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# State of New Jersey.

# Railroad and Canal Reports.

## 1914

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# ANNUAL STATEMENTS

OF THE

# RAILROAD AND CANAL COMPANIES

OF THE

## STATE OF NEW JERSEY

TOGETHER WITH

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

For the Year 1914.

TRENTON, N. J.
MACCRELLISH & QUIGLEY CO., PRINTERS
1915

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STATE OF NEW JERSEY,
OFFICE OF COMPTROLLER OF THE TREASURY,
TRENTON, March 25th, 1915.

*To the Senate and General Assembly:*

In compliance with the provisions of an act entitled "An act respecting annual reports to the Legislature of railroad and canal companies," approved February 24th, 1852, and a supplement thereto, approved April 3d, 1873, I have the honor to lay before you the report and statement of the State Director of the United New Jersey Railroad and Canal Company for the year 1914, and the reports of all railroads and canal companies for said year.

For convenient reference a tabular statement has been prepared and appended to the reports, giving in condensed form the information found in the individual statements.

Very respectfully,

E. I. EDWARDS,
*Comptroller of the Treasury.*

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# State Director's Report.

MORRISTOWN, N. J., February 23d, 1915.

*To His Excellency James F. Fielder, Governor of the State of New Jersey, Trenton, New Jersey:*

SIR—I have the honor to submit my annual report for the year 1914 as State Director of the United New Jersey Railroad and Canal Company. The statements herewith attached show:

1. The charges and credits on account of property of the United New Jersey Railroad and Canal Company from January 1st, 1872, to December 31st, 1914, inclusive, showing a debit balance as of January 1st, 1915, of $35,276,188.96.

2. The result of the operations of the United New Jersey Railroad and Canal Company's property, and of other properties operated in connection therewith, by the Pennsylvania Railroad Company, for the year ended December 31st, 1914.

3. The mileage of the lines comprising the New Jersey division of the Pennsylvania Railroad Company, the earnings and expenses of which are included with operations of the United New Jersey Railroad and Canal Company for the year 1914, as shown on accompanying sheets.

The property is maintained in a highly efficient condition.

Respectfully,

ROBERT D. FOOTE,
*State Director,*
*United New Jersey Railroad and Canal Co.*

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# Statements.

*Statement of Charges and Credits on Account of Property of the United New Jersey Railroad and Canal Company from January 1st, 1872, to December 31st, 1914, Inclusive.*

## COST OF CONSTRUCTION.

*Dr.*

| | | | |
|---|---|---|---|
| To Amount expended to December 31st, 1913,.. | | $38,257,666 58 | |
| Amount expended in 1914, ..... | | 1,478,512 92 | |
| | | | $39,736,179 50 |
| *Cr.* | | | |
| By Proceeds from sale of bonds, equipment and other property to December 31st, 1913, ... | | $8,618,066 37 | |
| Proceeds from sales in 1914, ..... | | 37,292 88 | |
| Value of property abandoned and not replaced, less salvage, to December 31st, 1913, | | 375,021 04 | |
| Value of property abandoned and not replaced, less salvage, in 1914, ..... | | 95,322 17 | |
| | | | 9,125,702 46 |
| Debit balance, January 1st, 1915, ..... | | | $30,610,477 04 |

## REAL ESTATE.

*Dr.*

| | | | |
|---|---|---|---|
| To Amount expended to December 31st, 1913, .. | | $3,653,813 57 | |
| Amount expended in 1914, ..... | | Nothing. | |
| | | | $3,653,813 57 |
| *Cr.* | | | |
| By Proceeds from sale of real estate, materials, etc., to December 31st, 1913, ..... | | $1,127,834 39 | |
| Proceeds from sales in 1914, ..... | | Nothing. | |
| | | | 1,127,834 39 |
| Debit balance, January 1st, 1915, ..... | | | $2,525,979 18 |

## HARSIMUS COVE CONSTRUCTION.

*Dr.*

| | | | |
|---|---|---|---|
| To Amount expended to December 31st, 1913, .. | | $3,996,107 54 | |
| Amount expended in 1914, ..... | | 47,749 27 | |
| | | | $4,043,856 81 |
| *Cr.* | | | |
| By United New Jersey Railroad and Canal Company's stock, ..... | | $2,258,708 55 | |
| Proceeds from sale of building and materials to December 31st, 1913, ..... | | 127,796 08 | |
| Proceeds from sales in 1914, ..... | | 9,518 97 | |
| | | | 2,396,023 60 |
| Debit balance, January 1st, 1915, ..... | | | $1,647,833 21 |

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## HARSIMUS COVE RIGHT OF WAY AND REAL ESTATE.

*Dr.*

| | | |
|---|---|---|
| To Amount expended to December 31st, 1913, .. | $1,236,046 47 | |
| Amount expended in 1914, ..... | Nothing. | |
| | | $1,236,046 47 |

*Cr.*

| | | |
|---|---|---|
| By United New Jersey Railroad and Canal Company's stock, ..... | $741,291 45 | |
| Proceeds from sale of building and materials to December 31st, 1913, ..... | 2,855 49 | |
| Proceeds from sales in 1914, ..... | Nothing. | |
| | | 744,146 94 |
| Debit balance, January 1st, 1915, ..... | | $491,899 53 |

## SUMMARY.

*Dr.*

| | | |
|---|---|---|
| To Cost of construction, ..... | $39,736,179 50 | |
| Real estate, ..... | 3,653,813 57 | |
| Harsimus Cove construction, ..... | 4,043,856 81 | |
| Harsimus Cove right of way and real estate, | 1,236,046 47 | |
| | | $48,669,896 35 |

*Cr.*

| | | |
|---|---|---|
| By Proceeds from sale of bonds, equipment, real estate, materials and other property,.. | $9,923,364 18 | |
| United New Jersey Railroad and Canal Company's stock, ..... | 3,000,000 00 | |
| Value of property abandoned and not replaced, less salvage, ..... | 470,343 21 | |
| | | 13,393,707 39 |
| Debit balance, January 1st, 1915, ..... | | $35,276,188 96 |

C. M. BUNTING,
*Comptroller.*

The Pennsylvania Railroad Company,
Comptroller's Office,
Philadelphia, Pa.
February 17th, 1915.

*The Following Statement Shows the Mileage of the Lines Comprising the New Jersey Division of the Pennsylvania Railroad Company, the Earnings and Expenses of Which are Included with Operations of the United New Jersey Railroad and Canal Company for the Year 1914, as Shown on Accompanying Sheets.*

| United New Jersey Railroad and Canal Company—(Railroads and Ferries): | Miles. |
|---|---|
| New Jersey and Pennsylvania State Line in Delaware River at Trenton, N. J., to Jersey City, N. J., ..... | 56.72 |
| Hudson River Ferries, ..... | 1.00 |
| Camden, N. J., to South Amboy, N. J., ..... | 61.22 |

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| | Miles. |
|---|---|
| Connection with Freehold & Jamesburg Agricultural Railroad at Jamesburg Junction, N. J., | .28 |
| Connection with Kinkora & New Lisbon R. R. at Kinkora, N. J., | .31 |
| Connection with Delaware River R. R. & Bridge Co's Branch No. 1 at Fish House, N. J., | .25 |
| Connection with Camden & Burlington County R. R. at Pavonia, N. J., | .19 |
| Connection with West Jersey & Seashore R. R., Atlantic City Division, at Camden, N. J., | .17 |
| Harsimus Branch—Near Marion, N. J., to Harsimus Cove, N. J., | 1.36 |
| Centre Street Branch—Harrison, N. J., to Canal Street, Newark, N. J., | 1.34 |
| Bonhampton Branch—Metuchen, N. J., to Bonhampton, N. J., | 1.80 |
| Kingston Branch—Monmouth Junction, N. J., to Kingston, N. J., | 4.28 |
| Jamesburg Branch—Monmouth Junction, N. J., to Jamesburg Junction, N. J., | 5.45 |
| Princeton Branch—Princeton Junction, N. J., to Princeton, N. J., | 3.06 |
| Millham Branch—Millham Junction, N. J., to Coalport, in Trenton, N. J., | 2.00 |
| Bordentown Branch—Trenton, N. J., to Bordentown, N. J., | 6.07 |
| Florence Branch—Florence, N. J., to Wood's Iron Works, | 2.04 |
| South Trenton Branch—Coalport, Trenton, to near Hamilton Avenue, Trenton, N. J., | .92 |
| | 148.46 |
| Pennsylvania Tunnel & Terminal Railroad, | 11.81 |
| Perth Amboy & Woodbridge Railroad, | 6.53 |
| Millstone & New Brunswick Railroad, | 6.56 |
| Rocky Hill Railroad & Transportation Company, | 2.84 |
| Belvidere Delaware Railroad, | 81.06 |
| Philadelphia & Trenton Railroad, | 26.07 |
| Pennsylvania Railroad—Delaware Avenue Branch, | 3.54 |
| Commerce Street Branch, | .76 |
| Canal Street Branch, | .31 |
| Thirty-fourth Street Branch, | .63 |
| Connecting Railway, | 35.65 |
| Delaware River Railroad and Bridge, | 9.52 |
| Freehold & Jamesburg Agricultural Railroad, | 27.31 |
| Kinkora & New Lisbon Railroad, | 10.46 |
| Camden & Burlington County Railroad, | 29.85 |
| Mount Holly, Lumberton & Medford Railroad, | 5.94 |
| Vincentown Branch of the Burlington County Railroad, | 2.77 |
| Philadelphia & Long Branch Railroad, | 48.74 |
| Total railroads and ferries, | 458.81 |
| Delaware & Raritan Canal (U. N. J. R. R. & C. Co.), | 66.00 |
| Grand Total New Jersey Division, | 524.81 |

In addition to above the New Jersey Division operates 75.39 miles of line under trackage rights.

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*Statement Showing the Result of the Operations of the United New Jersey Railroad and Canal Company's Property, and of Other Properties Operated in Connection Therewith, by the Pennsylvania Railroad Company, for the Year Ended December 31st, 1914.*

## GROSS REVENUE FROM OPERATION.

| | | |
|---|---|---|
| From Freight Revenue, | $21,173,388 31 | |
| Passenger Revenue, | 14,629,023 30 | |
| Mail Revenue, | 677,937 85 | |
| Express Revenue, | 1,715,480 70 | |
| Other Transportation Revenue, | 996,987 69 | |
| Non-Transportation Revenue, | 1,356,367 06 | |
| *Auxiliary Operations, | 1,536,252 87 | |
| Total, | | $42,085,437 78 |

## OPERATING EXPENSES.

| | | |
|---|---|---|
| For Maintenance of Way and Structures, | $5,781,794 10 | |
| Maintenance of Equipment, | 5,736,567 74 | |
| Traffic, | 577,913 99 | |
| Transportation, | 18,984,343 28 | |
| Miscellaneous Operations, | 300,221 39 | |
| General, | 1,043,098 88 | |
| *Auxiliary Operations, | 2,366,062 09 | |
| Total, | | $34,790,001 47 |
| Taxes, | | 2,854,371 22 |
| Operating Expenses, including Taxes, | | $37,644,372 69 |
| Net Revenue from Operation, | | $4,441,065 09 |
| Deduct: Rental of Equipment, Terminal Facilities, etc., | | 1,687,352 96 |
| | | $2,753,712 13 |
| To which add— | | |
| Dividend on Philadelphia & Camden Ferry Company Stock, | $29,801 00 | |
| Camden & Burlington County Railroad Company Stock, | 11,418 00 | |
| Paterson & Ramapo Railroad Company Stock, | 450 00 | |
| Associates of the Jersey Company Stock, | 30,000 00 | |
| Trenton Delaware Bridge Company Stock, | 7,912 00 | |
| Perth Amboy & Woodbridge Railroad Company Stock, | 4,200 00 | |
| Interest on Freehold & Jamesburg Agricultural Railroad Company Bonds, | 3,400 00 | |
| Rents, | 233,464 09 | |
| | | 320,645 09 |
| Total Income, | | $3,074,357 22 |

*Covers period January to June, 1914. Change in classification of I. C. C. effective July 1st, 1914, abolishes separate accounting for Auxiliary Operations and they are after that date included in the other respective revenue and expense accounts.

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From which deduct payments as follows:

| | | |
|---|---|---|
| *United New Jersey Railroad and Canal Co.*— | | |
| Dividend on $21,240,400 stock at ten per cent., | $2,124,040 00 | |
| Interest on Loan of 1923, $1,824,000 at four per cent., | 72,960 00 | |
| Interest on Loan of 1929, $6,020,000 at four per cent., | 240,800 00 | |
| Interest on Loan of 1944, $5,646,000 at four per cent., | 225,840 00 | |
| Interest on Loan of 1948, $841,000 at four per cent., | 33,640 00 | |
| Interest on Loan of 1951, $5,669,000 at three and one-half per cent., | 198,415 00 | |
| Organization, | 10,000 00 | |
| Interest on Mortgages and Ground Rents, | 13,490 71 | |
| Interest on $2,000,000 P. R. R. Co. First Mortgage four per cent. bonds, issued account of purchase of New York Pier properties, | 80,000 00 | |
| | | $2,999,185 71 |
| *Philadelphia & Trenton Railroad Company*— | | |
| Dividend on $494,100 stock at ten per cent., | $49,410 00 | |
| Interest on Mortgages and Ground Rents, | 324 00 | |
| | | 49,734 00 |
| *Camden & Burlington County Railroad Company*— | | |
| Dividend on $381,925 stock at six per cent., | $22,915 50 | |
| Interest on $350,000 bonds at four per cent., | 14,000 00 | |
| Organization, | 500 00 | |
| | | 37,415 50 |
| *Vincentown Branch of the Burlington County Railroad*— | | |
| Dividend on $15,000 stock at six per cent., | | 900 00 |
| *Mt. Holly, Lumberton & Medford Railroad Company*— | | |
| Dividend on $44,750 stock at six per cent, | $2,685 00 | |
| Organization, | 200 00 | |
| | | 2,885 00 |
| *Rocky Hill Railroad & Transportation Company*— | | |
| Dividende on $18,700 stock at six per cent., | $1,122 00 | |
| Organization, | 60 11 | |
| | | 1,182 11 |
| *Connecting Railway Company*— | | |
| Dividend on $4,116,650 stock at four per cent., | $164,666 00 | |

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| | | |
|---|---|---|
| Interest on $4,000,000 bonds at four per cent., | $159,939 88 | |
| Interest on Mortgages and Ground Rents, | 388 42 | |
| | | $324,994 30 |
| *New York Bay Railroad Company*— | | |
| Compensation for Trackage Rights, | $259,640 00 | |
| Interest on Mortgages and Ground Rents, | 10,000 00 | |
| | | 269,640 00 |
| *Delaware River Railroad & Bridge Company*— | | |
| Net earnings, less taxes, | $102,184 74 | |
| *Perth Amboy & Woodbridge Railroad Company*— | | |
| Net earnings, less taxes, | 59,019 12 | |
| *Freehold & Jamesburg Agricultural Railroad Company*— | | |
| Net earnings, less taxes, | 37,536 00 | |
| *Belvidere Delaware Railroad Company*— | | |
| Net earnings, less taxes, | 168,260 78 | |
| | | 367,000 64 |
| Construction Expenditures on United New Jersey Railroad and Canal Company and lines operated in connection therewith, | | 1,571,414 63 |
| Floating Equipment—Tugboats and Car Floats, | $305,715 02 | |
| Shop Tools and Machinery, | 33,236 34 | |
| | | 338,951 36 |
| | | $5,963,303 25 |
| Loss, | | $2,888,946 03 |

C. M. BUNTING,
*Comptroller.*

The Pennsylvania Railroad Company,
Comptroller's Office,
Philadelphia, Pa.
February 17th, 1915.

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# Reports of Railroad Companies.

## ATLANTIC CITY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to the laws of the State of New Jersey (G. S. of N. J., p. 2675), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Atlantic City Railroad Company presents the following report for the year ending December 31, 1914:

| | |
|---|---|
| Capital stock paid in, | $3,625,000 00 |
| Bonded debt, | 4,537,200 00 |
| Cost of road and equipments, | 8,968,001 63 |

Dividends paid during the year 1914, and how paid—None.

The road extends from Camden, N. J., to Atlantic City, N. J.; Winslow Junction, N. J., to Cape May, N. J.; Ocean City Junction, N. J., to Ocean City, N. J.; Tuckahoe, N. J., to Sea Isle City, N. J.; Atco, N. J., to Mullica Hill, N. J.; Gloucester Junction, Camden, to Grenloch, N. J., a distance of 170.22 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $1,481,615 55 |
| Income from freight, | 768,219 06 |
| Income from other sources, | 184,932 48 |
| Total, | $2,434,767 09 |

| | |
|---|---|
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | $2,685,291 98 |

P. O. address of the above company—Camden, N. J., and Reading Terminal, Philadelphia, Pa.

State of Pennsylvania, Philadelphia County, *ss.*—W. H. White, being duly sworn, on his oath says, that he is Comptroller of the Atlantic City Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

W. H. WHITE,
*Comptroller.*

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Sworn and subscribed before me, this tenth day of February, A. D. 1915.

C. K. KLINK,
*Notary Public.*

[L. S.]

*My Commission expires April 18, 1915.*

ACCIDENTS.

January 3, 1914—Samuel Price, employe, non-fatally injured. Pleasantville, N. J. Jumping from engine. Samuel Price, conductor; J. W. Collins, engineer.

January 10, 1914—C. H. Robinson, employe, non-fatally injured. Winslow Junction, N. J. Sudden stop. Jos. Hickman, conductor; Morton Black, engineer.

January 12, 1914—Martin Kissel, employe, non-fatally injured. Camden, N. J. Struck by car. W. P. Gibson, conductor; John Black, engineer.

January 28, 1914—John O'Rourke, non-employe, non-fatally injured. Gloucester, N. J. Jumping from train. C. P. McLain, conductor; Jno. Buchanan, engineer.

February 2, 1914—Howard H. Pine, non-employe, non-fatally injured. Gloucester, N. J. Auto struck. W. Hofflinger, conductor; Theo. Leopold, engineer.

February 4, 1914—G. J. Stubbins, employe, non-fatally injured. Dennisville, N. J. Closing car door. G. S. Lewis, conductor; G. W. P. Wood, engineer.

February 13, 1914—Jno. W. Salter, employe, non-fatally injured. Camden, N. J. Jumping on caboose. J. B. Black, conductor; Irvin McIntyre, engineer.

February 17, 1914—I. B. Ring, non-employe, non-fatally injured. Camden, N. J. Team struck. W. J. Cartwright, conductor; M. L. Atkinson, engineer.

February 18, 1914—P. Zaccagni, employe, non-fatally injured. Risley, N. J. Working on track.

February 22, 1914—Mrs. C. Schmalzreidt, non-employe, killed. Egg Harbor, N. J. Struck by train. W. Hofflinger, conductor; Henry Schenck, engineer.

February 24, 1914—John Stuart, employe, non-fatally injured. Egg Harbor, N. J. Fell to floor of tender. Samuel Price, conductor; J. W. Collins, engineer.

February 27, 1914—Wilbert Reed, employe, non-fatally injured. Stratford, N. J. Fell off caboose. J. E. Iredell, conductor; Thos. Widdlesworth, engineer.

March 3, 1914—Edward Holland, employe, non-fatally injured. Camden, N. J. Jumping from engine. Wm. Fox, conductor; L. Mann, engineer.

March 5, 1914—Wm. J. Lynch, employe, non-fatally injured. Cape May, N. J. Jumping off train. M. Keegan, conductor; G. W. P. Wood, engineer.

March 11, 1914—A. Vuigattis, non-employe, killed. Camden, N. J. Struck by train. F. B. Tompkins, conductor; F. D. Hines, engineer.

March 16, 1914—Thos. Maudascher, employe, non-fatally injured. Camden, N. J. Fell from car. Jno. Black, conductor; I. McIntyre, engineer.

March 22, 1914—E. O. Parker, employe, killed; Camden, N. J. Struck by train. F. W. Young, conductor; Ferd Laird, engineer.

April 28, 1914—Jos. Buzby, employe, non-fatally injured. Camden, N. J. Fell against brake wheel. J. B. Black, conductor; I. McIntyre, engineer.

May 7, 1914—D. Giandomenico, employe, non-fatally injured. Camden, N. J. Cleaning cars.

May 19, 1914—A. Scarduzio, employe, non-fatally injured. Camden, N. J. Working on track.

May 19, 1914—Jno. Gradwell, employe, killed. Camden, N. J. Run over by cars. Harry Ruth, conductor; Thos. J. Mahney, engineer.

May 20, 1914—Wm. Obergfell, non-employe, non-fatally injured. Egg Harbor, N. J. Struck by train. E. E. Smith, conductor; John Tunnions, engineer.

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May 25, 1914—Jas. Marsden, non-employe, non-fatally injured. Albion, N. J. Team struck. W. J. Cartwright, conductor; M. L. Atkinson, engineer.

May 27, 1914—M. Scarduzio, employe, non-fatally injured. Gloucester, N. J. Car run over finger. H. E. Ruth, conductor; Thos. Mahney, engineer.

June 2, 1914—Chas. P. Bell, employe, non-fatally injured. Williamstown, N. J. Attending locomotive fire. C. S. Foust, conductor; I. D. Fox, engineer.

June 3, 1914—Unknown man, non-employe, killed. Laurel Springs, N. J. Struck by train. J. S. Coleman, conductor; Frank Lantry, engineer.

June 14, 1914—W. G. Walker, employe, non-fatally injured. Camden, N. J. Attending switches. J. W. Buchanan, engineer.

June 15, 1914—E. Digenaso, employe, non-fatally injured. Tuckahoe, N. J. Unloading rail.

June 24, 1914—Leon Hecker, non-employe, non-fatally injured. Egg Harbor, N. J. Jumping on train. Samuel Price, conductor; Albert Pine, engineer.

July 2, 1914—John Tagg, employe, non-fatally injured. Cape May Court House, N. J. Stepped on nail. John Hichman, conductor; Lucius Handy, engineer.

July 7, 1914—William Hurst, non-employe, killed. Camden, N. J. Struck by train. Thos. Phillips, conductor; G. M. Smith, engineer.

July 9, 1914—J. Nuttal, non-employe, killed. Stratford, N. J. Struck by train. S. T. Gifford, conductor; C. G. Collins, engineer.

July 14, 1914—Jacob Udowitz, non-employe, non-fatally injured. Cologne, N. J. Struck by bursted wheel. F. C. Simkins, conductor; D. V. Smith, engineer.

July 14, 1914—John Hickman, employe, non-fatally injured. Cedar Brook, N. J. Unloading freight. John Hickman, conductor; John E. Kennedy, engineer.

July 15, 1914—Fred Bishop, non-employe, non-fatally injured. Blue Anchor, N. J. Auto struck. C. P. McLain, conductor; Wm. Cann, engineer.

July 17, 1914—Jos. A. White, employe, non-fatally injured. Winslow Junction, N. J. Struck by overhead bridge. T. M. Crowell, conductor; J. E. Kennedy, engineer.

July 18, 1914—James Eastlock, non-employe, killed. Camden, N. J. Struck by train. E. E. Smith, conductor; E. M. Chaney, engineer.

August 2, 1914—Nathan Davis, non-employe, killed. Cold Spring, N. J. Ran motor cycle into train. C. F. Russell, conductor. H. L. Jones, engineer.

August 6, 1914—Wm. F. Spear, non-employe, killed. Haddon Heights, N. J. Struck by train. Wm. Hofflinger, conductor; James Timmons, engineer.

August 12, 1914—R. DeStefanis, non-employe, killed. Cedar Brook, N. J. Struck by train. Wm. Hofflinger, conductor; Jas. Timmons, engineer.

August 13, 1914—W. B. Phillips, non-employe, non-fatally injured. Camden, N. J. Jumping on train. Somer Lloyd, conductor; Wm. Woodruff, engineer.

August 17, 1914—P. Osckowski, non-employe, non-fatally injured. Camden, N. J. Struck by train. J. M. Randolph, Sr., conductor; R. Harrison, engineer.

September 1, 1914—Jonathan Hess, non-employe, non-fatally injured. Tuckahoe, N. J. Struck by train. T. H. Ashton, conductor; C. E. Smith, engineer.

September 7, 1914—Jas. J. Quinn, employe, non-fatally injured. Tuckahoe, N. J. Lading shifted. Frank Bacon, conductor; Harry Bossart, engineer.

September 9, 1914—Dr. M. S. Borden, Jas. Wood, Mrs. Jas. Wood, Leo Gutfreund, Jno. N. Ryan, non-employes, killed and injured. Palermo, N. J. Ran auto into side of train. L. C. Snyder, conductor; W. B. Sharp, engineer.

September 10, 1914—H. B. Ross, employe, non-fatally injured. Ocean City, N. J. Struck by water column. L. C. Snyder, conductor; S. Stephenson, engineer.

September 12, 1914—Jas. Waters, employe, non-fatally injured. Glassboro, N. J. Struck by sw. stand. Wilbert Reed, conductor; Thos. Nigglesworth, engineer.

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September 13, 1914—G. J. Stubbins, employe, non-fatally injured. Camden, N. J. Caught finger under re-railing frog. I. Turner, conductor; Jos. Cuneo, engineer.

September 18, 1914—Benj. Simon, employe, non-fatally injured. Cologne, N. J. Caught foot in drawhead. Samuel Pria, conductor; B. F. Pine, engineer.

September 27, 1914—Samuel Garrison, employe, non-fatally injured. Camden, N. J. Fell in lever tower.

October 1, 1914—Howard Flood, non-employe, non-fatally injured. Folsom, N. J. Fell off train. C. Moore, conductor; G. W. P. Wood, engineer.

October 4, 1914—Bernard Keys, Jr., employe, non-fatally injured. Grenloch, N. J. Foot caught between pilot and rail. B. F. Gillespie, conductor; John Buchanan, engineer.

October 5, 1914—R. C. Fisler, Mrs. R. C. Fisler, Albert Fisler, Mrs. Emma Pease, non-employes, non-fatally injured. Robania, N. J. Ran auto into side of train. E. S. Ireland, conductor; W. H. Mearns, engineer.

October 23, 1914—Edw. Hunt, non-employe, non-fatally injured. Magnolia, N. J. Team struck. C. S. Foust, conductor; J. D. Fox, engineer.

October 27, 1914—Ed. T. Pyle, Harry Cain, Wm. F. Walker, non-employes, killed. Pleasantville, N. J. Auto ran into side of train. G. B. McKeague, conductor; M. L. Atkinson, engineer.

October 30, 1914—F. M. Brahm, non-employe, killed. Audubon, N. J. Struck by train. W. H. Young conductor; Wm. Balthaser, engineer.

November 20, 1914—John S. Curry, employe, non-fatally injured. Blue Anchor, N. J. Unloading rail. Jno. S. Curry, conductor; F. R. Hein, engineer.

November 23, 1914—Walter Elliott, non-employe, killed. Barrington, N. J. Struck by train.

November 25, 1914—Thoney Andreake, non-employe, non-fatally injured. Camden, N. J. Struck by engine. F. P. Langtry, engineer.

December 6, 1914—Philip Stuebner, non-employe, killed. Atlantic City, N. J. Struck by train. J. W. Dungan, conductor; D. R. Williams, engineer.

December 21, 1914—S. Vodarski, non-employe, killed. Camden, N. J. Struck by train.

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## ATLANTIC CITY AND OCEAN CITY RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $180,000 00 |
| Bonded debt, | 180,000 00 |
| Floating debt—None. | |
| Cost of road and equipments, | 339,835 23 |

The road extends from Somers Point, N. J., to Boardwalk, Ocean City, N. J., a distance of 2.61 miles.

It is leased to the Atlantic City and Shore Railroad Company at an annual rental of $19,500 and a contingent rental based upon earnings.

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

State of Pennsylvania, Philadelphia County, *ss.*—Harry E.

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Kohn, being duly sworn, on his oath says, that he is President of the Atlantic City and Ocean City Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

HARRY E. KOHN.

Sworn and subscribed before me, this 23d day of January, A. D. 1915.

[L. S.]

JOSEPH F. COTTER,
*Notary Public.*
*Commission expires May 14, 1915.*

RECEIPTS AND EXPENSES FOR 1914.

Income from passengers—None.
Income from freight—None.

| | |
|---|---|
| Income from all sources, | $19,958 24 |
| Total, | $19,958 24 |

Dividends paid during the year 1914, and how paid—$9,000 in cash.

P. O. address of this company—605 Land Tite Building, Philadelphia.

ACCIDENTS.

Road operated by Atlantic City and Shore Railroad Company.

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## ATLANTIC CITY AND SHORE RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $1,000,000 00 |
| Bonded debt, | 950,000 00 |
| Floating debt—None. | |
| Cost of road and equipments, | 1,933,544 16 |

Dividends paid during the year 1914, and how paid—$30,000.00, earnings of 1910 and 1911.

The road extends from Atlantic City to Ocean City; Atlantic City to Longport, a distance of 24 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $595,783 31 |
| Income from freight—None. | |
| Income from other sources, | 15,675 31 |
| Total, | $611,458 62 |

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Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies,.. $392.863 99

REMARKS.

This report includes receipts and expenditures, also the accidents of the Atlantic City and Ocean City Railroad Company and Atlantic Avenue Line, Atlantic City, N. J., the former being operated under a lease, and the latter under a trackage rights agreement with the West Jersey and Seashore Railroad Company.

P. O. Address of the above company—Maine and Caspian Aves., Atlantic City, N. J.

State of Pennsylvania, Philadelphia County, *ss.*—I. H. Silverman, being duly sworn, on his oath says that he is President of the Atlantic City and Shore Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

I. H. SILVERMAN.

Sworn and subscribed before me, this 13th day of February, A. D. 1915.

JOSEPH F. COTTER,
*Notary Public.*
*Commission expires May 14, 1915.*

[L. S.]

ACCIDENTS.

April 29, 1914—Judson Hutchinson, fractured finger. Fell into pit in car barn.

May 6, 1914—Raffaela Boney, employe, fracture of left knee cap. Fell from trestle to raft.

June 15, 1914—Paul Gerhardt, killed. Child walked in front of moving car. Crew, Quigley and Young. Crew still employed.

July 5, 1914—Mrs. Murray, concussion of the brain. Car split switch. Crew, Humphrey and French. Crew still employed.

July 5, 1914—Mrs. C. Kemble, internal injuries. Car split switch. Crew, Humphrey and French. Crew still employed.

July 5, 1914—Mrs. J. Winsch, fractured jaw. Car split switch. Crew, Humphrey and French. Crew still employed.

July 5, 1914—Miss M. Brown, fracture of three ribs. Car split switch. Crew, Humphrey and French. Crew still employed.

July 5, 1914—Miss K. O'Brien, shock and bruises. Car split switch. Crew, Humphrey and French. Crew still employed.

July 5, 1914—Ben Comley, fracture of three ribs. Car split switch. Crew, Humphrey and French. Crew still employed.

July 12, 1914—Louis Zoll, fractured nose. Walked in front of moving car. Crew, Robbins and J. Hoffman. Crew not employed.

July 20, 1914—Mr. Hope, fractured skull. Wagon drove in front of mov-

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ing car between squares. Crew, Schureman and Downing. Crew not employed.

July 20, 1914—Mr. Whiteman, fractured arm. Wagon drove in front of moving car between squares. Crew, Schureman and Downing. Crew not employed.

July 20, 1914—Miss L. Towne, shock. Wagon drove in front of moving car between squares. Crew, Schureman and Downing. Crew not employed.

July 24, 1914—E. H. Griffiths, fractured rib. Car started while man was alighting. Crew, Helfrich and Shannon. Crew not employed.

September 7, 1914—James Henry, fractured arm. Rode cycle into car. Crew, Helfrich and Downing. Crew not employed.

September 14, 1914—Sarah Macky, fractured leg. Fell from standing car. Crew, Kane and Beers. Conductor still employed.

September 27, 1914—Raffaela Boney, employe, re-fractured knee-cap. Fell from trestle.

August 15, 1914—Louis Stafford, fractured arm. Twisted arm while sitting in moving car. Crew, Scott and Grice. Crew still employed.

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## THE BALTIMORE AND NEW YORK RAILWAY COMPANY.

| | |
|---|---|
| Capital stock paid in, | $350,000 00 |
| Bonded debt, | 350,000 00 |
| Floating debt, | 197,543 37 |
| Cost of road and equipments, | $897,543 37 |

Dividends paid during the year 1914, and how paid—None paid.

The road extends from Cranford, N. J., to Arthur Kill Bridge, a distance of 5.35 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from freight, | $426,352 01 |
| Total, | $426,352 01 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | 457,065 03 |
| Net loss, | $30,713 02 |

REVENUE, DECEMBER 31, 1914.

| | |
|---|---|
| Merchandise, | $229,473 42 |
| Bituminous coal, | 153,758 21 |
| Anthracite coal, | 42,531 82 |
| Coke, | 588 56 |
| Total revenue, | $426,352 01 |

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OPERATING EXPENSES.

| | |
|---|---|
| Maintenance of way and structures, | $25,382 36 |
| Maintenance of equipment, | 86,256 03 |
| Traffic expenses, | 1,991 54 |
| Transportation expenses, | 307,851 20 |
| General expenses, | 4,635 33 |
| | $426,116 46 |
| Net revenue, | $235 55 |
| Taxes accrued, | 13,448 57 |
| Operating loss, | $13,213 02 |
| Interest accrued on funded debt, | 17,500 00 |
| Net loss, | $30,713 02 |

State of New York, New York County, *ss.*—C. C. F. Bent, being duly sworn, on his oath says, that he is Vice-President of the Baltimore and New York Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

C. C. F. BENT.

Sworn and subscribed before me, this thirtieth day of January, A. D. 1915.

[L. S.]

R. N. STEVENS,
*Notary, Public, Rockland Co., N. Y.*
*Certificate Filed in New York Co.*

ACCIDENTS.

August 6, 1914—G. DeFelice, trackman, while pulling spike with a claw bar, the bar gave way and he fell, catching right hand between rail and bar, smashing little finger on right hand. Cranford Junction. Towerman, Alexander Christmas.

October 28—A Freyling, engineer, while backing in Cranford Junction yard to pick up B. & O. 180396, on track one, on very close clearance, struck engineer in mouth, knocking out several teeth and badly lacerating lip. C. R. R. of N. J. Engine 434. Engineer, A. Freyling.

November 25—Charles Rogers, brakeman, in the employ of the Central Railroad of New Jersey, whilst making coupling between United Coal Company car No. 2568 and B. & O. car No. 120,299, fell between the cars and had both legs and one arm mangled. Conductor, P. Woltman; engineer, Wm. Pengalley. C. R. R. of N. J. engine No. 419.

December 29—P. Fleming, conductor, in the employ of Philadelphia and Reading R. R. Co., slipped on ice in east yard at Cranford Junction, cutting hand. Conductor, P. Fleming; engineer, R. Clouser.

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## BARNEGAT RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $50,000 00 |
| Bonded Debt—None. | |
| Floating debt, | 53,283 94 |
| Cost of road and equipments, | 51,239 50 |

The road extends from Barnegat City Junction to Barnegat City, N. J., a distance of 8.15 miles.

It is operated by the Tuckerton Railroad Company for and on account of the Barnegat Railroad Company, and the latter company bears all the expenses in connection therewith. This arrangement is subject to termination on three months' notice.

This company supplies its own equipment, but the further information required by law is furnished by the Tuckerton Railroad Company.

State of Pennsylvania, Philadelphia County, *ss.*—A. J. County, being duly sworn, on his oath says, that he is President of the Barnegat Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

A. J. COUNTY,
*President.*

Sworn and subscribed before me, this fifth day of March, A. D. 1915.

G. BLIGHT ROBINSON,
[L. S.] *Notary Public.*
*My Commission expires at end of next session of Senate.*

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $1,313 62 |
| Income from freight, | 1,786 41 |
| Income from other sources, | 944 49 |
| Total, | $4,044 52 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, .. | *$13,160 01 |
| Dividends paid during the year 1914, and how paid—None. | |

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

ACCIDENTS.

None.

* Includes $1,605.29 taxes and other obligatory charges.

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## BAY SHORE CONNECTING RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $40,000 00 |
| Floating debt, | 4,933 47 |
| Cost of road and equipments, | 44,933 47 |

Dividends paid during the year 1914, and how paid—None.

The road extends from a point in the southerly property line of the Newark and New York Railroad Company at Newark, N. J., to a point in a northerly property line of the Lehigh Valley Railroad Company of New Jersey at Newark, N. J., a distance of 1.194 miles.

REMARKS.

Operated jointly by the Lehigh Valley Railroad Company of New Jersey and Central Railroad Company of New Jersey, and included in reports of those companies.

P. O. address of the above company—228 South Third St., Philadelphia, Pa.

State of New York, New York County, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Bay Shore Connecting Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 19th day of February, A. D. 1915.

[L. S.]

WILLIAM F. GLEESON,
*Notary Public, Kings Co., No. 72.*
*Certificate filed in N. Y. Co., No. 92.*
*New York Register, No. 6187.*

ACCIDENTS.

See statement attached to report of Lehigh Valley Railroad Company of New Jersey.

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## BELVIDERE DELAWARE RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $1,253,000 00 |
| Bonded debt, | 2,585,000 00 |
| Floating debt—None. | |
| Cost of road and equipments, | 4,417,062 87 |

The roads extends from Trenton, N. J., to Manunka Chunk, N. J., 67.32 miles; connection with Delaware, Lackawanna and Western Railroad in Manunka Chunk, 0.09 mile; from Coalport in Trenton, N. J., to East Trenton, N. J., 1.81 miles; from Lambertville, N. J., to Flemington, N. J., 11.55 miles; from Martin's Creek, N. J., to junction with Delaware, Lackawanna and Western Railroad, Martin's Creek, N. J., 0.29 mile, a total of 81.06 miles.

It is leased to the United New Jersey Railroad and Canal Company at an annual rental of net earnings.

Lease assigned to the Pennsylvania Railroad Company as lessee of the property and works of the United New Jersey Railroad and Canal Company.

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. J. County, 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.

A. J. COUNTY,
*President.*

Sworn and subscribed before me, this fifth day of March, A. D. 1915.

[L. S.]

G. BLIGHT ROBINSON,
*Notary Public.*
*My Commission expires at end of next session of Senate.*

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $505,876 38 |
| Income from freight, | 1,525,737 29 |
| Income from other sources, | 157,814 22 |
| Total, | $2,189,427 89 |

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Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies,.. *$2,219,523 77
Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

ACCIDENTS—TRENTON DIVISION.

*Employes Killed or Injured by Other Causes.*

January 2, 1914—John J. Falcey, freight brakeman, right knee bruised by hitting himself with lamp at Coalport, Trenton, N. J.

January 4—Guiseppe Cardaciotte, engine preparer, back sprained getting off engine at Coalport, Trenton, N. J.

January 6—William Major, warehouseman, left foot bruised handling freight, Trenton, N. J.

January 8—William R. Ashmore, freight yard brakeman, contusion of sole of left foot by jumping off train, Phillipsburg Junction, N. J. Conductor, J. P. Dempster.

January 9—Martin P. S. Cevill, M. W. laborer, several lacerated wounds right upper and lower side; lacerated wound in sclera, lower part, temporal side; vision of sight cloudy and indistinct by handling tools, Belvidere, N. J.

January 11—Henry J. Opitz, flagman, contused and lacerated wounds of head and contused lumbar muscles, severe shock at Phillipsburg Junction, N. J. Engineer, F. J. Raub; I. S. Price, conductor.

January 14—John P. Brophy, switchman, contusion of instep of right foot, throwing switch, Belvidere, N. J.

January 16—William H. Wyckoff, extra serviceman, left arm bruised, brake iron slipped off brake wheel, Phillipsburg Junction, N. J. Conductor, W. M. Thatcher; engineer, John Bray.

January 18—Peter R. Huff, freight yard brakeman, bones of left wrist broken and hip and buttock bruised by being thrown to ground from car, Phillipsburg Junction, N. J. Engineer, John Cane; conductor, A. Salter.

January 18—Donato DiSabato, M. W. laborer, fracture of bone of left index finger and bone in hand back of finger, struck on hand by a bar, Trenton N. J.

January 19—Dennis L. Strouse, freight brakeman, contused and lacerated wound of left ear, shifting of distant signal at Washington Crossing, N. J. Engineer, B. Cane; conductor, W. B. Weaver.

January 19—Jeremiah Rooney, M. W. conductor, ankle sprained, slipped on top of car at Phillipsburg, N. J. Engineer, Samuel Duckworth; conductor, J. Rooney.

January 21—Josiah J. Moser, assistant yardmaster, index and little finger of right hand lacerated and contused, opening car door, Belvidere, N. J.

January 22—Charles G. Stevenson, machinist helper, face bruised, working around engine, Coalport Enginehouse, Trenton, N. J.

January 24—Edw. L. Foulk, freight yard brakeman, back wrenched, slipped on ice, at Phillipsburg, N. J. Engineer, John Bray; conductor, G. S. Moyer.

January 26—George W. Rollison, extra serviceman, nose bruised and forehead cut, fell over pipe rod signal connections, Trenton, N. J.

February 1—George H. Stratton, freight yard brakeman, contused and abrased wound of scalp, releasing brake, Phillipsburg Yard, Phillipsburg, N. J. Engineer, E. Gischell; conductor, A. C. Julshizer.

February 4—Asa F. Spicer, freight conductor, left shoulder and leg bruised and back wrenched, fell in ash pit, Coalport Enginehouse, Trenton.

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*Includes $365,808.08 interest on bonded debt, taxes and other obligatory charges.

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February 9—Frank R. Mensch, M. W. laborer, right foot bruised, handling timber, Belvidere.

February 11—Albro H. Searles, carpenter, contused wound of right hand and slight abrasion base of right thumb, handling timber, Belvidere, N. J.

February 11—James Dunne, steam derrick engineer, two ribs broken, right side and head bruised, steam derrick toppled over, State Street Siding, Trenton, N. J. Engineer, S. D. Titus; conductor, J. W. Naylor.

February 12—Antonio Merlo, M. W. laborer, laceration of head, handling pick, Phillipsburg.

February 13—John Snyder, P. R. R. pensioner, right side of face bruised, falling in station, Phillipsburg, N. J.

February 15—Robert Caton, extra serviceman, right hip joint sprained, slipped while releasing brake, Phillipsburg Junction, N. J. Engineer, W. W. Manners; conductor, F. W. Bowers.

February 16—Winfield S. Mackey, warehouseman, contusion and laceration of leg, placing freight bridge in car, Belvidere, N. J.

February 18—Walter G. Sourbeer, boilermaker, severe lacerated wound of left index finger, cutting pulp of finger completely off, handling ash pan, Coalport Enginehouse, Trenton, N. J.

February 22—John H. Duffey, boilermaker, right foot bruised, handling material, Phillipsburg.

February 26—Clarence E. Arey, clerk, left hand and arm bruised, cleaning typewriter, Trenton.

February 27—Salvatore Azzolina, No. 2, M. W. laborer, laceration of knee, lifting a hand car, Kent, N. J.

February 28—Karl P. Yeagle, car repairman, muscles of back sprained, slipped on ice at Phillipsburg Junction, N. J.

February 28—John F. Schroeder, car repairman, left hand bruised and cut, handling tools, Trenton, N. J.

March 1—Felice Mastrogiovanni, M. P. laborer, left leg bruised, falling through bottom of coal car, Phillipsburg, N. J.

March 3—Albert Weeks, machinist, left knee sprained and bruised, handling tools, Phillipsburg, N. J.

March 11—Ernest W. Russom, fireman, right ankle sprained, fell while climbing over coal gate on tender of engine, Phillipsburg, N. J. Engineer, B. O. Longstreet.

March 11—Edgar Burd, M. W. laborer, laceration of left ear; dislocation of the proxinal end of the clavicle and of the dorsal end of the sixth, seventh and eighth ribs, handling rail, near Roxburg, N. J.

March 18—John Dearinger, car repairman, end of left thumb mashed, handling scrap iron, Phillipsburg Junction, N. J.

March 19—Thomas A. Hunt, switchman, left knee bruised, changing position of distant signal, Coalport Yard, Trenton, N. J.

March 23—Janos Saproyni, M. P. laborer, right forefinger slightly bruised, handling tools, Coalport, Trenton, N. J.

March 25—Carl G. Baumgartner, fireman, left hand burned, handling the lubricator, Raven Rock, N. J. Engineer, H. Cane; conductor, F. L. Clifford.

March 28—Lorenzo Tuminello, M. W. laborer, laceration of right hand, handling terra-cotta pipe, near Carpenterville, N. J.

March 31—Samuel J. Duckworth, engineman, left leg bruised, fell into pit in enginehouse, Phillipsburg, N. J.

April 6—George Fresco, M. W. laborer, stiff ankle, handling terra-cotta pipe, Lambertville, N. J.

April 9—Domenico Ventiglii, M. W. laborer, hip injured, tripped over rail and fell, Wilburtha, N. J.

April 10—Wilbur G. Miller, freight brakeman, right side and shoulder bruised, derailment and upsetting of car, Phillipsburg Junction, N. J. Engineer, A. M. Vannatta; conductor, H. L. Barber.

April 16—George W. Bowden, lampman, left hand bruised, handling machinery, Trenton, N. J.

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April 17—A. P. Miller, freight brakeman, slightly bruised, fell from side of box car, Holland, N. J. Engineer, J. Cane; conductor, H. Lutz.

April 23—W. H. Jefferys, Jr., fireman, muscles of left shoulder sprained, raising scoop from water trough, near Frenchtown, N. J. Engineer, F. N. Caffey; conductor, Wm. Amey.

April 23—Vincenzo Rapisardi, M. W. laborer, nail of second finger, left hand, torn off, and end of finger bruised, handling ties, Martin's Creek, N. J.

April 26—Carlton B. Selner, fireman, cinder in eye, cinder flew in eye, near Frenchtown, N. J. Engineer, H. Cane; conductor, J. Gabert.

April 27—Alfred C. Champion, blacksmith helper, left eye irritated, handling tools, Coalport, Trenton, N. J.

April 28—Roy Balliet, crew caller, left side of face lacerated and bruised, fell from car, Phillipsburg Junction, N. J.

April 29—William Kincaid, killed, fell under train, Titusville, N. J. Engineer, G. R. Case; conductor, G. S. Moyer.

May 5—William J. DeReamer, storehouse attendant, instep of both feet bruised, handling barrels, Phillipsburg Junction, N. J.

May 7—Charles C. Gidelon, warehouseman, right great toe bruised, handling freight, Trenton, N. J.

May 11—James J. Callahan, Jr., hoisting engineer, first finger right hand injured, handling material, Phillipsburg, N. J.

May 15—William J. Lippincott, fireman, hot cinder in left eye, while looking out of cab window for signal cinder flew in eye, Coalport, Trenton, N. J. Engineer, E. J. Foran.

May 16—Thomas R. O'Bryan, freight brakeman, right shoulder, right hip, left knee and left elbow bruised, falling from car, Phillipsburg Junction, N. J. Engineer, A. Vanatta; conductor, H. Piatt.

May 18—Domenico Nanni, M. W. laborer, rib on right side fractured, slipped and fell while assisting in the operation of hand car, Lambertville, N. J.

May 20—Andrea Pisatella, M. W. laborer, strained muscles in side, slipped on tie while carrying switch timber, Manunka Chunk, N. J.

May 28—Francesco Tesauro, M. P. laborer, right hand, arm, face and neck burned, using kerosene to start fire, Phillipsburg, N. J.

May 29—William Fink, Jr., warehouseman, left hand punctured by small nail, handling freight, Trenton, N. J.

June 2—James Ewing, switchman, compound fracture, longitudinal, of the alveolar processes upper jaw, handling switches, Trenton, N. J.

June 5—Guiseppe Bardonaro, M. W. laborer, end of forefinger right hand bruised, handling timber, Phillipsburg, N. J.

June 4—Geo. B. Cafflin, C. T. laborer, right leg bruised, handling freight, Phillipsburg.

June 10—Samuel William, deliveryman, index finger left hand mashed, handling material, Perry Street Freight Yard, Trenton, N. J.

June 13—Francesco Cesare, M. W. laborer, killed, struck by engine while crossing tracks, Phillipsburg, N. J. Engineer, A. Vanatta; conductor, P. Quigley.

June 13—C. H. Bradley, freight brakeman, contused wound of head and sprained muscles of back and neck, raising up on top of car striking head against girders of freighthouse, Belvidere, N. J. Engineer, H. Myers; conductor, S. P. Clymer.

June 17—William I. Miller, extra serviceman, right eye and forehead bruised, struck by tell-tale rope, Trenton, N. J. Engineer, E. E. Wismer; conductor, E. B. Potter.

June 22—Harry C. McCracken, freight brakeman, left ankle sprained, foot slipped on rail, Milford, N. J. Engineer, G. R. Case; conductor, W. H. Young.

June 25—William H. Burke, extra serviceman, right ankle wrenched, getting off car at East Trenton, N. J. Engineer, J. Mongon; conductor, C. P. Dickey.

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July 4—Benjamin R. Kugler, extra serviceman, laceration of left forearm, fell in cabin car car while drilling same, at Phillipsburg Junction, N. J. Engineer, Harry Mayers; conductor, P. H. Quigley.

July 5—Serranio Tinnaro, M. W. laborer, incised wound of left thumb, handling tools, Phillipsburg, N. J.

July 7—Ralph L. Long, engineman, back sprained, reverse lever on engine worked hard, Phillipsburg, N. J. Engineer, R. L. Long; conductor, C. J. Fisher.

July 19—W. M. Norton, fireman, scaled knee, water from sprinkling hose on engine flew up and struck him on knee, Trenton, N. J. Engineer, John Cane; conductor, L. A. Pursell.

July 21—Angelo Spata, M. W. laborer, index finger of left hand cut, handling material, Belvidere, N. J.

July 20—Cologero Boscia, M. W. laborer, end of second finger of left hand mashed, handling material, at Phillipsburg, N. J.

July 23—Harold Higgens, warehouseman, forefinger mashed on right hand, handling material, Trenton, N. J.

July 28—Lorenzo Tumminello, M. W. laborer, end of second finger of left hand bruised, handling material, Phillipsburg, N. J.

July 28—Stacey B. Groover, extra serviceman, left wrist slightly bruised, struck hand against nut on end of car at Coalport, Trenton, N. J. Engineer, J. B. Salter; conductor, G. C. Leigh.

August 2—Earl L. Barrick, switchman, abrasion right wrist and sprain left wrist, stepped into a hole at Coalport, Trenton, N. J.

August 3—Harry Klein, warehouseman, contusion and abrasion left leg, handling freight, Trenton, N. J.

August 5—Daniel L. Hoag, freight yard brakeman, left hip bruised, lost his balance while drilling cars at Coalport, Trenton, N. J. Engineer, E. Frone; conductor, W. H. Gibbs.

August 9—Fred J. Brown, machinist, right hand cut, handling tools, Coalport Enginehouse, Trenton, N. J.

August 11—Leon Antom, warehouseman, left foot bruised, handling freight, at Trenton, N. J

August 15—Paolo Condelo, M. W. laborer, eye inflamed, handling timber, Coalport, Trenton, N. J.

August 17—Domenico Romanelli, M. W. laborer, cut on side of head, handling ties, west of Lambertville, N. J.

August 17—Robert Caton, extra serviceman, large toe of left foot contused, caught foot under fastener of 20th century switch stand at Phillipsburg Freighthouse, Phillipsburg, N. J. Engineer, E. Salter; conductor, P. Quigley.

August 18—Major E. Ireland, passenger brakeman, cut on left cheek and on lower lip, alighting from engine, at Trenton, N. J. Engineer, H. B. Lawrence.

August 18—W. J. Wickward, fireman, neck sprained, turning engine, Trenton, N. J. Engineer, A. E. Ganony.

August 20—Geo. W. Bowden, lamp filler, right elbow bruised, slipped and fell from tank of engine, Coalport Enginehouse, Trenton, N. J.

August 20—Albert A. Ege, C. T. laborer, bruised small toe on right foot, handling freight, Trenton Freight Station, Trenton, N. J.

August 21—Antonio Merlo, M. W. laborer, left hand punctured, got splinter in left hand while clearing the track of weeds, Phillipsburg, N. J.

August 22—Antonio Mangano, engine preparer, scalp wound, working about engine, Coalport, Trenton, N. J.

August 23—Dewitt C. Conover, carpenter, bone in left forearm bruised, arm striking against bridge, Bridge 92, Belvidere, N. J.

August 27—Frank Scheidecker, fireman, slightly bruised about the head, caused by a collision on No. 5 track, East Trenton, N. J. Engineer, J. Doorey; conductor, S. N. J. Lowe.

August 28—Glenville Shaffer, warehouseman, slight scalp wound, handling freight, East Trenton, N. J.

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September 1—Guiseppe Attinello, M. W. laborer, breast bruised, handling material, east of Lambertville, N. J.

September 4—Thomas I. Masterson, freight brakeman, bruised and contused shoulders and back, struck by car standing on adjoining track, Martin's Creek, N. J. Engineer, J. Smith; conductor, M. Salter.

September 7—D. W. Ball, freight brakeman, back of head slightly bruised, fell from car, Raven Rock, N. J. Engineer, G. R. Case; conductor, D. Lutz.

September 8—Jonas Moser, warehouseman, muscles of leg sprained, handling freight, Phillipsburg Junction, N. J.

September 9—George R. Walker, car inspector, contusion of right leg, handling tools, Belvidere, N. J.

September 10—Guiseppe DiSalvi, M. W. laborer, end of little finger, left hand, mashed, handling tools, near Moore, N. J.

September 15—William A. Rasener, carpenter, abrasion and contusion left thigh and left knee, slipped while walking on turntable, Martin's Creek, N. J.

September 18—Patrick H. Quigley, freight yard brakeman, contused and lacerated wounds right shoulder and contusions on forehead and nose; struck by guy wire between tracks and thrown to ground at Phillipsburg Junction Yard, Phillipsburg, N. J. Engineer, E. Edinger; conductor, A. C. Hulshizer.

September 20—Clarence A. Duncan, fireman, right knee bruised and cut handling shaking lever, Lambertville, N. J. Engineer, W. W. Manners; conductor, G. S. Moyer.

September 21—Harry S. Thatcher, car inspector, contused wound right side head, contused and lacerated wound over left side, handling tools, Phillipsburg Junction, N. J.

September 25—James C. Wylie, hostler, slight laceration right hand, handling tools, Coalport Enginehouse, Trenton, N. J.

September 25—James A. Nash, machinist, foreign substance lodged in eye, piece of scale from bolt lodged in eye, Coalport, Trenton, N. J.

September 25—John Scharnhorst, freight brakeman, contusion of right ankle, lading of car shifting, Phillipsburg Yard, Phillipsburg, N. J. Engineer, R. L. Long; conductor, J. P. Dempster.

September 28—Harvey Gade, Jr., warehouseman, severe bruise of instep of right foot, handling freight, Trenton, N. J.

September 29—Francisco Gucia, thumb, right hand, cut; Antonio Viscomi, fingers right hand mashed; handling material at Phillipsburg, N. J.

September 29—Thomas B. Jemison, deliveryman, laceration index finger of right hand, handling freight, Trenton, N. J.

October 1—Charles G. Reynolds, engineman, right elbow bruised, getting on engine, Coalport Enginehouse, Trenton, N. J.

October 3—Raymond B. Hendrickson, lineman, contused wound right thigh, and slight laceration left leg about knee joint, fell from motor car, Wilburtha, N. J.

October 3—Raymond L. Carty, lineman, contusion left leg and ankle, fell from motor car, Wilburtha, N. J.

October 3—Salvatore Merlo, large toe left foot bruised, handling ties, Phillipsburg, N. J.

October 5—Francesco Pirone, M. W. laborer, contusion of great toe of left foot, handling ties, Lambertville, N. J.

October 6—Allen Featherman, assistant M. W. foreman, sprain left ankle, stepped into a rut, Manunka Chunk, N. J.

October 8—Walter C. Sourbeer, boilermaker, slight concussion of the brain, hammer falling from top of boiler due to vibration, Coalport Enginehouse, Trenton, N. J.

October 8—George Gass, M. W. laborer, end of thumb, right hand, torn off and nail torn off, handling tools, Martin's Creek, N. J.

October 12—Harry C. Naylor, freight brakeman, fracture rib, walked into ash pit, Coalport Enginehouse, Trenton, N. J. Engineer, C. L. Vaux; conductor, W. T. Sharp.

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October 19—Joseph N. Lamb, fireman, severe sprain right shoulder, stepped into ash pit, Coalport Enginehouse, Trenton, N. J. Engineer H. E. Corcoran.

October 21—Daniel C. Stocker, freight yard brakeman, left ankle sprained, jumping from engine, Phillipsburg, N. J. Engineers B. L. Cane and C. V. Bouden; conductors, W. M. Eckert and W. M. Thatcher.

October 21—Thomas H. Heitzman, freight yard brakeman, left knee sprained, jumping from engine, Phillipsburg, N. J. Engineers, B. L. Cane and C. V. Bouden; conductors W. W. Eckert and W. M. Thatcher.

October 21—Guiseppe Attinello, W. M. laborer, right hand sprained, slipped when getting off riding car, Phillipsburg, N. J. Engineer, N. Strouse; conductor, Jere Rooney.

October 22—Antonio Saggio, M. W. laborer, left leg bruised, handling ties, Warren street, Trenton, N. J.

October 23—Harry Albright, warehouseman, sprain of right ankle, handling freight, Trenton, N. J.

October 24—Cornelius B. Solliday, brakeman, crushed fingers of right hand, amputation of two necessary, lading shifting, Phillipsburg, N. J. Engineer, G. R. Johnson; conductor, C. A. Metzger.

November 5—Gaetano Testa, M. W. laborer, right foot sprained, caught foot between rails, Warren, N. J.

November 10—Frank Boger, freight yard brakeman, right knee slightly sprained, getting on moving car, Coalport, Trenton, N. J. Engineer, S. D. Titus; conductor, J. B. Knowles.

November 12—Pasquale Pisano, M. W. laborer, arm strained, handling material, Stockton, N. J.

November 15—Franklin J. J. Reed, freight yard brakeman, first finger, right hand, sprained, slipped and fell while crossing tracks, East Trenton, N. J. Engineer, S. D. Titus; conductor, F. Reed.

November 16—Michael Coughlan, freight handler, fracture, right clavicle, handling freight at Trenton, N. J.

November 17—Elmer E. Kirkuff, freight yard brakeman, back sprained, slipped while stepping over rail, Trenton, N. J. Engineer, S. McConnell; conductor, I. N. Chapman.

November 19—Samuel J. Lippincott, freight yard brakeman, left eye burned by hot cinder, hot cinder flew in his eye, Phillipsburg, N. J. Engineer, A. Niece; conductor, J. P. Dempster.

November 25—Howard C. Smith, passenger brakeman, slight puncture lower left eyelid, removing broken glass from car door, Raven Rock, N. J. Engineer, Charles Simmons; conductor, Thomas Doyle.

November 27—John Scharnhorst, freight yard brakeman, left knee sprained and back bruised, slipped alighting from car, Phillipsburg, N. J. Engineer, S. J. Duckworth; conductor, A. C. Hulshizer.

December 1—Newberry More, baggage handler, leg bruised and skinned while handling baggage at Riegelsville, N. J.

December 2—Patrick J. Shaunessey, C. T. laborer, left hand punctured, handling freight, Phillipsburg, N. J.

December 4—Peter R. Huff, freight yard brakeman, sprained tendon right leg, struck by engine, Phillipsburg, N. J. Engineer, R. Long; conductor, G. S. Moyer.

December 5—Harold Higgens, warehouseman, left foot bruised, handling freight, Trenton, N. J.

December 15—William T. Perry, tool room attendant, right instep and large toe bruised, handling tools, Coalport Enginehouse, Trenton, N. J.

December 23—John Reese, M. W. laborer, lacerated scalp wound, handling tools, Phillipsburg, N. J. Engineer, N. Strouse; conductor, J. Rooney.

December 26—Henry D. Cody, freight brakeman, contused wound right cheek, switch lever slipped out of his hand hitting him in face, Raven Rock, N. J. Engineer, B. Schaa; conductor, P. H. Quigley.

December 31—James J. Lilly, freight brakeman, killed, fell under car while attempting to get on, Union Square, Phillipsburg, N. J. Engineer, E. D. Salter; conductor, Jas. L. Baker.

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*Employes Killed or Injured by Coupling or Uncoupling Cars.*

June 14—James W. Morrison, extra serviceman, contusion of forearm, wrist and back of hand, uncoupling cars, Phillipsburg, N. J. Engineer, W. W. Manners; conductor, Howard Piatt.

August 28—John J. Falcey, freight yard brakeman, deep laceration sole and inner surface to ankle, right foot, adjusting coupler with foot, Trenton, N. J. Engineer, M. Johnson; conductor, E. C. Fajoli.

FLEMINGTON BRANCH.

*Employes Killed or Injured by Other Causes.*

April 10—Charles A. Gennett, fireman, rib fractured, stepped on piece of coal, between Muirhead & Cooper Hill, N. J. Engineer, E. Fenton; conductor, R. C. Fulper.

*Persons Killed or Injured While Crossing Tracks.*

August 27—Robert Henshaw, Jr., killed, attempting to cross tracks in front of train at First Street crossing, Phillipsburg, N. J. Engineer, W. R. O'Neill; conductor, G. R. Mellick.

September 14—Raymond Cheeseman, fracture of leg above ankle, attempting to cross the track in front of engine, Ott Street crossing, Muirhead Avenue, Trenton. Engineer, J. H. Marjarum; conductor, J. W. Naylor.

*Persons Killed or Injured by Trains While Standing or Walking on Tracks.*

January 7—Eugene Norris, nose broken and left side of face bruised, struck by engine while walking on tracks, east of Phillipsburg, N. J. Engineer, J. E. Fuller.

June 24—Edward Trunk, killed, went to sleep under car and was run over, Wall track, Phillipsburg Freight Station, Phillipsburg, N. J. Engineer, J. L. Cherry; conductor, A. C. Hulshizer.

November 6—Two unknown men, killed, struck by train while walking on track east of Cadwalader Station, Cadwalader, N. J. Engineer, T. H. Case; conductor, A. S. Hoffman.

December 2—Elijah VanLuranise, killed between Titusville and Moore, N. J. Train unknown.

*Persons Killed or Injured by Other Causes.*

February 24—John Fichtel, back injured, jumped from moving train, Phillipsburg, N. J. Engineer, F. Joiner; conductor, Jos. Allen.

July 6—Michael Crisboy, instep of right foot bruised; cut and bruise on shin bone right leg, and bruise right side and back, outside employes evidently pried door off car, New Jersey School and Church Furniture Co. siding, Trenton, N. J.

August 9—Mrs. Joseph Phillips, back injured, alighting from train while same was in motion, Milford, N. J. Engineer, C. Nelson; conductor, T. Wallington.

August 16—Mrs. Bessie M. Jacobs, ankle was sprained and bruised near base of spine, fell while descending steps leading from station, Manunka Chunk, N. J.

September 5—Steven Lorenz, slight abrasions right wrist and left cheek, thrown down in car, Trenton, N. J.

September 23—John Dillon, contusions on side of face and head and fracture at base of skull and laceration of back of head, evidently struck by overhead bridge between Milford No. 7 and MD block Station.

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September 23—Michael McGarrity, killed, evidently struck by overhead bridge, near Kingwood, N. J.

September 24—Gilbert Miller, dislocated and sprained ankle with possible fracture lower tibia, fell in turntable pit, Martin's Creek, N. J.

October 15—Mrs. Ella Maple, head bruised, rod on gate fell from gate while pedestrian passed under same, State Street Crossing, Trenton, N. J.

FLEMINGTON BRANCH.

January 1—William Haniels, right leg broken in two places, fell from bridge, Bridge No. 2 on the Flemington Branch.

*Persons Killed or Injured by Other Causes.*

September 10—Joseph K. Wilson, left foot bruised, handling freight, Trenton, N. J.

December 15—Peter Keiser, bridge of nose, skinned and forehead and back of hand bruised, fell while alighting from train before same came to a full stop, at Phillipsburg, N. J. Engineer, C. W. Cope; conductor, F. A. Kitchin.

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## THE BERGEN COUNTY RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $200,000 00 |
| Bonded debt, | 200,000 00 |
| Floating debt, | 213,216 78 |
| Book cost of road and equipments, | 613,216 78 |

The road extends from Rutherford Junction, N. J., to Ridgewood Junction, N. J., a distance of 9.821 miles.

It is leased to the Erie Railroad Company at an annual rental of $22,000 and taxes.

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

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

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, as lessee of the Bergen County Railroad Co., and that the foregoing statement is true and correct to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me, this 22d day of March, A. D. 1915.

A. L. TRAVIS,

[L. S.] *A Foreign Commissioner of Deeds for New Jersey in New York.*

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Dividends paid during the year 1914, and how paid—6 per cent. paid direct to stockholders of record by lessee as part of rent pursuant to terms of lease.

P. O. address of this company—Erie Railroad Company, 50 Church street, New York City.

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## BERGEN AND DUNDEE RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $40,000 00 |
| Bonded debt—None. | |
| Floating debt, | 6,971 00 |
| Book cost of road and equipments, | 40,000 00 |

Dividends paid during the year 1914, and how paid—None.

The road extends from Garfield, N. J., to Passaic, N. J., a distance of 2.45 miles.

It is operated as a part of the Bergen County Railroad under the lease of that road to the Erie Railroad Co.

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

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

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Bergen and Dundee Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me, this 22d day of March, A. D. 1915.

A. L. TRAVIS,

[L. S.] *A Foreign Commissioner of Deeds for New Jersey in New York.*

P. O. address of this company—Erie Railroad Company, 50 Church Street, New York City.

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## BRIGANTINE TRANSPORTATION COMPANY.

