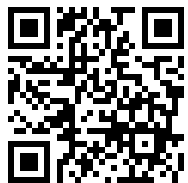

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BIENNIAL REPORT

OF THE

Board of Railroad Commissioners

OF THE

STATE OF CALIFORNIA,

FOR THE YEARS 1895 AND 1896.



SACRAMENTO:

A. J. JOHNSTON, : : : : SUPERINTENDENT STATE PRINTING.
1896.

CRESCENT CITY & SMITH RIVER RAILROAD.

HISTORY.

1. Name of common carrier making this report: Crescent City & Smith River Railroad.

2. Date of organization: Not a corporation.

3. Under laws of what Government, State, or Territory organized: State of California. This is a private logging road belonging to the firm of Hobbs, Wall & Co., and is an adjunct of their other business interests in Del Norte County, in connection with their logging, sawmilling, and general merchandising business. The accounts and work are to some extent mixed and kept in the same books as the store, sawmilling, and logging work, and by the same employes. Hence figures and details are not in every case full. The traffic is principally the firm's own business, that for outside parties forming but a small percentage of the whole.

The passenger traffic, which originally was quite fair, while the novelty lasted, has fallen off to such an extent that the daily train had to discontinue for a period of six months (January 1 to July 1, 1896), the expense being greater than the income.

ORGANIZATION.

The firm of Hobbs, Wall & Co., is the sole owner of the property, which is not incorporated.

Post Office address of general and operating offices: Crescent City, California.

Name and address of officer to whom correspondence regarding this report should be addressed: J. Marhoffer, Manager, Crescent City, California.

OFFICERS.

There are no officers specially retained for railroad business in the employ of the firm.

PROPERTY OPERATED.

Crescent City & Smith River Railroad: From Crescent City to Smith River, 13.75 miles; from Junction to Fort Dick, 2.60 miles; total line operated, 16.35 miles.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Construction or Equipment During Year.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost per Mile.
Construction:				
Right of way—3 miles, 75 feet.....		\$4,207 90	\$4,207 90	\$1,403 00
Fences—2 miles.....	\$97 13	390 19	487 32	243 66
Grading, and bridge and culvert masonry.....		83,301 69	83,301 69	5,095 00
Bridges and trestles.....		49,520 66	49,520 66	
Rails.....		66,580 54	66,580 54	4,000 00
Ties.....		6,793 57	6,793 57	411 00
Other superstructure.....		38,504 18	38,504 18	2,363 00
Buildings, furniture, and fixtures.....		6,528 66	6,528 66	
Engineering expenses.....		9,784 75	9,784 75	593 00
Telegraph line.....		581 67	581 67	35 00
Sidings and yard extensions.....		8,671 41	8,671 41	5,420 00
Total construction.....	\$97 13	\$274,865 22	\$274,962 35	-----
Equipment:				
Locomotives.....		\$13,468 69	\$13,468 69	-----
Combination cars.....		2,863 44	2,863 44	-----
Freight cars.....		1,415 00	1,415 00	-----
Other cars of all classes.....		21,117 57	21,117 57	-----
Total equipment.....		\$38,864 70	\$38,864 70	-----
Total cost construction, equipment, etc.....	\$97 13	\$313,729 92	\$313,827 05	-----

INCOME ACCOUNT.

Gross earnings from operation	\$16,912 38	
Less operating expenses.....	7,899 57	
Total income		\$9,012 81
Deductions from income:		
Interest on proportionate indebtedness*	\$6,500 00	
Taxes	1,654 87	
Total deductions from income.....		8,154 87
Net income		\$857 94

* Proportion of whole interest charge of the firm's indebtedness in Del Norte County.

EARNINGS FROM OPERATION.

Item.	Actual Earnings.
Passenger earnings	\$1,148 00
Freight earnings.....	15,764 38
Total gross earnings from operation	\$16,912 38

OPERATING EXPENSES.

Item.	Amount.
Maintenance of way and structures:	
Repairs of roadway.....	\$1,125 15
Renewals of ties.....	600 00
Repairs and renewals of bridges and culverts	100 00
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	100 00
Other expenses	89 35
Total	\$2,014 50
Maintenance of equipment:	
Repairs and renewals of locomotives	\$500 00
Repairs and renewals of freight cars.....	228 18
Total	\$728 18
Conducting transportation:	
Engine and roundhouse men	1,550 00
Fuel for locomotives	408 32
Oil, tallow, and waste for locomotives.....	124 00
Other supplies for locomotives.....	130 12
Train service	1,702 13
Train supplies and expenses.....	402 72
Station service.....	210 00
Station supplies.....	31 60
Total	\$4,558 89
General expenses:	
Salaries of clerks and attendants	\$600 00
Recapitulation of expenses:	
Maintenance of way and structures.....	\$2,014 50
Maintenance of equipment.....	728 18
Conducting transportation	4,558 89
General expenses	600 00
Grand total	\$7,899 57
Percentage of operating expenses to earnings.....	46.75

TRAIN OPERATING EXPENSE ACCOUNT—JULY 1, 1896, to JUNE 30, 1896.

