,197 20	
Interest, United Companies' registered loan, 1894, $2,000,000, April and October	120,000 00	
Interest, United Companies' gold loan, 1901, $5,669,000, March and September	340,140 00	
Interest, United Companies' registered loan, 1908, $841,000, March and September,	50,460 00	
Interest, United Companies' registered loan, 1923, $1,824,000, February and August	72,960 00	
Interest, New Jersey Railroad and Transportation Company's bond to New Jersey, $100,000, April and October	6,000 00	
		1,162,957 20
Dividend, Camden and Burlington County Railroad stock, January and July	$22,915 50	
Interest, Camden and Burlington County Railroad bonds, February and August	21,000 00	
Organization, Camden and Burlington County Railroad Company, July	500 00	
		44,415 50
Dividend, Pemberton and Hightstown Railroad stock, January and July	$20,529 00	
Interest, Pemberton and Hightstown Railroad bonds, January and July	11,200 00	
Organization, Pemberton and Hightstown Railroad Company, January and July	500 00	
		32,229 00
Dividend, Vincentown Railroad stock, January and July		900 00
Dividend, Perth Amboy and Woodbridge Railroad stock, January and July	$1,632 00	
Interest, Perth Amboy and Woodbridge Railroad bonds, February and August	6,000 00	
Organization, Perth Amboy and Woodbridge Railroad Company, January and July	100 00	
		7,732 00

You Are Viewing an Archived Copy from the New Jersey State Library

Interest, Frankford and Holmesburg Railroad bonds, January and July		$2,100 00
Dividend, Millstone and New Brunswick Railroad stock, February and August	$2,865 00	
Organization, Millstone and New Brunswick Railroad Company, February and August	100 00	2,965 00
Dividend, Mount Holly, Lumberton and Medford Railroad stock, April and October	$5,739 00	
Interest, Mount Holly, Lumberton and Medford Railroad bonds, April and October	5,250 00	
Organization, Mount Holly, Lumberton and Medford Railroad Company, April and October	200 00	11,189 00
Dividend, Rocky Hill and Kingston Railroad stock, June and December	$1,122 00	
Organization, Rocky Hill and Kingston Railroad Company, June and December	100 00	1,222 00
Commission, J. S. Morgan & Co., London, paying coupons		1,961 90
Tax paid State of Pennsylvania on account Philadelphia and Trenton Railroad		4,765 50
Transit duty, United Railroads of New Jersey, including Delaware and Raritan Canal		298,128 98

INTEREST ON MORTGAGES AND GROUND RENTS.

New York Division	$60,745 05	
Amboy Division	3,120 00	63,865 05

RENTALS—LEASED ROADS.

River Front Railroad	$23,000 00	
Connecting Railway	139,992 90	
Trenton Delaware Bridge	28,000 01	
Columbus, Kinkora and Springfield Railroad	4,518 61	
Belvidere Delaware Railroad	529,523 09	
Freehold and Jamesburg Agricultural Railroad	64,979 08	790,013 69
Rents		297,862 30
		$4,905,757 12

RECAPITULATION.

Dr.

Amount paid on account dividends, interest, &c.	$4,905,757 12

Cr.

Amount received from investments	352,177 73
	$4,553,579 39

You Are Viewing an Archived Copy from the New Jersey State Library

Statement of Amounts Charged and Credited to "Construction," "Real Estate" and "Harsimus Cove," on Account of Permanent Improvements on the United Railroads of New Jersey, from January 1st, 1872, to December 31st, 1884, inclusive.

COST OF CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1880	$5,063,754 70	
Amount expended in 1881	561,737 15	
Amount expended in 1882	471,165 37	
Amount expended in 1883	538,793 18	
Amount expended in 1884	151,352 49	
		$6,786,802 89

Cr.

By proceeds from sale of bonds, equipment and other property	5,647,961 06
Debit balance, January 1st, 1885	$1,138,841 83

REAL ESTATE.

Dr.

To Amount expended to December 31st, 1880	$892,050 45	
Amount expended in 1881	53,951 19	
Amount expended in 1882	41,509 49	
Amount expended in 1883	7,683 94	
Amount expended in 1884	51,679 56	
		$1,046,874 63

Cr.

By proceeds from sale of real estate, materials, &c.	397,467 04
Debit balance, January 1st, 1885	$649,407 59

HARSIMUS COVE—CONSTRUCTION.

Dr.

To Amount expended to December 31st, 1880	$2,125,771 88	
Amount expended in 1881	111,808 68	
Amount expended in 1883	26,974 32	
Amount expended in 1884	8,848 38	
		$2,273,403 26

Cr.

By Proceeds from sale of buildings and materials	$1,368 49	
United New Jersey Railroad and Canal Company's stock	2,258,708 55	
		2,260,077 04
Debit balance, January 1st, 1885		$13,326 22

You Are Viewing an Archived Copy from the New Jersey State Library

HARSIMUS COVE—RIGHT OF WAY AND REAL ESTATE.

Dr.

To Amount expended to December 31st, 1880	$624,583 00	
Amount expended in 1881	50,000 00	
Amount expended in 1882	37,008 45	
Amount expended in 1883	30,000 00	
Amount expended in 1884	20,000 00	
		$761,591 45

Cr.

By Proceeds from sale of buildings and materials	$300 00	
United New Jersey Railroad and Canal Company's stock	741,291 45	
		741,591 45
Debit balance, January 1st, 1885		$20,000 00

SUMMARY.

Dr.

To Cost of construction	$6,786,802 89	
Real estate	1,046,874 63	
Harsimus Cove, construction	2,273,403 26	
Harsimus Cove, right of way and real estate	761,591 45	
		$10,868,672 23

Cr.

By Proceeds from sale of bonds, equipment, real estate, materials and other property	$6,047,096 59	
United New Jersey Railroad and Canal Company's stock	3,000,000 00	
		9,047,096 59
Debit balance, January 1st, 1885		$1,821,575 64

COST OF CONSTRUCTION FOR YEAR 1884.

Right of way	$21,959 69	
Additional tracks and sidings	12,046 75	
New Lines	88,371 41	
Incidentals	8,122 26	
Wharves and landings	20,852 38	
		$151,352 49

HARSIMUS COVE.

Paving new freight yard	$2,499 00	
Turn-table and tracks	6,349 38	
		8,848 38
Right of way and real estate		20,000 00
Real estate		51,679 56
		$231,880 43

You Are Viewing an Archived Copy from the New Jersey State Library

REPORTS OF RAILROAD COMPANIES.

ANGLESEA RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the subscriber, the receiver of the Anglesea Railroad Company, presents the following report for the year ending December 31st, 1884:

The road extends from Anglesea Junction, on West Jersey Railroad, to Anglesea, a distance of about five miles.

It is now in the hands of the subscriber as receiver, appointed by the Chancellor of New Jersey, by an order dated September 10th, 1884, and since the 25th day of December, 1884, the road has not been operated. The subscriber has no information in respect to the matters referred to in above schedule.

State of New Jersey, Camden County, *ss.*—J. Alfred Bodine, being duly sworn, on his oath says that he is receiver of the Anglesea Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. ALFRED BODINE,
Receiver.

Sworn and subscribed before me this 27th day of February, A. D. 1885.

S. H. GREY,
M. C. C.

NEW JERSEY STATE LIBRARY

You Are Viewing an Archived Copy from the New Jersey State Library

RECEIPTS AND EXPENSES FOR 1884

Income from passengers, while in charge of receiver, from September 10th, 1884, to December 25th, 1884	$667 47
Income from freight, while in charge of receiver, from September 10th, 1884, to December 25th, 1884	379 34
Income from other sources, while in charge of receiver, from September 10th, 1884, to December 25th, 1834	71 92
Income from other sources	218 18
	$1,337 91
Expenditures during the period above stated, for working road, including repairs, maintenance of way, motive power and contingencies	1,738 51

You Are Viewing an Archived Copy from the New Jersey State Library

BELVIDERE DELAWARE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Belvidere Delaware Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$999,950 00
Bonded debt	3,444,500 00
Floating debt, special bond	600 00
Cost of road and equipments	$4,301,468 04

The road extends from Trenton, N. J., to Manunka Chunk, N. J., a distance of sixty-eight miles.

It is leased to the United New Jersey Railroad and Canal Company. The lease is assigned by them to the Pennsylvania Railroad Company at an annual rental of the "surplus of the net earnings."

It is equipped mainly by themselves, and operated by the Pennsylvania Railroad Company as a part of their Belvidere Division, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Camden county, *ss.*—W. H. Wilson, being duly sworn, on his oath says that he is President of the Belvidere Delaware Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this twenty-ninth day of January, A. D. 1885.

HUGH B. ELY,
M. C. C.

You Are Viewing an Archived Copy from the New Jersey State Library

RECEIPTS AND EXPENSES OF BELVIDERE DELAWARE RAILROAD FOR 1884.

Income from passengers	$185,305 94	
Income from freights	1,156,742 21	
Income from mails, express and rents	13,936 71	
		$1,355,984 86
Expenditures during year for working road, including repairs, maintenance of way, motive power and contingencies		819,126 40
Net earnings Belvidere Delaware Railroad		$536,858 46

RECEIPTS AND EXPENSES OF FLEMINGTON RAILROAD FOR 1884.

Income from passengers	$9,650 24	
Income from freights	3,324 15	
Income from mails	535 24	
		$13,509 63
Expenditures during year for working road, including repairs, maintenance of way, motive power and contingencies		20,958 53
Loss working Flemington Railroad		$7,448 90
Net earnings both roads		$529,409 56

ACCIDENTS FOR 1884.

January 7th.—William Peters, brakeman, was injured by falling from freight train near Wilburtha. Conductor, George H. Reading; engineman, James Margerum; both retained in company's employ.

January 7th.—Damon H. Leigh, car inspector, had hand and wrist injured at Coal Port by being caught between cars. Conductor, Charles B. Wood; engineman, E. McClurg; retained in company's employ.

February 11th.—Joseph Lauer, while walking on track at Holland, was struck by material train and had three ribs broken. Conductor, D. McAuliff; engineman, R. R. Walton; retained in company's employ.

February 27th.—Henry Anthiel, brakeman, while disconnecting engine from train at Coal Port, fell under the engine and was killed. Conductor, A. Skirm; engineman, J. L. Dean; retained in company's employ.

You Are Viewing an Archived Copy from the New Jersey State Library

February 27th.—James Capple, brakeman, had foot injured while shifting car at Coal Port. Conductor, George H. Smith; engineman, William Perry; retained in company's employ.

May 10th.—Harry C. Forkner, boy, while stealing a ride on freight train at Trenton, fell under train and had leg cut off. Conductor, F. W. Gove; engineman, L. C. Johnson; retained in company's employ.

June 16th.—Andrew Reilly, while stealing a ride on coal train at Wilburtha, had leg broken between two cars. Conductor, Charles Moyer; engineman, R. N. Lauer; retained in company's employ.

June 16th.—James Lloyd, brakeman, in getting off engine at Byram, was dragged and injured. Conductor, T. M. Miller; engineman, C. Lee; retained in company's employ.

July 9th.—Thomas Moser, brakeman, in getting off train at Holland, had shoulder dislocated. Conductor, Barclay Hicks; engineman, L. T. Brant; retained in company's employ.

August 9th.—John Reed, boy, in attempting to jump on moving coal train at Lambertville, had back injured. Conductor, D. W. Bowers; engineman, W. H. Miller; retained in company's employ.

August 29th.—Peter Clark, while walking on the track at Somerset, was struck by engine on coal train and slightly injured. Conductor, J. L. Barnet; engineman, J. Zennicliff; retained in company's employ.

September 9th.—Wm. C. Van Nortwick, brakeman, was fatally injured at Lambertville while shifting cars. Conductor, H. R. Person; engineman, Charles Thorne; retained in company's employ.

October 19th.—Frank Reamer, of Washington, D. C., while walking on track at Phillipsburg, was struck by some moving cars and severely injured. Conductor, W. H. Eckhardt; engineman, J. C. Warner; retained in company's employ.

November 4th.—Augustus Faletus, boy, stealing ride on engine at Trenton, fell and was run over and leg and arm cut off. Conductor, J. B. Clayton; engineman, G. W. Weston; retained in company's employ.

You Are Viewing an Archived Copy from the New Jersey State Library

December 3d.—Calvin Cooper, brakeman, was severely injured while connecting cars at Lambertville. Acting engineman, B. Sproat; retained in company's employ.

December 5th.—Wm. H. Eckhardt, conductor, had hand injured while connecting train at Phillipsburg. Engineman, J. C. Warner; retained in company's employ.

December 25th.—Rosa Cleary, while attempting to cross the track in front of passenger train at Fowler street, Trenton, was run over and killed. Conductor, George K. Mellick; engineman, W. R. O'Neill; retained in company's employ.

You Are Viewing an Archived Copy from the New Jersey State Library

BERGEN COUNTY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Bergen County Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$200,000 00
Bonded debt	200,000 00
Cost of road and equipments	562,074 35

The road extends from Rutherford to Ridgewood, a distance of ten miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of $24,000. The particulars of its operations and expenditures have been kept as a part of the general accounts of that company, and cannot be specified as applied exclusively to the Bergen County Railroad.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, City and County of New York, *ss.*—Edmund S. Bowen, being duly sworn, on his oath says that he is Vice-President of the Bergen County Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief, as is also the following statement of accidents occurring on the line during the year 1884.

E. S. BOWEN.

Sworn and subscribed before me this ninth day of February, A. D. 1885.

GEO. E. GRANT,
Notary Public New York City and County.

You Are Viewing an Archived Copy from the New Jersey State Library

ACCIDENTS FOR 1884.

February 7th.—Patrick Higgins, brakeman, age 24, on train (wild-cat); John Daly, conductor; engine 496; S. F. Hammond, engineer. Had his left arm slightly bruised, no bones broken, while coupling car to engine in violation of orders, at Dundee, N. J., at 2:40 P. M.

March 1st—Cornelius G. Ackerman, age 39, attempted to drive across track one-half mile east of Ridgewood Junction, N. J., at 6:25 P. M., in front of train 23; engine 161; W. L. Baxter, conductor; J. Springsteen, engineer. Was struck by engine and instantly killed. Proper signals had been given for crossing, and every effort made to prevent train striking him.

December 26th.—James Buckley, brakeman, age 33, on train (wild-cat); J. Brown, conductor; engine 496; A. Gibson, engineer. Was setting brakes on cars that had been switched at Dundee, N. J., at 3:30 P. M. Cars ran against other cars in the switch with sufficient force to throw him against one of them, breaking one of his ribs in right side.

December 31st.—John J. Wilkin, age 65, was struck and instantly killed at Garfield, N. J., at 6:45 P. M., by train 5; D. Doremus, conductor; engine 148; J. Woods, engineer. A freight train had just passed, the caboose of which obstructed view of west-bound track, and he did not see the train coming. Bell was ringing and a long whistle had been blown for the crossing. He was taken to the station and coroner notified.

You Are Viewing an Archived Copy from the New Jersey State Library

CAMDEN AND ATLANTIC RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Camden and Atlantic Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$1,258,255 75
Bonded debt	1,445,650 65
Cost of road and equipments	$2,536,946 26
Dividends paid during the year 1884, and how paid—	
One, of 7 per cent., in cash.	

The road extends from Camden to Atlantic City, N. J., and from Atlantic City to Longport, N. J., a distance of sixty-five and seventy-six hundredths miles.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$412,582 91
Income from freight	135,954 39
Income from other sources	8,157 41
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$471,056 27

State of New Jersey, Camden County, *ss.*—W. J. Sewell, being duly sworn, on his oath says that he is Vice President of the Camden and Atlantic Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884, are correct and true to the best of his knowledge and belief.

W. J. SEWELL.

Sworn and subscribed before me this 9th day of February, A. D. 1885.

HUGH B. ELY,
M. C. C. State of New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

ACCIDENTS FOR 1884.

January 21st.—Train No. 34 struck a wagon driven by Selig Nathan, about three miles out of Camden, killing horse, demolishing wagon and killing Nathan instantly.

February 2d.—Mrs. Eliza Beatty, aged 65 years, while attempting to jump from train No. 30, at Elwood Station, fell and broke her leg, also injured internally.

February 17th.—Train No. 11 struck and instantly killed Wm. Peacock, who was sitting on track about one hundred or one hundred and fifty feet east of Fourth street crossing, Camden.

May 21st.—Train No. 24, while approaching Camden depot, struck James Clark, of Philadelphia, who was walking on track, and broke both of his legs.

June 13th.—Mary Develin, of 233 Pine street, Camden, while attempting to cross track at Third and Main streets, was struck by train No. 30, and the supposition is that some of her ribs were broken.

June 14th.—Extra passenger train south (engine No. 9, Engineer Geo. Baxter, and Conductor Seth A. Smith,) collided with train No. 30 north (Engineer C. R. Palmer and Conductor Glenn,) at Pikes Peak, about one mile north of Ashland, killing C. R. Palmer, engineer; Nicholas Barber, fireman; Seth A. Smith, conductor; Augustus Edwards, brakeman; Winfield Scott Hiles, mail agent; George Baxter, engineer, and Frank A. Fenton, civil engineer. Injuring Sarah Richmond, Leonard Bausch, Henry Deith, J. G. Rosenbaum, John Layer, Louis McLain, A. T. Glenn, Frank McCormick and Willie Caskey. The latter has since died, the others have recovered.

September 13th.—William C. Kirk was found on track between Haddonfield and Glenwood. Supposed to have been killed by freight train. Conductor Lientwine.

October 9th.—J. Gandy, of Winslow, N. J., and A. Stafford, of Glendale, were thrown from extra passenger train (engine No. 12,

You Are Viewing an Archived Copy from the New Jersey State Library

Engineer H. Earl, and Conductor D. C. Kay,) while rounding curve near Medford Junction. Gandy was slightly injured and Stafford seriously injured.

November 3d.—John Conarota, a laborer, employed on extra gravel train, in attempting to jump from train while in motion, was run over and killed.

December 8th.—Train No. 437 struck a wagon driven by James Wicks (colored), at Kaighns Point crossing, demolishing the wagon and killing Wicks.

December 10th.—A little boy named Chas. Ruth, of Camden, while attempting to cross the track ahead of train No. 31, at or near Starr's crossing, was struck and badly hurt.

You Are Viewing an Archived Copy from the New Jersey State Library

CAMDEN AND BURLINGTON COUNTY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to thh Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Camden and Burlington County Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$381,925 00
Bonded debt	350,000 00

The road extends from Camden Junction to Mount Holly, and Burlington to Pemberton, a distance of thirty miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of six per cent.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Burlington County, *ss.*—John S. Irick, being duly sworn, on his oath says that he is President of the Camden and Burlington Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN S. IRICK.

Sworn and subscribed before me this 2d day of February, A. D. 1885.

SAMUEL O. ROSS,
Notary Public.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$146,564 60
Income from freight	40,466 64
Income from other sources	12,099 44
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$125,822 19

You Are Viewing an Archived Copy from the New Jersey State Library

CAPE MAY AND SEWELL'S POINT RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Cape May and Sewell's Point Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$39,000 00
Cost of road and equipments	40,000 00

The road extends from Cape May City to Sewell's Point, a distance of three miles.

RECEIPTS AND EXPENSES FOR 1884.

Income from all sources	$2,500 00
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	2,500 00

REMARKS.

The road is leased to the Cape May and Skellenger's Landing Railroad Company at an annual rental of $2,500, and is operated in connection with that company, and the further information required by law will be furnished in the report by that company.

State of New Jersey, Cape May County, *ss.*—Downs Edmunds being duly sworn, on his oath says that he is President of the Cape May and Sewell's Point Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884 are correct and true to the best of his knowledge and belief.

DOWNS EDMUNDS.

Sworn and subscribed before me this 30th day of December, A. D. 1884.

HERBERT W. EDMUNDS,
Master in Chancery.

You Are Viewing an Archived Copy from the New Jersey State Library

CENTRAL RAILROAD COMPANY OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Central Railroad Company of New Jersey presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$18,563,200 00
Bonded debt	39,137,448 11
Floating debt	2,455,878 13
Cost of road and appendages	17,345,058 44
Value of equipment of road in New Jersey	5,106,660 00

The road extends from Jersey City to Phillipsburg, a distance of seventy-two and thirty one-hundredths miles, with branches to Newark six and twenty-two one-hundredths miles, to Brill's five and forty one-hundredths miles, to Elizabeth three miles, to Perth Amboy twelve and sixteen one-hundredths miles, to Bay Way eighty-two one-hundredths miles. Total, ninety-nine and ninety one-hundredths miles.

It is leased to the Philadelphia and Reading Railroad Company, at an annual rental of six per cent. upon the capital stock of the company and such sum as may be necessary to pay and discharge the fixed charges and expenses of organization.

It is equipped in part and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Mercer County, *ss.*—Henry S. Little, being duly sworn, on his oath says that he is president of the Central Railroad Company of New Jersey, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this second day of February, A. D. 1885.

HENRY C. KELSEY,
Master in Chancery of New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$1,704,733 97
Income from freight	3,733,097 83
Income from other sources	412,170 09
	$5,850,001 89
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	3,370,979 44
Dividends paid during the year 1884, and how paid:	
4½ per cent. in cash	835,344 00

ACCIDENTS FOR 1884.

January 3d.—August Brown, aged 10 years, instantly killed, run over by train while walking on track, at Newark. Conductor, E. Wilson; engineer, P. Hartzel.

January 3d.—John W. Manning, colored, leg broken, jumping from moving train at Plainfield. Conductor, N. S. Doty; engineer, Chas. Houston.

January 5th.—Bennett McPherson, leg broken, thrown from top of car at Annandale. Conductor, N. J. Bennett; engineer, Chas. Ward.

January 30th.—Thomas Rockliffe, leg and arm broken, attempting to cross track in front of train at Jersey City. Conductor, C. E. Parker; engineer, Stephen Winner.

January 30th.—Mary Gallagher, fatally injured, attempting to cross track in front of train, at Jersey City. Conductor, C. E. Parker; engineer, Stephen Winner.

February 7th.—John Connors, arm broken, struck by engine while walking alongside of track, at Bay Draw. Conductor, J. T. Dobbeer; engineer, Edward Chaplain.

February 7th.—William Voorhees, found dead on track, supposed to have been run over by train, at Bound Brook. Conductor, John Williams; engineer, Frank Naylor.

February 7th.—Peter Jacobson, instantly killed, attempting to cross track in front of train, at Cranford. Conductor, John H. Schwab; engineer, Thos. Cody.

You Are Viewing an Archived Copy from the New Jersey State Library

February 13th.—Matthias Kuldrshees, instantly killed, run over by train while working on bridge, at Bay Bridge. Conductor, J. R. Day; engineer, H. McClaren.

March 8th.—Bartholomew Gordon, instantly killed, struck by train while working on track, at Jersey City. Conductor, A. Campbell; engineer, T. E. Kelton.

March 18th.—Michael Hussion, fatally injured while walking over coal train; bottom of car gave way, throwing him under train, at Port Johnston. Conductor, M. Hussion; engineer, A. B. Gray.

April 1st.—Bridget Caldwell, instantly killed, struck by train while walking alongside of track, at Newark. Conductor, C. W. Keyser; engineer, P. F. Doyle.

April 5th.—Thomas Noyes, fatally injured, attempting to cross track in front of train, at Jersey City. Conductor, E. T. Brown; engineer, Horace Allen.

April 24th.—Jacob Hoffman, skull fractured, fell in getting off coal train, at Elizabethport. Conductor, L. S. Bowlby; engineer, James Beem.

May 14th.—William F. Chichester, instantly killed, attempting to drive across track in front of train, at Dunellen. Conductor, Wm. Thomas; engineer, John Rhodes.

