

HOUSE...No. 14.

Commonwealth of Massachusetts.

HOUSE OF REPRESENTATIVES, Feb. 15, 1856.

ORDERED, That the Secretary of the Commonwealth cause to be printed, for the use of the Legislature, the last Annual Report of the Troy and Greenfield Railroad Corporation, which was accidentally omitted from the printed Annual Reports of Railroad Corporations.

W. E. P. HASKELL, *Clerk.*

SIXTH ANNUAL REPORT

OF THE

TROY AND GREENFIELD RAILROAD COMPANY.

*Return of the Troy and Greenfield Railroad, under the Acts of May 1, 1849, Chap. 191,
and April 29, 1854, Chap. 423.*

Capital stock,		\$1,500,000 00
Increase of capital, since last report,	\$1,145,100 00	
Capital paid in, per last report,	100,317 74	
Capital paid in, since last report,	21,095 03	
Total amount of capital stock paid in,		121,412 77
Funded debt, per last report,	12,000 00	
Funded debt, paid since last report,	-	-
Funded debt, increase of, since last report,	57,000 00	
Total present amount of funded debt,		69,000 00
Floating debt, per last report,	6,877 00	
Floating debt, paid since last report,	2,188 25	
Floating debt, increase of, since last report,	-	-
Total present amount of floating debt,		4,688 75
Total present amount of funded and floating debt,	-	-
Amount of debts, secured by mortgage of road and franchise, or any property of the corporation, per last report,	2,500 00	
Mortgage debt, paid since last report,	-	-
Mortgage debt, increase of, since last report,	57,000 00	
Total present amount of mortgage debt,		59,500 00
Number of mortgages on road and franchise, or any property of the corporation,	-	-
Average rate of interest, per annum, paid during the year,	6 per cent.	
Maximum amount of debt for each month during the year, viz : January, \$; February, \$; March, \$; April, \$; May, \$; June, \$; July, \$; August, \$; September, \$; October, \$; November, \$; December, \$		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	75,502 24	
For graduation and masonry, paid during the past year,	54,000 00	
Total amount expended for graduation and masonry,		129,502 24
For wooden bridges, per last report,	-	-
For wooden bridges, paid during the past year,	-	-
Total amount expended for wooden bridges,	-	-
Total amount expended for iron bridges (if any),	-	-

For superstructure, including iron, per last report,	\$1,093 15	
For superstructure, including iron, paid during the past year,	-	-
Total amount expended for superstructure, including iron,		\$1,093 15
For stations, buildings and fixtures, per last report,	92 08	
For stations, buildings and fixtures, paid during the past year,	-	-
Total amount expended for stations, buildings and fixtures,		92 08
For land, land-damages and fences, per last report,	15,063 91	
For land, land-damages and fences, paid during the past year,	32 00	
Total amount expended for land, land-damages and fences,		15,095 91
For locomotives, per last report,	-	-
For locomotives, paid during the past year,	-	-
Total amount expended for locomotives,	-	-
For passenger and baggage cars, per last report,	-	-
For passenger and baggage cars, paid during the past year,	-	-
Total amount expended for passenger and baggage cars,	-	-
For merchandise cars, per last report,	-	-
For merchandise cars, paid during the past year,	-	-
Total amount expended for merchandise cars,	-	-
For engineering, per last report,	10,087 91	
For engineering, paid during the past year,	2,047 49	
Total amount expended for engineering,		12,135 40
For agencies and other expenses, per last report,	-	-
For agencies and other expenses, paid during the past year,	-	-
Total amount expended for agencies and other expenses,	-	-
Total cost of road and equipment,	-	-

CHARACTERISTICS OF ROAD.

Length of road,	42 55-100 miles.
Length of single main track,	-
Length of double main track,	-
Length of branches owned by the company, stating whether they have a single or double track,	-
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	-
Weight of rail, per yard, in main road,	-
Weight of rail, per yard, in branch roads,	-
Specify the different weights per yard,	-
Maximum grade, with its length, in main road,	{ 31 68-100 feet per mile for 3 39-100 miles.
Maximum grade, with its length, in branch roads,	
Total rise and fall in main road,	{ 594 ft. rise to centre of Tunnel, and 208 ft. fall to State line.
Total rise and fall in branch roads,	
Shortest radius of curvature, with length of curve, in main road,	{ 1,228 feet for 850 feet in length.
Shortest radius of curvature, with length of curve, in branch roads,	
Total degrees of curvature, in main road,	-
Total degrees of curvature, in branch roads,	-
Total length of straight line, in main road,	22 486-1,000 miles.
Total length of straight line, in branches,	-

Aggregate length of wooden truss bridges, . . .	-	-
Aggregate length of all other wooden bridges, . . .	-	-
Aggregate length of iron bridges, . . .	-	-
Whole length of road unfenced on both sides, . . .	-	-
Number of public ways crossed at grade, . . .	-	-
Number of railroads crossed at grade, . . .	-	-
Remarks, . . .	-	-
Way stations for express trains, . . .	-	-
Way stations for accommodation trains, . . .	-	-
Flag stations, . . .	-	-
Whole number of way stations, . . .	-	-
Whole number of flag stations, . . .	-	-

D. N. CARPENTER.
 ALMON BRAINARD.
 E. G. LAMSON.
 OTIS CLAPP.
 GEO. MILLARD.
 E. S. HAWKES.
 J. C. CONVERSE.

FRANKLIN, ss. *December 21, 1855.* Then personally appeared David N. Carpenter and Almon Brainard, and made oath that the within Return, by them subscribed, is true, to the best of their knowledge and belief.

Before me,

WENDELL T. DAVIS, *Justice of the Peace.*

FRANKLIN, ss. *January 2, 1856.* Then personally appeared George Millard, E. S. Hawkes, Otis Clapp, E. G. Lamson and J. C. Converse, and made oath that the within Return, by them subscribed, is true, to the best of their knowledge and belief.

Before me,

WENDELL T. DAVIS, *Justice of the Peace.*