

1. BELFAST AND COUNTY DOWN RAILWAY COMPANY.
2. CASTLEBERG AND VICTORIA BRIDGE TRAMWAY COMPANY.
3. CLOGHER VALLEY RAILWAY (Committee of Management) 1928.
4. THE COUNTY DONEGAL RAILWAYS JOINT COMMITTEE.

5. DUBLIN AND BLESSINGTON STEAM TRAMWAY. (Committee of Management).
6. DUNDALK NEWRY AND GREENORE RAILWAY.
7. GREAT NORTHERN RAILWAY COMPANY (Ireland).
8. THE GREAT SOUTHERN RAILWAYS COMPANY.

9. THE GREAT SOUTHERN RAILWAYS COMPANY (City of Dublin Junction Rlys.)
10. THE GREAT SOUTHERN RAILWAYS COMPANY. (New Ross & Waterford Extn. Rlys).
11. LETTTERKENNY RAILWAY.
12. LONDONDERRY AND LOUGH SWILLY RAILWAY COMPANY.

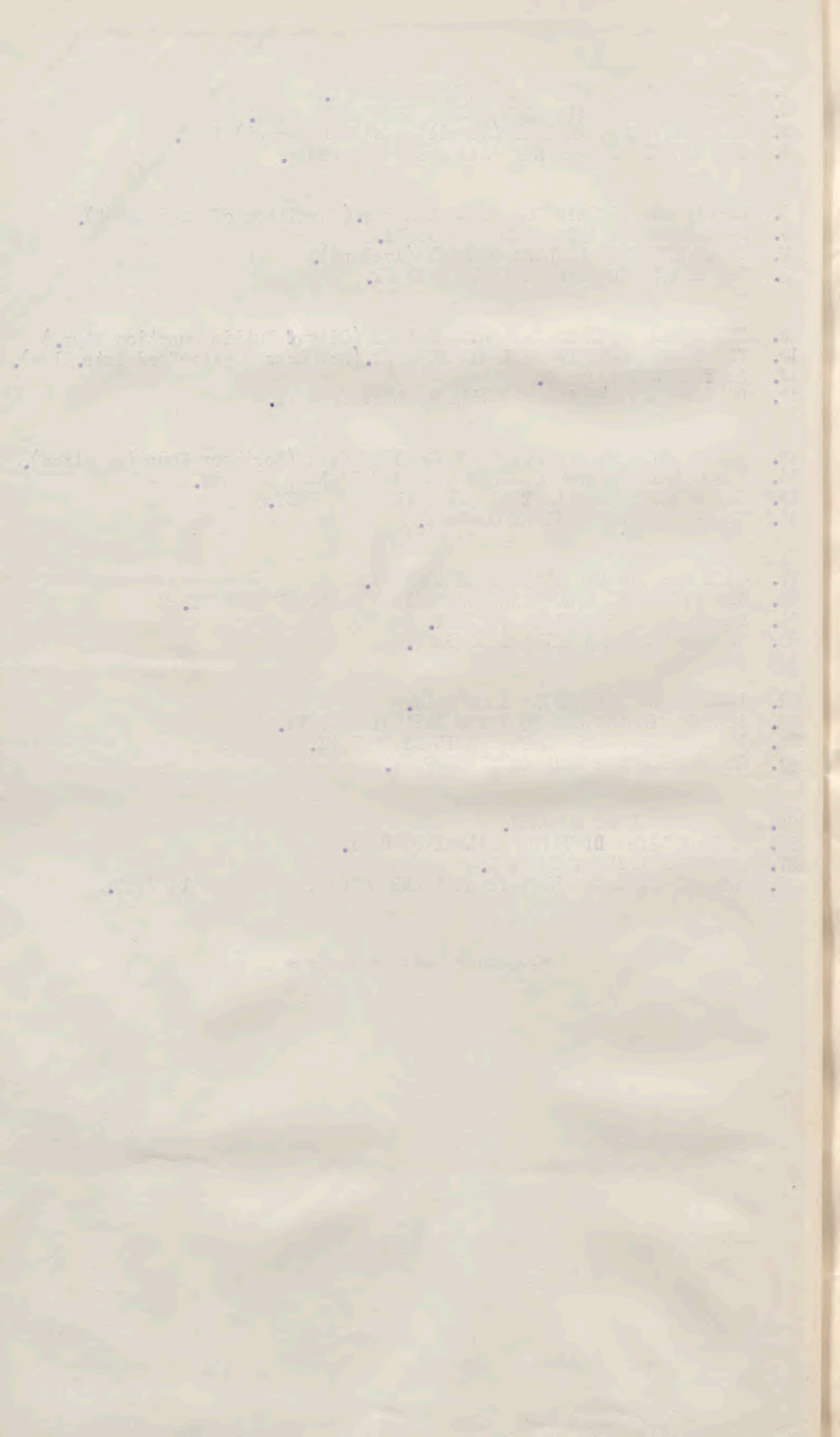
13. LONDON MIDLAND & SCOTTISH RAILWAY COMPANY (Northern Counties Cttee).
14. SLIGO LEITRIM AND NORTHERN COUNTIES RAILWAY COMPANY.
15. THE STRABANE AND LETTTERKENNY RAILWAY COMPANY.
16. CENTRAL LONDON RAILWAY COMPANY.