Capital stock paid in—None.
Bonded debt—None.
Floating debt—None.
Cost of road and equipments—No information available.

Dividends paid during the year 1914, and how paid—None.

The road extended the length of the island of Brigantine originally, a distance of about 7 miles.

RECEIPTS AND EXPENSES FOR 1914.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.

REMARKS.

This road has not been in operation for several years. It was bought in under mortgage foreclosure by Mr. John O. Heald, now deceased.

Mrs. Elizabeth M. Heald is the executrix of his will.

P. O. address of the above company's attorney—Henry B. Closson, 52 William Street, New York City.

State of New York, New York County, *ss*—Henry B. Closson, being duly sworn, on his oath says, that he is attorney for Elizabeth M. Heald, individually and as executrix of the will of John O. Heald, deceased, the purchaser of the Brigantine Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

HENRY B. CLOSSON.

Sworn and subscribed before me, this 10th day of February, A. D. 1915.

ANDREW WOELFEL,
[L. S.] *Notary Public, Richmond County.*
*Cert. filed in N. Y. Co., No. 33.*
*New York Register No. 6113.*

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## THE BUENA VISTA RAILROAD COMPANY.

Capital stock paid in, ..... $21,400 00

The road extends from Greenwich to Cohansey Creek, a distance of 1.03 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, New York County, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is President of The Buena Vista Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

[L. S.]

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway Company.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—143 Liberty Street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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## CAMDEN AND BURLINGTON COUNTY RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, ..... | $381,925 00 |
| Bonded debt, ..... | 350,000 00 |
| Floating debt, ..... | 32,162 75 |
| Cost of road and equipments, ..... | 753,771 31 |

The road extends from Pavonia to Pemberton, 22.34 miles; connection with Philadelphia and Long Branch Railroad at Bir-

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mingham to East Birmingham Station, .39 mile; East Birmingham to Mount Holly, N. J., 7.12 miles, a distance of 29.85 miles.

It is leased to the United New Jersey Railroad and Canal Company at an annual rental of six per cent. on the capital stock, four per cent. on the funded debt, taxes and five hundred dollars for maintaining organization. Lease assigned to The Pennsylvania Railroad Company as lessee of the property and works of the United New Jersey Railroad and Canal Company.

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. J. County, being duly sworn, on his oath says, that he is President of the Camden and Burlington County Railroad Company, and that the foregoing statement is true and correct to the best of his knowedge and belief.

A. J. COUNTY,
*President.*

Sworn and subscribed before me, this fifth day of March, A. D. 1915.

[L. S.]

G. BLIGHT ROBINSON,
*Notary Public.*
*My Commission expires at end of next session of Senate.*

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $211,472 63 |
| Income from freight, | 146,981 12 |
| Income from other sources, | 48,526 89 |
| Total, | $406,980 64 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies,.. | *$462,539 71 |

Dividends paid during the year 1914, and how paid—Two of 3 per cent. each, paid in cash.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

ACCIDENTS—TRENTON DIVISION.

*Employes Killed or Injured by Other Causes.*

February 9, 1914—Walter T. Sweigard, freight conductor, face and wrist scalded, coffee pot exploded, Mt. Holly, N. J. Engineer, G. M. Fennimore; conductor, W. T. Sweigard.

*Includes $51,794.83 rental for use of road and taxes.

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March 25—Filipo Robbino, M. W. laborer, leg bruised, fell over frog, Merchantville, N. J.

May 16—Ivins Green, M. W. laborer, contusion of right great toe, handling switch timber, Mt. Holly, N. J.

July 2—Thomas J. Carroll, freight brakeman, second finger left hand sprained, fell from car, Birmingham, N. J. Engineer, C. F. Schrader; conductor, E. F. Coughlin.

July 28—Pierre J. Hardy, engineman, cinder in eye, cinder flew in eye at West Moorestown, N. J. Engineer, P. J. Hardy; conductor, W. W. Mortimer.

July 29—Francis J. Mulraney, baggage handler, right shoulder and legs bruised and laceration right hand, carelessness in handling baggage truck, Moorestown, N. J. Engineer, J. Stanton; conductor, E. Schneider.

July 29—Chas. W. Morgan, fireman, left ankle sprained, stepped on piece of coal, Mt. Holly, N. J. Engineer, S. L. Wilson; conductor, C. Mills.

August 6—Martin J. Dugan, passenger brakeman, on train No. 476, cinder in eye, cinder flew in eye. Engineer, R. Jobes; conductor, F. T. Sprague.

August 21—Harry Waldis, clerk, arm bruised, baggage truck ran against his arm, West Moorestown, N. J.

August 30—Raymond H. Broom, clerk, shoulder and hip bruised, placing truck too close to track, Merchantville, N. J. Engineer, A. Fenimore; conductor, W. N. Tapper.

September 3—Chas. E. Pfeffer, freight brakeman, back sprained, handling freight, Mt. Holly, N. J. Engineer, A. C. Lott; conductor, E. G. Jones.

September 15—D. G. Greenlee, freight brakeman, ankle sprained, stepping from car to sand bank at Birmingham, N. J. Engineer, G. Terrell; conductor, J. D. Jones.

September 18—John C. Woolman, freight brakeman, third finger of right hand bruised, getting on cabin car, Mt. Holly, N. J. Engineer, W. Joiner; conductor, E. G. Jones.

October 28—William Rossell, freight handler, heel bruised, handling freight, Mt. Holly, N. J.

*Persons Killed or Injured by Other Causes.*

March 14, 1914—Mrs. Florence Sturdivant, base of spine injured, slipped and fell while getting on train, Mt. Holly, N. J. Engineer, W. D. Griscom; conductor, F. Johnson.

March 16—Miss Mae Wiltshire, slight laceration of knee, fell in aisle of coach, Pensauken, N. J. Engineer, F. Bender; conductor, C. A. Nesbitt.

April 10—Harry Harker, arm injured, fell in car at Mt. Holly, N. J. Engineer, W. Elliott; conductor, E. G. Jones.

August 14—W. C. Fontaine, slight cut over right eye, window in smoking room of parlor car "Glenmere" being broken, between Pensauken and Merchantville. Engineer, J. Jones; conductor, H. P. Lewis.

October 20—Michael Britton, thumb bruised, caught finger in toilet door of coach, between Birmingham and Ewansville. Engineer, B. F. Lucas; conductor, E. A. Gross.

October 27—George Gale, left hip injured, cars moved while unloading freight, at Mt. Holly. N. J. Engineer, F. Dixon; conductor, J. N. Newell.

December 9—John D. Evans, fracture of skull and laceration of head and face, attempting to get on a moving train, Birmingham, N. J. Engineer, H. Swain; conductor, C. W. Slimm.

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## CAPE MAY, DELAWARE BAY AND SEWELL'S POINT RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $150,000 00 |
| Bonded debt, | 150,000 00 |
| Floating debt, | 434,680 34 |
| Cost of road and equipments, | 359,454 06 |

Dividends paid during the year 1914, and how paid—None.

The road extends from Cape May Point, N. J., to Schillenger's Landing, N. J., a distance of 8.79 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $17,699 74 |
| Income from freight, | 4,077 87 |
| Income from other sources—None. | |
| Total, | $21,777 61 |

State of Pennsylvania, Philadelphia County, *ss.*—Nelson Z. Graves, being duly sworn, on his oath says, that he is President of the Cape May, Delaware Bay and Sewell's Point Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

NELSON Z. GRAVES.

Sworn and subscribed before me, this 20th day of March, A. D. 1915.

HANS WENIGER,
[L. S.] *Notary Public.*
*My Commission expires 12th of February, 1917.*

ACCIDENTS.

None.

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## THE CARTERET EXTENSION RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $23,600 00 |

The road extends from Carteret to Staten Island Sound, a distance of 1.82 mies.

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.

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State of New York, New York County, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is President of The Carteret Extension Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

[L. S.]

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—143 Liberty Street, New York City.

ACCIDENTS.

Included in the report of The Central Railroad Company of New Jersey, if any.

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## THE CARTERET AND SEWAREN RAILROAD COMPANY.

Capital stock paid in, ..... $24,800 00

The road extends from Liebig's to Port Reading, a distance of 1.25 miles.

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.

State of New York, New York County, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is President of The Carteret and Sewaren Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. G. BESLER.

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Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

GEORGE M. BANKS, JR.,
[L. S.] *Foreign Commissioner of Deeds for New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—143 Liberty Street, New York City.

ACCIDENTS.

Included in the report of The Central Railroad Company of New Jersey, if any.

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## THE CENTRAL RAILROAD COMPANY OF NEW JERSEY.

Capital stock paid in, ..... $27,436,800 00
Bonded debt, ..... 43,924,000 00

Dividends paid during the year 1914, and how paid—Six (6) dividends of two (2) per cent. each; in all twelve (12) per cent. on par value of capital stock—paid in cash.

The main line of the road extends from Jersey City to Phillipsburg, 72.30 miles, with branches as follows:

| | Miles. |
|---|---|
| Elizabethport to Brills, | 5.51 |
| Elizabeth to Elizabethport Docks, | 2.72 |
| Communipaw to Newark (formerly Newark & New York Railroad), | 6.22 |
| Elizabethport to Perth Amboy (formerly Perth Amboy & Elizabethport Railroad), | 12.13 |
| East 22d Street, Bayonne, to Constable Hook (formerly Constable's Hook Railroad), | 1.95 |
| Brills to Passaic River (formerly Manufacturers' Railroad), | 1.68 |
| Somerville to Flemington (formerly South Branch Railroad), | 15.78 |
| High Bridge to Wharton (formerly High Bridge and Longwood Valley Railroads), | 25.17 |
| German Valley to Chester (formerly High Bridge Railroad), | 4.51 |
| Hopatcong Junction to Nolan's Point (formerly Lake Hopatcong Railroad), | 5.56 |
| Spur—Avenue A, Bayonne, to Safety Insulated Wire & Cable Co.'s Works, | 0.45 |
| Spur—Avenue A, Bayonne, to Avenue C, | 0.60 |
| Spur—Phillipsburg to Ingersoll-Sargeant Drill Works, | 0.75 |
| Spur—To Feigenspan's Brewery, Newark, | 0.37 |
| Spur—To Bay Shore Connecting Railroad, | 0.13 |
| Spur—To Manville, to H. W. Johns-Manville Works, | 0.80 |
| A total length of, | 156.63 |

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RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $4,991,288 73 |
| Income from freight, | 10,891,136 55 |
| Income from other sources, | 1,345,478 48 |
| Total, | $17,227,903 76 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies,.. | $12,272,915 49 |

Included in the operation of this company are the receipts and expenditures of the following companies: Carteret and Sewaren Railroad Company, Carteret Extension Railroad Company, Dover and Rockaway Railroad Company, Elizabeth Extension Railroad Company, Hibernia Mine Railroad Company, Lafayette Railroad Company, Manufacturers' Extension Railroad Company, Middle Brook Railroad Company, Middle Valley Railroad Company, New Jersey Terminal Railroad Company, Odgen Mine Railroad Company, Raritan North Shore Railroad Company, Sound Shore Railroad Company, West Side Connecting Railroad Company.

P. O. address of the above company—143 Liberty Street, New York City.

State of New York, New York County, *ss.*—T. B. Koons, being duly sworn, on his oath says, that he is Vice-President of The Central Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

T. B. KOONS.

Sworn and subscribed before me, this seventeenth day of February, A. D. 1915.

[L. S.]

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

ACCIDENTS—CENTRAL DIVISION.

*Coupling or Uncoupling—Employes.*

March 9, 1914—Chas. Smith, conductor, injured at W. 8th St., Bayonne, N. J. Engineer, W. Ludwig; conductor, Chas. Smith.

April 15—Judson Hackett, brakeman, injured at Dover. Engineer, John Dineen; conductor, Lewis Stamets.

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May 20—Wm. H. Heheman, driller, injured at Claremont, Jersey City, N. J. Engineer, F. White; conductor, J. Heagney.

July 16—Spencer E. Decker, brakeman, injured at Elizabethport, N. J. Engineer, L. H. Cressman; Conductor, C. Seaross.

September 5—Herman Krauss, conductor, injured at Elizabeth, N. J. Engineer, T. Bowe; conductor, H. Krauss.

October 19—Wilson Hann, brakeman, injured at High Bridge, N. J. Engineer, J. Splane; conductor, Jas. Conley.

November 3—Wm. H. Voit, conductor, injured at Perth Amboy, N. J. Engineer, Frank Bogart; conductor, W. H. Voit.

December 8—John J. Kennedy, brakeman, injured at Elizabethport, N. J. Engineer, Wm. Wiler; conductor, Henry Bauerland.

*Collisions—Employes.*

January 19, 1914—Chas. McDonald, driller, injured at Jersey City, N. J. Engineers, F. Whitman, A. L. Smith; conductors, A. Talbot, T. Talbot.

January 24—Thos. Phillips, dining car cook, injured at Jersey City (Passenger Yard). Engineers, S. Eckman, W. Jacobus; conductors, R. LaFourette, J. Kaus.

January 29—R. A. Neely, brakeman, injured at Dunellen. Engineers, Wm. Newlands, W. Brown; conductors, J. R. Gerhab, Ed. Manning.

May 13—Caleb S. Hunt, engineer, injured at Aldene, N. J. Engineer, C. S. Hunt; conductor, E. Snyder.

May 13—John Hamley, brakeman, injured at Aldene, N. J. Engineer, C. S. Hunt; conductor, E. Snyder.

May 17—James Haire, fireman, injured at Jersey City, N. J. Engineers, P. Gilmore, H. Siegfried; conductors, J. J. Cox, Geo. A. Bauers.

*Collisions—Non-employes.*

January 24, 1914—D. B. Stewart, non-employe, injured at Jersey City, N. J. Engineers, S. Eckman, W. Jacobus; conductors, R. LaFourette, J. Kaus.

February 17—C. E. Stultz, non-employe, injured at Jersey City, N. J. Engineer, E. Whitman; conductor, Wm. Babcock.

*Derailments—Employes.*

February 15, 1914—Bartholomew Kelly, crossing watchman, injured at Dunellen. Engineer, F. Heilig; conductor, F. A. Shepard.

May 15—Harry Prime, engineer, injured at Elizabethport, N. J. Engineer, H. Prime; conductor, J. O'Rourke.

*Derailments—Non-employes.*

May 16, 1914—Julius Ebert (U. S. Express checker, non-employe), injured at Jersey City. Engineer, J. Wilson; conductor, L. Kelly.

*Falling from Trains, Locomotives or Cars—Employes.*

January 4, 1914—Irving Orr, engineman, injured at Communipaw.

January 13—Fred Greene, driller, injured at Elizabethport, N. J. Engineer, M. O'Hara; conductor, W. J. O'Brien.

January 28—Wilber O. Woodmansie, driller, injured at Elizabethport, N. J. Engineer, Joseph Osmun; conductor, James J. Bouner.

February 19—George T. Tonkin, brakeman, injured at Chrome, N. J. Engineer, R. Byrnes; conductor, W. I. Breese.

February 28—Erwin S. Kishbauch, fireman, injured at Bloomsbury, N. J. Engineer, M. Holmes; conductor, A. E. Gilbert.

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March 12—Robb A. Gilfillan, driller, injured at Elizabethport, N. J. Engineer, M. O'Hara; conductor, N. J. Gallagher.

March 28—Harry Fox, brakeman, injured at Valley. Engineer, B. McDonald; conductor, F. Conley.

April 9—Patrick J. Delaney, brakeman, injured at Jersey City, N. J. Engineer, A. Wilson; conductor, C. F. Berkheimer.

April 16—James H. Reynolds, driller, injured at Jersey City, N. J. Engineer, A. Simms; conductor, A. Bradley

May 7—John Sheehan, brakeman, injured at Jersey City, N. J. Engineer, T. Hopkins; conductor, D. Moynihan.

May 8—John Pierce, driller, injured at 3 Twenty-third street, Bayonne, N. J. Engineer, J. Rodenbaugh; conductor, H. A. Wise.

May 25—O. M. Dermott, driller, injured at Jersey City, N. J. Engineer, E. Burrows; conductor, A. McDermott.

June 23—John M. Coryell, brakeman, injured at Cranford Junction. Engineer, C. C. Bortz; conductor, Jos. H. Smith.

June 29—Edward Mooney, brakeman, injured at Hampton, N. J. Engineer, K. Fraser; conductor, T. J. Ward.

July 23—Willard H. Bodine, brakeman, injured at Jersey City, N. J. Engineer, F. Bickel; conductor, W. H. Johnson.

August 7—Hiram J. Reiman, driller, injured at Elizabethport, N. J. Engineer, A. Schank; conductor, M. Ryan.

August 15—Joseph Hilliard, engineer, injured at Green Brook, N. J. Engineer, Jas. Hilliard; conductor, F. Roselle.

October 4—James E. Lenhart, fireman, injured at Elizabethport, N. J. Engineer, Silas R. Young; conductor, Mathew Ryan.

October 13—Alfred B. Apgar, conductor, injured at Bound Brook, N. J. Engineer, O. Rinker; conductor, A. B. Apgar.

October 27—Edward Burke, driller, injured at Jersey City, N. J. Engineer, P. Gilmore; conductor, J. J. Cox.

November 13—Thos. V. Moorland, fireman, injured at Claremont, N. J. Engineer, Fred White; conductor, James Hagney.

December 15—John Jos. Tiernan, conductor, injured at Elizabethport, N. J. Engineer, W. O'Brien; conductor, Jos. Tiernan.

December 25—John E. Anderson, driller, injured at Jersey City passenger yard. Engineer, E. Wittman; conductor, Louis Kelly.

*Falling from Trains, Locomotives or Cars—Non-employes.*

June 16, 1914—Arthur Morgan, trespasser, injured at Cranford, N. J.

August 15—Forest A. Crawford, trespasser, injured at Fanwood, N. J. Engineer, J. Hilliard; conductor, F. Roselle.

August 30—Wm. Duggan, trespasser, injured at W. Eighth street, Bayonne, N. J.

*Attempting to Alight From or Aboard Trains, Locomotives or Cars—Employes.*

January 15, 1914—Wm. Covert, brakeman, injured at Rockaway, N. J. Engineer, G. Bodine; conductor, R. F. Crater.

March 5—Ira Johnson, brakeman, injured at Claremont. Engineer, E. C. Carn; conductor, Wm. Wolfington.

March 16—Wm. J. Fay, brakeman, injured at Dunellen, N. J. Engineer, F. Wilcox; conductor, A. F. Pine.

April 22—Corey G. James, fireman, injured at Elizabethport, N. J. Engineer, L. H. Nunn; conductor, M. L. Bilf.

May 12—Samuel H. Phipps, conductor, injured at Elizabethport, N. J. Engineer, A. Waldheim; conductor, W. Parker.

May 16—Wm. F. Turner, conductor, injured at Jersey City, N. J. Engineer, Elwood C. Carn; conductor, Wm. F. Turner.

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May 18—Norman Voorhees, brakeman, injured at Perth Amboy, N. J. Engineer, Wm. Brown; conductor, Thos. Prendergast.

June 6—Edw. J. Lynch, brakeman, injured at White House, N. J. Engineer, J. F. Boyle; conductor, J. J. Thornton.

July 17—Soren C. Fedderson, brakeman, injured at Spring Street, Elizabeth, N. J. Engineer, J. Kenny; conductor, C. Miller.

July 17—Pierre J. Smith, driller, injured at Jersey Avenue, Jersey City, N. J. Engineer, E. Hahn; conductor, J. Cannon.

July 22—Walter E. Smith, employe, injured at Netherwood, N. J. Engineer, S. Bartow; conductor, E. Brower.

August 4—Francis Knittle, brakeman, injured at Brills, N. J. Engineer, F. Smith; conductor, C. C. Bracken.

August 1—Wm. Cook, brakeman, injured at Perth Amboy, N. J. Engineer, F. Mohan; conductor, Thos. Prendergast.

September 2—John T. Finn, brakeman, injured at Hoffmans, N. J. Engineer, John Dineen; conductor, J. W. Bragg.

September 17—Gene A. Drew, driller, injured at Elizabethport, N. J. Engineer, E. Poda; conductor, T. Liddy.

September 26—Kazimienz Malnonski, car cleaner, injured at Jersey City, N. J. Engineer, Wm. Kochler; conductor, D. J. Colohan.

October 2—Wm. Wilbacher, driller, injured at Elizabethport, N. J. Engineer, T. Cavanaugh; conductor, R. Brendell.

October 17—John Valentine, foreman, injured at Jersey City, N. J. Engineer, Aug. W. Hill; fireman, J. Valentine.

October 21—John Dunn, driller, injured at Jersey City, N. J. Engineer, G. Stiegerwalt; conductor, E. H. Morgan.

October 22—Wm. Middletown, driller, injured at Jersey City, N. J. Engineer, A. Hill; conductor, Arthur Underhill.

October 30—Chester Napiorski, yard laborer, injured at Jersey City Passenger Yard.

November 12—Jas. H. Powderly, brakeman, injured at Hampton, N. J. Engineer, T. Dooley; conductor, W. Parker.

November 28—Jos. E. Masterson, brakeman, injured at Raritan, N. J. Engineer, G. B. Coffie; conductor, John Degnan.

December 20—Geo. Arner, brakeman, injured at White House, N. J. Engineer, N. Barrington; conductor, Albert E. Miller.

December 23—William Gilp, conductor; injured at Carteret, N. J. Engineer, Harry Rader; conductor, Wm. Gilp.

*Attempting to Alight From or Aboard Trains, Locomotives or Cars—Non-Employes.*

January 1, 1914—Mrs. Elsie Lilby, passenger, injured at Jersey City, N. J. Engineer, W. Koehler; conductor, Ed. Straus.

January 13—Abraham Friedland, passenger, injured at W. 8th Street, Bayonne, N. J. Engineer, E. Huff; conductor, Wm. J. Sheehan.

January 23—Henry Helmer, passenger, injured at Spring Street, Elizabeth, N. J. Engineer, Geo. Jackson; conductor, M. Durling.

January 29—Joseph Grupp, trespasser, injured at E. 22d Street, Bayonne, N. J. Engineer, J. Calpin; conductor, H. Sweeney.

January 31—Thos. Bayton, passenger, injured at Elizabethport, N. J. Engineer, W. W. Snyder; conductor, G. F. Trimmer.

February 2—Mrs. Lucy Dabakin, passenger, injured at Newark, N. J.

February 17—Jean Gerard, passenger, injured at W. 8th Street, Bayonne, N. J. Engineer, P. Eder; conductor, F. S. Lewis.

March 8—T. J. Smith, passenger, injured at Fiddlers. Engineer, C. Mason; conductor, W. Durling.

March 9—Wm. J. Young, passenger, injured at Jackson Avenue, Jersey City. Engineer, C. Tomey; conductor, F. W. Reed.

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March 11—Andrew Varnick, passenger, injured at Raritan, N. J. Engineer, R. Huff; conductor, J. R. Day.

March 12—Mrs. D. Ferris, passenger, injured at Broad Street, Newark, N. J.

March 16—Patrick Conley, passenger, injured at High Bridge, N. J. Engineer, C. B. Henry; conductor, Milton Weller.

March 21—Lucy De Ger, passenger, injured at Califon, N. J. Engineer, G. Bramman; conductor, J. B. Cannon.

March 22—John F. Hughes, trespasser, injured at Elizabethport, N. J. Engineer, Chas. Mason; conductor, W. Durling.

March 27—Mike Hollas, trespasser, injured at Perth Amboy, N. J. Engineer, M. Dailey; conductor, P. Woltman.

March 30—Mr. G. A. Johnson, passenger, injured at Plainfield, N. J. Engineer, R. Hill; conductor, L. Homler.

April 2—Clarence Higgins, trespasser, injured at Plainfield, N. J. Engineer, H. Gordon; conductor, H. Barton.

April 5—Felix Keziary, passenger, killed at Elizabethport, N. J. Engineer, J. O'Neill; conductor, L. D. Fritts.

April 5—A. P. Grey, passenger, injured at Plainfield, N. J. Engineer, M. Loughery; conductor, I. A. Bedell.

April 12—Miss Helen A. Jacobus, passenger, injured at Broad Street, Newark, N. J. Engineer, J. Spence; conductor, H. Lewis.

April 23—Mrs. Paunton Brookenthal, passenger, injured at Jersey City. Engineer, P. J. Davis; conductor, W. H. Snyder.

April 23—Mrs. Margaret H. Mullen, passenger, injured at Broad Street, Newark, N. J.

April 28—Mrs. Katherine Colton, passenger, injured at Jersey City, N. J. Engineer, A. Haring; conductor, F. S. Lewis.

April 29—George Carey, passenger, injured at E. 49th Street, Bayonne, N. J. Engineer, Geo. W. Ahler; conductor, D. Sullivan.

May 5—Unknown passenger, injured (sprained ankle) at Aldine, N. J. Engineer, Frank Miller; conductor, W. J. Sheehan.

May 6—Miss A. Murray, passenger, injured at Netherwood, N. J Engineer, Nick Sheridan; conductor, W. J. Sheehan.

May 10—Unknown passenger, injured at Elizabethport, N. J. Engineer, Wm. Smith; conductor, F. A. Shepherd.

May 10—Thos. J. Flanagan, trespasser, injured at Rahway, N. J. Engineer, H. Gordon; conductor, H. Barton.

May 13—John J. Ackerman, passenger, injured at Plainfield, N. J. Engineer, W. J. Smith; conductor, Geo. Terrill.

May 14—James Merrigan, passenger, injured at Elizabeth, N. J. Engineer, Joseph Regan; conductor, R. A. Bellis.

May 15—Unknown passenger, injured at Somerville, N. J. Engineer, F. Wilcox; conductor, A. F. Pine.

May 20—Paul Sabo, trespasser, injured at Perth Amboy, N. J. Engineer, D. Ferguson; conductor, O. McVeigh.

May 21—J. J. Fitzpatrick, passenger, injured at Elizabethport, N. J. Engineer, F. Wilcox; conductor, A. F. Pine.

May 22—Unknown passenger, injured at Perth Amboy, N. J. Engineer, E. Davis; conductor, T. R. Bennett.

May 25—Frank Golbis, trespasser, injured at Constable Hook, Bayonne, N. J. Engineer, W. H. Steiner; conductor, T. Reilly.

May 26—A. F. Pierce, passenger, injured at Jersey City, N. J. Engineer, W. Koehler; conductor, H. Lewis.

May 27—Mrs. B. Stern, passenger, injured at Newark, N. J. Engineer, W. Rhodes; conductor, W. Case.

June 5—Patrick O'Grady, trespasser, injured at Elizabethport, N. J. Engineer, J. Kenny; conductor, C. Miller.

June 10—Walter D. Jacques, passenger, injured at Jackson avenue, Jersey City, N. J. Engineer, Wm. McMahon; conductor, Morgan Durling.

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June 11—Arthur Childs, trespasser, injured at Plainfield, N. J. Engineer, J. A. Casey; conductor, A. E. Gilbert.

June 14—Mrs. Stevens, passenger, injured at Elizabeth, N. J. Engineer, Walter Propert; conductor, A. B. Cocim.

June 19—Wm. H. Sinclair, passenger, injured at Elizabethport, N. J. Engineer, Norman O'Neill; conductor, Jos. A. Conely.

June 19—Mr. Hricko, passenger, injured at Roselle, N. J. Engineer, F. Meyers; conductor, John R. Day.

June 20—Mrs. M. Law, passenger, injured at Arlington avenue, Jersey City, N. J. Engineer, Oscar Forner; conductor, Wm. Nolan.

June 20—John Komac, passenger, injured at Jackson avenue, Jersey City, N. J. Engineer, Geo. Clickner; conductor, J. W. Van Houten.

June 21—Mrs. Campbell, passenger, injured at Arlington avenue, Jersey City, N. J. Engineer, J. R. Hill; conductor, Sol. Dennis.

June 22—M. H. Duell, passenger, injured at Roselle, N. J. Engineer, S. Watson; conductor, Chas. Dodwell.

July 1—Howard Mowery, trespasser, injured at Hampton, N. J. Engineer, F. Arnold; conductor, J. Terry.

July 3—Edw. Shearer, passenger, injured at Netherwood, N. J. Engineer, Frank Beck; conductor, Samuel J. Johnson.

July 12—P. J. Mauger, passenger, injured at Plainfield, N. J. Engineer, Wm. Curry; conductor, H. S. Davidson.

July 18—Mrs. E. Schmidt, passenger, injured at Ferry street, Newark, N. J.

July 30—William Riddle, passenger, injured at Valley, N. J. Engineer, Jos. Lutz; conductor, J. R. Day.

August 1—Chas. Thomas, baggage transfer agent, injured at Jersey City, N. J. Engineer, Martin Dubbs; conductor, Chas. Getzinger.

August 4—Thos. Ginger, trespasser, injured at Perth Amboy, N. J. Engineer, D. Healey; conductor, E. J. Gallagher.

August 4—Michael Gannon, passenger, injured at Jersey street, Elizabethport, N. J. Engineer, Jos. Regan; conductor, R. A. Bellis.

August 4—S. H. Miller, passenger, injured at Bound Brook, N. J. Engineer, Frank E. Beck; conductor, S. J. Johnston.

August 8—M. S. Rothbard, passenger, injured at Jersey City train shed, Jersey City. Engineer, Frank Riddle; conductor, Thos. J. Duane.

August 18—Fred Disborough, passenger, injured at Somerville, N. J. Engineer, C. B. Henry; conductor, Elmer Mumbower.

August 20—Unknown man, passenger, injured at Pacific Avenue Station, Jersey City, N. J. Engineer, S. Henry; conductor, M. H. Dunn.

September 4—A. C. Wicks, passenger, injured at Westfield, N. J. Engineer, Charles Carey; conductor, P. J. Taylor.

September 8—Michael Bradley, trespasser, injured at Bound Brook, N. J. Engineer, F. Woodruff; conductor, J. Harrity.

September 27—Unknown passenger, injured at Jersey City, N. J. Engineer, W. Sutar; conductor, S. Dennis.

October 7—Mrs. Sarah Roth, passenger, injured at East Thirty-third street, Bayonne, N. J. Engineer, G. Stout; conductor, E. P. Fairbanks.

October 14—J. Liebenstein, passenger, injured at Elizabethport, N. J. Engineer, E. Egbert; conductor, J. Phillips.

October 23—Geo. Klawann, passenger, injured at Port Reading, N. J. Engineer, E. Jones; conductor, H. N. Amermann.

October 26—Unknown man, trespasser, injured at Hampton, N. J.

October 31—Mrs. Anna Ruby, passenger, injured at West Side avenue, Jersey City, N. J. Engineer, A. Haring; conductor, A. S. Wooding.

October 31—Mrs. Ida Farrell, person, injured at Jersey City, N. J. Engineer, G. Priesendanz; conductor, H. E. Dowdell.

November 4—W. H. Klinger, passenger, injured at Elmora, N. J. Engineer, N. J. Sheridan; conductor, W. J. Sheehan.

November 7—Jos. Risark, passenger, injured at Port Reading Crossing, N. J. Engineer, Wm. Gorman; conductor, D. C. Randolph.

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November 14—Wm. H. Lehr, passenger, injured at Elizabeth, N. J. Engineer, Jos. Lutz; conductor, J. R. Day.

December 5—John Meehan, passenger, injured at Newark, N. J. Engineer, J. Crowley; conductor, J. J. Spellman.

December 5—Miss Estel Donnelly, passenger, injured at Elizabethport, N. J. Engineer, Edw. Jones; conductor, H. N. Ammerman.

December 8—Frank Bisler, passenger, injured at Phillipsburg, N. J. Engineer, D. H. Hummer; conductor, Ed. Hartzeld.

December 12—Edward McMahon, trespasser, injured at Elizabethport, N. J. Engineer, G. Jackson; conductor, Daniel Sullivan.

December 12—Daniel Porter and Richard Johnson, passengers, injured at Elizabethport, N. J. Engineer Gilbert Stout; conductor, W. G. Cline.

December 13—Carlton J. Voorhees, passenger, injured at Hamburg Place, Newark, N. J. Engineer, Thos. Hopkins; conductor, Geo. V. Caroll.

December 19—Mrs. Agnes Crane, passenger, injured at Cranford, N. J. Engineer, F. Wilcox; conductor, Atwood F. Pine.

December 23—Mr. Loda W. Atkins, passenger, injured at Elizabeth avenue, Elizabethport, N. J. Engineer, Harry Ruder; conductor, Wm. Gilp.

December 28—Mr. Abe Boukater, passenger, injured at E. Forty-ninth street, Bayonne, N. J. Engineer, J. Berry; conductor, Wm. Shaw.

*Struck by Overhead Obstructions—Employes.*

April 18, 1914—Thos. J. Mohan, fireman, injured at E. 49th Street, Bayonne, N. J. Engineer, W. Stillwagon; conductor, K. Mathews.

May 23—Frank G. Reilly, driller, injured at Jersey City, N. J. Engineer, A. Hill; conductor, A. Underhill.

June 25—Ray Lyons Rath, brakeman, killed at Phillipsburg, N. J. Engineer, A. Stoltz; conductor, John Dalton.

August 4—Chas. J. Kelly, brakeman, injured at Bayonne, N. J. Engineer, C. Bortz; conductor, J. H. Smith.

September 28—Louis Gronboldt, driller, injured at Jersey City, N. J. Engineer, John Allen; conductor, John J. Carr.

December 5—Elmer H. Bonasch, conductor, injured at Grasselli, N. J. Engineer, W. H. Murphy; conductor, E. H. Bonasch.

*Struck by Trains, Locomotives or Cars at Highway Crossings—Non-Employes.*

January 22, 1914—Steve Ramanke, pedestrian, injured at Bayway Crossing, Bayway, N. J. Engineer, F. X. Henry; conductor, C. H. Fritts.

January 24—Ernest Kalish, pedestrian, injured at Fulton Street Crossing, Elizabethport, N. J. Engineer, P. Doyle; conductor, W. Durling.

February 2—Nicholas Glasz, trespasser, injured at 4th Street Crossing, Elizabethport, N. J. Engineer, S. R. Young; conductor, Jas. A. Mackey.

February 13—Geo. Kovac, non-employe, injured at White House, N. J. Engineer, C. Calder; conductor, A. E. Miller.

April 10—Yon Yhint, non-employe, injured at Pacific Avenue, Jersey City. Engineer, L. Frey; conductor, R. S. Hannon.

April 26—Wm. H. Black, non-employe, injured at White House, N. J. Engineer, W. L. Smith; conductor, J. W. Yost.

May 7—James Payran, passenger, injured at Port Reading Crossing Station, N. J. Engineer, John Coyne; conductor, E. M. Davis.

June 2—Herman Tjarks, trespasser, injured at Bay Ridge, between Bayonne and Elizabethport, N. J. Engineer, T. Hartzell; conductor, H. S. Davidson.

June 15—Peter Skow (horse and wagon), Peter Skow and horse killed at Port Reading, N. J. Engineer, Jas. Errickson; conductor, Thos. Dawson.

July 1—Jos. Tetlow (wagon and driver), injured at Dunellen, N. J. Engineer, W. W. Snyder; conductor, Geo. F. Trimmer.

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July 1—Wm. McCann (U. S. mail wagon and occupant), Wm. McCann injured at Jersey Avenue, Jersey City (also horse). Engineer, John Cannon; conductor, Chas. Fitzer.

July 14—Person and wagon, injured (seriously), wagon demolished, at Lincoln, N. J. Engineer, Walter Propert; conductor, W. Cramer.

August 13—Edw. King, man killed and wagon demolished at White House, N. J. Engineer, Fred S. Jacobus; conductor, Wm. Creveling.

August 15—Henry Mahnken, passenger, injured at E. 22d Street, Bayonne, N. J. Engineer, Wm. Walsh; conductor, Frank H. Bills.

August 29—Andrew Hazlin, driver and horse killed at Lincoln, N. J. Engineer, Geo. Cobson; conductor, E. C. Evans.

September 21—John Orient, pedestrian, killed at Spring Street, Elizabeth, N. J. Engineer, C. Tomey; conductor, F. W. Reed.

September 27—Jos. Apgar, pedestrian, injured at Dunellen, N. J. Engineer, Ed. Manning; conductor, John Witty.

November 30—Frank Richards (automobile), injured at Plank Road Crossing, Manufacturers' Branch, Newark, N. J. Engineer, W. Dick; conductor, F. A. Slack.

December 9—Joseph Kuhar, pedestrian, killed at Elizabethport, N. J. Engineer, Joseph Regan; conductor, R. A. Bellis.

*Struck by Trains, Locomotives or Cars at Points Along the Line—Employes.*

January 2, 1914—John Stuparick, laborer, injured at Jersey City Yard. Engineer, R. Loshen; conductor, I. E. Braden.

January 16—Macey Malinouski, car repairer, injured at Elizabethport, N. J.

January 30—John O'Brien, special officer, killed at Elizabethport, N. J. Engineer, Wm. O'Brien; conductor, J. J. Tiernan.

February 3—Charles Grudenck, laborer, injured at Elizabethport, N. J.

February 14—Harry F. Wooley, brakeman, injured at Cranford Junction Yard.

February 14—John Velosky, trucker, injured at Elizabethport Yard. Engineer, A. Schanck; conductor, A. Bender.

February 16—Joseph Straity, laborer, injured at Jersey City.

February 19—Angelo Perin, laborer, injured at Newark, N. J. Engineer, Harry Rader; conductor, W. H. Berkheimer.

March 17—Jas. M. Cavanaugh, car inspector, injured at Elizabethport, N. J. Engineer, W. Vanderhof; conductor, J. A. Bender.

March 26—Domonic Saldarello, laborer, killed at Fiddlers.

May 27—Howard Fenwick, conductor, killed at Westfield, N. J. Engineer, C. Montgomery; conductor, H. Fenwick.

April 13—John Elliot, driller, injured at Jersey City Passenger Yard. Engineer, W. H. Cornish; conductor, Albert Talbot.

April 29—Geo. Maurer, brakeman, injured at W. 8th Street, Bayonne, N. J. Engineer, E. Saxton; conductor, F. Frederickson.

May 13—Isaac Rink, painter, fatally injured at Netherwood, N. J. Engineer, F. McDonald; conductor, R. Fenwick.

May 23—Samuel Rij, employe, fatally injured at Jersey City, N. J. Engineer, Geo. D. Long; conductor, E. Stevens.

June 14—Wm. J. Murphy, bridge watchman, fatally injured at Bay Ridge, N. J. Engineer, J. Smith; conductor, A. Brown.

June 19—Tony Freado, sectionman, injured at E. 22d St., Bayonne, N. J. Engineer, J. Rodenbaugh; conductor, J. J. Harrington.

June 26—Geo. Fourail, employe, injured at Elizabethport, N. J. Engineer, Geo. Cameron; conductor, J. H. Van Middlesworth.

July 10—Joseph Miller, laborer, injured at Elizabethport, Transfer, N. J.

July 15—Harry Klein, fireman, injured at Jersey City, N. J. Engineer, G. Hawk; conductor, J. Bonner.

August 20—Michael J. Welch, maintainer, killed at Cranford, N. J. Engineer, Harry Rader; conductor, Wm. Berkheimer.

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August 24—Albert P. Talbot, employe, injured at Jersey City Passenger Yard. Engineer, E. E. Brogley; conductor, A. P. Talbot.

September 11—Henry Myers, bridge carpenter, killed at Elizabethport, N. J. Engineer, Geo. Cobson; conductor, E. C. Evans.

September 23—Raymond Hendershot, brakeman, killed instantly (not on duty); Geo. Baker, brakeman (not on duty), seriously injured, at Spring Street, Elizabeth, N. J. Engineer, G. Gilbert; conductor, M. Clair.

November 11—James Nelson Alpaugh, station agent, injured at Annandale, N. J. Engineer, J. J. Corkery; conductor, H. Kauffman.

November 25—Thos. H Hay, car inspector, injured at Jersey City, N. J. Engineer, W. Cornish; conductor, J. King.

November 25—Chas. A. Rogers, brakeman, killed at Cranford Junction, N. J. Engineer, Wm. Pengally; conductor, P. Woltman.

December 25—John Howard Brick, driller, killed at Jersey City, N. J. Engineer, W. Jacobus; conductor, A. H. Andrews.

*Struck by Trains, Locomotives or Cars Along the Line—Non-Employes.*

January 6, 1914—Fred Teltsel, passenger, killed at Elizabethport, N. J. Engineer, Wm. Larenberg; conductor, Ed. McEwan.

January 9—Daniel Leahy, non-employe, killed at Jersey City Yard. Engineer, Jas. McIntyre; conductor, Wm. Wilson.

January 10—Philip Scarf, trespasser, killed; Alex Rosenberg, trespasser, killed, at Avenue A, Bayonne, N. J. Engineer, F. Riddle; conductor, F. Vannatta.

January 10—Wm. F. Scribner, trespasser, killed at Vulcanite, N. J.

January 13—Edmond Ryan, trespasser, killed at Roselle, N. J. Engineer, A. Freyling; conductor, J. R. Day.

January 24—Michael McKenna, trespasser, injured at W. 8th Street, Bayonne, N. J.

February 23—Thos. Herlihy, trespasser, killed at Jersey City, N. J. Engineer, T. Tice; conductor, J. T. Ross.

February 27—P. A. Kirby, trespasser, injured at E. Ferry Street, Newark, N. J. Engineer, John Koehler; conductor, Wm. H. Berkenheimer.

March 10—Paul Tolt, trespasser, injured at Phillipsburg, N. J. Engineer, Saml. Cleary; conductor, Geo. Bullock.

March 10—Jerry Grimes, trespasser, killed at Somerville, N. J. Engineer, F. Beck; conductor, S. J. Johnston.

March 12—Morris Adler, passenger, injured at Chrome, N. J. Engineer, A. S. Smith; conductor, J. P. English.

March 15—H. Wikawby, trespasser, injured at Jersey City, N. J. Engineer, H. Seit; conductor, A. Talbot.

March 28—Bernard McGuire, trespasser, killed at E. 22d Street, Bayonne, N. J. Engineer, W. Chappel; conductor, E. Brown.

April 10—Jos. Stovnick, trespasser, injured at Bayway, N. J. Engineer, F. Paulman; conductor, A. Reid.

April 16—Martin Harrigan, trespasser, killed at Jersey City, N. J. Engineer, G. Freck; conductor, W. Creveling.

April 21—Jos. W. Seely, trespasser, killed at Bound Brook, N. J. Engineer, J. A. McCauley; conductor, W. Nolan.

April 23—Tonka Lukovic, trespasser, killed at High Bridge, N. J. Engineer, M. A. Dubbs; conductor, C. Getzinger.

May 8—Benj. Tennesen, non-employe, injured at Jersey City, N. J. Engineer, A. Hill; conductor, A. Underhill.

May 11—Thomas Hyland, trespasser, fatally injured at Somerville, N. J. Engineer, Frank Beck; conductor, S. J. Johnston.

May 19—Archibald Miller (11 years), trespasser, injured at Bayway, N. J. Engineer, F. Paulmenn; conductor, A. Reid.

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May 27—Mrs. Strinszewska, passenger, injured at Newark, N. J. Engineer, Frank McPeak; conductor, P. G. Young.

May 28—Mr. Wm. Meyers, trespasser, injured at Somerville, N. J. Engineer, A. Haring; conductor, J. Masterson.

June 25—W. Gordon, trespasser, injured at Lake Hopatcong, N. J. Engineer, Thos. J. Kellett; fireman, H. Caviston.

June 17—Frederick Laidlaw, non-employe, killed at Elizabethport, N. J. Engineer, Wm. Wahl; conductor, Archie Clark.

July 6—Chas. Weidele, trespasser, injured at Westfield, N. J.

July 13—Charles Moon, trespasser, injured at Jersey City, N. J. Engineer, E. E. Brogley; conductor, F. Wagner.

August 5—Nick Krovisky, trespasser, killed at Bayonne, N. J. Engineer, Gilbert Stout; conductor, Walter Kline.

August 20—James Schedler, trespasser, killed at Greens Bridge, Phillipsburg, N. J. Engineer, J. P. Barnes; fireman, S. Sterner.

September 1—John Wilson, trespasser, injured at Dover, N. J. Engineer, G. F. Braman; conductor, J. B. Cannon.

September 1—Jos. Kranick, trespasser, killed at Phillipsburg, N. J.

September 3—Mrs. Anna Cervasi, trespasser, injured at Vulcanite, N. J. Engineer, John Dereamer; conductor, Jos. Fry.

September 7—John Quigley, contractor's employe, injured at Jersey City Terminal Yard.

September 9—John Kometa, passenger, injured at Raritan, N. J. Engineer, A. A. McDavit; conductor, T. Lukens.

September 15—Vincent Beletsky, trespasser, killed at W. Eighth street, Bayonne, N. J. Engineer, W. Smith; conductor, W. Durling.

October 6—Joseph Janck (employed by Union Switch and Signal Co.), injured at Jersey City Passenger Yard. Engineer, C. Schroll; conductor, J. Griffin.

October 26—Martin Keller, trespasser, injured at Bayway, N. J. Engineer, T. Cavanaugh; conductor, H. P. Lauder.

October 26—Michael Bnck, trespasser, killed at Vulcanite, N. J.

November 17—Denaro Giovacchino, trespasser, injured at Bloomsbury, N. J. Engineer, J. F. Frech; conductor, Wm. Creveling.

November 21—Mike Zolonoko, trespasser, injured at Carteret, N. J. Engineer, R. Wolverton; conductor, W. Gilp.

December 16—John Gall, trespasser, killed at Perth Amboy, N. J. Engineer, M. Daley; conductor, S. H. Phipps.

December 19—John Slaky, trespasser, killed at Perth Amboy, N. J. Engineer, Frank Naylor; conductor, M. H. Dunn.

December 23—John Rush, trespasser, killed at Garwood, N. J. Engineer, H. Stein; conductor, John Messer.

December 24—Michael Havrilla, trespasser, killed at Bayonne, N. J. Engineer, Jas. W. Smith; conductor, R. Coogan.

*On or About Trains, Locomotives or Cars—Employes.*

January 1, 1914—S. Williams, signal maintainer, injured at Greenville, Jersey City, N. J. Engineer, Arthur Pecklers; conductor, F. A. Shepherd.

January 2—Thos. D. Campbell, fireman, injured at Phillipsburg, N. J. Engineer, L. J. Laub; conductor, M. Campbell.

January 2—Edward Czachovoski, car cleaner, injured at Jersey City, N J. Engineer, G. Lewis; conductor, J. Kirk.

January 13—Fred H. Touzeau, fireman, injured at Fiddlers.

January 13—John Sidar, laborer, injured at Elizabethport Coal Docks.

January 13—Hiram J. Reiman, driller, injured at Elizabeth, N. J.

January 17—Mathias Rissmiller, conductor, injured at Phillipsburg, N. J. Engineer, Wm. Kelly; conductor, M. Rissmiller.

January 31—John J. Hanlon, fireman, injured at Ludlow, N. J. Engineer, O. Rinker.

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February 5—Philip E. Roerty, brakeman, injured at Garwood, N. J. Engineer, C. Hunt; conductor, W. E. Snyder.

February 12—Fred Heiser, brakeman, injured at Jersey City, N. J. Engineer, J. Smith; conductor, A. Brown.

February 14—John V. Lindley, conductor, injured at Jersey City, N. J. Engineer, A. Borden; conductor, J. V. Lindley.

February 18—Wilbert C. Brown, driller, injured at Elizabethport, N. J. Engineer, A. Hague; conductor, J. Mackey.

February 20—Thos. Hilliard, brakeman, injured at Elizabethport, N. J. Engineer, I. Funk; conductor, R. Coogan.

February 21—Terence R. King, driller, injured at Jersey City, N. J. Engineer, H. Beaver; conductor, F. LaDuke.

February 21—Ernest Alexander, brakeman, injured at Perth Amboy, N. J. Engineer D. Haley; conductor, E. Gallagher.

February 22—Wm. Cook, driller, injured at Jersey City, N. J. Engineer, P. G. Fowler; conductor, J. O. O'Connell.

February 27—Jas. Deignan, driller, injured at Elizabeth, N. J. Engineer, Thos. Bowe; conductor, A. Menge.

February 27—Thos. Ryan, driller, injured at Elizabethport, N. J. Engineer, T. Cavanaugh; conductor, E. Rickett.

March 2—Michael Young, toolman, injured at Fiddlers.

March 4—Geo. W. Hendrickson, brakeman, killed at Jersey City, N. J. Engineer, C. S. Hunt; conductor, E. Snyder.

March 9—Valient F. Taylor, brakeman, injured at Elizabethport, N. J. Engineer, T. F. Brennan; conductor, G. F. Skinner.

March 18—W. P. Maloney, brakeman, injured at Dunellen, N. J. Engineer, F. Manion; conductor, M. Clair.

March 25—Chas. H. Roberts, brakeman, injured at Bound Brook, N. J. Engineer, C. S. Hunt; conductor, Ed. Snyder.

March 27—Carey James, fireman, injured at Elizabethport, N. J. Engineer, T. F. Cavanaugh; conductor, E. Ricketts.

April 1—Herman Heller, engineer; L. Houck, fireman, and J. R. Bair, brakeman, injured at Fanwood, N. J. Engineer—H. Heller; conductor, J. D. Higgins.

April 6—Patrick J. Kearns, conductor, injured at Chrome, N. J. Engineer, W. Dick; conductor, P. J. Kearns.

April 8—Patrick O'Hearn, conductor, injured at Elizabethport, N. J. Engineer, M. Kennedy; conductor, P. J. Hearn.

April 10—Horace Hinz, brakeman, injured at Communipaw, Jersey City, N. J. Engineer, William Wahl; conductor, A. Clark.

April 23—Arthur H. Plastow, brakeman, injured at North Branch, N. J. Engineer, B. Shafer; conductor, C. Derer.

April 25—Wesley Bowman, fireman, injured at Vulcanite, N. J. Engineer, P. Behan; conductor, A. E. Miller.

April 26—Thos. Mettlach, fireman, injured at Jersey City, N. J. Engineer, Wm. Suter.

May 8—Joseph Guidone, fireman, injured at Jersey City, N. J. Engineer, F. Funk; conductor, S. C. Post.

May 11—Frank P. Bogart, engineer, injured at Perth Amboy, N. J. Engineer, F. P. Bogart; conductor, T. Prendergast.

May 21—Anthony Saperato, laborer, injured at Garwood, N. J.

May 28—James Meade, driller, injured at Elizabethport, N. J. Engineer, John T. Morahan; conductor, Timothy Leary.

June 16—Melville Borst, employe, injured at Jersey City, N. J. Engineer, C. Lewis; conductor, Robt. Pearson.

June 24—Harry E. Grube, brakeman, injured at Hampton, N. J. Engineer, E. O'Connor; conductor, S. Briskey.

July 3—Harry T. Stonelake, engineer, injured at Roselle, N. J. Engineer, H. Y. Stonelake; conductor, Jos. Gibson.

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July 10—Edward Johnson, fireman, injured at Elizabethport Shop Yard. Engineer, Wm. Stillwagon.

July 18—Mike Cripple, laborer, injured at Elizabethport, N. J. Engineer, H. Gordon, conductor, H. P. Lawder.

July 18—Chas. W. Smith, fireman, injured at Dunellen, N. J. Engineer, Herman Hahn; conductor, C. W. Smith.

July 22—Joseph A. O'Brien, driller, injured at Elizabethport, N. J. Engineer, John Moran; conductor, Ed. Ricketts.

July 24—Peter Behan, engineer, injured between Glen Gardner and High Bridge, N. J. Engineer, Peter Behan; conductor, E. D. Sherry.

July 25—Harry Bodine, fireman, injured at Phillipsburg, N. J. Engineer, W. F. Ward.

August 8—C. Wisler, fireman, injured at Brills, N. J. Engineer, W. Dick; conductor, F. A. Slack.

August 28—Reinhart F. Brendel, conductor, injured at Elizabethport, N. J. Engineer, T. Bowe; conductor, R. F. Brendel.

September 2—Geo. C. Graham, employe, injured at Cranford Junction, N. J. Engineer, G. C. Graham; conductor, Wm. J. Hile.

September 10—Thomas Walsh, brakeman, injured at Lawrence Street Yard, Newark, N. J. Engineer, T. Hopkins; conductor, A. B. Struthers.

September 15—Wilber O. Woodmansie, driller, injured at Elizabethport, N. J. Engineer, E. Poda; conductor, T. Liddy.

September 19—Richard Sullivan, baggage porter, injured at Jersey City, N. J. Engineer, M. A. Dubbs; conductor, C. Getzinger.

September 25—James L. Worcester, brakeman, injured at Jersey City, N. J. Engineer, J. McCann; conductor, G. Scholl.

October 11—Emil Kreft, brakeman, injured at Elizabethport, N. J. Engineer, J. Englerth; conductor, Chas. W. Peterson.

October 13—John Klingenhoffer, P. & R. passenger brakeman, injured at Jersey City, N. J. Engineer, L. H. Percey; conductor, M. Clair.

October 21—Owen Wherrity, brakeman, injured at Somerville, N. J. Engineer, Edw. Cossman; conductor, J. E. Garrigan.

October 27—Allen Freyling, engineer, injured at Cranford Junction, N. J. Engineer, A. J. Freyling; conductor, E. Snyder.

November 9—LeRoy Carhart, brakeman, injured at Elizabethport, N. J. Engineer, F. Schultze; conductor, P. Harrington.

November 22—Frank Buttman, fireman, injured at Springtown, N. J. Engineer, A. B. Mann; conductor, F. C. Windbeck.

December 22—Chas. H. Weidner, engineer, injured at Jersey City, N. J. Engineer, C. H. Weidner; conductor, Edw. J. McCarthy.

December 24—Edward Rickett, conductor, injured at Elizabethport, N. J. Engineer, W. Brown; conductor, Edw. Rickett.

December 25—Melvin I. Drake, fireman, injured at Elizabethport, N. J. Engineer, J. McGeady; conductor M. C. Mularvey.

*On or About Trains, Locomotives or Cars—Non-employes.*

January 6, 1914—J. W. Green, passenger, injured at Jersey City, N. J. Engineer, J. Devine; conductor, O. S. Barber.

January 10—Miss Bernitta DeSilva, passenger, injured at Greenville, Jersey City, N. J. Engineer, F. Wilcox; conductor, T. Hill.

January 13—Miss Emma Perina, passenger, injured at Dunellen, N. J. Engineer, C. B. Henry; conductor, F. W. Gower.

January 22—Clarence Cree, non-employe, injured at Elizabeth, N. J. Engineer, T. Bowe; conductor, R. F. Brendel.

January 29—John White, trespasser, injured at Jersey City, N. J.

January 30—S. Myers, passenger, injured between East Twenty-second and West Eighth streets, Bayonne, N. J. Engineer, H. Lovell; conductor, W. A. Hayes.

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February 2—Clarence Frace, passenger, injured at Middle Valley, N. J. Engineer, J. Dineen; conductor, L. Stamets.

February 7—John Heaney, passenger, injured at Jersey City, N. J. Engineer, J. Crowley; conductor, F. Casey.

February 18—Vana Groat, passenger, injured at Jersey City, N. J. Engineer, D. Hance; conductor, E. Lake.

March 13—Miss Alice M. Wood, passenger, injured at Westfield, N. J. Engineer, J. O'Neill; conductor, D. B. Allen.

March 17—Wm. Woods, passenger, injured at Elizabeth, N. J.

March 18—Arthur Riddle, non-employe, injured at Raritan, N. J. Engineer, H. Painter; conductor, J. Degnan.

March 26—Chas. Danoke, passenger, injured at Jersey City, N. J. Engineer, R. Fleet; conductor, A. Ridgway.

March 28—Wm. Raub, non-employe, injured at Plainfield, N. J. Engineer, M. Sheridan; conductor, W. W. Burnes.

March 30—Mrs. J. Keiller, passenger, injured at Van Nostrand Place, Jersey City, N. J. Engineer, J. Gallagher; conductor, M. Durling.

March 31—Fred Caffrey, passenger, injured at Elizabeth, N. J. Engineer, C. Clapp; conductor, J. T. Dolbeer.

April 3—Mrs. Helen Purcell, passenger, injured at Jackson avenue, Jersey City, N. J. Engineer, Wm. Koehler; conductor, H. Lewis.

April 11—A. Lackioch and John Kusicok, trespassers, injured at Oak Isle Junction Tower. Engineer, W. Johnson; conductor, F. X. Goger.

April 28—Warren Himmelberger, non-employe, injured at Somerville, N. J. Engineer, W. Casper; conductor, C. R. Getzinger.

May 6—Geo. Churman, passenger, injured at Bayonne, N. J. Engineer, Wheeler Hopler; conductor, Elvin Lake.

May 11—Max Loeb, passenger, injured at Plainfield, N. J. Engineer, M. Moynihan; conductor, D. B. Aller.

May 12—Thos. Trimble, passenger, injured at Bayonne, N. J. Engineer, Edw. Jones; conductor, H. N. Amarman.

May 19—Miss Mary R. Cohen, passenger, injured at Van Nostrand Place, Jersey City, N. J. Engineer, Stewart L. Jones; conductor, John W. Eggers.

May 19—Henry Bohnkin, passenger, injured at East Twenty-second street, Bayonne, N. J. Engineer, J. R. Hill; conductor, W. Shaw.

May 20—W. S. Quinterro, passenger, injured at Westfield, N. J. Engineer, Thomas Bradshaw; conductor, G. Terill.

May 23—Mrs. Mary Pierson, passenger, injured between Dunellen and Lincoln, N. J. Engineers, W. Carpenter and C. Clapp; conductors, H. H. Boyd and J. T. Dolbeer.

May 23—Mr. Wolf, passenger, injured between Dunellen and Lincoln, N. J. Engineers, W. Carpenter and C. Clapp; conductors, H. H. Boyd and J. T. Dolbeer.

May 23—Mrs. Mary Walling, passenger, injured at Perth Amboy, N. J. Engineer, R. Flet; conductor, A. Ridgway.

May 30—Edith Kent, passenger, injured at Phillipsburg, N. J. Engineer, C. Van Middleworth; conductor, W. Durling.

June 7—Dorothy Mallett, passenger, injured at Communipaw Station, Jersey City, N. J. Engineer, R. Wolverton; conductor, A. B. Prawl.

June 11—J. W. Tigar, passenger, injured at Netherwood, N. J. Engineer, S. B. Houston; conductor, J. H. Ireland.

June 13—T. H. Curtiss, passenger, injured at Fanwood, N. J. Engineer, N. Sheridan; conductor, Wm. Barnes.

June 14—Geo. E. Baker, passenger, injured at Newark, N. J. Engineer, N. O'Neill; conductor, John Hunt.

June 15—F. A. Williamson, mail clerk (non-employe), and Hynab Lazarus, injured at Jersey City train shed, Jersey City, N. J. Engineer, S. Henry; conductor, A. Talbot.

June 17—Joseph Hugel, non-employe, injured at Jersey City, N. J. Engineer, C. Duncan; conductor, F. K. Zepp.

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June 18—Geo. Bonasch, passenger, injured at Hoffmans, N. J. Engineer, Geo. F. Braman; conductor, John B. Cannon.

June 22—Martha M. Bealer, passenger, injured at Somerville, N. J. Engineer, M. Tront; conductor, Chas. Getzinger.

June 28—Unknown passenger, injured at West Eighth street, Bayonne, N. J. Engineer, Smith Watson; conductor, Geo. F. Trimmer.

July 1—Mr. Hadgraves, passenger, injured at Fanwood, N. J. Engineer, A. Haring; conductor, W. Barnes.

July 11—Geo. Sheppers, passenger, injured at Jersey City train shed. Engineer, G. Steigerwalt; conductor, F. Murray.

July 20—John Tenny, passenger, injured at Bond Creek Bridge, Newark, N. J. Engineer, Geo. Cameron; conductor, J. H. VanMiddlesworth.

July 26—Frank L. Barrington, passenger, injured between Matawan and Elizabethport, N. J. Engineer, Geo. Bartow; conductor, Chas. Barber.

July 27—Chas. T. Whiriskey, passenger, injured at Elizabethport, N. J. Engineer, N. Sheridan; conductor, W. W. Barnes.

July 27—Carolina Balazeka (car cleaner—non-employe), Pullman employe, injured at Jersey City Passenger Yard. Engineer, S. Echman; conductor, R. LaTourette.

August 8—Mrs. James Gerity, passenger, injured at Newark Bay Draw. Engineer, Edw. Jones; conductor, H. N. Ammerman.

August 12—Miss Rosa E. Krantz, passenger, injured at Greenville, Jersey City, N. J. Engineer, F. Wilcox; conductor, A. F. Pine.

August 17—C. L. Baurer, passenger, injured at Greenville Station, Jersey City, N. J. Engineer, Thos. Bradshaw; conductor, Mathew H. Dunn.

August 18—John Miller, non-employe, injured at Lawrence Street Yard, Newark, N. J. Engineer, W. Carey; conductor, F. F. Watson.

August 22—Lewis Patterson, non-employe, injured at Elizabeth, N. J. Engineer, Thos. Bowe; conductor, R. F. Brendel.

August 22—James A. Hill, non-employe, injured at Track No. 4, Fair Street, Newark, N. J. Engineer, T. Cavanaugh; conductor, F. F. Watson.

August 24—Miss Grace L. Griffin, passenger, injured at Jackson Avenue, Jersey City, N. J. Engineer, N. O'Neill; conductor, Thos. J. Duane.

August 24—Rev. W. B. Hamilton, passenger, injured at Roselle, N. J. Engineer, N. Sheridan; conductor, W. J. Sheehan.

August 25—Wm. H. Schmidt, passenger, injured at W. 8th Street, Bayonne, N. J. Engineer, F. K. Wilcox; conductor, A. F. Pine.

August 26—L. B. Benton, passenger, injured at Plainfield, N. J. Engineer, W. J. Smith; conductor, Geo. Terrell.

September 1—Ed. J. Curren, passenger, injured between Jersey City and Newark Transfer. Engineer, G. Wertman; conductor, L. L. Fritts.

September 5—Adam Razer, Pullman car cleaner, injured at Jersey City Passenger Yard. Engineer, T. Bahan; conductor, M. Lee.

September 8—J. H. Jacobs, passenger, injured at Somerville, N. J. Engineer, F. Jacobus; conductor, C. S. Stokes.

September 9—Miss Hogland, passenger, injured at Plainfield, N. J. Engineer, T. Hartnett; conductor, W. W. Barnes.

September 10—Harry Piker, passenger, injured at Plainfield, N. J. Engineer, G. Gilbert; conductor, M. Clair.

September 10—Jas. McMahon, non-employe, injured at Jersey City, N. J. Engineer, J. F. Harrigan; conductor, J. Reidy.

September 16—Michael Duffy, passenger, injured at Van Nostrand Place, Jersey City, N. J. Engineer, T. Fox; conductor, S. L. Platt.

September 19—Mrs. J. C. Donohue, passenger, injured at Elizabethport, N. J. Engineer, H. Horn; conductor, S. L. Platt.

September 23—Mr. H. Stocking, passenger, injured at W. 8th Street, Bayonne, N. J. Engineer, E. Butler; conductor, R. A. Bellis.

September 26—Thos. Dorlin, passenger, injured between Bound Brook and Plainfield, N. J. Engineer, J. McCauley; conductor, C. E. Carmany.

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October 6—L. R. Bird, passenger, injured at Elizabethport, N. J. Engineer, P. Eder; conductor, J. Herbert.

October 21—Mary T. Casey, passenger, injured at Elizabeth Avenue, Elizabeth, N. J. Engineer, Wm. Horman; conductor, D. C. Randolph.

October 25—Miss Clara Carey, passenger, injured at Plainfield, N. J. Engineer, J. Gesbacker; conductor, H. S. Davidson.

October 25—Mrs. Mary Sullivan, passenger, injured at Aldene, N. J. Engineer, W. Heilig; conductor, E. Lake.

November 15—Edw. J. Murphy, passenger, injured at Jersey City Freight Yard.

November 18—Chas. L. Moffett, passenger, injured at Dunellen, N. J. Engineer, W. Walsh; conductor, F. S. Lewis.

November 22—Samuel Green, passenger, injured while passing Tower "A", Jersey City Yard. Engineer, M. A. Dubbs; conductor, C. R. Getzinger.

November 25—Wm. F. Burrough, passenger, injured at Westfield, N. J. Engineer, Ed. Huff; conductor, W. W. Barnes.

November 29—John R. Benson, passenger, injured at Middle Valley, N. J. Engineer, A. Leffover; conductor, L. Stametz.

November 30—Unknown man, passenger, injured at Greenville, Jersey City, N. J. Engineer, E. J. Butler; conductor, F. P. Fairbanks.

December 1—Wm. J. Frech, passenger, injured at Greenville, Jersey City, N. J. Engineer, Norman O'Neill; conductor, Geo. F. Trimmer.

December 3—Mrs. C. R. Plummer, passenger, injured at W. 8th Street, Bayonne, N. J. Engineer, Adam Heim; conductor, John W. Eggers.

December 4—Michael Zsidesin, passenger, injured at E. 22d Street, Bayonne, N. J. Engineer, A. Heim; conductor, Wm. E. Case.

December 5—G. F. Fremgen, passenger, injured at Somerville, N. J. Engineer, N. Sheridan; conductor, W. Barnes.

December 11—Mr. Ruby Prenowitz, passenger, injured at Communipaw Station, Jersey City, N. J. Engineer, C. F. Hodge; conductor, F. P. Fairbanks.

December 17—Mrs. Mary E. Spangenberg, passenger, injured at Plainfield, N. J. Engineer, M. Moynihan; conductor, D. P. Kirk.

