

B.

TABULAR STATEMENT exhibiting the cost for repairs and the Performance of Locomotive Engines on the Baltimore and Ohio Rail Road, during the years 1837, '38, '39, '40, '41, and six months ending March 31st, 1842.

1.	2.	3.	4.	5.	6.	7.	8.
Years ending September 30th.	Amounts paid for Superintendence & Workmanship.	Amounts paid for Raw Material and Castings.	Aggregate of Expenditure.	Actual costs of repairs after deducting credits and increased value of materials on hand.	Miles run by the Locomotives.	Cost per mile, each mile run.	REMARKS.
	\$ Cts.	\$ Cts.	\$ Cts.	\$ Cts.	Miles.	Cents.	
1837.			19,979 78	19,979 78	141,962	14 2-10	During this year the repairs were done by contract.
1838.			16,478 39	16,478 39	212,346	7 26-100	{ During the first half of this year the repairs were done by contract, and during the balance of the year by Mr. Hawkins, in the company's shops—and at the end of the year, owing to the false economy adopted (that of not half repairing the engines,) they were becoming very inefficient.
1839.	16,190 14	15,275 60	31,465 74	21,759 64	286,467	7 6-10	{ During two months of this year the repairs were done under the direction of Mr. Hawkins; three months by Mr. Perkins, under the general direction of Dr. Woodside, and the balance of the year by Mr. Zeigler, three months of which time he acted under my direction. Notwithstanding the very great expenditures of this account (\$31,465.74) during the year, the locomotives themselves were but little if any improved; but little more having been done than was sufficient to keep the engines upon the road; to collect materials and to prepare a stock of duplicate parts, having been the principal objects of his expenditure. The increase of value of the stock of materials and duplicate parts during this year was \$9,706.10.
1840.	20,985 85	15,415 81	36,401 66	31,373 67	350,400	8 95-100	{ During this year, one of the old and dilapidated engines was thoroughly rebuilt, at an expense of about \$2,500, rendering it equal in value to a new engine; and several others were much improved. The total expenditure was \$36,401.66, and the further increase in value of duplicate parts and materials on hand for repairs was \$5,027.99—shewing the actual cost of repairs and renewal to have been \$31,373.67—as stated in the Table.
1841.	17,684 00	9,524 05	27,208 05	23,675 72	293,625	8 6-10	{ During this year, one other of the old and dilapidated engines was thoroughly re-built, at a cost of about \$2,500. An expenditure of about \$4,500, made upon the two engines damaged by the fire at Frederick; and the condition of the machinery in general much improved, though not perfected. The total expenditure was \$27,208.05, which was reduced however, by difference between credits for old materials and part of the amount (the balance being carried to next year's accounts,) received from the Merchants' Fire Insurance Company, and the decreased in the value of materials on hand for repairs, amounting to \$3,532.32—shewing the actual cost to be \$23,675.72, as stated in the Table.
6 months 1842.	9,174 96	2,631 75	11,806 71	10,806 71	155,402	6 95-100	{ During this period, the two engines damaged by fire at Frederick were completed, and an expenditure of about \$1,100, made upon the re-construction of one of the old engines, amounting in all, to about \$2,100—and the condition of many of the other engines still further improved. The total expenditure on this account has been \$11,806.71—which, being credited \$1,000 (the balance of the \$5,000 received from the Insurance company,) should be reduced to \$10,806.71. The value of the stock of materials, &c. being, as it is believed, about the same as upon the 1st of October last.

NOTE.—The repairs of Locomotive Engines upon the Baltimore and Susquehanna Rail Road during the year, ending September 30th, 1841, amounted to \$12,515.18, of which \$40,555.65, was for materials, and the balance for labor and superintendance. The number of miles run by locomotives was 136,174, which divided into the total cost, will shew the cost of repairs per mile to have been 9 19-100 cts