17. CITY & SOUTH LONDON RAILWAY COMPANY.
18. THE FISHGUARD & ROSSLARE RAILWAYS & HARBOURS COMPANY.
19. GREAT WESTERN RAILWAY COMPANY.
20. THE ISLE OF MAN RAILWAY COMPANY.

21. LONDON ELECTRIC RAILWAY COMPANY.
22. LONDON MIDLAND AND SCOTTISH RAILWAY COMPANY.
23. LONDON AND NORTH EASTERN RAILWAY COMPANY.
24. THE MANCHESTER SHIP CANAL COMPANY.

25. MERSEY RAILWAY COMPANY.
26. METROPOLITAN DISTRICT RAILWAY COMPANY.
27. SOUTHERN RAILWAY COMPANY.
28. THE UNDERGROUND ELECTRIC RAILWAYS COMPANY OF LONDON LIMITED.

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1
BELFAST AND COUNTY DOWN RAILWAY.
Belfast and County Down Railway Company.

Report of the Directors,
Financial Accounts
AND
Statistical Returns

For Year ended 31st December, 1930.

TO BE SUBMITTED TO THE PROPRIETORS

AT THE

ANNUAL GENERAL MEETING,

TO BE HELD IN

THE BOARD-ROOM, at BELFAST TERMINUS,

On Thursday, the 26th day of February, 1931,

at Half-past Eleven o'clock, forenoon.

Proxies are required to be lodged with the Secretary not less than forty-eight hours
before the time appointed for holding the Meeting.

BELFAST

Printed by R. Carswell & Son, Ltd., Queen Street.

1931

THE UNIVERSITY OF CHICAGO
DEPARTMENT OF HISTORY

RECORDS OF THE DIRECTOR

OF THE UNIVERSITY

OF CHICAGO

FOR THE YEAR ENDING DECEMBER 31, 1901

AND AN APPENDIX

CONTAINING

A LIST OF THE OFFICERS AND FACULTY

FOR THE YEAR ENDING DECEMBER 31, 1901

CHICAGO, ILL., 1902

PRINTED BY THE UNIVERSITY PRESS

BELFAST AND COUNTY DOWN RAILWAY.

Report of the Directors and Statement of Financial Accounts

FOR YEAR ENDED 31st DECEMBER, 1930.

To be submitted to the Proprietors at the Annual General Meeting, to be held in the Board Room at Belfast Terminus, on Thursday, the 26th day of February, 1931, at half-past Eleven o'clock in the forenoon.

DIRECTORS.

THOMAS RICHARDSON, Clonaver, Strandtown, Belfast—*Chairman*.

LIEUT.-COL., The Right Hon. R. D. PERCEVAL-MAXWELL, D.S.O., D.L., Finnebrogue, Downpatrick—*Deputy-Chairman*.

THOMAS BARBOUR, J.P., Mayfair, Arthur Street, Belfast.

THE RIGHT HON. SIR THOMAS J. DIXON, BART., H.M.L., Cairndhu, Larne.

SIR SAMUEL KELLY, C.B.E., D.L., Ballymenoch, Marino, Co. Down.

JAMES HURST, J.P., The Hill, Drumaness, Ballynahinch, Co. Down.

REPORT OF THE DIRECTORS.

Your Directors beg to submit herewith the Statement of Accounts, which has been duly audited, and the Statistical Returns, for the year ended 31st December, 1930, together with corresponding details for the previous year.