<i>Disbursements.</i>			
Oils, etc.	209 gals.	\$84 00	
Tallow	2,818 lbs.	161 37	
Rope		41 35	
Fuel	883 ricks wood.	408 32	
Engine supplies and repairs		670 12	
Car supplies and repairs		426 18	
Track supplies		89 35	
Taxes		1,654 87	
Interest		6,500 00	
Office expense and salary		631 60	
Agent's salary, Smith River		210 00	
Train crew	1,378 days.	3,252 13	
Track crew	1,476 days.	1,925 15	
			\$16,054 44
<i>Gross Earnings.</i>			
Passengers	1,956	\$1,015 50	
Ten-fare tickets	80	132 50	
General freight	2,547,000 lbs.	2,393 05	
Shingles	205 M.	47 35	
Shakes	215 M.	122 50	
Lumber and timber	296 M.	451 48	
C. C. mill logs	4,824 M.	4,824 00	
H. W. & C. logs	7,926 M.	7,926 00	
			16,912 38
Gain in operating			\$857 94

EMPLOYÉS AND SALARIES.

None of the employés are on salary. All on day work, paid only when operating.

PASSENGERS AND FREIGHT, AND TRAIN MILEAGE.

Item.	Tonnage, Pas- sengers, Etc.	Revenue and Rates.
Passenger traffic:		
Number of passengers carried earning revenue	2,756 00	
Total passenger revenue		\$1,148 00
Freight traffic:		
Total freight earnings		15,764 38

No record of details. In consequence of the limited business offering by outside traffic during time of suspension of logging operations, no daily or regular passenger train was operated from January 1 to June 30, 1896.

FREIGHT TRAFFIC MOVEMENT (Company's material excluded).

Commodity.	Originating on this Road.
Products of forest:	
Lumber, timber, shakes, etc.	716,000 ft.
Logs	12,750,000 ft.
Merchandise and general freight	1,273 tons.

Of all the freight traffic, about 150 tons was the firm's, being supplies for their logging camps and employés. Of the logs carried, 7,926,000 belonged to the firm. Balance of traffic from other sources.

DESCRIPTION OF EQUIPMENT.

Item.	Number at End of Year.
Locomotives in service:	
Freight	2
Cars in passenger service:	
Combination cars	1
Cars in freight service:	
Box cars	2
Stock cars	4
Other cars	69
Total	75
Cars in company's service:	
Road cars	1
Total cars owned and in service	77

Locomotives are equipped with steam train brakes, and cars with hand brakes.

MILEAGE OF ROAD OPERATED.

Line of proprietary companies: Single track, 16.35 miles; yard track and sidings, 1.60 miles; total, 17.95 miles.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives consumed 600 cords of soft wood; average cost at distributing point, 68 cents per cord. No record of miles run.

CHARACTERISTICS OF ROAD.

Working Divisions or Branches.	Miles.	Alignment.			Profile.
		Number of Curves.	Aggregate Length of Curved Line—Miles.	Length of Straight Line—Miles.	Length of Level Line—Miles.
Crescent City to Smith River	13.75	16	1.50	12.25	4.00
Junction to Fort Dick	2.60	5	.50	2.10	1.00
Totals	16.35	21	2.00	14.35	5.00

Working Divisions or Branches.	Profile.					
	Number of Ascending Grades.	Sum of Ascending Grades—Feet.	Aggregate Length of Ascending Grades—Miles.	Number of Descending Grades.	Sum of Descending Grades—Feet.	Aggregate Length of Descending Grades—Miles.
Crescent City to Smith River	16	290	4.85	16	232	4.90
Junction to Fort Dick	5	66	1.00	5	66	1.60
Totals	16	290	4.85	21	298	6.50

BRIDGES, TRESTLES, ETC.

Item.	Number.	Aggregate Length.	Minimum Length.	Maximum Length.
Bridges: Combination	2	800 feet.	70 feet.	730 feet
Trestles	14	2,280 feet.	10 feet.	1,020 feet

Gauge of track, 4 feet 8½ inches; length, 16.35 miles.

TELEPHONE.

Hobbs, Wall & Co. own and operate 17 miles of private telephone.

STATE OF CALIFORNIA, }
County of Del Norte. } ss.

I, the undersigned, General Manager of the Crescent City & Smith River Railroad, on my oath, do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said railroad; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said railroad in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all the financial operations of said railroad during the period for which said return is made.

J. MARHOFFER,
Manager.

Subscribed and sworn to before me, this 14th day of July, 1896.

L. F. COOPER,
Notary Public in and for Del Norte County, Cal.

SANTA ANA & NEWPORT RAILWAY COMPANY.

HISTORY.

1. Name of common carrier making this report: Santa Ana & Newport Railway Company.
2. Date of organization: November 7, 1892.
3. Under laws of what Government, State, or Territory organized: State of California.

ORGANIZATION.

Names of Directors: James McFadden, Robert McFadden, W. H. Spurgeon, M. M. Crookshank, E. M. Smiley; all of Santa Ana, Cal.
Date of expiration of terms of Directors: January 16, 1897.
Number of stockholders at date of last election: 7.
Last meeting of stockholders for election of Directors: January 20, 1896.
Post Office address of general and operating offices: Santa Ana, California.
Name and address of officer to whom correspondence regarding this report should be addressed: E. M. Smiley, Secretary and Auditor, Santa Ana, California.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board, and President ..	James McFadden	Santa Ana, Cal.
Vice-President	Robert McFadden	Santa Ana, Cal.
Secretary	E. M. Smiley	Santa Ana, Cal.
Treasurer	Frank Chilton	Santa Ana, Cal.
Attorney, or General Counsel	Jas. G. Scarborough	Los Angeles.
Auditor	E. M. Smiley	Santa Ana, Cal.
General Manager	James McFadden	Santa Ana, Cal.
General Freight Agent	A. J. Crookshank	Los Angeles.
General Passenger Agent	Robert McFadden	Santa Ana, Cal.