December 21—Miss Caroline Hess, passenger, injured at Greenville Station, Jersey City, N. J.

December 24—Jos. B. Sullivan, passenger, injured either at High Bridge or Phillipsburg, N. J. Engineer, M. A. Dubbs; conductor, Elmer Mumbower.

*Person Found Killed or Injured, Supposed to Have Been Struck by Train—Non-Employe.*

January 11, 1914—Unknown man, trespasser, killed at Vulcanite, N. J.

*Other Causes—Employes.*

September 2, 1914—Percival F. Hughes, C. R. R. policeman, injured on steps at Jackson Avenue Station.

October 6—Wm. N. Huff, carpenter, injured at Cranford Junction, N. J.

November 12—H. J. P. Baumer, special agent, injured at Passenger Yard, Jersey City, N. J.

December 9—Ignaz Andamoski, water tender, injured at Communipaw Station, Jersey City, N. J.

*Other Causes—Non-Employes.*

August 9, 1914—Mrs. M. Kanich and Mrs. A. Keney, persons, injured at St. Charles Street Bridge, Newark, N. J.

August 10—Mrs. W. Conkling, person, injured at Broad Street Station, Newark, N. J.

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August 18—Moses Atwater, passenger, injured at Pier 10, New York City.
August 18—Mrs. Mary J. Stanley, passenger, injured at Elizabeth, N. J.
August 22—John Murphy, trespasser, injured at Neshanic, N. J.
August 22—Miss Stella McMagaw, person, injured at Broad Street Station, Newark, N. J.
August 27—Mrs. Mary Van Wagener, passenger, injured at West 23d Street Terminal, New York City.
August 27—Mike Maherbeck, passenger, injured at E. Ferry Street, Newark, N. J.
September 3—R. A. Miller, passenger, injured at Cranford, N. J.
September 5—Miss Edna C. MacClatchey, passenger, injured at Pier 10, North River, New York City.
September 5—Jos. D. Cross, passenger, injured at Cranford, N. J. Engineer, F. Wilcox; conductor, A. F. Pine.
September 12—Charles Hyllested, passenger, injured at Pier 10, North River, City.
September 15—Benj. Goldstein, passenger, injured at Jersey City, N. J.
September 19—Horace Philhower, trespasser, injured at North Branch, N. J.
October 7—Miss Anna Meier, passenger, injured at Jackson Avenue Station, Jersey City, N. J
October 13—Mrs. Jessie Bush, passenger, injured at Jersey City, N. J.
October 27—Ruben Karp, pedestrian, injured at Elizabethport, N. J.
November 9—Mrs. O'Shea, passenger, injured at Roselle, N. J.
November 10—Ralph Werenskiold, passenger, injured at Roselle Park, N. J.
November 11—Mrs. Jennie H. Boss, passenger, injured at Broad Street, Newark, N. J.
November 14—Wm. Bergman, passenger, injured at Liberty Street Terminal, New York City.
November 25—N. V. Lewis, passenger, injured at Jersey City, N. J.
December 10—Mrs. Mary E. Lathan, passenger, injured at Cranford, N. J.
December 13—Mrs. Stella Blumetti, passenger, injured at Elizabeth, N. J.
December 17—Wm. Dempsey, passenger, injured at Broad Street, Newark, N. J.
December 17—Miss May McCarty, passenger, injured on Ferryboat Wilkes-Barre.
December 19—Miss Anna Moran, passenger, injured at Netherwood Station, Plainfield, N. J.
December 23—Mrs. Margaret A. O'Neill, passenger, injured at Spring Street, Elizabeth, N. J.
December 30—G. W. Curtis, passenger, injured at Elizabeth, N. J.

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## THE CHESTER RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $98,500 00 |
| Scrip stock, | 2,034 13 |
| Floating debt, | 127,453 78 |
| Cost of road and equipments, | $227,987 91 |

The road extends from Chester Junction, N. J., to Chester, N. J., a distance of 10.04 miles.

It is leased to the Morris and Essex Railroad Company at an annual rental of 4 per.cent. on its bonds.

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It is operated by the Delaware, Lackawanna and Western Railroad Company, as lessee of the Morris and Essex Railroad Company, and the further information required by law is furnished by that company.

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

P. J. FLYNN.

Sworn and subscribed before me, this 23d day of February, A. D. 1915.

JOSEPH FIELL,
*A Foreign Commissioner of Deeds for the State of New Jersey in New York.*

[L. S.]

RECEIPTS AND EXPENSES FOR 1914.

Included in report of the Morris and Essex Railroad Company.

Dividends paid during the year 1914, and how paid—No dividends.

P. O. address of this company—90 West Street, New York City.

ACCIDENTS.

None.

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## CUMBERLAND AND MAURICE RIVER RAILROAD COMPANY.

Capital stock paid in, ..... $252,900 00

The road extends from Bridgeton to Long Reach, a distance of 21.20 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, New York County, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is President of the Cumberland and Maurice River Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. G. BESLER.

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Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

[L. S.]

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—143 Liberty Street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

---

## CUMBERLAND AND MAURICE RIVER EXTENSION RAILROAD COMPANY.

Capital stock paid in. ..... $16,200 00

The road extends from a point on the Vineland Railroad, near Bridgeton, to the Cumberland and Maurice River Railroad, a distance of 1.23 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, New York County, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is President of the Cumberland and Maurice River Extension Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

[L. S.]

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

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RECEIPTS AND EXPENSES FOR 1914.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—143 Liberty Street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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## DELAWARE RIVER AND ATLANTIC RAILROAD COMPANY.

Received by Receiver from State Treasurer in 1908, ..... $104,000 00
Bonded debt—None.
Floating debt—All paid except one claim—amount held therefor now paid into court.

The route of the projected road extends from Gloucester City to Atlantic City, a distance of 52 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers—None. | |
| Income from freight—None. | |
| Income from other sources—None. | |
| April 11, 1908, received from State Treasurer, ..... | $104,000 00 |
| Received interest on deposits, ..... | 14,014 83 |
| Received from sale of land per order of court, ..... | 5 00 |
| | $118,019 83 |

| | |
|---|---|
| Paid premiums on bonds, ..... | $330 00 |
| Paid postage, advertising, printing, etc., ..... | 45 80 |
| Paid stenographers on testimony and reports, ..... | 650 20 |
| Paid approving bond, ..... | 5 00 |
| Paid claims, costs, receiver's compensation, etc., as per orders of court, ..... | 116,726 72 |
| Paid Clerk in Chancery to answer one unpaid claim, ..... | 262 11 |
| | $118,019 83 |

WM. S. CASSELMAN,
*Late Receiver.*

P. O. address of the above company—S. E. corner 3d and Market Streets, Camden, N. J.

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State of New Jersey, Camden County, *ss.*—William S. Casselman, being duly sworn, on his oath says, that he was Receiver of the Delaware River and Atlantic Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true to the best of his knowledge and belief.

WM. S. CASSELMAN.

Sworn and subscribed before me, this eight day of January, A. D. 1915.

HOWARD M. COOPER,
*M. C. C. of N. J.*

ACCIDENTS.

None. Projected road was never constructed except the grading of a small part of the right of way at Ariel, New Jersey.

---

## DELAWARE AND BOUND BROOK RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $1,800,000 00 |
| Bonded debt, | 1,800,000 00 |
| Cost of road and equipments, | 3,545,996 35 |

Dividends paid during the year 1914, and how paid—Four quarterly dividends, 2%—February, May, August and November.

The road extends from middle of Delaware River to Bound Brook Junction, N. J.; Trenton Junction, N. J., to Trenton, N. J., a distance of 30.97 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from other sources, | $216,028 90 |
| Total, | $216,028 90 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | $213,072 46 |

REMARKS.

Leased to and operated by Philadelphia and Reading Railway Company.

P. O. address of the above company and Treasurer's office—11 West State Street, Trenton, N. J.

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State of Pennsylvania, Philadelphia County, *ss.*—W. H. White, being duly sworn, on his oath says, that he is Comptroller of the Delaware and Bound Brook Railroad Company, and that the foregoing statement and the annexed statement of accidents on the road during the year 1914 are correct and true to the best of his knowledge and belief.

W. H. WHITE,
*Comptroller.*

Sworn and subscribed before me, this twentieth day of February, A. D. 1915.

C. K. KLINK,
*Notary Public.*

[L. S.]

*My Commission expires April 18, 1915.*

ACCIDENTS.

January 15, 1914—F. G. Eaton, employe, non-fatally injured; fell between cars. Belle Mead, N. J. W. L. Welker, conductor; C. C. Bortz, engineer.

January 18, 1914—Wm. McKinney, employe, non-fatally injured; cleaning fire. Manville, N. J. J. S. White, conductor; C. C. Bortz, engineer.

January 23, 1914—E. E. Lynch, employe, non-fatally injured; repairing engine. Manville, N. J. J. S. Dunlevy, conductor; F. Spangler, engineer.

January 25, 1914—G. C. Hoffer, employe, non-fatally injured; jumping on engine. Manville, N. J. Wm. Wolfington, conductor; J. L. Hallman, engineer.

January 26, 1914—H. E. Johnson, employe, non-fatally injured; cinder in eye. Belle Mead, N. J. J. M. Evans, conductor; A. Zink, engineer.

February 13, 1914—P. W. Wappler, employe, non-fatally injured; jumping off tank. Manville, N. J. W. A. Eckat, conductor; H. B. Shorts, engineer.

February 21, 1914—A. J. Malone, employe, non-fatally injured; fell on coal pile. Trenton, N. J. R. J. Boone, conductor; F. R. Sellers, engineer.

February 24, 1914—Harry Downey, Jr., employe, non-fatally injured; fell from train. Manville, N. J. F. Gallagher, conductor; Wm. Cooper, engineer.

March 3, 1914, W. J. Channey, employe, non-fatally injured; fell on track, Trenton, N. J.

March 3, 1914—A. D. Hess, employe, non-fatally injured; struck by train. Ewing, N. J. H. M. Saltmer, conductor; H. Stonetake, engineer.

March 11, 1914—G. W. Baldwin, employe, non-fatally injured; lading shifting. Trenton Junction, N. J. L. Muller, conductor; H. E. Thoms, engineer.

March 12, 1914—G. Fioravanti, employe, non-fatally injured; jumping from caboose. Belle Mead, N. J. J. T. Carrigg, conductor; W. W. Jones, engineer.

March 14, 1914—F. R. Sellers, employe, non-fatally injured; falling from engine. Trenton, N. J. R. J. Boone, conductor; F. R. Sellers, engineer.

March 20, 1914—A. F. Schmidt, employe, non-fatally injured; cleaning fire. Manville, N. J. C. L. Evans, conductor; J. H. Deemer, engineer.

March 26, 1914—A. J. Thompson, employe, non-fatally injured; adjusting coupler. Pennington, N. J. L. Thayer, conductor; C. L. Raup, engineer.

March 27, 1914—C. Dansbury, non-employe, non-fatally injured; jumping on train. Fernwood, N. J. J. Barber, conductor; H. B. Metzgar, engineer.

April 2, 1914—C. A. Rose, employe, non-fatally injured; reversing engine. Trenton Junction, N. J. F. Callahan, conductor; C. A. Rose, engineer.

April 4, 1914—H. J. Chadwick, non-employe, killed; struck by train. Harlingen, N. J. F. L. Dencklan, conductor; F. Manion, engineer.

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April 5, 1914—Thos. H. Bruner, employe, non-fatally injured; jumping on train. Trenton Junction, N. J. Thos. H. Bruner, conductor; H. B. Shorts, engineer.

April 6, 1914—A. Forchetti, employe, non-fatally injured; working on track. Hopewell, N. J.

April 7, 1914—G. DiGuiseppe, employe, non-fatally injured; working on track, Pennington, N. J.

April 9, 1914—W. W. Cobson, employe, non-fatally injured; repairing engine. Trenton, N. J. W. W. Cobson, engineer.

April 10, 1914—C. H. Weidner, employe, non-fatally injured; fell on engine. Manville, N. J. W. J. Hile, conductor; C. H. Weidner, engineer.

April 29, 1914—John McKane, non-employe, non-fatally injured; falling off car. Skillman, N. J.

May 9, 1914—Wm. Wolfington, employe, non-fatally injured; struck by marker. Trenton Junction, N. J. Wm. Wolfington, conductor; Elwood Carn, engineer.

May 14, 1914—Mrs. A. M. Polhemus, non-employe, non-fatally injured; fell off station platform. Pennington, N. J.

May 17, 1914—Mrs. A. Berardinius, non-employe, non-fatally injured; jumping from train. Trenton, N. J. P. Callahan, conductor; S. B. Todd, engineer.

May 19, 1914—F. Piacintini, employe, non-fatally injured; lifting hand car. Trenton Junction, N. J.

May 28, 1914—F. Freso, employe, non-fatally injured; working on track. Manville, N. J.

June 10, 1914—C. Jefferino, non-employe, non-fatally injured; struck by concrete bucket. Glen Moore, N. J.

June 15, 1914—B. DiFilippo, employe, non-fatally injured; jumping off engine. Pennington, N. J. J. T. Carrigg, conductor; C. L. Raup, engineer.

June 16, 1914—Alex Alexo, non-employe, non-fatally injured; unloading freight. Skillman, N. J.

June 17, 1914—D. Sarchione, employe, non-fatally injured; lifting hand car. Trenton Junction, N. J.

June 20, 1914—G. C. Graham, employe, non-fatally injured; spark in eye. Pennington, N. J. E. J. McCarthy, conductor; G. C. Graham, engineer.

June 24, 1914—C. Campestra, employe, non-fatally injured; working on track. Harlingen, N. J.

June 25—C. F. Berkheimer, employe, non-fatally injured; struck by car. Manville, N. J. C. F. Berkheimer, conductor; A. Wilson, engineer.

July 7, 1914—Peter Zmyrko, employe, non-fatally injured; working on track. Bound Brook Junction.

July 10, 1914—G. W. Lawson, employe, non-fatally injured; falling against side of engine. Manville, N. J. G. W. Lawson, conductor; G. O. Weidenmyer, engineer.

July 12, 1914—H. W. Whitman, non-employe, non-fatally injured; struck by flying glass. Skillman, N. J. Wm. Schoppe, conductor; C. P. Dampman, engineer.

July 12, 1914—S. L. Aldrich, non-employe, non-fatally injured; struck by train. Trenton Junction, N. J. Jas. Search, conductor; C. N. Claar, engineer.

July 15, 1914—C. Fisher, employe, non-fatally injured; fell from engine. Trenton, N. J. J. L. Hallman, engineer.

July 18, 1914—Michl Corse, C. F. Weber, non-employes, non-fatally injured; team struck. Trenton, N. J. F. B. Maugle, conductor; Jos. McMenamin, engineer.

August 4, 1914—N. Marino, employe, non-fatally injured; unloading rail. Trenton, N. J. W. J. Callahan, conductor; S. D. Sheppard, engineer.

August 7, 1914—M. O. Grady, employe, non-fatally injured; attending locomotive fire. Skillman, N. J. John Whitty, conductor; E. W. Manning, engineer.

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August 7, 1914—E. L. Pheeps, employe, non-fatally injured; slipped on rail. Belle Mead, N. J.

August 10, 1914—Andrew Daily, non-employe, non-fatally injured; fell off wagon. Trenton, N. J.

August 15, 1914—Jas. Calpin, employe, non-fatally injured; spark in eye. Pennington, N. J. H. Sweeney, conductor; Jas. Calpin, engineer.

August 16, 1914—R. Delabertis, employe, non-fatally injured; laying rail. Belle Mead, N. J.

August 27, 1914—Edward Dolton, employe, non-fatally injured; unloading freight. Trenton, N. J.

September 2, 1914—W. J. Webb, employe, non-fatally injured; spark in eye. Skillman, N. J. H. Conard, conductor; W. J. Meade, engineer.

September 12, 1914—W. J. Bessey, employe, non-fatally injured; struck by inter track fence. Trenton Junction, N. J. H. Savage, conductor; C. L. Raup, engineer.

September 16, 1914—C. Spadacino, employe, non-fatally injured; repairing bridge. Pennington, N. J.

September 17, 1914—C. Catella, employe, non-fatally injured; handling material. Trenton, N. J.

September 17, 1914—J. J. Kerns, employe, non-fatally injured; working at locomotive fire. Trenton, N. J. H. Savage, conductor; C. L. Raup, engineer.

September 19, 1914—A. B. Smithers, employe, non-fatally injured; jumping offi engine. Trenton, N. J. L. S. Daniel, conductor; F. R. Sellers, engineer.

October 8, 1914—T. Giuliano, employe, non-fatally injured; working on track. Skillman, N. J.

October 9, 1914—Jere Cray, non-employe, killed; struck by train. Skillman, N. J. P. Jeffries, conductor; Elmer Bowers, engineer.

October 23, 1914—W. S. Delcamp, employe, non-fatally injured; fell into car. Manville, N. J. John Hoffer, conductor; Frank Benz, engineer.

October 26, 1914—Dr. W. D. Green, non-employe, killed; struck by train. Skillman, N. J. Peter Malloy, conductor; J. P. Hallman, engineer.

October 28, 1914—Milton Youse, employe, non-fatally injured; thrown against side of car. Manville, N. J. Milton Youse, conductor; Walter Conety, engineer.

October 30, 1914—M. Spindli, employe, killed; struck by train. Skillman, N. J. Daniel Hickey, conductor; Wm. Hendershott, engineer.

October 30, 1914—Stewart Weiss, employe, non-fatally injured; oiling engine. Manville, N. J. O. Leach, conductor; Stewart Weiss, engineer.

October 30, 1914—J. H. Cheadle, employe, non-fatally injured; attending switch. Hopewell, N. J. H. Savage, conductor; C. L. Raup, engineer.

November 7, 1914—L. E. Brinser, employe, non-fatally injured; working at bridge. Hamilton, N. J.

November 16, 1914—H. R. Wert, employe, non-fatally injured; unloading freight. Trenton Junction, N. J. C. Y. McFadden, conductor; J. H. Woodroffe, engineer.

November 16, 1914—D. DiUrbano, employe, non-fatally injured; handling rail. Glen Moore, N. J. J. T. Carrigg, conductor; H. R. Kugler, engineer.

November 25, 1914—J. R. Potter, employe, non-fatally injured; jumping off car. Trenton Junction, N. J. A. Gillon, conductor; C. Laubach, engineer.

November 27, 1914—D. J. Lavin, employe, non-fatally injured; fell on track. Skillman, N. J. A. Moll, conductor; M. Burkhardt, engineer.

November 28, 1914—Mrs. Geo. Fayton, non-employe, non-fatally injured; fell to floor of coach. Hamilton, N. J. G. W. Weidel, conductor; G. L. Irwin, engineer.

December 7, 1914—M. J. Laub, employe, non-fatally injured; jumping off car. Manville, N. J. H. Savage, conductor; Calvin Raup, engineer.

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December 10, 1914—John O'Grady, employe, non-fatally injured; spark in eye. Skillman, N. J. W. S. Johnson, conductor; R. C. Pogue, engineer.

December 11, 1914—Grant Hackett, employe, non-fatally injured; attending switch. Trenton, N. J. C. B. Knight, conductor; Jas. Delaney, engineer.

December 11, 1914—Oscar Benedix, non-employe, non-fatally injured; jumping on train. Manville, N. J. M. C. Mulawey, conductor; Jos. McGready, engineer.

December 21, 1914—C. H. Gillock, employe, non-fatally injured; jumping on engine. Trenton, N. J. L. Malley, conductor; J. P. Kretzing, engineer.

December 22, 1914—J. H. Woodroffe, employe, non-fatally injured; falling off engine. Skillman, N. J. C. Y. McFadden, conductor; J. H. Woodroffe, engineer.

December 26, 1914—G. Lupacchini, employe, non-fatally injured; handling rail. Harlingen, N. J. A. Moll, conductor; M. Buckhardt, engineer.

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## DELAWARE RIVER RAILROAD AND BRIDGE COMPANY.

| | |
|---|---|
| Capital stock paid in, | $1,300 000 00 |
| Bonded debt, | 1,280,000 00 |
| Floating debt—None. | |
| Cost of road and equipments, | 2,600,000 00 |

The road extends from Frankford Junction, Pa., to Pensauken Junction, N. J., a distance of 9.52 miles, 7.46 miles in New Jersey, 2.06 miles in Pennsylvania.

It is operated by the Pennsylvania Railroad Company at an annual rental of the net earnings.

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. J. County, being duly sworn, on his oath says, that he is President of the Delaware River Railroad and Bridge Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

A. J. COUNTY.

Sworn and subscribed before me, this twenty-fifth day of February, A. D. 1915.

G. BLIGHT ROBINSON,
*Notary Public.*

[L. S.]

*My Commission expires at end of next session of Senate.*

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RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $147,477 03 |
| Income from freight, | 149,848 44 |
| Income from other sources, | 5,303 72 |
| Total, | $302,629 19 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | $163,492 05 |

Dividends paid during the year 1914, and how paid—June 23, $39,000; Dec. 17, $13,000; in cash.

P. O. address of this company—Broad Street Station, Philadelphia.

ACCIDENTS.

*Persons Killed or Injured by Moving Trains While Crossing Tracks.*

August 10, 1914—W. B. Carrigan, killed, at Haddonfield, N. J. E. E. Wilvert, conductor; M. McGowan, engineer.

*Persons Other Than Employes Killed or Injured in Other Ways Than as Stated.*

May 24, 1914—J. Leary, W. Leverenz, Haddonfield, N. J. A stone struck and broke window of coach on train 189–2d, the flying glass striking these passengers, inflicting slight cuts about the face. M. W. McKean, conductor; F. Smyth, engineer.

*Employes Killed or Injured by Accident as Stated.*

June 30, 1914—G. A. Wesley, Haddonfield Junction, N. J., while boarding a car of work train, wrenched his left foot. G. A. Wesley, conductor; G. Brame, engineer.

---

## THE DOCKS CONNECTING RAILWAY COMPANY.

| | |
|---|---|
| Capital stock paid in, | $9,000 00 |
| Bonded debt—None. | |
| Floating Debt—None. | |
| Book cost of road and equipments, | 9,187 50 |

The road extends from a point in Hudson County, N. J., to a point in the Township of Union, a distance of about .367 mile. It is leased to the Erie Railroad Company at an annual rental equal to the operating expenses and taxes.

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Docks Conecting Railray Company, and that the fore-

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going statement is true and correct to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me, this 22d day of March, A. D. 1915.

[L. S.]

A. L. TRAVIS,
*A Foreign Commissioner of Deeds.*
*for New Jersey in New York.*

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—Erie Railroad Company, 50 Church street, New York City.

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## THE DOVER AND ROCKAWAY RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $150,000 00 |
| Bonded debt, | 35,000 00 |

The road extends from Wharton to Rockaway, a distance of 5.12 miles.

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.

State of New York, New York County, *ss.*—W. G Besler, being duly sworn, on his oath says, 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.

W. G. BESLER.

Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

[L. S.]

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds*
*for New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey.

Dividends paid during the year 1914, and how paid—Six (6) per cent.; paid in cash.

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P. O. address of this company—143 Liberty Street, New York City.

ACCIDENTS.

Included in the report of The Central Railroad Company of New Jersey, if any.

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## EAST JERSEY RAILROAD AND TERMINAL COMPANY.

| | |
|---|---|
| Capital stock paid in, | $175,000 00 |
| Bonded debt—None. | |
| Floating debt, | 47,712 96 |
| Cost of road and equipments (less depreciation reserve), | 204,188 34 |

Dividends paid during the year 1914, and how paid—February 28, 1914, dividend No. 6, at 3 per cen., $5,250.00.

The road extends in Bayonne, N. J., a distance of .48 mile.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers—None. | |
| Income from freight, | $141,787 93 |
| Income from other sources, | 2,949 67 |
| Total, | $144,737 60 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power a nd contingencies,.. | 156,663 00 |
| Loss, | $11,925 40 |

REMARKS.

| | | |
|---|---|---|
| Corporate loss, | | $11,925 40 |
| Deductions: Track rental, | $2,500 00 | |
| Taxes, | 4,200 00 | |
| | | 6,700 00 |
| | | $18,625 40 |
| Other losses sustained, | | 165 71 |
| Total loss, | | $18,791 11 |

P. O. address of the above company—11 Broadway, New York City.

State of New York, New York County, *ss.*—R. D. Benson, being duly sworn, on his oath says, that he is President of the East Jersey Railroad and Terminal Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true to the best of his knowledge and belief.

R. D. BENSON.

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Sworn and subscribed before me, this first day of February, A. D. 1915.

[L. S.]

FLORENCE J. WALSH,
*Notary Public for Kings Co.*
*Certificate filed in New York Co., No. 53.*

ACCIDENTS.

February 2, 1914—T. J. Davies, employe, injured, fully recovered.
February 20, 1914—Geo. Bindewald, employe, injured, fully recovered.
March 9, 1914—Roger Boyle, employe, injured, fully recovered.
July 7, 1914—Jas. O'Brien, employe, left foot amputated, but has since returned to work.
September 1, 1914—Eric Bignell, employe, injured, fully recovered.

---

## EAST TRENTON RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $59,000 00 |
| Cost of road and equipments, | 59,000 00 |

Dividends paid during the year 1914, and how paid—None.

The road extends from a point on the Trenton branch of the Delaware and Bound Brook Railroad in Trenton, N. J., to a point in Lawrence Township in Mercer County, N. J., a distance of 3.05 miles.

REMARKS.

Operations and rental included in the report of the Delaware and Bound Brook Railroad Company. Equipped and operated by Philadelphia and Reading Railway Company.

P. O. address of the above company—11 West State Street, Trenton, N. J.

State of Pennsylvania, Philadelphia County, *ss.*—W. H. White, being duly sworn, on his oath says, that he is Comptroller of the East Trenton Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

W. H. WHITE,
*Comptroller.*

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Sworn and subscribed before me, this tenth day of February, A. D. 1915.

C. K. KLINK,
*Notary Public.*

[L. S.]

*My Commission expires April 18, 1915.*

ACCIDENTS.

December 2, 1914—Jos. Hart and W. H. Wheat, non-employes, non-fatally injured; team struck. Trenton, N. J. J. T. Carrigg, conductor; H. R. Kugler, engineer.

---

## THE ELIZABETH EXTENSION RAILROAD COMPANY.

Capital stock paid in, ..... $30,000 00

The road extends from Great Island Junction to Terminus, a distance of 1.62 miles.

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.

State of New York, New York County, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is President of The Elizabeth Extension Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

[L. S.]

RECEIPTS AND EXPENSES FOR 1914.

The receipts and expenses are include in the receipts and expenses of The Central Railroad Company of New Jersev.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—143 Liberty Street, New York City.

ACCIDENTS.

Included in the report of The Central Railroad Company of New Jersey, if any.

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## ELIZABETH AND TRENTON RAILROAD COMPANY.

| | | |
|---|---|---|
| Capital stock paid in, Preferred, | $180,300 00 | |
| Capital stock paid in, Common, | 811,350 00 | |
| | | $991,650 00 |
| Bonded debt, | | 990,000 00 |
| Floating debt, | | 12,750 00 |
| Cost of road and equipments (up to date of lease), | | 982,644 29 |

It is leased to the Public Service Railroad Company at an annual rental of 5 per cent. on preferred stock, an increasing rate of dividends on common stock beginning with ½ per cent. in 1914 and increasing to 4 per cent. in 1918, interest on outstanding bonds, and $500 annually for maintaining the organization of the lessor.

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

State of New Jersey, Essex County, *ss.*—George J. Roberts, being duly sworn, on his oath says, that he is Vice-President of the Public Service Railroad Company, lessee, and that the foregoing statement is true and correct to the best of his knowledge and belief.

GEORGE J. ROBERTS.

Sworn and subscribed before me, this 23d day of February, A. D. 1915.

[L. S.]

WILLARD L. HAYWARD,
*Notary Public of New Jersey.*

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from other sources (from rentals), | $65,100 11 |
| Total, | $65,100 11 |
| Expenditures for maintaining organization, | $500 00 |
| Dividends paid during the year 1914, and how paid— | |
| April 1, 1914, on preferred stock, paid from rental, | $4,507 50 |
| October 1, 1914, on preferred stock, paid from rental, | 4,507 50 |
| October 1, 1914, on common stock, paid from rental, | 4,056 75 |

P. O. address of this company—Broad and Bank Streets, Newark, N. J.

ACCIDENTS.

Included in report of Public Service Railroad Company, lessee.

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## ERIE RAILROAD COMPANY (LESSEE).

| | |
|---|---|
| Capital stock paid in, | $176,271,300 00 |
| Bonded debt, | 210,270,542 42 |
| Floating debt, | 15,140,181 51 |
| Cost of road and equipments, | 294,681,120 91 |

Dividends paid during the year 1914, and how paid—None.

The road extends from Jersey City, N. J., to Dayton, Ohio, and branches, a distance of 1,861.10 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Passenger revenue, | $9,178,785 42 |
| Freight revenue, | 38,798,741 63 |
| Revenue from other sources (including outside operations), | 6,094,032 96 |
| Total, | $54,071,560 01 |
| Operating expenses during the year for working road, including repairs, maintenance of way, motor power, taxes and contingencies, | $40,561,934 18 |

REMARKS.

This company is solely an operating company in New Jersey, and the revenues and expenditures as above shown include the revenue and expenditures of the following: Docks Connecting Railroad, The Long Dock Company, Paterson and Hudson River Railroad, Paterson and Ramapo Railroad, Bergen County Railroad, Bergen and Dundee Railroad, Paterson, Newark and New York Railroad, Newark and Hudson Railroad, New York and Greenwood Lake Railway, Northern Railroad Company of New Jersey.

P. O. address of the above company—50 Church Street, New York City.

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, lessee, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me, this twenty-second day of March, A. D. 1915.

A. L. TRAVIS,
*A Foreign Commissioner of Deeds for New Jersey in New York.*

[L. S.]

---

## FERROMONTE RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $30,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments, | 50,309 27 |

Dividends paid during the year 1914, and how paid—None.

The road extends from Vanatta to Dickinson Succasunna Mining Company lands, a distance of 0.898 mile.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers—None. | |
| Income from freight—None. | |
| Income from other sources, | $742 55 |
| Total, | $742 55 |

Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies—None.

Business address—Dover, N. J.

State of New Jersey, Morris County, *ss.*—Joseph Hinchman, being duly sworn, on his oath says, that he is President of the Ferromonte Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

JOSEPH HINCHMAN.

Sworn and subscribed before me, this fifteenth day of January, A. D. 1915.

MARY HOLLY,
*Notary Public of New Jersey.*

[L. S.]

ACCIDENTS.

None.

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## THE FREEHOLD AND ATLANTIC HIGHLANDS RAILROAD COMPANY.

Capital stock paid in, ..... $650,000 00

The road extends from Freehold to Atlantic Highlands, a distance of 22.75 miles, with a branch from Atlantic Highlands to Stone Church, a distance of 1.72 miles, a total of 24.47 miles, and includes railroads formerly the property of (1) The Atlantic Highlands Railroad Company, (2) The Freehold and Keyport Railroad Company, (3) The Freehold and New York Railroad Company, (4) The Keyport Railroad Company, and (5) The New York and Atlantic Highlands Railroad Company.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, New York County, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is President of The Freehold and Atlantic Highlands Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

[L. S.]

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—143 Liberty Street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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## FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $293,725 00 |
| Bonded debt, | 382,000 00 |
| Floating debt—None. | |
| Cost of road and equipments, | 861,810 64 |

The road extends from Jamesburg Junction to Sea Girt, N. J., a distance of 27.31 miles.

It is operated by the Pennsylvania Railroad Company as lessee of the property and works of the United New Jersey Railroad and Canal Company at an annual rental of net earnings. This arrangement terminable on thirty days' notice.

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. J. County, being duly sworn, on his oath says, that he is President 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.

A. J. COUNTY,
*President.*

Sworn and subscribed before me, this fifth day of March, A. D. 1915.

[L. S.]

G. BLIGHT ROBINSON,
*Notary Public.*
*My Commission expires at end of next session of Senate.*

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $155,016 32 |
| Income from freight, | 115,903 11 |
| Income from other sources, | 36,935 81 |
| Total, | $307,855 24 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies,.. | *$306,032 48 |
| Dividends paid during the year 1914, and how paid—None. | |

*Including $53,289.57 interest on bonds, taxes and other obligatory charges.

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P. O. address of this company—Broad Street Station, Philadalphia, Pa.

ACCIDENTS—TRENTON DIVISION.

*Persons Killed or Injured by Trains While Walking or Standing on Tracks.*

June 12, 1914—Charles Smoczynski, killed, body found lying on track east of overhead bridge east of Jamesburg, N. J. Train unknown.

August 15—John Smith or John Connelly, fractured base and parietal region of the skull, contused wound left lip, abrasion around right eye, left side of nose and over both cheek bones, struck by train, at Jamesburg, N. J. Conductor, Wm. B. Lodlow.

*Persons Killed or Injured by Trains While Crossing Tracks.*

June 6, 1914—Nathan, Rebecca, Jenny and William Lopatin, killed, attempting to pass over crossing in front of train, at Rogers' Crossing, east of Tennent Station, N. J. Engineer, H. L. Jobes; conductor, E. Patten.

September 2—Wm. Wincoop, slightly bruised about left arm and knee, attempting to cross track in front of train, Howell, N. J. Engineer, C. Morrow; conductor, H. S. Diblin.

September 14—Fredera Kopuki, killed, attempted to crawl from one side of track to other between cars at Freehold, N. J. Engineer, H. S. Marmarum; conductor, C. W. Johnson.

*Persons Killed or Injured by Other Causes.*

January 7, 1914—Thomas Ward, fracture of right arm and wrist, fell from train, at Jamesburg, N. J. Engineer, P. F. Cassidy; conductor, V. W. Fearon.

January 22—Sanford Thompson, left wrist lacerated by falling while alighting from train at Jamesburg, N. J. Engineer, J. Compton; conductor, H. G. VanMarter.

September 8—John Reid, slight cut on chin and nose; Mrs. John Reid, scalp wound right side head; caused by potato thrown through train window east of Freehold Station, N. J. Engineer, E. W. Cain; conductor, A. Davison.

October 9—B. F. Patten, left hand slightly scratched, alighting from train while same was in motion, Tennent, N. J. Engineer, T. Joiner; conductor, J. B. Peterson.

*Employes Killed or Injured by Other Causes.*

February 9, 1914—Joseph Bartoskewitz, M. W. laborer, foot bruised, handling tools, Freehold, N. J.

February 28—Geo. H. Applegate, M. W. laborer, muscles of left hand torn, handling tools, Jamesburg, N. J.

March 16—Frank R. Willard, freight brakeman, ankle sprained, falling out of car, at Jamesburg, N. J. Engineer, F. McMahon; conductor, R. L. Bright.

April 2—Wm. B. Dann, checker, left instep and right leg bruised, handling machinery, Jamesburg, N. J.

April 4—Baculin Hayuobeyz, M. W. laborer, left ankle slightly bruised and sprained, handling tools, Dayton, N. J.

April 18—Aleksander Kosincki, M. W. laborer, left foot slightly injured, handling timber, Jamesburg, N. J.

April 19—Francis T. Chamberlain, freight brakeman, right eye injured, cinder flew in his eye, Jamesburg, N. J. Engineer, M. Gilleck; conductor, W. H. Hess.

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April 22—Geb Bloznuk, M. W. laborer, left thumb bruised, handling ties, east of Dayton, N. J.

May 25—H. W. Smith, freight conductor, little toe of right foot bruised, stool in freight office fell over on same, Jamesburg, N. J. Engineer, W. Reynolds; conductor, H. W. Smith.

June 13—R. G. Van Cleaf, freight brakeman, right thumb mashed by closing car door on same, Farmingdale, N. J. Engineer, H. L. Jobes; conductor, E. Patten.

July 9—Wm. A. Percy, freight brakeman, cinder in right eye, cinder flew in eye while drilling, at Jamesburg Junction, N. J. Engineer, C. Miller; conductor, J. B. Brink.

August 12—S. N. H. Lowe, freight conductor, ankle sprained, alighting from engine, Farmingdale, N. J. Engineer, J. Doory; conductor, S. N. H. Lowe.

September 19—Geo. I. Dorsett, fireman, right elbow bruised, handling bar, Dayton, N. J. Engineer, C. F. Henderson; conductor, S. Stokes.

September 23—Joseph F. Smith, freight brakeman, leg slightly bruised, leg caught between running boards of two cars, Jamesburg, N. J. Conductor, C. C. Connors.

October 8—Henry Z. Mount, freight conductor, leg and instep bruised, stepped in open place in water station platform, Monmouth Junction, N. J. Engineer, R. T. Clayton; conductor, H. Z. Mount.

October 28—Baculin Hayuobcyz, M. W. laborer, little toe on left foot mashed, handling ties, Jamesburg Gravel Pit, N. J.

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## THE HACKENSACK AND LODI RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, ..... | $25,000 00 |
| Book cost of road and equipments, ..... | 25,000 00 |

The road extends from Lodi Junction, N. J., to Hackensack, Junction, N. J., a distance of 1.41 miles.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental equal to all taxes and operating expenses.

The particulars of operations and expenditures have been kept as a part of the general account of that company, and cannot be more specifically set forth.

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.

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of The Hackensack and Lodi Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me, this twenty-second day of March, A. D. 1915.

A. L. TRAVIS,
*A Foreign Commissioner of Deeds for New Jersey in New York.*

[L. S.]

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—New York, Susquehanna and Western Railroad Company, 50 Church Street, New York City.

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## HARRISON AND EAST NEWARK CONNECTING RAILROAD COMPANY.

| | |
|---|---|
| Capital Stock paid in, | $25,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments, | 25,000 00 |

The road extends from a connection with the United New Jersey Railroad and Canal Company in Harrison, N. J., to a point on Sussex Street in Harrison, N. J., a distance of 0.21 mile.

REMARKS.

The property of this company is a siding. No accounts are kept, the receipts and expenses being included in those of the United New Jersey Railroad and Canal Company.

The railroad of this company is operated by the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company, and the further information required by law is furnished by that company.

P. O. Address of the above company—Broad Street Station, Philadelphia, Pa.

State of Pennsylvania, Philadelphia County, *ss.*—A. J. County, being duly sworn, on his oath says, that he is President of the Harrison and East Newark Connecting Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

A. J. COUNTY.

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Sworn and subscribed before me, this twenty-fourth day of February, A. D. 1915.

ERNEST H. BROWN,
[L. S.] *Notary Public.*
*Commission expires 21st of February, 1919.*

ACCIDENTS.

Accidents, if any, reported by The Pennsylvania Railroad Company, Lessee, of the property and works of the United New Jersey Railroad and Canal Co.

---

## HIBERNIA MINE RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | 200,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments, | 179,941 17 |

The road extends from Hibernia, N. J., to Rockaway, N. J., a distance of 4.2 miles, about 4 miles sidings.

It is leased to the Central Railroad Company of New Jersey at an annual rental of $6,500.

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.

State of Pennsylvania, Philadelphia County, *ss.*—J. Bertram Lippincott, being duly sworn, on his oath says, that he is President of the Hibernia Mine Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief

J. BERTRAM LIPPINCOTT.

Sworn and subscribed before me, this eleventh day of January, A. D. 1915.

WILLIAM J. DICKSON,
[L. S.] *A Commissioner of Deeds for the State of New Jersey, resident in the State and County aforesaid.*

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from rental, | $6,500 00 |
| Income from other sources, | 855 45 |
| Total, | $7,355 45 |

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| | |
|---|---|
| Expenditures during the year for maintenance, | $516 06 |
| Dividends paid during the year 1914, and how paid— | |
| In cash paid April, 1914, $3,000 00 | |
| In cash paid October, 1914, 3,000 00 | |
| | $6,000 00 |

P. O. address of this company—Harry C. Wenner, Secretary and Treasurer, 1421 Chestnut Street, Philadelphia. General Office—14 Blackwell Street, Dover, N. J.

ACCIDENTS.

None.

## HOBOKEN MANUFACTURERS' RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $400,000 00 |
| Bonded debt, | 300,000 00 |
| Floating debt, | 855,535 96 |
| Cost of road and equipments,* | 1,313,537 46 |

Dividends paid during the year 1914, and how paid—None.

The roads extends from Hoboken to Hoboken, a distance of .06 mile.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers—None. | |
| Income from freight, | $123,776 03 |
| Income from other sources, | 10,115 72 |
| Total, | $133,891 75 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies,† | 230,126 26 |

* Includes $1,164,700.86, cost of real estate acquired for future right of way.

† Composed of the following—

| | |
|---|---|
| Operating expenses, | $124,249 43 |
| Rent, H. R. R. W. & S. S. C. Co., | 22,975 59 |
| Rent, leased land, | 9,408 00 |
| Taxes, railroad, | 14,737 33 |
| Taxes, real estate, | 8,931 95 |
| Interest, funded debt, | 15,000 00 |
| Interest, floating debt, | 34,823 96 |
| Total, | $230,126 26 |

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P. O. address of the above company—Foot of 5th Street, Hoboken, N. J.

State of New Jersey, Hudson County, *ss.*—Chas. D. Boyles, being duly sworn, on his oath says, that he is President of the Hoboken Manufacturers' Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

CHAS. D. BOYLES,
*President.*

Sworn and subscribed before me, this fifteenth day of March, A. D. 1915.

[L. S.]

WALTER E. NISSEN,
*Notary Public of New Jersey.*

ACCIDENTS.

No railroad accidents, and only a few minor mishaps to freight handlers, none of which were of serious character.

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## HOBOKEN RAILROAD WAREHOUSE AND STEAMSHIP CONNECTING COMPANY.

| | |
|---|---|
| Capital stock paid in, | $300,000 00 |
| Bonded debt, | 147,000 00 |
| Floating debt—None. | |
| Cost of road and equipments (this does not include value of land for right of way), | 196,762 45 |

The road extends from 5th Street, Hoboken, N. J., to 17th Street, Weehawken, N. J., a distance of 1.607 miles.

It is leased to the Hoboken Manufacturers' Railroad Company at an annual rental of $22,000.00.

It is partly equipped and wholly operated by the Hoboken Manufacturers' Railroad Company, and the further information required by law is furnished by that company.

State of New Jersey, Hudson County, *ss.*—E. A. Stevens, being duly sworn, on his oath says, that he is President of the Hoboken Railroad Warehouse and Steamship Connecting Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

E. A. STEVENS.

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Sworn and subscribed before me, this third day of March, A. D. 1915.

EDWIN H. BROWN,
[L. S.] *Notary Public of New Jersey.*

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers—None. | |
| Income from freight—None. | |
| Income from other sources, | $22,000 00 |
| Total, | $22,000 00 |

Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies—None.

| | |
|---|---|
| Dividends paid during the year 1914, and how paid—1½% June, 1914, and 2% December, 1914, | $10,500 00 |

P. O. address of this company—1 Newark Street, Hoboken, N. J.

ACCIDENTS.

Leased to Hoboken Manufacturers' Railroad Company, who operate the railroad.

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## THE HOPATCONG RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $10,000 00 |
| Floating debt, | 7,485 25 |
| Cost of road and equipments, | $17,485 25 |

The road extends from Hopatcong, N. J., to Am. Forcite Mfg. Co. works, a distance of .89 mile.

It is controlled by the Delaware, Lackawanna and Western Railroad Company, lessee of the Morris and Essex Railroad Company, and report of its operations is included in that of the Morris and Essex Railroad Company.

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

W. H. TRUESDALE.

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Sworn and subscribed before me, this twenty-third day of February, A. D. 1915.

JOSEPH FIELL,
*A Foreign Commissioner of Deeds for the State of New Jersey in New York.*

[L. S.]

RECEIPTS AND EXPENSES FOR 1914.

Included in report of the Morris and Essex Railroad Company.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—90 West Street, New York City, N. Y.

ACCIDENTS.

None.

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## HOPATCONG SHORE RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $45,400 00 |
| Bonded debt, | 9,000 00 |
| Cost of road and equipments, | 31,000 00 |

The road extends from Powder Mills to Bertrand Island, a distance of 1.22 miles.

It is leased to the Morris County Traction Company at an annual rental of cost of maintenance.

It is equipped and operated by the Morris County Traction Company, and the further information required by law is furnished by that company.

State of New Jersey, Morris County, *ss.*—Otto G. Schultz, being duly sworn, on his oath says, that he is Treasurer of the Hopatcon Shore Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

OTTO G. SCHULTZ.

Sworn and subscribed before me, this third day of February, A. D. 1915.

JOHN W. ROBERTS,
*Notary Public of New Jersey.*

P. O. address of this company—Park Place, Morristown, N. J.

ACCIDENTS.

None.

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## HUDSON AND MANHATTAN RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $45,249,950 00 |
| Bonded debt, | 77,944,133 66 |
| Floating debt, | 1,491,346 63 |
| Cost of road and equipments, | 120,452,089 01 |

Dividends paid during the year 1914, and how paid—No dividends earned or paid in 1914.

The road extends between Hoboken, Jersey City and New York City, a distance of 18.755 single track miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $3,490,880 76 |
| Income from other sources, | 2,065,495 78 |
| Total, | $5,556,376 54 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, interest and taxes, | $5,556,376 54 |

REMARKS.

That the total of expenditures during the year is in exact agreement with the total income as shown in the within report, is due to the fact that this company has outstanding income mortgage bonds in the principal amount of $33,102,000 and that the holders of said bonds are entitled to interest up to 5 per cent. per annum before any net income is distributable to stockholders. During the year 1914 said income mortgage bonds earned less than 5 per cent., and therefore all net income earned was distributable as interest to said income mortgage bondholders, thus leaving no net income to the company after the payment of all operating expenses, taxes, rentals, interest, and other income deductions.

State of New York, New York County, *ss.*—Wilbur C. Fisk, being duly sworn, on his oath says, that he is President of the Hudson and Manhattan Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true to the best of his knowledge and belief.

WILBUR C. FISK.

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Sworn and subscribed before me, this eighteenth day of February, 1915.

FRED A. KUNEMUND,
[L. S.] *Notary Public, Kings County, No. 23.*
*Certificate filed in New York County No. 28.*
*New York Register's No. 6076.*

ACCIDENTS.

January 1, 1914—James Clark, passenger, Summit Avenue Station; fell on stairs.

January 1—Mrs. Barrett, passenger, Summit Avenue Station; fell on platform.

January 16—Chas. Moore, passenger, Summit Avenue Station; fell on station floor.

January 14—Mrs. G. H. Blake, Mrs. F. A. Peterson, Otto Hansel, passengers, Grove Street Station; celluloid contents of passenger's suit case became overheated by reason of too close contact with heaters, causing dense smoke and fumes.

January 19—Frank L. Thomas, passenger, Grove Street Station; caught finger in door.

January 24—A. Kidd, switchman, Henderson Yard; by contact with electric.

January 22—Dr. A. M. Young, passenger, Exchange Place Station; caught finger in door.

January 28—Jos. Grier, conductor, Hoboken; caught finger in door.

February 2—Michael Maloney, passenger, Henderson Street Station; fell on stairs.

February 4—Peter Barber, passenger, Henderson Street Station; struck by door.

February 17—Jos. Sorace, passenger, Exchange Place Station; fell on platform.

March 3—Miss Miller, passenger, Summit Avenue Station; fell on platform.

March 15—Mrs. E. Noble, passenger, Exchange Place Station; struck by door.

March 21—E. Craig, switchman, Hoboken Station; caught between cars.

March 24—A. C. Holden, passenger, Grove Street Station; struck by door.

April 2—Miss L. McKernan, passenger, Grove Street Station; caught finger in door.

April 8—Mrs. T. Brady, passenger, Hoboken; fell in car.

April 10—Mrs. M. Thompson, passenger, Grove Street Station; fell in car.

April 14—Mrs. B. Decker, passenger, Summit Avenue Station; fell on stairs.

April 24—Geo. Iorio, trackman, Hoboken Station; caught between train and wall.

May 16—Miss Buck, passenger, Summit Avenue Station; fell on stairs.

May 17—Mrs. A. Steinberg, passenger, Henderson Street Station; struck by door.

May 22—Mrs. H. Turner, passenger, Exchange Place Station; caught finger in door.

May 21—R. J. Schrader, motorman, Hoboken Station; cab seat gave way and he fell.

May 25—Miss M. Connors, passenger, Summit Avenue Station; fell on stairs.

June 9—Geo. C. Kalle, passenger, Exchange Place Station; caught finger in door.

June 14—Mrs. S. Knight, passenger, Hoboken; fell on stairs.

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June 12—D. F. Hanrehan, passenger, Exchange Place Station; caught finger in door.
June 1—Walter Jorden, passenger, Hoboken Station; fell on station floor.
June 7—Miss S. Jones, passenger, Grove Street Station; caught finger in door.
July 7—Mrs. N. F. Feury, passenger, Grove Street Station; passenger stepped on her foot.
June 15—Mrs. Marks' child, passenger, Summit Avenue Station; caught foot between car and platform.
July 20—Mrs. E. Reeves, passenger, Summit Avenue Station; struck by door.
July 27—Edw. Moizer, passenger, Erie Station; fell on stairs.
July 5—Arthur DeKine, passenger, Summit Avenue Station; caught finger in elevator gate.
July 29—Mrs. M. Reif, passenger, Exchange Place Station; struck by door.
August 10—Mrs. B. Russell, passenger, Grove Street Station; struck by door.
August 11—Wm. Flynn, passenger, Exchange Place Station; struck by door.
August 16—J. Feeney, conductor, Erie Station; fell on track.
August 19—Mrs. S. Smith, passenger, Grove Street Station; struck by door.
August 22—D. Hunter, passenger, Grove Street Station; caught finger in door.
August 26—N. Howard, passenger, Erie Station; struck by train.
September 4—Mrs. D. F. Hayes, passenger, Summit Avenue Station; fell on stairs.
September 14—A. Bollschweiler, passenger, Summit Avenue Station; caught finger in door.
September 17—L. Zenn, passenger, Grove Street Station; caught finger in door.
October 6—Miss Julia Coleman, passenger, Henderson Street Station; fell on stairs.
October 13—Miss R. Beaman, passenger, Grove Street Station; fell passing between cars.
October 19—Henry Ball, trackman, Hoboken Station; caught between train and wall.
October 20—Miss M. Kreger, passenger, Erie Station; fell on stairs.
October 4—Miss A. Bogossian, passenger, Hoboken Station; fell on stairs.
October 31—Geo. Lane, passenger, Exchange Place Station; put hand through glass in door.
November 11—Mrs. M. Robinson, passenger, Erie Station; struck by door.
November 9—F. Hildesheim, guard, Erie Station; caught finger in door.
November 18—Miss E. Scott, passenger, Grove Street Station; fell on platform.
November 19—Mrs. L. Newman, passenger, Summit Avenue Station; struck by door.
November 19—Mr. C. A. Darins, passenger, Grove Street Station; walked off platform.
November 20—Mrs. G. Hoagland, passenger, Hoboken Station; struck by door.
November 25—Geo. Mantz, switchman, Henderson Yard; by contact with electricity.
November 30—F. W. Duerr, passenger, Grove Street Station; struck by door.
December 9—Mrs. A. Sterne, passenger, Grove Street Station; caught finger in door.
December 23—Mrs. A. N. Stow, passenger, Erie Station; fell on platform.
December 24—Miss M. Kruse, passenger, Hoboken; fell on stairs.

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## HUDSON RAILROAD AND TRANSPORTATION COMPANY.

| | |
|---|---|
| Capital stock paid in, | $20,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments (believed to be about), | 2,000 00 |

This does not include a small quantity of land and a water right adjoining the track. The whole property was acquired with the proceeds of some of the aforesaid stock and the direct source of the residue thereof.

Dividends paid during the year 1914, and how paid—None.

The road extends from Passaic River to Pennsylvania Railroad, a distance of 2,352 feet.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from other sources, | $102 00 |
| Total, | $102 00 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies,. . | $5,152 07 |

P. O. address of the above company—In care of Crucible Steel Company of America, foot of Fifth Street, Harrison, N. J., also Oliver Building, Pittsburgh, Pa.

State of Pennsylvania, Allegheny County, *ss.*—C. C. Ramsey, being duly sworn, on his oath says, that he is President of the Hudson Railroad and Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

C. C. RAMSEY.

Sworn and subscribed before me, this thirtieth day of January, A. D. 1915.

H. F. KNESS,
*Notary Public.*

[L. S.]

*My Commission expires February 21, 1915.*

ACCIDENTS.

None.

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## INTER-CITY LINK RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $6,000 00 |
| Bonded debt—None. | |
| Floating debt, | 2,066 81 |
| Cost of road and equipments, | 4,066 81 |

Dividends paid during the year 1914, and how paid—None.

The road extends from middle of Delaware River to Camden, N. J., a distance of between 1 and 2 miles.

RECEIPTS AND EXPENSES FOR 1914.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.
Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies—None.

REMARKS.

The railroad was not operated during the year 1914.

P. O. address of the above company—110 Market Street, Camden, N. J.

State of Pennsylvania, Philadelphia County, *ss.*—Clarence Wolf, being duly sworn, on his oath says, that he is President of the Inter-City Link Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

CLARENCE WOLF.

Sworn and subscribed before me, this fourth day of January, A. D. 1915.

CHARLES F. WAGNER, JR.,
*Notary Public.*
*Commission expires Jan. 16th, 1917.*

[L. S.]

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## JERSEY CITY AND BAYONNE RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $13,500 00 |
| Floating debt, | 1,195 92 |

The road, as projected, is to extend from Jersey City to Bayonne, a distance of 5 miles.

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RECEIPTS AND EXPENSES FOR 1914.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.

REMARKS.

Road not constructed.

State of New York, New York County, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the Jersey City and Bayonne Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

J. CARSTENSEN,
*Vice-President.*

Sworn and subscribed before me, this tenth day of February, A. D. 1915.

[L. S.]

D. H. HOUSE,
*Notary Public in and for New York County, N. Y., Certificate filed in Westchester County.*

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## KINKORA AND NEW LISBON RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $40,000 00 |
| Bonded debt—None. | |
| Floating debt, | 154,012 64 |
| Cost of road and equipments, | 51,078 58 |

The road extends from Kinkora, N. J., to Lewiston, N. J., a distance of 10.46 miles.

It is operated by the Pennsylvania Railroad Company as lessee of the property and works of the United New Jersey Railroad and Canal Company under resolution adopted by the Pennsylvania Railroad Company and the Kinkora and New Lisbon Railroad Company. Rental, net earnings. This arrangement terminable on thirty days' notice.

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

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State of Pennsylvania, Philadelphia County, *ss.*—A. J. County, being duly sworn, on his oath says, that he is President of the Kinkora and New Lisbon Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

A. J. COUNTY,
*President.*

Sworn and subscribed before me, this fifth day of March, A. D. 1915.

G. BLIGHT ROBINSON,
*Notary Public.*

[L. S.]

*My Commission expires at end of next session of Senate.*

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $9,853 01 |
| Income from freight, | 11,362 20 |
| Income from other sources, | 5,521 97 |
| Total, | $26,737 18 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies,.. | *$50,113 34 |

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

ACCIDENTS.

None.

## THE LACKAWANNA RAILROAD COMPANY OF NEW JERSEY.

| | |
|---|---|
| Capital stock paid in, | $10,750,000 00 |
| Floating debt, | 531,608 66 |
| Cost of road and equipments, | 11,281,608 66 |

The road extends from Port Morris Junction to Delaware River, a distance of 27.44 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of 4 per cent. on its stock.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company.

*Includes $5,786.50 taxes and other obligatory charges.

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State of New York, New York County, *ss.*—W. H. Truesdale, being duly sworn, on his oath says, that he is President of the Lackawanna Railroad Company of New Jersey, and that the foregoing is true and correct to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me, this twenty-third day of February, A. D. 1915.

JOSEPH FIELL,
[L. S.] *A Foreign Commissioner of Deeds for the State of New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914 OF THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY, LESSEE.

| | |
|---|---|
| Income from passengers, | $293,539 00 |
| Income from freight, | 1,565,116 51 |
| Income from other sources, | 133,377 21 |
| Total, | $1,992,032 72 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | $638,372 55 |

Amount paid to stockholders during the year 1914, and how paid—$430,000.00 paid in cash direct to stockholders by the lessee.

P. O. address of this company—90 West Street, New York City, N. Y.

ACCIDENT.

July 31, 1914—Trespasser, Johnsonburg. Body found lying along track; unknown how death occurred.

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## THE LAFAYETTE RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $61,800 00 |

The road extends from Pacific Avenue, in Jersey City, to Griffing Iron Works, a distance of .55 mile.

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.

State of New York, New York County, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is President of the Lafayette Railroad Company, and that the foregoing is true and correct to the best of his knowledge and belief.

W. G. BESLER.

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Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

[L. S.]

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—No. 143 Liberty Street, New York City.

ACCIDENTS.

Included in the report of The Central Railroad Company of New Jersey, if any.

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## THE LEHIGH AND HUDSON RIVER RAILWAY COMPANY.

| | |
|---|---|
| Capital stock paid in, | $897,800 00 |
| Bonded debt, | 2,181,170 00 |
| Floating debt, | 8,040 00 |
| Cost of road and equipments, | 3,087,010 00 |
| Dividends paid during the year 1914, and how paid—4%, cash, | 35,912 00 |

The road extends from Maybrook, N. Y., to Belvidere, N. J., and from Phillipsburg, N. J., to Easton, Pa., a distance of 74.60 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $27,215 29 |
| Income from freight, | 1,197,751 42 |
| Income from other sources, | 55,417 33 |
| Total, | $1,280,384 04 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | $986,206 53 |

REMARKS.

This company has trackage rights over the Pennsylvania Railroad Company's tracks between Belvidere, N. J., and Phillips-

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burg, N. J., about 14 miles, and trackage rights over Delaware, Lackawanna and Western Railroad Company's tracks between Andover Junction, N. J., and Port Morris, N. J., a distance of about 9 miles.

This report covers the proportion of capital stock, funded debt, cost of road, earnings and expenses within New Jersey.

P. O. address of the above company—Warwick, Orange County, N. Y.

State of New York, Orange County, *ss.*—Frank F. Wildrick, 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 1914 are correct and true, to the best of his knowledge and belief.

FRANK F. WILDRICK.

Sworn and subscribed before me, this sixth day of February, A. D. 1915.

JOSEPH P. OSBORNE, JR.,
[L. S.] *Notary Public.*

ACCIDENTS.

January 5, 1914—Orville Canfield, trespasser, Hamburg; killed in collision while stealing ride on freight train.

January 5—Audley Bronson, trespasser, Hamburg; jaw fractured in collision while stealing ride on freight train.

January 5—Walter Wolfe, trespasser, Hamburg; leg broken in collision while stealing ride on freight train.

January 15—Theo. Hoffman, brakeman, Franklin Junction; bruised about body, struck by engine.

January 18—John Hagan, fireman, Vernon; back injured, caused by falling down in coal bunker on engine.

January 18—H. E. Weisel, engineman, Hudson Yard; killed in yard, had head out of cab window and struck cars on adjoining track.

January 26—R. W. Richards, engineman, Belvidere; slight bruise on forehead, struck by rope on water tank.

February 9—Geo. Schaefer, engineman, Hudson Yard; back sprained; fell from engine.

February 10—W. M. Gibbs, agent, Townsbury; slight injury to hip; fell on door sill of car.

February 16—Chas. Osborne, engineman, Allamuchy; back sprained; fell in cab of engine.

March 10—W. T. Neyhart, brakeman, Sparta Junction; toe bruised; struck by car wheel.

March 13—J. E. Fuller, engineman, Hamburg; bone broken in ankle; slipped in snow while walking on engine.

March 13—S. P. Clymer, conductor, P. R. R., Belvidere; cut over eye and ankle sprained; fell from cah.

March 14—C. Lewis, car inspector, Hudson Yard; back slightly injured in yard collision.

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March 14—H. E. Meixsell, brakeman, Hudson Yard; slight injury to hip; knocked down in car in yard collision.

April 13—A. L. Homes, passenger, near Andover; back slightly strained; fell from berth in sleeper.

April 13—James O'Brien, trespasser, Lake Grinnell; arm crushed; fell from car while stealing ride on freight train.

April 25—Willis Crance, brakeman, Belvidere; back and leg injured; pulled from car account clothing catching on switch stand.

May 6—N. A. Tensen, fireman, Vernon; cut in lip; struck in face by oil can dropped from cab.

May 21—E. E. Canfield, conductor, Tranquility; muscles of left arm strained; fell from engine.

May 22—T. E. O'Malley, brakeman, Vernon; thumb of right hand bruised; caught hand between door of car and door stop.

May 28—F. A. Kerkau, engineman, Andover; left hand slightly bruised, caused by wrench slipping.

July 1—A. W. Shuman, brakeman, Buttzville; back strained in shoving plank from door of car.

July 1—F. A. Decker, conductor, Hamburg; toe bruised; hand truck fell on foot.

July 15—W. H. Stephens, conductor, Sparta Junction; wrist bruised; door of baggage car closed on hand.

July 20—James Keighran, laborer, Belvidere; cut thumb slightly while whetting scythe.

July 29—A. S. Smith, brakeman, Hudson Yard; ankle sprained while running to get trespasser off tracks.

August 5—Antonio DiGiorgio, laborer, Belvidere; slight cut on right arm; struck by chip from spike maul.

August 10—Phillip Renner, car repairer, Hudson Yard; slight cut under eye and nose bruised; struck by pry bar.

September 11—Frank Cottone, laborer, Franklin Junction; back sprained while handling ties.

September 16—Chas. Cetchall, laborer, Hamburg; foot bruised by tie falling on it.

September 22—M. R. Green, brakeman, Buttzville; bone in instep of foot broken; caused by barrel falling on it.

September 24—G. A. McPeek, brakeman, Sparta Junction; back bruised by running board of car.

November 6—G. R. Vance, brakeman, Hudson Yard; back bruised by falling on tank box of engine.

November 7—F. J. Dolson, brakeman, McAfee; slight cut on head; struck by piece of slate dropped from engine tank.

December 8—Phil Carkine, laborer, Hamburg; four teeth broken; struck in face by limb of tree.

December 8—Wm. Nighan, signal maintainer, Great Meadows; hand and leg injured; fell from pole.

December 10—Ezra Conklin, lineman's helper, McAfee; slight cut on forehead; struck by piece of ice falling from tree.

December 11—M. J. Morrow, car repairer, Hudson Yard; foot bruised over instep; struck by body bolster of car.

---

## LEHIGH AND NEW ENGLAND RAILROAD COMPANY.

| | | |
|---|---|---|
| Capital stock paid in, | | $6,000,000 00 |
| Bonded debt: Mortgage bonds, | $4,752,000 00 | |
| Equipment obligations, | 1,950,000 00 | |
| | | 6,702,000 00 |
| Cost of road and equipments, | | 11,870,748 81 |

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Dividends paid during the year 1914, and how paid—$425,800.00 in cash.

The road operated extends from Hauto, Pa., to Campbell Hall, N. Y., to Little Ferry, N. J., and branches, a distance of 293.87 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $14,826 61 |
| Income from freight, | 2,531,772 31 |
| Income from other sources, | 177,761 69 |
| Total, | $2,724,360 61 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | $2,016,423 49 |

REMARKS.

The receipts and expenses given above cover the operation of the entire line.

P. O. address of the above company—No. 437 Chestnut Street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia County, *ss.*—H. F. Baker, being duly sworn, on his oath says, that he is Vice-President of the Lehigh and New England Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true to the best of his knowledge and belief.

H. F. BAKER.

Sworn and subscribed before me, this second day of February, A. D. 1915.

ROBT. V. PIERCE,
*Notary Public.*

[L. S.] *My Commission expires February 21, 1915.*

ACCIDENT.

October 8, 1914—At Sussex, N. J., 11:30 A. M., Peter Nichols, trainman, age thirty-four (34) years, while standing on sill step of C. R. R. of N. J. box car in making up train on main track, Hostler Wm. H. Morrow, who was standing near the track, called to Trainman Nichols that the brake rod was down on car he was riding. Nichols in endeavoring to look under car while in motion forgot he was approaching the upper end of Mill Switch, where cars loaded with engine supply coal were standing, and struck his back against the corner of L. & N. E. car 1367 standing on this track, knocking him from the car and bruising his back. On account of said injury he was off duty four (4) days.

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## LEHIGH VALLEY RAILROAD COMPANY OF NEW JERSEY.

| | |
|---|---|
| Capital stock paid in, | *$20,433,000 00 |
| Bonded debt, | 18,960,000 00 |
| Floating debt, | 138,632 91 |
| Cost of road and equipments, | 30,331,059 22 |

*Of the above amount, $7,927,000 is treasury stock.

The road extends from Jersey City and Perth Amboy, N. J., to Phillipsburg, N. J., a distance of 85.22 miles.

It is leased to the Lehigh Valley Railroad Company. Leased for a term of 99 years from July 1, 1914, the lessee agreeing to pay as rental all expenses of organization, interest on bonds, taxes and all expenses incident to maintenance and operation of the road.

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

State of New York, New York County, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Lehigh Valley Railroad Company of New Jersey, and that the foregoing statement is true and correct to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me, this nineteenth day of February, A. D. 1915.

WILLIAM F. GLEESON,
*Notary Public, Kings Co., No. 72.*
[L. S.] *Certificate filed in N. Y. Co. No. 92.*
*New York Register No. 6187.*

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $805,344 59 |
| Income from freight, | 5,705,853 17 |
| Income from other sources, | 500,130 88 |
| Total, | $7,011,328 64 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | 5,137,951 49 |
| Net operating revenue, | $1,873,377 15 |
| *See below, | 2,084,679 75 |
| Net deficit, | $211,302 60 |

*The net operating revenue shown above must not be considered as the net income of the company for the reason that the following deductions

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should be made from same before any return can be had from the investment, viz.:

| | |
|---|---|
| Interest on funded debt, | $939,875 00 |
| Taxes, | 634,876 44 |
| Rents, | 271,516 26 |
| Hire of equipment, | 238,412 05 |
| | $2,084,679 75 |

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—228 South Third Street, Philadelphia, Pa.