The following is a summary of the Receipts and Expenditure on Revenue Account :—

| PER ACCOUNT No. 8— | 1930. | | | 1929. |
|--|---------|----|----|---------|
| | £ | s. | d. | £ |
| Gross Receipts | 231,116 | 9 | 9 | 231,405 |
| Expenditure | 219,940 | 9 | 1 | 222,280 |
| | | | | |
| Miscellaneous Receipts (Net) from Rents, Tolls, etc. ... | 11,176 | 0 | 8 | 9,125 |
| | 5,575 | 6 | 8 | 5,914 |
| | | | | |
| TOTAL NET INCOME ... | 16,751 | 7 | 4 | 15,039 |
| PER ACCOUNT No. 9— | | | | |
| Add Balance from last account | | | | 516 |
| | | | | |
| | 16,751 | 7 | 4 | 15,555 |
| Less Interest, Rentals, Fixed Charges, and Dividends on Guaranteed and Preference Stocks | 15,572 | 16 | 10 | 15,555 |
| | | | | |
| Leaving a Balance to be carried forward | 1,178 | 10 | 6 | — |

Your Directors regret that they are again unable to recommend the payment of a dividend on either the Five Per Cent. or the Four Per Cent. Preference Stocks or on the Ordinary Stock of the Company. Sufficient profits have, however, been earned during the six months ended 31st December, to meet the interest on the Four-and-a-half Per Cent. "A" Preference Stock for that particular period, and in order to comply with the statutory obligation to pay this interest, warrants for the amounts due will be issued on the 28th February next.

The expenditure on Capital Account amounted to £881 19s. 7d. For particulars, see Account No. 5.

During the year, 1 mile 64 chains of running lines have been renewed and $1\frac{1}{4}$ miles of running lines have been re-sleepered. New Halts have been provided at Creevyargon, between Ballynahinch Junction and Ballynahinch, and at Shephard's Bridge, between Ballygowan and Saintfield, and the cost charged to Capital.

Sixteen goods wagons have been rebuilt in the Company's workshops during the year and the cost charged against Revenue.

Two "Leyland" Buses of a greater seating capacity have been purchased in place of two old "Reo" Buses which have been sold, and the difference in cost charged to Capital.

The following Directors retire by rotation and are eligible for re-election:—
Right Hon. Sir Thomas J. Dixon, Bart., H.M.L., and Mr. James Hurst, J.P.

Sir W. Harry Peat, K.B.E., is the Auditor who retires by rotation. He offers himself for re-election.

Proprietors are requested to give notice to the Secretary, without delay, of any change of address.

Proxies, to be effective, must be lodged with the Secretary not less than forty-eight hours before the time appointed for the holding of the Meeting.

THOMAS RICHARDSON, Chairman.
H. E. MELLOR, Secretary.

BOARD ROOM,
Belfast, 21st January, 1931.

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS

FOR THE
YEAR ENDED 31st DECEMBER, 1930.

PART I. FINANCIAL ACCOUNTS.

No. 1 (a).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

| Special Acts. | Capital Authorised. | | | Capital Created. | | | Balance. | | |
|---|---------------------|---------------------------|------------------|-------------------|---------------------------|------------------|-------------------|---------------------------|----------------|
| | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| I—Special Acts conferring capital powers which have been fully exercised .. | 991,091 | 378,666 | 1,369,757 | 991,091 | 378,666 | 1,369,757 | .. | .. | .. |
| II.—Special Act conferring capital powers which have not yet been fully exercised— Belfast and County Down Railway Act, 1900 | 90,000 | 30,000 | 120,000 | .. | .. | .. | 90,000 | 30,000 | 120,000 |
| TOTAL | 1,081,091 | 408,666 | 1,489,757 | 991,091 | 378,666 | 1,369,757 | 90,000 | 30,000 | 120,000 |

No. 1 (b).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

(Not applicable to this Company.)

No. 1 (c).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

(Not applicable to this Company.)

