

MAINE STATE LEGISLATURE

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DOCUMENTS

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THE LEGISLATURE

OF THE

STATE OF MAINE.

1861.



AUGUSTA:
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1861.

FORTIETH LEGISLATURE.

SENATE.

No. 25.

ABSTRACT

FROM THE RETURNS OF

RAILROAD CORPORATIONS.

ABSTRACT FROM THE RETURNS OF RAILROADS

Names of Roads.	Length of Road—Length of Single and Double Tracks.			Time when laid.	Weight of Rail per yard.	Capital Stock.		Whole cost of Road.		
	Length of Road in operation.	Length of Single Track.	Length of Double Track.			Capital Stock.	Amount called and paid in.	Whole Cost of the Road.	Amount expended for the purchase of lands.	Amount expended for the purchase of lands.
	Main Road—Branches.	Main Road—Branches.	Main Road—Branches.							
Androscoggin,	37 miles.	37 miles.	None but turnouts.	1852, 1857, 1858. Completed 1859.	About 50 pounds.	\$1,250,000	\$153,528 26	\$752,667 03	\$11,756 17	a \$2
Androscoggin and Kennebec,	55 "	55 "	None.	Completed 1859. 1848 and 1849.	65 pounds.	1,400,000	d 912,176 00	e 2,218,316 93	f 55,583 89	g 7
Atlantic and St. Lawrence,	149 "	149 "	None except sidings.	1848 to 1853.	63 "	4,000,000	2,494,900 00	n 7,650,735 66	Two-thirds of	
Bangor, Oldtown and Milford,	12 " 2,664 feet.	12 " 2,664 feet.	None but turnouts.	u 1849.	36 "	v 135,000	135,000 00	247,412 06	16,198 26	
Boston and Maine,	83 5-100 miles.	54 22-100 miles.	28 83-100 miles.	Finished 1847.	48, 56, 58, 60 pounds.	4,155,700	4,076,974 52	x 3,879,369 64	848,198 08	y 8
Calais and Baring,	6 miles.	6 miles.	None but turnouts.	1850 and 1851.	56 pounds.	200,000	100,000 00	224,000 00	C 13,119 91	
Gt. Falls and So. Berwick Branch,	6 "	6 "	None.	1854.	52 "	100,000	95,060 00	F 172,229 39	23,821 47	
Kennebec and Portland,	72½ "	72½ "	None except turnouts.	1848 to 1852.	56 "	-	-	2,871,264 45	-	
Lewey's Island,	-	-	-	-	-	-	-	-	-	
Machiasport, (I)	7½ miles.	7½ "	None.	1842 and 1843.	G Uncertain.	100,000	100,000 00	abt. 100,000 00	-	
Somerset and Kennebec,	37 "	37 "	None.	1856.	60 pounds.	700,000	273,600 00	849,310 32	39,476 55	3
Penobscot and Kennebec,	54 7-10 miles.	54 7-10 miles.	None except sidings.	1853, 1854, 1855.	60 "	1,000,000	557,433 65	1,866,639 12	98,041 28	6
Penobscot,	-	-	-	-	-	600,000	180,697 35	-	11,053 94	Fo
Portland, Saco and Portsmouth,	51 ½ miles.	51½ miles.	None except turnouts.	1842 and 1843.	56 and 60 pounds.	1,500,000	1,500,000 00	1,360,183 97	87,104 86	4
York and Cumberland,	18 miles.	18 miles.	-	-	60 pounds.	-	-	-	-	