May 16th.—Gregor Meither, fatally injured, caught between bumper block and cars, at Elizabethport. Conductor, Michael Driscoll; engineer, Augustus Woody.

May 22d.—Welcome R. Beebe, fatally injured, attempting to cross track in front of train, at Evona. Conductor, A. Patterson; engineer, B. Flynn.

June 30th.—George Hilts, leg broken, caught between bumpers while coupling cars, at Elizabethport. Conductor, George T. Miller; engineer, John Ross.

July 1st.—Thomas Settler, aged 18 months, instantly killed, struck by train while playing on track, at Phillipsburg. Conductor, John H. Schwab; engineer, Thomas Cody.

You Are Viewing an Archived Copy from the New Jersey State Library

July 11th.—Charles Alexander Zwickel, instantly killed, struck by train while walking on track, at Claremont. Conductor, O. H. Day; engineer, John Pravast.

July 13th.—Francis Smith, fatally injured, attempting to drive across track in front of train, at Bound Brook. Conductor, I. A. Bedell; engineer, John Hogan.

July 18th.—Barbara Steitz, arm broken, attempting to cross track in front of engine, at Centreville. Conductor, Francis Meehan; engineer, Dennis Donovan.

July 22d.—Joseph Mullin, fatally injured, attempting to cross track in front of engine, at Jersey City. Engineer, John Mackinson.

July 22d.—Lawrence O'Brien, leg crushed, fell from cars while gathering coal, at Bergen Point. Engineer, U. H. Warman.

August 1st.—Samuel Davenport, instantly killed, struck by train while walking on track, at Somerville. Conductor, W. P. Hibber; engineer, William Miller.

August 16th.—Daniel McCarthy, Jr., aged 9 years, instantly killed, attempting to cross track in front of train, at Centreville. Conductor, H. Franklin; engineer, M. C. Mooney.

September 8th.—Charles Cavanaugh, leg broken, fell in getting off a hand car, at Claremont.

September 10th.—Edward A. Welch, instantly killed, struck by train while walking on track, at Raritan. Conductor, George W. Shoeffler; engineer, J. S. Goodwin.

September 29th.—Philip Benning fatally injured, struck by train while working on bridge, at Plainfield. Conductor, John Schwab; engineer, Thomas Cody.

October 1st.—Edward Rugg, leg crushed, jumping from moving train, at Lafayette. Conductor, C. H. Angleman; engineer, Horace Allen.

October 2d.—James Perry, fatally injured, attempting to drive across track in front of train, at Centreville. Conductor, H. Staats; engineer, R. McCloud.

You Are Viewing an Archived Copy from the New Jersey State Library

October 14th.—Unknown man, instantly killed, stepped on track in front of train, at Elizabeth. Conductor, S. Hulsizer; engineer, J. Wait.

October 29th.—Jacob Shis, fatally injured, found on track supposed to have been run over by a train, at Bound Brook. Engineer, William Wapler.

November 3d.—Patrick Fox, instantly killed, struck by a train while walking on track, at Elizabeth. Conductor, W. F. Rand; engineer, J. Case.

November 7th.—Wm. R. Ruggles, colored, aged 9 years, instantly killed, attempting to cross track in front of train, at Plainfield. Conductor, A. C. Lindsley; engineer, F. Naylor.

November 15th.—John Jacob Frank, arm broken and toes crushed, run over by train, at Jersey City. Conductor, R. Appleton; engineer, J. Ragen.

November 20th.—James Curbey, arm crushed, attempting to get on moving train, at Elizabethport.

November 21st.—Carl Mertson, instantly killed, fell from train and run over, at White House.

December 9th.—Robert Lyons, fatally injured, jumping from moving train, at Elizabethport. Conductor, Sailas Hulsizer; engineer, J. Bogart.

December 23d.—James Yale, fatally injured, attempting to jump from moving train, fell between cars, at Farmingdale. Conductor, James Yale; engineer, Jacob Truex.

December 23d.—Frank Link, leg broken and skull fractured, struck by train while walking on track, at Bound Brook. Conductor, P. Warner; engineer, A. W. King.

December 24th.—Charles H. Bartley, injured about hips, caught between cars while making coupling, at Jersey City. Conductor, R. Hayden; engineer, J. Cole.

NOTE.—Engineers and conductors retained in service in each case.

You Are Viewing an Archived Copy from the New Jersey State Library

CHARLOTTEBURGH AND GREEN LAKE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Charlotteburgh and Green Lake Railroad Company of New Jersey presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$100,000 00
Floating debt, note due 4th March	927 00
Cost of road and equipments	$76,181 71

The road extends from Charlotteburgh Junction to Green Pond mines, a distance of four and a half miles.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers, freight and other sources	$1,827 47
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$2,520 20

REMARKS.

This company is operated by the New York, Susquehanna and Western Railroad, and has no rolling stock.

State of New York, New York County, *ss.*—J. George Repplier, being duly sworn, on his oath says that he is Vice President of the Charlotteburgh and Green Lake Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884, are correct and true to the best of his knowledge and belief. I. GEORGE REPPLIER.

Sworn and subscribed before me this 5th day of February, A. D. 1885. J. P. RAFFERTY,

A Commissioner of Deeds for the State of New Jersey in New York.

You Are Viewing an Archived Copy from the New Jersey State Library

CHESTER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Chester Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$98,500 00
Bonded debt	100,000 00
Floating debt	25,990 98
Cost of road and equipments	$224,490 98

The road extends from Chester Junction to Chester, a distance of ten and two one-hundredths miles.

It is leased to the Morris and Essex Railroad Company, at an annual rental of seven per cent. on its bonds, and is operated by the Delaware, Lackawanna and Western Railroad Company, lessee of said Morris and Essex, and its operations are included in the report of latter company.

State of New York, New York County, *ss.*—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Chester Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED. H. GIBBENS.

Sworn and subscribed before me this 9th day of February, A. D. 1885.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

You Are Viewing an Archived Copy from the New Jersey State Library

COLUMBUS, KINKORA AND SPRINGFIELD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Columbus, Kinkora and Springfield Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$65,500 00
Bonded debt (first mortgage, $125,000; second mortgage, $60,000)	185,000 00
Floating debt (greater part covered by second mortgage, as collateral),	25,000 00
	$275,500 00
Cost of road and equipments	$194,648 70

The road extends from Kinkora to New Lisbon, a distance of fourteen miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of thirty per cent. of the gross earnings.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Burlington County, *ss.*—Richard H. Page, being duly sworn, on his oath says that he is Treasurer of the Columbus, Kinkora and Springfield Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

R. H. PAGE.

Sworn and subscribed before me this 17th day of February, A. D. 1885.

JOHN S. COX.
Justice of the Peace.

You Are Viewing an Archived Copy from the New Jersey State Library

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$7,044 67
Income from freight	5,844 91
Income from other sources	2,172 46
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$14,427 76

You Are Viewing an Archived Copy from the New Jersey State Library

CONSTABLE'S HOOK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Constable's Hook Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$81,400 00
Floating debt	13,918 57
Cost of road and equipments	$95,318 57

The road extends from Centreville to Constable's Hook, a distance of two miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New Jersey, Mercer County, *ss.*—Henry S. Little, being duly sworn, on his oath says that he is President of the Constable's Hook Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this second day of February, A. D. 1885.

HENRY C. KELSEY,
Master in Chancery of New Jersey.

Receipts and expenses for 1884 are included in the operations of the Central Railroad of New Jersey, and no separate accounting of the same is made.

You Are Viewing an Archived Copy from the New Jersey State Library

CUMBERLAND AND MAURICE RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, C. W. Littell, Secretary and Treasurer of the Cumberland and Maurice River Railroad Company, presents the following report for the year ending December 31st, 1884.

Capital stock paid in	$250,000 00
Bonded debt	5,000 00
Cost of road and equipment, bought at master's sale on the foreclosure of mortgage	10,000 00
Additional equipments reported	7,900 00
Additional equipments not reported	4,900 00
Dividends paid during the year 1884, and how paid: Two paid in June and December, both cash, each $7,500	15,000 00

The road extends from Bridgeton to Maurice River, below Port Norris, a distance of 22.50 (twenty-two fifty one-hundredths) miles.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$17,294 36
Income from freight	32,826 42
Income from other sources	2,309 01
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	32,522 29

State of Pennsylvania, Philadelphia county, *ss.*—Charles Willing Littell, Secretary and Treasurer, being duly sworn, on his oath says that he is Secretary and Treasurer of the Cumberland and Maurice River Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884 are correct and true to the best of his knowledge and belief.

C. W. LITTELL,
Secretary and Treasurer.

Sworn and subscribed before me this 2d day of March, A. D. 1885.

W. A. SYLVESTER,
Notary Public.

You Are Viewing an Archived Copy from the New Jersey State Library

DELAWARE RAILROAD COMPANY OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Delaware Railroad Company of New Jersey presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$4,025 00

The road is located from Hamilton street to Bulson street, Camden, a distance of about two miles.

REMARKS.

The construction of the road was commenced, but stopped by an injunction issued restraining the company for continuing it.

State of Pennsylvania, Philadelphia County, *ss.*—F. S. Urie, being duly sworn, on his oath says that he is a Director of the Delaware Railroad Company of New Jersey, and that the foregoing statement is correct and true to the best of his knowledge and belief.

F. S. URIE.

Sworn and subscribed before me this 11th day of February, A. D. 1885.

W. R. TAYLOR,
A Commissioner for the State of New Jersey.

NEW JERSEY STATE LIBRARY

You Are Viewing an Archived Copy from the New Jersey State Library

DELAWARE BAY AND CAPE MAY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Delaware Bay and Cape May Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in		$30,000 00
Bonded debt		5,500 00
Floating debt	$26,135 19	
Less cash on hand	7,211 02	
		18,924 17
Cost of road and equipments		49,884 69

The road extends from Cape May City to Steamboat Landing, Delaware Bay, a distance of about three miles.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$11,285 97
Income from freight	161 70
Income from other sources	110 68
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	12,031 94

REMARKS.

In order to provide for the floating debt, a bonded debt of $30,000 has been created. Of these bonds only $5,500 have been issued, and the balance remain in the treasury of the company.

In addition to the above floating debt, there is an unadjusted claim of $1,200 for which this company is probably not liable.

You Are Viewing an Archived Copy from the New Jersey State Library

State of Pennsylvania, Philadelphia County, *ss.*—Wm. Selfridge, being duly sworn, on his oath says that he is Treasurer of the Delaware Bay and Cape May Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884, are correct and true to the best of his knowledge and belief.

WILLIAM SELFRIDGE.

Sworn and subscribed before me this 20th day of February, A. D. 1885.

H. P. ROCHE,
Commissioner of Deeds for New Jersey.

ACCIDENTS FOR 1884.

On the night of July 19th, 1884, a man about 55 years of age, apparently under the influence of liquor, was lying on the track at Cape May station and had one of his legs injured by the cars striking him.

On September 26th, 1884, a woman about 42 years of age had a leg bruised or hurt by the breaking of a plank while stepping from the platform to the car at Cape May station.

You Are Viewing an Archived Copy from the New Jersey State Library

DELAWARE AND BOUND BROOK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Delaware and Bound Brook Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$1,742,000 00
Bonded debt	1,742,000 00
Cost of road and equipments	3,241,291 30

The road extends from the middle of the river Delaware to Bound Brook, a distance of twenty-seven (27) miles, and has a branch to Trenton of three and seven tenth (3.7) miles.

It is leased to the Philadelphia and Reading Railroad Company at an annual rental of the sum of the maintenance of its organization, $6,000, the interest on its bonded debt and quarterly dividends on its capital stock, at the rate of eight per cent. per annum from the first day of May, A. D. 1883, for the term of nine hundred and eighty-six years.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Mercer County, *ss.*—James H. Stevenson, being duly sworn, on his oath says that he is Secretary and Treasurer of the Delaware and Bound Brook Railroad Company, and that the foregoing statement is true aud correct, to the best of his knowledge and belief.

J. H. STEVENSON.

Sworn and subscribed before me this second day of February, A. D. 1885.

THEO. C. MAPLE,
Master in Chancery of New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$218,488 45
Income from freight	504,848 90
Income from other sources	5,820 10
	$729,157 45
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$413,711 39

Dividends paid during the year 1884, and how paid:

Quarterly dividends of two per cent. each, in the months of February, May, August and November.

ACCIDENTS FOR 1884.

January 8th.—Lewis Hartzman, fatally injured, attempting to get on moving train near Hamilton. Conductor, William Lyons; engineer, George Rhoads.

June 25th.—Unknown man instantly killed, struck by train while standing on track near Weston. Conductor, John Merlett; engineer, Frank Wagner.

Note.—Engineers and conductors retained in the company's service in both cases.

You Are Viewing an Archived Copy from the New Jersey State Library

DELAWARE RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Delaware River Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$140,000 00
Bonded debt	65,000 00
Floating debt	5,500 00
	$210,500 00
Cost of road and equipments	210,500 00

The road extends from Woodbury to Pennsgrove, N. J., a distance of twenty miles.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$23,018 91
Income from freight	12,173 43
Income from other sources	2,464 43
	$37,656 77
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	40,520 66
Loss	$2,863 89

State of New Jersey, Camden County, *ss.*—William S. Conner being duly sworn, on his oath says that he is President of the Delaware River Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884 are correct and true to the best of his knowledge and belief.

W. S. CONNER.

Sworn and subscribed before me this 9th day of February, A. D. 1885.

J. J. BURLEIGH,
Notary Public.

You Are Viewing an Archived Copy from the New Jersey State Library

DOVER AND ROCKAWAY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Dover and Rockaway Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$100,000 00
Bonded debt	35,000 0
Cost of road and equipments	135,000 00

The road extends from Port Oram to Rockaway, a distance of five (5) miles.

It is leased to the Central Railroad Company of New Jersey, at an annual rental of six per cent. on its capital.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Morris County, *ss.*—George Richards, being duly sworn, on his oath say that he is President of the Dover and Rockaway Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me this 31st day of Jannary, A. D. 1885.

MAHLON PITNEY,
Master in Chancery of New Jersey.

Receipts and expenses for 1884 are included in the operations of the Central Railroad Company of New Jersey, and no separate accounting of same is made.

You Are Viewing an Archived Copy from the New Jersey State Library

EASTON AND AMBOY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Easton and Amboy Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$5,250,000 00
Bonded debt	5,250,000 00
Floating debt	348,114 29
	$10,848,114 29
Cost of road and equipments	10,752,724 99

The road extends from middle of Delaware river at Phillipsburg, N. J., to Perth Amboy, N. J., a distance of 60 miles.

It is leased to the Lehigh Valley Railroad Company at an annual rental of the cost of maintenance of way, taxes and interest on its securities.

It is equipped and operated by the Lehigh Valley Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of Pennsylvania, Philadelphia County, *ss.*—John R. Fanshawe being duly sworn, on his oath says that he is Secretary of the Easton and Amboy Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JNO. R. FANSHAWE.

Sworn and subscribed before me this 21st day of February, A. D. 1885.

WM. C. ALDERSON,
Commissioner of Deeds, New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$69,187 10
Income from freight	366,124 16
Income from other sources	4,986 36
Income from coal	1,305,898 84
	$1,746,196 46
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	1,047,718 87
	$698,477 59

ACCIDENTS FOR 1884.

January 2d.—John Tyrrell.

March 5th.—James Christopher.

June 10th.—A. H. Housel.

July 1st.—John Fetter.

July 3d.—Michael Brobinskey.

July 3d.—John Sanger.

October 20th.—Andrew Hennison.

NEW JERSEY STATE LIBRARY

You Are Viewing an Archived Copy from the New Jersey State Library

EAST TRENTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the East Trenton Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$35,360 00
Cost of road and equipments	35,360 00

The road extends from a point in the Trenton Branch of the Delaware and Bound Brook Railroad to a point in Millham township, in Mercer county, a distance of two and about fifty-six one-hundredths miles.

REMARKS.

The East Trenton Railroad is a short road in course of construction only, not completed, nor in working operation.

State of New Jersey, Mercer County, *ss.*—James H. Stevenson, being duly sworn, on his oath says that he is Secretary and Treasurer of the East Trenton Railroad Company, and that the foregoing statement, and the annexed statement of accidents on said road during the year 1884, are correct and true to the best of his knowledge and belief.

J. H. STEVENSON.

Sworn and subscribed before me this 20th day of February, A. D. 1885.

THEO. C. MAPLE,
Master in Chancery of New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

FERRO MONTE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Ferro Monte Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$30,000 00
Cost of road and equipments	50,309 21
Dividends paid during the year 1884, and how paid:	
March 1st—Ten per cent. from earnings of 1883.	
October 18th.—Ten per cent, partly from earnings of 1883, and part from earnings of 1884.	

The road extends from Vanatta to the Byram Mines, a distance of 2.54 miles.

RECEIPTS AND EXPENSES FOR 1884.

Income from freight	$11,524 84
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	7,351 90

State of New Jersey, Morris County, *ss.*—Augustus C. Canfield being duly sworn, on his oath says that he is Treasurer of the Ferro Monte Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884, are correct and true to the best of his knowledge and belief.

AUGUSTUS C. CANFIELD.

Sworn and subscribed before me this 20th day of January, A. D. 1885.

ALFRED ELMER MILLS,
Notary Public for New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

FLEMINGTON RAILROAD AND TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Flemington Railroad and Transportation Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$150,000 00
Bonded debt	250,000 00
Cost of road and equipments	280,653 87

The road extends from Lambertville, N. J., to Flemington, N. J., a distance of twelve miles.

The road is operated with the Belvidere Delaware Railroad, which is leased by the Pennsylvania Railroad Company as a part of its Belvidere Division; and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Camden County, *ss.*—Lewis Perrine, being duly sworn, on his oath says that he is President of the Flemington Railroad and Transportation Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

LEWIS PERRINE.

Sworn and subscribed before me this 29th day of January, A. D. 1885.

HUGH B. ELY,
M. C. C.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$9,650 24
Income from freight	3,324 15
Income from other sources	535 24
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	20,958 53

You Are Viewing an Archived Copy from the New Jersey State Library

ACCIDENTS FOR 1884.

January 22d.—Jacob K. Schanck, brakeman, had arm broken while shifting car at Ringoes. Conductor, Ira S. Stryker; engineman, Samuel Cooley; retained in company's employ.

You Are Viewing an Archived Copy from the New Jersey State Library

FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Freehold and Jamesburg Agricultural Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$273,600 00
Bonded debt	392,600 00

The road extends from Jamesburg to Sea Girt, a distance of twenty-seven miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of net receipts in excess of expense of operating.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, City and County Philadelphia, *ss.*—W. Taylor, being duly sworn, on his oath says that he is Treasurer of the Freehold and Jamesburg Agricultural Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. TAYLOR,
Treasurer.

Sworn and subscribed before me this third day of February, A. D. 1885.

HUGH B. ELY,
Master in Chancery State of New Jersey.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$97,376 28
Income from freight	31,574 45
Income from other sources	5,889 97
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	69,861 62

You Are Viewing an Archived Copy from the New Jersey State Library

FREEHOLD AND NEW YORK RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Freehold and New York Railway Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$200,000 00
Bonded debt	200,000 00
Cost of road and equipments	425,340 46

The road extends from Freehold to Keyport, a distance of fourteen and sixty one-hundredths (14.60) miles.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$25,910 61
Income from freight	19,409 44
Income from other sources	1,408 75
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	50,831 82

State of New York, New York City and County, *ss.*—John S. Schultze, being duly sworn, on his oath says that he is President of the Freehold and New York Railway Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884, are correct and true to the best of his knowledge and belief.

JOHN S. SCHULTZE.

Sworn and subscribed before me this 17th day of February, A. D. 1885.

EDWIN F. COREY,
Commissioner for the State of New Jersey.
Office 54 Wall street, New York.

You Are Viewing an Archived Copy from the New Jersey State Library

ACCIDENTS FOR 1884.

February 18th.—J. DeWitt Emmons, brakeman, arm injured while coupling cars at Matawan. James Camp, conductor; Wm. Mooney, engineer. Engine No. 1.

September 15th.—Wm. Kennedy, wife and child slightly injured while attempting to drive across track, at Freehold, in front of train No. 322. C. W. Greeley, conductor; C. J. Young, engineer. Engine No. 129.

You Are Viewing an Archived Copy from the New Jersey State Library

GLASSBORO RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Glassboro Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in.	$1,000
Floating debt	5,000
Cost of road and equipments	6,000

The road extends from South Glassboro to Glassboro, N. J., a distance of fifty one-hundredths miles.

REMARKS.

It is equipped and operated, and the receipts and expenses for 1884 are included in the operations of the Williamstown and Delaware River Railroad Company, and no separate accounting of same is made.

State of Pennsylvania, Philadelphia County, *ss.*—Samuel Garwood, being duly sworn, on his oath says that he is Superintendent of the Glassboro Railroad, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884, are correct and true to the best of his knowledge and belief.

SAMUEL GARWOOD.

Sworn and subscribed before me this second day of February, A. D. 1885.

W. R. TAYLOR.
Commissioner for the State of New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

HACKENSACK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Hackensack Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$118,000 00

The road extends from Hackensack to Junction of New York, Lake Erie and Western Railroad, a distance of about six miles.

It is leased to the New Jersey and New York Railroad Company at an annual rental of eight thousand four hundred dollars.

It is equipped and operated by the New Jersey and New York Railroad Company, and the further information required by law is furnished by that company.

State of New Jersey, Bergen County, *ss.*—Garret Ackerson, Jr., being duly sworn, on his oath says that he is President of the Hackensack Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GARRET ACKERSON, JR.,
President.

Sworn and subscribed before me this fifth day of March, A. D. 1885.

C. W. BERDAN,
Notary Public of New Jersey.

ACCIDENTS FOR 1884.

See report New Jersey and New York Railroad Company.

You Are Viewing an Archived Copy from the New Jersey State Library

HIBERNIA MINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Hibernia Mine Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in		$200,000 00
Cost of road and equipments		197,219 24
Dividends paid during the year 1884, and how paid:		
January 10th, 1884.—Six (6) per cent. in cash	$12,000 00	
July 10th, 1884.—Four (4) per cent. in cash	8,000 00	
		$20,000 00

The road extends from Hibernia Mines to junction Central Railroad New Jersey, and Delaware, Lackawanna and Western Railroads, Rockaway, a distance of about 5¼ miles; also 1 mile of sidings.

RECEIPTS AND EXPENSES FOR 1884.

Income from freight	$24,810 17
Income from other sources	2,586 33
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	11,729 50

TRANSPORTATION ACCOUNT FOR 1884.

Ore, tons	59,681.05
Coal, tons	5,156.07
Sundries, tons	4,726.11
	69,564.03

State of New Jersey, Morris County, *ss.*—George Richards, being duly sworn, on his oath says that he is President of the Hibernia Mine Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884 are correct and true to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me this 7th day of January, A. D. 1885.

MAHLON PITNEY,
Master in Chancery of New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

HIBERNIA UNDERGROUND RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Hibernia Underground Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$100,000 00
Cost of road and equipments	100,000 00
Dividends paid during the year 1884, and how paid— January, 1884, 6 per cent. on capital stock of $100,000	6,000 00

The road extends from Hibernia Mine Railroad into Hibernia mountain, a distance of one and one-half miles.

RECEIPTS AND EXPENSES FOR 1884.

Income from freight	$5,735 93
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	3,667 11

TRANSPORTATION ACCOUNT FOR 1884.

Iron ore, tons	28,679.90

State of New Jersey, Morris county, *ss.*—George Richards, being duly sworn, on his oath says that he is President of the Hibernia Underground Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884, are correct and true to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me this 7th day of January, A. D. 1885.