No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a), SHOWING THE PROPORTION ISSUED.

| Description. | Amount created. | Amount issued. | Nominal additions to or deductions from Capital. | Amount on which Dividend is payable. | Amount which does not rank for Dividend until a future date. | Calls in arrear. | Amount uncalled. | Amount unissued. |
|--|-----------------|----------------|--|--------------------------------------|--|------------------|------------------|------------------|
| | £ | £ | £ | £ | £ | £ | £ | £ |
| Three per cent. Baronial Guaranteed Shares .. | 17,000 | 17,000 | .. | 17,000 | .. | .. | .. | .. |
| Five per cent. Preference Stock | 248,141 | 248,141 | .. | 248,141 | .. | .. | .. | .. |
| Four and a Half per cent. "A" Preference Stock | 50,000 | 50,000 | .. | 50,000 | .. | .. | .. | .. |
| Four per cent. Preference Stock | 233,330 | 233,330 | .. | 233,330 | .. | .. | .. | .. |
| Ordinary Stock | 442,620 | 442,620 | .. | 442,620 | .. | .. | .. | .. |
| TOTAL | 991,091 | 991,091 | .. | 991,091 | .. | .. | .. | .. |

No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS.

| | Raised by Loans. | Raised by issue of Debenture Stocks. | | | | | Total raised by Loans and Debenture Stocks. |
|---|------------------|--------------------------------------|--|----------------------------|----------------|-------------------------|---|
| | | Amount of Stocks. | Nominal Additions or Deductions on Conversion. | Existing Amount of Stocks. | | | |
| | | | | At 4 per cent. | At 3 per cent. | Total Debenture Stocks. | |
| Existing at 31st December, 1930 | £ .. | £ 358,666 | £ .. | £ 220,666 | £ 138,000 | £ 358,666 | £ 358,666 |
| Existing at 31st December, 1929 | £ .. | £ 358,666 | £ .. | £ 220,666 | £ 138,000 | £ 358,666 | £ 358,666 |
| Increase | £ .. | £ .. | £ .. | £ .. | £ .. | £ .. | £ .. |
| Decrease | £ .. | £ .. | £ .. | £ .. | £ .. | £ .. | £ .. |
| Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created as per Statement No. 1 (a) | | | | | | | £ 378,666 |
| Less—Amount created but not yet available | | | | | | | £ .. |
| Capitalised value of Rentscharges in accordance with section 5 of the Lands Clauses Consolidation Acts Amendment Act, 1860 | | | | | | | £ 5,461 |
| Total amount raised by Loans and Debenture Stocks as above | | | | | | | £ 358,666 |
| Balance being available borrowing powers at 31st December, 1930 | | | | | | | £ 14,539 |

Dr. No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. Cr.

| To Expenditure. | Amount expended to 31st December, 1929. | Amount expended during Year, as per No. 5. | Total. | By Receipts. | Amount received to 31st December, 1929. | Amount received during Year. | Total. |
|---|---|--|-----------------|---|---|------------------------------|-----------|
| | £ s. d. | £ s. d. | £ s. d. | | £ s. d. | £ s. d. | £ s. d. |
| Lines open for Traffic | 1,221,081 18 4 | 224 19 7 | 1,221,306 17 11 | Shares and Stocks (No. 2) | 991,091 0 0 | .. | 991,091 |
| Rolling Stock | 280,956 9 11 | .. | 280,956 9 11 | Debenture Stocks (No. 3) | 358,666 0 0 | .. | 358,666 |
| Manufacturing and Repairing Works and Plant— | | | | | | | |
| Land and Buildings | 6,828 11 0 | .. | 6,828 11 0 | Premiums on Shares and Stocks | 88,474 14 1 | | |
| Plant and Machinery | 9,155 17 1 | .. | 9,155 17 1 | Premiums on Debenture Stocks | 16,760 8 5 | | |
| Total Capital expended upon Railway | 1,518,022 16 4 | 224 19 7 | 1,518,247 15 11 | Total Premiums | 105,235 2 6 | | |
| Road Vehicles employed in the collection and delivery of Parcels and Goods and in the conveyance of Passengers— | | | | Discounts on Shares and Stocks | 2,040 0 0 | | |
| Goods and Parcels Road Vehicles | 1,073 10 0 | .. | 1,073 10 0 | Balance of Premiums and Discounts | 103,195 2 6 | .. | 103,195 |
| Passenger Road Vehicles | 12,892 11 8 | 657 0 0 | 13,549 11 8 | Treasury Grant (Downpatrick, Killough & Ardglass Railway) | 30,000 0 0 | .. | 30,000 |
| Hotels | 101,213 19 2 | .. | 101,213 19 2 | Balance of amount received in respect of loss of Company's Steamer when in Government Service | 36,179 12 10 | .. | 36,179 |
| Land, Property, etc., not forming part of the Railway or Stations— | | | | Total Receipts | 1,519,131 15 4 | .. | 1,519,131 |
| Not used in connection with Railway working.. .. . | 14,107 5 2 | .. | 14,107 5 2 | By Balance | .. | .. | 129,060 |
| Total Expenditure | 1,647,310 2 4 | 881 19 7 | 1,648,192 1 11 | TOTAL, | £ 1,648,192 | £ 1,648,192 | |