ACCIDENTS.

January 13, 1914—Andrew Miller, fireman, drowned; apparently fell from engine and into locomotive pit and was drowned. Perth Amboy, N. J.

February 3, 1914—M. J. Crowe, trainman, right arm cut off; slipped and fell from car when car passed over him. Perth Amboy, N. J.

February 19, 1914—Martin Bull, trespasser, killed; run over by car. Perth Amboy, N. J.

February 23, 1914—Wm. D. Hart, trainman, injured about chest; got caught between cars when coupling. Phillipsburg, N. J.

February 25, 1914—S. Bingivanni, trackwalker, killed; walking track when he was struck by engine 760 and killed. Bellewood, N. J.

February 26, 1914—Geo. G. Wolf, trainman, killed; caught between cars and fatally injured. Phillipsburg, N. J.

March 4, 1914—Thomas A. Burns, killed; slipped between cars and was run over, receiving fatal injuries. South Plainfield, N. J.

March 26, 1914—Jacob Dasch, trespasser, right leg cut off; attempted to board train, fell under. Newark, N. J.

April 24, 1914—Ever Wik, trespasser, killed; trespassing on track, was struck by train and killed. West Portal, N. J.

May 11, 1914—Benj. Ginder, trainman, foot crushed; fixing coupler on car, got foot caught between knuckles. Irvington, N. J.

June 7, 1914—Freight extra 1649 east had two cars derailed due to broken wheel; damage, $801.00. Newark, N. J.

June 22, 1914—Unknown trespasser, trespassing on track, struck by train, killed. Phillipsburg, N. J.

June 24, 1914—Elmer Van Fleet, trainman, foot injured; in getting on engine got right foot caught. Phillipsburg, N. J.

July 4, 1914—Adam Dumkorsh, trespasser, killed; trespassing on track and was struck by train and killed. Jersey City, N. J.

July 17, 1914—Laboring gang on section motor car overtaken by extra 2602, motor car struck; John Carambus, laborer, killed; George Yants, laborer; Dan Mansmuto, George Rumbus, Paulo Maragodas, Tom Innos, Jim Golas, John Lazuras, John Alvana, W. Augustatos, George Papas and Dan Samanas, laborers, injured. East of Kennedy, N. J.

July 19, 1914—James Donovan, trespasser, killed; body found on track; apparently attempted to board train, fell under and was killed. South Plainfield, N. J.

August 12, 1914—Mrs. Nellie Stem, trespasser, killed; body of woman found along track, apparently struck by train. East of Phillipsburg, N. J.

August 16, 1914—R. Schwalck, trespasser, killed; about to board train, was struck by train on adjoining track. Pattenburg, N. J.

August 19, 1914—Wm. Hodges, traveler on highway, collarbone broken; freight extra 1119 struck motor cycle on crossing; gates were down, man went under gate. West Elizabeth, N. J.

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September 27, 1914—John Kelly, switchtender, rib broken; walking along track, struck by engine. Jersey City, N. J.

October 1, 1914—Passenger No. 33 struck team on crossing; no one hurt. Roselle Park, N. J.

October 2, 1914—G. Guccione and E. Mallia, laborers, killed; engine struck hand car. Bloomsbury, N. J.

October 13, 1914—E. W. Wilson, traveler, with team, crossing track struck by train, killed; Joseph DeRode, leg injured. Picton, N. J.

October 23, 1914—Thos. Edwards, trespasser, left hand crushed; getting on train, fell. Jersey City, N. J.

October 28, 1914—J. W. Hampton, trainman, left foot cut off at ankle; getting on car, fell. Jersey City.

October 28, 1914—F. Babri, track laborer, foot injured; struck by train. Neshanic, N. J.

October 31, 1914—John Maguire, trainman, knee and shoulder bruised; struck by cars on adjoining track and fell off car. South Plainfield, N. J.

November 7, 1914—C. RaJario, laborer, foot mashed; jumped off car, fell. Flemington, N. J.

November 16, 1914—Michael Clune, trespasser, killed; body found along track; unable to give circumstances. Greenville, Jersey City, N. J.

December 4, 1914—Norman Force, chauffeur, killed; auto struck on crossing. Manville, N. J.

December 19, 1914—Wm. S. Carey, driver, slightly injured; auto running north, struck on crossing. South Somerville, N. J.

December 20, 1914—Edward Moore, trespasser, killed; body found on track; unable to say how accident occurred. Alpha, N. J.

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## THE LODI BRANCH RAILROAD COMPANY.

Capital stock paid in, ..... $60,000 00
Bonded debt—None.
Floating debt—None.

Book cost of road and equipments, ..... 60,000 00

The road extends from Lodi, N. J., to Lodi Junction, N. J., a distance of .32 mile.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental equal to all taxes and operating expenses.

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

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.

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Lodi Branch Railroad Company, and that the foregoing

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statement is true and correct to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-second day of March, A. D. 1915.

A. L. TRAVIS,
*A Foreign Commissioner of Deeds for New Jersey in New York.*

[L. S.]

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—New York, Susquehanna and Western Railroad Company, 50 Church Street, New York City.

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## THE LONG DOCK COMPANY.

| | |
|---|---|
| Capital stock paid in, | $800,000 00 |
| Bonded debt, | 7,500,000 00 |
| Floating debt, | 887,819 35 |
| Book cost of road and equipments, | $9,103,061 43 |

The road extends from passenger station, Jersey City, N. J., to Bridge Creek, Jersey City, N. J., a distance of 2.561 miles.

It is leased to the Erie Railroad Company at an annual rental of $450,000 and taxes, including also all other property of the Long Dock Company.

The particulars of the operations and expenditures have been kept as a part of the general accounts of the Erie Railroad Company, and cannot be more specifically set forth.

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

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, as lessee of the Long Dock Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me, this twenty-second day of March, A. D. 1915.

A. L. TRAVIS,
*A Foreign Commissioner of Deeds for New Jersey in New York.*

[L. S.]

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—Erie Railroad Company, 50 Church Street, New York City.

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## LUCASTON RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $16,000 00 |
| Cost of road and equipments, | $16,000 00 |

Dividends paid during the year 1914, and how paid—None.

The road extends from Gibbsboro to Lucaston, a distance of 1.62 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers—Horse car, | $700 30 |
| Income from freight—Sold old ties, | 2 93 |
| Income from other sources—Carrying mail, | 183 34 |
| Total, | $886 57 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | $2,901 55 |

REMARKS.

The road is operated solely in the interests of John Lucas & Company, Inc.

P. O. address of the above company—Gibbsboro, N. J.

State of New Jersey, Camden County, *ss.*—Joseph W. Lucas, being duly sworn, on his oath says, that he is President of the Lucaston Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

JOSEPH W. LUCAS.

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Sworn and subscribed before me, this twenty-second day of January, A. D. 1915.

WM. UNSWORTH,
*Commissioner of Deeds.*
*Term expires May 1st, 1919.*

ACCIDENTS.

Not any.

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## MACOPIN RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $60,000 00 |
| Bonded debt, | 44,000 00 |
| Floating debt—None. | |
| Book cost of road and equipments, | 104,000 00 |

The road extends from Macopin Lake, Passaic County, N. J., to Macopin Junction, a distance of 1.5 miles.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of $2,200.00 and taxes.

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

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.

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Macopin Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-second day of March, A. D. 1915.

A. L. TRAVIS,
[L. S.] *A Foreign Commissioner of Deeds for New Jersey in New York.*

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—New York, Susquehanna and Western Railroad Company, 50 Church Street, New York City.

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## THE MANUFACTURERS' EXTENSION RAILROAD COMPANY.

Capital stock paid in, ..... $53,700 00

The road extends from Albert Street, in Newark, to Mapes' works, a distance of 1.23 miles.

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.

State of New York, New York County, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is President of the Manufacturers' Extension Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

[L. S.]

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—143 Liberty Street, New York City.

ACCIDENTS.

Included in the report of The Central Railroad Company of New Jersey, if any.

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## THE MIDDLE BROOK RAILROAD COMPANY.

Capital stock paid in, ..... $4,000 00

The road extends from Middle Brook to Chimney Rock, a distance of 1.85 miles.

It is equipped and operated by the Central Railroad Company

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of New Jersey, and the further information required by law is furnished by that company.

State of New York, New York County, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is President of the Middle Brook Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

[L. S.]

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—143 Liberty Street, New York City.

ACCIDENTS.

Included in the report of The Central Railroad Company of New Jersey, if any.

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## THE MIDDLE VALLEY RAILROAD COMPANY.

Capital stock paid in, ..... $9,900 00

The road extends from Middle Valley to Quarry, a distance of 1.38 miles.

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.

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

W. G. BESLER.

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Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

[L. S.]

RECEIPTS AND EXPENSES FOR 1914.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—143 Liberty Street, New York City.

ACCIDENTS.

Included in the report of The Central Railroad Company of New Jersey, if any.

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## MILLSTONE AND NEW BRUNSWICK RAILROAD COMPANY.

Capital stock paid in, ..... $95,750 00
Bonded debt—None.

The road extends from New Brunswick, N. J., to East Millstone, N. J., a distance of 6.56 miles.

It is operated by the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company, under authority of resolution adopted by the Pennsylvania Railroad Company and by the Millstone and New Brunswick Railroad Company. This arrangement is terminable on thirty-days' notice.

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. J. County, 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. J. COUNTY.

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Sworn and subscribed before me, this twenty-fourth day of February, A. D. 1915.

ERNEST H. BROWN,
[L. S.] *Notary Public.*
*Commission expires February 21st, 1919.*

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $4,926 70 |
| Income from freight, | 4,202 73 |
| Income from other sources, | 910 24 |
| Total, | $10,039 67 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | $24,038 38 |

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—22 Federal Street, Camden, N. J.

ACCIDENTS.

April 23—D. M. Whitmer, Middlebush, N. J., while standing in the vestibule of one of the coaches of train No. 938, the brakeman accidentally closed the door on this man's hand, severely contusing three fingers, left hand.

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## MORRIS CANAL AND BANKING COMPANY.

| | |
|---|---|
| Capital stock paid in, | $2,247,237 50 |
| Bonded debt, | 500,000 00 |
| Cost of road and equipments, | 2,759,887 75 |

The canal extends from Phillipsburg, N. J., to Jersey City, N. J., a distance of 102.35 miles.

It is leased to the Lehigh Valley Railroad Company. Annual rental based on guaranteed dividend payments of 10 per cent. on preferred capital stock and 4 per cent. on consolidated capital stock, also interest on bonds, taxes and ordinary and necessary expenses of maintenance and operation of the canal.

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

State of New York, New York County, *ss.*—E. B. Thomas, being duly sworn, on his oath says, that he is President of the Morris Canal and Banking Company, and that the foregoing

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statement is true and correct to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me, this nineteenth day of February, A. D. 1915.

[L. S.]

WILLIAM F. GLEESON,
*Notary Public, Kings Co., No. 72.*
*Certificate Filed in N. Y. Co. No. 92.*
*New York Register No. 6187.*

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from freight, | $28,418 53 |
| Income from other sources, | 39,507 24 |
| Total, | $67,925 77 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies,.. | $170,878 40 |

Dividends paid during the year 1914, and how paid—Dividends paid by L. V. R. R. Co. as Lessee: on L. V. R. R. holdings, preferred, $113,990.00; consolidated, $39,682.00; total, $153,672.00. On stock in hands of public, preferred, $3,510.00; consolidated, $1,318.00; total, $4,828.00. Total on preferred, $117,500.00; total on consolidated, $41,000.00; total dividends paid, $158,500.00.

P. O. address of this company—228 South Third Street, Philadelphia, Pa.

ACCIDENTS.

March 18, 1914—Samuel Sigel and Walter Mason, drowned, trespassers; bodies were found on plane track under Summit Street Bridge. Newark, N. J.

April 25, 1914—John Groff, laborer, bruise of muscle on right leg above ankle; in removing breast plank from cross canal at Bailey Stop-Gates he slipped and plank caught his leg and bruised it. Bailey Stop-Gates, near Hackettstown, N. J.

May 27, 1914—William Walker, trespasser, leg injured; jumped on plane rope and rode to second pulley where he was caught between rope and pulley and hurt his leg. Newark, N. J.

August 31, 1914—William H. Cook, Captain of Barge 316, hurt across hips and back and left leg hurt; was winding on capstan pulling barge in when dog of capstan slipped and he fell into empty barge, depth, about eleven feet, injuring himself. Newark Bay Trestle, N. J.

October 28, 1914—Frank Juna, boat pilot and laborer, laceration of little and ring fingers; was turning big cog wheel of drum with his hand and let it catch in cogs of big wheel and small pinion and tore little finger badly and other finger somewhat. Bloomfield, N. J.

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## MORRIS RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $137,500 00 |
| Bonded debt, | 137,000 00 |
| Floating debt, | 16 26 |
| Cost of road and equipments, | 239,940 37 |

Dividends paid during the year 1914, and how paid—Dividend No. 1 paid in cash, $4,125.00.

The road extends from Morristown to Madison,* a distance of 2.69 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from other sources (lease), | $21,986 25 |
| Total, | $21,986 25 |

P. O. address of the above company—No. 6 Washington Street, Morristown, N. J.

State of New Jersey, Morris County, *ss.*—Otto G. Schultz, being duly sworn, on his oath says, that he is Treasurer of the Morris Railroad, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best if his knowledge and belief.

OTTO G. SCHULTZ.

Sworn and subscribed before me, this third day of February, A. D. 1915.

JOHN W. ROBERTS,
*Notary Public of New Jersey.*

ACCIDENTS.

None.

## THE MORRIS AND ESSEX RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $15,000,000 00 |
| Bonded debt, | 34,515,000 00 |
| Floating debt, | 359,117 69 |
| Cost of road and equipments, | 48,632,930 43 |

The road extends from Hoboken, N. J., to Phillipsburg, N. J., with Boonton Branch additional, a distance of 118.99 miles.

*Washington Headquarters, Morristown to Danforth Road, Madison.

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It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of 7 per cent. on its stock and interest on its bonds.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company.

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

W. H. TRUESDALE.

Sworn and subscribed before me, this twenty-third day of February, A. D. 1915.

JOSEPH FIELL,
[L. S.] *A Foreign Commissioner of Deeds*
*For the State of New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914 OF THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY, LESSEE.

| | |
|---|---|
| Income from passengers, | $4,017,734 10 |
| Income from freight, | 3,626,451 46 |
| Income from other sources, | 752,184 16 |
| Total, | $8,396,369 72 |

Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies,.. $7,052,607 41

Amount paid to stockholders during the year 1914, and how paid —$1,050,000.00 paid in cash direct to stockholders by Lessee.

P. O. address of this company—90 West Street, New York City, N. Y.

ACCIDENTS.

January 1, 1914—Donald McLane, trespasser, Kingsland. Claims to have been struck by some train, number unknown, while on track; head lacerated.

January 3—Unknown man, trespasser, Netcong. Found on track, fatally injured; evidently had been struck by unknown train.

January 5—J. Durkin, engineer, hand cut, back bruised; D. McNamara, fireman, body bruised, Passaic. Going down grade sideswiped train pulling into siding.

January 10—Fanny Norman, non-trespasser, Summit. Running to catch train crawled under gates at crossing and was struck by crossbeam of engine, sustaining scalp wounds.

January 17—Charles Umfogel, trainman, Delaware. Climbing down ladder of box car while train was pulling out of siding, head struck cross-arm on telegraph pole; skull fractured.

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January 18—William Osborne, trespasser, Paterson. Attempting to steal ride on coal train, slipped and fell under cars; fatal.

January 24—Thomas Delory, yard trainman, Phillipsburg. Releasing brake fell from car, fracturing bone of nose and rib.

January 27—P. Madden, trespasser, Newark. Walking on tracks east of station, was struck by drill engine; head injured.

January 31—Guy Depew, fireman, East Orange. Riding on top of engine was struck on head by roof of station; head lacerated.

February 7—William Martin, trespasser, Paterson. On track, and when engine approached he laid down between east and west track and shoved arm in front of engine; right arm run over.

February 13—N. O. Jose, trackman, Hoboken. Found lying alongside of track where he had been shoveling snow; struck by train; right hand cut off.

February 15—John Whiskey, ash pit crane operator, Hoboken. Slipped on ice and fell from deck of traveling crane, fracturing wrist.

February 26—Unknown passenger, Harrison. Shot himself and then threw himself between coaches while train was passing over meadows; fatal.

February 28—James Quglulma, trespasser, Paterson. Picking coal on track; struck and fatally injured.

February 28—Unknown trespasser, Short Hills. Standing on eastbound track watching westbound train, was struck by eastbound train and fatally injured.

March 2—Elia McPeek, Netcong. Gateman not on duty; shoveling snow on crossing, was struck by train and had leg broken.

March 11—Onufry Cezruk, trespasser, Dover. Walking on track, was struck and fatally injured.

March 13—R. J. Minnis, intending passenger, Dover. Crossed westbound track for the purpose of boarding train backing into station, was struck by passenger train No. 9; fatal.

March 17—George Welshman, non-trespasser, East Orange. Riding automobile started across tracks; automobile was clear of westbound track and when on eastbound track was struck and demolished by train, fatally injuring occupant.

March 17—Frank Likftot, trespasser, Wharton. Found lying along westbound track; supposed he fell on track; struck, head lacerated, scalp wounds, lacerations of fingers.

March 23—Gaegano DeSeo, trespasser, Madison. Walking on end of ties was struck by train; fatal.

April 4—Albert Hoffman, trespasser, Athenia. Walking along track, stepped out of way of train No. 65 directly in front of No. 10, struck; fatal.

April 18—Philip Shaw, trainman, Harrison. Thrown from car when same was derailed and tell-tale pole fell on him, bruising head and body.

April 22—(?) Sandell, trespasser, Hopatcong. Child, playing on track, struck and fatally injured.

May 11—Robert Tweedy, bridge tender, Dover. Stepped out of way of westbound train and was struck by eastbound train; left arm fractured and back bruised.

May 14—Thomas Williams, yard trainman, Hoboken. Climbing on ladder on side of car which was being cut, fell, fracturing bone of wrist.

May 29—John Craig, trespasser, Roseville Avenue. Stealing ride on train, fell from same, bruising arm and leg and sustaining scalp wounds.

June 3—John Capaf, trackman, Little Falls. Stepped out of way of engine but not far enough to clear; struck and thrown down ditch, fracturing skull.

June 4—W. J. Simon, extra fireman, not on duty, Hoboken. Dead-heading, jumped from train and fell, striking head on rails; fatal.

June 6—Charles Ike, yard trainman, Port Morris. Attempting to get on caboose, missed hold and fell, striking cars on adjoining track; collarbone fractured.

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June 19—Ed. Titus, trespasser, Phillipsburg. Attempting to board caboose, fell and fractured kneecap.

June 20—F. J. Bohlen, trainman, Hoboken. Drilling cars, was struck and run over; fatal.

June 24—Gustave Kratz, trespasser, East Dover. Walking alongside westward main track was struck, injuring arm and lacerating face.

June 26—Dominic Capilingo, trackhand, East Dover. Struck and fatally injured.

June 28—John O'Neill, trespasser, Secaucus. Struck while crossing track; fatal.

July 6—Daniel Coggins, trespasser, Orange. Struck and fatally injured while crossing track.

July 15—James Clark, employe, Kingsland. Struck and fatally injured while removing speeder from track.

July 16—Louise Spindler, trespasser, fatal; Charles Spindler, trespasser, child, 6 years, fatal. Walking over bridge, struck by train.

July 17—Spuro Mikerella, trackman, Mountain View. Riding to work on train jumped from same and was found lying alongside of track with lacerations of head.

July 22—Unknown trespasser, Denville. Attempting to board train, missed hold and fell, wheel ran over hand, amputating same.

August 5—Mike Kimerski, car rider, Hoboken. Got off car to release brake and had foot caught and wedged in frog, car running over foot, severing same at ankle.

August 9—Mary Anna Denone, passenger, Morristown. Jumped from train after same had started and fell, wheels of car passing over right arm.

August 15—James Lance, baggageman, Washington. Climbing on top of car, lost hold and fell to ground, spraining both ankles.

August 28—George Braha, non-trespasser, Delawanna. Struck while going over crossing, fatal; gates were down, crawled under.

August 31—Dan Morgan, employe, not on duty, Netcong. Crossing tracks, struck by train; fatal.

September 2—Washington Lightcap, switchman. Fell from train and had right leg amputated.

September 4—George Smith, trespasser, fatal; Jos. Lejkowitz, trespasser, fatal. Stealing ride on freight train, jumped off in front of passenger train and were killed.

September 8—Joseph R. Dunn, trespasser, Port Norris. Stealing ride on train, climbed under car and when same started wheels passed over left hand.

September 17—Joseph Schweizer, trespasser, Paterson. Lying asleep on track and when drill engine moved cars both legs were amputated; fatal.

September 18—R. W. Gould, trainman, Secaucus. Fell from caboose, head lacerated.

September 24—Dan O'Brien, switchman, Hoboken. Standing on end of coach lost balance when engine coupled to same, thrown to ground and injured about left side of body.

September 25—J. Timpee, trespasser, Hoboken. Walking on track, struck and internally injured.

September 29—Frank Mason, trespasser, Paterson. Stealing ride on train, thrown from car, left arm dislocated and scalp lacerated.

October 1—John Hoffman, trespasser, Mt. Arlington. Found lying on track, left leg fractured and contusions of body.

October 8—Two unknown trespassers, Paterson. Stealing ride on train, hanging onto ladders, were evidently knocked from train by bridge and fatally injured.

October 13—A. W. Abbey, flagman, Milburn. Standing on steps of caboose was struck by iron fence and thrown from caboose; both legs amputated, due to car passing over same.

October 17—L. L. Taylor, trainman, Passaic. Train had parted and engine

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returned light; trainman went between engine and car to pull pin in engine coupler and when cars moved forward he was caught and fatally injured.

October 17—Wm. Icken, toolman, Hoboken. Crossing tracks and was struck by tender of engine and fatally injured.

October 23—Russell Hoyt, trainman, Mountain Lakes. Fell between cars when train parted; fatal.

October 28—Alphonse Caposta, gate tender, Mountain Station. Started to cross over track to relieve day gate tender at crossing and was struck and fatally injured.

November 20—Unknown man, trespasser, Secaucus. Struck and instantly killed while walking on track.

November 27—Charles Morse, trespasser, aged 4 years. Collar bone fractured. Elizabeth Petresonsky, trespasser, aged 5 years. Bruised about head and body. Playing alongside of track was struck by steps of engine.

December 9—R. T. Condon, switchman, Hoboken. Standing on top of car was thrown from car to ground; left leg broken.

December 9—J. S. Kruetz, engineman, Hoboken. Engine sideswiped on cross-over switch by engine pushing emptys; right leg amputated.

December 9—Unknown man, trespasser, Secaucus. Struck and instantly killed while walking on tracks.

December 10—Elmer Gale, non-trespasser, Madison. Riding motorcycle over crossing, ran through gates which were down; arm fractured.

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## THE MORRIS AND ESSEX EXTENSION RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $221,000 00 |
| Floating debt, | 73,238 06 |
| Cost of road and equipments, | 294,238 06 |

The road extends from Paterson Junction, N. J., to Paterson, N. J., a distance of 1.92 miles.

It is operated by the Delaware, Lackawanna and Western Railroad Company, as lessee of the Morris and Essex Railroad Company, under an agreement to pay 4 per cent. on its stock.

Report of operations is included in report of the Morris and Essex Railroad Company. It is operated by the Delaware, Lackawanna and Western Railroad Company as lessee of the Morris and Essex Railroad Company, and the further informatoin required by law is furnished by that company.

State of New York, New York County, *ss.*—W. H. Truesdale, being duly sworn, on his oath says, that he is President of the Morris and Essex Extension Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. H. TRUESDALE.

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Sworn and subscribed before me, this twenty-third day of February, A. D. 1915.

JOSEPH FIELL,
*A Foreign Commissioner of Deeds for the State of New Jersey in New York.*

[L. S.]

RECEIPTS AND EXPENSES FOR 1914.

Included in report of the Morris and Essex Railroad Company.

Amount paid to stockholders during the year 1914, and how paid, $8,840.00; paid in cash direct to the stockholders by the Delaware, Lackawanna and Western Railroad Company, as lessee of the Morris and Essex Railroad Company.

P. O. address of this company—90 West Street, New York City, N. Y.

ACCIDENTS.

None.

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## MORRISTOWN AND ERIE RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $400,000 00 |
| Bonded debt, | 310,000 00 |
| Floating debt, | 14,501 80 |
| Coast of road and equipments, | 790,684 17 |

Dividends paid during the year 1914, and how paid—None.

The road extends from Morristown to Essex Fells, a distance of 10.68 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $13,359 50 |
| Income from freight, | 77,475 77 |
| Income from other sources, | 7,010 71 |
| Total, | $97,845 98 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | $75,415 99 |

P. O. address of the above company—Whippany, N. J.

State of New Jersey, Morris County, *ss.*—Richard W. McEwan, being duly sworn, on his oath says, that he is President of the Morristown and Erie Railroad Company, and that the

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RECEIPTS AND EXPENSES FOR 1914.

None.

Dividends paid during the year 1914, and how paid—$63,000.00; paid in cash.

P. O. address of this company—The Paterson and Hudson River Railroad Company, Robert I. Hopper, Secretary, Paterson, N. J.

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## THE PATERSON AND HUDSON RIVER RAILROAD COMPANY.

The road extends from Paterson, N. J., to a point in Hudson County, a distance of 13.07 miles.

It is leased to the Erie Railroad Company at an annual rental of $48,400.00 and taxes.

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

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

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, as lessee of the Paterson and Hudson River Railroad, and that the foregoing statement is true and correct to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-second day of March, A. D. 1915.

A. L. TRAVIS,

[L. S.] *A Foreign Commissioner of Deeds for New Jersey in New York.*

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—Erie Railroad Company, 50 Church Street, New York City.

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P. O. address of the above company—143 Liberty Street, New York City.

State of New York, New York County, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is President of the Passaic River Extension Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

[L. S.]

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

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## THE PATERSON AND HUDSON RIVER RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $630,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road, | 630,000 00 |

The road extends from Paterson to Marion, a distance of 13.95 miles.

It is leased to the Erie Railroad Company at an annual rental of $53,400.

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

State of New Jersey, Passaic County, *ss.*—Robert I. Hopper, being duly sworn, on his oath says, that he is Secretary and Treasurer 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.

ROBERT I. HOPPER.

Sworn and subscribed before me, this eleventh day of January, A. D. 1915.

GUSTAV A. HUNZIKER,
*Master in Chancery of New Jersey.*

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The road extends from Passaic Junction to Passaic, Passaic County, N. J., a distance of 3.05 miles.

It is leased to the New York, Susquehanna and Western Railroad Co. at an annual rental of $4,200.00 and taxes.

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

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.

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Passaic and New York Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-second day of March, A. D. 1915.

A. L. TRAVIS,
*A Foreign Commissioner of Deeds for New Jersey in New York.*

[L. S.]

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—New York, Susquehanna and Western Railroad Co., 50 Church Street, New York City.

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## THE PASSAIC RIVER EXTENSION RAILROAD COMPANY.

Capital stock paid in, ..... $7,700 00

Dividends paid during the year 1914, and how paid—None.

### REMARKS.

The company was incorporated to build a road from a connection with the Manufacturers' Extension Railroad to a connection with the Newark and New York Railroad, a distance of about 1 mile. No construction has been done.

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The road extends from Bernardsville, N. J., to Gladstone, N. J., a distance of 7.41 miles.

It is operated by the Delaware, Lackawanna and Western Railroad Company as lessee of the Passaic and Delaware Railroad Company under an agreement to pay 4 per cent. on its stock. Report of operations is included in report of the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad as lessee of the Passaic and Delaware Railroad Company, and the further information required by law is furnished by that company.

State of New York, New York County, *ss.*—W. H. Truesdale, being duly sworn, on his oath says, that he is President of the Passaic and Delaware Extension Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. H. TRUESDALE.

Sworn and subscribed before me, this twenty-third day of February, A. D. 1915.

JOSEPH FIELL,
[L. S.] *A Foreign Commissioner of Deeds for the State of New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914.

Included in report of the Morris and Essex Railroad Company.

Amount paid to stockholders during the year 1914, and how paid—$4,000.00; paid in cash direct to stockholders by the Delaware, Lackawanna and Western Railroad Company.

P. O. address of this company—90 West Street, New York City, N. Y.

ACCIDENTS.

January 1, 1914—H. L. Frickel, trainman, Gladstone; stepped from car in yard and was struck by train coming into station; bruised about face and arms.

January 20—E. M. Brady, fireman, Far Hills; rivet blew out of seam of side sheet of front end of fire box, causing steam to burst out of fire box, burning face and neck.

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## PASSAIC AND NEW YORK RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $70,000 00 |
| Bonded debt, | 70,000 00 |
| Book cost of road and equipments, | $140,000 00 |

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The road extends from Summit Junction, N. J., to Bernardsville, N. J., a distance of 14.11 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of 5 per cent. on its stock.

Report of operations is included in that of the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company.

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

W. H. TRUESDALE.

Sworn and subscribed before me, this twenty-third day of February, A. D. 1915.

JOSEPH FIELL,
[L. S.] *A Foreign Commissioner of Deeds for the State of New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914.

Included in report of the Morris and Essex Railroad Company.

Amount paid to stockholders during the year 1914, and how paid—$5,552.50; paid in cash direct to stockholders by the Delaware, Lackawanna and Western Railroad Company.

P. O. address of this company—90 West Street, New York City, N. Y.

ACCIDENTS.

February 27, 1914—Unknown trespasser, Berkeley Heights; found dead along tracks.

November 14—John Botski, trespasser, Stirling; found lying between tracks, injured about head and legs.

December 3—Bill Jackson, trespasser, Berkeley Heights; walking on edge of ties, struck by engine; fatal.

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## THE PASSAIC AND DELAWARE EXTENSION RAILROAD COMPNY.

| | |
|---|---|
| Capital stock paid in, | $100,000 00 |
| Floating debt, | 4 50 |
| Cost of road and equipments, | $100,004 50 |

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ACCIDENTS.

Elderly man was struck by side of car while standing at station. Injured man stated he leaned forward and waved his hand to make sure the motorman would see him as it was dark and foggy; at Airmont Road, Mahwah.

Young man on motorcycle ran into side of car at Ridgewood.

Automobile ran into side of car at Waldwick.

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## OGDEN MINE RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $450,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments, | 450,000 00 |

The road extends from Nolan's Point, N. J., to Ogden Mine, N. J., a distance of 9.86 miles.

It is leased to the Central Railroad Company of New Jersey at an annual rental of $23,000.

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.

State of Pennsylvania, Philadelphia County, *ss.*—John L. Wilson, being duly sworn, on his oath says, that he is Secretary and Treasurer of the Ogden Mine Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JNO. L. WILSON.

Sworn and subscribed before me, this fourth day of January, A. D. 1915.

WALTER M. BARBER,
[L. S.] *Notary Public.*
*My Commission expires February 21, 1915.*

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## THE PASSAIC AND DELAWARE RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $111,050 00 |
| Floating debt, | 19,843 73 |
| Cost of road and equipments, | $130,893 73 |

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Dividends paid during the year 1914, and how paid—4% paid direct to stockholders of record by lessee as part of rent pursuant to terms of lease.

P. O. address of this company—Erie Railroad Company, 50 Church Street, New York City.

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## NORTH JERSEY RAPID TRANSIT COMPANY.

| | |
|---|---|
| Capital stock paid in, | $800,000 00 |
| Bonded debt, | 800,000 00 |
| Floating debt, | 6,691 04 |
| Cost of road and equipments, | 1,620,839 26 |

Dividends paid during the year 1914, and how paid—None.

The road extends from Paterson, city line, to New York and New Jersey State line, a distance of 14.6 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $60,920 56 |
| Income from freight, | 16 82 |
| Income from other sources, | 1,649 00 |
| Total, | $62,586 38 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | $48,747 07 |

P. O. address of the above company—Hohokus, New Jersey.

State of New Jersey, Passaic County, *ss.*—Henry H. Parmelee, being duly sworn, on his oath says, that he is Receiver of the North Jersey Rapid Transit Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

HENRY H. PARMELEE.

Sworn and subscribed before me, this fifteenth day of January, A. D. 1915.

FRANK GLEDHILL,
*Notary Public of N. J.*

[L. S.]

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State of New York, New York County, *ss.*—F. D. Underwood, 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 1914 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-second day of March, A. D. 1915.

A. L. TRAVIS,
[L. S.] *A Foreign Commissioner of Deeds for New Jersey in New York.*

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## NORTHERN RAILROAD COMPANY OF NEW JERSEY.

| | |
|---|---|
| Capital stock paid in, | $1,000,000 00 |
| Bonded debt, | 808,000 00 |
| Floating debt, | 639 17 |
| Book cost of road and equipments, | 1,706,993 31 |

The road extends from Bergen Junction, N. J., to Nyack, N. Y., a distance of 26.05 miles.

It is leased to the Erie Railroad Company at an annual rental of $86,170 and taxes. The particulars of operations and expenditures have been kept as a part of the general accounts of that company and cannot be more specifically set forth.

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

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company as lessee 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.

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-second day of March, A. D. 1915.

A. L. TRAVIS,
[L. S.] *A Foreign Commissioner of Deeds for New Jersey in New York.*

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H. Phippo. Was crossing tracks south of Fayette Street, Perth Amboy, N. J., December 16, 1914.

John Slaky, trespasser, aged 75 years, instantly killed by being struck by C. R. R. train 364, northward, Conductor M. H. Dunn, Engineer Frank Naylor. Slaky was picking up coal along the tracks south of Perth Amboy freight station when struck. December 19, 1914.

Max Sussman, non-trespasser, aged 54 years, instantly killed by being struck on Sunset Avenue crossing, North Asbury Park, by C. R. R. train 323, southward, Conductor L. W. Romeis, Engineer O. Forner, December 26, 1914.

## NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $25,999,500 00 |
| Bonded debt, | 13,353,840 00 |
| Floating debt, | 566,210 95 |
| Book value investment in road and equipments, | 35,607,661 76 |

Dividends paid during the year 1914, and how paid—None.

The road extends from West End, N. J., to Stroudsburg, Pa., a distance of 131.65 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Passenger revenue, | $524,397 37 |
| Freight revenue, | 2,174,570 37 |
| Revenue from other sources, | 417,733 45 |
| Total revenues, | $3,116,701 19 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power, taxes and contingencies, | $2,236,359 02 |

REMARKS.

This road extends through the States of New Jersey and Pennsylvania, and the revenue and expenditures above shown represent the revenue and expenditures of the entire line.

This report included the revenue and expenditures of the Macopin Railroad Company, Passaic and New York Railroad Company, Lodi Branch Railroad and Hackensack and Lodi Railroad.

P. O. address of the above company—50 Church Street, New York City.

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while riding in auto van at Shrewsbury Avenue crossing, Red Bank, N. J., August 8, 1914.

Daniel E. Hopkins, Jr., age 4 years, slightly injured, while riding in auto van with his father (Daniel E. Hopkins, Sr.), when same was struck by C. R. R. train 319 at Shrewsbury Avenue, Red Bank, N. J., August 8, 1914.

Thomas Higgins, age 40, cut about face and bruised, while riding in auto van with Daniel E. Hopkins, Sr., when auto was struck at Shrewsbury Avenue crossing, Red Bank, N. J., August 8, 1914.

Robert J. Thompson, age 29 years, brakeman, had ankle sprained while passing rope to fireman on P. R. R. train 502, northbound, while taking water in Point Pleasant yard. Conductor, R. W. Knight; engineer, C. E. Patty. August 8, 1914.

Dr. G. L. Havel, age 32 years, passenger, had right knee dislocated by falling in aisle of car of train C. R. R. 374, at Matawan, N. J. Conductor, J. Degnan; engineer, J. Costello. August 1, 1914.

Thomas McKnight, non-trespasser, age 31, slightly injured by being struck by C. R. R. Ex. 174, northward, at Red Bank, N. J. Was driving an automobile and towing another disabled auto when struck. Conductor, Thos. J. Ryan; engineer, Theo. F. Maurer. September 7, 1914.

Miss Mae Ohlandt, age 18 years, non-trespasser, slightly injured, was riding in auto with Mr. Thomas McKnight, when auto was struck by C. R. R. Ex. 174, at Red Bank, on September 7, 1914.

Jos. J. Messer, passenger, age 53 years, left wrist broken. Mr. Messer was in toilet in train P. R. R. Ex. 68, southward, and after train had made stop at Long Branch Station, and had started again, he attempted to jump from train and fell to the ground, breaking his wrist. Engineer, F. B. McCue; conductor, W. J. Quinn. September 9, 1915.

Warren Lee, trespasser, age 31 years, had leg cut off by being struck and run over by C. R. R. Ex. 33, drill engine in Asbury Park yard, Engineer J. Maloney, Conductor Geo. Lang, September 5, 1914.

Wm. Abt, brakeman, age 24 years, had arm broken by falling to ground as his train was drilling in Point Pleasant yard, P. R. R. Ex. 1239, Engineer W. Marshall, Conductor S. Boulton, September 13, 1914.

John Sullivan, age 34 years, killed. Was a trespasser, and had been wandering around West End Station during the night of accident under the influence of liquor. Struck and killed by unknown train, September 14, 1914.

John McCarthy, trespasser, age 42 years, instantly killed by being struck by C. R. R. train 371, southbound, Conductor A. S. Wooding, Engineer Wm. Garon, while he was walking tracks at South Amboy, N. J., October 24, 1914.

Wm. J. Jeffrey, non-trespasser, age 35 years, one rib broken, another rib split, by being struck by C. R. R. train 320, southbound, Conductor C. Wyatt, Engineer John Manion, at Monmouth Street crossing, Red Bank, N. J. Mr. Jeffrey made attempt to cross over crossing when gates were down and was struck by engine before he got across. October 24, 1914.

Mrs. Laura C. Curtiss, age 48, passenger, had side slightly injured while attempting to allow her daughter to get into seat with her, next to window. The sudden stopping of train caused her to lose her balance and she fell against side of seat. C. R. R. train 324, northbound, Conductor W. A. Hayes, Engineer H. Lovell, November 26, 1914.

David H. O'Brien, age 39, non-trespasser, had face badly cut and top of head. Was driving auto truck owned by Steiner & Son, of Bradley Beach, N. J., at 7th Avenue crossing, Bradley Beach, and was struck by P. R. R. Ex. 1648, northward, Engineer J. Capner, Conductor Phil Purcell, November 16, 1914.

Miss Florence Mulhern, age 19, passenger, three fingers on hand bruised by door of car in C. R. R. train 325, southbound, closing and striking them. Conductor, F. P. Fairbanks; engineer, C. Hodge. November 6, 1914.

John Gall, trespasser, age 56 years, badly injured about head and face. Was struck by C. R. R. Ex. 34, southward, Engineer M. Daley, Conductor S.

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Paul Sabo, trespasser, age 18 years, had wrist injured while attempting to board C. R. R. train 344 while same was in motion and passing Perth Amboy Station. Conductor, O. McVeigh; engineer, D. Ferguson. May 20, 1914.

J. O'Connor, fireman, age 22 years, had back of head cut about two inches long, account coming in contact with overhead bridge at George Street, South Amboy, while riding on tank of engine, preparing to take water. C. R. R. freight train No. 344, northbound, Conductor O. McVeigh, Engineer D. Ferguson. May 11, 1914.

Chas. E. Harvey, trespasser, age 65 years, collarbone broken, and bruised about body, account of being struck by engine of C. R. R. freight train 156 in Long Branch Yard, Engineer Joseph McGady, Conductor P. M. Harrington. June 17, 1914.

P. S. Murphey, brakeman, age 21 years, had finger crushed while attempting to throw switch for train Ex. 418 northbound, Engineer John R. Kenney, Conductor Chas. Miller, while drilling at Branchport Yard, June 30, 1914.

W. A. Hayes, conductor, age 49 years, slight injuries about neck on account attempting to put air on car at Point Pleasant yard while car was in motion to avoid cars striking together too hard. C. R. R. train 373, Engineer F. Riddle, Conductor W. A. Hayes. July 6, 1914.

Mrs. G. D. Osborn, passenger, age 32, had hand slightly injured by car door closing upon same as C. R. R. train 87 was making station stop at Point Pleasant. Conductor, F. C. Woolley; engineer G. I. Stout. July 1, 1914.

M. F. Norton, passenger, age 27 years, had right arm slightly injured while hanging on side of passenger car of train P. R. R. 214, northbound, Conoductor W. VanBuskirk, Engineer W. B. Schoener, at Red Bank Station, colliding with baggage truck which was on station platform, July 1, 1914.

Edward L. Gallagher, brakeman, age 22, dislocated hip, scalp wound and several bruises, account of colliding with box car while riding another car and was knocked off to ground, C. R. R. train 342, northbound, Conductor C. H. Fritts, Engineer E. Whitman, July 16, 1914.

Mrs. Caroline Downer, passenger, age 71, hip fractured account falling in aisle of car as C. R. R. train 73 was making station stop at Deal Beach. Engineer, W. F. Hartman; conductor, J. Phillips. July 23, 1914.

J. W. Hopwood, age 25, brakeman, sustained slight concussion of brain and lacerations on face and neck, C. R. R. train 342, northbound, Conductor E. Duffy, Engineer T. Ryan, account coming in contact with overhead bridge at South Amboy, N. J., July 28, 1914.

J. D. B. Robinson, rear brakeman, age 35, contusion of eye, sustained by reason of striking same with flagstaff as he was climbing on cowcatcher of engine of train 345, which was following train Ex. 419, Conductor M. C. Mullarvey, Engineer J. Lovell, July 31, 1914.

John Cameron, age 45, non-trespasser, instantly killed, being struck by P. R. R. Ex. 1416, northbound, Engineer D. J. Kelleher, Conductor J. A. Kenihan, at First Street Crossing, South Amboy, N. J., August 7, 1914.

Mr. Ferdinand Newberger, age 40, non-trespasser, slight burn on left side of face and left hand and arm, account being struck by P. R. R. Ex. 1985, northbound, at Chestnut Street, Red Bank, N. J., while riding in auto. Engineer, R. H. Van Sickle; conductor, C. A. Collins. August 8, 1914.

Mrs. Ferdinand Newberger, age 35 years, non-trespasser, quite badly burned about face and arm. Was riding in auto with Mr. Newberger at time auto was struck by P. R. R. Ex. 1985, at Chestnut Street crossing, Red Bank, August 8, 1914.

Miss L. Farget, age 19, non-trespasser, had slight burns on hands and arms, sustained while riding in auto with Mr. and Mrs. Ferdinand Newberger, when auto was struck at Chestnut Street crossing, Red Bank, N. J., by P. R. R. Ex. 1985, August 8, 1914.

Daniel E. Hopkins, Sr., age 31, slightly injured account being struck by C. R. R. train 319, southbound, Conductor Jas. A. Conley, Engineer C. Hodge,

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Mrs. E. Finkle, C. R. R. train 327, southbound, Engineer M. Maloney, Conductor C. B. Williams, while making Matawan Station stop, Mrs. Finkle fell to station platform, slightly injuring her knee and back. Mrs. Finkle was a passenger on train 327 and was alighting from train at time of this accident. January 12, 1914.

Mr. J. C. Clifford, passenger train P. R. R. 222, northbound, was making Long Branch Station stop, and Mr. Clifford fell to station platform, sustaining cut over his left eye. January 13, 1914.

Miss E. V. Peterson, non-trespasser, age 32, was riding in automobile in company with Dr. W. A. Robinson, auto ran into the side of train 336, northbound, Conductor Wm. Hayes, Engineer J. Berry, had her back slightly injured. January 17, 1914.

Sister Bonita, passenger, age 30 years, had back slightly injured while alighting from C. R. R. train 323 at Long Branch Station. Engineer, J. Berry; Conductor, L. W. Romeis; southbound. January 24, 1914.

Guiseppe Catania, passenger, age 32 years, had ankle sprained while jumping off of train P. R. R. 216, northbound, at Asbury Park Station. Engineer, P. G. Sullivan; conductor, B. J. Tallman. January 14, 1914.

Mrs. Michelsohn, non-trespasser, age 64 years, top of head slightly bruised, account injuries sustained when auto in which she was riding in company with her husband was struck on crossing at Belmar, N. J., by P. R. R. freight train 504 northbound. Engineer, J. Capner; conductor, Phil. Purcell. February 12, 1914.

Joseph Cosinwitz, trespasser, age 25 years, killed by C. R. R. train 325, southbound, Engineer C. Hodge, Conductor F. P. Fairbanks, struck about 150 feet south of Woodbridge Tower. February 23, 1914.

John Smith, trespasser, right side and right eye bruised, age 34 years, struck by unknown train on Raritan River Bridge, February 17, 1914.

W. J. Hicks, baggagemaster, train 318, northbound, had finger on right hand bruised while closing baggage car door north end of Red Bank Bridge, March 9, 1914.

Joseph Halestock, track laborer, had right side slightly injured by being struck by P. R. R. train 203, southbound, Engineer R. A. Blake, Conductor S. Boulton. Halestock was walking along track and had his ear tabs pulled over his ears and did not hear train. March 6, 1914.

Mrs. Elmer K. Berry, passenger, train 309, had finger bruised by car door closing on same as train was stopping at Asbury Park Station. Engineer, Jos. Reagan; conductor, R. A. Bellis. March 13, 1914.

Thomas W. Matthews, trespasser, killed by unknown train and found dead alongside of telegraph pole south of Avon Station by conductor of train 301, Engineer Chas. Mason, Conductor J. E. Hess, March 27, 1914.

M. H. Mullarvey, foreman floating gang, age 65 years, had right arm cut off and died on April 8th, 1914. Was run over by engine 348, Engineer Thos. Pettit, Conductor P. Gannon, on April 3, 1914, at north end of Red Bank Bridge.

Harry J. Kane, brakeman, age 30 years, had back badly sprained while attempting to close door of car in train 345 C. R. R., southward, Conductor C. H. Fritts, Engineer J. McCann. April 24, 1914.

James E. Boyle, brakeman, age 30 years, had left leg bruised and left wrist sprained by falling from top of car at Belmar, N. J., while drilling in yard. P. R. R. train 502, Engineer C. Campbell, Conductor H. K. Roberts. May 23, 1914.

John Crelin, age 32 years, brakeman, had back bruised while carrying a barrel at Elberon freight yard, train C. R. R. 342, Engineer T. Ryan, Conductor E. Duffy. May 13, 1914.

John Javarski, age 33 years, trespasser, left arm broken in consequence of being struck by P. R. R. train 244, Engineer J. C. Crispin, Conductor Theo. Goble, south of Morgan draw, where he was walking along tracks. May 17, 1914.

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P. O. address of this company—Erie Railroad Company, 50 Church Street, New York City.

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## THE NEW YORK AND LONG BRANCH RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $2,000,000 00 |
| Bonded debt, | 2,500,000 00 |

The road extends from Perth Amboy to Bayhead, a distance of 38.4 miles.

The road of this company is operated under an agreement in accordance with which traffic trains of the Central Railroad Company of New Jersey and the Pennsylvania Railroad Company only run over its tracks; said companies guaranteeing all charges for operation, and funds to meet interest on bonds and dividends on stock.

State of New York, New York County, *ss.*—Robert W. DeForest, being duly sworn, on his oath says, that he is Vice-President of the New York and Long Branch Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

ROBERT W. DEFOREST.

Sworn and subscribed before me, this twenty-first day of January, A. D. 1915.

WILLIAM MCBRIEN,
[L. S.] *Notary Public, Queens County.*
*Certificate filed in New York Co., No. 11.*

RECEIPTS AND EXPENSES FOR 1914.

Receipts and expenses are assumed by The Central Railroad Company of New Jersey and the Pennsylvania Railroad Company.

Dividends paid during the year 1914, and how paid—Dividends paid equalling seven (7) per cent.; paid in cash.

P. O. address of this company—143 Liberty Street, New York City.

ACCIDENTS.

John Wilson, P. R. R. train 205, southbound, Engineer J. H. Mason, Conductor F. M. Adams, struck John Wilson, colored, age 25 years, trespasser, who was walking on northbound track, north of Red Bank Bridge. Wilson sustained slight injury to his back. January 19, 1914.

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Sworn and subscribed before me, this tenth day of February, A. D. 1915.

D. H. HOUSE,
*Notary Public in and for New York County, N. Y.*
[L. S.] *Certificate filed in Westchester County.*

P. O. address of this company—Grand Central Terminal, New York.

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## THE NEW YORK AND GREENWOOD LAKE RAILWAY COMPANY.

| | |
|---|---|
| Capital stock paid in, | $100,000 00 |
| Bonded debt, | 1,471,900 00 |
| Floating debt, | 159,850 00 |
| Book cost of road and equipments, | $1,731,750 00 |

The road extends from Main Line, Erie Railroad Company, Bergen Junction, N. J., to Sterling Forest, N. J., and branches, a distance of 54.27 miles.

It is leased to the Erie Railroad Company at an annual rental of $73,580.00 and taxes. The particulars of the operations and expenditures have been kept as a part of the general accounts of that Company, and cannot be more specifically set forth; includes the Arlington Railroad, Caldwell Railway, Roseland Railway and Watchung Railway.

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

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, as lessee of the New York and Greenwood Lake Railway Co., and that the foregoing statement is true and correct to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-second day of March, A. D. 1915.

A. L. TRAVIS,
[L. S.] *A Foreign Commissioner of Deeds for for New Jersey in New York.*

Dividends paid during the year 1914, and how paid—None.

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*Injured While Coupling, Uncoupling or Handling Cars at Stations.*

February 27, 1914—Charles R. Koenig, injured at 18th Avenue Yard, Newark, N. J. S. R. Woodruff, conductor; W. Frank, engineer.

*Employes Killed or Injured by Accident, as Stated.*

January 21, 1914—W. S. Cook, Newark, N. J. In handling a broken drawhead after having removed it from a car in Ex. 1559, he dropped the same upon his left foot, contusing foot. F. T. Booze, conductor; J. F. Purcell, engineer.

October 9, 1914—Chas. A. Tyson, Waverly, Newark, N. J. Owing to a kicker in train, Ex. 510 was stopped by sudden application of air brakes, in consequence of which Tyson was thrown from the cabin car to the ground, bruising knee and hip. D. Wilt, conductor; W. B. Tolly, engineer.

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## THE NEW JERSEY JUNCTION RAILROAD COMPANY, LESSEE ON BEHALF OF THE NEW YORK AND FORT LEE RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $1,000,000 00 |
| Floating debt, | 14,506 21 |

The road extends from Jersey City to the division line between the States of New Jersey and New York. The road built was about 2 miles from Weehawken north. That portion which extends from the north line of the D. & H. Canal Company's property a distance of .24 mile is leased to the New Jersey Junction Railroad Company at an annual rental of taxes, assessments and expenses of organization, not to exceed $1,000.00 per annum. The remaining portion of the constructed road is included in the report of the West Shore Railroad Company.

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

State of New York, New York County, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Junction Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

J. CARSTENSEN,
*Vice-President.*

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*Other Causes.*

January 8, 1914—Henry Haupt, right wrist sprained, Greenville. J. B. Doyle, engineer; O. F. Fleming, conductor.

January 17, 1914—C. H. Johnson, right hand sprained, Greenville. C. H. Johnson, engineer.

February 10, 1914—W. J. Thompson, left hand bruised, Greenville. H. Remsen, engineer; C. Y. Freeman, conductor.

February 14, 1914—G. T. Russell, left leg bruised, Greenville. J. Schaul, engineer; G. T. Russell, conductor.

March 8, 1914—H. R. Purdy, neck sprained, Greenville. J. Schaul, engineer.

March 19, 1914—Peter Herder, leg injured, Greenville. W. H. Peabody, Jr., engineer; E. Cook, conductor.

March 20, 1914—Wm. P. Hoover, ankle sprained, Greenville. C. Stern, engineer; F. Battleson, conductor.

June 25, 1914—H. H. Keeler, hip injured, Greenville. C. L. Vaux, engineer; T. Foster, conductor.

June 26, 1914—O. W. Hunterton, right knee injured, Greenville. J. A. Davis, engineer; W. J. Atcheson, conductor.

August 29, 1914—F. P. Smith, thumb sprained, Greenville. G. E. Barnett, engineer; Thos. Coyne, conductor.

October 22, 1914—J. B. Gable, right leg and arm injured, Greenville. L. M. Weller, engineer; W. J. Scott, conductor.

December 5, 1914—Robert Barr, left foot injured, Greenville. J. L. Mulroy, engineer; O. F. Fleming, conductor.

*Non-Employes.*

June 18, 1914—Howard Pigott, legs, hands and head bruised, Greenville. G. E. Barnett, engineer; I. E. Adams, conductor.

July 24, 1914—Wilhelm Friedlander, head cut and thigh bruised, Greenville. L. J. Daly, engineer; J. J. Sweeney, conductor.

*Struck by Passing Trains and Killed or Injured While Walking or Standing on Tracks.*

Nothing to report.

*Injured by Moving Trains While Crossing Tracks.*

October 12, 1914—Michael Valente, injured at Bay Avenue, Newark. V. Sylvester, conductor; V. W. Traphagen, engineer.

*Injured in Attempting to Get On or Off Moving Trains.*

August 2, 1914—Stanley Yablonsky, injured at Waverly, Newark, N. J. T. P. Donnelly, conductor; F. M. Harris, engineer.

*Found Killed or Injured Lying on Tracks, Supposed to Have Been Struck by Passing Trains, or by Attempting to Get On or Off Moving Trains (Circumstances, Train, Engineman or Conductor Unknown).*

Nothing to report.

*Other Than Employes Killed or Injured in Other Ways Than as Stated.*

Nothing to report.

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State of Pennsylvania, Philadelphia County, *ss.*—A. J. County, being duly sworn, on his oath says, that he is President of the New York Bay Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

A. J. COUNTY,
*President.*

Sworn and subscribed before me, this fifth day of March, A. D. 1915.

G. BLIGHT ROBINSON,
*Notary Public.*
*My Commission expires at end of next session of Senate.*

ACCIDENTS—MANHATTAN DIVISION.

*Collisions.*

None.

*Coupling and Uncoupling Cars.*

None.

*Falling from Trains, Locomotives and Cars.*

February 7, 1914—G. S. Hailwood, ankle sprained, Greenville Yard. C. H. Johnson, engineer; C. J. Mulherin, conductor.

February 23, 1914—J. P. Persson, pains in back and side, Greenville. E. M. McMahon, engineer; H. T. Menig, conductor.

February 23, 1914—O. W. Hunterton, back injured, Greenville. J. A. Davis, Jr., engineer; W. J. Atcheson, conductor.

April 11, 1914—Frederick Battleson, lip cut and teeth loosened, Greenville. G. T. Tyrer, engineer; F. Battleson, conductor.

November 18, 1914—Harold Williams, right ankle sprained, Greenville. C. Stern, engineer; F. Reagan, conductor.

December 31, 1914—T. J. Whelan, back injured, Greenville. L. M. Weller, engineer; G. G. Weidle, conductor.

*Struck by Trains, Locomotives or Cars.*

February 28, 1914—J. B. Gable, sprained back, Greenville. John Long, engineer; H. S. Blake, conductor.

July 16, 1914—R. J. Taylor, cut over eye, Greenville. J. Long, engineer; H. S. Blake, conductor.

July 24, 1914—F. Battleson, left side bruised. Greenville. L. M. Weller, engineer; W. J. Scott, conductor.

*Struck by Obstructions, Overhead and at Side of Track.*

January 27, 1914—H. J. Deedmeyer, collarbone fractured, Greenville. M. R. Splicer, engineer; John Bird, conductor.

November 19, 1914—P. J. Hanlon, hips squeezed, Greenville. W. B. Green, engineer; J. F. Boran, conductor.

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## NEW YORK BAY RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $6,000,000 00 |
| Bonded debt, | 4,491,000 00 |
| Floating debt, | 30,623 93 |
| Cost of road and equipments, | 10,532,328 13 |

Dividends paid during the year 1914, and how paid—One of one and one-half per cent. paid in cash.

The road extends from

| | Miles. |
|---|---|
| 3,690 feet east of east end of draw span of bridge over Newark Bay east of Waverly Station, to 5,580 feet east of back wall of bridge over Morris Canal, Greenville, N. J., | 2.10 |
| 253 feet east of Peddie Street Sewer Bridge, east of station, in Waverly, to 45 feet west of west abutment of bridge over Main Line at Meadows, east of Manhattan Transfer Station, N. J., | 4.35 |
| 106 feet east of Peddie Street Sewer Bridge, east of station, in Waverly, to junction with New York Bay Railroad, Manhattan division, 3,690 feet east of east end of draw span of bridge over Newark Bay east of Waverly Station, | 4.57 |
| 936 feet east of the face of east abutment of Manufacturers' Branch Bridge, Central Railroad of New Jersey, east of Waverly Station, to Lister's Agricultural Chemical Works, Newark, N. J., | 0.70 |
| 1,398 feet east of face of east abutment of Manufacturers' Branch Bridge, Central Railroad of New Jersey, east of Waverly Station, to Terminus, | 0.13 |
| 4,805 feet west of centre of South Street Station, in Newark, N. J., to south side of Eighteenth Avenue, | 1.87 |
| A total distance of | 13.72 |

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from trackage rights, | $631,299 46 |
| Total, | $631,299 46 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies,.. | *$541,299 46 |

REMARKS.

The Pennsylvania Railroad Company, lessee of the works and property of the United New Jersey Railroad and Canal Company, has trackage rights over the line of this company, and furnishes the equipment. The arrangement is terminable at the close of any month.

P. O. address of the above company—Broad Street Station, Philadelphia, Pa.

*Includes $334,003.97 interest on funded debt, taxes and other obligatory charges.

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*Other Causes—Non-employes.*

August 3, 1914—Mrs. I. T. Mayer, passenger on steamer, injured at Atlantic Highlands Pier, while about to take train No. 87.
August 7—Mr. M. Rose, trespasser, injured at East Long Branch, N. J.
September 7—Mr. W. H. Murray, passenger, injured at Highlands, N. J.
September 25—Kenneth Brandt, trespasser, injured at Barnegat.
October 19—Mrs. Robert M. Ware, passenger, injured at Winslow Junction. Engineer, John Hurley; conductor, D. C. Johnson.

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## NEW JERSEY TERMINAL RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $500,000 00 |
| Bonded debt, | 250,000 00 |

The road extends from Rahway to Carteret, 4.85 miles, with a spur from latter point to works of the American Agricultural Chemical Company, 0.76 mile, a total of 5.61 miles.

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.

State of New York, New York County, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is President of the New Jersey Terminal Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

[L. S.]

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—143 Liberty Street, New York City.

ACCIDENTS.

Included in the report of The Central Railroad Company of New Jersey, if any.

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September 18—Ira W. Marz, brakeman, injured at Morganville, N. J. Engineer, E. Mannion; conductor, N. L. Bonnell.

November 4—G. E. Whitings, brakeman, freight, injured at Highlands, N. J. Engineer, C. Thompson; conductor, H. Chasey.

*On or About Trains. Locomotives or Cars—Non-employes.*

January 31, 1914—Miss Ethel Evans, passenger, injured at Long Branch, N. J. Engineer, J. Reagan; conductor, J. P. English.

March 13—Mrs. Elmer K. Berry, passenger, injured at Asbury Park, N. J. Engineer, Jos. Reagan; conductor, R. A. Bellis.

April 5—Z. S. Taylor, passenger, injured at Long Branch, N. J. Engineer, Chas. White; conductor, J. E. Hess.

June 16—Miss M. Fenwick, passenger, injured at Cliffwood, N. J. Engineer, D. Ferguson; conductor, Geo. Terrill.

July 1—Mrs. G. D. Osborn, passenger, injured at Point Pleasant, N. J. Engineer, G. I. Stout; conductor, F. C. Wooley.

July 23—Mrs. Caroline Downer, passenger, injured at Deal Beach, N. J. Engineer, W. F. Hartman; conductor, J. Phillips.

July 26—Mrs. C. C. Harding, passenger, injured at Branchport, N. J. Engineer, Heo. Barto; conductor, J. E. Hess.

August 1—Dr. G. L. Havel, passenger, injured at Matawan, N. J. Engineer, J. Costello; conductor, J. Degnan.

August 3—B. Stollar, passenger, injured at Highlands, N. J. Engineer, C. Patterson; conductor, J. Clevinger.

August 4—Patrick Tierney, passenger, injured at Highlands. Engineer, S. Bailey; conductor, A. B. Jones.

August 5—Frank Walter, passenger, injured at Matawan, N. J. Engineer, W. Miles; conductor, G. H. Allen.

August 7—Mrs. Mary F. Miller, passenger, injured between Hazlet and Matawan. Engineer, Nipman; conductor, F. M. Davis.

August 29—Anna Ford, Harriet Frisby and Gertrude Fritzingle, passengers, injured at Point Pleasant, N. J. Engineer, D. Hance; conductor, J. L. Hunt.

September 4—B. B. Middletown, passenger, injured at Hall Avenue, Perth Amboy, N. J. Engineer, Fred Dumke; conductor, M. H. Dunn.

September 5—G. R. Pennington, passenger, injured at Atlantic Highlands Pier. Engineer, E. Davis; conductor, A. Ridgeway.

September 7—J. W. Hornbuckle, passenger, injured at Parkvale. Engineer, Jas. Erickson; conductor, J. W. Creby.

November 6—Miss Florence Mulhern, passenger, injured at West End, N. J. Engineer, C. Hodge; conductor, F. P. Fairbanks.

November 22—J. E. Woodruff, passenger, injured at South Amboy, N. J. Engineer, Fred Hulig; conductor, F. A. Shepard.

November 26—Mrs. Laura C. Curtiss, passenger. injured at Manasquan, N. J. Engineer, H. Lovell; conductor, W. A. Hayes.

December 1—Miss Mabel Tighe, passenger, injured at Bradley Beach, N. J. Engineer, Coyan; conductor, C. M. Davis.

December 17—Angelo Ferraro, laborer on work train, injured at Highland Beach. Engineer, W. L. Nivison; conductor, T. A. Watson.

*Persons Found Killed or Injured, Supposed to Have Been Struck by Train—Non-employes.*

March 27, 1914—Thos. W. Mathews, trespasser, killed at Avon, N. J. Engineer, Chas. Mason; conductor, J. E. Hess.

April 30—Guyon Robbins, non-employe, killed at Bridgeton, N. J.

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December 3—Herbert Baker, automobile, injured at Atsion. Engineer, E. Egbert; conductor, C. A. Wyatt.

December 19—Harry Layton, automobile, injured at East Long Branch, N. J. Engineer, Geo. Lamberson; conductor, Stillwagon.

December 26—Max Sussman, non-trespasser, killed instantly at North Asbury Park. Engineer, O. Forner; conductor, L. W. Romeis.

*Struck by Trains, Locomotives or Cars at Points Along the Line—Employes.*

April 3, 1914—M. H. Mullarvey, foreman, injured at Red Bank, N. J. Engineer, Thos. Pettit; conductor, P. Gannon.

August 2—M. Ray, employe, Asbury Park, injured at Atlantic Highlands. Engineer H. Lovell; conductor, W. H. Hayes.

*Struck by Trains, Locomotives or Cars at Points Along the Line—Non-employes.*

February 23, 1914—Joseph Casinovitz, trespasser, killed at Woodbridge Junction Tower. Engineer, C. Hodge; conductor, F. P. Fairbanks.

May 28—Mrs. J. C. Ackerman, passenger, injured at Farmingdale, N. J. Engineer, James Errickson; conductor, C. B. Williams.

June 17—Chas. E. Harvey, trespasser, injured at Long Branch, N. J. Engineer, Jos. McGady; conductor, P. M. Harrington.

July 24—Geo. Morgan, trespasser, killed at Freehold, N. J. Engineer, M. C. Mooney; conductor, A. J. Dellett.

August 25—Mr. Ira Alward, passenger, injured at Highlands, N. J. Engineer, W. F. Hartman; conductor, Jas. Phillips.

September 5—Warren Lee, trespasser, injured at Asbury Park, N. J. Engineer, M. J. Mahoney; conductor, Geo. Long.

October 24—John McCarthy, trespasser, killed at South Amboy, N. J. Engineer, Wm. Garon; conductor, A. S. Wooding.

October 26, Christmas Clemento, trespasser (P. R. R. employe), injured at Winslow Junction. Engineer, F. Patterson; conductor, G. A. Dietz.

December 17—Nathan Moore, trespasser, killed at Toms River, N. J. Engineer, C. O'Neill; conductor, F. Hartman.

December 23—Oliver Warwick, trespasser, injured at Matawan, N. J.

*On or About Trains, Locomotives or Cars—Employes.*

January 7, 1914—Edgar Newman, brakeman, injured at East Long Branch, N. J. Engineer, John Thompson; conductor, J. V. Johnson.

April 10—G. A. Dietz, brakeman, injured at Bridgeton, N. J. Engineer, G. S. Chamberlain; conductor, W. S. Hartman.

April 12—C. A. Johnston, brakeman, injured at Lakewood, N. J. Engineer, C. White; conductor, W. Nolan.

April 24—Harry J. Kane, brakeman, injured at Matawan, N. J. Engineer, J. McCann; conductor, C. H. Fritts.

