

quarter of a mile, and the proportion of grade to level in entire line is $\frac{1}{8}$.

The sharpest curvature is $23^{\circ} 53'$ (240 feet radius).

No. of trestles, one, length 150 feet.

The weight of rail is 25 pounds to the yard.

Weight of engines, 19,000 pounds, 16,500 pounds on drivers.

Average cost of road per mile, including equipment, \$8,000.

Equipment—2 locomotives, 1 passenger car, 1 baggage and express, 5 freight cars.

Operations—Total gross earnings for year ending January 1, 1876, \$13,563.16. Operating expenses reported as \$19.48 per day, which would equal under 50%.

Financial statement—Capital stock authorized, \$125,000; paid in about \$50,000; floating debt about \$15,000.

Wm. J. Wells, President, Toledo, Ohio.

Geo. W. Reynolds, Vice President, Toledo, Ohio.

TUSKEGEE RAILROAD.

This Company was organized under the laws of Alabama in 1871, to construct a narrow gauge road from Tuskegee to Chehaw, a distance of 6 miles. Work was commenced the same year, and the line completed in November.

The maximum grade is 60 feet to the mile.

The weight of rail is 25 pounds to the yard.

The weight of engine, 10 tons.

Equipment—1 locomotive, 1 passenger car, 3 freight cars of all classes.

G. W. Campbell, Superintendent, Tuskegee, Ala.

UTAH NORTHERN RAILROAD.

This Company was organized in the fall of 1871, to construct a narrow gauge railroad from Brigham, a station on the Central Pacific Railway, via Logan to Franklin, a distance of 61 miles. The line has since been extended from Brigham southward to Ogden, 25 miles, and northward to a point on the Northern Pacific Railway, in Montana, a total projected distance of 450 miles.

Work was commenced in 1872, and during that year 30