No. 4 (a).—SUBSCRIPTIONS TO OTHER COMPANIES.
(Not applicable to this Company.)

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1930.

| | Land and Compensation. | Construction of Way and Stations, Engineering, &c. | Law Charges and Parliamentary Expenses. | Total. | |
|---|------------------------|--|---|---------|--------------------------|
| | | | | £ s. d. | £ s. d. |
| LINES BELONGING TO THE COMPANY OPEN FOR TRAFFIC:— | | | | | |
| Creevyargon Halt | — | 77 13 3 | — | 77 13 3 | |
| Shephard's Bridge Halt | — | 55 1 4 | — | 55 1 4 | |
| New Crane, Bangor Station | — | 152 5 0 | — | 152 5 0 | |
| Sale of Land, Newtownards | — | — | — | — | Cr. 20 0 0 |
| Sale of Electric Plant, Holywood | — | — | — | — | Cr. 40 0 0 |
| | | | | | 224 19 7 |
| ROAD VEHICLES (PASSENGER):— | | | | | |
| Two Leyland Buses | | | £1,907 0 0 | | |
| Less Two Reo Buses sold | | | 1,250 0 0 | | 657 0 0 |
| | | | | | 881 19 7 |
| | | | | | TOTAL £ 881 19 7 |

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| Expenditure to date on Principal Works in Progress. | Estimated Further Expenditure. | | |
|---|--|--------------------------------|--------|
| | During the Year ended 31st December, 1931. | Subsequently until completion. | Total. |
| | £ | £ | £ |
| Lines belonging to the Company open for Traffic | .. | .. | .. |
| Rolling Stock | .. | .. | .. |
| TOTAL | £ .. | .. | .. |
| Works not yet commenced and in abeyance | .. | .. | .. |

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| | |
|--|--------------|
| Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a)) | 120,000 0 0 |
| Stock and Share Capital created but not yet received (as per Statement No. 2) | .. |
| Loan Capital created but not yet available (as per Statement No. 3) | .. |
| Available borrowing powers (as per Statement No. 3) | 14,539 0 0 |
| | 134,539 0 0 |
| Deduct, balance at Debit (as per Capital Account No. 4) | 129,060 6 7 |
| TOTAL | £ 5,478 13 5 |

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

| See State- ment. | | Gross Receipts. | Expenditure. | Net Receipts. | Year 1929. | | |
|-------------------------------|---|--------------------|--------------------|---------------------|-----------------|----------------|---------------|
| | | | | | Gross Receipts. | Expenditure. | Net Receipts. |
| | | | | | £ s. d. | £ s. d. | £ s. d. |
| 10 | Railway | 180,028 0 8 | 175,089 12 0 | 4,938 8 8 | 181,295 | 181,486 | 2,809 |
| 11 | Omnibuses and other Passenger Vehicles not running on the Railway | 20,136 19 10 | 20,118 12 5 | 18 7 5 | 12,724 | 11,061 | Dr. 1,337 |
| 15 | Hotels and Refreshment Rooms | 30,951 9 3 | 24,732 4 8 | 6,219 4 7 | 34,386 | 26,733 | 7,653 |
| | TOTAL | 231,116 9 9 | 219,940 9 1 | 11,176 0 8 | 231,405 | 222,280 | 9,125 |
| Miscellaneous Receipts (Net)— | | | | | | | |
| | Rents from Houses and Lands | | | 1,419 6 11 | | | 1,133 |
| | Rents from Hotels | | | 75 0 0 | | | 75 |
| | Other Rents | | | 1,807 4 6 | | | 2,183 |
| | Transfer Fees | | | 28 0 0 | | | 28 |
| | General Interest | | | 1,476 1 3 | | | 1,687 |
| | Tolls on Belfast Central Railway, per Great Northern Railway Co. (Ireland) | | | 259 14 0 | | | 298 |
| | Amount received from Down County Council for Dividend on Baronial Guaranteed Shares | | | 510 0 0 | | | 510 |
| | TOTAL NET INCOME | | | £ 16,751 7 4 | | | 15,039 |

