

The maximum grade is 287 feet to the mile. There is a grade of 250 feet to the mile continuous for 3 miles, and the ruling gradient is heavy.

The line is reported as doing a good business. No statistical information or statements returned.

Wm. Jennings, President, Salt Lake City.

Frank Fuller, Superintendent, Salt Lake City.

WORCESTER AND SHREWSBURY RAILROAD.

This Company was organized under the Massachusetts General Railroad Law of 1872, and certificate filed April 27, 1873, to construct a narrow gauge road from Washington Square, in the City of Worcester, to the westerly shore of Lake Quinsigamond, near the dividing line between Worcester and Shrewsbury, a distance of about 3 miles, thence to Shrewsbury, the line being built to accommodate pleasure travel.

Work was commenced in May, and the road formally opened for public travel on July 31, 1873.

The maximum grade is 160 feet to the mile, partly on a 12° curve.

The sharpest curvature is 15° 40' (366.8 feet radius).

The weight of rail is 35 pounds to the yard.

The weight of engine 4 tons.

Equipment—1 locomotive, 2 passenger cars.

Cost of road, including equipment, per mile, \$10,836.96.

Financial statement—Capital stock authorized, \$40,000; paid in, \$26,225; floating debt, \$2,168. Total liabilities, \$28,393.

E. B. Stoddard, President, Worcester, Mass.

Joseph E. Davis, Treasurer, Worcester, Mass.

James Draper, Superintendent, " "

WYANDOTT, KANSAS CITY AND NORTHWESTERN RAILROAD.

This Company was organized under the General Railroad Law of Missouri, on the 10th day of June, 1872, to construct a narrow gauge railway, from Kansas City, Mo., East through the counties of Jackson, Lafayette, Saline, Howard, Boone,