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REPORT

OF

THE BOLIVIA RAILWAY COMPANY

TO

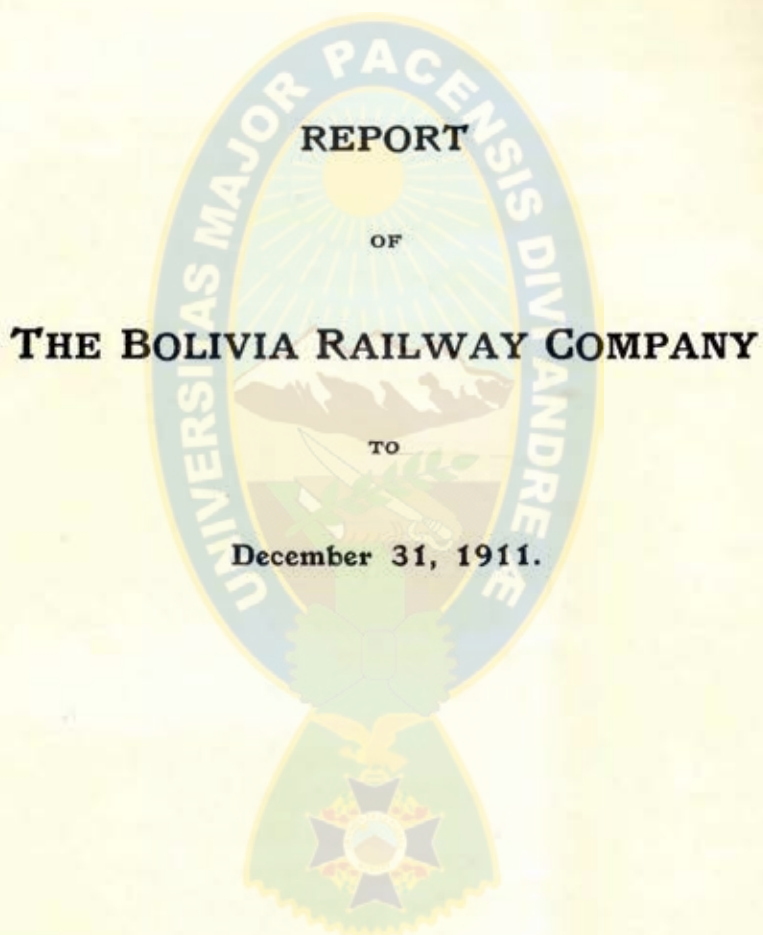
December 31, 1911.



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## THE BOLIVIA RAILWAY COMPANY.

### DIRECTORS :

Ignacio Calderon.....	Washington, D. C.
R. H. Glyn.....	London, England.
B. E. Greenwell.....	London, England.
Sir Robert Harvey, M.I.C.E.....	London, England.
Theodore L. Herrmann.....	New York, N. Y.
Hon. C. N. Lawrence.....	London, England.
J. G. Metcalfe.....	New York, N. Y.
Louis P. Myers.....	New York, N. Y.
Henry Ruhlender.....	New York, N. Y.
David Simson, M.I.C.E.....	London, England.
William C. Taylor.....	New York, N. Y.
Alvin Untermeyer.....	New York, N. Y.
Arthur M. Wickwire.....	New York, N. Y.

### OFFICERS :

Hon. C. N. Lawrence, President.....	London, England.
J. G. Metcalfe, Vice-President.....	New York, N. Y.
David Simson, Vice-President.....	London, England.
E. M. Heberd, Secretary and Asst. Treasurer...	New York, N. Y.
A. W. Bolden, Treasurer and Asst. Secretary...	London, England.
A. H. E. Mollett, Chief Engineer.....	Antofagasta, Chili.

Office of the Company in New York—  
45, Nassau Street.

Office of the Executive Committee in London—  
1, Broad Street Place, E.C.

THE BOLIVIA RAILWAY COMPANY.

TO THE STOCKHOLDERS OF

THE BOLIVIA RAILWAY COMPANY.

GENTLEMEN :

The following report of the operations of the Company and construction of its lines as at the 31st December, 1911, is submitted:—

VIACHA-ORURO LINE.