No. 9.—PROPOSED APPROPRIATION OF NET INCOME

| | £ s. d. | £ s. d. | £ |
|---|--------------|--------------|--------|
| Balance brought forward from last year's Account | | | 516 |
| Net Income (as per Statement No. 8) | 16,751 7 4 | | 15,039 |
| TOTAL | | 16,751 7 4 | 15,555 |
| Deduct—Interest, Rentals, and other Fixed Charges— | | | |
| Rent Charges | 189 8 0 | | 189 |
| Chief Rents, Wayleaves, &c., including Lump-sum Tolls | 781 16 0 | | 764 |
| Interest on 4 per cent. Debenture Stock | 8,826 12 10 | | 8,827 |
| Interest on 3 per cent. Debenture Stock | 4,140 0 0 | | 4,140 |
| TOTAL | | 13,937 16 10 | 13,920 |
| Balance after Payment of Fixed Charges | | 2,813 10 6 | 1,635 |
| Dividends on Guaranteed and Preference Stocks— | | | |
| 3 per cent. Baronial Guaranteed Shares | 510 0 0 | | 510 |
| 5 per cent. Preference Stock | | | |
| 4½ per cent. "A" Preference Stock | 1,125 0 0 | | 1,125 |
| 4 per cent. Preference Stock | | | |
| TOTAL, | | 1,635 0 0 | 1,635 |
| Balance available for Dividend | | £ 1,178 10 6 | |
| Dividend on Ordinary Stock | | | |
| Balance carried forward to next year's Account | £ 1,178 10 6 | | |

No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

| | £ s. d. | £ |
|--|--------------|-------|
| Balance available for Dividends and Reserve after payment of Fixed Charges, Year 1930 (as per Account No. 9) | 2,813 10 6 | 1,635 |
| Deduct— | | |
| Interim Dividends Paid— | | |
| 3 per cent. Baronial Guaranteed Shares (to 31st December, 1930) at 3 per cent. | 510 0 0 | 510 |
| Undivided Balance at 31st December, carried to Balance Sheet | £ 2,303 10 6 | 1,125 |

Dr.

No. 10.—RECEIPTS AND EXPENDITURE IN RESPECT OF RAILWAY WORKING.

Cr.

Table with columns: To Expenditure, Year 1929, Percentage of Traffic Receipts (1930, 1929), By Gross Receipts, Year 1929, Percentage of Traffic Receipts (1930, 1929). Rows include categories like Maintenance and Renewal of Way and Works, Locomotive Running Expenses, Traffic Expenses, General Charges, etc.