MAHLON PITNEY,
Master in Chancery of New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

HIGH BRIDGE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the High Bridge Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$850,000 00
Floating debt	186,297 50
Cost of road and equipments	1,015,347 55

The road extends from High Bridge to German Valley, a distance of nineteen and twenty-nine one-hundredths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York City and County, *ss.*—John Kean, being duly sworn, on his oath says that he is President of the High Bridge Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN KEAN.

Sworn and subscribed before me this second day of February, A. D. 1885.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

REMARKS.

Receipts and expenses for 1884 are included in the operations of the Central Railroad Company of New Jersey, and no separate accounting of same is made.

You Are Viewing an Archived Copy from the New Jersey State Library

HUDSON AND COMMUNIPAW RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hudson and Communipaw Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock authorized by certificate	$50,000 00
Capital stock paid in	2,000 00
Other debts of company	49 56

Organized to construct a railroad from that part of Jersey City locally known as Communipaw, to a point in said city north of the canal basin, and south of the Morris canal in Van Vorst street, a distance of one mile.

Proceedings to condemn a part of the right of way were commenced in April, 1884, which have been removed by writ of certiorari into the Supreme Court, where they are now pending.

State of New Jersey, County of Mercer, *ss.*—Henry S. Little, being duly sworn, on his oath says that he is President of the Hudson and Communipaw Railroad Company, and that the foregoing statement is true and correct to the best of his knowlege and belief.

H. S. LITTLE.

Sworn and subscribed before me this second day of February, A. D. 1885.

HENRY C. KELSEY,
Master in Chancery of New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

HUDSON TERMINAL RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Hudson Terminal Railway Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$27,966 00
Cost of road and equipments	23,937 17

The road, when completed, will extend from National Docks Railway, near Garrabrant street, Jersey City, to the Hudson river, a distance of about one and one-half miles.

State of Pennsylvania, Philadelphia County, *ss.*—Robert H. Baird, being duly affirmed, on his oath says that he is Treasurer of the Hudson Terminal Railway Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884 are correct and true to the best of his knowledge and belief.

ROBERT H. BAIRD.

Affirmed and subscribed before me this 3d day of January, A. D. 1885.

T. H. DIXON.

You Are Viewing an Archived Copy from the New Jersey State Library

HUDSON TUNNEL RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hudson Tunnel Railway Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$1,261,300 00
Bonded debt (amount actually issued)	1,200,200 00
Floating debt, none (except an obligation to the contractors building its tunnels and railroad, not adjusted or determined).	

The road is to extend from some point in the City of New York to some point near Fifteenth street in Jersey City, a distance of about three miles.

REMARKS.

The said company is formed by the consolidation of two companies organized under the laws of the States of New York and New Jersey respectively.

Part of its proposed railroad is to lie in each of said States, the greater portion in the State of New York.

As yet only *a portion* of the tunnels in which the railroad is to run has been constructed, and no portion of the railroad proper has been built or completed.

A large portion of the above-mentioned stock and bonds were issued to provide for work within the State of New York, but none of said stock or bonds have as yet been generally issued.

State of New Jersey, Essex County, *ss.*—William M. Force, being duly sworn, on his oath says that he is ———————— of the Hudson Tunnel Railway Company, and that the foregoing statement, and the

You Are Viewing an Archived Copy from the New Jersey State Library

annexed statement of accidents on the said road during the year 1884, are correct and true to the best of his knowledge and belief.

WM. M. FORCE.

Sworn and subscribed before me this tenth day of January, A. D. 1885.

JOS. W. COULT,
Master in Chancery of New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

ISLAND HEIGHTS RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Island Heights Railroad Company presents the following report, June to December, inclusive, 1884:

Capital stock paid in	$15,000 00
Cost of road and equipments	15,000 00

The road extends from the Philadelphia and Long Branch Railroad to Island Heights, a distance of one and one-fourth miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of excess of receipts over expenses.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, *ss.*—W. H. Wilson, being duly sworn, on his oath says that he is President of the Island Heights Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this 3d day of February, A. D. 1885.

HUGH B. ELY,
M. C. C. State of New Jersey.

RECEIPTS AND EXPENSES FOR 1884—JUNE TO DECEMBER, INCLUSIVE.

Income from passengers	$308 18
Income from freight	26 06
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	1,739 76

You Are Viewing an Archived Copy from the New Jersey State Library

JERSEY CITY AND BERGEN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Jersey City and Bergen Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock authorized	$500,000 00
Capital stock paid in	375,000 00
Bonded debt	275,000 00
	$650,000 00
Cost of road and equipments	635,180 85

The road extends from Jersey City to Bergen Point.

State of New Jersey, Hudson County, *ss.*—Charles B. Thurston, being duly sworn, on his oath says that he is President of the Jersey City and Bergen Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

C. B. THURSTON.

Sworn and subscribed before me this twenty-sixth day of January, A. D. 1885.

GEO. W. CASSEDY,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$346,291 33
Income from other sources	438 62
Expenditures during the year for working road, including repairs, maintenance of way and contingencies	$248,566 89
Dividends paid during the year 1884, and how paid:	
In cash	25,000 00
Interest on bonded debt	22,750 00
Sinking Fund	20,000 00

You Are Viewing an Archived Copy from the New Jersey State Library

LAKE HOPATCONG RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Lake Hopatcong Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$177,300 00
Floating debt	1,413 38
Cost of road and equipments	178,713 38

The road extends from Kenvil to Nolan's Point, a distance of five and fifty one-hundredths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—John Kean, being duly sworn, on his oath says that he is President of the Lake Hopatcong Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN KEAN.

Sworn and subscribed before me this 2d day of February, A. D. 1885.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

Receipts and expenses for 1884 are included in the operations of the Central Railroad Company of New Jersey, and no separate account of the same is made.

You Are Viewing an Archived Copy from the New Jersey State Library

LEHIGH AND HUDSON RIVER RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Lehigh and Hudson River Railway Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$1,100,000 00
Bonded debt	1,000,000 00
Floating debt	161,000 00
	$2,261,000 00

The road extends from Belvidere, N. J., to New York State line, a distance of forty-eight and ten one-hundredths miles.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$7,861 21
Income from freight	80,402 70
Income from other sources	7,752 44
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	66,817 85

State of New York, Orange County, *ss.*—John Sayer, being duly sworn, on his oath says that he is Auditor of the Lehigh and Hudson River Railway Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884, are correct and true to the best of his knowledge and belief.

JOHN SAYER.

Sworn and subscribed before me this 19th day of February, A. D. 1885.

F. V. SANFORD,
A Commissioner for the State of New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

LODI BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Lodi Branch Railroad Company presents the following report for the year ending December 31st, 1884.

Capital stock issued	$60,000 00
Cost of road and equipment, represented by capital stock	60,000 00

The road extends from Lodi Junction to Lodi, a distance of one and three-quarters miles.

It is leased to the New York, Susquehanna and Western Railroad Company, at an annual rental of six hundred dollars.

The particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—Frederic A. Potts, being duly sworn, on his oath says that he is President of the Lodi Branch Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

F. A. POTTS.

Sworn and subscribed before me this sixth day of February, A. D. 1885.

J. P. RAFFERTY,
A Commissioner of Deeds for New Jersey at New York.

You Are Viewing an Archived Copy from the New Jersey State Library

LONG DOCK COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Long Dock Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$800,000 00
Bonded debt	3,000,000 00
Cost of road, principally construction of a tunnel	1,177,272 87

The road extends from a point 210 feet north of center line of Seventeenth street, in Jersey City, to intersection with the Paterson and Hudson River Railroad, about one mile.

It is leased to the New York, Lake Erie and Western Railroad Company, successor to the New York and Erie Railroad Company, original lessee, at an annual rental of 10 per cent. upon its capital stock, and 7 per cent. on its bonded debt. The accounts of its operations are not kept distinct from those of the lessee company.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—John King, being duly sworn, on his oath says that he is President of the Long Dock Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JOHN KING.

Sworn and subscribed before me this twenty-seventh day of February, A. D. 1885.

GEO. E. GRANT,
Notary Public New York City and County.

You Are Viewing an Archived Copy from the New Jersey State Library

LONGWOOD VALLEY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Longwood Valley Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$300,000 00
Bonded debt	140,355 46
Cost of road and equipments	428,921 57

The road extends from German Valley to Port Oram, a distance of thirteen and twenty-six one-hundredths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—John Kean, being duly sworn, on his oath says that he is President of the Longwood Valley Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN KEAN.

Sworn and subscribed before me this second day of February, A. D. 1885.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

Receipts and expenses for 1884 are included in the operations of the Central Railroad Company of New Jersey, and no separate account of same is made.

NEW JERSEY STATE LIBRARY

You Are Viewing an Archived Copy from the New Jersey State Library

MANUFACTURERS' RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Manufacturers' Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$79,600 00
Cost of road and equipments	78,592 20

The road extends from Brill's to Passaic river, a distance of one and five-tenths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Mercer County, *ss.*—Henry S. Little, being duly sworn, on his oath says that he is president of the Manufacturers' Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this second day of February, A. D. 1885.

HENRY C. KELSEY,
Master in Chancery of New Jersey.

REMARKS.

Receipts and expenses for 1884 are included in the operations of the Central Railroad Company of New Jersey, and no separate accounting of the same is made.

You Are Viewing an Archived Copy from the New Jersey State Library

MAYS LANDING AND EGG HARBOR CITY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Mays Landing and Egg Harbor City Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$32,500 00
Bonded debt	37,500 00
Cost of road and equipments	70,000 00

The road extends from Mays Landing to Egg Harbor City, a distance of seven miles.

It is leased to the Camden and Atlantic Railroad Company, at an annual rental of five thousand dollars, and this company can make no report as to accidents, receipts or expenditures.

State of New Jersey, Atlantic County, *ss.*—J. E. P. Abbott, being duly sworn, on his oath says that he is President of the Mays Landing and Egg Harbor City Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. E. P. ABBOTT.

Sworn and subscribed before me this nineteenth day of January, A. D. 1885.

CHAS. T. ABBOTT,
M. C. C.

You Are Viewing an Archived Copy from the New Jersey State Library

MIDVALE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Midvale Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$10,000 00
Cost of road and equipments	5,723 52

The road extends from New York and Greenwood Lake Railway track to company's mine, a distance of seventy-eight one-hundredths miles.

REMARKS.

This is only a road-bed, on which the iron has not been laid except for the switch extending to a mine not at present worked, and was for hauling the ore this distance—less than a mile.

State of New York, City of New York, *ss.*—W. P. Prentice, being duly sworn, on his oath says that he is President of the Midvale Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884, are correct and true, to the best of his knowledge and belief.

W. P. PRENTICE.

Sworn and subscribed before me this fourteenth day of January, A. D. 1885.

JAMES COTTERELL,
Notary Public, New York City and County.

You Are Viewing an Archived Copy from the New Jersey State Library

MILL CREEK AND HUDSON RIVER RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Mill Creek and Hudson River Railway Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$10,000 00

RECEIPTS AND EXPENSES FOR 1884.

Expenditures during the year for contingencies, including amount deposited with Secretary of State	$4,078 75

REMARKS.

The road is not yet completed and is intended to extend from a junction with the railroad of the National Docks Railway Company to a point on the Hudson river at or near the Morris Canal basin, the line being entirely in Hudson county.

State of Pennsylvania, City of Philadelphia, *ss.*—Effingham B. Morris, being duly sworn, on his oath says that he is President of the Mill Creek and Hudson River Railway Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

EFFINGHAM B. MORRIS,
President.

Sworn and subscribed before me this twenty-fifth day of February, A. D. 1885.

WM. C. ALDERSON,
Commissioner of Deeds for the State of New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

MILLSTONE AND NEW BRUNSWICK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Millstone and New Brunswick Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$95,750 00
Floating debt	17,654 42
Cost of road and equipments	113,404 42

The road extends from New Brunswick to Millstone, a distance of six and sixty-three one-hundredths miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of six per cent.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Hudson County, *ss.*—Alfred L. Dennis, being duly sworn, on his oath says that he is President of the Millstone and New Brunswick Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

A. L. DENNIS.

Sworn and subscribed before me this sixth day of February, A. D. 1885.

C. B. THURSTON,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$4,411 27
Income from freight	3,514 77
Income from other sources	420 71
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	12,084 43

You Are Viewing an Archived Copy from the New Jersey State Library

MORRIS CANAL AND BANKING COMPANY.

To E. J. Anderson, Comptroller:

As required by the statute, I herewith report the Morris Canal and Banking Company, viz.:

Capital stock, preferred	$1,175,000 00
" " consolidated	1,025,000 00
Bonded debt	1,000,000 00
Scrip debt	103,164 50
Cost of canal and appurtenances	$3,303,164 50

Leased to Lehigh Valley Railroad Company, who operate the same, paying all expenditures and receiving all the income, and paying dividends to our stockholders, viz.:

On preferred stock	10 per cent.
On consolidated stock	4 "

According to the terms of the lease.

JACOB F. RANDOLPH,
President.

State of New Jersey, County of Essex, *ss.*—Jacob F. Randolph, being duly sworn according to law, on his oath says that he is the President of the Morris Canal and Banking Company, and that the facts and statements set forth in the above report are true, to the best of his knowledge and belief.

JACOB F. RANDOLPH.

Sworn to and subscribed before me this seventh day of January, A. D. 1885.

WM. S. GUMMERE,
Master in Chancery of New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

MORRIS AND ESSEX RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Morris and Essex Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in		$15,000,000 00
Bonded debt		23,373,000 00
Cost of road	$24,540,597 59	
Cost of equipments	13,187,444 74	
		37,728,042 33

The road extends from Hoboken to Phillipsburg, with Boonton Branch additional, a distance of one hundred and eighteen and seventy-two one-hundredths miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company, at an annual rental of seven per cent. on its stock and interest on its bonds.

It is equipped and operated by the lessee, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—Fred. F. Chambers, being duly sworn, on his oath says that he is Treasurer of the Morris and Essex Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED. F. CHAMBERS.

Sworn and subscribed before me this 9th day of February, A. D. 1885.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

You Are Viewing an Archived Copy from the New Jersey State Library

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$1,289,962 58
Income from freight	2,684,693 99
Income from other sources	276,430 04
	$4,251,086 61
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$2,744,787 75
Dividends paid during the year 1884, and how paid:	
To stockholders as rental	1,050,000 00

ACCIDENTS FOR 1884.

January 16th.—Patrick Gleason, walking on track near East Newark. Killed.

January 30th.—Louisa Helm, walking on track near Paterson. Killed.

February 6th.—Jacob Jordon, attempting to climb on coal train. Killed.

February 27th.—William Whalen, laborer, stepped in front of engine in Hoboken yard. Killed.

March 4th.—Herman Hashfield, car repairer, under car repairing same. Killed.

April 8th.—Lawrence Costello, laborer, fell from car into a boat while unloading grain. Killed.

April 23d.—Joseph Hogan, attempting to climb on coal train. Killed.

May 2d.—Wm. Cole, car cleaner, attempting to climb on train. Body badly crushed.

May 19th.—Michael O'Connor, brakeman, attempting to climb on moving engine. Killed.

June 30th.—Patrick J. Morrison, attempting to climb on moving train at Brick Church. Killed.

July 12th.—John Kelley, laborer, dumping gravel, knocked under passing train. Killed.

You Are Viewing an Archived Copy from the New Jersey State Library

August 1st.—John Howard, climbing on train. Killed.

August 9th.—Martin Graff, crossing track at East Newark. Killed.

August 17th.—Edward Doland, brakeman, fell under moving train. Killed.

August 22d.—John McCollum, attempted to cross track, East Orange, within wagon. Killed.

October 28th.—Martin Norton, watchman, walking on track. Killed.

November 1st.—Charles W. Manter, brakeman, struck bridge while on top of freight car. Killed.

November 15th.—David Stoddard, machinist, struck by passing engine. Killed.

December 3d.—Thomas M. Mahon, laborer, stepped on track front of engine. Killed.

December 23d.—John P. Sullivan, brakeman, fell from engine to a canal boat. Killed.

December 26th.—Frank Losan.—brakeman, switching cars. Killed.

You Are Viewing an Archived Copy from the New Jersey State Library

MOUNT HOLLY, LUMBERTON AND MEDFORD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Mount Holly, Lumberton and Medford Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$95,650 00
Bonded debt	75,000 00
Cost of road and equipments	170,650 00

The road extends from Mount Holly to Medford, a distance of six and two-tenths miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of eleven thousand one hundred and eighty-nine dollars.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Burlington County, *ss.*—Henry I. Budd, being duly sworn, on his oath says that he is President of the Mount Holly, Lumberton and Medford Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

HENRY I. BUDD,
President.

Sworn and subscribed before me this sixth day of February, A. D. 1885.

JOS. C. KINGDON,
Notary Public.

You Are Viewing an Archived Copy from the New Jersey State Library

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$6,049 13
Income from freight	1,991 42
Income from other sources	443 89
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	10,074 40

Dividends paid during the year 1884, and how paid—
$5,739 in two semi-annual payments of 3 per cent. each.

NEW JERSEY STATE LIBRARY

You Are Viewing an Archived Copy from the New Jersey State Library

MOUNT HOPE MINERAL RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to the laws of the State of New Jersey, the Mount Hope Mineral Railroad Company makes the following report for the year ending December 31st, 1884:

This road extends from Mount Hope to Port Oram, in Morris County, a distance of about three and fifty-four one-hundredths miles, and is used mainly for the transportation of iron ore, coal and mine supplies. No passengers are transported.

Cash capital paid in	$160,000 00
The company owes no debt, either funded or floating.	
Cost of road, including right of way	138,449 96
Cost of equipment	30,828 81
The entire gross earnings for the year have been	32,507 12
Expenses of repairs and operating have been	14,273 10

J. I. BLAIR,
President.

State, County and City of New York, *ss.*—John I. Blair, being first duly sworn, doth depose and say that he is President of the above named railroad, and that the foregoing report is true, as he verily believes.

J. I. BLAIR.

Sworn and subscribed before me this 30th day of January, 1885.

EDWIN F. COREY,
Commissioner for the State of New Jersey in New York.

You Are Viewing an Archived Copy from the New Jersey State Library

NATIONAL DOCKS RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the National Docks Railway Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$1,200,000 00
Floating debt	6,125 09
Cost of road and equipments	1,201,603 80

The road extends from Bergen Hill to Communipaw, a distance of between two and three miles.

It is leased to the Pennsylvania Railroad Company for an agreed sum per ton.

NOTE.—The expenditure for operating this road is included in the report of the United New Jersey Railroad and Canal Company. Accidents, if any, are also included.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company.

State of Pennsylvania, Philadelphia County, *ss.*—A. D. Hepburn, being duly affirmed, on his oath says that he is Secretary and Treasurer of the National Docks Railway Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

A. D. HEPBURN.

Sworn and subscribed before me this fourth day of February, A. D. 1885.

T. H. DIXON,
Notary Public.

RECEIPTS AND EXPENSES FOR 1884.

Income from freight	$14,509 93

You Are Viewing an Archived Copy from the New Jersey State Library

NEWARK AND BLOOMFIELD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Newark and Bloomfield Railroad Com pany presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$103,850 00
Floating debt	120,622 75
Cost of road and equipments	224,472 75

The road extends from Roseville Junction to Montclair, a distance of four and twenty-three one-hundredths miles.

It is leased to the Morris and Essex Railroad Company at an annual rental of six per cent. on its stock, and is operated by the Delaware, Lackawanna and Western Railroad Company, lessee of said Morris and Essex, and report of its operations is included in report of latter company.

State of New York, New York County, *ss.*—Frederick H. Gibbens being duly sworn, on his oath says that he is Treasurer of the Newark and Bloomfield Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED'K H. GIBBENS.

Sworn and subscribed before me this ninth day of February, A. D. 1885.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

You Are Viewing an Archived Copy from the New Jersey State Library

NEWARK AND HUDSON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark and Hudson Railroad Company presents the following report for the year ending December 31st, A. D. 1884:

Capital stock paid in	$250,000 00
Bonded debt	250,000 00
Cost of road and equipments, as settled August 8th, 1879, by decree of Judge Scudder	355,056 18

The road extends from Bergen Junction to Newark, a distance of five and six hundred and eighteen one-thousandths miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of $33,000.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Essex County, *ss.*—Cortlandt Parker, being duly sworn, on his oath says that he is President of the Newark and Hudson Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

CORTLANDT PARKER.

Sworn and subscribed before me this eleventh day of February, A. D. 1885.

DEWITT VAN BUSKIRK,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$33,664 22
Income from freight	19,068 03
Income from other sources	52,732 25
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	32,706 58

You Are Viewing an Archived Copy from the New Jersey State Library

ACCIDENTS FOR 1884.

April 19th.—John Manley, age 35, threw himself in front of train 104—M. B. Luckey, conductor; engine 113; T. J. Seymour, engineer—near east end of Passaic draw-bridge, Newark, N. J., at 8:00 A. M., and had his right leg cut off below knee and left foot crushed. He was taken to St. Michael's Hospital, Newark, where he died the same day.

You Are Viewing an Archived Copy from the New Jersey State Library

NEW JERSEY AND NEW YORK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the New Jersey and New York Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$2,800,000 00
Bonded debt	275,000 00

Cost of road and equipments, see Remarks.

The road extends from Hackensack, N. J., to Stony Point, N. Y., a distance of twenty-five and one-quarter miles, of which eleven and six-tenths miles is in the State of New Jersey.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$119,371 39
Income from freight	73,176 54
Income from other sources	18,101 43
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	202,523 02

REMARKS.

The road in the States of New Jersey and New York was bought at foreclosure sales for $60,000, and re-organized April 3d, 1880, since which date $81,270.05 has been expended for construction and equipment.

State of New Jersey, Hudson County, *ss.*—Jacob D. Hasbrouck, being duly sworn, on his oath says that he is Auditor of the New Jersey and New York Railroad Company, and that the foregoing

You Are Viewing an Archived Copy from the New Jersey State Library

statement, and the annexed statement of accidents on the said road during the year 1884, are correct and true to the best of his knowledge and belief.

JACOB D. HASBROUCK.

Sworn and subscribed before me this fourteenth day of March, A. D. 1885.

FRED'K FRAMBACH, JR.,
Notary Public N. J.

ACCIDENTS FOR 1884.

December 20th.—David Brickel, in attempting to cross the track with a horse and wagon at Etna, N. J., while train No. 8 was approaching, was struck by engine and instantly killed. The engineer blew the whistle and the bell was rung. The coroner's jury exonerated the company from blame. E. Wanmaker, conductor; George Freeland, engineer.

You Are Viewing an Archived Copy from the New Jersey State Library

NEW JERSEY SOUTHERN RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the New Jersey Southern Railway Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$1,590,600 00
Bonded debt	1,590,600 00
Cost of road and equipments, at foreclosure sale	752,000 00

The road extends from Port Monmouth to Atco (main line) a distance of seventy-two and eighty-eight one-hundredths miles, with branches from Eatontown to East Long Branch, five and twelve one-hundredths miles; East Long Branch to Sandy Hook (Long Branch and Sea Shore Railroad) ten and twenty-seven one-hundredths miles; total, eighty-eight and twenty-seven one hundredths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

H. S. LITTLE,
President.

State of New Jersey, Mercer County, *ss.*—Henry S. Little, being duly sworn, on his oath says that he is President of the New Jersey Southern Railway Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this 2d day of February, A. D. 1885.

HENRY C. KELSEY,
Master in Chancery of New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

RECEIPTS AND EXPENSES FOR 1884.

(Includes Toms River, Vineland and West End Railroads).

