

**FIFTY-SECOND. ANNUAL
REPORT OF THE
MOBILE AND OHIO
RAILROAD CO. 1899-1900**

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Fifty-second. Annual Report of the Mobile and Ohio Railroad Co. 1899-1900 by Various

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VARIOUS

**FIFTY-SECOND. ANNUAL
REPORT OF THE
MOBILE AND OHIO
RAILROAD CO. 1899-1900**

FIFTY-SECOND
ANNUAL REPORT

OF THE

MOBILE AND OHIO RAILROAD CO.

1899-1900.



New York:

THE EVENING POST JOB PRINTING HOUSE, 156 FULTON STREET.
(EVENING POST BUILDING.)

1900.

Y5

MOBILE & OHIO RAILROAD COMPANY.

1900.

DIRECTORS.

JAMES C. CLARKE,	ADRIAN ISELIN, Jr.,
A. H. STEVENS,	F. D. TAPPEN,
C. SIDNEY SHEPARD,	C. C. CUYLER,
THOMAS E. JEVONS,	J. S. ROGERS,
E. L. RUSSELL,	JAMES H. MASSON,
W. EMLEN ROOSEVELT,	JAMES H. FAY,
W. BUTLER DUNCAN, Chairman of the Board.	

OFFICERS.

President,	E. L. RUSSELL,	Mobile
Vice-President,	JAS. H. FAY,	New York
Treasurer and Secretary,	HENRY TACON,	Mobile
Assistant Secretary,	A. W. MACKINTOSH,	New York
General Auditor,	R. V. TAYLOR,	Mobile
General Counsel,	E. L. RUSSELL,	Mobile
General Traffic Manager,	J. T. POE,	Mobile
General Freight Agent,	HAIDEN MILLER,	St. Louis
General Passenger Agent,	C. M. SHEPARD,	Mobile
General Superintendent,	C. S. CLARKE,	Mobile
Superintendent of Transportation,	J. N. SEALE,	Mobile
Superintendent Mobile Division,	HENRY FONDE,	Mobile
Superintendent Jackson Division,	J. D. CLARK,	Jackson
Superintendent St. Louis Division,	H. W. CLARKE,	St. Louis
Assistant Superintendent Montgomery Div.,	W. N. JONES,	Montgomery
Superintendent Motive Power and Car Equipment,	M. T. CARSON,	Mobile
Assistant Superintendent Motive Power and Car Equipment,	J. J. THOMAS,	Mobile
Superintendent of Car Equipment,	J. D. GURGANUS,	Whistler

COMPANY'S MAIN OFFICE, **MOBILE.**

“ **ST. LOUIS OFFICE,**

Fullerton Building, ST. LOUIS.

“ **NEW YORK OFFICE, 11 Pine St., NEW YORK.**

Transfer of Shares and Registration of Bonds:

Company's Offices, Mobile and New York.

Registrar of Stocks and Bonds: The Farmers' Loan and Trust Co., New York.

REPORT.

The Board of Directors of the Mobile and Ohio Railroad Company respectfully submits to the stockholders the following report for the year ending June 30, 1900:

<i>Owned.</i>		MILEAGE.	Miles.
M. & O. R. R.	Mobile, Ala., to Columbus, Ky.....		472
K. & T. R. R.	Columbus, Ky., to East Cairo, Ky.....		21
M. & O. R. R.	Aberdeen Branch		9
M. & O. R. R.	Columbus Branch.....		14
M. & O. R. R.	Starkville Branch.....		11
M. & O. R. R.	Montgomery Division—Main Line.....		167.2
M. & O. R. R.	Warrior Branch		9.5
M. & O. R. R.	Blocton Branch.....		11.8
<i>Operated under Lease.</i>			
St. L. & C. R. R.	Cairo, Ill., to East St. Louis, Ill.....		151.6
St. L. & C. R. R.	Millstadt Branch.....		9
Total.....			876.1

LOCATION OF THE ROAD BY STATES.