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

| | | | | | | | | | | | | Year 1929. | | | | | | |
|--|----|----|----|----|----|----|----|----|----|----|----|------------|----|----|--------------|----|--------|-----------|
| | | | | | | | | | | | | £ | s. | d. | £ | s. | d. | £ |
| Superintendence— | | | | | | | | | | | | | | | | | | |
| Salaries | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,847 | 11 | 3 | | | 1,835 | |
| Office Expenses | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 66 | 5 | 2 | | | 73 | |
| | | | | | | | | | | | | | | | 1,913 16 5 | | | 1,908 |
| Maintenance of Roads, Bridges and Works— | | | | | | | | | | | | | | | | | | |
| Earthworks | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 346 | 17 | 3 | | | 854 | |
| Bridges, Tunnels, Culverts, Retaining Walls, and other Works | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,136 | 7 | 1 | | | 9,966 | |
| Roads and Fences | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 925 | 10 | 3 | | | 1,023 | |
| | | | | | | | | | | | | | | | 2,408 14 7 | | | 11,843 |
| Maintenance of Permanent Way— | | | | | | | | | | | | | | | | | | |
| Renewal of Running Lines— | | | | | | | | | | | | | | | | | | |
| Wages | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1,311 | 19 | 8 | | | 940 | |
| Materials | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4,520 | 1 | 4 | | | 3,034 | |
| Engine Power and Wagon Repairs | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 43 | 7 | 4 | | | 28 | |
| | | | | | | | | | | | | | | | 5,875 8 4 | | | 4,002 |
| Repair of Running Lines and Sidings— | | | | | | | | | | | | | | | | | | |
| Wages | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10,391 | 13 | 8 | | | 10,550 | |
| Materials | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,306 | 13 | 8 | | | 3,588 | |
| Engine Power and Wagon Repairs | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 69 | 3 | 6 | | | 68 | |
| | | | | | | | | | | | | | | | 12,767 10 10 | | | 14,206 |
| Maintenance of Signalling | | | | | | | | | | | | | | | 1,374 2 4 | | | 1,729 |
| Maintenance of Telegraphs | | | | | | | | | | | | | | | 656 12 0 | | | 663 |
| Maintenance of Stations and Buildings— | | | | | | | | | | | | | | | | | | |
| Stations, Depots and Offices | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2,444 | 2 | 4 | | | 2,536 | |
| Engine Sheds | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 119 | 7 | 2 | | | 232 | |
| Carriage Sheds | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 101 | 3 | 5 | | | 23 | |
| Locomotive Workshops | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 94 | 17 | 4 | | | 47 | |
| Carriage Workshops | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 31 | 0 | 1 | | | 37 | |
| Wagon Workshops | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 43 | 3 | 4 | | | 21 | |
| Other Buildings | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 91 | 5 | 1 | | | 24 | |
| | | | | | | | | | | | | | | | 2,924 18 9 | | | 2,920 |
| | | | | | | | | | | | | | | | 27,921 3 3 | | | 37,271 |
| Transfer from Renewal Fund | | | | | | | | | | | | | | | | | | Cr. 3,462 |
| TOTAL | | | | | | | | | | | | | | | £ 27,921 3 3 | | | 33,809 |

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1) Locomotives.

| | | | | Year 1929. | | | |
|--|----|----|----|----------------|----|-------------|-------|
| | | | | £ | s. | d. | £ |
| Superintendence— | | | | | | | |
| Salaries | .. | .. | .. | 508 | 1 | 7 | 541 |
| Office Expenses | .. | .. | .. | 27 | 16 | 10 | 34 |
| | | | | | | 535 18 5 | |
| Repairs and Partial Renewals— | | | | | | | |
| Wages | .. | .. | .. | 5,605 | 6 | 11 | 5,253 |
| Materials | .. | .. | .. | 2,742 | 1 | 3 | 1,998 |
| | | | | | | 8,347 8 2 | |
| Workshop Expenses— | | | | | | | |
| Repairs and Renewals of Machinery and Plant | .. | .. | .. | 174 | 7 | 8 | 130 |
| Other Expenses | .. | .. | .. | 1,298 | 2 | 11 | 1,440 |
| | | | | | | 1,472 10 7 | |
| | | | | | | 10,355 17 2 | |
| Deduct, Engine Power supplied by the Company | | | | | | 28 19 3 | |
| TOTAL | | | | £ 10,326 17 11 | | 9,350 | |

(2) Carriages.

| | | | | Year 1929. | | | |
|---|----|----|----|---------------|----|-----------|-------|
| | | | | £ | s. | d. | £ |
| Superintendence— | | | | | | | |
| Salaries | .. | .. | .. | 254 | 0 | 10 | 271 |
| Office Expenses | .. | .. | .. | 13 | 18 | 5 | 17 |
| | | | | | | 267 19 3 | |
| Complete Renewals— | | | | | | | |
| Wages | .. | .. | .. | .. | .. | .. | .. |
| Materials | .. | .. | .. | .. | .. | .. | .. |
| | | | | | | .. | |
| Repairs and Partial Renewals— | | | | | | | |
| Wages | .. | .. | .. | 3,366 | 0 | 2 | 3,206 |
| Materials | .. | .. | .. | 2,118 | 3 | 5 | 1,852 |
| | | | | | | 5,484 3 7 | |
| Workshop Expenses— | | | | | | | |
| Repairs and Renewals of Machinery and Plant | .. | .. | .. | 23 | 14 | 9 | 14 |
| Other Expenses | .. | .. | .. | 452 | 14 | 3 | 557 |
| | | | | | | 476 9 0 | |
| TOTAL | | | | £ 6,228 11 10 | | 5,917 | |

(3) Wagons.