The exceptionally heavy rainy season of the early part of 1911 caused a considerable amount of damage to the track, the line being cut in various places and traffic interrupted for several days. The bridge at Kilometre 118 was carried away by the floods and has been replaced by a new bridge with a 30 feet span. The masonry of the bridge at Kilometre 188 has also had to be rebuilt. The experience of the past season has demonstrated that the rip-rap which had been deposited alongside the line is not sufficient to protect the embankments against floods, and consequently it has been decided to substitute same by light stone defence walls in the section between Kilometres 100 and 200. A total length of some 25 kilometres of these walls will be required.

Ballasting was continued during the year, some 86,000 cubic metres being deposited over 90 kilometres of track. This



work is now temporarily suspended during the rainy season, but further ballasting is required.

The wooden bridge at the North gate of Oruro Station Yard has been replaced by a culvert with a one metre opening, and new openings have been made at Kilometre 202.

178 kilometres of a second Telegraph line between Oruro and Viacha have been erected.

At the instance of the Bolivian Government, Chigmuni, Kilometre 93, has been made a stopping place and a shelter is being erected there for the convenience of passengers to and from Sicasica.

The amount received for rental in respect of the third year's working of this line was \$72,092.03 as compared with \$55,261.36 for 1910. After deduction of expenses of the Executive Committee the balance of \$52,652.03 has been applied in reduction of the amount to be found by the Bolivian Government for interest on this Company's 5 per cent. First Mortgage Bonds.

#### ORURO-COCHABAMBA LINE.

The estimated length of this line is 195½ kilometres of which 105 kilometres are under construction. As stated in the previous report the first section from Oruro to Banderani (Kilometre 60) has been provisionally opened to traffic. A considerable quantity of ballasting was carried out on this section during the past year and more remains to be done.

Earthworks on the second section from Banderani to Brownsville (Kilometre 85) were completed during the year and railroad had reached Kilometre 82. Masonry and bridgework on this section had also been practically completed. Earthworks on the third section from Brownsville to Kilometre 105 had reached Kilometre 98, and work was in progress over the remaining portion of this section.

The total number of steel bridges erected to Kilometre 82 is 16. Gang houses have been constructed at Kilometres 13, 25, 38, 49, 65 and 74.

Very severe storms were experienced during the month of February of the present year, causing the line to be cut in

several places and necessitating the reconstruction of certain portions of the second section and the substitution of a heavier type of stone defence wall.

It is anticipated that the third section will be finished by about the end of the present year.

Railhead and earthworks had reached Kilometres 84 and 86 respectively at the end of April of the current year.

#### RIO MULATO-POTOSÍ LINE.

The total length of line under construction is 173½ kilometres. At the 31st December last earthworks had been finished, with the exception of a small amount between Kilometres 103 and 106. All masonry and steelwork had been completed, and railhead had reached Kilometre 93.

Gang houses have been erected at Kilometres 12, 26, 36, 52 and 62, and water service installed at Rio Mulato and Kilometres 26 and 62.

75 kilometres of double wire telegraph line had been erected to the end of the year.

The line to Kilometre 87 was provisionally opened to traffic in August last. The severe weather experienced during the winter months caused considerable delay, and at times total suspension of work on this line, in addition to which the heavy rains in February of the present year have occasioned a large amount of work in clearing away slides. Railhead, however, reached Potosí on the 10th May, and H.E. the President of Bolivia, Dr. Don Eliodoro Villazon, was present at the festivities to celebrate the arrival of the first train at Potosí on the 15th May. The line, however, will not be delivered to public traffic for some time.

#### UYUNI-TUPIZA LINE.

The estimated length of this line is 195 kilometres, of which 89 kilometres are at present under construction. At the end of the year earthworks had been practically completed to



Kilometre 72, and well advanced over the remaining portion of the section.

Rail-laying has not yet been commenced on this line.

#### TUPIZA-LA QUIACA LINE.

Negotiations are still pending with the Bolivian Government in connection with granting to this Company a concession for the construction of this line.

#### LA PAZ-PUERTO PANDO LINE.

A Survey party has made further studies for this line during the year under review.