Abstract from the Returns of Railroad Companies

Names of Roads.	Passengers and Rate of Fare.			Transportation of Passengers.			Depots, Engine Houses, &c.					Distance run, a	
	No. of through Passengers.	No. of way Passengers.	Rate of Fare.	Amount received for transportation of Passengers.	Amount received for transportation of property.	Amount received for transportation of mails and other sources.	No. of Depots.	No. of Engine Houses.	No. of Shops.	No. of Engines.	No. of Cars.	No. of miles run by Passenger Trains.	No. of miles run by Freight Trains.
Androscoggin,	8,702	4,346	abt. 4 c. per mile.	12,893 13	18,352 40	2,787 98	10	2	1	4	28	c 31,845	4,160
Androscoggin and Kennebec,	24,635	92,677	abt. 3½ c. per mile.	155,824 44	157,039 84	11,952 39	11	3	1	9	k -	abt. 40,108	36,075
Atlantic and St. Lawrence,	p -	p -	q abt. 3 c. per mile.	r 61,208 03	r 262,100 43	r 8,076 74	31	8	2	44	565	167,419	422,947
Bangor, Oldtown and Milford,	44,345	13,473	abt. 3 c. per mile.	16,409 73	17,876 17	440 20	7	2	3	4	49	24,275	24,275
Boston and Maine,	80,911	1,815,274	av. 2 c. per mile.	573,366 39	374,946 37	B 46,012 42	36	7	4	36	657	417,747	187,176
Calais and Baring,	D 26,500	-	3 cents per mile.	2,627 63	30,830 81	815 60	2	2	1	4	172	E 17,348	-
Gt. Falls and So. Berwick Branch,	8,146	-	5 cents per mile.	2,443 90	7,181 10	-	3	Run by Gt. Falls & Con.				8,640	miles by all
Kennebec and Portland,	23,527	93,816	abt. 3 c. per mile.	90,850 45	61,615 96	23,327 08	13	3	2	12	131	86,623	45,312
Lewey's Island,	-	-	-	-	-	-	-	-	-	-	-	-	-
Machiasport, (I)	-	-	-	-	-	11,300 00	2	1	1	2	50	not known.	not known.
Somerset and Kennebec,	This road is run by	Kennebec and Port.	Railroad Company.	-	-	3,943 00	8	2	1	2	8	22,736	11,587
Penobscot and Kennebec,	This road is run and	these accts. kept by	And. & K. R. R. Co.	-	-	85,349 75	11	2	-	4	103	not returned	to this office.
Penobscot,	-	-	-	-	-	-	-	-	-	-	-	-	-
Portland, Saco and Portsmouth,	119,498	122,695	-	167,137 53	74,181 59	10,385 60	14	3	1	10	100	121,681	44,000
York and Cumberland,	-	67,000	3 cents per mile.	14,634 00	11,254 47	480 00	7	1	1	2	22	30,000	10,000

REFERENCES

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| <p>a. Including sleepers and cross ties.</p> <p>b. Including locomotives.</p> <p>c. With freight train attached.</p> <p>d. About \$390,000 converted into stock bonds and payable in stock.</p> <p>e. Including station buildings, machine shops, equipments, &c.</p> <p>f. And land damage.</p> <p>g. And masonry.</p> <p>h. And bridge masonry.</p> <p>i. Including sleepers and gravelling.</p> <p>j. Except \$710,000 stock bonds, with semi-annual cash coupons to be paid in stock, in from two to five years.</p> <p>k. Same as last report.</p> <p>l. Freight train 13 miles per hour.</p> <p>m. Falling from a freight train in motion.</p> <p>n. And equipment.</p> <p>o. Funded.</p> <p>p. \$62,744½ during the six months ending 30th June, 1860, including through and way passengers.</p> <p>q. Except on division with connecting roads, being much less in these cases.</p> <p>r. For the six months ending June 30, 1860.</p> <p>s. On stock in federal currency. The dividends on stock in sterling currency at the rate of 3 per cent. semi-annually, are payable in London, by the Grand Trunk Railway Company.</p> | <p>t. January 4, 1860.—Nicholas Everett, Roadmaster, in attempting to pass from a platform car to the engine tender, fell upon the track and the cars passed over him fatally injuring him. He died the next morning.</p> <p>February 10, 1860.—A man named Potter, of West Bethel, while walking upon the track near that place, was run over by a freight train going in the same direction. He was not seen by engine driver until the engine was within a few feet of him, as the view was obstructed by snow, the wind blowing a gale, at the time. The engine and six cars passed over him, only breaking one arm. He has recovered.</p> <p>May 26, 1860.—Mr. Pillsbury of Scarborough, a brakeman, was fatally injured at West Paris, in Scarborough. His skull was fractured, and he died on the 30th following.</p> <p>June 11, 1860.—A man, name unknown, in attempting to get upon the cars while passing over Commercial Street, Portland, fell upon the rail, was run over and fatally injured. He died at the alms house where he was taken by order of the city authorities.</p> <p>November 20, 1860.—Benjamin Richards, Jr., was found beside the track in Oxford, dead,—killed as supposed, by the freight train, the previous night, while lying upon the track, as he was not seen by the engine driver, although the head light was burning upon the engine.</p> | <p>December 7, 1860.—Willington Bird of Bethel, while on the track with a horse and sled near a curve, about above Gorham (not at a roadway) was run over by a freight train and killed. The persons above named, who were immediately killed, were in each case attended by a physician. In neither case could carelessness or neglect of duty be ascribed to the employees of the company.</p> <p>u. Previous track in 1836.</p> <p>v. Authorized, \$600,000.</p> <p>w. There has been expended on construction, not including foregoing accounts, for new iron, new sleepers, work benches and other general improvements, \$101,000.</p> <p>x. And masonry, &c.</p> <p>y. Being cash in bank, bonds, stocks, &c., and including against Newburyport Railroad Company for \$300,000.</p> <p>A. February 7, 1860.—Patrick Graham of Boston, while on the track at Stoneham, was run over and instantly killed at the time.</p> <p>March 8, 1860.—Benjamin F. Allen, a young man of Portland, subject to convulsive fits, fell upon the track at Lawrence. A freight train, while backing at the time, ran over and instantly killed him.</p> |
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URNs OF RAILROAD CORPORATIONS.