M. & O. R. R.	MAIN LINE.		BRANCHES.		TOTAL.		TOTAL.
	Main Track.	Side Track.	Main Track.	Side Track.	Main Track.	Side Track.	
Alabama	61.	28.86			61.	28.86	89.86
Mississippi.....	272.	63.86	24.	11.82	308.	65.18	271.18
Tennessee.....	119.	20.04			119.	20.04	139.04
Kentucky.....	41.	8.13			41.	8.13	49.13
Illinois.....		4.24				4.24	4.24
	499.	114.69	24.	11.82	627.	126.46	608.46
<i>St. L. & C. R. R.</i>							
Illinois.....	151.6	62.45	9.	1.49	160.6	59.94	214.54
Total.....	644.6	167.08	42.	13.21	687.6	180.39	667.99
<i>MONTGOMERY DIVISION.</i>							
Alabama.....	168.38	23.79	21.83	2.29	179.71	26.08	205.79
Mississippi.....	8.81	.48			8.81	.48	9.29
Total.....	167.19	24.27	21.83	2.29	186.52	26.56	215.06
Total.....	811.79	191.35	64.33	15.50	876.12	206.95	1,083.07

MOBILE AND OHIO RAILROAD COMPANY, GENERAL INCOME ACCOUNT,

FOR THE YEAR ENDING JUNE 30, 1900, COMPARED WITH 1899.

	1900.	1899.	Inc.	188.5
Miles operated.....	876.1	687.6		
Earnings—				
From Freight.....	\$4,544,456 87	\$9,394,009 19	"	\$1,220,492 68
" Passengers.....	703,250 97	695,993 13	"	106,257 84
" Mail.....	96,449 39	88,944 87	"	8,104 63
" Express.....	102,983 90	99,257 00	"	10,726 81
" Miscellaneous.....	650,610 80	490,565 00	"	190,055 80
Total.....	\$5,996,730 93	\$4,531,153 28	"	\$1,465,677 65
Expenses—				
For Maintenance, Way and Structures.....	812,585 14	629,276 27	"	190,308 87
" " Equipment.....	576,602 83	461,273 87	"	116,528 96
" Conducting Transportation.....	2,585,687 49	1,698,746 41	"	866,921 08
" General Expenses.....	230,189 35	173,599 14	"	56,590 21
" Taxes.....	141,380 97	116,696 72	"	24,754 25
Total.....	\$4,338,626 77	\$3,079,592 41	"	\$1,254,103 36

NET EARNINGS	1,863,105 16	1,451,630 87	Inc.	211,474 29
Received from other sources	93,168 33	"	93,168 32
INTEREST AND RENTAL CHARGES—	\$1,756,273 48	\$1,451,630 87	"	\$304,642 61
Interest 1st Mortgage Bonds.....	430,000 00	430,000 00	"	200,000 00
" 1st Mortgage Extension Bonds.....	60,000 00	60,000 00	"	16,666 66
" Montgomery Division Bonds.....	200,000 00	"	44,818 03
" Collateral Trust Bonds.....	16,666 66	"	390 00
Rent St. Louis & Cairo Railroad.....	285,715 80	341,897 77	Dec.	12,853 06
Interest on General Mortgage.....	375,020 00	375,240 00	Inc.
Interest on Car Trusts, etc.....	60,242 40	47,359 34	"	\$274,117 75
Surplus	\$1,418,644 86	\$1,144,527 11	"	\$274,117 75
OTHER EXPENDITURES—	\$337,628 62	\$307,103 76	"	\$30,524 86
Principal Car Trust debt paid and New Equipment.....	59,961 30	87,907 00	"	12,054 30
St. Louis,	163,336 50	113,620 42	"	49,718 48
St. Louis,	13,341 00	15,403 26	Dec.	2,062 36
Address to Property (St. L. & C. E. R.)—	27,543 25	40,395 72	"	12,852 47
Cahokia Yard, East St. Louis	10,807 57	14,421 78	"	3,614 21
New Yards and Terminals and connecting tracks with L. C. E. R. and C. & E. I. E. R.	\$314,990 02	\$271,748 13	Inc.	\$43,241 84
Surplus	\$92,638 60	\$35,355 58	Dec.	\$12,617 98