Income from passengers	$268,567 90
Income from freight	172,969 65
Income from other sources	6,486 56
	$448,024 11
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	582,053 15

ACCIDENTS FOR 1884.

February 7th.—Jacob Broadback, foot crushed and head injured, fell from moving train, near Atsion. Conductor, Alex. J. Dellett.

June 5th.—Sterling Mudd, arm broken, fell or jumped from moving train, near Monmouth Beach. Conductor, G. H. Allen; engineer, John Allen.

August 27th.—Thomas Sherman, leg crushed, attempting to get on moving train, at Seabright. Conductor, George Williams.

NOTE.—Engineers and conductors retained in service in each case.

NEW JERSEY STATE LIBRARY

You Are Viewing an Archived Copy from the New Jersey State Library

NEW YORK AND ATLANTIC HIGHLANDS RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the New York and Atlantic Highlands Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$20,000 00
Bonded debt	20,000 00
Floating debt	7,261 11
Cost of road and equipments	48,580 00

The road extends from Hopping Station to Atlantic Highlands, a distance of two and eight-tenths miles.

It is leased to the New Jersey Southern Railway Company, at an annual rental of a percentage of the gross receipts.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—John S. Applegate, being duly sworn, on his oath says that he is President of the New York and Atlantic Highlands Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief. JOHN S. APPLEGATE.

Sworn and subscribed before me this twenty-first day of February, A. D. 1885. JOHN L. CONOVER,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$1,070 15	
Income from freight	618 55	
		$1,688 70
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies		$4,162 59

You Are Viewing an Archived Copy from the New Jersey State Library

NEW YORK AND GREENWOOD LAKE RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the New York and Greenwood Lake Railway Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$100,000 00
Bonded debt	2,700,000 00
Cost of road and equipments as by the books of the Company	$2,849,617 61
Construction in year 1883	623 36
Total	$2,850,240 97

The road extends from Jersey City to State Line, a distance of 43 miles.

State of New York, New York City and County, *ss.*—Edmund S. Bowen being duly sworn, on his oath says that he is Vice-President of the New York and Greenwood Lake Railway Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief, as are also the following statements of its receipts and expenditures, and of accidents occurring on it in 1884.

E. S. BOWEN.

Sworn and subscribed before me this thirteenth day of February, A. D. 1885.

GEO. E. GRANT,
Notary Public New York City and County.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$89,863 73
Income from freight	81,350 16
Income from other sources	9,326 80
	$180,539 99
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	169,952 12

You Are Viewing an Archived Copy from the New Jersey State Library

ACCIDENTS FOR 1884.

April 3d, 1884.—John Hemstreet, aged 58, while walking on track towards Orange was struck and knocked off of track by train 3 near Glenwood Avenue Station. He had his right leg broken and received several bruises. Has since recovered.

You Are Viewing an Archived Copy from the New Jersey State Library

NEW YORK AND LONG BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York and Long Branch Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$2,000,000 00
Bonded debt	1,500,000 00
Floating debt	29,214 84
Cost of road and equipments	3,310,280 83
Dividends paid during the year 1884, and how paid:	
Semi-annually in cash	35,000 00

The road extends from Perth Amboy to Bay Head Junction, a distance of thirty-eight and four one-hundredths miles.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$432,636 76
Income from freight	93,947 02
Income from other sources	11,460 59
	$538,044 37
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	566,929 08

REMARKS.

The road is leased to the Central Railroad Company of New Jersey, but is being operated jointly by the Philadelphia and Reading Railroad Company and the Pennsylvania Railroad Company, under a disputed agreement now in litigation pending the existence of an injunction granted in connection herewith.

State of Pennsylvania, Philadelphia County, *ss.*—H. S. Little, being duly sworn, on his oath says that he is President of the New York

You Are Viewing an Archived Copy from the New Jersey State Library

and Long Branch Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884, are correct and true to the best of his knowledge and belief.

H. S. LITTLE,

Sworn and subscribed before me this seventh day of February, A. D. 1885.

W. R. TAYLOR,
Commissioner for the State of New Jersey.

ACCIDENTS FOR 1884.

March 28th.—Moses Sprague, a brakeman on Central Railroad freight train No. 344, residence Lafayette, N. J., while switching at Red Bank, had one foot crushed. Conductor, J. C. Hutchinson; engineer, Jas. Powell.

March 31st—B. O. Harris, a brakeman on Pennsylvania Railroad freight train No. 502, residence Brooklyn, N. Y., was thrown from train while switching at Long Branch, sustaining slight injuries. Conductor, Jos. Allen; engineer, W. Peters.

April 3d.—Thomas Dolan, employed on work train, while unloading cross-ties at Conover's Cove, was slightly injured. Conductor, Geo. B. Decker; engineer, C. A. Clapp.

April 23d.—A laborer, name unknown, employed by Contractor Brady, at Conover's Cove, was thrown from Central Railroad ballast train, engine No. 72, and slightly injured. Conductor, J. Currid; engineer, M. Kennedy.

June 13th.—Joseph Allen, conductor of Pennsylvania Railroad freight train No. 501, residence No. 55 Newark avenue, Jersey City, N. J., killed while making a running drill, by striking overhead bridge north of Elberon station. Engineer, W. Peters.

June 27th.—Joseph Lawrence, a flagman at Point Pleasant, was struck by a car which was being drilled by switching engine No. 23, and severely bruised. Conductor, Richard Reagan; engineer, Jacob S. Cole.

You Are Viewing an Archived Copy from the New Jersey State Library

July 3d.—Mary Evans, residence Ocean Beach, N. J., was killed while walking on the north-bound main track, three-fourths mile north of Spring Lake station, by Central Railroad passenger train No. 323. Conductor, Owen H. Day; engineer, John Provost.

July 8th.—Edward Dickerson, residence No. 90 Montgomery street, Jersey City, N. J., a passenger on Central Railroad special race train, engine No. 99, south-bound, while leaning out of car window with arm projecting, was struck by a sign-board near Matawan station, dislocating elbow. Conductor, John McBurth; engineer, John A. Errickson.

July 23d.—James Carr, fireman on Pennsylvania Railroad freight train No. 501, residence Mulberry and Pennington streets, Newark, N. J., was killed near Deal Beaeh station by jumping from his engine which was about to collide with rear end of New York and Long Branch Railroad extra freight train, engine No. 48. Conductor, J. H. Houlihan; engineer, John Johnson. Conductor (of Pennsylvania Railroad freight train), W. Simmons; engineer, J. W. Burton.

July 23d.—An Italian laborer, name unknown, was run over and instantly killed at Deal Beach station by Pennsylvania Railroad passenger train No. 287, from which train he had jumped. Conductor, F. Farber; engineer, James Currie.

July 28th.—Isaiah Lane, colored, residence Asbury Park, N. J., stepped off New Jersey Southern train No. 118, south-bound, in front of Pennsylvania Railroad train No. 298, north-bound, at Asbury Park station, and was struck and slightly injured. Conductor, J. P. Goldy; engineer, James Cain.

August 11th.—James Robinson, residence Long Branch, N. J., while attempting to cross the track at West End avenue crossing, was struck and instantly killed by Central Railroad passenger train No. 310. Conductor, J. M. Stover; engineer, Wm. Peeples.

August 17th.—Patrick Kelly, a track-walker, residence Matawan, N. J., while sitting on the guard-stringer of the Mohinkson trestle, had his toes crushed by the rear truck of Central Railroad passenger train No. 351. Conductor, John McBurth; engineer, John A. Errickson.

qL258

You Are Viewing an Archived Copy from the New Jersey State Library

August 21st.—Wm. Lalor, M.D., residence Trenton, N. J., was struck and seriously injured in attempting to cross track at street crossing north of Manasquan station, by extra Central Railroad engine No. 143. Engineer, A. L. Mattis.

August 30th.—George Lahue, an expressman, residence South Amboy, N. J., was slightly injured by being thrown from his wagon at the First street crossing, struck by Pennsylvania Railroad passenger train No. 279. Conductor, S. B. Keys; engineer, H. Higgins.

September 18th.—Paul S. Willetts, residence Spring Lake, N. J., was struck and instantly killed by Central Railroad passenger train No. 321, about 100 yards south of Spring Lake station. He was walking on the track, and stepped out of the way of New Jersey Southern train No. 118 in front of Central Railroad train No. 321. Conductor, J. M. Stover; engineer, Wm. Peeples.

October 14th.—A. Galloway, brakeman on Central Railroad freight train No. 341, residence Lafayette, N. J., while drilling at Red Bank, fell from train and several cars passed over him. He sustained slight injuries. Conductor, John McBurth; engineer, N. Waite.

October 25th.—Frederick A. Babcock, a brakeman on Pennsylvania Railroad passenger train No. 274, residence Point Pleasant, N. J., was killed while coupling air-hose between engine and train, at Point Pleasant. Conductor, H. W. Headley; engineer, G. H. Burton.

November 8th.—W. S. Germyer, a brakeman on Pennsylvania Railroad freight train No. 502, residence Rahway, N. J., was fatally injured by striking the overhead bridge north of Key East station. He died on the following day. Conductor, J. R. Skimmons; engineer, G. Bishop.

November 8th.—Henry B. Smith, a brakeman on Central Railroad train No. 349, fell under train while drilling at Branchport and had collar-bone broken and sustained other severe bruises. Conductor, Jas. D. German; engineer, George W. Moore.

You Are Viewing an Archived Copy from the New Jersey State Library

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the New York, Susquehanna and Western Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in, issued for value	$21,000,000 00
Bonded debt	6,850,000 00
Floating debt, unpaid vouchers and pay rolls for December, 1884	34,806 27
Temporary loan for Company's purposes	282,533 18
Temporary loan account Middletown, Unionville and Water Gap Railroad	87,720 00
Car Trust obligations	923,772 00
Advances to coal producers	150,000 00
Cost of road and equipments	26,300,608 75

The road extends from Jersey City, N. J., to Gravel Place, Pa., a distance of one hundred and one and three-tenths miles, with a branch from Two Bridges, N. J., fifty-four miles from New York, to Unionville, a distance of twenty and five-tenths miles; also, a branch from Columbia Junction, ninety-one and six-tenths miles from New York, to Delaware, N. J., a distance of three and one-tenth miles; also branches in Lackawanna Valley, Pa., to coal mines, a distance of eight and four-tenths miles; also branch from main line into Paterson city, seventy-five one-hundredths miles; making in all a distance of one hundred and thirty-four and five one-hundredths miles.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$239,404 43
Income from freight	739,072 08
Income from other sources	55,731 79
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	600,707 23

You Are Viewing an Archived Copy from the New Jersey State Library

State of New York, New York County, *ss.*—Frederic A. Potts, being duly sworn, on his oath says that he is President of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884, are correct and true to the best of his knowledge and belief.

F. A. POTTS.

Sworn and subscribed before me this thirty-first day of January, A. D. 1885.

J. P. RAFFERTY,
A Commissioner of Deeds for the State of New Jersey in New York.

ACCIDENTS FOR 1884.

April 9th.—While putting away train 52, at West End yard, it ran over a woman named O'Brien, who was among cars in yard picking up coal, breaking both legs. Engineer Higgins; conductor, W. Downey, who is now in company's employ, the engineer having resigned.

May 11th.—Newman Grover, a brakeman on train 23, was crushed to death while coupling cars at Little Ferry. Engineer, W. Wilson, who has left company's employ; conductor John Lee, still employed by company.

May 12th.—Chas. Marshall, a brakeman on train 21, fell from train at Midland Park and was badly bruised.

May 31st.—Trainmen of train 39 found body of John Falconer beside track between Ogdensburgh and Two Bridges. He was an operator in employ of company; had attended a ball, where he had trouble with some person. It is uncertain whether he was struck by train or put beside track by other parties. Engineer, J. H. Bartow; conductor, Geo. Boothney; both still employed by company.

June 2d.—Train 31 struck a child, about four years old, named Louis A. Jonan, about one thousand feet west of Tyler Park crossing. It had wandered about two miles from home and was playing along track. It died same evening at Charity Hospital, Jersey City. A. Schoner, engineer; G. L. Duffield, conductor; both still in company's employ.

You Are Viewing an Archived Copy from the New Jersey State Library

June 7th.—Train 8 struck and killed an unknown man about one thousand feet from Bellman creek draw. Was walking on track. A. Schoner, engineer; G. L. Duffield, conductor; both in company's employ.

June 26th.—Train 12 struck team of horses driven by Isaac Vaughn, at Branchville Junction, injuring him on his head. He stood with team on track talking to his brother, and attempted to cross just as train approached. A. R. Castle, engineer; Matt. Cody, conductor; both in company's employ.

October 22d.—Train 11 ran into an open switch at Franklin Furnace, slightly bruising a lady named Mrs. Wm. Downs. Supposed that switch was left wrong by Sussex Railroad people, who use it jointly with this company. Castle, engineer, and Corwin, conductor; both in company's employ.

November 27th.—Train 5, Phil. Nixon, engineer, and T. E. Wright, conductor, struck an unknown young man walking on track just east of Bellman creek. He died same evening. Conductor and engineer still in company's employ.

November 29th.—Train 19, Phil. Nixon, engineer, and T. E. Wright, conductor, struck a man named Thos. King, just east of St. Paul's avenue, Jersey City, who was walking on track. Cut on head and one leg broken. Engineer and conductor still in company's employ.

December 20th.—Train 26, G. C. Searle, engineer, and John Vrooman, conductor, struck and killed a man on Lundy's Lane crossing. Had bundle of hay on his head and was crossing the track. Engineer and conductor still in employ of company.

NEW JERSEY STATE LIBRARY

You Are Viewing an Archived Copy from the New Jersey State Library

NEW YORK, WEST SHORE AND BUFFALO RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the New York, West Shore and Buffalo Railway Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$40,000,000 00
Bonded debt	70,000,000 00
Floating debt	5,547,640 68
Cost of road and equipments	100,846,070 74

The road extends from Weehawken, N. J., to Buffalo, N. Y., a distance of four hundred and twenty-five and ninety-five one-hundredths miles.

REMARKS.

So much of this company's road as lies within the State of New Jersey is included in a lease to the New York, Ontario and Western Railway Company, which includes the company's road from Weehawken, N. J., to Cornwall and Middletown, N. Y., subject to the company's right of trackage over the same.

State of New York, New York County, *ss.*—Joseph W. Reinhart, being duly sworn, on his oath says that he is General Auditor of the New York, West Shore and Buffalo Railway Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief. JOSEPH W. REINHART.

Sworn and subscribed before me this ninth day of March, A. D. 1885. GEORGE GLOVER,

A Commissioner of Deeds for the State of New Jersey in New York.

You Are Viewing an Archived Copy from the New Jersey State Library

NORTHERN RAILROAD COMPANY OF NEW JERSEY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Northern Railroad Company of New Jersey presents the following report for the year ending December 31st, 1884:

Capital stock issued	$1,000,000 00
Bonded debt	352,000 00
Open accounts	62,424 32
Cost of road, valuation	348,095 16
Cost of equipment	200,000 00

This road has no equipment.

The road extends from Bergen Junction, New Jersey, to Sparkill, New York, a distance of twenty-one and one-quarter (21¼) miles.

It is operated by the New York, Lake Erie and Western Railroad Company under a contract, for which said Company receives sixty-five per cent. and five fifty-sixths of its gross earnings.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that Company, and is included in their report.

State of New York, County of New York, *ss.*—Orville A. Roorbach, being duly sworn, on his oath says that he is Treasurer of the Northern Railroad Company of New Jersey, and that the foregoing statement is true and correct to the best of his knowledge and belief.

O. A. ROORBACH.

Sworn and subscribed to before me this 29th day of January, 1885.

HARSEN H. SMITH,
Notary Public New York County.

You Are Viewing an Archived Copy from the New Jersey State Library

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$229,374 22
Income from freight	53,267 05
Income from other sources	14,567 45
Expenditures during the year for working the road, including interest	255,186 20
Dividends paid during the year 1884, in cash	35,000 00

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the accompanying statement of accidents occurring on the Northern Railroad of New Jersey during the year ending December 31st, 1884, is correct and true to the best of his knowledge, information and belief.

AUGUSTUS R. MACDONOUGH.

Sworn and subscribed before me this 10th day of February, 1885.

GEO. E. GRANT,
Notary Public New York City and County.

ACCIDENTS FOR 1884.

January 27th.—Samuel Y. Harding, signal man, age 45, was in signal house at Bergen, N. J., at 9:25 A. M., when Northern Railroad train "Special W." ran off track and against signal house, injuring him seriously. No bones were broken, his injuries being internal. Engine 246; W. P. Cole, conductor; J. Parsels, engineer.

May 16.—Gesine Wahlke, age 55, was on the track near Bergen, N. J., and was struck and instantly killed by train 134, engine 246; A. J. Kittle, conductor; J. P. Sullivan, engineer. At 8:16 A. M. she was walking close to track, and when train was within two hundred feet of her, she stepped on the track. Proper signals were given.

May 30th.—Charles Cook, age 18 months, was on the track at Englewood, N. J. at 7:49 A. M., and was struck and instantly killed by train 134, engine 246; J. P. Sullivan, engineer; A. J. Kittle, conductor. The child was not seen in time to stop the train owing to sharp curve and clump of trees at that point.

December 10th.—John Reardon, age 54, was found lying near track at Englewood, N. J. at 5:30 P. M. with a long cut on right side

You Are Viewing an Archived Copy from the New Jersey State Library

of his head, right elbow cut and arm badly bruised. He was very much intoxicated, and was told by crossing flagman to keep off the track; as train 143, engine 55, A. Blauvelt conductor, B. Scribner engineer, approached him, he stepped toward fireman's side of engine and after train passed was found as above stated. A very vicious dog was with him, and no one could approach him.

You Are Viewing an Archived Copy from the New Jersey State Library

OCEAN CITY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, Ocean City Railroad presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$200,000 00

The road extends from Sea Isle Junction to Ocean City, and from Sea Isle City to Townsends Inlet, a distance of eighteen and one-tenth miles.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$449 16
Income from freight	132 03
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	3,027 74

REMARKS.

This road commenced business November 24th, 1884, and has made an agreement with the West Jersey Railroad Company to operate it and pay over any surplus earnings after taking out expenses.

State of Pennsylvania, Philadelphia City and County, *ss.*—W. Taylor, being duly sworn, on his oath says that he is Treasurer of the Ocean City Railroad, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884 are correct and true to the best of his knowledge and belief.

W. TAYLOR,
Treasurer.

Sworn and subscribed before me this 4th day of March, A. D. 1885.

HUGH B. ELY,
Master in Chancery of New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

OGDEN MINE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Ogden Mine Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$450,000 00
Cost of road and equipments	452,993 02

The road extends from Ogden Mine to Nolan's Point, a distance of ten miles.

It is leased to the Central Railroad Company of New Jersey, at an annual rental of five per cent. on its capital.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company and is annexed hereto.

State of New Jersey, Morris County, *ss.*—George Richards, being duly sworn, on his oath says that he is President of the Ogden Mine Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me this 31st day of January, A. D. 1885.

MAHLON PITNEY,
Master in Chancery of New Jersey.

REMARKS.

Receipts and expenses for 1884 are included in the operations of the Central Railroad Company of New Jersey, and no separate accounting of same is made.

You Are Viewing an Archived Copy from the New Jersey State Library

PASSAIC AND DELAWARE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Passaic and Delaware Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$111,050 00
Floating debt	3,602 36
Cost of road and equipments	114,652 36

The road extends from Summit Junction to Bernardsville, a distance of thirteen and ninety-nine one-hundredths miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of five per cent. on its stock, and report of operations is included in report made by the Morris and Essex Railroad Company.

State of New York, New York County, *ss.*—Frederick K. Gibbens being duly sworn, on his oath says that he is Treasurer of the Passaic and Delaware Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED'K H. GIBBENS.

Sworn and subscribed before me this 9th day of February, A. D. 1885.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

You Are Viewing an Archived Copy from the New Jersey State Library

PATERSON AND HUDSON RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Paterson and Hudson River Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock of this company in cost of the road, including land, depot buildings and appurtenances		$630,000 00
No funded or other debts.		
Income—Rent of the road is		53,400 00
Dividends—		
January 3d, 1884, 4½ per cent	$28,350 00	
July 3d, 1884, 4 per cent	25,200 00	
		53,550 00

The road being under lease to and managed by another company, sanctioned by the Legislature of this State, this company has no other knowledge of matters than the above statement.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of $48,400.

It is equipped and operated by the lessee company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, *ss.*—Jacob S. Rogers, being duly sworn, on his oath says that he is President of the Paterson and Hudson River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. S. ROGERS.

Sworn and subscribed January 3d, 1885, before me.

ROBERT I. HOPPER,
Master in Chancery of New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the earnings and expenses of the Paterson and Hudson River Railroad Company are merged in the general accounts of the New York, Lake Erie and Western Railroad Company; and that the accompanying statement of accidents occurring on the Paterson and Hudson River Railroad during the year ending December 31st, 1884, is correct and true, to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Sworn and subscribed before me, this 9th day of February 1885.

GEO. E. GRANT,
Notary Public, New York City and County.

ACCIDENTS FOR 1884.

January 1st.—Theodore Fletcher, brakeman, age 33, while coupling cars at Jersey City, N. J., at 12:30 A. M., had his hand caught between end of car and lumber on another car which projected eight inches over end of car. His hand was quite badly bruised.

January 1st.—John L. Marvin, conductor, age 48, was walking on the track at Bergen, N. J., at 5:50 P. M., and was struck by train 23, W. L. Baxter, conductor; engine 161, J. Springsteen, engineer. His right leg was broken and skull fractured. He was taken to St. Francis' Hospital, Jersey City, where he died January 4th, 1884.

January 8th.—Michael Quinn, switchman, age 30, while at work at Jersey City, N. J., at 11:30 A. M., with switch engine 334, H. M. Freeland, engineer, in stepping from ladder to platform of car to apply brake, slipped on some ice on platform, and fell on the track. The wheels of two cars passed over his body near the hips. He was taken to St. Francis' Hospital, Jersey City, where he died soon after.

January 10th.—John Mooney, laborer, age 27, while unloading logs from car to barge, at dock 9, Jersey City, N. J., at 3:00 P. M., slipped on some ice and fell, striking his head upon the point of one of the log-hooks, and received a severe cut, one and one-half inches long, on left side of head.

You Are Viewing an Archived Copy from the New Jersey State Library

January 25th.—William Murray, wiper, age 48, was down in ash pit under engine 105 at Jersey City, N. J., at 9:35 A. M., when engine 82, Charles Frazier, engineer, which was backing towards engine 105, suddenly slipped back on account of down grade and ice on the rail, and struck engine 105 with such force as to move it back. Murray, who was wiping engine 105, had one hand resting on rail, and wheel of tender passed over it, crushed it so that middle finger required amputation. C. A. Rouk, engineer of engine 105.

January 26th.—Fred. Bassford, switchman, age 28, while coupling cars at Jersey City, N. J., at 2:30 A. M., had his right hand caught between drawheads, and second and third fingers broken. Engine 334, L. Grode, engineer.

January 28th.—Matthew Brown, switchman, age 25, while attempting to step from one car to another while cars were being switched, at Jersey City, N. J., at 7:00 P. M., slipped and fell between the cars. Both legs were run over and cut off below the knees. He was sent to St. Francis' Hospital, Jersey City, where he died January 31st, 1884. Engine 454, T. McCarty, engineer.

January 30th.—Marcus M. Ronerds, engineer, age 58, engine 169, while taking water at Jersey City, N. J., at 12:30 P. M., had his right leg broken below the knee by slipping on ice on tender of engine.