June 18—Clarence M. Dolan, fireman, injured at Freehold, N. J. Engineer, Jos. Warwick; conductor, Phillip Egan.

June 30—P. S. Murphey, employe, injured at Branchport, N. J. Engineer, R. Kenney; conductor, Chas. Miller.

July 6—W. A. Hayes, conductor, injured at Pt. Pleasant, N. J. Engineer, F. Riddle; conductor, W. H. Hayes.

August 4—W. E. West, brakeman, injured at Highlands, N. J. Engineer, J. Cousins; conductor, C. H. Skillman.

August 7—W. B. Lackey, brakeman, injured at Winslow Junction. Engineer, G. S. Chamberlain; conductor, A. G. Ralph.

September 3—P. R. Dolan, conductor, injured at Red Bank, N. J. Engineer, G. Lamberson; conductor, P. R. Dolan.

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*Attempting to Alight From or Aboard Trains, Locomotives or Cars—Non-employes.*

January 12, 1914—Mrs. E. Finkle, passenger, injured at Matawan. Engineer, M. Maloney; conductor, C. B. Williams.

January 24—Sister Bonita, passenger, injured at Long Branch. Engineer, J. Berry; conductor, L. W. Romlio.

January 25—Miss Georgie Titus, passenger, injured at Red Bank, N. J. Engineer, C. White; conductor, L. Brightman.

June 8—Geo. Jamison, passenger, injured at Belmar, N. J. Engineer, T. Ferguson; conductor, L. W. Romeis.

June 26—Thos. J. Thompson, passenger, injured at Long Branch, N. J. Engineer, H. Dumke; conductor, J. A. Conley.

July 5—Mrs. Salbert Dean, passenger, injured at Matawan, N. J. Engineer, M. C. Mooney; conductor, A. J. Dellett.

July 22—Mrs. I. A. Hunting, passenger, injured at Asbury Park, N. J. Engineer, G. Bartlow; conductor, Eugene Brower.

August 8—James Osborne, passenger, injured at Brielle, N. J. Engineer, W. Carpenter; conductor, H. L. Houtz.

August 16—Thos. McMahan, passenger, injured at Highland Beach, N. J. Engineer, W. Rader; conductor, L. Homler.

November 22—Chas. Wagner, passenger, injured at Lakewood, N. J. Engineer, R. Flett; conductor, C. B. Badgely.

*Struck by Overhead Obstructions—Employes.*

May 11, 1914—J. O'Connor, fireman, injured at South Amboy, N. J. Engineer, D. Ferguson; conductor, O. McVeigh.

July 28—J. W. Hopwood, brakeman, injured at South Amboy, N. J. Engineer, T. Ryan; conductor, E. Duffy.

*Struck by Overhead Obstructions—Non-employes.*

August 1, 1914—Herbert Greenhalgh, passenger, injured at Asbury Park, N. J. Engineer, Devine; conductor, F. A Sheppard.

*Struck by Trains, Locomotives or Cars at Highway Crossings—Non-employes.*

January 21, 1914—M. Rossi, non-employe, injured at Vineland. Engineer, G. H. Manning; conductor, J. W. Buzby.

June 15—John Abel, driving auto, injured at Elberon, N. J. Engineer, J. Berry; conductor, H. Lewis.

July 10—Mr. G. W. Farrington, Jr., in automobile, injured at Freneau, N. J. Engineer, W. L. Nivison; conductor, T. A. Watson.

August 14—D. E. Hopkins, Thomas Higgins and D. E. Hopkins, Jr., driving auto van, injured at Red Bank, N. J. Engineer, C. Hodge; conductor, Jas. A. Conley.

August 17—Wm. Wilson, automobile, injured at Keyport. Engineer, Wm. Miles; conductor, G. H. Allen.

August 20—Howard Sloat, automobile, injured at Corliss Avenue, Asbury Park, N. J. Engineer, John Grant; conductor, C. B. Badgely.

September 7—Thos. A. McNight and Miss Mae Ohlandt, automobile, injured at Red Bank, N. J. Engineer, Thos. J. Ryan; fireman, T. F. Maurer

November 17—G. Buhler and W. J. Afflebach, employes Gulf Refining Co., injured at Freehold, N. J. Engineer, M. C. Mooney; conductor, A. J. Dellett.

October 5—James M. Powers, intended passenger, injured at West End, N. J. Engineer, John Manion; conductor, J. W. Van Houten.

October 24—Wm. J. Jeffrey, non-trespasser, injured at Red Bank, N. J. Engineer, John Manion; conductor, C. Wyatt.

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Sworn and subscribed before me, this seventeenth day of February, A. D. 1915.

[L. S.]

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

ACCIDENTS.

*Coupling or Uncoupling—Employes.*

July 4, 1914—Thos. A. Tansey, brakeman, killed at Red Bank, N. J. Engineer, N. Ridgeway; conductor, L. N. Compton.

*Derailments—Employes.*

March 1, 1914—P. Doyle, engineer, injured at Whitings (died). Engineer, P. Doyle; conductor, M. A. Knapp.

*Falling From Trains, Locomotives or Cars—Employes.*

July 16, 1914—Edw. L. Gallagher, brakeman, injured at Hazlet, N. J. Engineer, E. Whitman; conductor, C. H. Fritts.

August 29—J. T. Connor, brakeman, injured at Bradevelt. Engineer, W. Frazer; conductor, F. Conley.

September 15—H. F. Martin, brakeman, injured at Keyport. Engineer, M. Thomas; conductor, Jas. Lamberson.

October 31—Chas. Thomas, fireman, injured at Lakehurst, N. J. Engineer, E. Connor; conductor, J. W. Creby.

December 19—C. T. Cranmer, brakeman, injured at Lakehurst, N. J. Engineer, S. C. Rhoads; conductor, J. W. Creby.

*Falling From Trains, Locomotives or Cars—Non-Employes.*

April 22, 1914—Geo. L. McLane, non-employe, injured at Cedarville. Engineer, G. H. Manning; conductor, J. Conahey.

July 7—Asy, passenger, fell from train between South Amboy and Middletown. Engineer, F. Dumke; conductor, F. Casey.

*Attempting to Alight From or Aboard Trains, Locomotives or Cars—Employes.*

January 15, 1914—Joseph Majora, laborer, injured at Normandie. Engineer, W. L. Nivison; conductor, T. A. Watson.

May 23—Satino Ciro, laborer, injured at Woodruffs. Engineer, C. Southard; conductor, W. S. Clark.

June 24—J. Hendrickson, brakeman, injured at Winslow Junction. Engineer, C. H. Bridsall; conductor, H. Casey.

July 29—A. C. Noyes, brakeman, injured at Bridgeton, N. J. Engineer, G. H. Manning; conductor, G. A. Dietz.

July 31—J. D. B. Robinson, flagman, injured at Middletown, N. J. Engineer, J. Lovell; conductor, M. C. Mullarvey.

August 1—Harold Martin, brakeman, injured at Red Bank, N. J. Engineer, Geo. Lamberson; conductor, P. R. Dolan.

August 24—Levi Skillman, flagman, injured at Red Bank, N. J. Engineer, E. Johnson; conductor, G. W. Bogart.

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## THE NEW JERSEY SOUTHERN RAILWAY COMPANY.

| | | |
|---|---|---|
| Capital stock paid in—Preferred, | $1,590,600 00 | |
| Common, | 1,000,000 00 | |
| | | $2,590,600 00 |

Dividends paid during the year 1914, and how paid—None.

The road extends from Port Monmouth to Atsion, with branches from Eatontown to East Long Branch, and East Long Branch to Highland Beach (formerly Long Branch and Seashore Railroad), a distance of 73.62 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $536,158 85 |
| Income from freight, | 637,739 06 |
| Income from other sources, | 359,350 59 |
| Total, | $1,533,248 50 |

| | |
|---|---|
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | $1,668,976 60 |

REMARKS.

Included in the operations of this company are the receipts and expenditures of the following companies: Buena Vista Railroad Company, Cumberland and Maurice River Railroad Company, Cumberland and Maurice River Extension Railroad Company, Freehold and Atlantic Highlands Railroad Company, Navesink Railroad Company, Toms River Railroad Company, Toms River and Barnegat Railroad Company, Vineland Branch Railroad Company, Vineland Railroad Company, West End Railroad Company, and also the steamboat route between New York and Atlantic Highlands.

P. O. address of the above company—143 Liberty Street, New York City.

State of New York, New York County, *ss.*—T. B. Koons, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Southern Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

T. B. KOONS.

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Sworn and subscribed before me, this third day of March, A. D. 1915.

ALICE D. SMITH,
*Commissioner of Deeds, Morris County, N. J.*

ACCIDENTS.

None.

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## NEW JERSEY SHORE LINE RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $31,000 00 |
| Floating debt, | 600,702 72 |
| Cost of road and equipments, | 506,340 32 |

The road extends from West New York to Shadyside, a distance of .84 mile.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from other sources, | $12,048 59 |
| Total, | $12,048 59 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | $49,694 45 |

State of New York, New York County, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Shore Line Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

J. CARSTENSEN,
*Vice-President.*

Sworn and subscribed before me, this tenth day of February, A. D. 1915.

[L. S.]

D. H. HOUSE,
*Notary Public*
*in and for New York County, N. Y.*
*Certificate Filed in Westchester County.*

ACCIDENTS.

There were no accidents on this line during the year 1914.

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## THE NEW JERSEY AND PENNSYLVANIA RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $400,000 00 |
| Bonded debt, | 200,000 00 |
| Floating debt, State taxes, receiver's certificates, etc., about, | 130,000 00 |

Cost of road and equipments—Do not know.
Dividends paid during the year 1914, and how paid—None.

The road extends from White House Station to Watnong Station, a distance of about 24 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers and freight, | $1,563 06 |
| Income from other sources, | 358 60 |
| Total, | $1,921 66 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | $1,652 80 |

REMARKS.

The road was not operated during the year 1914. The income and expenditures above noted merely represent settlement of old debit and credit balances.

Regarding item of Floating Debt, etc., would state: (1) There are outstanding and unpaid receiver's certificates for $7,000, together with interest at 6 per cent. from October 1, 1913. (2) Also there are unpaid bills and unadjusted claims accruing under the receivership, aggregating about $3,000. (3) Amount of State taxes, arrears and penalties, computed to February 1, 1915, $42,008.22. (4) There have been filed with the receiver claims under oath aggregating about $77,000 for items accruing prior to the receivership.

P. O. address of the above company—21 South Street, Morristown, N. J.

State of New Jersey, Morris County, *ss.*—Frederic V. Pitney, being duly sworn, on his oath says, that he is Receiver of the New Jersey and Pennsylvania Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

FREDERIC V. PITNEY.

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## NEW JERSEY AND NEW YORK RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $2,228,600 00 |
| Bonded debt, | 1,025,960 00 |
| Floating debt, | 282,904 26 |
| Book value investment in road and equipments, | 3,306,535 19 |

Dividends paid during the year 1914, and how paid—None.

The road extends from New Jersey and New York Junction to Haverstraw, N. Y., and branches, a distance of 37.87 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Passenger revenue, | $626,559 76 |
| Freight revenue, | 177,665 21 |
| Revenue from other sources, | 37,322 05 |
| Total revenue, | $841,547 02 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power, taxes and contingencies, | $637,219 45 |

REMARKS.

This road extends through the States of New Jersey and New York, and the revenue and expenditures above shown represent the revenue and expenditures of the entire line.

P. O. address of the above company—50 Church Street, New York City.

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the New Jersey and New York Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-second day of March, A. D. 1915.

A. L. TRAVIS,
*A Foreign Commissioner of Deeds for New Jersey in New York.*

[L. S.]

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RECEIPTS AND EXPENSES FOR 1914.

See affidavit below.

P. O. address of this company—Grand Central Terminal, New York.

State of New York, County of New York, *ss.*—Richard A. White, General Auditor of the New York Central and Hudson River Railroad Company, lessee of the New Jersey Junction Railroad, being duly sworn says, that the earnings and expenses of the New Jersey Junction Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring on the New Jersey Junction Railroad during the year ended December 31, 1914, is correct and true to the best of his knowledge and belief.

RICHARD A. WHITE,
*General Auditor.*

Sworn and subscribed before me, this eleventh day of February, 1915.

D. H. HOUSE,
[L. S.] *Notary Public in and for New York County, N. Y.*
*Certificate Filed in Westchester County.*

ACCIDENTS.

January 15, 1914—Robert Oliver, employe, age 54, injured, yard freight brakeman, Jersey City. Slipped and fell while alighting from moving car and was dragged.

February 13—James F. McKay, trespasser, age 33, injured, Hoboken. Fell from train on which he was stealing a ride and was run over.

March 12—Antonio Silvio, trespasser, age 35, injured, Hoboken. Struck by engine while trespassing on tracks.

April 4—Otto Reimer, trespasser, age 55, killed, Hoboken. Struck by train while trespassing on tracks.

June 6—Derailment, no one injured, Hoboken. Amount of damage $222.00. Train had five cars derailed account of broken center pot on one of the cars, preventing truck from curving properly.

August 9—Derailment, no one injured, Hoboken. While train New Jersey Junction transfer, engine 591, with a train consisting of 33 cars was passing Willow Avenue at a speed of about 10 miles per hour, had forward wheels of rear truck of car N. Y. C. 34118, the eighteenth car in train mount point of frog cross-over just east of William Avenue interlocking station, due to guard rail at frog being three-quarter inches wide of gauge, which allowed flange of wheel to mount point of frog, derailing all wheels on this truck and also forward truck of following car N. Y. C. 80871. No action taken. Amount of damage, $253.

September 21—Edwin Alexander, trespasser, age 9, killed, Hoboken. Attempted to board moving freight car and was thrown under the wheels.

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Sworn and subscribed before me, this twenty-second day of March, A. D. 1915.

A. L. TRAVIS,
[L. S.] *A Foreign Commissioner of Deeds for New Jersey in New York.*

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—Erie Railroad Company, 50 Church Street, New York City.

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## NEW JERSEY JUNCTION RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $100,000 00 |
| Bonded debt, | 1,700,000 00 |
| Cost of road and equipment, | 1,784,472 33 |

The road extends from Weehawken to Jersey City, a distance of 4.44 miles.

It is leased to the New York Central and Hudson River Railroad Company at an annual rental as provided in the contract approved by the Legislature of the State of New Jersey, Chapter CLXII, approved April 12th, 1886.

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

State of New York, New York County, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the New Jersey Junction Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

J. CARSTENSEN,
*Vice-President.*

Sworn and subscribed before me, this tenth day of February, A. D. 1915.

D. H. HOUSE,
[L. S.] *Notary Public in and for New York County, N. Y. Certificate Filed in Westchester County.*

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Sworn and subscribed before me, this twenty-third day of February, A. D. 1915.

JOSEPH FIELL,
[L. S.] *A Foreign Commissioner of Deeds for the State of New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914.

Included in report of the Morris and Essex Railroad Company.

Amount paid to stockholders during the year 1914, and how paid, $73,557.75; paid in cash direct to stockholders by the Delaware, Lackawanna and Western Railroad Company, as lessee of the Morris and Essex Railroad Company.

P. O. address of this company—90 West Street, New York City, N. Y.

ACCIDENTS.

None.

---

## NEWARK AND HUDSON RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $250,000 00 |
| Bonded debt, | 250,000 00 |
| Floating debt, | 45,637 31 |
| Book cost of road and equipments, | 355,056 18 |

The road extends from New York and Greenwood Lake Junction to Newark, N. J., a distance of 3.99 miles.

It is leased to the Erie Railroad Company at an annual rental equal to all taxes, assessments and operating expenses.

The particulars of operations and expenditures have been kept as a part of the general accounts of that company and cannot be more specifically set forth.

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

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is Presidenet of the Erie Railroad Company as lessee of the Newark and Hudson Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

F. D. UNDERWOOD.

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Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

[L. S.]

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—No. 143 Liberty Street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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## THE NEWARK AND BLOOMFIELD RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $1,600,000 00 |
| Premiums realized on capital stock, | 299,230 00 |
| Floating debt, | 18,328 27 |
| Cost of road and equipments, | 1,917,558 27 |

The road extends from Newark Junction, N. J., to Montclair, N. J., a distance of 4.20 miles.

It is leased to the Morris and Essex Railroad Company at an annual rental of 6 per cent. on its capital stock. Report of its operations is included in report of that company.

It is operated by the Delaware, Lackawanna and Western Rail-Road Company as lessee of the Morris and Essex Railroad Company, and the further information required by law is furnished by that company.

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

W. H. TRUESDALE.

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Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, ..... $22,295 67

P. O. address of the above company—Wharton, N. J.
General Office—Catasauqua, Pa.

State of Pennsylvania, Lehigh County, *ss.*—Leonard Peckitt, being duly sworn, on his oath says, that he is Vice-President of the Mount Hope Mineral Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

LEONARD PECKITT.

Sworn and subscribed before me, this nineteenth day of January, A. D. 1915.

[L. S.]

CHARLES N. ULRICH,
*Notary Public.*
*My Commission expires January 26, 1917.*

ACCIDENTS.

Two bruised fingers; one bruised hip, and one sprained ankle.

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## THE NAVESINK RAILROAD COMPANY.

Capital stock paid in, ..... $701,900 00

The road extends from Atlantic Highlands to Highland Beach, a distance of 4.66 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, New York County, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is President of the Navesink Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. G. BESLER.

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Sworn and subscribed before me, this fifth day of March, A. D. 1915.

[L. S.]

G. BLIGHT ROBINSON,
*Notary Public.*
*My Commission expires at end of next session of Senate.*

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $3,511 55 |
| Income from freight, | 9,799 23 |
| Income from other sources, | 656 51 |
| Total, | $13,967 29 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | *$25,981 11 |

Dividends paid during the year 1914, and how paid—Two, of 3 per cent. each on $44,750 stock—paid in cash.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

ACCIDENTS—TRENTON DIVISION.

January 19—Charles B. Smith, M. W. laborer, bruise and slight lacerated wound over right eye-brow; handling tools at Medford, N. J.

January 30—Harvey S. Enright, assistant foreman, eye injured by piece of steel; handling tools on Medford Branch.

## MOUNT HOPE MINERAL RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $160,000 00 |
| Bonded debt—None. | |
| Floating debt, | 2,701 18 |
| Cost of road and equipments, | 167,228 21 |
| Dividends paid during the year 1914, and how paid—December 14, 1914, 3 per cent. cash, | 4,800 00 |

The road extends from Wharton to Mount Hope, a distance of 3.77 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $2,723 08 |
| Income from freight, | 25,475 62 |
| Income from other sources, | 61 87 |
| Total, | $28,260 57 |

*Includes $4,621.88 rental for use of road and taxes.

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foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

RICHARD W. McEWAN.

Sworn and subscribed before me, this 26th day of February, A. D. 1915.

CHARLES E. PETTIT,
*Notary Public.*

[L. S.]

ACCIDENTS.

None.

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## MOUNT HOLLY, LUMBERTON AND MEDFORD RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $95,650 00 |
| Bonded debt, | 75,000 00 |
| Floating debt—None. | |
| Cost of road and equipments, | 168,975 54 |

The road extends from Mount Holly, N. J., to Medford, N. J., a distance of 5.94 miles.

It is leased to the United New Jersey Railroad and Canal Company. Lease assigned to the Pennsylvania Railroad Company as lessee of the property and works of the United New Jersey Railroad and Canal Company. The present annual rental is 6 per cent. on $45,050 capital stock, all taxes and $200 for maintaining organization. Bonded debt $75,000, assumed at maturity by the lessee and interest ceased.

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. J. County, 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.

A. J. COUNTY,
*President.*

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## THE PATERSON, NEWARK AND NEW YORK RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $250,000 00 |
| Bonded debt, | 500,000 00 |
| Floating debt, | 812,577 97 |
| Book cost of road and equipments, | 545,433 29 |

The road extends from Paterson, N. J., to Newark, N. J., a distance of 11.326 miles.

It is leased to the Erie Railroad Company at an annual rental equal to operating expenses and taxes.

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

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

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, as lessee of the Paterson, Newark and New York Railroad, and that the foregoing statement is true and correct to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-second day of March, A. D. 1915.

A. L. TRAVIS,
*A Foreign Commissioner of Deeds for New Jersey in New York.*

[L. S.]

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—Erie Railroad Company, 50 Church Street, New York City.

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## THE PATERSON AND RAMAPO RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $298,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road, including cost of Union Railroad, | 350,000 00 |

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The road extends from Paterson to New York and New Jersey State line, a distance of 14.413 miles.

It is leased to the Erie Railroad Company at an annual rental of $26,500.

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

State of New Jersey, Passaic County, *ss.*—Robert I. Hopper, being duly sworn, on his oath says, that he is Secretary and Treasurer of the Paterson and Ramapo Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

ROBERT I. HOPPER.

Sworn and subscribed before me, this eleventh day of January, A. D. 1915.

GUSTAV A. HUNZIKER,
*Master in Chancery of New Jersey.*

Dividends paid during the year 1914, and how paid—$11,920.00; paid in cash.

P. O. address of this company—The Paterson and Ramapo Railroad Company, Robert I. Hopper, Secretary, Paterson, New Jersey.

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## PATERSON AND RAMAPO RAILROAD COMPANY.

The road extends from Paterson, N. J., to the State line between Bergen County and the State of New York, a distance of 14.76 miles.

It is leased to the Erie Railroad Company at an annual rental of $26,500 and taxes on basis of ownership of tracks.

The particulars of the operations and expenditures have been kept as a part of the general accounts of that company and cannot be more specifically set forth.

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

State of New York, New York County, *ss.*—F. D. Underwood, being duly sworn, on his oath says, that he is President of the Erie Railroad Company, as lessee of the Paterson and

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Ramapo Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

F. D. UNDERWOOD.

Sworn and subscribed before me, this twenty-second day of March, A. D. 1915.

A. L. TRAVIS,
*A Foreign Commissioner of Deeds for New Jersey in New York.*

[L. S.]

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—Erie Railroad Company, 50 Church Street, New York City.

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## PEMBERTON AND HIGHTSTOWN RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $342,150 00 |
| Bonded debt, | 160,000 00 |
| Floating debt—None. | |
| Cost of road and equipments, | 502,150 00 |

The road extends from Pemberton, N. J., to Hightstown, N. J., a distance of 24.37 miles.

It is leased to the Union Transportation Company at an annual rental of $1,388.79, terminable at the end of any year upon six months prior notice.

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

State of Pennsylvania, Philadelphia County, *ss.*—A. J. County, 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.

A. J. COUNTY,
*President.*

Sworn and subscribed before me, this fifth day of March, A. D. 1915.

G. BLIGHT ROBINSON,
*Notary Public.*

[L. S.]

*My Commission expires at end of next session of Senate.*

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Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

ACCIDENTS.

In any, reported by the Union Transportation Company.

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## PENNSYLVANIA TUNNEL AND TERMINAL RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $25,000,000 00 |
| Bonded debt, | 83,023,410 02 |
| Floating debt, | 6,545,638 90 |
| Cost of road and equipments, | 109,450,245 57 |

The road extends from east of Manhattan Transfer, N. J., to Borough of Queens, New York, a distance of 11.89 miles; 6.90 miles in New Jersey; 4.99 miles in New York.

It is operated by the Pennsylvania Railroad Company as agent.

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.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the Pennsylvania Tunnel and Terminal Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me, this twenty-fourth day of February, A. D. 1915.

G. BLIGHT ROBINSON,
[L. S.] *Notary Public.*
*My Commission expires at end of next session of Senate.*

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $88,366 44 |
| Income from other sources, | 666,703 37 |
| Total, | $755,069 81 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | $1,933,292 28 |

Dividends paid during the year 1914, and how paid—None.

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P. O. address of this company—Broad Street Station, Philadelphia.

ACCIDENT.

Nov. 2, 1914—Mrs. J. Riley, hand bruised, Manhattan Transfer. H. P. Everitt, conductor; J. Murphy, engineer. Engineer and conductor still in the service.

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## PERTH AMBOY AND WOODBRIDGE RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $228,400 00 |

Bonded debt—None.
Floating debt—None.

| | |
|---|---|
| Cost of road and equipments, | 387,539 69 |

The road extends from Rahway, N. J., to Perth Amboy, N. J., a distance of 6.53 miles.

It is operated by the Pennsylvania Railroad Company by authority of resolution adopted by each company. This arrangement is terminable on thirty days' notice. Rental, net earnings.

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. J. County, 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. J. COUNTY.

Sworn and subscribed before me, this twenty-fourth day of February, A. D. 1915.

ERNEST H. BROWN,
[L. S.] *Notary Public.*
*Commission expires February 21, 1919.*

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $160,618 16 |
| Income from freight, | 121,394 57 |
| Income from other sources, | 35,815 35 |
| Total, | $317,828 08 |

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Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, ..... $220,174 63

Dividends paid during the year 1914, and how paid—December 9, 1914, 14 per cent., in cash.

P. O. address of this company—22 Federal Street, Camden, N. J.

ACCIDENTS.

*Persons Struck by Passing Trains and Killed or Injured While Walking or Standing on Tracks.*

September 14—Mrs. Elizabeth Lensas, killed at Woodbridge, N. J. H. C. Kettner, conductor; W. O. Jennings, engineer.

*Persons Found Killed or Injured Lying on Tracks, Supposed to Have Been Struck by Passing Trains, or by Attempting to Get on or Off Moving Trains (Circumstances, Train, Engineman or Conductor Unknown).*

May 17—Unknown man, killed at Perth Amboy, N. J.
July 19—Edw. Stankowitz, killed at Woodbridge, N. J.

*Persons Other Than Employes Killed or Injured in Other Ways Than as Stated.*

June 5—Henry M. Prentiss, Woodbridge, N. J., struck on right leg and severely injured by portion of brake shoe which broke and flew from under car of train No. 205, engine 3151. F. M. Adams, conductor; J. H. Mason, engineer.

September 14—Mrs. E. Leonard, Woodbridge, N. J., walking down steps of coach of train 214, standing at station, tripped and fell from some unknown reason, bruising elbow and right side. W. B. Schoner, conductor; V. VanBuskirk, engineer.

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## PHILADELPHIA AND BEACH HAVEN RAILROAD COMPANY.

Capital stock paid in, ..... $200,000 00
Bonded debt—None.
Floating debt, ..... 413,155 95

Cost of road and equipments, ..... 216,509 92

The road extends from Manahawkin Junction with Tuckerton Railroad to Beach Haven, N. J.; connection with Barnegat Railroad at Barnegat City Junction to 392 feet west of station, a distance of 12.80 miles.

It is operated by the Tuckerton Railroad Company for and on account of the Pennsylvania Railroad Company, which latter

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company is the agent of the Philadelphia and Beach Haven Railroad Company under resolution of the boards of directors of both companies and pays all expenses in connection therewith and turns net earnings over to it. This arrangement terminable on three months' notice.

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

State of Pennsylvania, Philadelphia County, *ss.*—A. J. County, being duly sworn, on his oath says, that he is President of the Philadelphia and Beach Haven Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

A. J. COUNTY,
*President.*

Subscribed and sworn before me, this fifth day of March, A. D. 1915.

G. BLIGHT ROBINSON,
[L. S.] *Notary Public.*
*My Commission expires at end of next session of Senate.*

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $11,598 40 |
| Income from freight, | 13,929 44 |
| Income from other sources, | 2,855 03 |
| Total, | $28,382 87 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | *$55,963 14 |

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

ACCIDENTS—TRENTON DIVISION.

February 8—Geo. M. Wilkinson, engineman, cinder in eye, while running train between Manahawkin and Beach Haven; he had his head out of the cab window looking for the signals, when a cinder flew in his left eye. Engineer, Geo. M. Wilkinson; conductor, H. Lewis.

August 1—Charles A. Reeves, baggage handler, muscles of back strained, handling baggage, at Beach Haven, N. J. Engineer, J. Jones; conductor, H. P. Lewis.

* Including $4,557.98 taxes and other obligatory charges.

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## PHILADELPHIA AND BRIGANTINE RAILROAD COMPANY.

Capital stock paid in—None.
Bonded debt—None.
Floating debt—None.

Cost of road and equipments—No information at hand; see former reports.

The road extends from Brigantine Junction, on the Philadelphia and Reading Railroad, to the Island of Brigantine, a distance of 14 miles.

RECEIPTS AND EXPENSES FOR 1914.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.

REMARKS.

On October 9th or 10th, 1903, the company ceased all operations; on November 17th, 1903, R. D. A. Parrot, Esq., was appointed Receiver; on April 15th, 1904, the property was sold under foreclosure and bought by John O. Heald, now deceased, and on June 24th a deed was received, since which date the property has been held awaiting a purchaser, and has not been operated in any part at any time from October 9th, 1903, to the date of this report. Letters testamentary of the will of said John O. Heald were issued in Essex County, New Jersey, to the undersigned, Elizabeth M. Heald, on October —, 1911.

P. O. address of the above company's agent—Henry B. Closson, 52 William Street, New York City.

State of New York, New York County, *ss.*—Henry B. Closson, agent for Elizabeth M. Heald, being duly sworn, on his oath says, that he is the agent for the said Elizabeth M. Heald, who is the executrix of the will of John O. Heald, deceased, the purchaser of the Philadelphia and Brigantine Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

HENRY B. CLOSSON.

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Sworn and subscribed before me, this fifth day of February, A. D. 1915.

ANDREW WOELFEL,
[L. S.] *Notary Public, Richmond County.*
*Cert. filed in N. Y. Co., No. 32.*
*New York Register No. 6113.*

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## PHILADELPHIA AND LONG BRANCH RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $765,000 00 |
| Bonded debt, | 750,000 00 |
| Floating debt, | 1,388,502 36 |
| Cost of road and equipments, | 1,740,738 30 |

The road extends from Birmingham, N. J., to Bay Head, N. J., 45.72 miles; Brown's Mills Junction to Brown's Mills in the Pines, 1.82 miles; Island Heights Junction, N. J., to Island Heights, N. J., 1..20 miles, a distance of 48.74 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of net earnings.

This arrangement is terminable upon sixty days' notice.

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. J. County, 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.

A. J. COUNTY,
*President.*

Sworn and subscribed before me, this fifth day of March, A. D. 1915.

G. BLIGHT ROBINSON,
[L. S.] *Notary Public.*
*My Commission expires at end of next session of Senate.*

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $160,165 65 |
| Income from freight, | 82,841 83 |
| Income from other sources, | 17,070 76 |
| Total, | $260,078 24 |

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Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies,.. *$354,696 20

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

ACCIDENTS.

*Employes Killed or Injured by Other Causes.*

January 7, 1914—John Pierce, carpenter, rib fractured, struck in side by fellow workman, New Lisbon, N. J.

January 12—William G. Danley, M. W. foreman, left eyeball cut by piece of steel, handling tools, Brown's Mills Junction, N. J.

January 16—F. W. Hall, freight brakeman, back strained handling freight, Smithville, N. J. Engineer, W. H. Evernham; conductor, J V. Hamilton.

February 26—Stephen Carter, carpenter, third finger right hand crushed handling plank, Bridge No. 1, Island Heights Branch.

March 3—Stephen VanNote, track watchman, strained across the stomach; stepped into an open drain box, Chadwick, N. J.

March 24—Jefferson VanNote, M. W. laborer, forehead bruised cutting wood, Bay Head, N. J.

April 2—R. J. Ford, freight brakeman, laceration of right thumb; almost cut off about one-half inch back, closing car door, Whitings, N. J. Engineer, H. H. Thomas; conductor, C. B. McCue.

June 3—E. P. Deacon, passenger brakeman, ankle sprained getting off train, Pemberton, N. J. Engineer, H. I. Cable; conductor, T. J. Owens.

June 18—Hosea Moore, foreman of carpenters, severe sprain of left shoulder joint and bruise of muscles, endeavoring to prevent falling into the water, Island Heights, N. J.

July 13—William H. Norcross, fireman, hip and side bruised; fell from turntable pit, Pemberton, N. J. Engineer, C. A. Emmons.

August 24—Brazillia Lorman Ross, assistant foreman, sprained ankle, feet striking plank on crossing, Pemberton, N. J.

September 8—Jefferson G. Foultz, freight brakeman, slight bruise right side of body just above the hip joint, falling against side of car. Engineer, T. Terrell; conductor, J. D. Jones.

October 21—Howard F. Morton, assistant foreman, contusion of back and sprained left wrist, working a handcar, Hanover Farms, N. J.

October 23—William H. Adams, inspector, right eye badly inflamed, gas from bottle of acid escaped, violently striking him in the eye, South Pemberton, N. J.

*Persons Killed or Injured by Other Causes.*

January 2, 1914—William Johnson, chest and spine injured; door forced from side of box car, Hanover Farms, N. J.

August 11—Mrs. Harry Wilson and Dorothy W. Wilson. Mrs. Wilson, left leg and side injured; Dorothy Wilson, injured about head. Fell in aisle of coach at Toms River, N. J. Engineer, H. H. Crispin; conductor, C. Sickles.

*Persons Killed or Injured by Trains While Walking or Standing on Tracks.*

July 26, 1914—W. P. Worrell, scalp wound about 1½ in. long; struck by engine, Barnegat Pier, N. J. Engineer, H. Trueax.

*Includes $34,815.33 taxes and other obligatory charges.

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*Persons Injured by Trains While Crossing Tracks.*

October 29, 1914—James Jackson, bruise of left knee; struck by engine while crossing track at Pemberton, N. J. Engineer, Frank Morton; conductor, W. Gaskill.

November 26—James McFarland, cartilage of rib injured, loss of two teeth and ankle bruised; Wm. Dugan, fracture of one rib and back bruised. Caused by automobile being struck by engine while crossing tracks at Pemberton, N. J. Engineer, A. Jones; conductor, G. Guie.

---

## THE POHATCONG RAILROAD COMPANY.

Capital stock paid in—None.
Bonded debt—None.
Floating debt—None.
Cost of road and equipments, ..... $34,234 52

Dividends paid during the year 1914, and how paid—No dividends paid to date.

The road extends from Quarry near Oxford, N. J., to Delaware, Lackawanna and Western Railroad Company's tracks, Oxford, N. J., a distance of 1.75 miles.

RECEIPTS AND EXPENSES FOR 1914.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.

REMARKS.

Private road operated by the Edison Portland Cement Coment Company, who guaranteed 6 per cent. on the amount invested.

State of New Jersey, Warren County, *ss.*—W. S. Mallory, being duly sworn, on his oath says, that he is President of the Pohatcong Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

W. S. MALLORY.

Sworn and subscribed before me, this fifth day of January, A. D. 1915.

EDGAR S. OPDYKE,
[L. S.] *Notary Public.*

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## THE PORT READING RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $2,000,000 00 |
| Bonded debt, | 1,500,000 00 |
| Cost of road and equipments, | 3,921,156 55 |

The road extends from Manville, N. J., to Port Reading, N. J.; Woodbridge Junction, N. J., to Woodbridge, N. J., a distance of 21.16 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers—None. | |
| Income from freight, | $1,273,131 77 |
| Income from other sources, | 306,130 36 |
| Total, | $1,579,262 13 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies,.. | $1,602,113 13 |

P. O. address of the above company—Camden, N. J., and Reading Terminal, Philadelphia, Pa.

State of Pennsylvania, Philadelphia County, *ss.*—W. H. White, being duly sworn, on his oath says, that he is Comptroller of the Port Reading Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

W. H. WHITE,
*Comptroller.*

Sworn and subscribed before me, this tenth day of February, A. D. 1915.

C. K. KLINK,
[L. S.] *Notary Public.*
*My Commission expires April 18, 1915.*

ACCIDENTS.

January 15, 1914—M. Tabaro, employe, non-fatally injured, side obstruction. Port Reading, N. J.

January 30, 1914—Arno F. Schmidt, employe, non-fatally injured, collision. Port Reading, N. J. L. B. Ibach, conductor; F. Benz, engineer.

February 12, 1914—F. Ruotolo, employe, non-fatally injured, struck by engine. Port Reading, N. J. F. P. Albertson, conductor; W. F. Hess, Jr., engineer.

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February 13, 1914—F. Benz, employe, non-fatally injured, side obstruction. Metuchen, N. J. John Hoffer, conductor; F. Benz, engineer.

February 14, 1914—L. M. Brownback, employe, non-fatally injured, attending locomotive fire. Port Reading, N. J. W. Marshman, conductor; L. P. Shaw, engineer.

February 25, 1914—Thos. Samon, employe, non-fatally injured, cleaning fire. Port Reading, N. J.

February 28, 1914—B. Kovias, employe, non-fatally injured, unloading rail. Port Reading, N. J. E. Everson, conductor; P. Brown, engineer.

March 10, 1914—J. D. Miller, employe, non-fatally injured, jumping from engine. Port Reading, N. J. Thos. Quigley, conductor; G. O. Speak, engineer.

March 14, 1914—E. W. Lawson, employe, non-fatally injured, attending switch. Metuchen, N. J. J. Hoffer, conductor; F. Benz, engineer.

March 21, 1914—A. Erickson, employe, non-fatally injured, struck by coal. Port Reading, N. J. R. Mulvaney, conductor; D. Overhold, engineer.

March 22, 1914—J. A. Kelly, employe, non-fatally injured, reversing engine. Port Reading, N. J. A. Polivey, conductor; J. A. Kelly, engineer

April 8, 1914—R. G. Hopkins, employe, killed, struck by engine. Port Reading, N. J. A. Polivey, conductor; R. Pogue, engineer.

April 16, 1914—R. B. Rippman, employe, non-fatally injured, side obstruction. Port Reading, N. J. J. F. Underkofler, conductor; L. P. Shaw, engineer.

April 23, 1914—Geo. Durwachter, employe, non-fatally injured, falling off bridge. Manville, N. J. R. Coates, conductor; C. L. Raup, engineer.

May 7, 1914—Chas. Longstreet, employe, non-fatally injured, jumping from car. Port Reading, N. J. C. Longstreet, conductor; S. Belmyer, engineer.

June 12, 1914—M. Latorre, employe, non-fatally injured, opening car door. Port Reading, N. J.

June 17, 1914—J. Connelly, employe, non-fatally injured, struck by iron bar. Port Reading, N. J.

June 29, 1914—F. Takacs, employe, non-fatally injured, falling from car. Port Reading, N. J. N. Anderson, conductor; J. Leimpeter, engineer.

July 11, 1914—John Detz, employe, non-fatally injured, caught between cars. Port Reading, N. J. C. Longstreet, conductor; Jos. Benning, engineer.

July 14, 1914—Geo. Byleckie, employe, non-fatally injured, struck by car. Port Reading, N. J. C. Longstreet, conductor; H. Luckenbill, engineer.

July 21, 1914—John Handgan, employe, non-fatally injured, fell through bridge. Manville, N. J.

July 29, 1914—J. A. O'Boyle, employe, non-fatally injured, jumping off car. Port Reading, N. J. John Closkey, conductor; Wm. Cooper, engineer.

August 17, 1914—Geo. Geis, employe, non-fatally injured, falling off car. Port Reading, N. J. Geo. Geis, conductor; Theo. J. Snyder, engineer.

August 22, 1914—R. Di Alesio, employe, non-fatally injured, struck by car. Port Reading, N. J. Thos. Quigley, conductor; E. Lempeter, engineer.

August 28, 1914—A. Mastino, employe, non-fatally injured, unloading coal. Port Reading, N. J.

October 7, 1914—L. Cioffreds, employe, non-fatally injured, repairing chutes. Port Reading, N. J.

October 14, 1914—L. Bakamor, employe, non-fatally injured, unloading coal. Port Reading, N. J.

October 30, 1914—F. P. Albertson, employe, non-fatally injured, jumping on car. Port Reading, N. J. J. Toner, conductor; J. R. Neveil, engineer.

November 6, 1914—Unknown man, non-employe, killed, fell off bridge. Manville, N. J.

November 24, 1914—L. Martino, employe, non-fatally injured, falling off scaffold. Durham, N. J.

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## PUBLIC SERVICE RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $105,000 00 |
| Bonded debt—None. | |
| Floating debt, | 232,397 79 |
| Cost of road and equipments, | 1,036,852 11 |

Dividends paid during the year 1914, and how paid—None.

The road extends from Olden Avenue, Trenton, to Main Street, Milltown, and Bonhamton Junction to South Broad and Summer Streets, Elizabeth, a distance of 35.910 miles. Branch lines: Fairground spur, Hamilton Township, .773 mile; Sewaren Branch, Woodbridge Township, 1.683 miles; total, 38.366 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $127,429 88 |
| Income from freight, | 7 13 |
| Income from other sources, | 2,860 91 |
| Total, | $130,297 92 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | $112,020 92 |

REMARKS.

Cost of road and equipments includes expenditures upon property of Elizabeth and Trenton Railroad Company, which company is operated under lease.

P. O. address of the above company—Broad and Bank Streets, Newark, N. J.

State of New Jersey, Essex County, *ss.*—George J. Roberts, being duly sworn, on his oath says, that he is Vice-President of the Public Service Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

GEO. J. ROBERTS.

Sworn and subscribed before me, this twenty-third day of February, A. D. 1915.

WILLARD L. HAYWARD,
*Notary Public of New Jersey.*

[L. S.]

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ACCIDENTS.

*Accidents to the Public.*

March 3d, 1914—Max Koerner, injured at Cranbury Road, Cranbury. When riding on snowplow a broken board struck him in the eye. P. Simpson, motorman; F. Marohn, conductor.

April 18—William J. Way, injured at Tremley Station, Tremley. Ran in front of car and was struck, throwing him clear of the tracks. H. S. Reidelman, motorman; F. Buck, conductor.

June 11—Samuel B. Wentz and Katherine Wentz, injured at Mercerville Crossing, Mercerville, when their automobile was struck by car. A. L. Winkler, motorman; E. Dodge, conductor.

November 6—John Zadarecky and Mary E. Mitchell, injured at private right of way and Port Reading Junction, Port Reading. Car jumped track at switch. Frank Dennis, motorman; Peter Scott, conductor.

*Accidents to Employes.*

January 28, 1914—Joseph Constant, laborer, wrist sprained when placing a tie under track at Dayton.

May 4—Abner Sellers, track department foreman, injured at Monmouth Junction. While repairing a switch lever it sprang back and struck him on the head.

May 18—Joseph Knowles, lineman, while working on B. & O. bridge, Bayway, had his hands burned as result of a wrench he was using coming in contact with trolley wire.

May 21—Dominick Prenni, laborer, fell while carrying a jack at Plainsboro coal trestle, cutting off one of his fingers.

May 22—George R. Henry, lineman. Hot solder splashed in his eye while working on joints at Drummond's Turnout.

May 23d—John Briel, conductor, while arranging milk cans at Conover Road, Cranbury, had his thumb injured when the door of a baggage compartment closed upon his hand.

May 28th—George R. Henry, lineman, fell from a pole at Mercerville Station and was badly bruised.

July 20—Joseph J. Kane, signal maintainer, was struck on the head by board while repairing smash signal at Rahway River Drawbridge, Carteret.

August 19—E. C. Beecher, conductor, struck and injured by trolley pole which fell from the roof of car at Railroad Bridge, Carteret.

August 24—A. Mayornitz, laborer, had his eye pierced by a limb when cutting down a tree at Parson's Lane.

September 2—C. Alfaut, trackman, strained himself while repairing a cattleguard at Lafayette Road, Raritan.

October 1—John Martin, helper, had his eye injured by a flash when fixing a lightning arrester at Sewaren Junction, Sewaren.

October 14—D. Pomelio, laborer, while loading ties at Broadway, Dayton, one of them fell on his foot injuring it.

October 19—Joseph Pretangelo, track laborer, claims he was injured while stacking rails at Woodbridge Siding, Woodbridge.

October 24th—B. Feliziam, laborer, pinched his finger while putting a cover on a drain box at Liberty Street, Trenton.

November 6—Peter Scott, motorman, and Frank Dennis, crew on car 3524, were injured when the car pumped the track at Port Reading Junction, Port Reading.

December 21—Joseph Frank, sub foreman, injured his back when he slipped and fell at Bayway Junction, Bayway.

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## RAHWAY VALLEY COMPANY, LESSEE.

| | |
|---|---|
| Capital stock paid in, | $9,900 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments, | $16,218 39 |

Dividends paid during the year 1914, and how paid—None.

The road extends from Commonwealth Junction to Robinson, a distance of 0.75 mile.

Includes results of operation at property, Rahway Valley Railroad, as shown below.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $765 88 |
| Income from freight, | 31,162 73 |
| Income from other sources, | 920 22 |
| Total, | $32,848 83 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | $30,683 77 |

P. O. address of the above company—Kenilworth, N. J.

State of New Jersey, Union County, *ss.*—C. J. Wittenberg, being duly sworn, on his oath says, that he is President of the Rahway Valley Company, lessee, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

C. J. WITTENBERG.

Sworn and subscribed before me, this first day of March, A. D. 1915.

E. L. McKIEGAN,
*Master in Chancery of New Jersey.*

ACCIDENTS.

None.

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## RAHWAY VALLEY RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $49,200 00 |
| Bonded debt, | 72,000 00 |
| Floating debt, | 394,868 58 |
| Cost of road and equipments, | 423,984 88 |

The road extends from Aldene, Roselle Park, to Summit, N. J., a distance of 10 miles.

It is leased to the Rahway Valley Company, lessee, at an annual rental of $9,200.

It is equipped and operated by the Rahway Valley Company, lessee, and the further information required by law is furnished by that company.

State of New Jersey, Union County, *ss.*—Louis Keller, being duly sworn, on his oath says, that he is President of the Rahway Valley Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

LOUIS KELLER.

Sworn and subscribed before me, this twenty-seventh day of February, A. D. 1915.

E. L. McKIEGAN,
*Master in Chancery of New Jersey.*

RECEIPTS AND EXPENSES FOR 1914.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.

Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies—None.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—Kenilworth, N. J.

ACCIDENTS.

None.

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## THE RARITAN NORTH SHORE RAILROAD COMPANY.

Capital stock paid in, ..... $66,400 00

The road, as built, extends from Perth Amboy to Raritan Brick Works, a distance of 1.75 miles.

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.

State of New York, New York County, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is President of the Raritan North Shore Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

[L. S.]

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—143 Liberty Street, New York City.

ACCIDENTS.

Included in the report of The Central Railroad Company of New Jersey, if any.

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## RARITAN RIVER RAILROAD COMPANY.

Capital stock paid in, ..... $440,000 00
Bonded debt, ..... 400,000 00
Floating debt—None.

Cost of road and equipments, ..... 1,117,365 02

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Dividends paid during the year 1914, and how paid—Two dividends of four per cent. each, in all eight per cent., on par value of capital stock, paid in cash.

The road extends from South Amboy to New Brunswick, a distance of 12.63 miles; branches, 9.57 miles. Total, 22.20 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $10,540 57 |
| Income from freight, | 204,362 93 |
| Income from other sources, | 15,830 61 |
| Total, | $230,734 11 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | $132,508 94 |

P. O. address of the above company—15-21 Exchange place, Jersey City, N. J.

State of New Jersey, Hudson County, *ss.*—Wm. G. Bumsted, being duly sworn, on his oath says, that he is President of the Raritan River Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

WM. G. BUMSTED.

Sworn and subscribed before me, this eighth day of February, A. D. 1915.

JNO. T. DAVIDSON,
[L. S.] *Notary Public of New Jersey.*

ACCIDENTS.

July 10, 1914—John Moscoe, trackman, was slightly injured while working at Mechanicsville Bridge. Foreman, Edward Spratford.

July 25—Thos. Marshall, brakeman, was slightly injured while drilling cars at South Amboy. Conductor, Walter Mullen; engineer, Thos Sharkey.

August 7—Mrs. Mary Healy, passenger, was slightly injured by jumping from moving train at Parlin. Conductor, Jas. French; engineer, John Sullivan.

October 15—Michael Berry, trackwalker, while on track near South River Draw Bridge, was struck by train and killed. Conductor, Jas. French; engineer, John Sullivan.

October 26—Walter Mullen, conductor, had collar-bone broken and thumb and finger badly injured while jumping from train at Ryder's Lane. Conductor, Walter Mullen; engineer, Thos. Sharkey.

October 27—Wm. O'Brien, brakeman, had right foot crushed while coupling cars at New Brunswick. Conductor, F. Henry; engineer, Thos. Sharkey.

November 28—Fred'k Schnitzer, trespasser, while intoxicated and lying across track was struck by train and killed, near road crossing at Clayton's Lumber Yard, South River. Conductor, Jas. French; engineer, John Sullivan.

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## THE RARITAN TERMINAL AND TRANSPORTATION COMPANY.

| | |
|---|---|
| Capital stock paid in, | $40,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments, | 41,699 30 |
| Dividends paid during the year 1914, and how paid—June 18, 1914, $4,000.00, by cash. | |

The road extends from Main Stem, Lehigh Valley Railroad, to gate of the Raritan Copper Works, Perth Amboy, a distance of about one mile.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers—None. | |
| Income from freight—None. | |
| Income from other sources (see remarks), | $2,000 00 |
| Total, | $2,000 00 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | $1,650 59 |

REMARKS.

Entire line is leased to the Lehigh Valley Railroad Company at an annual rental of $2,000.00.

P. O. address of the above company—42 Broadway, New York City.

State of New York, New York County, *ss.*—T. Wolfson, being duly sworn, on his oath says, that he is President of the Raritan Terminal and Transportation Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

T. WOLFSON.

Sworn and subscribed before me, this nineteenth day of January, A. D. 1915.

MORRIS MYERS,
*Notary Public.*
*New York County, No. 2567.*

[L. S.]

ACCIDENTS.

None to our knowledge.

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## ROCKAWAY RIVER AND MONTVILLE RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $30,000 00 |
| Bonded debt—None. | |
| Floating debt, | 30,000 00 |
| Cost of road and equipments, including cost of abandoned portions, | 60,000 00 |

The road extends from Quarry in Montville Township, Morris County, New Jersey, to Junction with Morris and Essex Railroad Company, Boonton Branch, a distance of 1.79 miles.

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

State of New Jersey, Hudson County, *ss.*—Joseph A. Bedle, being duly sworn, on his oath says, that he is President of the Rockaway River and Montville Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JOSEPH D. BEDLE.

Sworn and subscribed before me, this twenty-eighth day of January, A. D. 1915.

FRANK E. WILLIAMSON,
*Master in Chancery of New Jersey.*

RECEIPTS AND EXPENSES FOR 1914.

None.

Dividends paid during the year 1914, and how paid—No dividends.

P. O. address of this company—90 West Street, New York City, N. Y.

ACCIDENTS.

None.

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## ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY.

| | |
|---|---|
| Capital stock paid in, | $45,600 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments, | 45,654 14 |

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The road extends from Kingston Junction to Rocky Hill, N. J., a distance of 2.84 miles.

It is leased to the United New Jersey Railroad and Transportation Company. Lease assigned to the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company. The present rental is 6 per cent. on the $18,700 capital stock, taxes and up to one hundred dollars for maintaining the organization.

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. J. County, 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.

A. J. COUNTY,
*President.*

Sworn and subscribed before me, this fifth day of March, A. D. 1915.

G. BLIGHT ROBINSON,
[L. S.] *Notary Public.*
*My Commission expires at end of next session of Senate.*

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $2,161 05 |
| Income from freight, | 11,844 09 |
| Income from other sources, | 1,268 25 |
| Total, | $15,273 39 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies,.. | *$23.635 15 |

Dividends paid during the year 1914, and how paid—Two of three per cent. each on $18,700 stock; paid in cash.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

ACCIDENTS.

None.

*Includes $1,751.10 rental for the use of the road and taxes.

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## THE SOUND SHORE RAILROAD COMPANY.

Capital stock paid in, ..... $149,200 00

The road extends from Broadway, in Elizaebth ("Port" District), to Carteret, which, with spurs, equals a distance of 6.17 miles.

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.

State of New York, New York County, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is President of the Sound Shore Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

[L. S.]

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—143 Liberty Street, New York City.

ACCIDENTS.

Included in the report of The Central Railroad Company of New Jersey, if any.

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## STONE HARBOR RAILROAD COMPANY.

Capital stock paid in, ..... $8,000 00
Bonded debt—None.
Floating debt, ..... 4,642 33

Dividends paid during the year 1914, and how paid—None.

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The road extends from Stone Harbor, N. J., to Cape May Court House, N. J., a distance of 3.84 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers—None. | |
| Income from freight—None. | |
| Income from other sources (lease), | $1,645 36 |
| Total, | $1,645 36 |

REMARKS.

This company contracted with South Jersey Realty Company for the building of its line, including all rights of way and equipment for $692,000, payable in $350,000 of its bonds and $342,000 of capital stock, subject to the approval of the New Jersey Public Utilities Commission. The company has not as yet received the authorization of said commission for issuance of bonds and stock for this purpose, therefore, the accounts representing assets costing said amounts have not been set up on the books of the company.

P. O. address of the above company—Stone Harbor, New Jersey.

State of Pennsylvania, Philadelphia County, *ss.*—David Risley, being duly sworn, on his oath says, that he is President of the Stone Harbor Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

DAVID RISLEY.

Sworn and subscribed before me, this second day of March, A. D. 1915.

[L. S.]

WM. H. BRENNIAN,
*A Foreign Commissioner of Deeds for New Jersey, Residing in Philadelphia, Pa.*

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## STONE HARBOR TERMINAL RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $30,000 00 |
| Bonded debt, | 26,500 00 |
| Floating debt, | 8,297 23 |
| Cost of road and equipments, | 52,639 51 |

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Dividends paid during the year 1914, and how paid—None.

The road extends from junction of Stone Harbor Railroad tracks to Atlantic City Railroad tracks, Cape May Court House, New Jersey, a distance of .587 mile.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $11,475 56 |
| Income from freight, | 7,759 20 |
| Income from other sources, | 152 74 |
| Total, | $19,387 50 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | $17,593 88 |

REMARKS.

| | |
|---|---|
| Additional expenditure of interest, | $132 50 |
| Amortization of bond discount, | 15 76 |
| | $148 26 |

P. O. address of the above company—Stone Harbor, New Jersey.

State of Pennsylvania, Philadelphia County, *ss.*—R. P. Risley, being duly sworn, on his oath says, that he is President of the Stone Harbor Terminal Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

R. P. RISLEY.

Sworn and subscribed before me, this second day of March, A. D. 1915.

[L. S.]

WM. H. BRENNIAN,
*A Foreign Commissioner of Deeds for New Jersey, Residing in Philadelphia, Pa.*

ACCIDENTS.

None.

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## THE SUSSEX RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $1,638,600 00 |
| Cost of road and equipments, | 1,917,581 19 |

Dividends paid during the year 1914, and how paid—None.

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The road extends from Netcong, N. J., to Franklin, N. J., a distance of 30.55 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $65,963 08 |
| Income from freight, | 69,751 58 |
| Income from other sources, | 40,442 22 |
| Total, | $176,156 88 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies,.. | $214,272 13 |

P. O. address of the above company—90 West Street, New York City.

State of New York, New York County, *ss.*—P. J. Flynn, being duly sworn, on his oath says, that he is President of the Sussex Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

P. J. FLYNN.

Sworn and subscribed before me, this 23d day of February, A. D. 1915.

JOSEPH FIELL,
*A Foreign Commissioner of Deeds for the State of New Jersey in New York.*

[L. S.]

ACCIDENTS.

May 27, 1914—J. F. McNamara, flagman, Branchville. Fell from car, dislocating elbow.

August 22, 1914—Carl Tardni, trespasser, Andover. Walking along track and was struck by train; head injured.

October 31, 1914—L. Stevens, hostler, Newton, taking engine to coaling track ran into box car; bruised about head and neck.

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## THE TOMS RIVER RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $240,000 00 |

The road extends from Lakehurst to Toms River, a distance of 7.57 miles.

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It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, New York County, *ss.*—W. G. Besler, 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.

W. G. BESLER.

Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

[L. S.]

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway Company.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—143 Liberty Street, New York York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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## THE TOMS RIVER AND BARNEGAT RAILROAD COMPANY.

Capital stock paid in, ..... $75,300 00

The road extends from Toms River to Barnegat, a distance of 14.71 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, New York County, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is President of the Toms River and Barnegat Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. G. BESLER.

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Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

[L. S.]

RECEIPTS AND EXPENSES FOR 1914.

The receipts and expenses ae included in the receipts and expenses of the New Jersey Southern Railway Company.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—143 Liberty Street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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## TRENTON, LAWRENCEVILLE AND PRINCETON RAILROAD COMPANY.

## TRENTON, LAWRENCEVILLE AND PRINCETON EXTENSION RAILROAD COMPANY.

| | | |
|---|---|---|
| Capital stock paid in: T., L. & P. R. R. Co., | | $200,000 00 |
| T., L. & P. Extension R. R. Co., | | 50,000 00 |
| Bonded debt, T., L. & P. R. R. Co., | | 100,000 00 |
| Floating debt (advances by New Jersey and Pennsylvania Traction Company, viz.): | | |
| T., L. & P. R. R. Co., | $177,313 11 | |
| T., L. & P. Extension R. R. Co., | 7,103 02 | |
| | | 184,416 13 |
| Cost of road and equipments, as shown on books of New Jersey and Pennsylvania Traction Co., | | 684,654 44 |

Dividends paid during the year 1914, and how paid—None.

Trenton, Lawrenceville and Princeton Railroad extends from Trenton to Stony Brook, Princeton Township, Mercer County, a distance of 9.56 miles.

Trenton, Lawrenceville and Princeton Extension Railroad extends from Stony Brook to Princeton Borough, a distance of 1.46 miles. Total, 11.02 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers (pro rata), | $56,341 81 |
| Income from freight (pro rata), | 9,074 95 |
| Income from other sources (pro rata), | 1,189 73 |
| Total, | $66,606 49 |

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Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies (operating expenses), ..... $44,163 08

REMARKS.

The entire capital stocks and bonds of these companies are owned by the New Jersey and Pennsylvania Traction Company, and the roads form part of the electric railway system operated by the latter company. The earnings and expenses are included in the accounts of the New Jersey and Pennsylvania Traction Company, and the amounts shown above result from pro-rating on a track mileage basis.

P. O. address of the above company—Care of New Jersey and Pennsylvania Traction Company, Trenton, N. J.

State of Pennsylvania, Philadelphia County, *ss.*—Frank Battles, being duly sworn, on his oath says, that he is Vice-President of the Trenton, Lawrenceville and Princeton Railroad Company, and Trenton, Lawrenceville and Princeton Extension Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

FRANK BATTLES.

Sworn and subscribed before me, this seventeenth day of February, A. D. 1915.

J. H. RHOADS,
[L. S.] *Notary Public.*
*My Commission expires April 16, 1915.*

ACCIDENTS.

March 7, 1914—At Eggert's Crossing, Matthew Lyons found dead beside track. Coroner's inquest decided death caused by being struck by car.

April 26, 1914—At DeNow's Crossing, collision with wagon. Miss Annie Augustin slightly injured.

November 16, 1914—At Rosedale. Mrs. John Freeman, colored, killed. Passenger, crossing behind car after getting off and struck and run over by car being reversed on account of switch signal lights.

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## THE TUCKERTON RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, ..... | $552,241 54 |
| Bonded debt, ..... | 100,000 00 |
| Floating debt, ..... | 11,513 78 |
| Cost of road and equipments, ..... | $678,228 29 |

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Dividends paid during the year 1914, and how paid—None.

The road extends from Whitings, N. J., to Tuckerton, N. J., a distance of 29 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $36,648 46 |
| Income from freight, | 44,176 45 |
| Income from other sources, | 7,115 52 |
| Total, | $87,940 43 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | $91,292 01 |

P. O. address of the above company—Tuckerton, N. J.

State of Pennsylvania, Philadelphia County, *ss.*—Richard Ashhurst, being duly sworn, on his oath 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 1914 are correct and true, to the best of his knowledge and belief.

RICHARD ASHHURST.

Sworn and subscribed before me, this eleventh day of February, A. D. 1915.

JOHN RODGERS,
[L. S.] *Notary Public.*
*Bullitt Bld'g, Phila., Pa.*
*Commission expires January 19th, 1919.*

ACCIDENT.

On September 6, 1914, Lida Truex, was getting off train at Cedar Run, N. J., stepped between the station platform and step of car, slightly injuring her right arm.

## THE UNION TRANSPORTATION COMPANY, LESSEES PEMBERTON AND HIGHTSTOWN RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $20,250 00 |
| Bonded debt—None. | |
| Cost of equipments, | $32,223 58 |

The road extends from Pemberton to Hightstown, a distance of 24.37 miles.

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It is leased to the Union Transportation Company at an annual rental of $1,750 cash, all taxes and maintenance.

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

State of New Jersey, Ocean County, *ss.*—Frank S. Gaskill, being duly sworn, on his oath says, that he is President of the Union Transportation Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

F. S. GASKILL,
*President.*

Sworn and subscribed before me, this ninth day of February, A. D. 1915.

W. SCOTT CHAFEY,
[L. S.] *Notary Public.*

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers and milk, | $39,948 89 |
| Income from freight, | 37,677 57 |
| Income from other sources, | 7,377 90 |
| Total, | $85,004 36 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | 82,011 35 |
| Profit, | $2,993 01 |
| Dividends paid during the year 1914, and how paid—Cash, 2½%, February 12 and August 12; total, 5%, | 1,012 50 |
| Amount left after paying dividend, | $1,980 41 |

P. O. address of this company—New Egypt, New Jersey.

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## THE UNITED NEW JERSEY RAILROAD AND CANAL COMPANY.

| | |
|---|---|
| Capital stock paid in, | $21,240,400 00 |
| Bonded debt, | 20,000,000 00 |
| Cost of road and equipments, | 64,219,064 56 |

The road extends from Camden to Amboy and from Trenton to Jersey City, with branches and connections, a distance of

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458.81 miles, also the canal from Bordentown to New Brunswick, 44 miles, and feeder 22 miles, in all 66 miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of 10 per centum per annum on its capital stock and the interest on its bonds, organization expenses, taxes, etc.

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

State of New Jersey, Essex County, *ss.*—Thos. Oakes, being duly sworn, on his oath says, that he is President of the United New Jersey Railroad and Canal Company, and that the foregoing statemnt is true and correct, to the best of his knowledge and belief.

THOS. OAKES.

Sworn and subscribed before me, this nineteenth day of February, A. D. 1915.

JOHN M. HAGUE,
*Notary Public, N. J.*

[L. S.]

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $14,629,023 30 |
| Income from freight, | 21,173,388 31 |
| Income from other sources, | 6,603,671 26 |
| Total, | $42,406,082 87 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, | $43,170,988 90 |

Dividends paid during the year 1914, and how paid—Ten per centum on capital stock paid quarterly by The Pennsylvania Railroad Company, $2,124,040.00.

P. O. address of this company—P. O. Box 236, Trenton, N. J.

ACCIDENTS.

*New York Division.*

*Persons Struck by Passing Trains and Killed or Injured While Walking or Standing on Tracks.*

January 5, 1914—Unknown man, killed at Elizabeth, N. J. G. C. Willard, conductor; J. W. Foster, engineer.

February 1—Edw. Carpenter, killed at Rahway, N. J. H. Clayton, conductor; E. V. Coar, engineer.

March 25—T. W. Lynch, injured at Newark, N. J. J. T. Brady, conductor; M. J. Cahill, engineer.

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March 31—Martin Carey, injured at South Elizabeth, N. J. G. Fitzgerald, conductor; Fred. Schaller, engineer.

June 5—Nathan A. Muehae, killed at Stelton, N. J. L. Leitenberg, conductor; P. P. Cahill, engineer.

June 12—Unknown man, killed at South Elizabeth, N. J. G. A. Reed, conductor; A. M. Wetzel, engineer.

June 14—Rudolph Moy, injured at Newark, N. J. A. E. Pullen, conductor; D. Voorhiss, engineer.

July 13—Frederick Lind, killed at West Newark Junction, N. J. H. Orner, conductor; B. F. Twible, engineer.

July 20—Mrs. Pat. McManimen, killed at Princeton, N. J. B. Gray, conductor; J. H. Brophy, engineer.

July 24—John Martin, injured at Newark, N. J. F. C. Theile, conductor; A. Hamel, engineer.

September 4—John Patruski, injured at Newark, N. J. H. Orner, conductor; B. F. Twible, engineer.

October 12—Martin Whiteneck, killed at Harrison, N. J. J. Starke, conductor; J. VanTouv, motorman.

October 14—Miss Helen Dunn, injured at Rahway, N. J. R. H. Mills, conductor; J. J. Toomey, engineer.

October 23—Joseph Spitts, killed at Princeton Junction, N. J. J. W. Goff, conductor; W. E. Hand, engineer.

December 21—Yakino Loisilo, killed at East Rahway, N. J. A. L. Purt, conductor; J. Kugler, engineer.

*Persons Killed or Injured by Moving Trains While Crossing Tracks.*

February 13, 1914—Patrick Sullivan, killed at Trenton, N. J. F. Minster, conductor; L. E. Denny, engineer.

August 26—Patrick J. Brown, injured at Harrison, N. J. W. H. Munn, conductor; F. Hyde, engineer.

*Persons Killed or Injured in Attempting to Get On or Off Moving Trains.*

March 9, 1914—Michael Compinda, injured at Elizabeth, N. J. J. A. Willis, conductor; E. L. Botteroff, engineer.

April 28—Irving Schachter, killed at Waverly, Newark, N. J. W. T. Brewer, conductor; J. M. Geissinger, engineer.

May 7—Morris Slabotsky, injured at Trenton, N. J. L. D. Chipman, conductor; John Brear, engineer.

July 1—Mrs. Clark, injured at Market Street, Newark, N. J. B. W. Rulon, conductor; C. W. Ferguson, engineer.

July 12—Frederick Barnett, injured at Monmouth Junction, N. J. R. Kitchen, conductor; C. Blumer, engineer.