Stock.	Whole cost of Road—Amount expended for Lands, Grading, Engineering, Bridging, Masonry, &c.										Due from and to the Corporation.	
	Amount called and paid in.	Whole Cost of the Road.	Amount expended for the purchase of lands.	Amount expended for grading.	Amount expended for engineering.	Amount expended for bridging.	Amount expended for masonry.	Amount expended for iron.	Amount expended for passenger and other cars.	Amount expended for station buildings, &c.	Amount and nature of indebtedness.	Amount due the Corporation.
\$153,528 26	\$752,667 03	\$11,756 17	\$202,323 41	\$7,101 50	abt \$8,250 00	\$12,500 00	\$174,322 07	b \$47,361 13	-	\$635,391.84, as follows: \$452,800 bonded debt, \$182,591.84 for bills payable and pay rolls and interest and coupons.	25,806 74	
d 912,176 00	e 2,218,316 93	f 55,533 89	g 700,561 22	36,244 86	h 89,368 09	-	i 495,749 59	82,964 84	-	j \$1,140,943.41, as follows: in Bonds of Co., bills payable, orders, &c.	37,443 68	
2,494,900 00	n 7,650,735 66	Two-thirds	of the road	were built	at a stipulated	price per	not be ap- portioned	472,282 21	-	k \$3,479,000, viz.—\$2,000,000 City Bonds, \$988,000 Mortg. Bonds, \$484,000 Sterling Bonds, and \$7,000 Notes.	-	
135,000 00	247,412 06	16,198 26	12,472 90	1,328 11	39,310 14	16,845 17	w 45,672 91	14,432 90	-	l \$37,665.88, viz: Notes payable \$33,500, unsettled ac. \$4,165.88.	1,486 31	
4,076,974 52	x 3,879,369 64	848,198 08	y 882,067 40	272,388 94	371,468 55	-	984,523 89	424,733 00	\$520,722 78	m \$138,968.76, viz: \$170,243 60 is Dividends, \$114,720 is Notes given for Newburyport R. R. Bonds, \$37,154.14 is to other Roads, and sundries.	z 637,953 58	
100,000 00	224,000 00	C 13,119 91	55,814 81	1,468 72	8,051 05	3,558 22	31,107 73	30,044 72	-	n \$117,771.84, viz: \$113,100 Mortg. Bonds, \$4,671.84 Bills payable.	714 75	
95,060 00	F 172,229 39	23,821 47	-	23,440 71	Done by general contract;	cannot be ap- portioned.	-	-	1,700 59	o \$77,167.39 in Funded and floating debts.	4,940 00	
-	2,871,264 45	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	
100,000 00	abt. 100,000 00	-	Included	in the whole	cost of the	road.	-	-	-	p About \$1,000 for labor and services not called for.	abt. 500 00	
273,600 00	849,310 32	39,476 55	348,819 63	19,409 19	97,103 00	6,447 00	158,791 00	7,000 00	-	q \$550,300 in Bonds and floating debt.	-	
557,433 65	1,866,639 12	98,041 28	665,392 59	298,699 03	78,863 50	114,855 66	367,895 70	104,019 21	60,857 95	r \$1,320,337.26, city of Bangor and Company Bonds, Bills payable, &c.	11,131 79	
180,697 35	-	11,053 94	For grading	engineering	and masonry.	306,209 10	79,576 56	-	-	s \$146,955.87, Co. Notes, Bonds and individual accounts.	-	
1,500,000 00	1,360,183 97	87,104 86	437,701 32	48,730 46	93,830 83	61,048 18	364,975 80	95,548 62	171,243 90	-	14,000 00	

URNs of Railroad Corporations, (Continued.)