February 24th.—William H. Harkins, brakeman, age 25, with switch engine 398, George Moore, engineer, while coupling cars at Bergen, N. J., at 2:00 P. M., had his right hand caught between bumpers, and last three fingers broken, the third finger being crushed at the top joint so that it had to be amputated.

March 7th.—Owen Sweeney, switchman, age 30, while uncoupling cars at Jersey City, N. J., at 6:30 P. M., had forefinger of right hand caught between head of pin and dead-wood, bursting open the flesh, breaking no bones. Engine 308, S. Clark, engineer.

March 8th.—Fred. Greenley, switchman, age 25, while coupling cars at Jersey City, N. J., at 10 P. M., had first two fingers of right hand caught between drawheads, bruising flesh quite badly, but breaking no bones. Engine 454, J. Cole, engineer.

You Are Viewing an Archived Copy from the New Jersey State Library

March 8th.—Alexander Klonosky, switchman, age 28, while coupling cars at Jersey City, N. J., at 4:30 P. M., had his left hand caught between bumpers, and three fingers badly bruised, the third finger so badly as to require amputation at first joint. Engine 4, R. S. Van Orden, engineer.

March 17th.—Thomas Haurahan, track foreman, age 45, attempted to get on train 115, C. H. Ward, conductor, engine 111; J. E. Opp, engineer, while train was in motion, at Jersey City, N. J., at 5:44 P. M., was thrown down and both legs run over at ankle. Both feet were amputated, and he died March 19th, at St. Francis' Hospital, Jersey City, where he had been taken after he was injured.

March 23d.—Andrew J. Marvin, passenger, age 74, attempted to get off train 8, A. J. Westervelt, conductor; engine 196, C. Caskey, engineer, at Bergen, N. J., while train was moving about three or four miles per hour; slipped and fell, and his left leg going under train was crushed just below the knee. He was taken to St. Francis' Hospital, Jersey City, N. J., where he died next morning.

April 5th.—Eben Gove, switchman, age 30, while coupling cars at Jersey City, N. J., at 8:00 A. M., had his left hand caught between drawheads, and thumb badly cut at second joinr. Engine 334, T. Brinton, engineer.

April 8th.—Thomas McWilliams, switchman, age 25, while coupling cars at Jersey City, N. J., at 10:00 P. M., had heel of left shoe caught in frog and one wheel of car passed against his foot, bruising it on the side and instep; no bones broken. Engine 454; T. McCarty, engineer.

April 18th.—James J. Ready, brakeman, age 24, train extra 49, H. E. Terwilliger, conductor; engine 535, J. Beary, engineer, while attempting to couple rear of train, which was broken in two in the tunnel, to engine 399, L. V. Ball, engineer, at Jersey City, N. J., at 9:25 P. M., in order to pull rear part of train out of tunnel, had his left arm caught between caboose and engine 399, and badly crushed between wrist and elbow, making amputation necessary.

May 23d.—Michael Ryan, car repairer, age 29, was putting a drawhead in a freight car at Jersey City, N. J., at 8:00 A. M., when it slipped and fell, striking his right ankle, bruising it badly but breaking no bones.

You Are Viewing an Archived Copy from the New Jersey State Library

June 21st.—Thomas McKeenan, car washer, age 31, attempted to board train 12, J. B. Staples, conductor; engine 144, A. Beatty, engineer, as train was entering depot at Jersey City, N. J., at 7:00 A. M., when his foot slipped and he fell between platform and rail, receiving two scalp wounds.

June 26th.—Joseph Paxton, switchman, age 28, working at Jersey City, N. J., with switch engine 454, T. Carty, engineer, at 7:50 A. M., in climbing down from top of car, slipped or lost his balance, was run over and had both legs cut off near hips. He was taken to St. Francis' Hospital, Jersey City, where he died shortly afterward.

June 27.—Peter Dussenbery, brakeman, age 26, on train extra 35, G. Harding, conductor; engine 540, J. Wilken, engineer, while coupling cars at Pen Horn, N. J., at 7:00 P. M., had his right hand caught between pin and deadwood, slivering bone at end of first finger, and bruising second and third fingers.

July 1st.—Mahlon Merritt, brakeman, age 36, while working at Bergen, N. J., at 1:30 P. M. with switch engine 469, T. King, engineer, was thrown from top of car by a sudden jerk produced by cars stopping suddenly, and, falling on track, was run over. His right arm was crushed, and he received serious internal injuries. He died soon afterward at St. Francis' Hospital, Jersey City.

July 10th.—William Smith, switchman, age 23, while uncoupling cars at Jersey City, N. J., at 8:30 P. M., had his right hand caught between pin and deadwood of car, crushing second finger so that it required amputation at second joint, and bruising first finger badly, but breaking no bones. Engine 134; J. Wood, engineer.

July 10th.—John J. Ficke, age 5, while playing on track at Pen Horn, N. J., at 6:38 P. M., was struck by train 25, D. Cooper, conductor; engine 106, H. Carlough, engineer, and skull fractured. He was taken home and died soon afterward. Every effort was make to stop train.

July 15th.—Patrick Lyons, track foreman, age 52, was crossing track between cars at Bergen, N. J., at 5:50 P. M., when the cars came together and he was caught between drawheads and injured so that he died at Jersey City, N. J., forty minutes afterwards. Engine 483; J. Drummond, engineer.

You Are Viewing an Archived Copy from the New Jersey State Library

August 18th.—James Dunnery, passenger, age 40, jumped from train 22, G. S. Jillett, conductor; engine 105, S. A. Rouk, engineer, at Passaic Bridge, N. J., at 7:10 A. M., and was slightly bruised about shoulders. Train was in motion when he jumped off.

August 22d.—Ira D. Bronson, passenger, age 48, as train 12, H. Seybolt, conductor; engine 148, A. Beaty, engineer, was entering Jersey City, N. J., at 6:50 A. M., some object struck and broke his right arm, which was resting on window-sill of coach.

August 31.—George Kesler, passenger, age 25, on train 6, W. L. Davenport, conductor; engine 258, D. Henderson, engineer, put his right arm out of window at Bergen, N. J., at 3:55 P. M., and signal post broke his arm between elbow and wrist.

August 31st.—Patrick Walsh, age 20, was found in Bergen tunnel, N. J., lying near track with right leg crushed and head and face badly cut.

September 14th.—Unknown man was found dead in Bergen tunnel, N. J., at 7:20 A. M., with both legs cut off below knees.

September 16th.—George Bennett, age 18, ran across track at Rutherford, N. J., at 6:00 P. M., in front of train 23, W. L. Baxter, conductor; engine 161, J. Springsteen, engineer. Was struck by engine and injured internally, so that he died September 18th.

September 14th.—Michael Conersky, age 30, while intoxicated, attempted to cross track between cars being switched at Jersey City, N. J., at 3:35 A. M., and was caught and squeezed between drawheads. Train extra 35; E. Gust, conductor; engine 558; L. Lockwood, engineer. No bones broken. Proper signals were given.

September 19th.—William Fulwood, age 15, while climbing between cars at Jersey City, N. J., at 10:30 A. M., had right ankle caught and bruised. Engine 308; J. Kent, engineer.

September 21st.—Oscar M. Conklin, brakeman, age 22, on train extra 10, J. H. Dotter, conductor; engine 149, S. Campbell, engineer, jumped from one car to another while both were in motion, at Bergen, N. J., at 10:00 A. M., missed his footing, fell between cars, was run over and injured so that he died in a few minutes.

You Are Viewing an Archived Copy from the New Jersey State Library

October 7th.—Hugh Cain, age 30, while walking across track toward the station at Rutherford, N. J., at 12.35 P. M., stumbled over one of the rails and fell, striking his face against edge of platform, hurting himself quite badly, but not seriously.

October 8th.—William Trautman, passenger, age 24, jumped from train 2, C. H. Palmer, conductor; engine 84, E. Hicks, engineer, at Passaic, N. J., at 7:55 P. M., and was quite badly bruised and skinned about the face and hands.

October 19th.—Robert Hewgill, age 35, while intoxicated, went to sleep along side of track at milk shed, at Jersey City, N. J., and as switch train engine 424, J. Kent, engineer, was backing train of milk cars down to shed engine, Kent noticed a man lying close beside track, train was stopped and man was found with his right arm cut off below elbow and right foot crushed. He was taken to St. Francis Hospital, Jersey City, where he died about one hour afterward. Time of accident 11:30 P. M.

November 8th.—Robert Cormick, age 40, attempted to climb through between cars which were being switched by engine 169, M. M. Rounds, engineer, at Jersey City, N. J., at 10:30 A. M., and was caught between bumpers and slightly bruised through body, also had bone broken on fourth toe, right foot. He was sent to St. Francis Hospital, Jersey City, and afterward to New York.

November 16th.—Henry Westfall, brakeman, age 28, on train extra 35, R. Cassady, conductor; engine 631, J. Palmatier, engineer, had his forefinger of right hand caught between pin and bumping-block, crushing it so badly that amputation at the first joint was necessary, while coupling cars at Bergen, N. J., at 3:20 P. M.

November 21st.—Matthew Gahan, track walker, age 55, stepped out suddenly from behind some cars on side track and attempted to cross track ahead of train 12, R. M. Seymour, conductor; engine 84, E. Hicks, engineer, at Pen Horn, N. J., at 7:38 A. M., and was struck and instantly killed. Whistle had just been sounded.

November 22d.—Arthur McCullough, switchman, age 24, with switch train engine 334, T. Briceton, engineer, while coupling cars at

You Are Viewing an Archived Copy from the New Jersey State Library

Jersey City, N. J., at 5:30 A. M., had first finger of right hand caught between drawheads and badly crushed. He was taken to St. Francis Hospital, Jersey City.

November 25th.—Anthony Birs, brakeman, age 22, was attending switches for switch engine 469, L. V. Ball, engineer, at Pen Horn, N. J., at 4 A. M.; and while running along his lamp went out and he ran against a switch stand bruising his breast very slightly.

November 26th.—Patrick Callery, brakeman, age 40, while coupling engine 130, D. Baldwin, engineer, with engine 303, at Jersey City, N. J., at 5:13 P. M., had his right hand caught between drawhead and pin, cutting off the third finger at first joint.

December 17th.—John H. Black, passenger, age 36, under the influence of liquor, boarded train 18, J. D. Northrop, conductor; engine 147, J. Ackerson, engineer, at Passaic, N. J., at 10:10 P. M. When train started he discovered that he was on the wrong train and wanted to jump off but was warned not to by brakeman, but at Jefferson street crossing he jumped off and slipping on plank fell, his right foot resting on track was crushed at instep. He was taken to station and foot amputated between instep and toes, after which he was sent to Sisters' Hospital, Paterson, N. J.

December 18th.—Thomas Browning, age 42, was walking on eastbound track at Jersey City, N. J., at 8:32 A. M., and when train 24, D. Cooper, conductor; engine 106, H. Carlough, engineer, approached, he deliberately laid down on the track in front of engine, the pilot of of which threw him aside, breaking his nose and two ribs on left side. He was taken to St. Francis Hospital, Jersey City. Place of accident between Jersey avenue and Erie street; proper signals were given and every effort made to stop train.

December 29th.—Peter Eskopstein, carpenter, age 50, was repairing Erie box car 3,415, at repair shop, Bergen, N. J., at 7:15 A. M. He moved the car, and being slightly down grade, attempted to stop it by placing a brake lever in front of wheels; the track was wet and slippery and lever slid along until the end near his hands struck guardrail and forced his right hand against journal box of car; the lever cut the palm quite badly, and otherwise bruising the hand but breaking no bones.

You Are Viewing an Archived Copy from the New Jersey State Library

PATERSON, NEWARK AND NEW YORK RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Paterson, Newark and New York Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$250,000 00
Bonded debt	500,000 00
Cost of road and equipments, as settled August 8th, 1879, by decree Judge Scudder	545,433 29

The road extends from Paterson to Newark, a distance of ten and nine hundred and nine one-thousandths miles.

It is leased to the New York, Lake Erie and Western Railroad Company, at an annual rental of $35,000.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Essex County, *ss.*—Cortlandt Parker, being duly sworn, on his oath says that he is President of the Paterson, Newark and New York Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

CORTLANDT PARKER.

Sworn and subscribed before me this eleventh day of February, A. D. 1885.

DEWITT VAN BUSKIRK,
Master in Chancery of New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$58,455 23
Income from freight	45,771 36
Income from other sources	712 36
Total	$104,938 95
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	$69,868 77

ACCIDENTS FOR 1884.

November 9th.—William H. Pegg, agent, age 57, while walking towards depot on track at Stitt's, N. J., at 4:00 P. M., was struck by engine 113, train 109, Wm. Carter, conductor; T. Seymour, engineer, and thrown down, his legs remaining on track. His left foot was crushed at instep, right leg broken between ankle and knee, and right heel slightly crushed. He was taken to St. Joseph's Hospital, Paterson, N. J., and left leg amputated above ankle. He died in the hospital, November 27th, from the effects of his injuries. Proper signals were given and every effort made to stop train before striking him.

NEW JERSEY STATE LIBRARY

You Are Viewing an Archived Copy from the New Jersey State Library

PATERSON AND RAMAPO RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Paterson and Ramapo Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock	$298,000 00
Cost and true value of said railroad, being located in the counties of Passaic and Bergen, and extending from Paterson northerly to the New York State line	350,000 00
No equipment or appendages.	
Income—Rent from Erie Railroad Company, including rent on lease Union Railroad Company, assigned to this company	30,000 00
Dividend January 3d, 1884, four and one-half per cent	13,410 00
Dividend July 2d, 1884, four and one-half per cent	13,410 00
Expenses for contingencies, taxes, &c	2,384 65
No funded or other debts.	

It is leased to the New York, Lake Erie and Western Raiload Company, at an annual rental of $26,500.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

The said road being under lease to the New York and Erie Railroad Company, under sanction of the Legislature, and operated by its successor, the New York, Lake Erie and Western Railroad Company, this company has no knowledge of the other matters required.

State of New Jersey, *ss.*—Jacob S. Rogers, being duly sworn, on his oath says that he is President of the Paterson and Ramapo Railroad Company, and that the foregoing report is true to the best of his knowledge and belief.

J. S. ROGERS.

You Are Viewing an Archived Copy from the New Jersey State Library

Sworn and subscribed before me this third day of January, A. D. 1885.

ROBERT I. HOPPER,
Master in Chancery of New Jersey.

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the earnings and expenses of the Paterson and Ramapo Railroad Company are merged in the general accounts of the New York, Lake Erie and Western Railroad Company, and that the accompanying statement of accidents on said Paterson and Ramapo line during the year 1884, is correct and true to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Sworn and subscribed before me this ninth day of February, A. D. 1885.

GEO. E. GRANT,
Notary Public, New York City and County.

ACCIDENTS FOR 1884.

January 4th.—Jeremiah Linchan, brakeman, age 36, on train 57, W. L. Baxter conductor, engine 105, S. A. Rouk engineer, while pulling coupling-pin at Paterson, N. J., at 1:50 P. M., had his left arm caught between bumpers and badly bruised between wrist and elbow. No bones broken.

February 22d.—James Candon, age 72, came suddenly upon the track at Paterson, N. J., at 7:07 P. M., about ten feet in front of train 25, engine 106, D. Cooper conductor, H. Carlough engineer, and was struck and instantly killed. Proper signal had been given for arriving just east of where accident happened, and bell was ringing at the time.

February 28th.—Frederick S. Ward, brakeman, age 28, on train 115, engine 111, C. H. Ward conductor, D. S. Kenyon engineer, while disconnecting air brakes between coaches at Paterson, N. J., at 6:30 P. M., was caught between platform and thrown violently to the ground. No bones were broken. He received a slight concussion of the brain.

You Are Viewing an Archived Copy from the New Jersey State Library

March 13th.—James Dunning, brakeman, age 30, train extra 35, S. Sharp conductor, engine 163, J. Sullivan engineer, while coupling cars at Ramseys, N. J., at 10:00 A. M., had his right hand caught between drawheads and forefinger quite badly bruised, but no bones broken.

April 19th.—Frederich Strohmeyer, age 23, attempted to climb on train extra 10, J. Crane conductor, engine 526, C. Jenkins engineer, while it was passing Hawthorne, N. J., at 9:25 A. M., fell under the wheels and had both legs cut off. He was taken to Ladies' Hospital, Paterson, N. J., where he died same day.

May 13th.—James A. Allwood, brakeman, age 23, on train extra 35, William White conductor, 559, H. Watts engineer, while coupling cars at West Paterson, N. J., at 3:50 A. M., was caught between the cars and quite badly squeezed through the hips. No bones broken.

August 15th.—John Gilhooly, age 17, while stealing a ride on train extra 36, W. H. Carley conductor, engine 617, G. Gibson engineer, at Ramseys, N. J., at 3 P. M., had his left leg caught between bumpers and broken and crushed below the knee.

October 13th.—Samuel H. Dunning, age 24, was standing near the track at Paterson, N. J., at 8:30 A. M., and engine 154, G. H. Cooper engineer, was switching to and fro. Dunning, without authority, stepped between cars to draw a pin when the fleshy part of his right arm, below elbow, was caught between bumpers and slightly squeezed.

October 17th.—William H. Arnott, brakeman, age 21, on train extra 35, J. Ostrander conductor, engine 535, J. Berry engineer, in attempting to make a coupling between two locomotive trucks at Paterson, N. J., at 12:20 A. M., was caught between drawheads, injuring the lower part of his abdomen, but breaking no bones.

December 12th.—Chapman De Groat (colored), age 34, was struck and knocked down and right leg crushed above ankle by engine 97, W. Dooley engineer, train 42, W. B. Limpton conductor, at Mahwah, N. J., at 5:20 P. M. As train was approaching the depot very slowly, he stepped suddenly from the platform to cross the track ahead of train. The bell was ringing, and every effort made to stop train. He was taken to a hotel and leg amputated below knee.

You Are Viewing an Archived Copy from the New Jersey State Library

December 22d.—Joseph Favorat, age 48, was walking on east-bound track near River street station, Paterson, N. J., at 5:40 P. M., when train 42, W. B. Lupton conductor, engine 97, W. Dooley engineer, struck and knocked him down, bruising his head badly and crushing his left foot so that amputation of large and second toes was necessary. He was taken to Ladies' Hospital, Paterson, N. J. It was dark and engineer did not see him in time to prevent accident. Proper signals had been given for entering the station.

You Are Viewing an Archived Copy from the New Jersey State Library

PEMBERTON AND HIGHTSTOWN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Pemberton and Hightstown Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$342,150 00
Bonded debt	160,000 00
Floating debt	36,541 85
Cost of road	$538,691 85

The road extends from Pemberton to Hightstown, a distance of twenty-five miles.

It is leased to the United Canal and Railroad Companies of New Jersey, at an annual rental of six per cent. upon the capital stock and seven per cent. upon the company's bonds, payable semi-annually upon the first days of January and July in each year.

It is equipped and operated by the Pennsylvania Railroad Company under their lease of the United Canal and Railroad Companies of New Jersey, and the further information required by law is furnished by that company.

State of New Jersey, Monmouth County, *ss.*—Nathaniel S. Rue, being duly sworn, on his oath says that he is President of the Pemberton and Hightstown Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

NATHANIEL S. RUE.

Sworn and subscribed before me this twentieth day of January, A. D. 1885.

JOS. H. JOHNES,
Notary Public New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

PERTH AMBOY AND WOODBRIDGE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Perth Amboy and Woodbridge Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$57,200 00
Bonded debt	100,000 00
Floating debt	57,381 57
Cost of road and equipments	214,581 57

The road extends from Rahway to Perth Amboy, a distance of six and one-half miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of six per cent.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Hudson County, *ss.*—Alfred L. Dennis, being duly sworn, on his oath says, that he is president of the Perth Amboy and Woodbridge Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

A. L. DENNIS.

Sworn and subscribed before me this sixth day of February, A. D. 1885.

C. B. THURSTON,
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$15,666 10
Income from freight	11,356 37
Income from other sources	508 00
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	43,609 41

You Are Viewing an Archived Copy from the New Jersey State Library

PHILADELPHIA AND ATLANTIC CITY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Philadelphia and Atlantic City Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$1,200,000 00
Floating debt	462,544 40
Cost of road and equipments at foreclosure sale September 20th 1883, subject to claims against Trustees	100,000 00

The road extends from Camden to Atlantic City, a distance of fifty-four and forty-two one-hundredths miles.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$104,657 91
Income from freight	62,458 83
Income from other sources	1,536 00
	$168,652 74
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	180,142 54

State of Pennsylvania, Philadelphia County, *ss.*—George deB. Keim, being duly sworn, on his oath says that he is President of the Philadelphia and Atlantic City Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884 are correct and true to the best of his knowledge and belief.

G. deB. KEIM.

Sworn and subscribed before me this 7th day of February, A. D. 1885.

W. R. TAYLOR,
A Commissioner for the State of New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

ACCIDENTS FOR 1884.

September 19th.—Charles Baker, two ribs broken and injured internally; James Stetzer, arm broken, by collision of freight train of the Williamstown Railroad and a train of the Philadelphia and Atlantic City Railroad, at the crossing of the two roads at Williamstown Junction. Conductor, James Stanley; engineer, Robert Caum.

November 8th.—Edward H. Souders, shoulder-blade broken, fell from platform of car at Atlantic City. Conductor, Josiah Lee; engineer, David Williams.

NOTE.—Engineers and conductors retained in service in each case.

You Are Viewing an Archived Copy from the New Jersey State Library

PHILADELPHIA AND LONG BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Philadelphia and Long Branch Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$750,000 00
Bonded debt	750,000 00
Floating debt	37,500 00
Cost of road and equipments	1,500,000 00

The road extends from Pemberton Junction to head of Barnegat Bay, a distance of forty-five and eighty-five one-hundredths miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of excess of receipts over operating expenses.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, City and County Philadelphia, *ss.*—W. H. Wilson, being duly sworn, on his oath says that he is President of the Philadelphia and Long Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this third day of February, A. D. 1885.

HUGH B. ELY,
M. C. C. State of New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$55,090 85
Income from freight	17,501 33
Income from other sources	4,863 69
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	95,646 98

You Are Viewing an Archived Copy from the New Jersey State Library

PHILADELPHIA, MARLTON AND MEDFORD RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Philadelphia, Marlton and Medford Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$102,450 00
Bonded debt	76,000 00
Floating debt	1,000 00
Cost of road and equipments	166,828 85

The road extends from Haddonfield to Medford, a distance of eleven and seven-tenths miles.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$15,725 19
Income from freight	3,513 79
Income from mail service	309 52
Income from express	697 39
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	15,575 36

State of New Jersey, Camden County, *ss.*—Daniel M. Zimmerman, being duly sworn, on his oath says that he is Secretary and Treasurer of the Philadelphia, Marlton and Medford Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884 are correct and true to the best of his knowledge and belief.

D. M. ZIMMERMAN.

Sworn and subscribed before me this second day of February, A. D. 1885.

PETER L. VOORHEES,
Master in Chancery of New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Rocky Hill Railroad and Transportation Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$45,600 00
Cost of road and equipments	45,600 00

The road extends from Rocky Hill to Monmouth Junction, a distance of six and fifty-one one-hundredths miles.

It is leased to the Pennsylvania Railroad Company, at an annual rental of six per cent. on the capital stock held by individual stockholders.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Mercer County, *ss.*—David H. Mount, being duly sworn, on his oath says that he is President of the Rocky Hill Railroad and Transportation Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

D. H. MOUNT,
President.

Sworn and subscribed before me this fourth day of February, A. D. 1885.

J. A. STOUT,
Notary Public.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$1,991 19
Income from freight	1,912 57
Income from other sources	290 50
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	10,644 46

You Are Viewing an Archived Copy from the New Jersey State Library

SALEM RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Salem Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$180,550 00
Bonded debt	100,000 00

The road extends from Salem, N. J., to Elmer, N. J., a distance of seventeen miles.