July 20—Frank Smith, injured at Lawrence, Trenton, N. J. J. B. Brink, conductor; H. C. Miller, engineer.

August 5—Alfred Rost, killed at Linden, N. J. W. Skevington, conductor; J. J. Hagan, engineer.

August 6—W. V. Ruckelshaus, injured at Market Street, Newark, N. J. M. J. Hanlon, conductor; P. Sullivan, engineer.

September 19—Unknown woman, injured at Market Street, Newark, N. J. C. S. Neal, conductor; F. V. Overbaugh, engineer.

September 21—Patrick Fogarty, injured at Market Street, Newark, N. J. A. White, conductor; O. Shipley, engineer.

September 23—Isaac Zelighommell, killed at Adams, New Brunswick, N. J. F. Minster, conductor; Geo. Roe, engineer.

October 11—August Lacy, killed at Manhattan Transfer, Harrison, N. J. B. Kline, conductor; J. F. Murphy, motorman.

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October 28—Edw. L. Jordan, injured at New Brunswick, N. J. G. J. Woodington, conductor; F. V. Heine, engineer.

November 6—Edw. Nuncisky, injured at Newark, N. J. W. Nunamacher, conductor; G. W. Arnold, engineer.

November 23—Frank Galler, killed at Newark, N. J. A. Hartpence, conductor; H. A. Claflin, engineer.

*Persons Found Killed or Injured Lying on Tracks, Supposed to Have Been Struck by Passing Trains or by Attempting to Get On or Off Moving Trains. (Circumstances, Train, Engineman or Conductor, Unknown.)*

March 6, 1914—John Fenton, killed at Iselin, N. J.
March 23—Unknown woman, killed at New Brunswick, N. J.
March 25—Unknown child, killed at Meadows, Kearny, N. J.
April 19—Luke A. Golden, killed at Deans, N. J.
April 21—John Chambers, killed at Metuchen, N. J.
May 12—Jas. Smith, killed at Adams, New Brunswick, N. J.
May 17—Herman Shermansky, killed at Barracks Yard, Trenton, N. J.
July 13—Wm. P. Roche, killed at Trenton, N. J.
July 17—Jas. J. Moylan, killed at Trenton, N. J.
August 25—Edw. Proudfoot, injured at Waverly, Newark, N. J.
September 15—Martin C. Cloran, injured at Meadows Yard, Kearny, N. J.
September 17—George Adams, killed at Monmouth Junction, N. J.
September 20—Harry Porter, injured at Trenton, N. J.
September 20—Louis Vasta, injured at Trenton, N. J.
November 13—Frank Sigetty, injured at Trenton, N. J.
November 15—Thomas Francis, killed at Metuchen, N. J.
December 9—William Cocker, killed at Trenton, N. J.

*Persons Other Than Employes Killed or Injured in Other Ways Than as Stated Above.*

January 4, 1914—Geo. A. Bergman, Rahway, N. J. Struck by trap door while alighting from coach of train 436, the door not having been properly latched by brakeman; right arm, cheek and leg bruised. A. G. Skirm, conductor; R. W. Walker, engineer.

January 7—Mrs. C. Stanford, Elizabeth, N. J. Struck by hand rail, knocked from coach of train 324, in consequence of employe of Adams Express Co. allowing a hand truck to come in contact with car; left ankle slightly bruised. Wm. Gee conductor; J. Hubbs, engineer.

February 1—Mrs. Sophia Schadt, Jersey City, N. J. Slipped and fell while alighting from train 442, at Jersey City; slight contusion of heel. W. J. Quinn, conductor; C. B. Wilkens, engineer.

February 8—Mrs. L. Boettner, Elizabeth, N. J. While coming out of toilet of coach on train 119, another woman pushed the door to enter the toilet, the door striking this passenger over the right eyebrow, contusing same. A. T. Terry, conductor; J. Henderson, engineer.

February 16—C. E. Hudson, Rahway, N. J. Opening bottle of catsup, the bottle broke, cutting his right hand, train 113. T. J. Zuckschwerdt, conductor; C. Ferguson, engineer.

February 16—Thos. P. Dolan, Rahway, N. J. Struck by trap door while alighting from train No. 152, due to defective catch on trap door; right leg bruised. J. J. Keegan, conductor; F. J. Pearl, engineer.

February 20—Miss Louise Luz, Market Street, Newark, N. J. Slipped and fell while alighting from train 131; left knee bruised. A. White, conductor; G. Welsh, engineer.

February 25—Vito Cucazza, Elizabeth, N. J. This man was standing on the station platform and failed to get back a sufficient distance when train 111

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passed through, being struck and killed. Geo. Stults, conductor; N. Bratton, engineer.

March 3—Mrs. J. L. Condon, Lawrence, Trenton, N. J. Piece of snow or ice thrown by plow on adjoining track struck and broke window in train 84, a piece of the broken glass striking this woman and slightly scratching her shoulder and hand.

March 13—D. W. Stadeker, Harrison, N. J. While boarding train No. 158 at Manhattan Transfer, the trap door flew up and struck him on the left great toe; rusted catch on door. W. Ahrens, conductor; J. H. Toms, engineer.

March 20—Mrs. H. A. Vaughn, Market Street, Newark, N. J. While coming out of coach of train 102, preparatory to alighting, turned and sprained her left ankle. B. Kline, conductor; R. J. Fimby, engineer.

March 26—Joseph Lukacs, Trenton, N. J. While preparing to alight from train 274, at above station, the door closed on his hand, bruising two fingers, left hand. The door had been opened by one of the passengers and not placed in latch. F. H. Dey, conductor; G. E. Morris, engineer.

March 28—H. Johnson, between Iselin and Colonia, N. J. Under influence of liquor, coming out of toilet of coach on train 470, fell against window, breaking glass and cutting left hand. A. White, conductor; O. Shipley, engineer.

April 1—Mrs. McArthur, Jersey City, N. J. Slipped and fell while alighting from train No. 324, bruising left shoulder. Wm. Gee, conductor; J. J. Hubbs, engineer.

April 5—John Jos. Jordan, Trenton, N. J. Slipped and fell while alighting from train, lacerated wound of scalp. W. H. Sullivan, conductor; D. R. Shank, engineer.

April 10—J. Kaufman, Max Kaufman, Chas. Leshem, New Brunswick, N. J. Train 128 ran over a scoop shovel lying on track, the shovel flying up striking and breaking window glasses in coach, inflicting slight cuts about the faces of these passengers. A. E. Devinney, conductor; F. Bradbury, engineer.

April 15—F. H. Schourds, New Brunswick, N. J. Passenger coming out of toilet, closed door on his right hand, bruising same. J. H. Knowles, conductor; W. Cooper, engineer.

April 22—Jacob T. Barren, New Brunswick, N. J. Claims to have had the nail torn off right thumb in consequence of hand slipping off catch while attempting to raise window on train 126. H. D. Dannenhouf, conductor; F. Bradbury, engineer.

April 23—Francesco Pirro, Trenton, N. J. While alighting from workmen's train at Trenton, N. J., having been to West Morrisville looking for work, this man stepped off directly in front of train 146, and was struck and killed. L. M. Silance, conductor; F. C. Krewson, engineer.

April 25—Mrs. A. L. Compton, New Brunswick, N. J. This woman boarded the last car of train 945, after signal had been given, but before the train started, and while going up the steps the train started, in consequence of which she claims to have fallen on steps, complaining of pain in her right knee. W. H. McGrath, conductor; M. McNearney, engineer.

April 28—Mrs. Henyon, Market Street, Newark, N. J.—Slipped and fell while alighting from train 130, bruising right knee. K. P. Kelly, conductor; R. D. Baldwin, engineer.

May 3—Mr. M. Zuckerberg, Park Place, Newark, N. J. Slipped and fell while boarding train 1196 at above station, bruising left knee, due to not looking where he was going. Thos. Ford, conductor; F. Daniels, engineer.

May 9—Mrs. S. J. Sneyd, Rahway, N. J. Stumbled and fell while alighting from train 343, claiming to have bruised knees. Wm. Gee, conductor; E. Reynolds, engineer.

May 14—Miss M. Leichtman, Princeton Junction, N. J. Stumbled and fell while alighting from train No. 960, contusing buttocks and sustaining nervous shock. J. E. Clothier, conductor; B. M. Lupton, engineer.

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May 18—Thomas Smith (colored), Alling Street Yard, Newark, N. J. Unloading beef from car, cars were shunted by drill crew striking the car in which this man was working, causing him to fall with quarter of beef on top of him; left elbow, forearm and ribs of left side badly bruised. F. Myers, conductor; J. F. Winters, engineer.

May 29—Mrs. Helen E. Smith, Harrison, N. J. Claims to have been thrown to floor of a car in train No. 124, in consequence of sudden jar, apparently due to coupling steam engine to train. There was no rough handling. Alleged contusions of left breast and left shoulder. W. A. Boulton, conductor; J. F. Eastmond, engineer.

June 1—H. S. Neimitz, New Brunswick, N. J. Struck by a piece of stone ballast while standing on platform waiting for train No. 130, thrown by train 156; lacerated wound of jaw. F. H. Minster, conductor; O. H. Pancoast, engineer.

June 2—Elwood H. Reese, Market Street, Newark, N. J. While walking on the eastward station platform, he was struck by engine of train 314, sustaining minor contusions and abrasions about the head and body. F. E. Wyckoff, conductor; T. B. McCue, engineer.

June 2—Roland Irving, between Elizabeth and Newark, N. J. While interfering with his mother who was attempting to close window of coach on train No. 212, the window dropped on his right hand, abrasing the index finger. E. Black, conductor; J. M. Pickel, engineer.

June 5—Mrs. Jos. Denniston, Manhattan Transfer, Harrison, N. J. Stumbled and fell while alighting from train No. 222 at this station, spraining right hand, and bruising left leg. E. F. Jones, conductor; A. M. Pickel, engineer.

June 9—Jack Tiernan, Jersey City, N. J., Marion. While skylarking with some of his friends on H. & M. train 1108, he put his hand through window pane, cutting right wrist. G. Scherb, conductor; N. White, engineer.

June 16—Angelo Jantilla, Newark, N. J. While stealing a ride on Ex. 1326, freight, he came in contact with girder of bridge 1½, and knocked from the train, sustaining fracture of skull from which he died the same day. F. Heydorn, conductor; C. O. Cooper, engineer.

June 24—T. J. Clinton Smoot, Trenton, N. J. Struck by broken glass from window which was broken in consequence of piece of ballast striking same, train No. 63; laceration of left cheek. Theo. Goble, conductor; W. T. Swem, engineer.

June 27—Norman Hales, Trenton, N. J. Fell against window pane in coach of train No. 135, slighting cutting head. T. Delterne, conductor; W. E. Powers, engineer.

July 2—W. N. Knox, Manhattan Transfer, Harrison, N. J. While boarding train stepped into the space between the trap door and station platform, bruising right leg. A. E. Devinney, conductor; A. Purt, engineer.

July 6—R. L. Weil, Linden, N. J. An electric light dropped from ceiling and the flying glass, when it exploded, struck this man in the right eye, slightly injuring same; train 119. G. A. Reed, conductor; E. D. Wright, engineer.

July 21—Miss M. Brenshaw, Trenton, N. J. While alighting from train 144, stumbled and fell, bruising left elbow. W. J. Thomas, conductor; S. Hafner, engineer.

July 23—Mrs. Dottie Ceit, Harrison, N. J. Was standing in the aisle of coach on train No. 8 as train was coming to a stop at Manhattan Transfer, and claims to have lost her balance and fell to the floor of car, when train stopped, alleging injuries to right arm between shoulder and elbow, also back of neck. I. Schultz, conductor; J. H. Boehm, engineer.

July 24—J. M. Leddy, Jersey City, N. J., Marion. Stone, thrown at train 225, by boys, broke a window, the glass striking this woman on the lip, cutting same. W. VanBuskirk, conductor; G. M. Welsh, engineer.

July 27—W. F. M. McCarty, between Harrison and Newark, N. J. Claims

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to have tripped over baggage in aisle of coach and fell, bruising chest and left knee, train 145. F. Farber, conductor; G. Conroy, engineer.

July 31—Miss Elizabeth Duress, Trenton, N. J. A stone broke a window in coach of train 463, striking this woman on the left forearm, contusing same. The stone was ballast stirred up by dragging chain. J. H. Knowles, conductor; W. Cooper, engineer.

August 1—John P. Eimer, Trenton, N. J. While a passenger on train 68, a suit case fell from the overhead rack and struck this passenger; sprain of right wrist and thumb.

August 2—M. W. Ollberg, Manhattan Transfer, Harrison, N. J. Endeavoring to lower a window on coach of train Ex. Pass. engine 820, he put his hand through window, cutting right wrist. T. D. Payne, conductor; Geo. Groom, engineer.

August 3—Mrs. G. A. Waring, New Brunswick, N. J. As train 51 was passing through this place, something struck and broke a window in coach 1866, the flying glass striking her right hand, cutting same. Unable to state who threw stone or where it came from. L. G. Walther, conductor; C. R. Bush, engineer.

August 5—John P. Cushing, New Brunswick, N. J. Walking along street he was struck by piece of pipe, two feet long, as train No. 8 was passing. Unable to state what engine or car the pipe came from. I. Schultz, conductor; J. H. Toms, engineer.

August 8—J. E. Dickson, Lawrence, Trenton, N. J.—As train No. 117 was passing this station, a stone struck and broke window in coach 1850, the pieces of glass striking this man on right side of face, cutting same slightly. G. W. Phillips, conductor; R. B. Pidcock, engineer.

August 10—Eddie Timm, Market Street, Newark, N. J. Accidentally fell against hand rail of coach 331, train 943, after having been placed on platform by mother, cutting right cheek slightly. E. L. Freeman, conductor; L. E. Eastmond, engineer.

August 11—August Eckdorf, Waverly, Newark, N. J.—This man was employed by Lidgerwood Manufacturing Company, operating yard crane and allowed the crane to foul track on which engine was moving, in consequence of which the crane was knocked over, this man sustaining sprained back. A. C. Rothacker, conductor; T. W. Ryan, engineer.

August 14—S. B. Buster, Rahway, N. J. While alighting from train 484 the trap door flew up and struck him on the right shin, bruising same. D. R. Blizzard, conductor; W. Jobes, engineer.

August 21—W. H. Anderson, Trenton, N. J. Sitting on bench on station platform waiting for train 130, as train AMD-10, freight, was passing, he was struck by a bolt, 16 inches long, bruising right shin. Unable to state where bolt came from as cars were O. K. G. Wolmesdorf, conductor; J. Dewey, engineer.

August 22—Miss A. Westenbeger, Harrison, N. J. After boarding train at Manhattan Transfer, No. 139, this woman tripped over a suit case in aisle of car, bruising her left leg. H. W. Feaster, conductor; J. Toms, engineer.

August 27—John Ponezak, Harrison, N. J. As train No. 355 was passing this station an electric bulb that had worked loose dropped to the floor and exploded, the broken glass striking this man's right eye. F. E. Wyckoff, conductor; P. P. Cahill, engineer.

August 30—Robert Kohn, Lawrence Kohn, Monmouth Junction, N. J. Struck by glass from window broken by some unknown object, train Ex. 1510. W. G. Stewart, conductor; J. Brear, engineer.

August 31—Mrs. H. Koch, Manhattan Transfer, Harrison, N. J. Claims that while standing in aisle of Pullman car in train 207, she was thrown to the floor when the engine coupled to the train, sustaining an injury to spine. C. R. Evans, conductor; A. Rodgers, engineer.

September 3—Roy Hartshorne, Rahway, N. J. Claims to have opened window alongside of seat he was occupying, train 131, and when train started

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it fell down, striking him on right elbow, bruising same. A. White, conductor; W. M. Rue, engineer.

September 4—Miss C. Lawrence, Princeton Junction, N. J. Slipped and fell while alighting from train 463, P. R. R. coach 1350, alleged back sprained. J. H. Knowles, conductor; W. Cooper, engineer.

September 7—Johanna Brennan, Newark, N. J. Struck by a stone which came in open window of coach on train No 222, causing slight contusion of forehead. H. E. Kettner, conductor; W. O. Jennings, engineer.

September 11—Unknown woman, Jersey City, N. J. Claims that while walking through the aisle of coach of train 135, she tripped and fell over a suit case, sustaining sprain of right shoulder. E. L. Freeman, conductor; L. E. Eastmond, engineer.

September 14—A. Bowlschwerber, Jersey City, N. J., Summit Avenue. When collector on H. & M. train 076 opened the switch box door in vestibule of coach, this passenger allowed hand to be caught between the door and casing, bruising right third and fourth fingers. F. Boughart, conductor; J. Savage, motorman.

September 22—Wm. Feehan, Princeton Junction, N. J. While waiting for train 131, under influence of liquor, this man walked into the side of one of the cars of freight train, engine 716, standing at the station, sustaining lacerated wound right side of head. B. J. Campbell, conductor; A. O'Neill, engineer.

September 24—Chas. Rosselty, Harrison, N. J., on train H. & M. 1170. While guards were closing side doors, this man endeavored to push the same faster, and allowed the right third and fourth fingers to be caught between the door and the casing. S. Sefeik, conductor; G. A. Burdick, engineer.

October 11—Mrs. Ella Finn, Jersey City, N. J., Marion. While sitting on end seat in coach, train 144, another passenger in entering the car pushed the door against her knee, bruising knee and ankle. G. W. Hauler, conductor; W. J. Carroll, engineer.

October 12—Miss A. C. MacQueen, Manhattan Transfer, Harrison, N. J. This woman, assisted by two friends, was about to step into coach (being blind), when the engine coupled up, in consequence of which she claims to have stepped between the station platform and trap door; bruised left leg over shin bone. J. J. Keegan, conductor; G. Calvin, engineer.

October 13—Mrs. W. S. Washington, Park Place, Newark, N. J. This woman was the last one to board train No. 1244 at this station and had rushed past the middle door to board front end of car, when she changed her mind, and in the meantime the guard had closed the middle door, in consequence of which her right arm was caught between the door and casing, bruising same. T. Ford, conductor; B. Darby, engineer.

October 16—Frank J. Osborn, Plainsboro, N. J. As train 145 was passing this station, from some unknown cause the door of the freight house came off and struck the side of this train, breaking windows in coaches, in consequence of which the glass struck this passenger, inflicting three slight scalp wounds and scratches on face. F. Farber, conductor; J. Maloney, engineer.

November 20—S. Saben, Park Place, Newark, N. J. While entering car in train 1229 slipped on door plate and fell, bruising right knee-cap. J. J. Coffey, conductor; E. Baughart, engineer.

November 22—Unknown boy, Jersey City, N. J. After train No. 1247 had left this station, being crowded, the collector was closing vestibule door, and closed the same against this boy's band, bruising the right second finger. F. J. Fitzpatrick, conductor; J. C. Harrington, motorman.

November 24—Mrs. D. Moskowitz, Park Place, Newark, N. J. This woman was walking through cars of train 044, just after the train started from station, and claims to have slipped down between two coaches, bruising her right leg. E. Kohler, conductor; F. Cavanaugh, motorman.

November 25—Mrs. Fred. Canfield, Newark, N. J., Market Street. Slipped and fell while alighting from train 152, spraining right ankle. W. Ahrens, conductor; D. Carr, engineer.

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November 26—Mrs. F. A. Jabalie, Market Street, Newark, N. J. As train No. 68 was passing over Passaic River Draw, a plank on the deck of bridge struck the side of train, breaking a window, the glass striking and cutting the right side of this woman's neck. G. J. Tyrol, conductor; W. Furman, engineer.

November 30—Sidney A. Pinkham, Rahway, N. J. This man pulled the door of catch, while standing in the doorway preparatory to alighting from train No. 944 and when the train came to a stop the door swung shut on his hand, bruising the right second and third fingers. C. Campbell, conductor; A. Hill, engineer.

December 1—Angello Grillo, South Elizabeth, N. J. Employed by contractors, spreading cement, train No. 104 struck a barrow that had been left too close to edge of platform by employes of the contractors, knocking a hand rail off coach, which struck this man on the right arm, bruising same. J. H. Mooney, conductor; W. Laird, engineer.

December 10—D. Zwingenberger, South Street Station, Newark, N. J. While boarding train 347 at this station, this passenger claims to have slipped on the station platform and fell, bruising right foot slightly. Wm. Gee, conductor; J. I. Hubbs, engineer.

December 14—Mrs. R. Jelli, Park Place, Newark, N. J. Claims that she was getting out of her seat as train No. 1183 was coming to a stop when the sudden stop of the train caused her to fall against end of seat, injuring right hip and groin. E. Kohler, conductor; F. Cavanaugh, engineer.

December 15—Miss Lena Speckle, Park Place, Newark, N. J. This woman was standing at No. 6 door of H. & M. car 707, train 1171, electric, waiting to alight from the train, with her right hand resting against the door, when the flagman opened the door, her hand being caught between the side of door and door casing. T. Ford, conductor; F. Mahr, engineer.

December 18—Mrs. H. C. Kopp, Manhattan Transfer, Harrison, N. J. While alighting from the rear end of P. R. R. coach 1836, train 136, after several other passengers had alighted from this end of the coach, the trap door sprung up, striking her on the right leg, below the knee, bruising same. F. E. VanDyke, conductor; W. Doan, engineer.

December 21—Estuardo Valderrma, New Brunswick, N. J. The mother of this child in entering the toilet of car P. R. R. 1590, train 58, enroute, accidentally closed the door of the toilet against the child's hand, bruising its right thumb. W. H. Pierson, conductor; M. K. Packer, engineer.

December 26—John H. Ruggles, Park Place, Newark, N. J. This man claims to have been a passenger on train R.0153, and that as he was alighting from one of the cars after the train had stopped at Park Place Station, the train jerked forward suddenly and threw him down on the platform of station, alleging sprain of finger of left hand, right ankle bruised. F. J. Fitzpatrick, conductor; J. C. Harrington, engineer.

December 27—Miss Doris Wilson, Newark, N. J. Passenger on train Ex. 3228, relief to No. 70. The lighting system had failed in car "Baltimore," and candles were temporarily installed. One of the holders fell and struck this woman on top of the head, causing a slight contusion. B. Kline, conductor; W. H. Stalle, engineer.

December 28—Miss Marion Kent, Manhattan Transfer, Harrison, N. J. Alighting from train, claims that the trap door on coach 1433, train 144, sprung up and struck her on the left leg, bruising same. L. M. Hampton, conductor; F. Hafner, engineer.

*Employes Killed or Injured While Coupling, Uncoupling or Handling Cars at Stations.*

January 2, 1914—Wm. H. Meshrow, injured at Waverly Yard, Newark, N. J. W. H. Meshrow, conductor; R. Skirm, engineer.

January 4—Edgar B. Ellhoff, injured at Rahway, N. J. E. B. Ellhoff, conductor; J. Fabian, engineer.

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January 5—Harry G. Miller, injured at Meadows Yard, Kearny, N. J. J. W. Castiaux, conductor; D. Watson, engineer.

January 13—Fred B. Johnson, injured at Meadows Yard, Kearny, N. J. Wm. McGill, conductor; R. S. Ashback, engineer.

January 21—Raymond W. Pierce, injured at Waverly Yard, Newark, N. J. R. H. Mills, conductor; F. Hyde, engineer.

January 21—E. A. Geschwandtner, injured at Waverly Yard, Newark, N. J. S. Runyon, conductor; M. E. Strock, engineer.

January 24—E. Margerum, injured at Princeton, N. J. B. Gray, conductor; W. T. Swem, engineer.

January 24—E. L. Foster, injured at Waldo Avenue, Jersey City, N. J. F. A. Gemperling, conductor; F. X. Wolf, engineer.

January 27—W. J. Johnson, injured at Meadows, Kearny, N. J. Light engine. D. Carr, engineer.

January 29—Thos. McPartland, injured at Meadows Yard, Kearny, N. J. E. S. Okie, conductor; W. Coulson, engineer.

January 30—Chas. M. DeVore, injured at Weverly Yard, Newark, N. J. J. L. Howlett, conductor; F. M. Harris, engineer.

February 2—Chas. R. Cook, injured at New Brunswick, N. J. W. J. Thomas, conductor; O. Hardy, engineer.

February 8—Fred Disbrow, injured at Waverly Yard, Newark, N. J. J. L. Reese, conductor; F. Disbrow, engineer.

February 12—Chas. J. Kenner, injured at Trenton, N. J. C. J. Kenner, conductor; J. W. Horn, engineer.

February 14—A. H. Dey, injured at Waverly Yard, Newark, N. J. J. S. Rogers, conductor; H. M. Ayres, engineer.

February 17—John T. Marr, injured at Harrison, N. J. H. P. Everitt, conductor; N. Bratton, engineer.

February 17—Wm. J. Quail, injured at Waverly Yard, Newark, N. J. H. Yahnell, conductor; J. H. Stonaker, engineer.

February 18—John L. Tighe, injured at Meadows Yard, Kearny, N. J. W. L. Boylan, conductor; C. Eldridge, engineer.

February 19—John A. Henry, injured at Linden, N. J. W. Stanley, conductor; E. G. Salter, engineer.

February 24—W. H. Holland, injured at Meadows Yard, Kearny, N. J. C. Humcke, conductor; W. H. Holland, engineer.

February 27—K. K. Servess, injured at Meadows Yard, Kearny, N. J. A. C. Triebeneck, conductor; C. St. John, engineer.

March 5—Matthew Duffy, injured at Jersey City, N. J. M. Duffy, conductor; J. L. Muddell, engineer.

March 6—Harry P. Morris, injured at Barracks Yard, Trenton, N. J. C. J. Schuler, conductor; W. T. Bruere, engineer.

March 8—Thos. J. McCann, injured at Meadows Yard, Kearny, N. J. D. Wilt, conductor; S. C. Carr, engineer.

March 10—Edw. C. Fogg, injured at Meadows Yard, Kearny, N. J. H. M. Hazen, conductor; W. VanWart, engineer.

March 15—Simon P. Morris, injured at Meadows Yard, Kearny, N. J. J. R. Pedrick, conductor; J. Fisher, engineer.

March 16—John J. Sullivan, injured at Waldo Avenue, Jersey City, N. J. E. Stevenson, conductor; W. Graves, engineer.

March 23—Pat. Fitzpatrick, injured at Barracks Yard, Trenton, N. J. C. J. Kenner, conductor; H. J. Cable, engineer.

March 25—Harry E. Weidner, injured at Meadows Yard, Kearny, N. J. J. B. Mullen; conductor, H. E. Weidner, engineer.

March 28—Walter R. Franz, injured at Waldo Avenue, Jersey City, N. J. W. I. Boyland, conductor; J. B. Fine, engineer.

March 30—O. C. Sherlock, injured at Meadows Yard, Kearny, N. J. R. F. Symons, conductor; G. Huber, engineer.

April 6—Jos. P. Tiernan, injured at Meadows Yard, Kearny, N. J. J. W. Castiaux, conductor; D. Watson, engineer.

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April 13—John B. Cramer, injured at Meadows Yard, Kearny, N. J. M. Eldridge, conductor; H. Metz, engineer.

April 15—Thos. F. Whitley, injured at Meadows Yard, Kearny, N. J. J. L. Coman, conductor; Jas. Drumm, engineer.

April 30—Andrew Schaller, Jr., injured at Waverly Yard, Newark, N. J. Light engine. G. W. Stengel, engineer.

April 30—Phillip P. McGovern, injured at Jersey City, N. J. J. Fitzgerald, conductor; W. S. Campbell, engineer.

May 12—Theo. H. Brant, injured at Elizabeth Freight Yard, N. J. G. Gellock, conductor; E. G. Salter, engineer.

May 19—Pat. J. Kelly, injured at Meadows Yard, Kearny, N. J. J. W. Castiaux, conductor; D. Watson, engineer.

May 20—Morris Moses, injured at Princeton Junction, N. J. A. P. Leland, conductor; M. J. Shelly, engineer.

May 20—Harry P. Morris, injured at Barracks Yard, Trenton, N. J. C. J. Kenner, conductor; Wm. Frank, engineer.

May 22—John P. Costello, injured at Waverly Yard, Newark, N. J. J. A. Willis, conductor; W. B. Duff, engineer.

May 25—Harry P. Morris, injured at Barracks Yard, Trenton, N. J. J. Rambo, conductor; C. R. Stines, engineer.

May 26—Wm. Rathgeber, injured at Meadows Yard, Kearny, N. J. H. Van Pelt, conductor; J. L. Muddell, engineer.

May 30—Irving W. Van Hise, injured at Meadows Yard, Kearny, N. J. J. Wilcox, conductor; A. L. Siglass, engineer.

June 8—Jas. Spillatore, injured at Rahway, N. J. Light engine. C. M. Van Dusen, engineer.

June 13—Wm. W. Outcalt, injured at Meadows Yard, Kearny, N. J. Light engine. W. W. Lyon, engineer.

June 16—Samuel M. Sprowl, Jr., injured at Trenton, N. J. Thos. Doyle, conductor; E. F. Stevenson, engineer.

June 20—H. R. Potts, injured at Meadows Yard, Kearny, N. J. J. Moyle, conductor; H. L. Roe, engineer.

June 25—Harry H. Davis, injured at Barracks Yard, Trenton, N. J. C. J. Scheeler, conductor; F. L. Bruere, engineer.

June 29—Chas. A. Henning, injured at Harrison, N. J. J. H. Stout, conductor; C. E. Gaffney, engineer.

July 2—Thomas M. Geraghty, killed at Waverly Yard, Newark, N. J. Wm. Stanley, conductor; G. W. Zenegel, engineer.

July 7—Edw. L. Pittenger, injured at Barracks Yard, Trenton, N. J. E. L. Pittenger, conductor; C. Voorhees, engineer.

July 8—Michael Meder, injured at Trenton, N. J. J. Rambo, conductor; C. Stines, engineer.

July 9—Morris Bachert, injured at Jersey City, N. J., Marion. E. S. Okie, conductor; C. P. McKee, engineer.

July 13—G. W. Dale, Jr., injured at Trenton, N. J. G. S. Stults, conductor; C. W. Ferguson, engineer.

July 24—Edw. Hardie, injured at Perth Amboy Junction, Rahway, N. J. J. W. Kelly, conductor; H. Vanarsdale, engineer.

July 24—Wm. L. Cyphers, injured at Meadows Yard, Kearny, N. J. Light engine. N. Bratton, engineer.

August 10—Jerome L. Muddell, injured at Meadows Yard, Kearny, N. J. F. R. Feilhuber, conductor; J. L. Muddell, engineer.

August 13—H. H. Clarke, injured at Waverly, Newark, N. J. G. W. Wedler, conductor; L. G. Brown, engineer.

August 26—N. H. MacDonald, injured at Meadows Yard, Kearny, N. J. Light engine. B. F. Smith, engineer.

September 4—W. H. Comiskey, injured at Princeton, N. J. I. B. Bodine, conductor; R. C. Raine, engineer.

September 12—John H. Wells, injured at Waverly Yard, Newark, N. J. J. E. Holle, conductor; J. Walker, engineer.

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September 18—Andrew O. Horn, injured at Waverly Yard, Newark, N. J. A. O. Horn, conductor; J. J. McGuire, engineer.

September 18—Wm. J. Sheridan, injured at Waverly Yards, Newark, N. J. J. J. Jamison, conductor; C. B. Wilkens, engineer.

October 7—Frank Sarles, injured at Waverly Yard, Newark, N. J. A. E. Pullen, conductor; F. Sarles, engineer.

October 12—W. N. Stults, injured at Monmouth Junction Yard, N. J. W. N. Stults, conductor; G. LaBar, engineer.

October 18—J. F. McDonough, injured at New Brunswick, N. J. R. T. Elder, conductor; W. B. Tolly, engineer.

October 20—J. H. Merritts, injured at Waverly Yard, Newark, N. J. M. Rudman, conductor; F. H. Gaul, engineer.

October 23—H. E. Place, injured at Waverly Yard, Newark, N. J. M. J. Lapp, conductor; G. Morrow, engineer.

November 3—J. F. Sullivan, injured at Waverly Yard, Newark, N. J. J. S. Jones, conductor; W. Ammerman, engineer.

November 5—John Good, injured at Barracks Yard, Trenton, N. J. W. H. Sullivan, conductor; J. W. Jewett, engineer.

November 11—W. H. Nunn, injured at Waverly Yard, Newark, N. J. W. H. Nunn, conductor; F. Hyde, engineer.

November 17—Geo. A. Abernethy, injured at Marion, Jersey City, N. J. C. T. Runyon, conductor; E. W. Carson, engineer.

December 5—Wm. B. Moore, injured at Waverly Yard, Newark, N. J. W. V. Fenton, conductor; J. A. Broadhurst, engineer.

December 9—Isaiah B. Bodine, injured at Waverly Yard, Newark, N. J. Thos. Snyder, conductor; P. P. Anderson, engineer.

December 31—Raymond S. Ketts, injured at Barracks Yard, Trenton, N. J. C. J. Kenner, conductor; T. Snyder, engineer.

December 15—H. H. Slocum, injured at Waverly, Newark, N. J. F. S. Jones, conductor; G. R. Huber, engineer.

December 17—Jos. F. Redman, injured at Trenton, N. J. C. H. Rich, conductor; J. W. Nutt, engineer.

December 22—Henry Kieling, injured at Waverly Yard, Newark, N. J. Unknown train, crew, etc.

December 22—O. Fabrycki, injured at Meadows Yard, Kearny, N. J. W. J. Thomas, conductor; O. Hardy, engineer.

December 22—H. A. Pittman, injured at Newark, N. J. J. M. Smith, conductor; Chas. Rose, engineer.

December 22—R. E. Speece, injured at New Brunswick, N. J. G. W. Jones, conductor; P. V. Driscoll, engineer.

December 28—Jas. A. Kielt, injured at Jersey City, N. J. J. J. Mooney, conductor; Chas. Neigert, engineer.

December 31—O. N. Limebeck, injured at Linden, N. J. E. J. Coffey, conductor; T. W. Ryan, engineer.

*Employes Killed or Injured by Accident, as Stated.*

January 4—Harry L. Myers, Waverly, Newark, N. J. Injured in consequence of collision between light engines 1984 and 3442 at Signal Bridges 105 and 113; contusions right side of neck and back. Light engines. Conductor, H. R. Brown.

January 10—Jas. L. Myers, Metuchen, N. J. Struck by a piece of car roof, which had been lying on track and was run over by train 140, lacerated wound of forehead over right eye. F. Dannenhour, conductor; Chas. Swem, engineer.

January 10—Wm. G. Geiter, Iselin, N. J. While endeavoring to drain steam pipes, standing on steps of coach, train Ex. passenger, engine 1593, he came in contact with inter-track fence; contusion of back. G. W. Hauler, conductor; W. Stiles, engineer.

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January 14—H. S. Embly, Waverly, Newark, N. J. Working on train 37, which ran into portion of wreckage as result of collision between two freights, derailing engine 6084, coal rolling down and striking this man on the right ankle, bruising same. F. A. Gemperling, conductor; H. L. Broughton, engineer.

January 18—J. W. Henney, Jersey City, N. J., Marion. Fixing fire, extra freight train, engine 1558, caught left hand between handle of hoe and gate of tender, bruising small finger. J. Wilcox, conductor; G. W. Seeds, engineer.

January 25—W. E. Kline, Elizabeth, N. J. Walking through train No. 9, accidentally collided with door of one of the cars, sustaining small lacerated wound of forehead, just above right eye. G. L. MacPherson, conductor; W. Laird, engineer.

January 28—A. M. Spicer, New Brunswick, N. J. Cinder entered right eye while he was running Ex. freight train, engine 2527. J. Bird, conductor; A. M. Spicer, engineer.

February 6—J. J. Barrett, New Brunswick, N. J. While walking through Mile Run Yard on his way home he was struck a glancing blow by freight train N-52, sustaining contusion of left leg and right shoulder. H. K. Roberts, conductor; T. A. Mount, engineer.

February 12—Allen Orr, Jr., Rahway, N. J. Firing engine 5052, hauling freight train D-3, caught his finger between handle of hoe and coal gate of tender, sustaining laceration of left index finger. E. J. Minnahan, conductor; G. A. Forster, engineer.

February 13—Frank Lebejka, alias Lowbaker, Harrison, N. J., Manhattan Transfer. While cleaning switches during blizzard, he was struck and killed by electric train H. & M. 0362. Thomas Ford, conductor; H. Cavanaugh, motorman.

February 14—G. K. Jackson, Waverly Yard, Newark, N. J. After finishing work, during a heavy snowstorm, while crossing tracks on his way home, he was struck and killed by train 88. J. A. Milburn, conductor; C. S. Chambers, engineer.

February 18—Tomas Mlocejeski, Lawrence, Trenton, N. J. Walking between Nos. 1 and 2 tracks, on his way to work during a heavy snowstorm, he was struck and killed by train 40. C. E. Waddington, conductor; C. Traphagen, engineer.

February 23—R. T. Willis, Plainsboro, N. J. Firing engine 1436, hauling an extra freight train, while raising scoop failed to let go of handle when scoop struck end of the trough, rebounding, throwing him against the side of engine, contusion of back. H. A. Chambers, conductor; J. M. Mullin, engineer.

February 27—H. C. Geiger, Kearny, N. J., "OS" Tower. Left arm and left hip badly bruised in consequence of collision between Ex. Frt. 201 and Ex. 3445. J. S. Snyder, conductor; A. Martin, engineer.

March 2—Chas. McCarson, Lawrence, N. J. In alighting from Ex. 186, delayed No. 177 of 3-1-4, account of heavy blizzard, stepped into snow on No. 4 track and toe of right shoe came in contact with the rail under snow, caused his foot to bend upward, breaking bone of leg at ankle. A. E. Devinney, conductor; C. Blumar, engineer.

March 4—Antonio Aprino, Meadows Yard, Kearny, N. J. While on way from Morris track to the coal wharf, cleaning snow, this man was struck by light engine No. 917, bruising his right side. Light engine. V. W. Traphagen, engineer.

March 18—Frank E. Boehm, Meadows, Kearny, N. J. Operating reverse lever of engine, screw reverser, No. 777, he allowed the wheel to slip and wrenched his left arm. F. Lenihan, conductor; F. E. Boehm, engineer.

March 20—J. J. Burke, Lawrence, Trenton, N. J. Shoveling coal from tender of engine No. 667, train N-7, westward freight, the vibration of the tender caused slash-bar to fall from its place on top of the coal and strike

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him on the left ankle, contusing same. H. K. Roberts, conductor; T. A. Mount, engineer.

March 23—O. Benton Cooper, Monmouth Junction, N. J. While alighting from engine 3415, stepped on a piece of coal and wrenched his left ankle. A. A. Hartpence, conductor; H. A. Claflin, engineer.

March 24—J. S. Jobes, Rahway, N. J. Alighting from engine of train N-52 to notify the signalman that engine was to be uncoupled from train, stepped on a tie covered with frost and fell, bruising right hand and left ankle. J. S. Jobes, conductor; W. Ammerman, engineer.

March 29—Chas. Macko, Iselin, N. J. Struck and killed by train No. 102, while patrolling the tracks, stepping from behind a freight car on siding directly in front of train. B. Kline, conductor; W. Bartolett, engineer.

April 3—Wm. J. Landerkin, Deans, N. J. Claims that as Ex. 3524, freight, on which he was working was lying at station, a hot cinder from the engine entered his right eye, burning same. W. V. Fenton, conductor; E. J. Thompson, engineer.

April 15—Julius Dondieto, Meadows Yard, Kearny, N. J. Attempting to board engine 3360, enroute to Manhattan Transfer, on his way home from work at the yards, he slipped and fell, his right leg going under the engine and being cut off just below the knee. Light engine. M. Packer, engineer.

April 18—Jas. Donnelly, New Brunswick, N. J. While supervising repairs to track, as train No. Ex. 3006, Adams Express Special, was passing on No. 4 track, something flew from under train, apparently a piece of ballast, and struck this man on the right foot, contusing small toe. J. Harbeson, conductor; F. Callahan, engineer.

May 2—Chas. E. Britsher, North Elizabeth, N. J. This man was firing engine hauling passenger train No. 26, while climbing over coal gate of tender to break coal, slipped and fell against top of the gate. C. A. Garrett, conductor; W. H. Cobaugh, engineer.

June 4—Clarence G. Baldwin, Trenton, N. J. As train was pulling into this station, in looking for signals, train Ex. 1467, a hot cinder entered left eye. G. A. Wesley, conductor; G. A. Brame, engineer.

June 5—Nikles Petrusan, Princeton Junction, N. J. Struck and killed by train 27, while working on tracks. S. S. Danenhour, conductor; H. C. Moore, engineer.

June 8—Harry Hoseal, Trenton, N. J. Working on engine 1370, train PF-1, particles of sand entered his left eye from sand-dome of engine, inflaming same. A. B. Preston, conductor; J. Berry, engineer.

June 10—Lewis R. Emde, Linden, N. J. Injured, sprain of left ankle, in consequence of jumping from caboose of Ex. 2374, which was derailed while crossing from No. 1 to No. 2 track on switches, apparently due to excessive speed. L. R. Emde, conductor; H. Albrecht, engineer.

June 16—F. C. Crandall, Rahway, N. J. Closing baggage door of baggage car, train No. 211, closed the door on his hand, breaking right thumb. D. B. Tice, conductor; A. Bennett, engineer.

June 16—Jas. M. Mullen, Lawrence, Trenton, N. J. While working on engine 2917, hauling extra freight train, a hot cinder entered his right eye. J. Chambers, conductor; J. M. Mullen, engineer.

June 19—John C. French, Trenton, N. J. On his way home from work, attempting to board Ex. 1326, he came in contact with track fence, fracturing right thigh. J. A. Willis, conductor; Frank Boehm, engineer.

June 21—Spencer C. Masters, Menlo Park, N. J. While leaning out between engine and tender of Ex. 1995, to observe a journal, he was struck and knocked from engine by train 166, fracturing skull, from which he died after reaching hospital. T. F. Travers, conductor; S. C. Masters, engineer.

June 24—Horace Everett, New Brunswick, N. J. Firing engine hauling passenger train No. 109, in shoveling coal a lump of coal rolled down from top of pile striking and contusing right shin. H. H. Clayton, conductor; R. B. Timby, engineer.

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June 25—Francis M. Feeney, Rahway, N. J. Firing engine of train 131, getting up on seat, struck one of his hands against a nail that was protruding from corner of seat, lacerating right hand. Austin White, conductor; W. M. Rue, engineer.

June 26—John B. Mullen, Newark, N. J. Approaching Market Street Station, Ex. 5276, the engineman applied the brakes account red signal, and conductor was taken unawares and thrown to floor of cabin car, spraining left ankle. J. B. Mullen, conductor; W. Tolley, engineer.

June 27—Alexander Henry, Meadows Yard, Kearny, N. J. Standing on apron of engine No. 5183 on way home from Meadows to Manhattan Transfer, knee was caught between corners of cab and tender, contusing right knee. Light engine. R. H. Sansbury, engineer.

July 10—Anton A. Tress, Meadows Yard, Kearny, N. J. While tightening up guide step on engine No. 1067, stepped directly in front of and was struck by engine 2782, bruising right shoulder. Light engine. A. S. Simpson, engineer.

July 10—Louis A. Neuman, Trenton, N. J. While trimming coal on tender of engine No. 1465, hauling extra freight train, a large lump of coal was lying on the ground, which he stepped on and sprained his ankle. J. Wilcox, conductor; A. L. Siglass, engineer.

July 14—Edw. W. Harris, Harrison, N. J. Packing ice cream in box, dining car of train No. 158, the box dropped on finger, contusing right fourth finger. C. B. Kendig, conductor; G. W. Dougherty, engineer.

August 1—Thomas Fearenside, Trenton, N. J. Ex. 1560 was coming into this station, the train parted account of lock pin jumping out of place on car 100225, P. R. R.; the sudden stop of train caused this man to be thrown against stove in cabin door, right shin bruised. T. Fearenside, conductor; A. M. Spicer, engineer.

August 3—T. A. H. O'Leary, South Elizabeth, N. J. Train Ex. 1067, passenger, stopped at red signal at SA, and in order to learn the trouble the conductor opened the vestibule door of one of the cars, and while doing so thrust his hand accidentally through glass, sustaining an incised wound of right wrist. T. A. H. O'Leary, conductor; W. F. Ward, engineer.

August 6—Stefan Worbiec, Market Street, Newark, N. J. While on his way home from work, walking to Market Street Station, was struck and killed by train 130, eastbound, on No. 1 track. C. W. Parks, conductor; C. Ferguson, engineer.

August 9—Alfred Gray, New Brunswick, N. J. While firing extra freight, engine 5164, while wetting down coal the hose slipped from his hands and the stream flew up scalding his right arm slightly. Dallas Wilt, conductor; W. F. Riding, engineer.

August 13—Jacob Jakob, Metuchen, N. J. Standing just outside of No. 1 track, while working on track, waiting for train No. 32 to pass, something, apparently a piece of coal flew from the train and struck him on the right leg, contusing same. C. L. Riland, conductor; C. A. Thomas, engineer.

August 14—Wm. H. Fuhr, Trenton, N. J. While standing in cabin car of Extra 125, freight, preparing tickets, the engineman applied the brakes suddenly and this man was thrown to the floor of the cabin car, injuring his shoulder and left wrist. W. H. Fuhr, conductor; J. Frazier, engineer.

August 20—John H. Wilkinson, Meadows Yard, Kearny, N. J. While walking over tops of cars of train MD-10, to be in a position at head end of train on arrival of train at the Harsimus Cove, he was struck by overhead bridge at GY, Meadows, sustaining severe lacerations of the scalp. J. H. Wilkinson, conductor; Jos. Fisher, engineer.

August 21—J. S. Applegate, Rahway, N. J. Flagging train, kicking a fuse off the track burned right foot, small toe. R. P. Farr, conductor; F. Jennings, engineer.

September 1—John W. King, New Brunswick, N. J. Firing engineer hauling train, Extra 693, wetting down coal, stepped on a small piece of coal, lost

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control of the hose, and had right arm slightly scalded. B. F. Wiltse, conductor; P. B. Proth, engineer.

September 10—Richard Payton Fox, Trenton, N. J. While working in dining car of train 145, the train came to a sudden stop in consequence of which he came in contact with check file, contusing palm of right hand. B. Kline, conductor; C. A. Thomas, engineer.

September 19—H. J. Fackenthall, Harrison, N. J., Manhattan Transfer. While on train 144, on way to Meadows enginehouse, standing in doorway of baggage car with door open, the stopping of train caused the door to slide against his hand, severely contusing left thumb. L. M. Hampton, conductor; M. Keller, engineer.

October 14—Harry C. Howard, Monmouth Junction, N. J. While firing train 89, a cinder entered his right eye, causing the same to become inflamed. A. E. Devinney, conductor; W. A. Calhoun, engineer.

October 17—Chas. W. Huggins, Trenton, N. J. Running train N-45, engine 2993, a hot cinder entered his left eye, inflaming same. T. Deltenre, conductor; C. W. Huggins, engineer.

October 22—R. J. Skinner, Iselin, N. J. Preparing fire, putting hoe in firebox of engine 1456, the hoe struck arch brick, sudden concussion caused contusion of his right thumb. B. Wiltse, conductor; J. W. Jewett, engineer.

October 30—Jas. J. O'Donnell, Waverly Yard, Newark, N. J. While crossing the tracks in this yard, this man was struck by a draft of cars being backed down No. 3 track, sustaining loss of right leg above knee, broken back, and complete paralysis below waist. T. J. Wells, conductor; S. Berner, engineer.

October 31—Vincenzo Delfusso, Trenton, N. J. On his way home from work, boarded Extra Freight train No. 910, and when attempting to alight from the moving train, slipped and fell, sustaining scalp wound above forehead, left side, and left arm. A. E. Pullen, conductor; F. Sarles, engineer.

November 10—H. C. Trout, Newark, N. J. While attempting to adjust headlight of engine No. 3046, train PG-2, slipped and fell, fracturing rib, right side. S. LaBar, conductor; H. C. Trout, engineer.

November 13—A. C. Bealer, Trenton, N. J. While cutting train on Greenwood Avenue Trenton Division, slipped and fell from bridge to New York Division tracks and was run over and killed by train No. N-47, Adams Express. Wm. Post, conductor; W. M. Rue, engineer.

November 16—E. T. Ridgeway, Trenton, N. J. Returning to his train, Extra 2037, after flagging, slipped and fell attempting to board cabin car, contusing and lacerating face and hands. G. J. Woodington, conductor; F. V. Heine, engineer.

December 16—G. A. Conway, Princeton Junction, N. J. Walking beside train, extra freight train, accidentally slipped on a tie and wrenched his left ankle. D. Wilson, conductor; M. Schiber, engineer.

December 18—J. E. Welsh, Plainsboro, N. J. Getting down from engine 910, after taking water, slipped on wet tank and fell from the engine to the ground, sustaining severe lacerations, side of forehead, and concussion of brain. A. E. Pullen, conductor; F. Sarles, engineer.

December 24—Hugo W. Hertel, Menlo Park, N. J. Firing engine 2046, hauling extra freight train, in shaking the grates of engine, lever slipped off stub, causing him to fall backwards against coal gate of tender, sustaining moderate concussion of brain. G. W. Jones, conductor; P. V. Driscoll, engineer.

December 29—Bernardo Bracaglia, Monmouth Junction, N. J. Working in section gang, shaking ballast, as train No. 144 was passing, a nut flew from beneath the train and struck this man on the head, causing a contusion of the scalp. L. M. Hampton, conductor; M. J. Kellar, engineer.

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*Manhattan Division.*

*Collisions.*

Personal Injury—None.

*Coupling and Uncoupling Cars.*

Personal Injury—None.

*Falling From Trains, Locomotives and Cars.*

January 19, 1914—J. W. Hegel, hip and shoulder bruised, Harsimus Cove Yard. J. W. Hegel, engineer; M. J. O'Rourke, conductor.

February 13, 1914—L. H. Howard, arm and leg injured, Harsimus Cove. C. T. Stiles, engineer; R. H. Siggins, conductor.

April 9, 1914—J. W. McDermott, sprain in side, Harsimus Cove. G. D. McCullagh, engineer; J. W. McDermott, conductor.

May 23, 1914—G. A. Nelson, hand and knee injured, Harsimus Cove. J. R. Mitchell, engineer; J. F. Welsh, conductor.

July 18, 1914—J. J. Cannon, elbow and hand cut, Harsimus Cove. E. P. Arnold, engineer; M. Kane, conductor.

October 25, 1914—J. J. Colliton, killed, Harsimus Cove. J. R. Mitchell, engineer; J. A. Kelley, conductor.

November 18, 1914—A. J. Rexroth, contusion right ankle, Harsimus Cove. C. Bogert, engineer; F. C. Hartman, conductor.

*Struck by Trains, Locomotives or Cars.*

January 2, 1914—Giovanna Pezzano, slight pain in side, Harsimus Cove Yard. J. J. Moore, engineer; H. Simons, conductor.

February 14, 1914—Stephen Ranger, rib crushed, fractured shoulder, Harsimus Cove. E. P. Arnold, engineer; M. J. Varley, conductor.

July 22, 1914—John Poyava, hand and head cut, Jersey City. J. Vandergrift, engineer; J. Nolan, conductor.

August 28, 1914—E. C. Clark, elbow and side bruised, Harsimus Cove. Wm. Hazel, engineer; M. J. O'Rourke, conductor.

September 29, 1914—A. S. Schweitzer, side injured, Harsimus Cove. H. Flieugauf, engineer; J. C. Kraebel, conductor.

*Struck by Obstructions, Overhead and at Side of Track.*

February 24, 1914—J. J. Gleason, head injured, Harsimus Cove. G. C. McCullagh, engineer; J. W. McDermott, conductor.

October 13, 1914—John McBride, body injured, Harsimus Cove. J. R. Mitchell, engineer; H. Simons, conductor.

*Personal Injury—Other Causes.*

January 2, 1914—J. F. Connelly, right wrist sprained, Harsimus Cove. M. J. Kelly, engineer; N. R. Ellison, conductor.

January 16, 1914—John Mullen, ribs and hip injured, Harsimus Cove. J. H. Tiernan, engineer; G. W. Crispin, conductor.

January 17, 1914—William England, hand cut, Harsimus Cove. J. A. Smith, engineer; G. W. McDermott, conductor.

January 19, 1914—G. H. Ochsie, finger mashed, Harsimus Cove. J. J. Moore, engineer; H. Simons, conductor.

January 25, 1914. Wm. Smith, Jr., instep injured, Jersey City, N. J. W. F. Gillen, engineer; F. S. Jackson, conductor.

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February 5, 1914—O. A. Pfifferling, left knee injured, Harsimus Cove. G. D. McCullagh, engineer; W. F. Nester, conductor.

February 9, 1914—J. J. Culliton, ankle sprained, Harsimus Cove. G. D. McCullagh, engineer; W. F. Nester, conductor.

February 21, 1914—J. G. Pahl, toes bruised, Harsimus Cove. G. A. Gillen, engineer; J. G. Pahl, conductor.

March 1, 1914—J. F. Collins, spine injured, Harsimus Cove. G. A. Gillen, engineer; M. J. Varley, conductor.

March 6, 1914—T. J. Byrnes, wrist wrenched, Harsimus Cove. F. Lozier, engineer; A. F. Wood, conductor.

March 5, 1914—J. W. McDermott, side injured, Harsimus Cove. G. D. McCullagh, engineer; J. W. McDermott, conductor.

July 15, 1914—Unknown, non-employe, killed crawling under cars, Harsimus Cove. J. A. Smith, engineer; M. J. Varley, conductor.

December 7, 1914—T. J. McCarthy, contusions scalp and shoulder, Harsimus Cove. E. F. Astfalk, engineer; C. E. Cyester, conductor.

December 16, 1914—D. W. Adams, nose bruised and head cut, Harsimus Cove. W. T. Gillen, engineer; M. J. O'Rourke, conductor.

*Trenton Division.*

*Employes Killed or Injured by Other Causes.*

January 3, 1914—Isaac S. Rose, freight brakeman, lower right eye lid cut, struck his head against corner of car, South Amboy, N. J. Engineer, F. R. Williams; conductor, C. H. Harris.

January 3—Domenico Angeli, M. W. laborer, laceration of end of second finger of the right hand, finger caught in car door, Broad Street, Trenton, N. J. Engineer, W. F. Reynolds; conductor, W. W. Gaskill.

January 10—George B. Grover, freight brakeman, contused wound of scalp, struck and knocked off top of car by water spout, Old Bridge, N. J. Engineer, I. F. Carmody; conductor, J. B. Brink.

January 12—William H. Petry, freight brakeman, back sprained, handling freight, Arch Street, Palmyra, N. J. Engineer, F. Stratton; conductor, E. L. Tice.

January 17—Saverio Rocco, M. W. laborer, index finger of left hand crushed, handling ties, west of Cranbury, N. J.

January 23—Geo. W. Appleget, carpenter, right foot bruised, handling timber, Pier "A", South Amboy, N. J.

January 25—R. B. Hussey, freight brakeman, severe contusion of back, fell from car at Runyon, N. J. Engineer, C. L. Vaux; conductor, Thomas Jordan.

January 25—George Schuyler, passenger brakeman, slight bruise of right thumb, car door closed on brakeman's hand, between Riverton and Riverside, N. J. Engineer, Sidney Jones; conductor, Ed. Stout.

February 4—Antonio Eleuteri, M. W. laborer, back of head and upper part of the spinal column bruised, handling ties, east of Robbinsville, N. J.

February 13—Walter Smith, freight conductor, laceration on top of head, drilling cars at Old Bridge, N. J. Engineer, F. Jennings; conductor, Walter Smith.

February 14—Felix Golets, crossing watchman, left ankle sprained, foot slipped on rail at Spotswood, N. J.

February 19—Franklin P. Tilton, signal repairman, back bruised and sprained, slipped on steps of signal tower, at Fieldsboro, N. J.

February 19—Louis A. Vadakin, freight brakeman, sprain of left ankle and knee, falling while getting on cabin car, Stevens, N. J. Engineer, C. Jobes; conductor, H. B. McCue.

February 21—Joshua H. Matthews, fireman, ankle sprained, jumping from engine, Florence, N. J. Engineer, W. Everitt; conductor, M. Carrington.

February 21—Andrew S. Dill, C. T. laborer, laceration of head, handling tools, South Amboy, N. J.

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February 23—Ernest E. Dill, hostler, back strained, handling tools, South Amboy, N. J.

February 24—William Thorpe, freight conductor, wrist sprained and chin bruised, fell from top of car, Hightstown, N. J. Engineer, W. G. Mount; conductor, Wm. Thorpe.

March 2—Henry S. Trowt, M. W. laborer, contusion of foot, struck by snow plow, East Burington, N. J.

March 2—Geo. Tyrrell, carpenter, side bruised, slipped while shovelling snow, Trenton, N. J.

March 10—Giovanni B. Mercantini, track watchman, lacerated and bruised wound of little finger of left hand, handling tools, Bordentown, N. J.

March 11—Frank Kwiecinski, freight car repairman, left hand badly bruised, handling material, South Amboy, N. J.

March 16—John S. Van Hise, blacksmith helper, three toes left foot bruised, handling couplers, South Amboy, N. J.

March 19—Joseph L. Haas, freight brakeman, bruise and slight laceration of the upper part of the head, struck obstruction on the side of track at Cranbury, N. J. Engineer, P. G. Hyers; conductor, F. J. Messler.

March 23—Stanislaw Adack, M. P. laborer, right thumb mashed, handling machinery, South Amboy, N. J.

April 1—Howard Kniss, M. W. laborer, lacerated wound of the upper part of the head, struck on head by piece of wood falling from car, Roebling, N. J.

April 1—Paul M. Walczak, car repairman, left ankle sprained, handling a barrow, at South Amboy, N. J.

April 6—J. W. Sweeney, freight brakeman, slight bruise of right hip joint, fell from car, Riverside, N. J. Conductor, J. F. Griffin.

April 6—Adam Nebies, freight car repairman, left eye cut, handling tools, South Amboy, N. J.

April 8—Harry M. Fritzinger, freight conductor, back strained, stepped into gutter and fell, Riverside, N. J. Engineer, J. T. Robbins; conductor, H. M. Fritzinger.

April 8—Antonio Eleuteri, M. W. laborer, right foot slightly bruised, handling tools, new siding, Lock No. 2, Bordentown branch.

April 13—W. H. Lott, fireman, right leg injured, turning turn-table, Trenton, N. J. Engineer, R. C. Stewart; conductor, S. G. Crockford.

April 14—James Smires, freight brakeman, large toe bruised, shake bar fell on his foot, on Florence branch. Engineer, G. Schuyler; conductor, T. H. Asay.

April 14—William J. Lippincott, fireman, cinder in eye, cinder flew in his eye, at Roebling, N. J. Engineer, G. B. Hankins.

April 16—Geo. S. Letts, freight brakeman, back wrenched and bruised, knee bruised, fell from car, South Amboy, N. J.

April 17—Charles A. D. Nau, coal inspector, shoulders sprained and right knee bruised, fell from car, South Amboy, N. J.

April 20—Jan Perojinskie, freight car repairman, left ankle bruised, working under car, South Amboy, N. J. Engineer, H. McDowell, conductor, J. D. Mullane.

April 22—William McCay, freight brakeman, right leg bruised, struck leg against side of car, Bordentown, N. J. Engineer, L. H. Hartpence; conductor, C. W. Johnson.

April 23—J. D. Jones, freight brakeman, hand cut, broken glass from window of passing passenger train, Arch Street, Palmyra, N. J. Engineer, F. Jones; conductor, C. R. Stewart.

April 25—Albert Hoffman, C. T. laborer, left foot bruised, handling freight, East Burlington, N. J.

April 25—Joseph L. Haas, freight brakeman, small cut on forehead, ran into whistle post, Bordentown, N. J. Engineer, J. K. Perrine; conductor, A. B. Southard.

May 11—Thomas Geant, extra freight brakeman, head and right leg bruised,

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knocked off tank of engine by stand pipe, Old Bridge, N. J. Engineer, H. Selover; conductor, E. Bloodgood.

May 16—D. G. Greenlee, freight brakeman, back wrenched, slipped on rail, Bordentown, N. J. Engineer, Geo. Terrell; conductor, W. R. Trout.

May 25—H. C. Stock, freight flagman, severe bruised right shoulder joint, fell from the gig top of cabin car, East Burlington, N. J. Engineer, S. Dicus; conductor, W. E. Borden.

May 29—Frederick Alexander, freight brakeman, hot cinder flew in his eye, at South Amboy, N. J. Engineer, A. Schuster; conductor, E. W. Barrett.

June 2—Geo. H. McKenna, freight yard brakeman, right side bruised, brake stick slipped and struck him on the side, South Amboy, N. J.

June 3—Samuel S. Stockton, signal repairman, index finger left hand cut, cleaning battery jars, Riverton, N. J.

June 9—Mattio Dandone, M. W. laborer, third finger, left hand, slightly bruised, handling tools, Trenton, N. J.

June 11—Robert B. Hussey, freight brakeman, severe sprain both ankles, fell from car, Old Bridge, N. J. Engineer, F. E. Boehm; conductor, W. F. Fenton.

June 13—Francesco Rapagna, M. W. laborer, contusion of left breast, struck by a part of broken chair thrown from baggage car east of Edgewater Park, N. J. Engineer, F. Goff; conductor, A. F. Perret.

June 18—Raymond Bogar, M. W. laborer, slight laceration of head, jumped from hand car while in motion, west of Windsor, N. J.

June 18—Francesco DiPietro, M. W. laborer, right hand and left leg bruised, handling tools, Bordentown, N. J.

June 25—Benjamin F. Stidfole, Jr., foreman of carpenters, fourth toe right foot badly cut, handling tools, South Amboy, N. J.

June 29—Emanuel Schneider, passenger conductor, sprain of left ankle, foot caught in switch, East Burlington, N. J. Engineer, J. Stanton; conductor, E. Schneider.

June 30—John M. McKeown, fireman, bruise of large toe of right foot, tank lid fell on same at Riverside, N. J. Engineer, C. G. Reynolds; conductor, S. E. Sterner.

July 18—Geo. W. Jackson, freight brakeman, slight laceration of little finger of left hand, caught finger in door of gondola at East Burlington, N. J. Engineer, E. Trout; conductor, S. Bell.

July 20—August W. Karrer, freight flagman, right leg broken, lacerations of scalp and face, freight train colliding with cabin car of extra freight train at Bordentown Freight Yard, Bordentown, N. J. Engineers, B. Schaaf and H. H. Trout; conductors, W. J. Mortimer and Geo. Johnson.

July 26—Harvey Applegate, freight brakeman, left ankle sprained, getting out of box car falling to ground at South Amboy, N. J. Engineer, T. S. Eckman; conductor, H. B. McCue.

August 7—John B. Dean, freight conductor, laceration of face and left hand bruised, fell from train at East Burlington, N. J. Engineer, E. Thomas; conductor, J. B. Dean.

August 27—Harry W. Yoder, freight flagman, left leg lacerated, struck by girder of bridge at Edgewater Park, N. J. Engineer, H. Bloodgood; conductor, E. L. Tice.

September 2—Stanley Blumht, M. W. laborer, laceration of wrist, handling tools, South Amboy.

September 3—Jos. A. Davidson, passenger brakeman, thumb of right hand broken, throwing switch, Hightstown, N. J. Engineer, E. W. Cain; conductor, A. Davison.

September 3—J. C. Woodington, freight brakeman, contusion right side, applying brakes, at Old Bridge, N. J. Engineer, J. F. Clancy; conductor, G. J. Woodington.

September 3—T. J. Carroll, freight brakeman, lacerated scalp wound, fell from car at Old Bridge, N. J. Conductor, J. Newell.

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September 7—Saverio Marcozzi, M. W. laborer, punctured wound, right wrist, handling tools at Greenwood Avenue, Trenton, N. J.

September 8—Joseph Witkowski, car repairman, cut over left eye, handling tools, South Amboy, N. J.

September 24—Stephen Riley, C. T. laborer, slight laceration of back of right hand, handling tools, South Amboy, N. J.

September 28—F. H. Kears, freight brakeman, bruise at base of spine, transferring freight at East Burlington, N. J. Engineer, W. Everitt; conductor, W. H. Smith.

October 5—Geo. H. Applegate, M. W. laborer, toes of left foot bruised, rail turned over on this man's foot at South Amboy, N. J.

October 8—Frank Brown, hostler, forefinger left hand bruised, handling material at East Burlington, N. J.

October 23—Herbert Taylor, freight brakeman, right hip bruised, struck eaves of station while drilling cars at Robbinsville, N. J. Engineer, J. B. Schuyler; conductor, C. Richards.

October 27—Enrico Fugui, M. W. laborer, laceration over right eye and abrasions of the face, arms and hands, attempted to alight from train while in motion.

November 1—Harry M. Fritzinger, freight conductor, contusion right side of chest with probable fracture of cartilage of rib, tripped over stake and fell at Trenton, N. J. Engineer, I. T. Rodgers; conductor, H. M. Fritzinger.

November 6—John Manning Gallagher, M. W. laborer, contusion of right large toe, removing hand truck from track at South Amboy, N. J.

November 19—Joseph B. Haas, steam derrick engineer, one rib on right side broken, while getting off derrick foot slipped from step, Bordentown, N. J. Engineer, C. A. Jobes; conductor, F. Lewis.

November 24—John Holton, freight yard brakeman, killed, fell from car, 460 feet east of bridge over Raritan River R. R.

November 25—Charles A. Hile, freight brakeman, killed, fell from car, Paxson's siding, west of Arch Street Station, Palmyra, N. J. Engineer, J. T. Robbins; conductor, R. R. West.