**COMPARATIVE STATEMENT OF THE OPERATIONS
OF THE MOBILE AND OHIO RAILROAD AND
THE ST. LOUIS AND CAIRO RAILROAD (LEASED),
OMITTING THE MONTGOMERY DIVISION.**

	1899-1900.	1898-9.	INCREASE.	
			Amount.	Per Cent.
Miles of Road operated.....	687.5	687.6		
REVENUES:				
Freight Traffic.....	\$4,083,409 88	\$3,824,063 19	\$709,406 66	21.34
Passenger Traffic.....	693,451 48	695,999 13	36,461 80	6.13
Mail Service.....	90,949 39	88,344 87	2,604 52	2.95
Express Service.....	100,174 28	92,357 09	7,817 84	8.58
Other Sources	35,294 49	27,790 31	8,504 18	30.60
Total.....	\$4,893,283 09	\$4,126,388 59	\$766,894 50	18.33
Miscellaneous receipts not sub- ject to St. Louis and Cairo Lease.....	509,819 11	402,764 69	107,054 42	26.58
	\$5,403,102 20	\$4,529,153 28	\$873,948 92	19.24
OPERATING EXPENSES:				
Maintenance of Way and Struc- tures	\$599,558 77	\$629,276 27	\$70,262 50	11.17
Maintenance of Equipment.....	511,473 74	462,273 97	49,199 87	10.88
Conducting Transportation.....	2,219,976 66	1,998,746 41	219,330 25	10.97
General.....	184,139 81	178,599 14	5,540 67	3.11
Total.....	\$3,513,308 98	\$2,968,895 69	\$544,413 29	18.95
Taxes.....	223,980 82	116,626 72	107,354 10	48.46
Total.....	\$3,737,289 80	\$3,085,522 41	\$651,767 39	21.13
Net Earnings.....	\$1,686,815 40	\$1,451,630 87	\$235,184 53	16.82
Interest and Rentals.....	1,218,644 86	1,144,527 11	74,117 75	6.48
	\$488,170 54	\$307,103 76	\$181,066 78	45.90

The above Comparative Statement of the Mobile and Ohio Railroad, including the St. Louis and Cairo Railroad, with their previously existing branches, shows the growth of the business and the operating expenses attendant thereupon of the Main Line—Mobile to East St. Louis. Included in the amount expended in maintenance of way and structures there is an in-

crease in 1900 as compared with 1899 of \$24,068.98 for rail renewal (*incidentally it may be here mentioned that during the past three years 20,757 tons of steel rail have been purchased at a cost of \$468,189, which amount, with the cost of fastenings, relaying, etc., less the value of the old rail released, has been charged in expenses of operation*), and of \$42,273.76 for ties, bridges, buildings and fixtures, and of a large amount for repairs incidental to the floods of the latter part of the year. The aggregate total amount expended in maintenance of roadway and structures amounted to \$1,018.28 per mile as against \$915.97 per mile during the previous year. This increase represents the gradual improvement of the conditions of the roadway and track, which has been going on for several years and which was somewhat increased during the past year.

There was an increase in 1900 as compared with 1899 in the cost of maintenance of equipment, mainly due to the increased volume of business and the consequently increased movement, and wear and tear of equipment, the increased cost of material and wages—including, also, the amount expended for safety appliances required by the Inter-State Commerce Law, which latter has resulted in practically equipping all the freight cars of the Company, with automatic couplers, and 60.7 per cent. of them with air brakes.

The increase in the cost of conducting transportation in 1900 as compared with 1899, is due mainly to the large increase in the volume of tonnage moved, which has been relatively greater than the increase in revenue for the reason that the local business was greatly interfered with by local and climatic causes, and from the fact that a large percentage of the increased traffic, by which the gross revenue has been maintained and increased, has been made up of through and