It is leased to the West Jersey Railroad Company, at an annual rental of six per cent., free of all taxes, on capital stock held by individual stockholders; and in accordance with the lease, two dividends of three per cent. each have been paid during the past year to stockholders other than the West Jersey Railroad Company.

It is equipped and operated by the West Jersey Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New Jersey, Salem County, *ss.*—Samuel Abbott, being duly affirmed, on his affirmation says that he is President of the Salem Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

SAMUEL ABBOTT.

Affirmed and subscribed before me this tenth day of January, A. D. 1885.

WALTER W. ACTON,
Notary Public.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$16,128 20
Income from freight	6,292 30
Income from other sources	4,823 98
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	29,748 77

Dividends paid during the year 1884, and how paid:

Two of three per cent. each, cash.

You Are Viewing an Archived Copy from the New Jersey State Library

SOUTH BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the South Branch Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$438,300 00
Floating debt	3,568 87
Cost of road and equipments	440,514 57

The road extends from Somerville to Flemington, a distance of fifteen and eighty one-hundredths miles.

It is leased to the Central Railroad Company of New Jersey, at an annual rental of six per cent. on the capital stock of the Company.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Mercer County, *ss.*—Henry S. Little, being duly sworn, on his oath says that he is a director of the South Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this second day of February, A. D. 1885.

HENRY C. KELSY,
Master in Chancery of New Jersey.

Income from passengers, freight and other sources are included in the operations of the Central Railroad Company of New Jersey, and no separate account of same is made.

You Are Viewing an Archived Copy from the New Jersey State Library

SUSSEX RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Sussex Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$1,638,600 00
Bonded debt	236,500 00
Floating debt	16,299 74
	$1,891,399 74
Cost of road and equipments	1,911,429 34

Dividends paid during the year 1884, and how paid—none.

The road extends from Waterloo to Branchville and Franklin, a distance of thirty and thirty one-hundredths miles.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$20,071 33
Income from freight	49,988 45
Income from other sources	16,569 40
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	78,969 06

REMARKS.

The true value of this road has not changed since last year, and is, referring to the opinion of the Chief Justice in 1877, $400,360—annual tax being $2,001.80.

State of New York, New York County, *ss.*—Frederick H. Gibbens being duly sworn, on his oath says that he is Treasurer of the Sussex

You Are Viewing an Archived Copy from the New Jersey State Library

Railroad Company and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884 are correct and true to the best of his knowledge and belief.

FRED'K H. GIBBENS.

Sworn and subscribed before me this 9th day of February, A. D. 1885.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

You Are Viewing an Archived Copy from the New Jersey State Library

SWEDESBORO RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Swedesboro Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$93,350 00
Bonded debt	200,000 00

The road extends from Woodbury to Swedesboro, a distance of ten and eight-tenths miles.

It is leased to the West Jersey Railroad Company, at an annual rental of six per cent. on the capital stock and seven per cent. on the bonds, and $300 for organization.

It is equipped and operated by the West Jersey Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Gloucester County, *ss.*—David B. Gill, being duly sworn, on his oath says that he is Secretary and Treasurer of the Swedesboro Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

DAVID B. GILL.

Sworn and subscribed before me this 4th day of February, A. D. 1885.

JOSEPH WOLF,
Justice.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$29,736 25
Income from freight	19,262 31
Income from other sources	5,199 02
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	18,768 72

Dividends paid during the year 1884, and how paid:
Two of 3 per cent each, cash.

You Are Viewing an Archived Copy from the New Jersey State Library

TIDEWATER RAILWAY COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Tidewater Railway Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$10,000 00

RECEIPTS AND EXPENSES FOR 1884.

Income from interest	12 20
Expenditures during the year for contingencies, including amount deposited with Secretary of State	4,078 75

REMARKS.

The road is not yet completed, and is intended to extend from a junction with the railroad of the National Docks Railway Company to a point on the Hudson river at or near the Morris Canal basin, the line being entirely in Hudson county.

State of Pennsylvania, City of Philadelphia, *ss.*—Effingham B. Morris, being duly sworn, on his oath says that he is President of the Tidewater Railway Company, and that the foregoing statement is correct and true to the best of his knowledge and belief.

EFFINGHAM B. MORRIS,
President.

Sworn and subscribed before me this 25th day of February, A. D. 1885.

WM. C. ALDERSON,
Commissioner of Deeds for New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

TOMS RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Toms River Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$240,000 00
Cost of road and equipments at foreclosure sale	15,000 00

The road extends from Manchester to Toms River, a distance of seven and forty-eight one-hundredths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Mercer County, *ss.*—Henry S. Little, being duly sworn, on his oath says that he is President of the Toms River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this second day of February, A. D. 1885.

HENRY C. KELSEY,
Master in Chancery of New Jersey.

REMARKS.

Income from passengers and freight are included in the operations of the New Jersey Southern Railway Company, and no separate account of same is made.

You Are Viewing an Archived Copy from the New Jersey State Library

TOMS RIVER AND WARETOWN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Toms River and Waretown Railroad Company presents the following report for the year ending December 31st, 1884:

Purchased at foreclosure sale for	$25,000 00
Indebtedness assumed	30,000 00
Extension to Barnegat	20,000 00
Cost of road and equipments	$75,000 00

The road extends from Toms River to Barnegat, a distance of fourteen and eighty-three one-hundredths miles.

It is leased to the New Jersey Southern Railway Company, at an annual rental of a percentage on the gross receipts.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New Jersey, Ocean County, *ss.*—John Aumack, being duly sworn, on his oath says that he is one of the owners of the Toms River and Waretown Railroad, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JOHN AUMACK.

Sworn and subscribed before me this fifth day of February, A. D. 1885.

THOS. W. MIDDLETON,
Master in Chancery of New Jersey.

REMARKS.

Income from passengers and freight are included in the operations of New Jersey Southern Railway Company, and no separate account of same has been made.

You Are Viewing an Archived Copy from the New Jersey State Library

TUCKERTON RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Tuckerton Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$547,744 67
Bonded debt	99,862 00
Cost of road and equipments, at forclosure sale	85,000 00

Dividends paid during the year 1884, and how paid—none.

The road extends from Whitings to Edge Cove, a distance of thirty-one (31) miles.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$24,154 07
Income from freights	12,531 98
Income from other sources	2,972 86
Expenditures during year for working road, including repairs, maintenance of way, motive power and contingencies	36,887 73

State of New Jersey, Burlington County, *ss.*—Archs. R. Pharo being duly affirmed, says that he is President of the Tuckerton Railroad Company and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884, are correct and true to the best of his knowledge and belief.

ARCHS. R. PHARO,
President.

Affirmed and subscribed before me this fifth day of February, A. D. 1885.

A. W. HAYWOOD,
Notary Public.

You Are Viewing an Archived Copy from the New Jersey State Library

UNITED NEW JERSEY RAILROAD AND CANAL COMPANY.

To the Legislature of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad and canal companies of the State, the United New Jersey Railroad and Canal Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$21,240,400 00
THE FUNDED DEBTS ARE:	
First—Loan of 1889, interest six per cent., outstanding	$866,000 00
Second—A consolidated loan, due in 1889, interest six per cent., outstanding	5,000,000 00
Third—A sterling loan of £369,200@$5, interest six per cent., outstanding	1,846,000 00
Fourth—A sterling loan of £360,000@$5, interest six per cent., outstanding	1,800,000 00
Fifth—A loan due in 1888, interest six per cent., outstanding	154,000 00
Sixth—A loan due in 1894, interest six per cent., outstanding	2,000,000 00
Seventh—A loan due in 1901, interest six per cent., outstanding	3,000,000 00
Eighth—A loan due in 1901, interest six per cent., outstanding	2,300,000 00
Ninth—A loan due in 1901, interest six per cent., outstanding	369,000 00
Tenth—A loan due in 1908, interest six per cent., outstanding	841,000 00
Eleventh—A loan due in 1923, interest four per cent., outstanding	1,824,000 00
	$20,000,000 00
Twelfth—A bond due the State of New Jersey, interest six per cent	100,000 00
Bonds and mortgages	1,177,642 75
The cost of the United New Jersey Railroad and Canal Company's works, including branches, steamboats, other equipment, real estate, &c., (including additional construction expenses incurred by the lessee,) is	$38,495,918 20
INVESTMENTS IN AUXILIARY WORKS:	
Stocks	$4,626,878 29
Bonds	1,126,450 00
Advances	494,135 58

You Are Viewing an Archived Copy from the New Jersey State Library

RECEIPTS AND EXPENSES FOR 1884.

Railroads.

From passengers	$5,699,244 93	
From freight	7,542,897 42	
From express matter	363,753 15	
From mails	182,897 83	
From miscellaneous	373,382 94	
Total earnings		$14,162,176 27
Working expenses		10,368,439 95
Net earnings		$3,793,736 32

Delaware and Raritan Canal.

From tolls on boats	$3,077 21	
From tolls on lading	311,133 96	
From tolls on steam towing	118,739 28	
From miscellaneous	114,760 21	
Total earnings	$547,710 66	
Working expenses	381,403 87	
Net earnings		166,306 76
Total net earnings after deducting working expenses		$3,960,043 11

The United New Jersey Railroad and Canal Company's works are leased to the Pennsylvania Railroad Company, at an annual rental of ten per centum per annum upon the capital stock, free of all taxes; and, in accordance with the lease, quarterly dividends of two and one-half per cent. in cash have been regularly paid.

This company, being so leased, have no knowledge as to details of operations and additional construction expenses, but by annual statements furnished by the Pennsylvania Railroad Company.

The tables of distances and length of road and canal are furnished in the State Director's Report.

State of New Jersey, Mercer County, *ss.*—John G. Stevens, President of the United New Jersey Railroad and Canal Company, being duly sworn according to law, on his oath saith that the foregoing statement and report is true to the best of his knowledge, information and belief. JOHN G. STEVENS.

Sworn and subscribed before me this third day of February, A. D. 1885.

LEROY H. ANDERSON,
M. C. C.

You Are Viewing an Archived Copy from the New Jersey State Library

ACCIDENTS FOR 1884.

Persons struck by passing trains and killed while walking or standing on the track.

January 8th.—David S. Dunham, killed near Stelton. T. Stackhouse, conductor; B. A. Larrison, engineer.

January 17th.—Emanuel Burick, one mile west of Adams. S. M. Cassell, conductor; L. Meyers, engineer.

January 22d.—Irvin Sterro, near Meadows coal shutes. A. V. Bergen, conductor; G. Taylor, engineer.

February 6th.—Unknown man, at Rahway. S. Knowles, conductor; G. Seward, engineer.

February 21st.—Unknown man, at Meadows. W. H. Merritt, conductor; J. K. Niece, engineer.

March 4th.—Ferdinand Rutz, at Iselin. W. Weest, conductor; W. Page, engineer.

March 12th.—Unknown man, between Deans and Monmouth Junction. W. F. Jones, conductor; G. Disbrow, engineer.

May 1st.—Frank Corbett, at Newark. I. N. Campbell, conductor; W. La Wall, engineer.

June 15th.—Unknown man, at Elizabeth. —— ——, conductor; —— ——, engineer.

July 13th.—Unknown man, at South Elizabeth. —— ——, conductor; —— ——, engineer.

July 14th.—Edward Gunn, at Camden. Jacob Haines, conductor; George Schuyler, engineer.

July 16th.—Daniel Williams, at Trenton. G. A. Hall, conductor; D. Buckley, engineer.

August 4th.—Unknown man, at Camden. A. L. Haines, conductor; J. W. Thompson, engineer.

You Are Viewing an Archived Copy from the New Jersey State Library

August 5th.—John Howard, at Monmouth Junction. B. Wiltze, conductor; W. Laird, engineer.

August 8th.—Unknown man, at Elizabeth. —— ——, conductor; W. Berry, engineer.

August 15th.— ——Key, at Jersey City. W. Gee, conductor; G. Taylor, engineer.

August 23d.—Unknown man, at Meadows. G. K. Deane, conductor; J. Maloney, engineer.

September 3d.—Joseph Ryno, at Linden. A. C. Van Nostrand, conductor; G. Taylor, engineer.

October 15th.—John Murray, Charles Johnson and Martin Mullen, at Elizabeth. W. H. Merritt, conductor; W. Seery, engineer.

November 15th.—W. Boyd, at Jersey City. P. Mullin, conductor; J. Mason, engineer.

Persons struck by passing trains and injured while walking or standing on the track.

January 11th.—Rebecca Crockford, arm injured at Evansville. Joseph Ellis, conductor; John Curtis, engineer.

March 2d.—Unknown man, at Newark. W. Gee, conductor; T. Hill, engineer.

April 30th.—Elmer Rango, at Marion. F. Sheehan, conductor; G. Morrison, engineer.

June 26th.—Unknown man, fatally injured at Menlo Park. J. F. Burrage, conductor; W. Fritchman, engineer.

July 15th.—M. Ignatz, at Elizabeth. —— ——, conductor; —— ——, engineer.

July 21st.—Matthew Hill, at South Trenton. E. L. Titus, conductor; —— ——, engineer.

July 25th.—James E. Harra, at Burlington. C. M. Hand, conductor; T. D. Bunting, engineer.

You Are Viewing an Archived Copy from the New Jersey State Library

August 7th.—George Sue, at Princeton Junction. W. T. Bailey, conductor; C. Lynch, engineer.

August 13th.—Maria Devicker, at Elizabeth. W. T. Bailey, conductor; C. Lynch, engineer.

August 16th.— —— ——, at Monmouth Junction. B. F. Wiltze, conductor; —— ——, engineer.

August 19th.—James Murray, at New Brunswick. G. K. Deane, conductor; J. Maloney, engineer.

August 25th.—Edward Madison, Jr., at Camden. J. Haines, conductor; George Schuyler, engineer.

October 21st.— —— ——, at Monmouth Junction. H. Christian, conductor; A. Purt, engineer.

November 14th.—Tony Fry, at Waverly. T. Stackhouse, conductor; A. A. Lazalere, engineer.

November 22d.—Martin Keer, fatally injured at Newark. B. Wiltze, conductor; W. Laird, engineer.

November 29th.—Unknown man, at Millstone Junction. W. W. Hawk, conductor; D. Kerr, engineer.

December 1st.—William White, at Meadows. —— ——, conductor; —— ——, engineer.

December 9th.—J. Keating, fatally, at Newark. C. Grantzow, conductor; J. Sweeney, engineer.

December 23d.—E. Archives, at Jersey City. —— ——, conductor; J. Leese, engineer.

Persons killed or injured in attempting to get off and on moving trains.

January 11th.—Theodore Rue, injured at Beverly. J. P. Read, conductor; J. K. Reynolds, engineer.

January 18th.—John B. Morse, fatally injured at Newark. H. S. Catlin, conductor; A. J. Hennicker, engineer.

You Are Viewing an Archived Copy from the New Jersey State Library

February 9th.—Joseph Doyle, injured at Jobstown. B. Gregg, conductor; A. S. Hartman, engineer.

February 9th.—John Evans, fatally injured at Jersey City. F. Sheehan, conductor; W. H. Holland, engineer.

March 1st.—Hiram Walton, injured at Windsor. S. L. Durand, conductor; J. White, engineer.

April 29th.—Thomas McManus, injured at Metuchen. —— ——, conductor; —— ——, engineer.

May 6th.—N. H. Halstead, killed at Newark. S. Knowles, conductor.

June 4th.—John Young, injured at Millham coal shutes. —— Tice, conductor; —— Swellinger, engineer.

June 17th.—Walter Darcy, fatally injured at Elizabeth. J. Southard, conductor; J. Robbins, engineer.

July 6th.—David Peters, injured at Camden. J. W. Dill, conductor; E. Thomas, engineer.

July 8th.—James Reilly, killed at Elizabeth. —— ——, conductor; —— ——, engineer.

Angust 13th.—Berr Lobelow, fatally injured at Rahway. W. H. Merritt, conductor; E. Carr, engineer.

September 1st.—Henry McDermott, injured at Lawrence. J. Bartolette, conductor; A. Vandegrift, engineer.

September 1st.—Patrick Massey, injured at Perth Amboy Junction. —— ——, conductor; —— ——, engineer.

September 16th.—E. J. Mallory, injured at Beverly. C. W. Sutphin, conductor; J. H. Smith, engineer.

September 16th.—Robert Hancock, injured at Newark. R. Thorp, conductor; W. G. Weaver, engineer.

September 30th.—Gustave Meister, injured at Newark. W. B. Roberts, conductor; —— ——, engineer.

You Are Viewing an Archived Copy from the New Jersey State Library

October 2d.—Jediah Shotwell, injured at Hightstown. C. E. Bogie, conductor; J. F. Worts, engineer.

October 3d.—James McKenny, injured at Camden. J. Mattock, conductor; L. Elbertson, engineer.

October 21st.—Unknown woman, injured at Newark. C. Meshrow, conductor; R. Schuhardt, engineer.

October 29th.—Mrs. W. R. Heiskell, injured at Monmouth Junction. B. F. Wilson, conductor; J. W. Hartman, engineer.

October 30th.—W. L. Adams, injured at Jersey City station. W. W. Hawk, conductor; L. Myers, engineer.

November 24th.—Mrs. —— Barrell, injured at Jersey City station. A. C. Van Nostrand, conductor; G. Taylor, engineer.

December 1st.—A. M. Hunt, injured at Beverly. W. H. Carr, conductor; J. W. P. West, engineer.

December 20th.—Nicholas Erb, injured at Newark. M. J. Benson, conductor; J. Heck, engineer.

Persons found killed or injured lying alongside of track, supposed to have been struck by passing trains, or by attempting to jump on or off moving trains. Circumstances, what train and what conductors and engineers, unknown.

June 13th.—Edward Toms, injured at Rahway.

June 19th.—Unknown man found dead in ditch at Florence.

October 5th.—Unknown man killed at Plainsboro.

October 24th.—Michael Groff, injured at Monmouth Junction.

October 25th.—Albert Harrison, killed at Bordentown.

December 7th.—John P. Everitt, found dead at Burlington.

December 17th.—A. Kennedy, injured at Trenton.

NEW JERSEY STATE LIBRARY

You Are Viewing an Archived Copy from the New Jersey State Library

Persons killed or injured by moving trains while crossing the track.

January 21st.—Clark Cottrell, injured at Fairfield. T. P. Goldy, conductor; J. Worts, engineer.

February 2d.—Emily Mills, killed at Rahway. W. Weest, conductor; A. Vandegrift, engineer.

February 8th.—Joseph Coleman and August Bodler, injured at Marion. —— Dean, conductor; —— Fuller, engineer.

April 17th.—Jacob Wemer, injured at Newark. A. C. Van Nostrand, conductor; B. Hurst, engineer.

May 9th.—B. F. Sener, injured at East Newark. W. W. Branson, conductor; W. H. Guerney, engineer.

May 14th.—T. Hawkins, fatally injured at Newark. J. Beach, conductor; J. Killey, engineer.

May 15th.—John Scanlan, injured at Jersey City. —— ——, conductor; W. Newson, engineer.

June 13th.—Joseph Branogan, fatally injured at Newark. E. C. Cline, conductor; J. E. Hutton, engineer.

July 14th.—Thomas McElroy, injured at Newark. H. Stewart, conductor; A. A. Lazalere, engineer.

August 7th.—Philip Hughes, killed at Burlington. B. L. Walcott, conductor; W. W. Watts, engineer.

November 6th.—Mrs. Ellen McCue, killed at New Brunswick. T. Stackhouse, conductor; H. McMichael, engineer.

November 14th.—Edward Rabbitt, injured at Jersey City. R. Parker, conductor; Allan P. Blank, engineer.

November 15th.—Unknown man struck by train at Elizabeth, but did not apparently sustain any injuries, as he ran away before the train stopped. C. Meshrow, conductor; M. Creclin, engineer.

December 3d.—Emma Perrine, killed at Spotswood. William Burchell, conductor; Sidney McConnell, engineer.

You Are Viewing an Archived Copy from the New Jersey State Library

Persons other than employes killed or injured in other ways than as above stated.

January 10th.—C. C. Hane, slightly injured in train by bell rope hanger breaking and falling on his head while train was passing East Newark. O. A. Swenson, conductor; W. H. Gordon, engineer.

February 1st.—Gustave Gorrisse, fell through iron grating at Rahway station and sustained slight injuries.

February 19th.—Unknown lady, head injured by falling on platform at Smithville.

April 1st.—James McNichols, injured at Trenton while stealing a ride on freight train. S. Davis, conductor; —— Reinhardt, engineer.

April 1st.—Cornelius Phyfe, injured at Jersey City station by falling.

May 8th.—Mr. —— Messer, injured at Jersey City station by being struck by baggage barrow.

May 14th.—Charles Whitmore, injured at Jersey City station by being caught between car and butting block. A. Slover, conductor; C. Naimby, engineer.

July 17th.—Martha A. Torrey, hand bruised by car door at Welwood. J. Haines, conductor; George Schuyler, engineer.

July 21st.—Mrs. Burgoyne, slightly injured at Elizabeth by falling on track.

July 23d.—Lambert Backus, injured slightly by falling through platform at Lamberton. J. H. Black, conductor; O. Hounslow, engineer.

July 27th.—Charles Ceiger, injured in Jersey City station by collision of train with butting block. S. B. Keyes, conductor; C. A. Miller, engineer.

July 28th.—Daniel Bussom, thumb mashed by car door at Kinkora. J. Haines, conductor; George Schuyler, engineer.

August 26th.—William Matlock, died of heart disease on train at Beverly. J. A. Southwick, conductor; J. A. Fort, engineer.

You Are Viewing an Archived Copy from the New Jersey State Library

August 27th.—John McDermoth, while driving a wagon across the track at Jersey City, was struck and injured about the head. A. C. Van Nostrand, conductor; B. L. Hurst, engineer.

September 18th.—Elijah Wall, hand injured by fall from wagon at Newtown. Charles Sutton, conductor; James White, engineer.

September 25th.—Mrs. C. A. Martin, injured by falling while boarding train at Trenton. J. W. Bostwick, conductor; W. Furman, engineer.

October 13th.—R. Reiminghouse, side bruised by collision at Camden. Wm. Elwell, conductor; J. Carman, engineer.

October 13th.—Smith Clark, head cut by collision at Camden. Wm. Elwell, conductor; J. Carman, engineer.

October 13th.—Frederick Pelly, eye injured by collision at Camden. Wm. Elwell, conductor; J. Carman, engineer.

October 13th.—W. E. Starr, head injured by collision at Camden. Wm. Elwell, conductor; J. Carman, engineer.

October 13th.—Michael Cunningham, neck bruised by collision at Camden. Wm. Elwell, conductor; J. Carman, engineer.

October 13th.—William McMullen, rib fractured by collision at Camden. Wm. Elwell, conductor; J. Carman, engineer.

October 17th.—Mrs. A. A. Williams, injured by falling while crossing the tracks at New Brunswick.

October 27th.—John Campbell, head hurt by fall at Morris station. John P. Reed, conductor; J. W. Thompson, engineer.

November 6th.—Annie Koolisk, injured at Jersey City while crossing over cars. F. Rosenbaum, conductor; C. Naimby, engineer.

November 7th.—Mrs. —— Pugley, injured by falling while alighting from train in Jersey City station. —— —— conductor; —— —— engineer.

November 22d.—M. Henhoeffer, arm sprained by collision at Camden. E. Stout, conductor; J. O. Thompson, engineer.

You Are Viewing an Archived Copy from the New Jersey State Library

November 22d.—Unknown man slightly injured by collision at Camden. E. Stout, conductor; J. O. Thompson, engineer.