December 8—Frank Bloodgood, oil distributor, right side, right hip and right knee bruised, lip cut and four teeth loosened; fell from engine at South Amboy, N. J.

December 15—Alonza Rossell, assistant foreman carpenters, severe and deep lacerated wound of second finger left hand, handling tools, Trenton, N. J.

December 23—Austin C. Applegate, assistant track foreman, right eye cut and bruised, handling tools, Old Bridge, N. J.

December 25—Jos. Davidson, passenger brakeman, contused wound left index finger, car door closed on brakeman's finger between Clinton and Broad Street Stations, Trenton, N. J. Engineer, C. Morrow; conductor, W. W. Gaskill.

December 31—M. Carrington, freight brakeman, right ankle sprained, alighting from train at Prospect Plains, N. J. Engineer, W. Everett; conductor, C. R. Stewart.

*Persons Killed or Injured by Trains While Standing or Walking on Tracks.*

May 28, 1914—Anna Ferenci, severe contusion of right foot and leg and slight contusion left ankle, struck by car while picking ice from track, Cass Street Yard, Trenton, N. J. Engineer, W. Wertz; conductor, E. Fajoli.

June 2—John J. Coughlin, dislocation left shoulder joint, deep puncture wound left arm, bruised and strained left elbow joint, slight bruise left leg; struck by engine while walking along the track, about one-half mile west of "WR" block office, Bordentown branch. Engineer, L. Elms.

June 27—Stashik Swenzyenak, killed, East Burlington, N. J. Train unknown.

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July 24—Unknown man, killed, near Trenton, N. J. Train unknown.

August 2—J. Monroe Perrine, killed, east of Prospect Plains, N. J. Train unknown.

August 15—Walter Holmes, killed, east of Bordentown, N. J.; fell on track in fit, run over by train. Engineer, F. Dixon; conductor, W. M. Tapper.

August 18—Elmer Chall, small abraised wound head, right side, lacerated wounds of index and second finger, right hand, wrenched right knee, struck by train, Mt. Holly Street, Beverly, N. J. Engineer, Albert Shuster; conductor, C. C. Conners.

September 7—Martin Ettinger, lacerations left side of head, walking on track, west of Bordentown, N. J. Engineer, W. H. Tilton; conductor, J. M. Gordon.

October 5—John Spilefsky, killed, west of Spotswood, N. J.; jumped on track in front of train. Engineer, Jesse Kugler; conductor, A. F. Perret.

December 12—John Abromowicz, killed, run over by engine at running track at Junction for interchange between the P. R. R. and Raritan R. R. Engineer, William Foster; conductor, Louis Abersold.

December 31—Stanley Yesco, killed, fell under car, South Amboy, N. J.

*Persons Killed or Injured by Trains While Crossing Tracks.*

January 15, 1914—Morris Goldworm, two deep scalp wounds; bone in right little finger broken and body and legs bruised, attempting to cross tracks in front of train, Public Road Crossing, East Spotswood, N. J. Engineer, W. B. Tolly; conductor, C. C. Conenr.

May 3—Dr. and Mr. John Conroy and Mrs. Jane Buck, all slightly bruised and shocked; automobile ran into side of engine, Jones Street, East Burlington, N. J. Engineer, H. Prevost; conductor, C. W. Buzby.

June 5—Harry Denning, lacerated wound of scalp, left side and hip bruised attempting to cross track on motorcycle in front of train, Pavilion Avenue, Riverside, N. J. Engineer, J. B. Watts; conductor, E. Deacon.

July 20—George Krawovick, laceration of lower lip; extensive fracture of right tibia and fibula; abrasion of left leg; badly shocked; attempted to cross track in front of train, Fulton Street, Riverton, N. J. Engineer, J. Sypherd; conductor, D. C. Bullock.

November 5—John Clark, fractured rib, hip and side bruised; Lizzie Wolfe, cut over right eye, right side of head and nose broken; Harry Wolfe, slightly bruised over right side of head; Hugo Wolfe, head and leg bruised; Lewis Foosaner, head bruised; Henrietta Athias, badly bruised about the head; Jonel Athias, two ribs broken and badly bruised about body and legs; Harold Dey, head bruised; caused by stage they were riding in attempting to cross tracks in front of train, at Academy Street, Hightstown, N. J.

*Persons Killed or Injured by Trains While Standing or Walking on Tracks.*

January 2, 1914—Waffel Peterson, found dead along the tracks, Rusling, N. J. Train unknown.

April 14—Unknown man, killed, East of Delanco, N. J. Train unknown.

May 18—Gaetano Migliaccio, severe contusion left leg, punctured wound left calf, left thumb, ring and little finger; struck by car at Empire Pottery siding, Trenton, N. J. Engineer, J. H. Margerum; conductor, Jos. W. Naylor.

*Persons Killed or Injured by Other Causes.*

January 1, 1914—Mrs. Mary Ann Hahn, leg and face cut and bruised, fell in hole on Pier "A," South Amboy, N. J.

January 13—Jacob Holzbaur, Sr., nose broken alighting from train before same came to full stop, Bordentown, N. J. Engineer, W. M. Downs; conductor, C. C. Wills.

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January 22—Wm. McDowell, left knee bruised, attempting to get on train after same started from station, Prospect Plains, N. J. Engineer, J. Jones; conductor, D. R. Blizzard.

February 7—Walter Bracey, back injured and feet bruised; car on siding moved without warning man working thereon, Wall Rope Works, Beverly, N. J. Engineer, F. R. Williams; conductor, R. K. Carr.

February 9—Mrs. Cecelia Bua, breast slightly bruised, attempting to get on moving train, Arch Street, Palmyra, N. J. Engineer, J. B. Watts; conductor, E. Deacon.

February 16—John Sayres, bruise of back, fell while alighting from train, Riverton, N. J. Engineer, J. Compton; conductor, H. VanMarter.

February 23—Mrs. Alice Kasiah, hip and side bruised, slipped on platform and fell, Palmyra, N. J.

February 28—Robert H. Stiles, right knee cut, automobile ran into gates, Riverside, N. J.

April 23—Unknown man, killed, fell from bridge over creek; bridge west of Arch Street, Palmyra, N. J. Engineer, A. Fennimore; conductor, J. M. Gordon.

April 25—Rev. Percy Perinchief, slight laceration of thumb of right hand; toilet door closed on hand, Mt. Holly, N. J. Engineer, W. M. Downs; conductor, S. G. Crockford.

April 28—Fred. Scherett, left side bruised; walked off end of car, Old Bridge, N. J.

May 3—Josephine Fidewski, knee bruised and dress torn; fell at station, Riverside, N. J.

May 16—Mrs. J. B. Elber, slight contusions of head; fell in aisle of coach, Burlington, N. J. Engineer, W. B. Jobes; conductor, J. L. Richey.

May 26—Herman Eckholdt, cut and bruised about the face, attempting to get off train while same was in motion, Prospect Plains, N. J. Engineer, William Riley; conductor, H. M. Van Marter.

May 30—Mrs. J. Garnich, knee slightly bruised, attempting to get on train after same started, Delanco, N. J. Engineer, E. E. Bouse; conductor, E. F. Conner.

June 3—Joseph H. Tess, head injured, claims gates were lowered on his head at Palmyra, N. J.

June 6—John Disbrow, killed; evidently fell from car at South Amboy, N. J.

July 7—Lawrence J. Baldwin, killed; fell in front of train at station, Hightstown, N. J. Engineer, W. Jobes; conductor, D. R. Blizard.

July 25—Frank Domsler, severe sprain of right ankle; fell while alighting from train, March Street, Palmyra, N. J. Engineer, W. Tilton; conductor, J. M. Gordon.

August 10—Charles Borden, laceration of forehead and bruised about body, attempting to get on moving train, at Riverside, N. J. Engineer, J. B. Watts; conductor, E. Deacon.

August 15—Lydia Ferrell, back injured; slipped while alighting from train at Kinkora, N. J. Engineer, J. B. Watts; conductor, E. Deacon.

September 3—William Hobbs, crushed foot, slight lacerated wound left side hand; attempting to jump on moving train at Florence, N. J. Engineer, H. Sholl; conductor, D. Elms.

September 12—John Hunter, fracture of left ulna; bruise of right shoulder; laceration right foot; one suture; stood on station platform too close to track, Taylor, N. J. Engineer, R. Andrews; conductor, J. V. Murray.

September 18—Thomas Zeppka, left leg crushed below the knee, leg caught in machinery at South Amboy, N. J.

September 22—Unknown lady injured, ankle slightly sprained; slipped and fell while alighting from train at Burlington, N. J. Engineer, J. G. Shreve; conductor, W. Brown.

October 2—R. F. White, third finger, right hand, said to have been broken,

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car door closing, Riverton, N. J. Engineer, W. M. Riley; conductor, W. B. Gaskill.

October 7—Marion Hansell, knee and ankle slightly injured; slipped while alighting from train, Beverly, N. J. Engineer, F. Goff; conductor, A. F. Perret.

October 27—Tuna Regad, severe lacerated wound of right side of forehead and slight lacerated wound on right arm above elbow joint; jumped from train before it stopped. Engineer, W. B. Jobes; conductor, J. L. Richey.

November 13—Michael Haley, severe lacerated wound on left side of scalp; fell while alighting from train before same came to a full stop, at Bordentown, N. J. Engineer, H. H. Crispin; conductor, T. J. Owens.

December 25—Charles Tyler, incised wound 1½ inches long, left side of chin; slipped on rail while crossing track, at Beverly, N. J. Engineer, G. Hankins; conductor, W. A. Tapper.

No engineman or conductor has been discharged on account of these accidents.

*Camden Terminal Division.*

*Persons Alighting From or Boarding Trains in Motion and Falling on Station Platforms and Steps.*

June 7, 1914—Camden Yard, N. J. George Wilson. Face cut and bruised, knee and hands skinned. Found walking down station platform, did not know how he came to fall from train. Engineman, C. Merfield; conductor, T. A. Wright.

June 20—Broadway Station, N. J. John Kimble. Face skinned. Stepped from moving train. Engineman, R. Elbertson; conductor, E. Schneider.

July 20—Camden Terminal, N. J. Mrs. W. S. Calvert. Claims to have received a severe jar and bruised. Made a misstep while alighting from coach. Engineman, A. J. English; conductor, W. S. Miller.

August 30—Camden Terminal, N. J. Mrs. Daniel Mansfield. Complained of left arm and hip paining her. Someone opened vestibule door and failed to open trap door; lady stepped off of trap door to platform. Engineman, F. Stevenson; conductor, J. T. Sayre.

September 4—Camden Terminal, N. J. Mrs. Elizabeth Robinson. Contusion of left hip joint. Stubbed toe against plank of station platform and fell.

*Injured in Manner Stated.*

January 3, 1914—Camden Terminal, N. J. J. Schlissinger. Wrist badly cut. Tried to push car door open by pushing on the glass, the glass broke and cut his wrist. Engineman, H. C. Layer; conductor, W. S. Miller.

*Killed or Injured by Moving Trains While Crossing Tracks.*

January 19, 1914—36th Street Crossing, Camden, N. J. Phillip Glassman. Body bruised. Engineman, J. H. Sypherd; conductor, E. Schneider.

*Employes Injured in the Manner Stated.*

January 7, 1914—Camden Yard, N. J., Bertram O. Longstreet, engineman. Contusion at end of spine which resulted in an abscess; stepped on piece of coal, fell and struck spine on rail.

January 15—Camden Yard, N. J., Domenico Di Clemente, laborer. Left leg and left hand bruised; in attempting to release brake on a box car, misjudged strength of brake and was thrown from top of car to ground.

January 23—Camden Yard, N. J., J. H. Thron, freight brakeman. Right

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foot slightly injured; piece of coal from passing engine fell on foot. Engineman, J. L. Young; conductor, P. Wehmer.

February 10—Camden Yard, N. J., R. B. Speace, fireman. Hip wrenched; foot slipped on apron of engine and he wrenched hip. Engineman, E. B. Rudderow.

February 12—Camden Yard, N. J., Edward J. Eggart, yard brakeman. Wrist sprained; failed to secure brake wheel and wheel spun around and threw him from car to ground.

February 14—Camden Yard, N. J., A. W. Allen, passenger yardmaster. Throwing switch, slipped on the ice and sprained his ankle slightly.

February 26—Camden Yard, N. J., George H. Carr, yard brakeman. Arm bruised; riding in baggage car, collided with other cars and baggage car door closed on his arm. Engineman, F. Elbertson; conductor, H. C. McCall.

March 9—Pavonia Yard, Camden, N. J., Clarence E. Griffie, freight brakeman. Alighted from car and stepped on end of a switch tie, foot slipped off and sprained ankle. Engineman, O. Fisher; conductor, S. W. Smith.

March 11—Camden Yard, N. J., Alfred L. Appley, yard brakeman. Back slightly injured; foot slipped and he fell and struck back. Engineman, W. S. Fenimore; conductor, Wm. Hennessy.

March 17—Pavonia Yard, Camden, N. J., William Smith, Jr., yard brakeman. Killed; supposed to have stumbled and fell under cars. Engineman, G. Willets; conductor, H. Smith.

April 11—Camden Yard, N. J., Jos. E. E. Elliott, yard brakeman. Slipped from car and fell to ground; stepped on stone and sprained ankle.

May 13—Camden Yard, N. J., J. W. McCauley, engineman. Was sleeping in car, car was shifted and he claims his left shoulder and arm were sprained. Engineman, J. W. McCauley; conductor, J. J. Miller.

May 22—Pavonia Yard, Camden, N. J., Henry Smith, yard conductor. Finger bone broken and hand bruised; was riding car loaded ties, ties shifted and caught hand. Engineman, Geo. Willets; conductor, Henry Smith.

June 4—Camden Yard, N. J., W. C. Todd, yard brakeman. Nose mashed; collision of cars caused head to lurch forward and nose struck car.

June 13—Camden Yard, N. J., Theodore Gleason, yard conductor. Jumped off cars to throw switch and sprained back. Engineman, F. Bender; conductor, Theo. Gleason.

June 24—Camden Yard, N. J., J. J. Maynes, yard brakeman. Threw switch and jerk wrenched back. Engineman, G. F. Terrel; conductor, G. S. Hanna.

July 18—Pavonia Yard, Camden, N. J., Benj. C. Taylor, freight brakeman. Head slightly cut; was riding in cabin car when brakes were applied struck head. Engineman, P. J. Hardy; conductor, J. Hulehan, Jr.

July 29—Camden Yard, N. J., S. Meredith, yard brakeman. Left arm fractured; slipped on wet platform and fell on arm. Engineman, P. Richman; conductor, F. O. Bacon.

July 29—Camden Yard, N. J., John Erhardt, freight brakeman. Right side and shoulder bruised; going up side of box car, struck by water overflow plug. Engineman, I. T. Rogers; conductor, R. R. West.

July 31—Camden Yard, N. J., Wm. K. Price, switchman. Skull fractured, right arm broken, cuts and bruises, not fatal; walked too close to track and struck by train. Engineman, W. S. Fenimore; conductor, W. J. Robinson.

August 12—Camden Coke Works, Camden, N. J., James Weldon, yard brakeman. Stepped off engine, foot turned and slightly sprained foot. Engineman, G. I. Parker; conductor, J. B. Matlack.

August 17—East Yard, Pavonia, Camden, N. J., Elias D. Taylor, freight brakeman. Right leg badly crushed, died August 18. Attempted to board car, lost his hold and fell under wheels of car. Engineman, F. E. Sterling; conductor, F. L. Myers.

August 19—Passenger Yard, Camden, N. J., Robert Haydon, yard brakeman. Applying brake on car and in some unaccountable manner wrenched his knee. Engineman, W. H. Way; conductor, A. W. Allen.

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September 1—Camden Yard, N. J., C. Erhardt, freight brakeman. Attempted to get off car, turned ankle, causing him to fall and strike hip.

September 3—State Street, Pavonia, Camden, N. J., W. M. P. Gleason, yardmaster. Crossing between cars, train was started and he was thrown against end of car, bruising side.

September 7—Passenger Yard, Camden, N. J., A. Joslin, yard brakeman. Putting brake on car, claims brake gave way and threw him, injuring his back. Engineman, W. K. Lawson; conductor, L. B. Maggioncalda.

September 27—Camden Yard, N. J., J. P. Gallagher, freight brakeman. Little finger mashed; adjusting knuckle, finger caught between knuckle and drawhead. Engineman, J. K. Millman; conductor, J. T. McKaig.

September 29—Electric Terminal, Camden, N. J., W. R. Haffelfinger, passenger brakeman. Slightly sprained ankle while stepping from car.

October 16—Pavonia Yard, Camden, N. J., C. J. Aylmer, freight brakeman. Feet slipped from step of engine, retained hand hold and strained side. Engineman, H. Beans; conductor, F. L. Myers.

October 21—Camden Terminal, N. J., E. A. Ackley, baggagemaster. Claims to have sprained his back unloading a trunk. Engineman, R. K. Loux; conductor, G. D. Moore.

October 31—Camden Yard, N. J., Chas. E. Pfeffer, freight brakeman. Wrenched right arm, shoulder and wrist; fell while alighting from car.

November 9—Enginehouse, Camden, N. J., Carmine Desiderio, ashpit laborer. Severe bruise of left side; cleaning engine, engine was moved and he was caught between ashpan lever and ashpit car. Engine preparer, Willis Leeds.

November 17—Freight Yard, Camden, N. J., L. B. Maggioncalda, yard conductor. Knee bruised, head cut and wrist sprained; riding on top of box car, starting of train threw him to ground. Engineman, W. K. Lawson; conductor, L. B. Maggioncalda.

November 20—Enginehouse, Camden, N. J., Roger H. Taylor, airbrake inspector. Left foot bruised; was working on locomotive, failed to remove foot when locomotive was moved. Engine preparer, E. P. Clarke, Sr.

December 3—Freight Yard, Camden, N. J., A. P. Miller, yard conductor. Foot severely bruised; tripped over a switch rod. Engineman, A. J. English; conductor, A. P. Miller.

December 8—West Yard, Pavonia, Camden, N. J., R. L. Barnes, freight flagman. Riding in cabin car, sudden stop of train threw him against locker, cutting ear. Engineman, A. Siglass; conductor, M. Rudman.

December 8—Second Street, Camden, N. J., Harry Lennox, yard brakeman. Side injured; fell from top of box car to ground and struck side on a rail.

December 11—Ash Pit, Pavonia Yard, Camden, N. J., Howard E. Reed, fireman. Missed pilot step of engine and fell in ash pit, wrenching back. Engineman, M. Z. Carlson; conductor, D. Purnell.

December 15—Freight Yard, Camden, N. J., Adam Fey, yard brakeman. Fell between cars and injured hip. Engineman, G. Branin; conductor, Jas. Sweetman.

December 15—Freight Yard, Camden, N. J., H. J. Connell, yard brakeman. Tripped over another brakeman's feet and cut hand running it through window.

December 16—Enginehouse, Camden, N. J., A. J. English, engineman. Stepped off engine on piece of coal and injured foot.

*Employes Killed or Injured in the Manner Stated.*

January 8, 1914—Freight Yard, Camden, N. J., Camillo Zappacosta, track laborer. Working on track, lining bar slipped and bruised shoulder.

January 15—Enginehouse, Camden, N. J., John Rothermel, machinist. Plank fell on foot, bruising instep.

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January 20—Ash Pit, Enginehouse, Camden, N. J., J. C. Doxey, engine preparer. Fell from tank of engine and sprained wrist.

January 22—Enginehouse, Camden, N. J., W. R. Subers, machinist. Fell over engine truck box and cut leg.

January 24—Freight Station, Camden, N. J., George Josting, freight laborer. Pushing loaded truck, foot slipped and truck fell, injuring leg.

January 27—Freight Station, Camden, N. J., Harry F. Brown, freight laborer. Trucking load of freight over raise piece, slipped and fell, spraining back and fracturing bone in arm.

January 28—Freight Station, Camden, N. J., Patrick J. McCann, freight laborer. Oiling truck, truck handle slipped out of his hand and struck him on the ear, cutting ear.

January 29—Ash Pit, Enginehouse, Camden, N. J., Salvator Mascio, ash pit laborer. While jarring the ash pan of locomotive to remove the cinders, hand came in contact with driving wheel, bruising finger.

February 4—Enginehouse, Camden, N. J., Charles Worrell, machinist. Left knee scalded by escaping steam from steam heat connection.

February 6—Wharf at Electric Car Barn, Camden, N. J., Guiseppe Lupisello. Fell into river and struck log in river, injuring back.

February 12—Trainshed, Camden Terminal, N. J., N. J. Rourke, car cleaner. Ladder fell on foot, bruising toe.

February 14—Freight Yard, Camden, N. J., F. P. Dowell, bridgeman. Slipped on ice and sprained thumb.

February 16—Enginehouse, Camden, N. J., E. C. Jones, lubricator filler. Fell from apron of locomotive and bruised knee cap.

February 21—Freight Station, Camden, N. J., Frank Lake, freight laborer. Trucking load of freight in car, slipped on raise piece and sprained knee.

February 24—Enginehouse, Camden, N. J., Thos. S. Brown, store attendant. Iron casting fell on foot, bruising foot.

February 27—Freight Station, Camden, N. J., Frederick Doriot, freight laborer. Wrenched back while stowing freight.

March 2—Freight Station, Camden, N. J., Joseph Gaffney, freight laborer. Finger mashed opening car door.

March 2—Enginehouse, Camden, N. J., Charles Worrell, machinist. Fell in one of the pits and fractured bone in right shoulder.

March 3—Enginehouse, Camden, N. J., William Muehler, front end inspector. Foot slipped and he fell from locomotive, bruising right side.

March 3—Enginehouse, Camden, N. J., J. F. Bailey, engine cleaner. Drop grate of locomotive fell on fingers, bruising them.

March 4—Enginehouse, Camden, N. J., Edwin Neil, boilerwasher. Foot slipped while stepping from engine, twisting ankle.

March 6—Freight Station, Camden, N. J., John F. Flowers, freight laborer. Struck thumb with hatchet, bruising the thumb.

March 30—Camden Shops, N. J., George J. Hauser, freight car repairman. Piece of nail flew and lacerated left eye.

April 9—Freight Station, Camden, N. J., Michael Green, freight laborer. Cut finger with piece of steel he was handling.

April 13—Freight Station, Camden, N. J., M. E. Schaeffer, clerk. Was lame; slipped while walking across floor, breaking left leg.

April 17—Enginehouse, Camden, N. J., Albert G. Shinn, laborer. Fell into one of the pits and injured left knee.

April 23—Freight Station, Camden, N. J., John F. McKenna, freight laborer. Unloading large stone from truck and it fell on his hand, bruising same.

April 23—Freight Station, Camden, N. J., Harry E. Davis, freight laborer. Trucking piece of iron, it slipped and cut his hand.

April 24—Pavonia Shops, Camden, N. J., John Shutz, passenger car repairman. Fell over bolt and arm struck a seat frame, bruising left elbow.

May 1—Shop Yard, Pavonia, N. J., Thomas McG. Eccles, yard laborer. Assisting in the loading of car wheels and rubbed skin off thumb.

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May 1—Car Inspector's Building, Camden, N. J., Kasmietz Zagalski, car cleaner. Slipped from roof of car to ground bruising arm.

May 6—Enginehouse, Camden, N. J., Herbert Anderson, machinist helper. Fell into pit and sprained his ankle.

May 7—Coaling Station, Camden, N. J., Geo. B. Heidrick, engine preparer. Lump of coal fell from elevator and bruised his shoulder.

May 8—Guiseppe Di Mauro, track laborer. Unloading switch timbers from car in Passenger Storage Yard, Camden, N. J., caught hand between side of car and switch timber, contusing fingers of right hand.

May 11—Shop Yard, Pavonia, N. J., Jos. E. Shillen, yard laborer. Struck knee with hammer, bruising knee.

May 15—Enginehouse, Camden, N. J., Alfred G. Ristine, machinist helper. Fell into one of the pits and sprained ankle.

June 2—No. 1 Dock, Philadelphia, Pa., Franklin L. Asay, carpenter. Fell overboard and drowned.

June 2—Freight Station, Camden, N. J., Michael Carey, freight laborer. Trucking load of freight, fell and truck handles bruised foot.

June 16—Enginehouse, Camden, N. J., Charles H. Diehl, air-brake repairman. Fell into pit and badly bruised his right eye.

June 18—Enginehouse, Camden, N. J., Jas. R. Throckmorton, engine preparer. Hit right knee on slice bar projecting from engine, bruised knee.

June 24—Passenger Yard, Camden, N. J., Pasquale Paladino, track watchman. Driving spike in tie, small piece of wood struck eye.

July 9—Ash Pit, Enginehouse, Camden, N. J., Salvatore Mascio, ash pit laborer. Arm caught between the lever and the driving spring of a locomotive, bruising arm.

July 20—Camden Shops, N. J., Francis Voll, shop hand. Contused ribs and right side bruised. Caught shirt in machine.

July 22—No. 1 Freight Slip, Camden, N. J., Albert Swing, Sr., floatman. Ran staple in foot.

August 3—Freight Station, Camden, N. J., Patrick Matthews, freight car inspector. Stepped on rail, foot turned under him and sprained ankle.

August 7—Cooper River Drawbridge, Camden, N. J., Albert Capewell, carpenter. Struck by hand operating lever of draw, bruising left side and head.

August 10—Camden Yard, N. J., Emidio Ginelli, car cleaner. Knee bruised. Was reversing seat backs in coach, one came loose suddenly and threw him backward, knee striking seat arm.

August 15—Freight Yard, Camden, N. J., Wm. O. Francis, passenger car repairman. Tripped and struck foot against corner of guard rail, bruising foot.

August 19—Freight Yard, Camden, N. J., Domenico Lucilento, track laborer. End of door of gondola car fell on foot, bruising same.

September 5—Cooper's Point, Camden, N. J., Nicola Benardo, track laborer. Rail turned over and bruised his left leg.

September 8—Enginehouse Yard, Camden, N. J., Sabatino Falco, laborer. Claims he sprained back while lifting barrel of oil into car.

September 10—Freight Slip, Camden Yard, N. J., F. Himmelein, floatman. Struck heel of left foot against bolt on side of float, bruising foot.

September 11—Enginehouse, Camden, N. J., Stefano Giorgio, laborer. Caught hand between two hand cars, bruising hand.

September 14—Camden Shops, N. J., Jose. E. Shillen, laborer. Slipped on iron plate in doorway and strained leg.

September 24—Antonio D'Alessandro, track laborer. Claims to have strained himself while loading rail on hand truck in Camden Freight Yard, N. J.

September 28—Coaling Station, Camden, N. J., John Dunn, coal station laborer. Caught foot in trestle line and sprained ankle.

October 1—Camden Terminal, N. J., Chas. T. Walker, station cleaner. Made a mis-step and turned ankle, spraining same.

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October 6—Third Street Bridge, Trenton, N. J., Angelo Donnola, track laborer. Slipped and sprained his wrist.

October 6—Enginehouse, Camden, N. J., E. E. Warwick, engine preparer. Slipped while standing on locomotive boiler and bruised his shin.

October 10—Broadway Station, Camden, N. J., M. Spinelli, track laborer. Foot caught under hand truck, bruising same.

October 14—Camden Shops, N. J., Peter Di Giacomo, blacksmith helper. Carrying keg of journal bearings, keg slipped and injured shoulder.

October 14—Freight Station, Camden, N. J., David Ahern, freight laborer. Trucking freight, box fell from truck and bruised leg.

October 15—Freight Station, Camden, N. J., Frank Powell, Jr., freight laborer. Hand caught between car door and door jamb, crushing thumb.

October 20—R. E. Clymer, bridgeman. Strained muscles of abdomen while throwing levers at Drawbridge, Cooper River, Camden, N. J.

October 20—Camden Shops, N. J., L. A. Waite, freight car repairman. Scratched hand on edge of a steel plate.

October 27—Enginehouse, Camden, N. J., Robert H. Post, machinist. Steam chest lid of locomotive fell on hand, lacerating finger.

November 5—Enginehouse Yard, Camden, N. J., A. B. Jakway, Jr., laborer. Placing an anvil on a block, anvil fell over and bruised thumb.

November 7—Electric Yard, Camden, N. J., Giovanni Melfi, track laborer. Driving spikes, spiking hammer struck him on ankle, bruising ankle.

November 13—Fish House, N. J., Guiseppe Di Lei, track laborer. Claims he strained his back while laying rail.

November 14—Enginehouse, Camden, N. J., D. J. Buckley, machinist. Struck hand glance blow with hammer, bruising hand.

November 17—Enginehouse, Camden, N. J., Walter Boone, machinist. Hydraulic jack fell on foot, bruising foot.

November 17—Twelfth Street Bridge, Camden, N. J., Alfonso Narcese, track laborer. Moving tie with lining bar, bar slipped and bruised foot.

November 17—Freight Station, Camden, N. J., Chas. D. Steward, freight laborer. Closing car door, removed raise piece slipped and fell on same, injuring knee cap.

November 17—Freight Station, Camden, N. J., James J. Ryan, freight laborer. Unloading case of steel from truck, case slipped and bruised foot.

November 28—Enginehouse, Camden, N. J., G. Vitiello, ash pit laborer. Foot slipped on rail of pit and he fell, bruising back and skinning leg.

December 1—Passenger Yard, Camden, N. J., Alfonso Golasso, track laborer. Unloading stone, caught finger between lining bar and stone, lacerating finger.

December 4—Carmine Lopa, coal station laborer. Coal tub fell on his foot, bruising instep, at Coaling Station, Camden, N. J.

December 9—Track Foreman's Tool House, Camden, N. J., John Bloodgood, carpenter. Stepped off roof and sprained right foot.

December 15—Coaling Station, Camden, N. J., G. Ditalia, coal station laborer. Coal tub not placed on elevator properly, fell and bruised his shoulder.

December 16—Freight Slip, Greenwich, Philadelphia, Pa., E. E. Bakley, bridgeman. Strained back while trying to release line from float.

December 17—Camden Shops, N. J., John Brodesky, shop hand. Carrying a steel plate, it slipped and lacerated left shinn.

December 24—Freight Station, Camden, N. J., John J. O'Neill, freight laborer. Loading heavy gear wheel, caught fingers between gear wheel and truck, bruising fingers.

December 28—Twelfth Street, Camden, N. J., Alfonso Narcese, track laborer. Strained leg while assisting to lift hand truck off track.

December 30—Coaling Station, Camden, N. J., W. C. Todd, coal station laborer. Wrench fell on foot, bruising same.

December 30—Coaling Station, Camden, N. J., Frank D. Bennett coal

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station laborer. Plank turned over and he fell into wheel pit, spraining right knee.

None of the enginemen and conductors have been dismissed from the service on account of these accidents.

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## VENICE PARK RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $2,000 00 |
| Bonded debt—None. | |
| Floating debt—None. | |
| Cost of road and equipments, | 10,000 00 |

Dividends paid during the year 1914, and how paid—None.

The road extends from Marmora and Ohio Avenues to Central and Riverside Avenues, a distance of about 1 mile.

### RECEIPTS AND EXPENSES FOR 1914.

Income from passengers—None.
Income from freight—None.
Income from other sources—None.
Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies —None.

### REMARKS.

Venice Park Railway Company operates over its tracks for which no rent is paid.

P. O. address of the above company—1319 Atlantic Avenue, Atlantic City, N. J.; Geo. F. Joly, Jr., Station Agent.

State of New Jersey, Atlantic County, *ss.*—Geo. F. Joly, Jr., being duly sworn, on his oath says, that he is Vice-President of the Venice Park Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true to the best of his knowledge and belief.

GEO. F. JOLY, JR.

Sworn and subscribed before me, this fifteenth day of February, A. D. 1915.

WINFIELD S. KIRK,
*Notary Public, N. J.*

[L. S.]

*My Commission expires September 2, 1917.*

### ACCIDENTS.

None.

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## VENICE PARK RAILWAY COMPANY.

| | |
|---|---|
| Capital stock paid in, | $19,000 00 |
| Bonded debt—None. | |
| Floating debt, | 2,073 38 |
| Cost of road and equipments, | 15,368 25 |

Dividends paid during the year 1914, and how paid—None.

The road extends from Adriatic and South Carolina Avenues to Central and Riverside Avenues, a distance of about ¾ mile.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $3,219 81 |
| Income from freight—None. | |
| Income from other sources—None. | |
| Total, | $3,219 81 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies,.. | $8,052 84 |

P. O. address of the above company—319 Atlantic Avenue, Atlantic City, N. J.; Geo. F. Joly, Jr., Station Agent.

State of New Jersey, Atlantic County, *ss.*—Geo. F. Joly, Jr., being duly sworn, on his oath says, that he is Vice-President of the Venice Park Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true to the best of his knowledge and belief.

GEO. F. JOLY, JR.

Sworn and subscribed before me, this fifteenth day of February, A. D. 1915.

WINFIELD S. KIRK,
[L. S.] *Notary Public, N. J.*
*My Commission expires September 2, 1917.*

ACCIDENTS.

April 2, 1914—Collision with ice wagon at Tennessee and Adriatic Avenues, but no claim was ever entered.

May 5, 1914—Motorcycle ran into our car at Indiana and Hummock Avenues; no claim entered.

August 3, 1914—A passenger jumped from a moving car at Indiana and Hummock Avenues; no claim entered.

December 4, 1914—Collision with delivery wagon at Illinois and Adriatic Avenues, but nothing was ever heard of the incident.

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## VINCENTOWN BRANCH OF THE BURLINGTON COUNTY RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $25,000 00 |
| Bonded debt, | 15,000 00 |
| Floating debt—None. | |
| Cost of road and equipments, | 38,923 00 |

The road extends from Ewansville, N. J., to Vincentown, N. J., a distance of 2.77 miles.

It is leased to the United New Jersey Railroad and Canal Company and lease assigned to the Pennsylvania Railroad Company, lessee of the property and works of the United New Jersey Railroad and Canal Company. The present annual rental is six per cent. on $15,000 capital stock and taxes. Bonded debt assumed by the Pennsylvania Railroad Company at maturity and interest ceased.

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. J. County, being duly sworn, on his oath says, that he is President of the Vincentown Branch of the Burlington County Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

A. J. COUNTY,
*President.*

Sworn and subscribed before me, this fifth day of March, A. D. 1915.

G. BLIGHT ROBINSON,
[L. S.] *Notary Public.*
*My Commission expires at end of next session of Senate.*

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $1,435 33 |
| Income from freight, | 2,904 63 |
| Income from other sources, | 1,061 28 |
| Total, | $5,401 24 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies,.. | *$12,552 30 |

*Includes $1,371.82 rental paid for use of road and taxes.

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Dividends paid during the year 1914, and how paid—Two of three per cent. each on $15,000 stock; paid in cash.

P. O. address of this company—Broad Street Station, Philadelphia, Pa.

ACCIDENTS.

November 16, 1914—P. L. Hufmann, passenger brakeman, slightly cut on right cheek, struck switch stand while riding on side of car, at Vincentown, N. J. Engineer, S. L. Wilson; conductor, C. C. Wills.

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## THE VINELAND RAILROAD COMPANY.

Capital stock paid in, ..... $600,000 00

The road extends from Atsion to Bayside, a distance of 46.82 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

State of New York, New York County, *ss.*—W. G. Besler, 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.

W. G. BESLER.

Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

[L. S.]

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway Company.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—143 Liberty Street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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## THE VINELAND BRANCH RAILROAD COMPANY.

Capital stock paid in, ..... $8,000 00

The road extends from a point on the Vineland Railroad, near Bowentown Station, to a point in Bridgeton, near Broad Street, a distance of 3.66 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

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

W. G. BESLER.

Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

[L. S.]

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway Company.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—143 Liberty Street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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## THE WARREN RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, ..... | $1,800,000 00 |
| Bonded debt, ..... | 1,394,000 00 |
| Floating debt, ..... | 171 38 |
| Cost of road and equipments, ..... | $3,194,171 38 |

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The road extends from Hampton, N. J., to Delaware River, a distance of 18.82 miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of 7 per cent. on its stock and interest on its bonds.

Report of operations is included in that of the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company.

State of New York, New York County, *ss.*—P. J. Flynn, being duly sworn, on his oath says, that he is Vice-President of the Warren Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

P. J. FLYNN.

Sworn and subscribed before me, this twenty-third day of February, A. D. 1915.

JOSEPH FIELL,
[L. S.] *A Foreign Commissioner of Deeds for the State of New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914.

Included in report of the Morris and Essex Railroad Company.

Amount paid to stockholders during the year 1914, and how paid—$126,000.00, paid in cash direct to stockholders by the Delaware, Lackawanna and Western Railroad Company.

P. O. address of this company—90 West Street, New York City, N. Y.

ACCIDENTS.

None.

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## THE WEST END RAILROAD COMPANY.

Capital stock paid in, ..... $43,700 00

The road extends from a point on the New Jersey Southern Railway, in Long Branch, to West End, in Long Branch, a distance of 1.36 miles.

It is equipped and operated as a part of the New Jersey Southern Railway, and the further information required by law is furnished by that company.

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State of New York, New York County, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is President of the West End Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. G. BESLER.

Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

[L. S.]

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

RECEIPTS AND EXPENSES FOR 1914.

The receipts and expenses are included in the receipts and expenses of the New Jersey Southern Railway Company.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—143 Liberty Street, New York City.

ACCIDENTS.

Included in the report of the New Jersey Southern Railway, if any.

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## WEST JERSEY AND SEASHORE RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $9,723,950 00 |
| Bonded debt, | 7,821,349 96 |
| Floating debt—None. | |
| Cost of road and equipments, | 20,691,205 65 |
| Dividends paid during the year 1914, and how paid—Two of two and one-half per cent. each on the common capital stock; paid in cash. | |

| The road extends from— | Miles. |
|---|---|
| Camden Electric Terminal, Camden, to south side Second Street, | 0.33 |
| Camden, south side Second Street, to Cape May, Grant Street Station, | 81.29 |
| Mt. Pleasant connection with Atlantic City R. R., 860 feet north of station, to Mt. Pleasant, 4362 feet north of station, | 0.71 |
| Gloucester, 1440 feet south of South Gloucester Station, to Gloucester, south side of Charles Street, | 0.66 |
| Woodbury, 1759 feet south of centre of station, to Salem, 38 feet north of station, | 28.35 |
| Woodbury, 2133 feet south of centre of station, to Penn's Grove, 140 feet south from south abutment of Bridge 213 south of station, | 21.64 |
| Riddleton, 39 feet north of centre of station, to Elmer junction with Bridgeton Branch, 255 feet north of the station, | 10.38 |
| Alloway Junction, 428.5 feet north of station, to Quinton, 41 feet south of station, | 4.22 |

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| | Miles. |
|---|---|
| Salem, 1507 feet north of station, to Salem, 1580 feet south of Broadway, | 1.25 |
| Glassboro, 480 feet north of centre of station, to Bridgeton, 35 feet north of centre of Pearl and Lemon Streets Station, | 20.83 |
| Bridgeton, 323 feet north of centre of Penn Street, to Bridgeton, 242 feet south of centre of old passenger station, | 0.53 |
| Newfield, 623 feet north of centre of station, to Atlantic City, 40 feet north of centre of Tennessee Avenue Station, | 34.55 |
| Pleasantville, 233 feet south of centre of station, to Somers Point, 408 feet south of centre of station, | 7.20 |
| Manumuskin, 490 feet north of centre of station, to Maurice River, 77 feet south of centre of station (opposite Port Norris), | 9.75 |
| Sea Isle Junction, 369 feet north of centre of station, to Ocean City, 190 feet south of centre of Second Street Station, | 16.23 |
| Sea Isle City, 361 feet south of centre of Prospect Street Station, to Stone Harbor, 6663 feet south of centre of station, | 10.05 |
| Wildwood Junction, 295 feet north of centre of station, to Wildwood Crest, 1861 feet south of centre of station, | 8.36 |
| Camden, Cooper's Point, to Atlantic City junction with Atlantic City and Longport Branch, 138 feet south of centre of South Carolina Avenue Station, south of the station, | 58.78 |
| Winslow Junction connection with Atlantic City R. R., 173 feet south of station, to Winslow Junction, 3023 feet south of station, | 0.54 |
| Camden, 2827 feet north of Liberty Park Station, to South Camden junction with Cape May Division Main Line, 865 feet north of centre of station, | 0.98 |
| Haddonfield, 445 feet south of centre of station, to Medford junction with Mt. Holly, Lumberton and Medford R. R., 1423 feet south of centre of station, | 11.90 |
| Atlantic City Drawbridge Station, 410 feet north of centre of station, to Atlantic City junction with the Atlantic City and Longport Branch, 51 feet south of centre of Providence Avenue, | 1.23 |
| Atlantic City, Absecon Inlet, to Longport, 760 feet south of station, | 8.38 |
| A total distance of, | 338.14 |

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $4,116,508 55 |
| Income from freight, | 1,809,412 97 |
| Income from other sources, | 749,748 61 |
| Total, | $6,675,670 13 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies, | *$6,397,125 55 |

P. O. address of the above company—Broad Street Station, Philadelphia, Pa.

State of Pennsylvania, Philadelphia County, *ss.*—Samuel Rea, being duly sworn, on his oath says, that he is President of the

*Includes $1,026,420.40 interest on bonded debt and special guaranteed stocks, taxes and other obligatory charges, also $182,750.40 of expenditures for improvements to equipment, renewals of ballast, bridges, etc., and $10,392.51 of the dividend, which the income of the year was insufficient to meet.

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West Jersey and Seashore Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

SAMUEL REA.

Sworn and subscribed before me, this tenth day of March, A. D. 1915.

G. BLIGHT ROBINSON,
[L. S.] *Notary Public.*
*My Commission expires at end of next session of Senate.*

ACCIDENTS.

*Persons Killed or Injured by Moving Trains While Crossing Tracks.*

January 16, 1914—Mill Road Crossing, Absecon, N. J. Henry Smith, slightly injured. Engineman, W. Jenkins; conductor, H. L. Ostrander.

February 10—South Camden Station, N. J. F. A. Cook, slightly injured. Motorman, T. M. McCullough; conductor, W. B. Stiles.

February 28—Lincoln Avenue Crossing, Haddonfield, N. J. Miss Ruth Magoon, slightly injured. Engineman, W. I. Jones; conductor, A. G. Clement.

March 27—Harrisonville, N. J. Granville H. Coles, automobile upset, no apparent injuries. Engineman, J. McClintock; conductor, H. H. Hawkins.

April 13—Hessian Avenue, North Woodbury, N. J. Mrs. Elizabeth Finsel, killed. Motorman, L. R. Abrams; conductor, T. H. Anderson.

May 16—Eighth and Penn Streets, Camden, N. J. Mrs. A. E. Smith, killed. Engineman, Theo. Stratton; conductor, G. D. Moore.

May 18—Market Street Crossing, Gloucester. Clarence A. Myers, slightly injured; Mrs. Mary E. Myers, fatally injured, died shortly after accident; Harry Hunsberger and Miss May Clarkson, both fatally injured, died shortly after the accident; Miss Jane Hall, Miss Edith Chivaro and Carl Schwank, all slightly injured. Motorman, W. E. Parker; conductor, N. S. Danenhour.

May 27—Chestnut Street Crossing, Camden, N. J. Alfred Charvis, claims to have been injured. Engineman, W. I. Jones; conductor, A. G. Clement.

May 29—Berlin Road Crossing, Freeman, N. J. Stanislaus Wartolowicz and Albert H. Conover, killed. Engineman, E. R. Thomas; conductor, C. Shingle.

June 19—Near Alloway, N. J. Leroy P. Burt, slightly injured. Engineman, W. H. McCullough; conductor, F. E. Smith.

June 23—Arctic Avenue Crossing, Atlantic City, N. J. Frank Harris, slightly injured. Engineman, F. H. Hires; conductor, A. L. Fox.

July 1—Cumberland Street, Gloucester, N. J. Mrs. Mary E. Schules, killed. Motorman, T. M. McCullough; conductor, C. E. Colclough.

July 4—Cardiff, N. J. John Mooney, killed. Motorman, R. S. Doughty; conductor, F. L. Hoffman.

July 19—Centre Square, N. J. Ralph G. Whittaker and John McGlincy, injured. Engineman, C. J. Holdstein; conductor, E. I. Ayars.

August 6—Woodcrest, N. J. Mrs. Florrie Abbott, fatally injured, died shortly after accident. Engineman, E. R. Thomas; conductor, A. Borton.

August 7—Union Street Crossing, South Glassboro, N. J. Harry Homan, Harriett Homan and Harriett Lappin, killed. Motorman, W. H. Osborn; conductor, B. T. Steelman.

August 22—Cooper Street Crossing, Woodbury, N. J. Frank C. Miller, killed. Engineman, C. W. Goodfellow; conductor, J. Golder.

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September 6—North Vineland, N. J. John W. Dobson, slightly injured. Engineman, S. H. Eldredge; conductor, G. C. Taylor.

September 8—Commerce Street Crossing, Bridgeton, N. J. Mrs. Bessie Wilson, Arnold Wilson, Eleanor Wilson and Dorothy Wilson, killed; John Hart, William Clark and Belford Hickman, slightly injured. Engineman, T. Stratton; conductor, G. D. Moore.

September 9—Dias Creek Road Crossing, Cape May Court House, N. J. Lawrence Tozer, killed. Engineman, W. A. Hand; conductor, J. Golder.

September 16—Essex Street Crossing, Gloucester, N. J. Harry Davis, slightly injured. Motorman, G. T. Groff; conductor, W. M. Morgan.

October 1—English Creek Road Crossing, McKee City, N. J. Vincenzo Martinese, killed. Motorman, Chas. L. Lee; conductor, G. G. Davis.

October 2—Viola Street Crossing South Camden, N J. Arthur Tart, skull fractured, not serious. Engineman, J. A. Nungessor; conductor, T. R. Shinn.

October 6—Marlton Pike Crossing, between Locust Grove and Cropwell, N. J. Anthony Warwick, slightly injured. Engineman, E. R. Thomas; conductor, A. E. Prickett.

October 9—Mercer Street Crossing, Gloucester, N. J. J. Frank Brewer, killed. Motorman, W. H. Hartman; conductor, F. B. Bodine.

October 23—Daretown, N. J. John M. Krom, killed. Engineer, L. Sack; conductor, F. E. Smith.

December 7—Elm Street Crossing, Woodbury Heights, N. J. Walter Kugler, slightly injured. Motorman, L. G. Haines; conductor, A. Shinn.

December 10—Mechanic Street Crossing, Camden, N. J. Samuel Fine, killed. Engineman, W. Jenkins; conductor, C. C. Phifer.

December 17—Van Hook Street Crossing, South Camden, N. J. John Barlevitch, fractured jaw. Unable to determine what train struck him, if any.

December 18—Lake Street Crossing, Glassboro, N. J. Oscar Langley, slightly injured. Engineman, W. C. Albertson; conductor, F. B. Mattson.

*Persons Killed or Injured While Trespassing on Tracks.*

February 23, 1914—Cape May Court House, N. J. B. Eisenburg, slightly bruised. Engineman, E. B. Rudderow; conductor, T. B. Porch.

February 24—Berlin, N. J. George Stimmell and John J. Worrell, killed. Engineman, C. Mayhew; conductor, C. F. McClure.

February 28—Woodbury, N. J. Harry T. Grant, killed. Motorman, J. E. Holmes; conductor, W. S. Lord.

March 21—Millville, N. J. Wilson Banks, ankle broken. No train involved.

April 22—Swedesboro, N. J. Robert Walsh, left arm fractured and hips bruised. Engineman, W. H. McCullough; conductor, M. S. Askew.

May 16—Swedesboro, N. J. Clarence Atkinson, leg broken and ribs broken. No train involved.

June 24—Haddonfield, N. J. George Newman, killed. Engineman, J. W. Lovett; conductor, C. D. Harrold.

June 27—About one-half mile north of Kirkwood, N. J. Mrs. Harry Rose, killed. Engineman, J. C. Shreve; conductor, W. E. Brown.

July 4—Just south of Chestnut Street, Camden, N. J. Francis Tighe, killed. Found along tracks; unable to find crew who knew anything about the accident.

July 21—Near Liberty Park Station, Camden, N. J. Otto Leibeknecht, killed. Engineman, J. R. Gandy; conductor, A. F. Kessler.

August 15—Drawbridge Station, Atlantic City, N. J. Mrs. Mary E. Adams, left hand crushed off and right leg fractured. Engineman, F. M. Smyth.

August 22—Georgia and Mississippi Avenues, Atlantic City, N. J. Mrs. Mary Linderman, left foot crushed off. Engineman, G. S. Huff; conductor, D. J. Dugan.

September 19—South Glassboro, N. J. Augustus Gogeo, killed. Motorman, John Brudon; conductor, M. S. Askew.

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October 10—WYE Tracks, Woodbury, N. J. George Homes, killed. Engineman, P. J. Sullivan; conductor, M. S. Askew.

October 17—About one-quarter mile north of Woodbine, N. J. Edward Connelly, killed. Engineman, F. W. Hagerthey; conductor, T. B. Porch.

December 7—Gloucester, N. J. Mrs. Mary Wilson and Miss Helen King, killed. Motorman, W. P. Matthews; conductor, G. C. Taylor.

*Passengers Injured in Manner Stated.*

January 17, 1914—Richland, N. J. Mrs. C. S. Mann, legs slightly injured, due to another passenger striking her on leg with a suit case, causing her to fall. Motorman, S. N. Motorman; conductor, J. F. Williams.

February 13—Marlton, N. J. Filamana Consolo, finger pinched by car door in some manner unknown. Engineman, E. R. Thomas; conductor, C. Shingle.

June 10—Iona, N. J. Mrs. Hannah S. Cullen, claims to have injured abdomen, due to being thrown against seat by jolt of train. Motorman, Chas. L. Lee; conductor, J. D. Parks.

June 12—South Westville, N. J. William H. Bailey, small bone in right ankle broken and a deep gash cut in his head; stepped off end of station platform into cemented ditch. No train involved.

July 2—Atlantic City Terminal, N. J. Mrs. John Wilbertham, complained of back being injured, due to jar of train causing her to fall against end of car. Engineman, F. Husted; conductor, C. D. Harrold.

July 4—Berlin, N. J. Annie O'Rourke, slipped on the door sill of coach when brakes were applied and claims to have injured knee. Engineman, F. T. Clayton; conductor, D. J. Dugan.

July 21—Mt. Pleasant, N. J. Harold S. M. Balsley, eye slightly injured, due to brakes going into undesired quick action. Engineman, C. E. Steelman; conductor, J. A. Connell.

July 28—Ocean City, N. J. Miss Anna Bush, two fingers pinched, due to coach window falling on hand. Engineer, R. S. Willis; conductor, Geo. Shock.

October 3—Woodbury, N. J. Mrs. Mary E. Joslin, knee and arm injured; claims train gave a sudden jerk. Engineman, E. F. Brown; conductor, C. W. Beirne.

*Injured by Contact With Covered and Protected Third Rail or Shoe.*

June 22, 1914—North of Millville, N. J., Furman Hemingway. Fatally burned, died June 30th. Came in contact with third rail while attempting to melt some glass tubes.

*Injured by Crossing Gates Being Lowered.*

None.

*Injured by Horses Becoming Frightened at Trains.*

None.

*Injured by Missiles Thrown at Train.*

August 1, 1914—Near Winslow Junction, N. J., Charles Baptist, Jr. Severe contusion of right forearm and elbow, due to large stone coming through coach window and striking him on arm. Engineman, Wm. Keefe; conductor, S. C. Doland.

*Persons Alighting from or Boarding Trains in Motion and Falling on Station Platforms and Steps.*

January 24, 1914—Vineland, N. J., William Otto. Wrist cut attempting to board train after it had left the station. Motorman, B. Madara; conductor, N. S. Dannenhouer.

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January 29—Mt. Royal, N. J., James W. MaGill. Complained of hands and back hurting. Grabbed hold of car before train stopped, ran along with train and tripped over mail bag thrown from train. Engineman, J. Kennedy; conductor, T. R. Shinn.

February 5—Woodbury, N. J., S. H. Pine. Arm slightly injured, due to stepping from moving train. Motorman, J. H. Griner; conductor, George Alexander.

February 12—Newfield, N. J., M. Bullivant. Skinned and bruised, due to attempting to board moving train. Motorman, F. T. Clayton; conductor, C. E. Colclough.

March 5—Pitman, N. J., Mrs. L. G. Pearson. Small cut over left eye Stepped from moving train. Motorman, J. E. Holmes; conductor, W. S. Lord.

March 14—Paulsboro, N. J., William F. Falck. Claims knee was bruised. Fell over bundle of papers after alighting from train. Engineman, R. A. Cashman; conductor, W. C. Montgomery.

April 13—Atlantic City, N. J., Richard Creighton. Cut and bruised, attempted to board train after it had started from station. Motorman, L. Abrams; conductor, T. H. Anderson.

April 14—Woodbury, N. J., Patrick J. Hickey. Left hip fractured. Stepped off train before it had come to a full stop. Motorman, D. Daniels; conductor, F. N. Yeiter.

April 17—Haddonfield, N. J., Mrs. Mary Sheridan. Claims to have injured leg. Fell while going down station steps.

April 21—South Glassboro, N. J., Frank V. Boyden. Killed. Found lying on track; probably fell from some freight train.

April 23—Freeman, N. J., Miss Lucy Potts. Claims hand was injured by car door closing on it as she was leaving car. Engineman, E. R. Thomas; conductor, C. Shingle.

April 26—Leesburg, N. J., John Parker. Right hand crushed off. Attempted to board moving engine. Engineman, A. H. Grace; conductor, W. S. Johnson.

June 9—Atlantic City Yard, N. J., Harry Saltzman. Arm broken. Fell from freight car standing in yard.

June 14—Atlantic City, N. J., Mrs. H. E. Battersby. Bruised shoulder and left forehead. Boarded train to see friends off, alighted after train had started. Engineman, C. H. Brenn; conductor, J. F. Williams.

August 12—Georgia Avenue, Atlantic City, N. J., Mrs. Sarah Kandel. Bruise on head. Found out she held wrong ticket and jumped from moving train. Engineman, G. S. Huff; conductor, D. J. Dugan.

August 13—Clarksboro, N. J., Fred Wible. Slight fracture of skull. Lying on station platform asleep and struck by step of coach. Engineman, C. W. Goodfellow; conductor, J. C. Miller.

August 14—Cape May, N. J., Mrs. C. J. King. Fracture of bones in left ankle and right ankle sprained. Fell while alighting from coach. Engineman, A. J. English; conductor, G. C. Taylor.

August 15—Wildwood Crest, N. J., Mrs. Chas. Lynch. Right ankle sprained and right knee injured. Got foot tangled in dress and fell while alighting from train. Engineman, F. T. Clayton; conductor, Wm. A. Stone.

August 16—Ocean View, N. J., Mrs. Norman Simpkins. Ankle and knee bruised. Claims to have fallen while alighting from train. Engineman, R. S. Willis; conductor, Geo. Schock.

August 23—Tennessee Avenue, Atlantic City, N. J., Miss Stenrel. Left arm and left leg skinned and bruised. Boarded train to see friends off; alighted after train started. Motorman, W. J. Bodell; conductor, T. H. Anderson.

August 27—Georgia Avenue, Atlantic City, N. J., Miss Mary Smith. Struck back of head. Caught heel of shoe on step and fell backward. Engineman, W. E. Parker; conductor, W. L. Nelson.

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September 7—Wenonah, N. J., Mrs. Maggie Pierce. Right leg fractured. Fell while going down steps of coach. Motorman, W. B. Wilson; conductor, W. F. Willis.

September 13—Mays Landing Court House, N. J., Mrs. R. W. Brooks. Bruised hip and elbow. Alighted from moving train. Motorman, E. S. Horner; conductor, E. H. Steer.

September 27—North Vineland, N. J., Clifford Beakley. Thigh broken. Supposed to have fell from train after it had left station. Motorman, Chas. L. Lee; conductor, G. G. Davis.

September 28—Elmer, N. J., R. K. Greenwood, Sr. Hand and back slightly injured. Stepped from moving train. Engineman, J. P. Fox; conductor, Wm. A. Stone.

October 4—Paulsboro, N. J., Miss Mamie Keenan. Claims back of head bruised, neck lacerated, back lacerated, spine bruised and shoulder bruised. Fell while going down steps of coach. Engineman, T. J. Firestone; conductor, A. Borton.

October 10—Haddonfield, N. J., Mrs. Mary Olver. Arm, wrist and knee injured. Claims she tripped over splinter on station platform.

October 15—Landis Avenue, Vineland, N. J., Joseph Adams. Right ankle dislocated and instep sprained. Attempted to board moving train. Motorman, B. Madara; conductor, G. G. Davis.

November 8—Newfield, N. J., Mrs. Oscar Becker. Concussion of brain. Slipped on incline of station platform—raining at time of accident.

December 2—Atlantic and Illinois Avenues, Atlantic City, N. J., Louis Kilberg. Slight injuries about the head. Attempted to board moving train on street. Engineman, H. Brown; conductor, J. F. Gaffney.

December 24—Woodbury Heights, N. J., Mrs. E. A. Malmsbury. Claimed injury to back and arm. Lost balance when train started and fell on car platform. Motorman, W. G. Hand; conductor F. N. Yeiter.

December 26—South Gloucester, N. J., Thomas B. Glover. Claimed to have hurt arm and strained right leg. Stepped from moving train. Motorman, B. LaDow; conductor, A. C. Henderson.

May 26—Salem, N. J., Richard M. Cook. Face and leg bruised and ankle sprained. Drove his wagon into platform corner protection stone at the passenger station.

August 11—Mays Landing Court House, N. J., Eddie Lore. Face and arms lacerated and lower jaw fractured. Ran off planked crossing while riding motorcycle.

*Employes Injured in the Manner Stated.*

January 6, 1914—Pitman, N. J., J. Haughey, freight brakeman. Leg bruised. Trucking freight from car to platform when raised piece slipped and truck fell on his leg. Engineman, W. Albertson; conductor, F. B. Mattson.

January 15—Atlantic City (Yard), N. J., Elmer E. Reinart, yard brakeman. Thumb bruised. Closing bottom of car when wrench slipped and struck finger. Engineman, F. Hires; conductor, J. F. Gaffney.

January 20—Glassboro, N. J., J. W. Stidworthy, fireman. Head cut and bruised. Leaning out of engine cab and struck car which had just been drilled on siding. Engineman, F. W. Hagerthey; conductor, T. B. Porch.

January 24—Egg Harbor, N. J., John Killespie, freight brakeman. Killed. Fell from car he was riding and was crushed between car and station platform. Engineman, C. H. Richman; conductor, J. Golder.

January 28—Winslow Junction, N. J., John Todd, Jr., freight brakeman. Back bruised and skinned. Foot slipped, fell from car and struck back. Engineman, W. E. Parker; conductor, J. S. DeFord.

January 31—Paulsboro, N. J., Edward J. Daley, passenger brakeman. Right thumb slightly mashed. Vestibule door of coach blew in and caught thumb which was resting on hand rail. Engineman, R. Cashman; conductor, W. C. Montgomery.

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February 11—Salem (Yard), N. J., W. S. Vanaman, fireman. Hip sprained. Engine taking water, foot slipped and he fell on top of water pipe. Engineman, J. Kennedy; conductor, T. R. Shinn.

February 12—Pitman, N. J., W. P. Maier, freight brakeman. Lacerated finger. Caught his finger between the switch lever and tie. Engineman, W. Albertson; conductor, F. B. Mattson.

February 13—Chas. Madler, Jr., freight brakeman. Left foot injured. Trucking heavy box from freight house to car, foot slipped and he caught foot under raise piece. Glassboro, N. J. Engineman, R. K. Loux; conductor, J. S. Bates.

February 24—Pleasantville, N. J., W. A. Gale, freight brakeman. Finger mashed. Caught finger closing freight car door. Engineman, J. W. Sharp; conductor, W. D. Peck.

March 2—South Glassboro, N. J., W. G. Hand, motorman. Eyes burned by electric flash. Snow on third rail, inserted metal scraper between rail and shoe and did not turn face away in time. Motorman, W. G. Hand; conductor, F. N. Yeiter.

March 2—Glassboro, N. J., James Powers, track foreman. Killed. Cleaning snow from switches, storming hard at time and did not hear train. Engineman, C. H. Richman; conductor, H. H. Smith.

March 3—Atlantic City (Yard), N. J., John F. Gaffney, yard conductor. Dislocated bones of foot. Stepped off engine and struck foot on lump of ice. Engineman, Geo. Devinney; conductor, J. F. Gaffney.

March 3—Gloucester, N. J., James Haughey, freight brakeman. Face, head and shoulder injured. Knocked off side of freight car by telegraph pole. Engineman, G. S. Simpkins; conductor, J. P. Gifford.

March 12—Woodbury, N. J., James J. Dougherty, passenger brakeman. Finger badly lacerated. Riding on car of ties, ties shifted and caught finger between the tie and brake wheel. Engineman, E. B. Rudderow; conductor, J. H. Heisler.

March 19—Woodbury, N. J., Louis C. Wright, passenger conductor. Sprained tendons of right hand. Injured hand closing coach door. Engineman, T. M. McCullough; conductor, L. C. Wright.

March 21—Bakersville, N. J., Walter D. Peck, freight conductor. Ankle sprained. Running to get on engine, slipped and fell, turning ankle. Engineman, W. G. Preble; conductor, W. D. Peck.

March 24—Newkirk, N. J., T. G. Walker, baggage master. Head slightly injured. Unloading baggage when car door closed on head. Engineman, W. H. McCullough; conductor, F. E. Smith.

March 31—Glassboro, N. J., J. H. Shute, freight brakeman. Right knee bruised. Attempted to board cabin car and struck knee against end sill. Engineman, C. W. Goodfellow; conductor, J. B. Owen.

April 1—Sea Isle City, N. J., G. H. DuBois, freight brakeman. Foot bruised. Attempted to close angle cock with foot and kicked a bolt. Engineman, W. H. Churchill; conductor, W. H. Robbins.

April 2—Delaware Avenue, Camden, N. J., V. G. Parker, freight brakeman. Left leg and thigh injured. Cart drove over crossing ahead of train, Parker was caught between cart and car when they collided. Engineman, W. Wilson; conductor, G. B. Martin.

April 7—Lucaston, N. J., E. D. Horner, freight brakeman. Scalp lacerated and body bruised. Struck by inter-track fence while hanging on side of car. Engineman, C. P. McDonel; conductor, H. E. Cartwright.

April 9—Atlantic City Yard, N. J., William T. Souder, fireman. Knee slightly injured. Running through yard, tripped and fell, striking knee.

April 12—Ancora, N. J., S. A. Hancock, fireman. Thumb injured. Scooping water, scoop lever flew back and struck thumb. Engineman, B. M. Smith.

April 12—Franklinville, N. J., John Foster, freight brakeman. Left wrist sprained. Claims brake gave wrist a jerk while applying brake. Engineman, C. P. McDonel; conductor, E. I. Ayars.

May 4—Swedesboro, N. J., John Drew, freight brakeman. Left side injured.

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Riding on top of box car, struck in side by swinging door. Engineman, J. E. Dwyer; conductor, H. H. Smith.

May 13—Camden Yard, N. J., C. J. Patterson, freight brakeman. Hip, chest, back and arm slightly injured. Train starting, threw him from top of box car. Engineman, R. Langley; conductor, T. A. Daley.

May 14—Woodbury, N. J., C. A. Pogue, freight brakeman. Ankle slightly sprained. Stepped on cinder or loose stone in the dark, turning ankle. Engineman, R. K. Loux; conductor, J. S. Bates.

May 21—Pleasantville, N. J., Wm. B. Hazard, freight brakeman. Thumb mashed. End door of gondola car shifted and caught thumb. Engineman, J. W. Sharp; conductor, W. D. Peck.

June 6—Sea Isle Junction, N. J., C. W. Doughty, baggage master. Strained muscles of back. Strained back lifting mail sack. Enginemanfi S. Tatum; conductor, B. B. Hughes.

June 8—Woodstown, N. J., Frank R. Smith, freight brakeman. Leg and back bruised. Attempting to open car door, door came off and fell on him. Engineman, W. S. Laurie; conductor, H. E. Cartwright.

June 17—Between Delaware Avenue and Front Street, Camden, N. J., F. Emhof, freight brakeman. Back slightly sprained. Jumped off engine to throw switch, stepped on end of tie and sprained back. Engineman, C. H. Richman; conductor, G. B. Martin.

August 5—Freight Yard, Atlantic City, N. J., Wm. P. Maier, freight brakeman. Slight sprain of ankle. Stepped on cinder and turned ankle. Engineman, C. P. McDonel; conductor, H. E. Cartwright.

August 6—Millville, N. J., T. S. Miller, freight flagman. Ruptured. Claims to have ruptured himself while getting off train. Engineman, J. W. Stidworthy; conductor, A. Allan.

August 10—Cooper's Point Yard, Camden, N. J., G. W. Williamson, yard brakeman. Ankle bruised. Slipped off step of engine, striking ankle on rail. Engineman, J. R. Gandy; conductor, A. F. Kessler.

August 13—Woodbury Heights, N. J., Ralph J. Townsend, fireman. Contusion or arms, chest and left hip. Standing on step of engine and struck by track fence. Engineman, C. W. Goodfellow; conductor, J. Golder.

August 14—Holly Beach, N. J., George H. DuBois, freight brakeman. Thumb bruised. Air hose flew up and caught thumb between the air hose and car. Engineman, W. A. Hand; conductor, T. B. Porch.

August 18—Delaware Avenue, Camden, N. J., Lester H. Arthur, yard brakeman. Right thigh and hip crushed. Caught between two cars. Engineman, F. L. Brenn; conductor, G. B. Martin.