The Revenue Account for 1911 and Balance Sheet as at the 31st December last are herewith submitted.

C. N. LAWRENCE, *President.*

THE BOLIVIA RAILWAY COMPANY.  
HEAD OFFICE  
BALANCE SHEET AS AT 31ST DECEMBER, 1911.

ASSETS.		LIABILITIES.	
COST OF FRANCHISE & PROPERTY .....	\$9,996,500.00	CAPITAL STOCK .....	\$10,000,000.00
CONSTRUCTION EXPENDITURE ON RAILROAD & EQUIPMENT:		FUNDED DEBT:	
Reconnaissance & Survey by Bolivian Government .....	\$ 243,325.00	First Mortgage 5% Bonds.....	\$11,354,904.00
Construction Viacha-Oruro Line .....	5,871,839.69	Second Mortgage 5% Income Bonds .....	7,569,936.00
Construction Oruro-Cochabamba Line .....	6,481,987.96		18,924,840.00
Construction Rio Mulato-Potosi Line .....	5,761,249.78	DISCOUNT ON BONDS (allocated in advance to Construction Account) .....	5,144.39
Construction Uyuni-Tupiza Line .....	486,909.67	WORKING LIABILITIES:	
Survey La Paz-Puerto Pando Line .....	52,758.86	Bond Interest Accrued .....	285,760.71
Survey for Water Power .....	2,051.30	Sundry Accounts Payable .....	32,599.99
Government Land Grant.....	426.42	Amounts due on Contracts for Construction	1,938,410.59
Sepulturas Pipe Line .....	65,770.32	Amount due to Antofagasta (Chili) and Bolivia Railway Company Limited for Exploration of Land in Bolivia.....	69,077.20
Survey Potosí-Sucre Line .....	936.42		2,325,848.49
Expenditure on Land Exploration in Bolivia .....	18,967,255.42		
	69,077.20		
WORKING ASSETS:		NOTE.—There is a contingent liability to the Bolivian Government for amounts advanced under its guarantee of Interest on 5 % First Mortgage Bonds. Such amounts are repayable out of surplus profits as per Clause 27 of the Contract and Concession.	
Cash at Bank .....	420,967.60		
Materials & Supplies on Hand & in Transit .....	1,606,375.60		
Sundry Debtors.....	40,756.95		
Supreme Government of Bolivia—Clause 15 Account .....	154,900.11		
	2,223,000.26		
	<u>\$31,255,832.88</u>		<u>\$31,255,832.88</u>

REVENUE ACCOUNT FOR THE YEAR ENDED 31ST DECEMBER, 1911.

EXPENSES OF LONDON EXECUTIVE COMMITTEE .....	\$ 19,440.00	RENTAL OF VIACHA-ORURO LINE.....	\$72,092.03
INTEREST on 5% First Mortgage Bonds .....	418,212.58	AMOUNT RECEIVABLE FROM THE SUPREME GOVERNMENT OF BOLIVIA under their Guarantee, in respect of the year .....	365,560.55
	<u>\$437,652.58</u>		<u>\$437,652.58</u>

A. W. BOLDEN, Treasurer.



## RETURN OF ROLLING STOCK AT 31ST DECEMBER, 1911.

DESCRIPTION.	1910.	1911.	In-crease.	De-crease.
<b><u>LOCOMOTIVES.</u></b>				
Goods (American Consolidation)	8	8	—	—
<b><u>COACHING.</u></b>				
First Class ... ..	2	7	5	—
Second Class ... ..	3	9	6	—
Dining ... ..	—	2	2	—
Composite ... ..	2	4	2	—
Baggage and Mail ... ..	3	7	4	—
	10	29	19	—
<b><u>MERCHANDISE &amp; SPECIAL SERVICE.</u></b>				
Flat Wagons ... ..	99	99	—	—
Covered Wagons ... ..	28	28	—	—
Cattle Wagons ... ..	20	20	—	—
Ballast Cars ... ..	50	50	—	—
Tank Cars ... ..	8	8	—	—
Brake Vans ... ..	9	9	—	—
Break-down Crane ... ..	1	1	—	—
	215	215	—	—