The expense of maintenance of Rolling Stock, thus modified belongs as follows:

| | Main Stem. | Wash. Branch. |
|---|---|---|
| Repairs of Locomotives, | $196,446 06 | $11,365 74 |
| Repairs of Passenger Cars, | 31,747 18 | 17,361 02 |
| Repairs of Burden Cars, | 108,315 42 | 12,431 33 |
| Repairs of Coal Cars, | 20,846 44 | |
| | $357,355 10 | $41,158 09 |

Being per mile run by trains:

| | Main Stem. | Wash. Branch. |
|---|---|---|
| For Locomotives, | 9¾ cts. nearly. | 5.94 cts. |
| For Passenger Cars, | 8 cts. nearly. | 12½ cts. nearly. |
| For Burden and Coal Cars, | 8 cts. nearly. | 24 cts. nearly. |

On an inspection of Table G, it will be apparent that much unusual repair has been done to some of the engines and cars during the year.

A few serious accidents have raised the principal call for these unusual items of repair; and when we consider the sum of $26,290, as incurred in the increase of wages made at the time of the "Strike," and $86,695 estimated as the rise in cost of materials used during the year over that of the previous one, the excessive cost of this branch of our service will be in a degree accounted for.

### III. *Transportation Department.*

The operations of the Transportation Department have been attended with very serious embarrassment during the year. Not only was a vast thoroughfare to be opened through a comparative wilderness, with unfinished graduation and bridges, and without buildings for the repair and shelter of machinery, adequate sidings for trains, or any of the comforts of life for our officers and hands; but our organization was to be suddenly and vastly increased, in face of the demand for Rail Road skill and experience, which on the most fortunately situated of the Rail Roads of our country, has been greatly in advance of the supply. Few can estimate the formidable character of this difficulty, which may be safely said to have affected every movement we have made—however small.

We can only now lament its effect on our operations, and mortification it has caused us in our varied struggles after an order and regularity which are yet the subject of hope, rather than present enjoyment.

The Through business to and from the West has been meagre, in comparison with what our more Northern Rail Road lines have done, with Western connections better matured, and independent of "high" or "low" water in the Ohio River;—connections which we hope



soon to match, by Rail Road to Zanesville, Columbus, &c. Westward, and to Cleveland North, and thence to Chicago Northwestward,—not to dwell upon the line to Parkersburg, which will lead the way, immediately during good water, and early by land, in the shortest line from the Sea-board to Cincinnati and St. Louis.

The Tables in the Appendix present the Transportation on the Main Stem in several aspects; and that on the Washington Branch in Passengers mainly.

The Revenues of both Roads shew an increase over those of the the year ending September 30, 1852,—viz:

| | |
|---|---|
| On the Main Stem, by | $707,857 |
| On the Washington Branch, by | 36,437 |

Of the former increase, there was derived

| | |
|---|---|
| From Passengers and Mails, | $180,187 |
| From Transportation of General Merchandise, | 356,199 |
| From the Coal trade, | 171,471 |

Of the latter, there was derived

| | |
|---|---|
| From Passenger and Mails, | $26,964 |
| From Transportation of Merchandise, | 9,473 |

The Receipts for the past year, stand as follows,—viz:

| | Main Stem. | Wash. Branch. |
|---|---|---|
| From Passengers, | $464,244 91 | $309,185 77 |
| From Mails, | 91,596 50 | 10,800 00 |
| From General Tonnage, | 954,233 58 | 65,074 64 |
| From Coal trade, | 523,344 81 | |

A statement of the Coal trade, in some detail, is presented below.

*Coal brought from the several Mines during the year, and the amounts delivered at the several points.*

| | Coal delivered at Locust Point. | Baltimore City. | Harper's Ferry. |
|---|---|---|---|
| *From Cumberland:* | | | |
| Borden Mining Co. | 49,901 tons. | 3,381 tons. | 19 tons. |
| Cumberland Coal & Iron Co. | | | |
| Washington Mines, | 10,949 | 517 | 40 |
| Detmold's, | 73,691 | 15,688 | 185 |
| Percy & Co. | 2,887 | 2,452 | 1,251 |
| Allegany Co. | 29,520 | 225 | 7 |
| Parker Vein Co. | 7,022 | 1,379 | 12 |
| Thomas Kerr, | 83,939 | 743 | 25 |
| Frostburg Co. | 30,008 | 10,080 | 979 |
| | 217,917 tons. | 34,465 tons. | 2,518 tons. |