Houses, &c.		Distance run, and rate of Speed.				Stockholders.		Dividends.		Depreciation of Road.		Persons Injured, &c., &c.		
No. of Engines.	No. of Cars.	No. of miles run by Passenger Trains.	No. of miles run by Freight Trains.	No. of miles run by all other Trains.	Average rate of speed.	Whole number of Stockholders.	Number of Stockholders who reside in this State.	Amount of each Dividend.	When made.	Amount charged for depreciation of Road.	Amount charged for depreciation of other property.	No. of persons injured and cause of injury.	The persons injured, whether passengers or persons employed.	Whether any accident has arisen from carelessness or neglect of any person in the employ of the corporation, and whether such person is retained in the service of the corporation.
4	28	c 31,845	4,160	5,000	20 miles per hour.	350	378	Nothing.	None made.	Nothing.	Nothing.	None.	None.	-
9	k -	abt. 40,108	36,075	14,000	l abt. 23 1/4 "	1,054	937	None.	None.	None.	None.	m One.	Brakeman.	-
44	565	167,419	422,947	179,874	17 miles per hour.	1,561	138	23,418—21,783	Jan. & July, 1860.	Nothing.	Nothing.	t 6	t -	t -
4	49	24,275	24,275	1,757	18 " "	-	6	None.	None.	Nothing.	Nothing.	None.	None.	-
36	657	417,747	187,176	23,464	23 " "	3,397	123	166,228	July 1 and Jan. 1.	Nothing.	1,368	A 7	-	Not any.
4	172	E 17,348	-	-	15 " "	58	20	4 per cent.	Jan. 15, 1861.	Nothing.	Nothing.	None.	None.	None.
12	131	8,640	miles by all trains.	20	" "	100	52	None.	None.	Nothing.	Nothing.	-	-	-
12	131	86,623	45,312	2,698	20 " "	1,182	160	Nothing.	-	-	-	3 killed.	{ 1 passenger by carelessness. 1 person inter-lying upon track. 1 deaf & dumb, walking on track.	-
2	50	not known.	not known.	not known.	10 " " "	4	1	\$3 per share.	January 1.	H Nothing.	Nothing.	None.	-	-
2	8	22,736	11,587	-	20 miles per hour.	464	unknown	None.	-	-	-	-	-	-
4	103	not returned to this office.	-	-	-	677	594	-	-	-	-	-	-	-
-	-	-	-	-	-	abt 273	abt 238	-	-	-	-	-	-	-
10	100	121,681	44,000	3,000	pas. tr. 25 m. pr. h.	1,300	100	45,000	June and Dec.	10,000	-	-	-	-
2	22	30,000	10,000	-	15 " "	-	-	-	-	-	-	-	-	-

REFERENCES.

February 7, 1860.—Willington Bird of Bethel, while crossing the track with a horse and sled near a curve, about two miles above Gorham (not at a roadway) was run over by the train and killed. The persons above named, who were not immediately killed, were in each case attended by experienced physicians. In neither case could carelessness or neglect of duty be ascribed to the employees of the company.

Previous track in 1836.

Authorized, \$600,000.

There has been expended on construction, not included in the foregoing accounts, for new iron, new sleepers, widening embankments and other general improvements, \$101,000.

Station buildings, &c.

and masonry.

ing cash in bank, bonds, stocks, &c., and including claim against Newburyport Railroad Company for \$300,000.

February 7, 1860.—Patrick Graham of Boston, while lying upon the track at Stoneham, was run over and instantly killed. In-toxicated at the time.

March 8, 1860.—Benjamin F. Allen, a young man of imperfect mind, subject to convulsive fits, fell upon the track at South Lawrence. A freight train, while backing at the time, ran over and instantly killed him.

April 20, 1860.—George Western, a boy two and a half years of age, while playing upon the track at Georgetown, was run over and so badly injured that he died May 12, 1860.

August 4, 1860.—Obed Hussey, while attempting to get upon the train at Exeter, fell under the cars and was almost instantly killed.

September 22, 1860.—Fernald D. Spokesfield of Reading, while walking on the track at Somerville, was run over by the Medford train and died in five minutes after reaching the hospital.

October 20, 1860.—William Brown was found lying on the side of the track above Reading, supposed to have been struck by a night freight train. He was carried to Medford and died immediately.

November 28, 1860.—A boy by the name of Sullivan, at Malden, while attempting to get upon a freight train while in motion, fell upon the track and had his leg cut off. He died the same day from the injuries received.

No blame attached to the Company on account of any of the above accidents.

B. Including the earnings of the Danvers Railroad and the Newburyport Railroad, which have been by authority of law leased to this corporation.

C. And land damages.

D. Estimated through and way.

E. Passenger and freight trains run in connection.

F. Made up as follows:

Engineering and general expenses,	\$23,440 71
Land, land damages and fences,	23,821 47
Discount on bonds,	15,116 00
Construction account,	106,756 77
Station buildings and fixtures,	1,700 59
Interest,	1,393 85
	<u>\$172,229 39</u>

G. A flat bar 1/2 inch thick.

H. The greater part of the track being of wood, a crew is kept on the road making continual repairs, for about eight months, while the cars are running.

I. This road is owned by the owners of the saw mills at Whitneyville, and its accounts are not kept distinct from other accounts of the concern. Therefore the items given, are as true as can be got from the books.

STATE OF MAINE.

IN SENATE, March 7, 1861.

On motion of Mr. VINTON of Cumberland, Ordered, That the
“Abstract of the Returns of Railroad Corporations for 1860,” be
printed for the use of the Legislature.

JAMES M. LINCOLN, *Secretary.*