November 24th.—A piece of timber projecting over the track on the line of Centre Street (Newark) Branch, scraped along the side of the cars of train No. 17, breaking a number of window glasses, and the following named passengers were struck by pieces of glass and slightly injured: H. J. Northcott, W. E. Fleming, J. E. Baldwin, Miss Lizzie Stodlinger, C. B. Henry, Miss Jennie Wright, W. F. Courter, A. D. Thompson and an unknown man. L. Silance, conductor; B. O. Larrison, engineer.

Employes killed or injured by accident as stated.

January 11th.—J. M. Davis, brakeman, killed by slipping off car in motion at Bordentown. B. F. Wiltse, conductor; W. Peabody, engineer.

January 14th.—James Lane, hand cut at Meadows.

January 15th.—John Otis, injured by switch at Elizabeth.

January 15th.—Patrick Murphy, injured at Meadows by falling from engine.

January 16th.—Caroline Whitehead, injured at Jersey City by falling in car.

January 19th.—Frank Garwood, injured at Harsimus Cove by falling in car. A. H. McCaulley, conductor; E. Wright, engineer.

January 20th.—John Fellona, thrown from car at Meadows and slightly injured. J. Gallagher, conductor; H. Cole, engineer.

January 23d.—Kate Egan, injured at Jersey City by falling in car.

January 24th.—T. McNally, injured by switch at Jersey City.

January 24th.—J. McLaughlin, injured at Jersey City by being struck by iron contents of car.

January 31st.—John McCoy, injured at East Newark while loading ties.

You Are Viewing an Archived Copy from the New Jersey State Library

January 31st.—John Finnegan, injured at Rahway while handling rails.

February 19th.—Otto Lang, fatally injured at Meadows by being run over by engine. J. Coogan, conductor; H. Cochrane, engineer.

February 11th.—John O'Brien, leg severely injured at Jersey City by car running over it. P. Milan, conductor; W. Johnson, engineer.

February 19th.—Michael Desmond, fell between cars at Jersey City and killed. J. Keown, conductor; J. Van Nuys, engineer.

February 20th.—Angus McDonald, ship carpenter, collar-bone broken by fall from staging at South Amboy.

February 27th.—Michael Martin, injured by passenger car at Jersey City.

February 28th.—Jacob Clos, injured at Jersey City by falling from car.

March 9th.—Elmer Harrison, injured at Elizabeth by falling from car. E. R. Nagle, conductor; W. H. Johnson, engineer.

March 9th.—John Connors, foot injured at Linden while handling rails.

March 10th.—Nicholas E. Parsons, ship carpenter, foot cut at Bordentown.

March 10th.—James Toole, killed at Jersey City by being struck by train. —— ——, conductor; John Dignon, engineer.

March 17th.—Thomas D. Murphy, hand caught in passenger car door. B. F. Wilson, conductor; —— ——, engineer.

March 19th.—John Greenockle, injured at Meadows by engine pole. —— ——, conductor; —— ——, engineer.

March 30th.—G. A. Hall, injured at Newark by derailing of car. G. A. Hall, conductor; V. Conover, engineer.

April 3d.—T. Blake, injured at Jersey City by having his foot caught under engine. P. Meyers, conductor; W. Gardner, engineer.

You Are Viewing an Archived Copy from the New Jersey State Library

April 4th.—John Nash, injured at South Elizabeth by being blown from train. S. Head, conductor; S. Barr, engineer.

April 7th.—John Sullivan, injured by switch at Jersey City.

April 13th.—John Doyle, foot injured at Harsimus Cove while running over cars. T. McVay, conductor; N. Bratton, engineer.

April 14th.—Thomas Tracy, struck and killed by train at South Trenton. S. Knowles, conductor; J. Covert, engineer.

April 19th.—Richard W. Thomas, laborer, hand crushed by falling plank at Bordentown.

April 22d.—M. Kilcaully, injured at New Brunswick by jumping from train while in motion. W. B. Roberts, conductor; J. Maloney, engineer.

April 22d.—Charles W. Powell, machinist, eye injured by splinter, at Camden.

April 23d.—Frank Ahern, injured at North Elizabeth by being struck by overhead bridge. B. F. Wiltse, conductor; W. Laird, engineer.

April 25th.—Charles Traphagen, injured on engine at Rahway by being struck by water scoop lever. S. C. Doland, conductor; W. H. Cook, engineer.

May 1st.—Martin Coyne, injured by switch at Jersey City.

May 1st.—Moses Connors, injured at Jersey City by timber falling on his foot.

May 2d.—John Carlson, head injured by falling timber at Bordentown.

May 2d.—W. C. Woodruff, injured by turn-table at Perth Amboy Junction.

May 8th.—Morgan Sweeney, injured at Jersey City by falling from trestle.

May 16th.—Michael Jordan, fatally injured at Jersey City by being struck by train. H. Riddle, conductor; S. Folkersen, engineer.

You Are Viewing an Archived Copy from the New Jersey State Library

May 16th.—William A. Bickel, fatally injured at Hackensack river by a plank falling on his head.

May 27th.—Edward K. Hess, hand crushed by falling timber at Bordentown.

May 30th.—John Beckney, hand injured by shovel at Jamesburg.

May 30th.—William Buggy, injured at Elizabeth while attempting to board moving train. W. Buggy, conductor; J. Herbert, engineer.

June 2d.—James Brady, injured at Trenton by falling against trestle.

June 7th.—George Luch, Jr., hand injured in machine shop at South Amboy.

June 9th.—James Tyrill, head injured by fall at Bordentown.

June 17th.—V. Bovino, foot injured by tie falling on it at Communipaw (on line of National Docks Railroad).

June 19th.—James Boone, injured at Newark while handling ties.

June 23d.—Thomas Burns, injured at Jersey City by falling between cars.

June 25th.—James McDonald, injured at Rahway by being struck by car. G. Stewart, conductor; A. W. Denton, engineer.

June 27th.—Martin Johnson, hand crushed by pile driver at Palmyra.

July 2d.—George Dumarth, collar-bone broken by fall at South Amboy.

July 2d.—M. Shultz, injured at Jersey City while handling ties.

July 3d.—J. Turner, injured at Jersey City by being struck by train. —— —— conductor; —— —— engineer.

July 11th.—Jacob Eberle, injured at Monmouth Junction by a dog which was struck by a passing train and hurled against him, breaking his leg. W. W. Hawk, conductor; W. Baldwin, engineer.

You Are Viewing an Archived Copy from the New Jersey State Library

July 12th.—Christopher Barrett, injured at New Brunswick, while handling stone ballast.

July 16th.—Richard C. Wilson, fell dead in Camden yard.

July 16th.—Thomas Kane, injured at Meadows by being struck by train. F. Sheehan, conductor; G. Morrison, engineer.

July 18th.—James R. Smith and Gottleib Schusider, injured at East Rahway by falling down well.

July 19th.—W. C. Truax, slightly injured by fall, at Beverly.

July 23d.—Thomas Hogan, injured his knee at Jersey City.

July 26th.—C. E. Pettit, struck in the back by draw signal at Delanco. A. E. Ludlow, conductor; T. J. Mendenhall, engineer.

July 26th.—William Boyle, fatally injured at Harsimus Cove, Jersey City, by being struck by engine. —— ——, engineer.

July 28th.—W. A. Wainright, injured at Monmouth Junction by falling on track.

August 1st.—John Hartz, head injured by fall at South Amboy.

August 2d.—Patrick Tyman, injured at Meadows, in attempting to board moving train. —— ——, conductor; —— ——, engineer.

August 5th.—Patrick Henry, injured at Jersey City station, while handling lumber.

August 6th.—F. S. Pierce, burned on engine at Jersey City. W. Smith, conductor; D. C. South, engineer.

August 7th.—Robert Sandals, injured at Jersey City station by falling between cars.

August 8th.—Byron C. Wilkinson, killed by falling from train at Old Bridge. B. C. Wilkinson, conductor; —— Nesbitt, engineer.

August 8th.—Patrick O'Brien, injured at Jersey City station, while handling lumber.

August 8th.—Thomas McKay, injured at switch at Jersey City.

You Are Viewing an Archived Copy from the New Jersey State Library

August 9th.—Bernard Gooley, injured at Jersey City by being struck by overhead bridge.

August 11th.—Charles March, injured at Plainsboro by being struck by train. J. F. P. Williams, conductor; E. Kelly, engineer.

August 14th.—Timothy Curran, fatally injured near Marion by being struck by train. G. B. Morris, conductor; B. Lupton, engineer.

August 18th.—M. O'Connor, arm injured by wrench, at South Amboy.

August 30th.—Thomas Barrett, knee injured by fall at South Amboy.

September 8th.—M. Branagan, injured at Rahway by jumping off train. —— ——, conductor; —— ——, engineer.

September 10th.—James Breeman, struck by broken flange of wheel, at Jersey City, and slightly injured. J. Breeman, conductor; —— ——, engineer.

September 15th.—Edward Carroll, injured at Newark by falling from car.

September 16th.—William Bickle, injured at Houtenville by explosion of track torpedo.

September 25th.—Patrick Cleary, thumb crushed by wheelbarrow, at South Amboy.

September 27th.—James Prior, injured by switch at Jersey City.

October 10th.—H. Martens, injured at Jersey City station, while handling baggage.

October 10th.—Mary Johnson, injured at Jersey City by explosion of track torpedo.

October 10th.—Patrick Henry, injured at Houtenville by a piece of iron falling from train. T. O'Donnell, conductor; W. H. Gordon, engineer.

You Are Viewing an Archived Copy from the New Jersey State Library

October 11th.—John Swanson, arm broken while laying rails at Old Bridge.

October 13th.—Joseph Carman, killed by collision at Camden. W. Elwell, conductor; J. Carman, engineer.

October 13th.—George Simkins, foot crushed by collision at Camden. W. Elwell, conductor; J. Carman, engineer.

October 20th.—Charles Frake, killed by bank caving at Irick's. C. Ridgway, conductor; Theo. Joyce, engineer.

October 20th.—Hiram Dilks, arm bruised by falling plank at Camden.

October 20th.—Walter Pitman, toes crushed by switch at Toms River. E. S. Sapp, conductor; J. Cotten, engineer.

October 21st.—T. Chapman, injured at Jersey City by baggage barrow.

October 22d.—John Mooney, injured at Harsimus Cove by falling.

October 22d.—Henry McGowan, injured at Jersey City by falling in car.

October 22d.—Daniel Russell, injured at PerthAmboy by jumping from train. —— ——, conductor; —— ——, engineer.

October 23d.—John Buckli, foot crushed by plank at South Amboy.

October 24th.—Redmond Doland, fatally injured at New Brunswick by being struck by train. J. Dennis, conductor; W. Page, engineer.

November 3d.—John Owen, injured at Rocky Hill by being struck by train. S. P. Ross, conductor; W. P. Lawrence, engineer.

November 3d.—Thomas Cleary, injured at Rahway by explosion of track torpedo.

November 8th.—Martin Coyne, injured at Jersey City by being struck by car. M. Cannon, conductor; H. Cochrane, engineer.

You Are Viewing an Archived Copy from the New Jersey State Library

November 13th.—John White, injured at Jersey City by being struck by piece of wood.

November 21st.—E. Lockwood, injured at Jersey City by falling from car.

November 21st.—Kate Egan, injured at Jersey City by falling from car.

November 23d.—John O'Brien, killed by falling in a coal bin at South Amboy.

November 25th.—Charles Chapman, collar-bone broken by fall at Morris.

November 25th.—M. Costigan, injured by falling from Princeton drawbridge.

November 25th.—Samuel Manger, burned by acid on train near Waverly. W. Filbey, conductor; H. Dubbs, engineer.

November 25th.—V. J. Grant, injured at Jersey City by jumping from car.

November 26th.—Annie Connors, injured by car at Jersey City station.

November 28th.—H. Hoesley, injured on engine at Meadows. —— ——, engineer.

November 28th.—A. Henderson, injured at Meadows by jumping from car. J. W. Colwell, conductor; E. W. Gurnnill, engineer.

November 29th.—M. Moran, foot injured at Jersey City while handling timber.

December 1st.—W. Guyon, injured at Jersey City by striking overhead bridge. W. Rose, conductor; H. Corcoran, engineer.

December 6th.—C. Metz, injured at Jersey City by being struck by engine. M. Cannon, conductor; E. Rose, engineer.

December 9th.—Edwin Williams, foot crushed by iron at South Amboy.

December 12th.—F. Leeti, injured at Newark by falling from train. D. McPherson, conductor; P. Sheller, engineer.

You Are Viewing an Archived Copy from the New Jersey State Library

December 17th.—Michael Maloney, thigh broken by fall at South Amboy.

December 17th.—T. McCarrick, injured at Jersey City while driving spikes.

December 23d.—C. Henderson, injured at Meadows by falling from car. C. Roberson, conductor; D. Sheldon, engineer.

December 27th.—Edward Gross and John Kilfoil received scalp wounds, and Wm. Dey had his wrist bruised while loading old rail near Jamesburg.

December 31st.—Charles Roddy, foot cut at South Amboy.

Employes killed or injured while coupling or handling cars at stations.

January 2d.—John Nary, hand injured at Metuchen. D. Mack, conductor; W. LaWall, engineer.

January 3d.—Samuel Thomas, leg bruised at Monmouth Junction. J. M. Gordon, conductor; George Schuyler, engineer.

January 6th.—Martin Hunter, injured at Meadows. W. Kindred, conductor; P. Metz, engineer.

January 11th.—Thomas Flynn, injured at Harsimus Cove, Jersey City. J. Cassidy, conductor; J. Donnelly, engineer.

January 15th.—Jerry Conners, collar-bone fractured at South Amboy yard.

January 19th.—John Henseberger, hand crushed at South Amboy yard. R. Breen, conductor; George Hardy, engineer.

January 22d.—C. Clinton, injured at Trenton. S. Murray, conductor; E. Vaughn, engineer.

January 24th.—Seth Johnson, injured at Jersey City. J. Keown, conductor; —— ——, engineer.

January 26th.—Thomas Bogue, injured at Harsimus Cove, Jersey City. P. Brock, conductor; J. Donnelly, engineer.

You Are Viewing an Archived Copy from the New Jersey State Library

January 30th.—John Matthews, foot bruised at Camden yard. B. F. Wilter, conductor; H. Dewees, engineer.

January 30th.—Edmund Garwood, injured at Waverly. P. O'Neil, conductor; S. Booz, engineer.

January 31st.—T. McLaughlin, injured at Rahway. —— Lawrence, conductor; H. Taylor, engineer.

February 4th.—James Morris, injured at Rahway. C. White, conductor; G. Gillen, engineer.

February 6th.—Charles Giles, injured at Newark. E. H. Elmhurst, conductor; E. S. Norton, engineer.

February 11th.—William H. Wilcox, thigh broken in Camden yard. A. Kelly, conductor; T. Parsons, engineer.

February 13th.—W. Barrow, injured at Meadows. J. Coogan, conductor; H. Cochrane, engineer.

February 15th.—Walter Fine, fingers crushed at South Amboy yard. James Hubbard, conductor; M. McLain, engineer.

February 18th.—John Hoyt, bowels injured at South Amboy yard. James Hubbard, conductor; M. McLain, engineer.

February 19th.—F. Boulder, injured at Jersey City. C. Hand, conductor; L. E. Weatson, engineer.

February 25th.—W. R. Garretson, injured at Meadows. E. R. Nagle, conductor; W. H. Johnston, engineer.

March 2d.—C. Grantzow, injured at Jersey City. J. Kennedy, conductor; —— Bush, engineer.

March 3d.—James Gibbs, back injured at Camden yard.

March 3d.—James Meaney, injured at Jersey City. —— ——, conductor; —— ——, engineer.

March 6th.—Isaac Seaman, injured at Meadows. G. Griffins, conductor; W. Keefe, engineer.

March 8th.—William Ryan, injured at Newark. J. Chandler, conductor; J. Norton, engineer.

You Are Viewing an Archived Copy from the New Jersey State Library

March 14th.—Lewis Exkorn, injured at Jersey City. J. S. Hulick, conductor; H. Martindale, engineer.

March 17th.—James Mullone, injured at Meadows. —— ——, conductor; —— ——, engineer.

March 30th.—N. Timmons, injured at Jersey City. —— ——, conductor; —— ——, engineer.

April 2d.—George Dana, injured at Jersey City. J. W. Gilkyson, conductor; J. Slater, engineer.

April 20th.—W. A. Marvin, injured at Jersey City. J. Smith, conductor; J. Sullivan, engineer.

April 23d.—T. P. Ryan, back injured at Jamesburg. T. P. Ryan, conductor; F. V. L. Bissett, engineer.

April 25th.—John Parker, back bruised at Seaside Park. W. Hughes, conductor; George Morris, engineer.

April 28th.—Thomas F. Smith, wrist bruised at Camden yard.

April 28th.—Thomas Steir, ankle sprained at Kinkora. J. A. Shinn, conductor; A. Hounslow, engineer.

May 3d.—John Smith, injured at East Newark. —— ——, conductor; —— ——, engineer.

May 3d.—J. O'Donnell, injured at Jersey City. T. McVey, conductor; N. Brattan, engineer.

May 5th.—J. Smith, injured at Jersey City. J. Smith, conductor; J. Slater, engineer.

May 6th.—W. P. Wright, injured at Meadows; R. Allen, conductor; C. Cozzens, engineer.

May 8th.—Lewis Exkorn, fatally injured at Meadows. J. S. Hulick, conductor; H. Martindale, engineer.

May 12th.—John Tyndall, injured at Jersey City. J. Breman, conductor; T. Palmer, engineer.

May 12th.—C. H. Roberts, injured at Monmouth Junction. —— ——, conductor; —— ——, engineer.

You Are Viewing an Archived Copy from the New Jersey State Library

May 14th.—C. Curtain, feet bruised at Stevens. E. S. Sapp, conductor; H. Heiss, engineer.

May 15th.—John Matthews, injured at East Brunswick. E. G. Morris, conductor; Geo. Quigley, engineer.

May 20th.—James Poole, foot crushed at Camden yard. C. Budden, conductor; R. Allen, engineer.

May 24th.—Joseph Hough, slightly injured at Jamesburg. S. M. Preston, conductor; —— ——, engineer.

May 25th.—Patrick Sullivan, injured at Meadows. —— ——, conductor; —— ——, engineer.

May 28th.—John Tyndall, injured at Jersey City. —— ——, conductor; —— ——, engineer.

May 30th.—James Horner, slightly injured at Jamesburg. W. Hughes, conductor; George Morris, engineer.

June 14th.—S. R. Stockton, arms injured at Stevens. S. R. Stockton, conductor; —— ——, engineer.

June 20th.—T. Dowling, injured at Jersey City. T. Dowling, conductor; J. Cook, engineer.

June 26th.—J. McKinley, injured at Jersey City. —— ——, conductor; —— ——, engineer.

June 29th.—John Clower, injured at Harsimus Cove, Jersey City. —— ——, conductor; —— ——, engineer.

July 2d.—John H. Sloan, injured at Whitings. C. S. Fay, conductor; J. Colton, engineer.

July 2d.—Philip J. George, injured at Jersey City. J. Brennan, conductor; J. Sullivan, engineer.

July 5th.—W. H. Dawson, injured at East Rahway. G. Stewart, conductor; A. W. Denton, engineer.

July 8th.—James McManus, injured at Meadows. J. Waters, conductor; H. Holland, engineer.

You Are Viewing an Archived Copy from the New Jersey State Library

July 19th.—George H. Moore, injured at Moorestown. S. F. Slocum, conductor; George Morris, engineer.

August 2d.—J. E. Welsh, injured at Harsimus Cove, Jersey City. —— ——, conductor; —— ——, engineer.

August 6th.—John Gormley, injured at Elizabeth. A. Mitchell, conductor; E. Martin, engineer.

August 8th.—Henry Burden, injured at Marion. F. Sheehan, conductor; F. Overbaugh, engineer.

August 12th.—John Gotlieb, injured in South Amboy yard.

August 12th.—John B. Warren, injured at Iselin. —— ——, conductor; —— ——, engineer.

August 14th.—A. Walker, injured at Jersey City. J. Brennan, conductor; E. Rose, engineer.

August 15th.—E. Moore, injured at Jersey City. A. Slover, conductor; C. Naimby, engineer.

August 15th.—Joseph Sammon, injured at Trenton. William Filbey, conductor; J. W. Nesbit, engineer.

August 20th.—E. H. Ashmore, injured at Marion. E. H. Ashmore, conductor; T. Smith, engineer.

August 21st.—Winfield Hilliard, injured at Monmouth Junction. T. P. Ryan, conductor; D. Emmons, engineer.

August 25th.—Charles Mann, killed at Whiting. C. S. Fay, conductor; J. Colton, engineer.

August 25th.—M. Cramer, injured at Meadows. J. Gallagher, conductor; H. Green, engineer.

August 26th.—Wm. Wallace, injured at Marion. C. White, conductor; G. Gillings, engineer.

September 1st.—J. W. P. West, injured at Hainesport. Jacob Haines, conductor; J. W. P. West, engineer.

September 1st.—Patrick Sullivan, injured in South Amboy yard.

You Are Viewing an Archived Copy from the New Jersey State Library

September 1st.—William Stolknecht, injured at Waverly. H. Front, conductor; J. Norton, engineer.

September 6th.—Frank Browes, injured at Harsimus Cove, Jersey City. C. Robinson, conductor; P. Metz, engineer.

September 9th.—F. Lake, injured at Jersey City. J. Smith, conductor; J. Slater, engineer.

September 11th.—Isaac Arnold, injured at Waverly. H. Front, conductor; J. Norton, engineer.

September 15th.—Michael E. Moran, injured at Jersey City. —— ——, conductor; —— ——, engineer.

September 15th.—William Allen, injured at Newark. D. Hatfield, conductor; John Ryan, engineer.

September 19th.—Peter Disbrow, injured in South Amboy yard.

September 22d.—James Gleason, injured at Camden.

September 28th.—F. Creutzberg, killed at Jersey City. S. Stockton, conductor; W. Wiggins, engineer.

September 30th.—John Farley, injured at Jersey City. —— ——, conductor; —— ——, engineer.

September 30th.—E. G. Fitzgerald, injured at Princeton Junction. E. McCloskey, conductor; —— ——, engineer.

October 2d.—Daniel Bradley, injured at Meadows. G. Turner, conductor; G. McClure, engineer.

October 6th.—James Fitzpatrick, injured at South Amboy yard.

October 7th.—Alonzo Warner, injured at Jersey City. J. Smith, conductor; J. Slater, engineer.

October 10th.—P. Keagan, injured at Harsimus Cove, Jersey City. C. Robinson, conductor; P. Metz, engineer.

October 11th.—Dennis Ryan, injured in Camden yard.

October 11th.—F. Coke, injured at Newark. J. H. Cooper, conductor; —— ——, engineer.

You Are Viewing an Archived Copy from the New Jersey State Library

October 11th.—J. R. Reynolds, injured at Jersey City. —— ——, conductor; —— ——, engineer.

October 17th.—N. Marvin, injured at Jersey City. C. Grautzow, conductor; E. Rose, engineer.

October 20th.—Taylor Worst, injured at Elizabeth. T. Corcoran, conductor; S. Booz, engineer.

October 21st.—Wm. Rose, injured at Jersey City. W. Rose, conductor; T. Overbaugh, engineer.

October 23d.—R. E. Dawson, injured at Newark. —— ——, conductor; —— ——, engineer.

November 3d.—F. Clancy, injured at Newark. —— ——, conductor; —— ——, engineer.

