

ally heavy, so that the following figures should not be taken as a test of the road :

Gross earnings \$131,689.90; operating expenses, \$74,997.01. (56.9 per cent.) Net earnings, \$56,692.89.

Financial Statement—Capital stock authorized, \$150,000; paid in, \$75,000; funded debt, first mortgage 7 per cent. gold bonds, \$63,000; floating debt, \$78,442.44.

Saml. D. Karns, President, Parker, Pa.

F. Parker, Vice-President, Parker, Pa.

R. M. Moore, Auditor, Parker, Pa.

W. C. Mobley, Superintendent, Parker, Pa.

#### PEACHBOTTOM RAILROAD.

This company was incorporated by an Act of the General Assembly of Pennsylvania, approved March 24th, 1868. Supplements thereto were passed at the sessions of the Legislature in 1871-2, 1872-3, granting additional privileges. During 1872 the line was located as follows: Leaving Oxford, on the Philadelphia and Baltimore Central Railroad, it pursues a westward course through Lancaster county, crossing the Susquehanna river just opposite Peachbottom, thence northwestward to York, a distance of 60 miles. From York it is proposed to extend the line to the eastern terminus of the East Broad Top Railroad, 85 miles, thus forming a through coal route 145 miles in length, from the great coal field of Broad Top, eighty square miles in area, to the eastern markets. Some twelve miles were graded in 1872, and during the following year track was laid on eight miles, but was not operated. In 1874, 38 miles were completed and put in operation, and the following year 7 miles were completed, and early in 1876 the line was finished.

The maximum grade is 105 feet to the mile, maintained for  $2\frac{1}{2}$  miles.

The sharpest curvature is  $19^{\circ}$  (303 feet radius).

The weight of rail is 30 pounds to the yard.

Weight of engines, 10 to 14 tons, nearly all placed over drivers.

Average cost of road per mile, including equipment, \$11,500.