August 18—Glassboro, N. J., R. S. Ennis, baggage master. Spark flew in eye. Motorman, J. C. Dwyer; conductor, J. T. Loefladd.

August 29—Atlantic City, N. J., H. Ryder, passenger brakeman. Thumb mashed. Door of coach slipped from his hand and caught his thumb. Engineman, B. C. Horan; conductor, S. Hewitt, Jr.

August 30—Wm. H. Britton, freight brakeman. Claims to have injured his back while working on train; Camden to Atlantic City. Engineman, R. Langley; conductor, L. C. Womer.

September 1—Haddonfield, N. J., John P. Gallagher, freight brakeman. Finger bruised. Finger caught between switch lever and tie. Engineman, T. J. Troy; conductor, W. H. Ryan.

September 3—Wenonah, N. J., R. S. Brooks, engineman. Cinder flew in eye. Engineman, R. S. Brooks; conductor, J. S. Bates.

September 4—Elmer, N. J., Frank W. Lear, passenger brakeman. Outer side of left hand crushed. Coupling air hose, hand caught between drawheads. Engineman, R. K. Loux; conductor, C. G. Moore.

September 4—Belleplain, N. J., John E. Fletcher, freight brakeman. Leg bruised. Trucking freight, raise piece slipped and he fell to ground with truck. Engineman, P. Richman; conductor, G. S. Hoffman.

September 5—Newfield, N. J., R. T. Willitts, fireman. Contusion of back.

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Stepped on piece of coal lying on apron of engine and fell to ground. Engineman, C. P. McDonel; conductor, J. S. DeFord.

September 8—Ancora, N. J., Geo. E. Broome, fireman. Wrist slightly sprained. Water scoop struck wrist while he was attempting to scoop water. Engineman, R. Langley; conductor, C. B. Wack.

September 8—Bridgeton, N. J., E. A. Ackley, baggage master. Foot slightly injured. Closing trap door and it fell on his foot. Engineman, E. Hutchinson; conductor, M. A. Fitch.

September 10—Ocean City, N. J., W. J. Nash, passenger brakeman. Ran splinter in foot. Engineman, R. S. Willis; conductor, Geo. Schock.

September 14—Wm. C. Ingersoll, passenger brakeman. Right foot sprained. Ran to throw switch, stepped on end of tie and foot turned over at Sea Isle Junction, N. J. Engineman, L. Sack; conductor, W. W. Weeks.

September 15—Pitman, N. J. Isaac Kyler, freight flagman. Right thigh bruised. Attempted to get on engine, foot slipped and he struck inter-track fence. Engineman, B. C. Horan; conductor, G. G. Davis.

September 18—Alloway, N. J., W. H. McCullough, engineman. Hand slightly scalded. Frank B. Treen, fireman. Killed. Engine derailed and turned over. Engineman, W. H. McCullough; conductor, F. E. Smith.

September 18—Woodstown, N. J., John N. Forrest, freight brakeman. Left knee bruised. Going from one car to another, lurch of train caused him to fall between cars. Engineman, W. S. Laurie; conductor, M. Counsellor.

September 19—Millville Yard, N. J., Howard Frantz, yard brakeman. Finger crushed. Got his finger caught cutting cars. Engineman, E. H. Peterson; conductor, D. C. Bowen.

September 20—Bridgeton, N. J., Harry O. Kandle, passenger brakeman. Back and arm slightly sprained. Fell into creek in the dark.

September 30—"M" Tower, Millville, N. J., J. L. Speer, Sr., passenger conductor. Spine injured. Foot slipped going down steps of tower.

October 2—Minotola, N. J., Joseph H. Shute, freight brakeman. Foot slightly bruised. Unloading freight from car, stove grate fell on foot. Engineman, M. E. McGowan; conductor, D. Purnell.

October 6—Atlantic City Yard, N. J., Frank Carey, yard brakeman. Right leg and ankle slightly bruised. Stepped off engine in between ties. Engineman, G. T. Devinney; conductor, J. F. Gaffney.

October 8—Salem, N. J., Frank R. Smith, freight brakeman. Muscles of leg strained. Claims to have strained leg by jumping off engine. Engineman, D. Daniels; conductor, M. Counsellor.

October 10—Atlantic City, N. J., J. A. Kissane, baggagemaster. Back slightly strained. Claims to have strained back unloading heavy baggage. Engineman, J. Eastmond; conductor, K. P. Kelly.

October 10—Mt. Royal, N. J., J. P. Bellville, freight brakeman. Foot badly bruised. Sat in door of box car with his feet hanging out and was struck by bridge span. Engineer, F. Wilkinson; conductor, W. B. Stratton.

November 20—Manumuskin, N. J., H. L. Stratton, operator. Slightly cut and bruised about body. Pushing baggage truck, pushed truck too close to track and it was struck by engine and ran over Stratton. Engineman, C. C. Gosling; conductor, W. W. Weeks.

November 21—South Camden, N. J., Thomas A. Daley, yard brakeman. Claims to have strained side closing box car door. Engineman, G. S. Simpkins; conductor, J. P. Gifford.

November 30—Haddonfield, N. J., Wm. S. Miller, passenger conductor. Wrist sprained. Was holding vestibule door open with foot, took foot away from door without thinking and door closed, striking arm. Engineman, Thos. Fitzgerald; conductor, W. S. Miller.

December 1—Freight Yard, Atlantic City, N. J., Chas. P. McDonel, engineman. Stepped off engine and fell over rail lying in shadow of a pole.

December 11—Hammonton, N. J., Wm. H. Ryan, freight flagman. Slight sprain of ankle. Getting off train, stepped on stone and turned ankle. Engineman, W. B. Wilson; conductor, L. C. Womer.

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December 12—Absecon, N. J., E. B. Day, freight brakeman. Left side strained. Claims to have strained side attempting to open a car door. Engineman, F. Schock; conductor, J. S. DeFord.

December 14—55th Street, Ocean City, N. J., Rocco Albano, track laborer. Fractured ribs. Was in riding car of work train when engine coupled to train he was knocked down and fell across seat. Engineman, F. J. Kleinschmidt; conductor, E. B. Robinson.

December 20—Elmer, N. J., W. G. Long, freight brakeman. Back injured. Getting down off box car, stepped on bolt head and ankle turned over, throwing him to ground. Engineman, R. S. Willis; conductor, J. S. Bates.

None of the enginemen and conductors have been dismissed from the service on account of these accidents.

---

## WEST SHORE RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $10,000,000 00 |
| Bonded debt, | 50,000,000 00 |
| Floating debt, | 13,450,268 59 |
| Cost of property and franchises, | $73,450,268 59 |

The road extends from Weehawken, N. J., to Buffalo, N. Y., a distance of 423.67 miles.

It is leased to the New York Central and Hudson River Railroad Company at an annual rental of 4 per cent. per annum upon outstanding bonds secured by a mortgage not to exceed fifty million dollars.

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

State of New York, New York County, *ss.*—J. Carstensen, being duly sworn, on his oath says, that he is Vice-President of the West Shore Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

J. CARSTENSEN,
*Vice-President.*

Sworn and subscribed before me, this tenth day of February, A. D. 1915.

D. H. HOUSE,
*Notary Public in and for New York County, N. Y.*
[L. S.] *Certificate filed in Westchester County.*

RECEIPTS AND EXPENSES FOR 1914.

See affidavit below.

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P. O. address of this company—Grand Central Terminal, New York.

State of New York, County of New York, *ss.*—Richard A. White, General Auditor of the New York Central and Hudson River Railroad Company, lessee of the West Shore Railroad, being duly sworn, says that the earnings and expenses of the West Shore Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and the accompanying statement of accidents occurring in the State of New Jersey, on the West Shore Railroad during the year ended December 31, 1914, is correct and true to the best of his knowledge and belief.

RICHARD A. WHITE,
*General Auditor.*

Sworn and subscribed before me, this eleventh day of February, 1915.

D. H. HOUSE,
*Notary Public in and for New York County, N. Y.*
[L. S.] *Certificate filed in Westchester County.*

ACCIDENTS.

January 7, 1914—Bergenfield, A. Bury, employe, aged 23, freight brakeman, injured. While train was pulling out of middle No. 1, with 66 empty cars, air hose burst on GP 78396, the thirty-seventh car in train, causing air to apply, lifting car off truck and swinging it over on eastbound main train, derailing Soo. car 16866, and pulling drawheads out of four cars. Bury was thrown from caboose platform to ground. Amount damage, $137.

January 9—Ridgefield Park, Dominico Grapparole, employe, section laborer, aged 40, injured. Cut over right ankle by a bolt which flew from passing train while he was at work on track.

January 17—Weehawken, Mrs. Henry Benson, trespasser, injured. Struck by engine while trespassing on tracks.

January 20—Little Ferry, John Greenthal, passenger, injured. Claims that he cut his hand on rough hand-rail while alighting from train.

January 22—New Durham, Flora Knapp, passenger, aged 26, injured. Bundle of boards standing in corner of coach fell over on her when train started up after making station stop.

February 3—Bogota, Mrs. Lilliam A. Ellicott, passenger, age 25, injured. Car door came shut on her hand when train made station stop.

February 3—Weehawken, Minna Hille Taw, passenger, age 46, injured. Slipped and fell while alighting from standing train.

February 8—Haworth. Derailment, no one injured. Amount of damage, $1,619.00. Extra 2919 westbound freight, with 65 empties, running at a speed of about 20 miles per hour, had nine cars derailed and piled up on both main tracks in curve 300 feet east of Haworth station, due apparently to defective Fox truck under car N. Y. C. 52589, which had a tie strap loose at one end, causing same to strike and no doubt caused derailment. This car was the thirty-second from engine. The first mark on the ties

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was five feet north of switch leading to middle No. 1, on tangent track; 105-pound rail, where track was in excellent line, surface and standard gauge. The first indication that the crew had of the trouble was when air applied bringing train to a stop. Westbound track blocked eight hours and fifteen minutes. Eastbound track blocked eleven hours and fifteen minutes.

February 10—West Englewood, Mrs. Jennie E. Flesher, passenger, injured. Fell while alighting from moving train.

February 17—West Norwood, Charles Wiegand, passenger, age 38, injured. While boarding train he stepped on pile of old rails between tracks and slipped and struck bottom step of coach.

February 24—Weehawken, Scott R. Smith, employe, age 53, road passenger conductor, injured. Alighting from standing train slipped, account snow on step, and turned over on ankle.

March 3—New Durham, Elizabeth C. Murray, passenger, age 35, injured. Fell while alighting from standing train, account of high step and snow piled alongside track.

March 3—New Durham, Matilda T. Murphy, passenger, age 27, injured. Fell while alighting from standing train, account of no filling between tracks.

March 7—Weehawken, Geo. Lundy, employe, freight brakeman, age 60, injured. While climbing up ladder on caboose, train stopped suddenly and he fell to caboose platform.

March 13—Dumont, Mike Horrigan, passenger, age 30, injured. Slipped and fell from steps while alighting from standing train. He was intoxicated.

March 20—Weehawken, Peter J. Dunn, employe, age 36, freight fireman, injured. Stepped on a piece of coal while climbing over tank and fell to the ground.

March 21—Little Ferry. Derailment, no one injured. Amount of damage, $546. Two cars derailed account of journal breaking on P. & R. car 2915, account being overheated.

March 22—Weehawken, P. Deveney, employe, age 51, yard brakeman, injured. Passenger service. Stepped from foot board of moving engine, and foot was caught under step.

March 23—New Durham. Derailment, no one injured. Amount of damage, $266. While train WB-5 west, engine 3175, consisting of 49 loads, was passing a point about twenty feet west of overhead bridge at New Durham, had rear truck of car N. Y. C. 40561, tenth car from head end, derailed, due to rear truck of car cramping off rail the cause of which we have been unable to determine. Examination of the derailed car disclosed two broken oil boxes and bent pedestals, which were new, and evidently the result of the derailment. All brake connections were intact, as were the couplers. There were no marks at point of derailment except imprint of the wheels on the ground where they left track. Car ran a distance of about 40 car lengths after derailment occurred? The derailed car had an extra truck applied and went forward in WD-1, morning of March 24th. Track blocked two hours and twenty minutes. No action taken.

March 28—Bergenfield, Henry Hess, passenger, age 54, injured. Claims to have fallen from train while in the act of alighting, due to rough movement of train.

March 31—Weehawken, John Pape, employe, freight yard engineman, injured, age, 46. Jumped from engine to float.

April 3—Bergenfield, Loretta Adriance, passenger, age 19, injured. Fell while alighting from standing train, account of high step.

April 5—Weehawken, derailment, no one injured. Amount of damage, $61.00. Engine of train 5 was derailed, account of truck not curving properly. Track was blocked for three hours and fifty-eight minutes.

April 16—Weehawken, Ben Rasmussen, other person, age 33, injured. While working on dock, pole rolled against his foot.

April 16—Weehawken, Lizzie R. Cox, passenger, age 58, injured. Fell while alighting from standing train, due as she states to a conductor withdrawing his support.

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April 18—Weehawken, D. Dunningham, passenger, injured. Glass in car door was broken in some unknown way, and he claims some of the glass went in his eye.

April 28—Teaneck, Carla Hasse, trespasser, age 30, injured; Else Hasse, trespasser, age 3, killed. While standing on track watching her mother pick up coal, child was struck by engine of train No. 8. The mother claims she was struck while attempting to save child, but engineman and fireman saw her fall to east side of track before engine got to her.

April 30—Little Ferry, Joseph Goodman, passenger, age 27, injured. Struck by barrel which rolled from freight house platform.

April 30—Dumond, Guiatano Favala, employe, track laborer, age 29, killed. Struck by engine while walking on track.

May 12—Little Ferry, Anna M. Baxmann, passenger, age 35, injured. While alighting from standing train her dress caught on latch of trap door, causing her to fall.

May 16—Ridgefield Park, Leonilda Webb, passenger, age 21, injured. While alighting from train she stepped on edge of stepping box, which tipped over causing her to fall.

May 17—Weehawken, Michael Guina, passenger, age 42, injured. While attempting to raise coach window, glass broke and cut his hand.

May 21—Weehawken, Joseph M. McDonald, passenger, age 72, injured. Alighting from standing train, slipped on coach steps and fell.

May 22—Weehawken, John Kurki, passenger, age 39, injured. Jumped from moving train and was struck by engine on adjoining track.

May 22—Weehawken, William Cogan, employe, age 52, carpenter, injured. Not on duty. Was lying on track intoxicated and was run over by engine. He was on his way through the yard to boarding car after having spent the evening drinking.

May 27—Bogota, Eugenie Jourdren, passenger, age 42, injured. Fell while attempting to board moving train.

May 30—Weehawken, W. F. McEwan, employe, age 34, freight engineman, injured. Arm struck against cylinder cock lever while placing wrecking from under engine after it had been derailed, and he was burned by steam.

June 3—Little Ferry, Frederick Horn, passenger, age 3, injured. Car window dropped on his fingers.

June 9—Weehawken, Mrs. Esther Reinhardt, passenger, injured. Caught her finger while lowering car window.

June 19—Granton, Harry Brower, trespasser, age 24, injured. Attempted to board moving freight train and fell under wheels.

June 21—Little Ferry, Marion Duane, passenger, age 21, injured. Car door came shut on her hand.

July 8—Weehawken, Frank Burke, employe, age 22, yard freight brakeman, injured. Went in between cars to open knuckle and his hand was caught when the cars were shoved together.

July 9—Weehawken, Mrs. E. G. Mitchell, passenger, injured. Alighting from standing train and fell between car step and station platform.

July 27—Granton, Semet Allen, trespasser, age 35, injured. Struck by train while trespassing on track.

July 27—Harrington Park, John R. Potterson, other person, age 12, injured. Horse took fright at engine whistle and went into side of train.

July 29—Teaneck. Crossing, automobile went into side of train; no one injured.

August 1—Weehawken, John Mangan, employe, age 50, switch tender, injured. While standing between tracks watching passing cars he was struck by engine backing down to pit.

August 2—Weehawken, Frances Glantz, passenger, age 25, injured; Bessie Fleigelman, passenger, age 24, injured; Anna Gluck, passenger, age 24, injured; Lillian Kantrowitz, passenger, age 22, injured. Pullman car derailed, account of truck mounting switch point. Amount of damage, $219.

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August 4—Weehawken, Mary Ollwerter, passenger, age 52, injured. Fell while alighting from standing train.

August 9—Little Ferry, Frieda Bringel, passenger, age 8, injured. Car window fell on arm, account of defective catch.

August 11—Weehawken, unknown man, Check 8698, employe, car cleaner for N. Y., O. & W. Ry., injured. Thrown against car window, account of engine coming against car in which he was at work.

August 15—Weehawken, Emil H. Longai, passenger, age 39, injured. Jarring of train caused window to drop on his arm.

August 15—Teaneck, Geo. W. Longnecker, other person, age 86, killed. Struck by train while walking over crossing.

August 18—Weehawken, Mrs. J. W. Bryan, passenger, injured. While alighting from standing car, which she had boarded in error, foot went down between car and station platform, and she fell.

August 19—West Englewood, Geo. Fleischer, passenger, age 63, injured. Thrown down in aisle of car when train stopped hard at water plug.

August 23—Weehawken, David Cohen, passenger, age 53, injured. Slipped on some substance on floor of boulevard and fell.

August 25—Dumont, Edgar B. Donnel, passenger, age 30, injured. Car window dropped on his finger, account of defective catch.

August 25—West Norwood, Mrs. Robert Woodhouse, passenger, injured. Train started up while she was boarding it and she fell.

August 30—Bogota, Edward Wackerhagen, trespasser, age 60, killed. Body was found on track. Probably struck by some train during the night.

September 3—New Durham, Charles Price, employe, age 36, freight fireman, injured. Flames came out of fire box of locomotive, account of back draught, and he was burned.

September 7—Dumont, Mary Anderson, passenger, age 43, injured. Tripped over loose strips in car platform, while boarding train and fell.

September 16—Weehawken, William Wilm, employe, freight brakeman, injured. While setting brake on caboose it rebounded, throwing thumb out of joint.

September 23—Weehawken, collision, no one injured. Amount of damage, $113.00. Cars broke away from those being handled by engine 553 and went into side of extra 988.

October 3—New Durham, Ellen Devlin, passenger, age 27, injured. Was alighting from standing train and claims that sudden movement of train caused her to fall to the ground.

October 17—Weehawken, Spencer Scheeler, employe, age 25, freight yard brakeman, injured. Jumped from car and turned his ankle.

October 24—Ulster Park, Lester E. Coyte, employe, age 42, conductor, injured. Air hose on car LS-85051 burst, which gave a severe shock to caboose and he fell, striking on a pail.

October 29—Weehawken, John Bistrak, employe, age 26, yard freight brakeman, injured. Caught foot in unblocked guard rail as he went in between cars to lift pin because of defective coupling lever and wheel of car which was just about to stop, struck his foot.

November 7—Weehawken, Miss Laura D. Graham, passenger, age 28, injured. While alighting from standing train, her skirt caught on ratchet on brake staff, causing her to pitch forward, striking against one of the canopy posts.

November 24—Weehawken, Esther Huston, passenger, age 40, injured. While alighting from standing train she caught toe of shoe on iron tread, causing her to fall forward. Trainman caught her, but not in time to prevent her striking station platform in such a way that she sprained her ankle.

November 30—West New York, Geo. Vakolouski, employe, shoveler, injured, age 20. Attempted to pass through opening between cars just as they were moved and he was caught between couplers.

December 17—Ridgefield Park, Geo. Schlums, passenger, age 42, injured.

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Alighting from standing train, stepped in depression in station platform and turned over on ankle.

December 19—Little Ferry, Bertha Schmidt, passenger, age 43, injured. Alighting from coach in standing train No. 211, stepped in a depression in station platform and fell.

December 23—Dumont, derailment. No one injured. Amount of damage, $165. While train WT-5, engine 3179, west, consisting of 22 loads, and 23 empties, was passing a point just west of Bergenfield had car NYC-152419, the 14th car in train derailed, due to loose wheel. Train came to a stop about one-half mile west of the point where the truck became derailed due to train pipe breaking and applying brakes. When the rear truck of the above car was derailed the east end of the car slewed around so that it blocked both the eastbound main track and the middle. No action taken.

December 23—Bergenfield, John Scollan, passenger, age 28, injured. Alighting from standing train slipped and fell.

December 27—New Durham, Frederick Orr, employe, hostler, age 36, injured. Was coming out of engine house, slipped on ice and fell; hand struck rail and engine 857 ran over index finger left hand.

December 29—Teaneck, Otto Garlish, other person, age 25, killed; Jas. Cavenaugh, other person, age 24, killed. Travelers on highway. Struck by train while driving over crossing in automobile truck. Crossing protected by standard sign and electric bell. View good for a long distance.

December 29—Teaneck, Henry Morey, employe, engineman for N. Y., O. & W., age 61, injured. Struck by debris when his train struck automobile truck on crossing.

December 31—New Durham, James W. Nagle, Jr., passenger, age 2, injured. Train started before mother could assist him from car platform.

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## THE WEST SIDE CONNECTING RAILROAD COMPANY.

Capital stock paid in, ..... $125,400 00

The road as constructed extends from Danforth Avenue to a connection with the Newark and New York Railroad, all in the city of Jersey City, a total distance of ninety-four one hundredths (.94) of a mile.

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.

State of New York, New York County, *ss.*—W. G. Besler, being duly sworn, on his oath says, that he is President of the West Side Connecting Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

W. G. BESLER.

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Sworn and subscribed before me, this twenty-fifth day of January, A. D. 1915.

GEORGE M. BANKS, JR.,
*Foreign Commissioner of Deeds for New Jersey in New York.*

[L. S.]

RECEIPTS AND EXPENSES FOR 1914.

The receipts and expenses are included in the receipts and expenses of The Central Railroad Company of New Jersey.

Dividends paid during the year 1914, and how paid—None.

P. O. address of this company—143 Liberty Street, New York City.

ACCIDENTS.

Included in the report of The Central Railroad Company of New Jersey, if any.

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## WHARTON AND NORTHERN RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $500,000 00 |
| Bonded debt, | 350,000 00 |
| Cost of road and equipments, | $850,000 00 |

Dividends paid during the year 1914, and how paid—None.

The road extends from Wharton to Green Pond Junction, Wharton Junction to Lake Junction, and Oreland Junction to Oreland, a distance of 20.64 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $7,971 20 |
| Income from freight, | 31,009 34 |
| Income from other sources, | 3,297 79 |
| Total, | $42,278 33 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies,.. | $48,156 86 |

REMARKS.

Executive officers—Harrison S. Morris, President; J. Bertram Lippincott, Vice-President; H. C. Werner, Secretary; 1421 Chestnut Street, Philadelphia.

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Operating officers—Peter E. Stryker, Superintendent, Wharton; G. A. Dorman, Auditor, Wharton.

P. O. address of the above company—Wharton, N. J.

State of Pennsylvania, Philadelphia County, *ss.*—Harrison S. Morris, being duly sworn, on his oath says, that he is President of the Wharton and Northern Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

HARRISON S. MORRIS.

Sworn and subscribed before me, this eighth day of March, A. D. 1915.

JOHN CARBAR,
*Notary Public.*
*Commission expires January 18, 1919.*

[L. S.]

ACCIDENTS.

None.

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## WILDWOOD AND DELAWARE BAY SHORT LINE RAILROAD COMPANY.

| | |
|---|---|
| Capital stock paid in, | $378,000 00 |
| Bonded debt, | 337,800 00 |
| Floating debt—None. | |
| Cost of road and equipments, | 716,100 00 |

Dividends paid during the year 1914, and how paid—None.

The road extends from Wildwood to Wildwood Junction, a distance of 4.2 miles.

RECEIPTS AND EXPENSES FOR 1914.

| | |
|---|---|
| Income from passengers, | $30,336 20 |
| Income from freight, | 5,738 20 |
| Income from other sources, | 5,266 48 |
| Total, | $41,340 88 |
| Expenditures during the year for working road, including repairs, maintenance of way, motor power and contingencies,.. | $25,992 60 |

P. O. address of the above company—Wildwood, N. J.

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State of New Jersey, Cape May County, *ss.*—Oliver I. Blackwell, being duly sworn, on his oath says, that he is Comptroller of the Wildwood and Delaware Bay Short Line Railroad, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1914 are correct and true, to the best of his knowledge and belief.

OLIVER I. BLACKWELL.

Sworn and subscribed before me, this fifth day of March, A. D. 1915.

JOHN BRIGHT,
*Notary Public of N. J.*

[L. S.]

ACCIDENT.

July 25, 1914—Harry E. Hendee, employe, fatally injured at Wildwood Junction, N. J., coupling cars. Howard Mitchell, conductor; Chas. Fahl, engineer.

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# Tabular Statement of Matter Contained in the Foregoing Reports of Railroad and Canal Companies, for the Year Ending December 31, 1906.

| COMPANIES. | Miles. | Capital Stock. | Bonded Debt. | Floating Debt. | Cost of Road and Equipments. | INCOME. From Passengers. | INCOME. From Freight. | INCOME. Other Sources. | INCOME. Total Income. | Expenses. | DIVIDENDS PAID IN 1906. | REMARKS. | LEASED TO OR OPERATED BY. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Atlantic City Railroad, | 167.55 | $3,625,000 00 | $4,543,492 00 | ..... | $8,629,073 45 | $1,134,165 78 | $700,771 15 | $60,742 16 | $1,895,679 09 | $1,598,097 96 | None, | ..... | ..... |
| Baltimore and New York Railway, | 5.30 | 350,000 00 | 350,000 00 | $150,000 00 | 850,893 64 | ..... | 331,796 50 | ..... | 331,796 50 | 327,774 26 | None, | ..... | ..... |
| Barnegat Railroad, | 7.73 | 50,000 00 | ..... | ..... | 50,000 00 | ..... | ..... | ..... | ..... | ..... | None, | ..... | Manahawkin and Long Beach Trans. Co. |
| Bay Shore Connecting Railroad, | 1.194 | 5,000 00 | ..... | 8,469 90 | 13,469 90 | ..... | ..... | ..... | ..... | ..... | None, | ..... | Lehigh Valley R. R. Co. of N. J. and Central R. R. Co. of N. J. jointly. |
| Belvidere-Delaware Railroad, | 80.91 | 1,253,000 00 | 2,749,000 00 | ..... | 4,134,836 86 | 308,203 92 | 1,285,353 54 | 33,094 30 | 1,626,651 76 | 1,253,619 65 | One of 5 per cent., paid in cash, | ..... | Pennsylvania Railroad Company. |
| Bergen County Railroad, | 9.821 | 200,000 00 | 200,000 00 | ..... | 613,216 78 | ..... | ..... | ..... | ..... | ..... | None, | Operations and expenditures included in report of Erie R. R. Co., | Erie Railroad Company. |
| Bergen and Dundee Railroad, | 2.105 | 40,000 00 | ..... | ..... | 40,000 00 | ..... | ..... | ..... | ..... | ..... | None, | Operations and expenditures included in report of lessee company, | Erie Railroad Company. |
| Brigantine Transportation Company, | **** | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | None, | See remarks in report, | ..... |
| Buena Vista Railroad, | 1.03 | 21.400 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | None, | Receipts and expenses included in report of New Jersey Southern Railway Co., | New Jersey Southern Railway Company. |
| Camden and Burlington County Railroad, | 29.77 | 381,925 00 | 350,000 00 | 32,162 75 | 763,993 75 | 152,577 69 | 108,830 94 | 49,528 11 | 310,936 74 | 294,601 14 | Two of 3 per cent. each, payable in cash, | ..... | Pennsylvania Railroad Company. |
| Cape May, Delaware Bay and Sewell's Point Railroad, | 6.94 | 150,000 00 | 150,000 00 | ..... | 325,165 23 | 18,686 23 | ..... | 4,606 40 | 23,292 63 | 27,049 43 | None, | ..... | ..... |
| Carteret Extension Railroad, | 1.82 | 23,600 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | None, | Receipts and expenses included in report of Central R. R. Co. of N. J., | Central Railroad Company of New Jersey. |
| Carteret and Sewaren Railroad, | 1.25 | 24,800 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | None, | Receipts and expenses included in report of Central R. R. Co. of N. J., | Central Railroad Company of New Jersey. |
| Central Railroad Company of New Jersey, | 156.59 | 27,436,800 00 | 54,430,000 00 | ..... | ..... | 3,248,475 54 | 8,000,975 99 | 2,673,012 22 | 13,922,463 75 | 8,379,393 58 | Four of 2 per cent. each—in all, 8 per cent. on par value of stock, paid in cash, | Report includes receipts and expenditures of the Carteret and Sewaren R. R., Carteret Extension R. R., Dover and Rockaway R. R., Elizabeth Extension R. R., Hibernia Mine R. R., Lafayette R. R., Manufacturers' Extension R. R., Middle Brook R. R., Middle Valley R. R., New Jersey Terminal R. R., Ogden Mine R. R., Raritan North Shore R. R., Sound Shore R. R., and West Side Connecting R. R., | ..... |
| Chester Railroad, | 10.04 | 98,500 00 | ..... | 127,654 78 | 228,188 91 | ..... | ..... | ..... | ..... | ..... | None, | Operations included in report of lessee company. Scrip stock. $2,034.13, | Morris and Essex Railroad Company. |
| Cumberland and Maurice River Railroad, | 21.20 | 252,900 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | None, | Receipts and expenses included in report of N. J. Southern Ry. Co., | New Jersey Southern Railway Company. |
| Cumberland and Maurice River Extension Railroad, | 1.23 | 16,200 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | None, | Receipts and expenses included in report of N. J. Southern Ry. Co., | New Jersey Southern Railway Company. |
| Delaware and Bound Brook Railroad, | 30.81 | 1,800,000 00 | 1,800,000 00 | ..... | 3,546,001 33 | 596,144 23 | 1,290,712 59 | 85,292 75 | 1,972,149 57 | 1,036,471 89 | Four quarterly dividends of two per cent. each—Feb., May, Aug. and Nov., | ..... | Philadelphia and Reading Railway Company. |
| Delaware River and Atlantic Railroad, | 52.00 | 194,716 67 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | None, | Road not constructed. See report, | ..... |
| Delaware River Railroad and Bridge Company, | 9.52 | 1,300,000 00 | 1,300,000 00 | ..... | 2,600,000 00 | 105,635 50 | 154,432 97 | 745 72 | 260,814 19 | 79,456 80 | June 26, 1906, 2 per cent. in cash, $26,000; Dec. 31, 1906, 3 per cent. in cash, $39,000. | ..... | Pennsylvania Railroad Company. Erie Railroad Company. |
| Docks Connecting Railway, | 3.448 | 9,000 00 | ..... | ..... | 9,187 50 | ..... | ..... | ..... | ..... | ..... | Six per cent., paid in cash, | Receipts and expenses included in report of Central Railroad Co. of N. J., | Central Railroad Company of New Jersey. |
| Dover and Rockaway Railroad, | 5.12 | 140,000 00 | 35,000 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | None, | ..... | ..... |
| East Jersey Railroad and Terminal Company, | .694 | 4,000 00 | ..... | 3,589 90 | 5,214 62 | ..... | 22,899 97 | ..... | 22,899 97 | 19,646 84 | None, | Receipts and expenses included in the operations and report of the Delaware and Bound Brook R. R. Co., | Philadelphia and Reading Railway Company. |
| East Trenton Railroad, | 3.03 | 59,000 00 | ..... | ..... | 59,000 00 | ..... | ..... | ..... | ..... | ..... | None, | Receipts and expenses included in report of Central Railroad Co. of N. J., | Central Railroad Company of New Jersey. |
| Elizabeth Extension Railroad, | 1.62 | 30,000 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Erie Railroad, | 136.00 | 176,271,300 00 | 210,152,741 11 | 14,963,823 50 | 359,785,389 56 | 1,176,497 65 | 1,762,409 99 | 154,044 63 | 3,092,952 27 | 2,298,395 60 | $1,915,696 dividend on first preferred stock; $320,000 dividend on second preferred stock, | Report includes earnings and expenses of Long Dock Co., Paterson and Hudson River R. R., Paterson and Ramapo R. R., Bergen County R. R., Bergen and Dundee R. R., Docks Connecting R. R., Paterson, Newark and New York R. R., Newark and Hudson R. R., New York and Greenwood Lake Ry., and Northern R. R. Co. of N. J., | ..... |
| Ferro Monte Railroad, | 2.42 | 30,000 00 | ..... | ..... | 50,309 27 | ..... | ..... | 515 76 | 515 76 | ..... | None, | ..... | ..... |
| Freehold and Atlantic Highlands Railroad, | 22.75 | 650,000 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | None, | Receipts and expenses included in report of N. J. Southern Ry. Co., | New Jersey Southern Railway Company. |
| Freehold and Jamesburg Agricultural Railroad, | 27.29 | 295,600 00 | 498,600 00 | ..... | 794,200 00 | 142,367 30 | 84,527 66 | 13,691 48 | 240,586 44 | 181,154 59 | None, | ..... | Pennsylvania Railroad Company. |
| Hackensack and Lodi Railroad, | 1.41 | 25,000 00 | ..... | ..... | 25,000 00 | ..... | ..... | ..... | ..... | ..... | ..... | Operations and expenditures included in report of lessee company, | New York, Susquehanna & Western R. R. Co. |
| Hibernia Mine Railroad, | 5.20 | 200,000 00 | ..... | ..... | 183,941 17 | ..... | ..... | 17,935 00 | 17,935 00 | 604 00 | April 5, 1906, $6,000; April 6, 1906, $6,000; October, 5, 1906, $6,000, | ..... | Central Railroad Company of New Jersey. |
| Hibernia Underground Railroad, | 1.03 | 100,000 00 | ..... | ..... | ..... | ..... | 6,012 13 | ..... | 6,012 13 | 6,558 67 | None, | ..... | ..... |
| Hoboken Manufacturers' Railroad, | 7.0 | 270,000 00 | ..... | ..... | 636 80 | ..... | 48,148 88 | 1,104 67 | 49,253 55 | 48,117 25 | None, | ..... | ..... |
| Hoboken Railroad, Warehouse and Steamship Connecting Company, | ** | 300,000 00 | 196,000 00 | ..... | 196,762 45 | ..... | 32,342 47 | 18,910 80 | 51,235 27 | 33,272 07 | 1½ per cent. in cash, $4,500, | ..... | Hoboken Manufacturers' R. R. Co. |
| Hopatcong Railroad, | .89 | 10,000 00 | ..... | 7,485 25 | 17,485 25 | ..... | ..... | ..... | ..... | ..... | None, | Operations included in report of Morris and Essex R. R. Co., | Morris and Essex Railroad Company. |
| Hudson and Manhattan Railroad, | 7.70 | 31,581,384 90 | 15,000,000 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | None, | Road in process of construction. See report, | ..... |
| Inter-City Link Railroad, | *** | 6,100 00 | ..... | ..... | 2,759 88 | ..... | ..... | ..... | ..... | ..... | None, | Road in process of construction, | ..... |
| Jersey City and Bayonne Railroad, | 5.00 | 13,500 00 | ..... | 1,195 52 | 1,195 52 | ..... | ..... | ..... | ..... | ..... | None, | Road not constructed, | ..... |
| Jersey City Belt Line Railway, | 5.83 | 56,800 00 | ..... | 81 76 | 47,401 76 | ..... | ..... | ..... | ..... | ..... | None, | Construction work not yet completed, | ..... |
| Lenkora and New Lisbon Railroad, | 10.41 | 40,000 00 | ..... | 14,909 36 | 40,000 00 | 8,813 18 | 9,449 43 | 5,359 13 | 23,621 74 | 29,951 02 | None, | ..... | Pennsylvania Railroad Company. |
| Lafayette Railroad, | .55 | 61,800 00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | None, | Receipts and expenses included in report of Central R. R. Co. of N. J., | Central Railroad Company of New Jersey. |
| Lehigh and Hudson River Railway, | 63.20 | 1,100,000 00 | 1,802,111 00 | 53,900 00 | 3,086,369 00 | 22,625 65 | 513,431 58 | 8,497 97 | 544,555 20 | 334,866 78 | None, | Report includes earnings and expenses of South Easton and Phillipsburg R. R. Co., | ..... |
| Lehigh and New England Railroad, | 23.90 | 1,000,000 00 | 3,430,000 00 | 380,000 00 | 4,120,649 18 | 5,517 41 | 41,809 43 | 237 83 | 47,564 67 | 38,384 76 | None, | ..... | ..... |
| Lehigh Valley Railroad Company of New Jersey, | 85.87 | 20,433,000 00 | 16,475,000 00 | ..... | 27,715,605 07 | 795,487 97 | 4,823,278 01 | 343,281 46 | 5,962,047 44 | 4,324,189 37 | None, | Operations and expenditures included in report of lessee company, | New York, Susquehanna & Western R. R. Co. |
| Lodi Branch Railroad, | 1.75 | 60,000 00 | ..... | ..... | 60,000 00 | ..... | ..... | ..... | ..... | ..... | None, | Operations and expenditures included in report of lessee company, | Erie Railroad Company. |
| Long Dock Company, | 2.561 | 800,000 00 | 7,500,000 00 | ..... | 1,177,272 87 | ..... | ..... | ..... | ..... | ..... | ..... | Operated solely in the interests of John Lucas & Company, | ..... |
| Lucaston Railroad, | 1.62 | 16,000 00 | ..... | ..... | 16,000 00 | 747 06 | 827 28 | 125 00 | 1,699 34 | 1,699 34 | None, | Operations and expenditures included in report of lessee company, | New York, Susquehanna & Western R. R. Co. |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ckensack and Lodi Railroad, | 1.41 | 25,000 00 | | | 25,000 00 | | | | | | | | New York, Susquehanna & Western R. R. Co. |
| ernia Mine Railroad, | 5.20 | 200,000 00 | | | 183,941 17 | | | 17,935 00 | 17,935 00 | 604 00 | April 5, 1906, $6,000; April 6, 1906, $6,000; October, 5, 1906, $6,000, | | Central Railroad Company of New Jersey. |
| ernia Underground Railroad, | 1.03 | 100,000 00 | | | | | 6,012 13 | | 6,012 13 | 6,558 67 | None, | | |
| boken Manufacturers' Railroad, | 7.0 | 270,000 00 | | | 636 80 | | 48,148 88 | 1,104 67 | 49,253 55 | 48,117 25 | None, | | |
| boken Railroad, Warehouse and Steamship Connecting Company, | ** | 300,000 00 | 196,000 00 | | 196,762 45 | | 32,342 47 | 18,910 80 | 51,235 27 | 33,272 07 | 1½ per cent. in cash, $4,500, | | Hoboken Manufacturers' R. R. Co. |
| patcong Railroad, | .89 | 10,000 00 | | 7,485 25 | 17,485 25 | | | | | | None, | Operations included in report of Morris and Essex R. R. Co., | Morris and Essex Railroad Company. |
| dson and Manhattan Railroad, | 7.70 | 31,581,384 00 | 15,000,000 00 | | | | | | | | None, | Road in process of construction. See report, | |
| ter-City Link Railroad, | *** | 6,100 00 | | | 2,759 88 | | | | | | None, | Road in process of construction, | |
| rsey City and Bayonne Railroad, | 5.00 | 13,500 00 | | 1,195 52 | 1,195 52 | | | | | | | Road not constructed, | |
| rsey City Belt Line Railway, | 5.83 | 56,800 00 | | 81 76 | 47,401 76 | | | | | | None, | Construction work not yet completed, | |
| nkora and New Lisbon Railroad, | 10.41 | 40,000 00 | | 14,909 36 | 40,000 00 | 8,813 18 | 9,449 43 | 5,359 13 | 23,621 74 | 29,951 02 | None, | | Pennsylvania Railroad Company. |
| fayette Railroad, | .55 | 61,800 00 | | | | | | | | | None, | Receipts and expenses included in report of Central R. R. Co. of N. J., | Central Railroad Company of New Jersey. |
| high and Hudson River Railway, | 63.20 | 1,100,000 00 | 1,802,111 00 | 53,900 00 | 3,086,369 00 | 22,625 65 | 513,431 58 | 8,497 97 | 544,555 20 | 334,866 78 | None, | Report includes earnings and expenses of South Easton and Phillipsburg R. R. Co., | |
| high and New England Railroad, | 23.90 | 1,000,000 00 | 3,430,000 00 | 380,000 00 | 4,120,649 18 | 5,517 41 | 41,809 43 | 237 83 | 47,564 67 | 38,384 76 | None, | | |
| high Valley Railroad Company of New Jersey, | 85.87 | 20,433,000 00 | 16,475,000 00 | | 27,715,695 07 | 795,487 97 | 4,823,278 01 | 343,281 46 | 5,962,047 44 | 4,324,189 37 | None, | | |
| odi Branch Railroad, | 1.75 | 60,000 00 | | | 60,000 00 | | | | | | | Operations and expenditures included in report of lessee company, | New York, Susquehanna & Western R. R. Co. |
| ong Dock Company, | 2.561 | 800,000 00 | 7,500,000 00 | | 1,177,272 87 | | | | | | None, | Operations and expenditures included in report of lessee company, | Erie Railroad Company. |
| ucaston Railroad, | 1.62 | 16,000 00 | | | 16,000 00 | 747 06 | 827 28 | 125 00 | 1,699 34 | 1,699 34 | None, | Operated solely in the interests of John Lucas & Company, | |
| facopin Railroad, | 1.50 | 60,000 00 | 44,000 00 | | 104,000 00 | | | | | | | Operations and expenditures included in report of lessee company, | New York, Susquehanna & Western R. R. Co. |
| anahawkin and Long Beach Transportation Company, | 7.73 | 8,900 00 | | | | 4,227 36 | 2,375 46 | 1,419 74 | 8,022 56 | 7,143 28 | None, | | |
| anufacturers' Extension Railroad, | 1.23 | 53,700 00 | | | | | | | | | None, | Receipts and expenses included in report of Central R. R. Co. of N. J., | Central Railroad Company of New Jersey. |
| iddle Brook Railroad, | 1.85 | 4,000 00 | | | | | | | | | None, | Receipts and expenses included in report of Central R. R. Co. of N. J., | Central Railroad Company of New Jersey. |
| iddle Valley Railroad, | 1.38 | 9,900 00 | | | | | | | | | None, | Receipts and expenses included in report of Central R. R. Co. of N. J., | Central Railroad Company of New Jersey. |
| illstone and New Brunswick Railroad, | 6.64 | 95,750 00 | | | 113,404 42 | 5,180 71 | 2,076 94 | 1,021 51 | 8,279 16 | 17,673 79 | None, | | Pennsylvania Railroad Company. |
| orris and Essex Railroad, | 118.90 | 15,000,000 00 | 32,077,000 00 | | 46,134,154 04 | 3,454,178 14 | 4,859,617 37 | 2,038,610 13 | 10,352,405 64 | 7,282,241 71 | $1,050,000.00 by lessee, | | Delaware, Lackawanna & Western R. R. Co. |
| orris and Essex Extension Railroad, | 1.92 | 221,000 00 | | 73,253 66 | 294,253 66 | | | | | | $8,840.00 by lessee, | Operations included in report of the Morris and Essex R. R. Co., | Delaware, Lackawanna & Western R. R. Co. |
| orristown and Erie Railroad, | 10.68 | 400,000 00 | 300,000 00 | 12,500 78 | 709,893 88 | 5,974 49 | 55,054 65 | 1,521 04 | 62,550 18 | 38,382 49 | None, | | |
| ount Holly, Lumberton and Medford Railroad, | 5.94 | 95,650 00 | 75,000 00 | | 170,650 00 | 2,930 36 | 6,314 85 | 444 55 | 9,689 76 | 15,800 47 | Two of 3 per cent. each on $45,050.00 stock, payable in cash, | | |
| ount Hope Mineral Railroad, | 4.28 | 160,000 00 | | 2,236 42 | 150,880 08 | | 24,056 71 | 471 98 | 24,528 69 | 12,489 19 | Eight per cent., paid in cash, $12,800.00, | | Pennsylvania Railroad Company. |
| avesink Railroad, | 4.66 | 701,900 00 | | | | | | | | | None, | Receipts and expenses included in report of N. J. Southern Ry. Co., | New Jersey Southern Railway Company. |
| ewark Bay Railway, | 4.91 | 13,000 00 | | 178 83 | 5,178 83 | | | | | | None, | Construction work not yet completed, | |
| ewark and Bloomfield Railroad, | 4.24 | 103,850 00 | | 188,436 70 | 292,286 70 | | | | | | $6,231.00 by lessee, | Operations included in report of Morris and Essex R. R. Co., | Delaware, Lackawanna & Western R. R. Co. |
| ewark and Hudson Railroad, | 5.620 | 250,000 00 | 250,000 00 | | 355,056 18 | | | | | | None, | Operations and expenditures included in report of lessee company, | Erie Railroad Company. |
| ew Jersey Junction Railroad, | 4.43 | 100,000 00 | 1,700,000 00 | | 1,610,010 55 | | | | | | | See affidavit as to earnings and expenses, | N. Y. Central & Hudson River R. R. Co. |
| ew Jersey and New York Railroad, | 34.504 | 2,228,600 00 | 1,032,500 00 | 71,379 34 | 3,332,479 34 | 313,604 88 | 128,051 67 | 22,863 47 | 464,520 02 | 437,229 38 | None, | | |
| ew Jersey and Pennsylvania Railroad Company, | 26.00 | | | | | 4,473 52 | 26,030 43 | 3,000 00 | 33,503 95 | 30,924 38 | None, | See remarks in report, | |
| ew Jersey Shore Line Railroad, | 15.50 | 31,000 00 | | 16,924 29 | 16,065 54 | | | | | | | Road not constructed, | |
| ew Jersey Short Line Railroad, | 18.892 | 779,500 00 | 764,500 00 | 10,000 00 | | | | | | | | Is now in course of construction, | |
| ew Jersey Southern Railway, | 75.66 | 2,590,600 00 | | | | 450,634 33 | 414,259 75 | 366,914 72 | 1,231,808 80 | 1,098,289 21 | None, | Report includes receipts and expenditures of the Buena Vista R. R., Cumberland and Maurice River R. R., Cumberland and Maurice River Extension R. R., Freehold and Atlantic Highlands R. R., Navesink R. R., Toms River R. R., Toms River and Barnegat R. R., Vineland R. R., and West End R. R.; also the steamboat route between New York and Atlantic Highlands, | |
| ew Jersey Terminal Railroad, | 5.61 | 500,000 00 | 250,000 00 | | | | | | | | None, | Receipts and expenses included in report of Central R. R. of N. J., | Central R. R. Co. of N. J., |
| ew York Bay Railroad, | 13.57 | 500,000 00 | 4,056,623 68 | 4,986,263 97 | 9,542,887 65 | | | | | | One of 4 per cent., paid in cash, | | Pennsylvania Railroad Company. |
| ew York and Fort Lee Railroad, | .24 | 1,000,000 00 | | 14,506 00 | | | | | | | | Remaining portion of the constructed road is included in report of West Shore Railroad, | N. Y. Central & Hudson River R. R. Co. |
| ew York and Greenwood Lake Railroad, | 51.66 | 100,000 00 | 1,500,000 00 | | 1,600,000 00 | | | | | | | Operations and expenditures included in report of lessee company. | Erie Railroad Company. |
| ew York and Long Branch Railroad, | 38.04 | 2,000,000 00 | 1,891,000 00 | | | | | | | | | Receipts and expenses included in accounts of operating companies, | Central R. R. Co. of N. J., and the Pennsylvania R. R. Co., under agreement. |
| ew York, Susquehanna and Western Railroad, | 101.00 | 26,000,000 00 | 12,499,000 00 | 637,342 17 | 39,136,342 17 | 512,414 08 | 1,663,781 72 | 76,672 37 | 2,252,868 17 | 1,573,511 07 | | | |
| orthern Railroad Company of New Jersey, | 26.05 | 1,000,000 00 | 654,000 00 | | 1,654,000 00 | | | | | | | Operations and expenditures included in report of lessee company, | Erie Railroad Company. |
| rden Mine Railroad, | 9.86 | 450,000 00 | | | 450,000 00 | | | | | | | | Central Railroad Company of New Jersey. |
| assaic and Delaware Railroad, | 14.11 | 111,050 00 | | 32,368 96 | 143,418 96 | | | | | | $5,552.50 by lessee, | Operations included in report of Morris and Essex R. R. Co., | Delaware, Lackawanna & Western R. R. Co. |
| assaic and Delaware Extension Railroad, | 7.41 | 100,000 00 | | | 100,000 00 | | | | | | $4,000.00 by lessee, | Operations included in report of Morris and Essex R. R. Co., | Delaware, Lackawanna & Western R. R. Co. |
| assaic and New York Railroad, | 3.00 | 70,000 00 | 70,000 00 | | 140,000 00 | | | | | | | Operations and expenditures included in report of lessee company, | New York, Susquehanna & Western R. R. Co. |
| assaic River Extension Railroad, | * | 7,700 00 | | | 7,700 00 | | | | | | None, | No construction has been done, | |
| aterson and Hudson River Railroad, | 13.95 | 630,000 00 | | | 630,000 00 | | | | | | Eight per cent., paid in cash, $50,400.00, | | Erie Railroad Company. |
| aterson, Newark and New York Railroad, | 11.326 | 250,000 00 | 500,000 00 | | 545,433 29 | | | | | | None, | Operations and expenditures included in report of lessee company, | Erie Railroad Company. |
| aterson and Ramapo Railroad, | 14.413 | 298,000 00 | | | 298,000 00 | | | | | | Eight per cent., paid in cash, $23,840.00, | | Erie Railroad Company. |
| emberton and Hightstown Railroad, | 24.42 | 342,150 00 | 160,000 00 | | 502,150 00 | | | | | | None, | | Union Transportation Company. |
| erth Amboy and Woodbridge Railway, | 6.40 | 228,000 00 | | | 356,970 79 | 120,169 71 | 116,710 13 | 14,102 68 | 250,982 52 | 164,524 24 | None, | | Pennsylvania Railroad Company. |
| hiladelphia and Beach Haven Railroad, | 12.03 | 200,000 00 | | 208,041 97 | 200,000 00 | 6,199 57 | 1,951 45 | 1,532 41 | 9,683 43 | 22,633 12 | None, | | Pennsylvania Railroad Company. |
| hiladelphia and Brigantine Railroad, | 14.00 | | | | | | | | | | None, | See remarks in report, | |
| hiladelphia and Long Branch Railroad, | 48.71 | 795,000 00 | 750,000 00 | 394,057 40 | 1,547,520 63 | 96,802 78 | 37,393 10 | 7,887 01 | 142,082 89 | 198,797 80 | None, | | Pennsylvania Railroad Company. |
| ort Reading Railroad, | 21.21 | 2,000,000 00 | 1,500,000 00 | | 3,794,666 67 | | 829,966 93 | 3,961 99 | 833,928 92 | 889,526 01 | None, | | |
| ahway Valley Railroad, | 10.00 | | | 350,689 26 | 337,689 26 | 4,435 92 | 14,375 03 | 1,062 88 | 19,873 83 | 30,942 70 | None, | | |
| aritan North Shore Railroad, | 1.75 | 66,400 00 | | | | | | | | | None, | Receipts and expenses included in report of Central R. R. Co. of N. J., | Central Railroad Company of New Jersey. |
| aritan River Railroad, | 21.65 | 400,000 00 | 400,000 00 | | 884,540 43 | 5,303 52 | 153,874 93 | 9,818 19 | 168,996 64 | 101,893 25 | Two dividends—2½ and 3 per cent.—in all, 5½ per cent. on par value of capital stock, paid in cash, | | |
| aritan Terminal and Transportation Company, | 1.0 | 40,000 00 | | 3,747 18 | | | 10,879 28 | 47,038 70 | 57,917 98 | 42,612 40 | None, | | |
| ockaway River and Montville Railroad, | 1.792 | 30,000 00 | | 30,000 00 | 60,000 00 | | | | | | | | Morris and Essex Railroad Company. |
| ocky Hill Railroad and Transportation Company, | 2.38 | 45,600 00 | | | 45,654 14 | 2,399 46 | 17,995 49 | 836 27 | 21,231 22 | 14,765 13 | None, | | Pennsylvania Railroad Company. |
| ound Shore Railroad, | 6.17 | 149,200 00 | | | | | | | | | None, | Receipts and expenses included in report of Central R. R. Co. of N. J., | Central Railroad Company of New Jersey. |
| ussex Railroad, | | | | | | | | | | | July 2, per cent.; December 2, per cent. | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mount Holly, Lumberton and Medford Railroad, | 5.94 | 95,650 00 | 75,000 00 | | 170,650 00 | 2,93[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | Two of 3 per cent. each on $45,050.00 stock, payable in cash, | | |
| Mount Hope Mineral Railroad, | 4.28 | 160,000 00 | | 2,236 42 | 150,880 08 | | 24,056 71 | 471 98 | 24,528 69 | 12,489 19 | Eight per cent., paid in cash, $12,800.00, | | Pennsylvania Railroad Company. |
| Navesink Railroad, | 4.66 | 701,900 00 | | | | | | | | | None, | Receipts and expenses included in report of N. J. Southern Ry. Co., | New Jersey Southern Railway Company. |
| Newark Bay Railway, | 4.91 | 13,000 00 | | 178 83 | 5,178 83 | | | | | | None, | Construction work not yet completed, | |
| Newark and Bloomfield Railroad, | 4.24 | 103,850 00 | | 188,436 70 | 292,286 70 | | | | | | $6,231.00 by lessee, | Operations included in report of Morris and Essex R. R. Co., | Delaware, Lackawanna & Western R. R. Co. |
| Newark and Hudson Railroad, | 5.620 | 250,000 00 | 250,000 00 | | 355,056 18 | | | | | | None, | Operations and expenditures included in report of lessee company, | Erie Railroad Company. |
| New Jersey Junction Railroad, | 4.43 | 100,000 00 | 1,700,000 00 | | 1,610,010 55 | | | | | | | See affidavit as to earnings and expenses, | N. Y. Central & Hudson River R. R. Co. |
| New Jersey and New York Railroad, | 34.504 | 2,228,600 00 | 1,032,500 00 | 71,379 34 | 3,332,479 34 | 313,604 88 | 128,051 67 | 22,863 47 | 464,520 02 | 437,229 38 | None, | | |
| New Jersey and Pennsylvania Railroad Company, | 26.00 | | | | | 4,473 52 | 26,030 43 | 3,000 00 | 33,503 95 | 30,924 38 | None, | See remarks in report, | |
| New Jersey Shore Line Railroad, | 15.50 | 31,000 00 | | 16,924 29 | 16,065 54 | | | | | | | Road not constructed, | |
| New Jersey Short Line Railroad, | 18.892 | 779,500 00 | 764,500 00 | 10,000 00 | | | | | | | | Is now in course of construction, | |
| New Jersey Southern Railway, | 75.66 | 2,590,600 00 | | | | 450,634 33 | 414,259 75 | 366,914 72 | 1,231,808 80 | 1,098,289 21 | None, | Report includes receipts and expenditures of the Buena Vista R. R., Cumberland and Maurice River R. R., Cumberland and Maurice River Extension R. R., Freehold and Atlantic Highlands R. R., Navesink R. R., Toms River R. R., Toms River and Barnegat R. R., Vineland R. R., and West End R. R.; also the steamboat route between New York and Atlantic Highlands, | |
| New Jersey Terminal Railroad, | 5.61 | 500,000 00 | 250,000 00 | | | | | | | | None, | Receipts and expenses included in report of Central R. R. of N. J., | Central R. R. Co. of N. J., |
| New York Bay Railroad, | 13.57 | 500,000 00 | 4,056,623 68 | 4,986,263 97 | 9,542,887 65 | | | | | | One of 4 per cent., paid in cash, | | Pennsylvania Railroad Company. |
| New York and Fort Lee Railroad, | .24 | 1,000,000 00 | | 14,506 00 | | | | | | | | Remaining portion of the constructed road is included in report of West Shore Railroad, | N. Y. Central & Hudson River R. R. Co. |
| New York and Greenwood Lake Railroad, | 51.66 | 100,000 00 | 1,500,000 00 | | 1,600,000 00 | | | | | | | Operations and expenditures included in report of lessee company. | Erie Railroad Company. |
| New York and Long Branch Railroad, | 38.04 | 2,000,000 00 | 1,891,000 00 | | | | | | | | | Receipts and expenses included in accounts of operating companies, | Central R. R. Co. of N. J., and the Pennsylvania R. R. Co., under agreement. |
| New York, Susquehanna and Western Railroad, | 101.00 | 26,000,000 00 | 12,499,000 00 | 637,342 17 | 39,136,342 17 | 512,414 08 | 1,663,781 72 | 76,672 37 | 2,252,868 17 | 1,573,511 07 | | | |
| Northern Railroad Company of New Jersey, | 26.05 | 1,000,000 00 | 654,000 00 | | 1,654,000 00 | | | | | | | Operations and expenditures included in report of lessee company, | Erie Railroad Company. |
| Ogden Mine Railroad, | 9.86 | 450,000 00 | | | 450,000 00 | | | | | | | | Central Railroad Company of New Jersey. |
| Passaic and Delaware Railroad, | 14.11 | 111,050 00 | | 32,368 96 | 143,418 96 | | | | | | $5,552.50 by lessee, | Operations included in report of Morris and Essex R. R. Co., | Delaware, Lackawanna & Western R. R. Co. |
| Passaic and Delaware Extension Railroad, | 7.41 | 100,000 00 | | | 100,000 00 | | | | | | $4,000.00 by lessee, | Operations included in report of Morris and Essex R. R. Co., | Delaware, Lackawanna & Western R. R. Co. |
| Passaic and New York Railroad, | 3.00 | 70,000 00 | 70,000 00 | | 140,000 00 | | | | | | | Operations and expenditures included in report of lessee company, | New York, Susquehanna & Western R. R. Co. |
| Passaic River Extension Railroad, | * | 7,700 00 | | | 7,700 00 | | | | | | None, | No construction has been done, | |
| Paterson and Hudson River Railroad, | 13.95 | 630,000 00 | | | 630,000 00 | | | | | | Eight per cent., paid in cash, $50,400.00, | | Erie Railroad Company. |
| Paterson, Newark and New York Railroad, | 11.326 | 250,000 00 | 500,000 00 | | 545,433 29 | | | | | | None, | Operations and expenditures included in report of lessee company, | Erie Railroad Company. |
| Paterson and Ramapo Railroad, | 14.413 | 298,000 00 | | | 298,000 00 | | | | | | Eight per cent., paid in cash, $23,840.00, | | Erie Railroad Company. |
| Pemberton and Hightstown Railroad, | 24.42 | 342,150 00 | 160,000 00 | | 502,150 00 | | | | | | None, | | Union Transportation Company. |
| Perth Amboy and Woodbridge Railway, | 6.40 | 228,000 00 | | | 356,970 79 | 120,169 71 | 116,710 13 | 14,102 68 | 250,982 52 | 164,524 24 | None, | | Pennsylvania Railroad Company. |
| Philadelphia and Beach Haven Railroad, | 12.03 | 200,000 00 | | 208,041 97 | 200,000 00 | 6,199 57 | 1,951 45 | 1,532 41 | 9,683 43 | 22,633 12 | None, | | Pennsylvania Railroad Company. |
| Philadelphia and Brigantine Railroad, | 14.00 | | | | | | | | | | None, | See remarks in report, | |
| Philadelphia and Long Branch Railroad, | 48.71 | 765,000 00 | 750,000 00 | 394,057 40 | 1,547,520 63 | 96,802 78 | 37,393 10 | 7,887 01 | 142,082 89 | 198,797 80 | None, | | Pennsylvania Railroad Company. |
| Port Reading Railroad, | 21.21 | 2,000,000 00 | 1,500,000 00 | | 3,794,666 67 | | 829,966 93 | 3,961 99 | 833,928 92 | 889,526 01 | None, | | |
| Rahway Valley Railroad, | 10.00 | | | 350,689 26 | 337,689 26 | 4,435 92 | 14,375 03 | 1,062 88 | 19,873 83 | 30,942 70 | None, | | |
| Raritan North Shore Railroad, | 1.75 | 66,400 00 | | | | | | | | | None, | Receipts and expenses included in report of Central R. R. Co. of N. J., | Central Railroad Company of New Jersey. |
| Raritan River Railroad, | 21.65 | 400,000 00 | 400,000 00 | | 884,540 43 | 5,303 52 | 153,874 93 | 9,818 19 | 168,996 64 | 101,893 25 | Two dividends—2½ and 3 per cent.—in all, 5½ per cent. on par value of capital stock, paid in cash, | | |
| Raritan Terminal and Transportation Company, | *1.0 | 40,000 00 | | 3,747 18 | | | 10,879 28 | 47,038 70 | 57,917 98 | 42,612 40 | None, | | |
| Rockaway River and Montville Railroad, | 1.792 | 30,000 00 | | 30,000 00 | 60,000 00 | | | | | | | | Morris and Essex Railroad Company. |
| Rocky Hill Railroad and Transportation Company, | 2.38 | 45,600 00 | | | 45,654 14 | 2,399 46 | 17,995 49 | 836 27 | 21,231 22 | 14,765 13 | None, | | Pennsylvania Railroad Company. |
| Sound Shore Railroad, | 6.17 | 149,200 00 | | | | | | | | | None, | Receipts and expenses included in report of Central R. R. Co. of N. J., | Central Railroad Company of New Jersey. |
| Sussex Railroad, | 30.55 | 1,638,600 00 | | | 1,930,540 45 | 53,342 52 | 99,743 28 | 33,816 01 | 186,901 81 | 160,873 48 | July, 3 per cent.; December, 2 per cent., $81,930.00, | | |
| Toms River Railroad, | 7.57 | 240,000 00 | | | | | | | | | None, | Receipts and expenses included in report of N. J. Southern Ry. Co., | New Jersey Southern Railway Company. |
| Toms River and Barnegat Railroad, | 14.71 | 75,300 00 | | | | | | | | | None, | Receipts and expenses included in report of N. J. Southern Ry. Co., | New Jersey Southern Railway Company. |
| Trenton, Lawrenceville and Princeton Railroad, | 9.59 | 200,000 00 | 100,000 00 | 244,351 89 | 544,351 89 | 49,404 92 | 5,422 57 | | 54,827 49 | 27,598 55 | None, | This report includes Trenton, Lawrenceville and Princeton Extension R. R. Co. See report, | |
| Trenton and New Brunswick Railroad, | 23.107 | 1,000,000 00 | 1,000,000 00 | 62,073 02 | 1,859,371 09 | 71,102 82 | | 479 29 | 71,582 11 | 50,793 25 | None, | | |
| Trenton Terminal Railroad Company, | .875 | 2,000 00 | 15,000 00 | | 21,428 93 | | | | | | | | Camden and Trenton Railway Co. |
| Tuckerton Railroad, | 29.00 | 552,241 54 | 99,882 50 | 798 53 | 662,017 05 | 28,917 90 | 26,389 83 | 6,358 43 | 61,666 16 | 55,193 05 | None, | | |
| Union Transportation Company, | | | | | | 33,717 78 | 21,037 61 | 3,426 79 | 58,182 18 | 54,659 86 | $483.75, | | |
| United New Jersey Railroad and Canal Company, | 475.18 | 21,240,400 00 | 20,000,000 00 | | 58,524,565 40 | 11,765,976 68 | 18,416,628 90 | 2,583,538 72 | 32,766,144 30 | 24,833,996 33 | Ten per cent. on capital stock, paid quarterly by Pennsylvania R. R., lessee, $2,124,040.00, | | Pennsylvania Railroad Company. |
| Vincentown Branch Railroad, | 2.76 | 25,000 00 | 15,000 00 | | 40,000 00 | 1,444 27 | 2,291 60 | 931 20 | 4,667 07 | 7,884 34 | Two of 3 per cent. each on $15,000.00 stock, paid in cash, | | Pennsylvania Railroad Company. |
| Vineland Railroad, | 46.82 | 600,000 00 | | | | | | | | | None, | Receipts and expenses included in report of N. J. Southern Ry. Co., | New Jersey Southern Railway Company. |
| Warren Railroad, | 18.82 | 1,800,000 00 | 1,394,000 00 | 2,812 63 | 3,196,812 63 | | | | | | $126,000.00 by lessee, | Operations included in report of Morris and Essex Railroad Co., | Delaware, Lackawanna & Western R. R. Co. |
| West End Railroad, | 1.36 | 43,700 00 | | | | | | | | | None, | Receipts and expenses included in report of N. J. Southern Ry. Co., | New Jersey Southern Railway Company. |
| West Jersey and Seashore Railroad, | 334.31 | 9,679,450 00 | 6,981,800 00 | 400,000 00 | 18,344,328 83 | 3,326,524 02 | 1,446,902 04 | 432,857 79 | 5,206,283 85 | 3,956,914 09 | Two of 3 per cent. each on the common capital stock, and two of 3 per cent. each on the special guaranteed stock, all paid in cash, | | |
| West Shore Railroad, | 423.50 | 10,000,000 00 | 50,000,000 00 | 4,453,051 81 | 64,453,051 81 | | | | | | See affidavit in regard to receipts and expenses, | | N. Y. Central & Hudson River R. R. Co. |
| West Side Connecting Railroad, | .94 | 125,400 00 | | | | | | | | | None, | Operations included in report of Central R. R. of N. J., | Central Railroad Company of New Jersey. |
| Wharton and Northern Railroad, | 20.00 | 500,000 00 | 350,000 00 | | 850,000 00 | 1,570 72 | 56,907 22 | 342 40 | 58,820 34 | 44,206 34 | | | |

* About one mile.
** About two miles.
*** Between one and two miles.
**** About seven miles.

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