November 7th.—David Wilson, injured at Camden yard. B. Wills, conductor; William Cowles, engineer.

November 13th.—Thomas Brown, injured at Harsimus Cove, Jersey City. J. Horner, conductor; A. P. Swem, engineer.

November 13th.—Edward McEvoy, injured at Harsimus Cove, Jersey City. P. Brock, conductor; J. Henry, engineer.

November 20th.—H. J. Golder, injured at Elizabeth. —— ——, conductor; —— ——, engineer.

November 22d.—S. H. Ingraham, injured at South Amboy yard.

November 28th.—W. H. Vreeland, injured at Jersey City. —— ——, conductor; —— ——, engineer.

November 29th.—Frank Fisher, injured at South Amboy yard.

December 1st.—H. Leavy, injured at Jersey City. J. Leavy, conductor; H. Mahan, engineer.

December 1st.—W. Rose, injured at Jersey City. W. Rose, conductor; —— McCaull, engineer.

December 1st.—G. A. Duke, injured at Trenton. G. A. Duke, conductor; —— ——, engineer.

You Are Viewing an Archived Copy from the New Jersey State Library

December 3d.—W. E. Meyers, injured at Waverly. H. Front, conductor; J. Norton, engineer.

December 4th.—W. Ivens, injured at Trenton. E. G. Morris, conductor; G. Quigley, engineer.

December 6th.—E. W. Gray, injured at South Amboy yard. C. M. Hand, conductor; A. Hounslow, engineer.

December 12th.—David Paul, injured at Camden yard.

December 17th.—J. L. Perkins, injured at Jersey City. J. Turbush, conductor; J. Slater, engineer.

December 19th.—F. Ahern, injured at Elizabeth. B. F. Wiltze, conductor; W. Laird, engineer.

December 19th.—D. Kilcommons, injured at Jersey City. J. Leavy, conductor; H. Mahan, engineer.

December 20th.—D. A. Bowne, injured at Camden yard.

December 20th.—H. Burden, injured at Marion. F. Sheeban, conductor; J. C. Currie, engineer.

December 21st.—J. Smith, injured at Jersey City. J. Smith, conductor; J. Sullivan, engineer.

December 23d.—Geo. M. Eler, injured at Outcalt's. A. Applegate, conductor; H. Jobes, engineer.

December 24th.—William Cave, injured at Newark. A. Mitchell, conductor; E. Norton, engineer.

The engineers and conductors above mentioned were retained in the service of the company.

You Are Viewing an Archived Copy from the New Jersey State Library

VINCENTOWN BRANCH OF THE BURLINGTON COUNTY RAILROAD AND TRANSPORTATION COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Vincentown Branch of the Burlington County Railroad and Transportation Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$25,000 00
Bonded debt	15,000 00
Cost of road and equipments	43,256 61

The road extends from Vincentown to Ewensville, a distance of three miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per cent.; was leased since June 1st, 1868, by the Camden and Amboy Railroad and Transportation Company, under sanction of the Legislature of New Jersey.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Burlington County, *ss.*—John S. Irick, being duly sworn, on his oath says that he is President of the Vincentown Branch of the Burlington County Railroad and Transportation Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JNO. S. IRICK.

Sworn and subscribed before me this second day of February, A. D. 1885.

SAM'L O. ROSS,
Notary Public.

You Are Viewing an Archived Copy from the New Jersey State Library

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$1,526 37
Income from freight	779 11
Income from other sources	298 29
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	4,611 79

You Are Viewing an Archived Copy from the New Jersey State Library

THE VINELAND RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Vineland Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$600,000 00
Cost of road and equipments, at foreclosure sale	10,000 00

The road extends from Atsion to Bay Side, a distance of forty-seven and fifty-one one-hundredths miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, County of Mercer, *ss.*—Henry S. Little, being duly sworn, on his oath says that he is President of the Vineland Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this second day of February, A. D. 1885.

HENRY C. KELSEY,
Master in Chancery of New Jersey.

REMARKS.

Receipts and expenses for 1884 are included in the operations of the New Jersey Southern Railway Company, and no separate account of same is made.

You Are Viewing an Archived Copy from the New Jersey State Library

WARREN RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Warren Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$1,800,000 00
Bonded debt	1,350,000 00
Floating debt	32,328 21
Cost of road and equipments	$3,182,328 21

The road extends from New Hampton Junction to Delaware river, a distance of eighteen and twenty-five one-hundredths miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of seven per cent. on its stock and bonds.

It is equipped and operated by the lessee, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, *ss.*—Frederick H. Gibbens, deing duly sworn, on his oath says that he is Treasurer of the Warren Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED'K H. GIBBENS.

Sworn and subscribed before me this 9th day of February, A. D. 1885.

LUDWIG R. MILLER,
Commissioner for the State of New Jersey in New York.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$45,411 69
Income from freight	400,738 79
Income from other sources	50,593 54
	$496,744 02

You Are Viewing an Archived Copy from the New Jersey State Library

Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies.....	$270,772 31
Dividends paid during the year 1884, and how paid: To stockholders as rental.....	126,000 00

ACCIDENTS FOR 1884.

January 30th.—John Hayten, laborer, standing on track near Oxford Furnace, struck by engine and foot crushed.

You Are Viewing an Archived Copy from the New Jersey State Library

WEEHAWKEN BRANCH RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hoboken Land and Improvement Company, owners of the Weehawken Branch Railroad, in Hudson county, presents the following report for the year ending December 31st, 1884:

Cost of road	$295,582 40

The road extends from North Ninth street, in Jersey City, to north line of the Delaware and Hudson Canal Company's property, at Weehawken, a distance of $2\frac{3395}{5280}$ miles.

RECEIPTS AND EXPENSES FOR 1884.

Income from all sources	$23,370 98
Expenditures during the year, including repairs, maintenance of way and contingencies	$4,900 61

REMARKS.

The above-named Weehaken Branch was constructed under a supplement to the charter of the Hoboken Land and Improvement Company, approved March 10th, 1868, P. L. p. 261. The road extends from a point above the northerly line of North Ninth street, in Jersey City, north to the northerly line of the Delaware and Hudson Canal Company's property, in Weehawken township, all in Hudson county, N. J. It has no equipment. It is leased to the New York, Lake Erie and Western Railroad Company, which last-named company, down to the present time, have used it exclusively, and who pay, under the said lease, a rate of trackage per mile according to the tonnage of the cars.

You Are Viewing an Archived Copy from the New Jersey State Library

State of New Jersey, Hudson county, *ss.*—William W. Shippen, being duly sworn, on his oath says that he is President of the Hoboken Land and Improvement Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

W. W. SHIPPEN,

Sworn and subscribed before me this sixth day of March, A. D. 1885.

WM. A. MACY,
Commissioner of Deeds.

You Are Viewing an Archived Copy from the New Jersey State Library

WEST END RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the West End Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$40,000 00
Cost of road and equipments	43,716 51

The road extends from East Long Branch to West End, a distance of one and seventy-three one-hundredths miles.

It is leased to the New York and Long Branch Railroad Company at an annual rental of four thousand two hundred dollars.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York City and County, *ss.*—Robert Hobart Smith, being duly sworn, on his oath says that he is Treasurer of the West End Railroad Company, and that the foregoing statement is correct to the best of his knowledge and belief.

ROBERT HOBART SMITH.

Sworn and subscribed before me this 2d day of February, A. D. 1885.

JOHN L. CONOVER,
Master in Chancery of New Jersey.

REMARKS.

Receipts and expenses for 1884 are included in the operations of the New Jersey Southern Railway Company, and no separate account of same is made.

You Are Viewing an Archived Copy from the New Jersey State Library

WEST JERSEY RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the West Jersey Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$1,484,550 00
Bonded debt	2,748,500 00

The road extends from Camden to Cape May, a distance of eighty-two miles; and a branch from Glassboro to Bridgeton, a distance of twenty miles.

State of Pennsylvania, City and County of Philadelphia, *ss.*— George B. Roberts, being duly sworn, on his oath says that he is President of the West Jersey Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

G. B. ROBERTS.

Sworn and subscribed before me this third day of February, A. D. 1885.

HUGH B. ELY,
Master in Chancery State of New Jersey.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$595,198 89
Income from freight	320,856 67
Income from other sources	89,666 88
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies	623,562 64

Dividends paid during the year 1884, and how paid—
Three per cent. cash, and three per cent. scrip.

You Are Viewing an Archived Copy from the New Jersey State Library

ACCIDENTS FOR 1884.

February 2d.—Train No. 11 struck a market-wagon at Westville crossing, containing Richard Batten and Anna Thompson. Both slightly injured.

March 29th.—Extra passenger train north (engine No. 25), when about half-way between Glassboro and Pitman, struck and injured James Crowe, of Glassboro.

March 29th.—Train No. 60, while coming around curve at South Woodbury, struck and seriously Monroe Smith, a child three years of age. Child died from injuries March 31st.

April 28th.—Train No. 38 ran over and killed Elizabeth Vanneman, at Millville. She attempted to creep under the train.

April 29th.—Train No. 12 struck and seriously injured a boy named George H. Mitchell, aged ten years, at Seventh and Spruce streets, Camden. The boy has since recovered.

May 5th.—Train No. 8 struck and killed a man named William Scott, two miles south of Woodbury.

May 7th.—Charles Myers, a workman on work train, while coupling cars at Pitman gravel-pits, had his hand mashed.

July 16th.—Extra passenger train south (engine No. 626) struck and instantly killed William Gregg, crossing flagman at Browning's crossing, south of Gloucester.

August 23d.—Extra passenger train south (engine No. 261), while approaching Cape May, became derailed, wrecking the train, killing Fireman McLain and injuring Engineman Theo. Stratton.

September 17th.—Engine No. 17, while drilling at Glassboro, struck a team, demolishing the wagon, killing one horse and breaking the other's leg, and injuring the occupants of the wagon, Albert Brown and William Abbott.

October 4th.—While extra marl train (engine No. 17) was drilling at Barnsboro marl-pits, brakeman W. J. White attempted to get off

You Are Viewing an Archived Copy from the New Jersey State Library

in front of cars and fell, and was run over by four of the cars, cutting both legs off below the knees. He died that same evening.

October 12th.—Brakeman Isaiah Kellum, while coupling cars at Glassboro, had his head mashed. He died shortly afterwards.

October 13th.—Train No. 25, while leaving Camden yard, was met by Amboy Division train No. 305, wrecking engines of both trains. Fireman George Simpkins attempted to jump from engine and had his feet crushed.

October 15th.—Train No. 20 struck a team at Millville, demolishing the wagon and killing the occupant, Adam Saul.

October 25th.—M. R. Lummis, while attempting to jump from train No. 20, near Clayton, fell and broke his arm.

You Are Viewing an Archived Copy from the New Jersey State Library

WEST JERSEY AND ATLANTIC RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the West Jersey and Atlantic Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$666,550 00
Bonded debt	506,000 00

The road extends from Newfield to Atlantic City, and from Pleasantville to Somers Point, a distance of forty-one miles.

It is leased to the West Jersey Railroad Company, at an annual rental of over cost of operating road.

It is equipped and operated by the West Jersey Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, City and County Philadelphia, *ss.*—George Wood, President, being duly affirmed, on his affirmation says that he is President of the West Jersey and Atlantic Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEORGE WOOD,
President W. J. & A. R. R.

Affirmed and subscribed before me this third day of February, A. D. 1885.

HUGH B. ELY,
M. C. C. State of New Jersey.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$164,706 04
Income from freight	21,987 46
Income from other sources	16,593 88

You Are Viewing an Archived Copy from the New Jersey State Library

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... $120,001 18

Dividends paid during the year 1884, and how paid—
Four per cent. and two per cent. cash.

ACCIDENTS FOR 1884.

February 17th.—Brakeman J. A. Bates, while coupling cars at Atlantic City, had his collar-bone broken and was otherwise injured.

August 31st.—Train No. 146 struck and instantly killed a man named John Turpin, at Mays Landing.

You Are Viewing an Archived Copy from the New Jersey State Library

WEST SHORE AND ONTARIO TERMINAL COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Shore and Ontario Terminal Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$4,723,100 00
Bonded debt	4,417,000 00
Floating debt	4,507,620 99
Cost of property and equipments	13,739,630 00

The property is located at Weehawken, N. J., and New York City, New York.

REMARKS.

The property is leased to the New York, West Shore and Buffalo and New York, Ontario and Western Railway Companies, and is operated by them jointly, and the earnings and expenses of such operations are included in the accounts of those railways.

State of New York, New York County, *ss.*—Joseph W. Reinhart, being duly sworn, on his oath says that he is General Auditor of the West Shore and Ontario Terminal Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

JOS. W. REINHART.

Sworn and subscribed before me this 9th day of March, A. D. 1885.

GEORGE GLOVER,
A Commissioner of Deeds for the State of New Jersey in New York.

You Are Viewing an Archived Copy from the New Jersey State Library

WILLIAMSTOWN AND DELAWARE RIVER RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Williamstown and Delaware River Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$130,000 00
Bonded debt	130,000 00
Floating debt	10,000 00
Cost of road and equipments	143,000 00

The road extends from Acto to Glassboro, N. J., a distance of seventeen and fifty one-hundredths miles.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$7,005 50
Income from freight	16,043 57
Income from other sources	666 61
	$23,715 68
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	24,533 52

State of Pennsylvania, Philadelphia County, *ss.*—Samuel Garwood, being duly sworn, on his oath says that he is Superintendent of the Williamstown and Delaware River Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884, are correct and true to the best of his knowledge and belief.

SAMUEL GARWOOD.

Sworn and subscribed before me this second day of February, A. D. 1885.

W. R. TAYLOR,
A Commissioner for the State of New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

ACCIDENTS FOR 1884.

May 18th.—Michael Mussell, laborer, attempted to jump off work train, while in motion, to recover his hat. Fell with right foot on rail. Foot badly crushed. He was sent to Pennsylvania Hospital, Philadelphia. Recovered.

You Are Viewing an Archived Copy from the New Jersey State Library

WOODSTOWN AND SWEDESBORO RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Woodstown and Swedesboro Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$100,000 00
Bonded debt	90,000 00

The road extends from Swedesboro to Oakland, a distance of eleven and a half miles.

It is leased to the West Jersey Railroad Company, at an annual rental of excess of earnings over expenses.

It is equipped and operated by the West Jersey Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of Pennsylvania, City and County of Philadelphia, ss.—W. Taylor, being duly affirmed, on his oath says that he is Treasurer of the Woodstown and Swedesboro Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. TAYLOR,
Treasurer.

Sworn and subscribed before me this third day of February, A. D. 1885.

HUGH B. ELY,
M. C. C. State of New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$17,481 88
Income from freight	7,573 37
Income from other sources	3,560 30
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	21,234 16

You Are Viewing an Archived Copy from the New Jersey State Library

REPORTS OF HORSE RAILROAD COMPANIES.

CAMDEN HORSE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Camden Horse Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$50,000 00
Bonded debt	45,800 00
Floating debt	6,500 00
	$102,300 00
Cost of road and equipments	126,273 09

The road extends through the streets of the city of Camden, a distance of about nine miles.

Income from passengers, Income from freights, Income from other sources	$52,796 75
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	47,712 22

State of New Jersey, Camden County, *ss.*—Thomas A. Wilson, being duly sworn, on his oath says that he is President of the Camden Horse Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884, are correct and true to the best of his knowledge and belief.

THOS. A. WILSON,
President.

Sworn and subscribed before me this second day of January, A. D. 1885.

JOHN HOOD,
M. C. C.

NEW JERSEY STATE LIBRARY

You Are Viewing an Archived Copy from the New Jersey State Library

CITY RAILWAY COMPANY, TRENTON, N. J.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the City Railway Company of Trenton, N. J., presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$42,750 00
Bonded debt	37,000 00
Floating debt	14,621 51
Cost of road and equipments	90,907 82

The road extends from Millham to Chambersburg, a distance of three (3) miles.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$34,636 96
Income from other sources (advertising)	178 00
Expenditures during year for working road, including repairs, maintenance of way, motive power and contingencies	34,656 41

State of New Jersey, Mercer County, *ss.*—Charles Y. Bamford, being duly sworn, on his oath says that he is Treasurer of the City Railway Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884 are correct and true to the best of his knowledge and belief.

CHARLES Y. BAMFORD.

Sworn and subscribed before me this 17th day of February, A. D. 1885.

BENJ. VAN CLEVE,
Commissioner.

You Are Viewing an Archived Copy from the New Jersey State Library

THE ELIZABETH AND NEWARK HORSE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Elizabeth and Newark Horse Railroad Company presents the following report for the year ending December 31st, 1884:

Capital stock paid in	$232,725 00
Floating debt (mortgages and bills payable)	13,000 00
	$245,725 00
Cost of road and equipments	252,967 41
Dividends paid during the year 1884, and how paid—	
Paid in cash	$8,145 37

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$44,997 28
Income from other sources	207 18
	$45,204 46
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	33,707 07
	$11,497 39

REMARKS.

The road extends from the Elizabeth depot of the Philadelphia and Reading Railroad to Lyons Farms and Waverly Fair Grounds and from Miller street, Newark, to the Paterson depot of the Erie Railway in Newark, in total a distance of ten miles 1,322 feet.

The fare was reduced July 1st, 1884, from (6) cents to five (5) cents.

You Are Viewing an Archived Copy from the New Jersey State Library

State of New Jersey, Union County, *ss.*—Jacob Davis, being duly sworn, on his oath says that he is President of the Elizabeth and Newark Horse Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1884, are correct and true to the best of his knowledge and belief.

JACOB DAVIS,
President.

Sworn and subscribed before me this 27th day of January, A. D. 1885.

G. S. DAVIS,
Notary Public of New Jersey.

You Are Viewing an Archived Copy from the New Jersey State Library

TRENTON HORSE RAILROAD COMPANY.

To the Comptroller of the State of New Jersey:

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Trenton Horse Railroad Company, of Trenton, N. J., presents the following report for the year ending December 31st, 1884:

Capital stock paid in		$36,100 00
Bonded debt		15,000 00
Cost of road and equipments—		
Construction	$46,298 11	
Equipment	12,277 87	
		58,575 98

The road extends from Prospect street to Pennsylvania Railroad station, Clinton street, a distance of one and five-eighths miles.

RECEIPTS AND EXPENSES FOR 1884.

Income from passengers	$14,831 00
Income from freight	2,729 85
Income from other sources	182 00
	$17,742 85
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	14,975 56

REMARKS.

Passengers carried during 1884, 337,028; equipment, 10 cars, 31 horses.

State of New Jersey, Mercer County, *ss.*—Lewis Perrine, Jr., being duly sworn, on his oath says that he is Treasurer of the Trenton

You Are Viewing an Archived Copy from the New Jersey State Library

Horse Railroad Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

LEWIS PERRINE, JR.

Sworn and subscribed before me this thirteenth day of March, A. D. 1885.

JNO. C. BELDEN.
N. P.

You Are Viewing an Archived Copy from the New Jersey State Library

INDEX.

	Page.
Comptroller's report	3
State Director's report	5

REPORTS OF RAILROAD COMPANIES.

Anglesea Railroad Company	15
Belvidere, Delaware Railroad Company	17
Bergen County Railroad Company	21
Camden and Atlantic Railroad Company	23
Camden and Burlington County Railroad Company	26
Camden, Gloucester and Mount Ephraim Railway Company (No report).	
Cape May and Sewell's Point Railroad Company	27
Central Railroad Company of New Jersey	28
Charlotteburgh and Green Lake Railroad Company	33
Chester Railroad Company	34
Columbus, Kinkora and Springfield Railroad Company	35
Constable's Hook Railroad Company	37
Cumberland and Maurice River Railroad Company	38
Delaware Railroad Company	39
Delaware Bay and Cape May Railroad Company	40
Delaware and Bound Brook Railroad Company	42
Delaware River Railroad Company	44
Dover and Rockaway Railroad Company	45
Easton and Amboy Railroad Company	46
East Trenton Railroad Company	48
Ferro Monte Railroad Company	49
Flemington Railroad and Transportation Company	50
Freehold and Jamesburg Agricultural Railroad Company	52
Freehold and New York Railway Company	53
Glassboro Railroad Company	55
Hackensack Railroad Company	56
Hibernia Mine Railroad Company	57
Hibernia Underground Railroad Company	58
High Bridge Railroad Company	59
Hudson and Communipaw Railroad Company	60
Hudson Terminal Railway Company	61
Hudson Tunnel Railway Company	62
Island Heights Railroad Company	64
Jersey City and Bergen Railroad Company	65

You Are Viewing an Archived Copy from the New Jersey State Library

INDEX.

Page.

Jersey City and Communipaw Railroad Company (This road is not in operation).
Lake Hopatcong Railroad Company..... 66
Lehigh and Hudson River Railway Company..... 67
Lodi Branch Railroad Company..... 68
Long Dock Company..... 69
Longwood Valley Railroad Company..... 70
Manufacturers' Railroad Company..... 71
Mays Landing and Egg Harbor City Railroad Company..... 72
Midvale Railroad Company..... 73
Mill Creek and Hudson River Railroad Company..... 74
Millstone and New Brunswick Railroad Company..... 75
Morris Canal and Banking Company..... 76
Morris and Essex Railroad Company..... 77
Mount Holly, Lumberton and Medford Railroad Company..... 80
Mount Hope Mineral Railroad Company..... 82
National Docks Railway Company..... 83
Newark and Bloomfield Railroad Company..... 84
Newark and Hudson Railroad Company..... 85
New Jersey and New York Railroad Company..... 87
New Jersey Southern Railroad Company..... 89
New York and Atlantic Highlands Railroad Company..... 91
New York and Greenwood Lake Railroad Company..... 92
New York and Long Branch Railroad Company..... 94
New York, Susquehanna and Western Railroad Company..... 98
New York, West Shore and Buffalo Railroad Company..... 101
Northern Railroad Company of New Jersey..... 102
Ocean City Railroad Company..... 105
Ogden Mine Railroad Company..... 106
Passaic and Delaware Railroad Company..... 107
Paterson and Hudson River Railroad Company..... 108
Paterson, Newark and New York Railroad Company..... 116
Paterson and Ramapo Railroad Company..... 118
Pemberton and Hightstown Railroad Company..... 122
Perth Amboy and Woodbridge Railroad Company..... 123
Philadelphia and Atlantic City Railroad Company..... 124
Philadelphia and Long Branch Railway Company..... 126
Philadelphia, Marlton and Medford Railroad Company..... 128
Rocky Hill Railroad and Transportation Company..... 129
Salem Railroad Company..... 130
South Branch Railroad Company..... 131
Sussex Railroad Company..... 132
Swedesboro Railroad Company..... 134
Tidewater Railroad Company..... 135
Toms River Railroad Company..... 133
Toms River and Waretown Railroad Company..... 137
Tuckerton Railroad Company..... 138
United New Jersey Railroad and Canal Company..... 139
Vincentown Branch Railroad Company..... 165

You Are Viewing an Archived Copy from the New Jersey State Library.

Page.
Vineland Railroad Company..... 167
Warren Railroad Company..... 168
Weehawken Branch Railroad Company... 170
West End Railroad Company..... 172
West Jersey Railroad Company..... 173
West Jersey and Atlantic Railroad Company..... 176
West Shore and Ontario Terminal Company..... 178
Williamstown Railroad Company..... 179
Woodstown and Swedesboro Railroad Company..... 181

REPORTS OF HORSE RAILROAD COMPANIES.

Camden Horse Railroad Company..... 183
City Railway Company, Trenton..... 184
Elizabeth and Newark Horse Railroad Company..... 185
Trenton Horse Railroad Company..... 187

NEW JERSEY STATE LIBRARY