| | | | | Year 1929. | | | |
|---|----|----|----|---------------|----|------------|-------|
| | | | | £ | s. | d. | £ |
| Superintendence— | | | | | | | |
| Salaries | .. | .. | .. | 254 | 0 | 10 | 270 |
| Office Expenses | .. | .. | .. | 13 | 18 | 4 | 17 |
| | | | | | | 267 19 2 | |
| Complete Renewals— | | | | | | | |
| Wages | .. | .. | .. | .. | .. | .. | .. |
| Materials | .. | .. | .. | .. | .. | .. | .. |
| | | | | | | .. | |
| Repairs and Partial Renewals— | | | | | | | |
| Wages | .. | .. | .. | 2,195 | 0 | 2 | 2,151 |
| Materials | .. | .. | .. | 2,586 | 3 | 9 | 3,007 |
| | | | | | | 4,781 3 11 | |
| Workshop Expenses— | | | | | | | |
| Repairs and Renewals of Machinery and Plant | .. | .. | .. | 21 | 7 | 8 | 12 |
| Other Expenses | .. | .. | .. | 299 | 8 | 2 | 388 |
| | | | | | | 320 15 10 | |
| TOTAL | | | | £ 5,369 18 11 | | 5,845 | |

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

| | | | Year |
|---|----------|--------------------|---------------|
| | £ | s. d. | 1929. |
| Superintendence— | | | |
| Salaries .. | 508 | 1 7 | 541 |
| Office Expenses .. | 27 | 16 11 | 34 |
| | | | |
| | | 535 18 6 | 575 |
| Steam Train Working— | | | |
| Wages connected with the Running of Locomotive Engines .. | 20,282 | 10 1 | 20,814 |
| Fuel .. | 25,468 | 13 11 | 24,873 |
| Water .. | 1,811 | 17 1 | 1,954 |
| Lubricants .. | 590 | 3 2 | 550 |
| Other Stores, including Clothing .. | 443 | 19 7 | 622 |
| Miscellaneous .. | 292 | 4 11 | 290 |
| | | 48,889 8 9 | 49,103 |
| | | 49,425 7 3 | 49,678 |
| Deduct, Engine Power supplied by the Company .. | | 131 12 9 | 242 |
| TOTAL .. | £ | 49,293 14 6 | 49,436 |

ABSTRACT D.—TRAFFIC EXPENSES.

| | | | Year |
|---|----------|--------------------|---------------|
| | £ | s. d. | 1929. |
| Salaries and Wages— | | | |
| Superintendence .. | 2,884 | 1 11 | 3,111 |
| Stationmasters and Clerks .. | 16,216 | 13 4 | 16,178 |
| Signalmen and Gatemen .. | 6,681 | 0 10 | 6,617 |
| Ticket Collectors, Policemen, Porters, etc. .. | 14,756 | 0 10 | 14,642 |
| Guards .. | 5,362 | 17 1 | 5,455 |
| | | 45,900 14 0 | 46,003 |
| Fuel, Lighting, Water and General Stores .. | 3,189 | 1 9 | 3,124 |
| Clothing .. | 769 | 2 5 | 755 |
| Printing, Advertising, Stationery, Stamps and Tickets .. | 3,128 | 15 11 | 3,295 |
| Wagon Covers, etc. .. | 200 | 2 7 | 263 |
| Cleansing, Lubricating, and Lighting of Vehicles Shunting Expenses (other than Mechanical)— | 2,502 | 8 1 | 2,646 |
| Wages .. | 1,243 | 14 11 | 1,255 |
| Other Expenses .. | 4 | 10 5 | 3 |
| | | 1,248 5 4 | |
| Working of Stationary Engines, Hoists, Cranes, &c. .. | 82 | 11 2 | 35 |
| Railway Clearing Houses Expenses .. | 179 | 0 1 | 196 |
| Miscellaneous Expenses .. | 362 | 11 4 | 219 |
| TOTAL .. | £ | 57,562 12 8 | 57,794 |

ABSTRACT E.—GENERAL CHARGES.

| | | | Year |
|---|----------|--------------------|---------------|
| | £ | s. d. | 1929. |
| Directors' Fees voted by Shareholders .. | 1,200 | 0 0 | 1,200 |
| Auditors and Public Accountants .. | 157 | 10 0 | 158 |
| Salaries of Secretary, General Manager, Accountant, and Clerks .. | 6,892 | 1 5 | 7,770 |
| Office Expenses, ditto ditto .. | 435 | 6 3 | 561 |
| Rating Expenses .. | 30 | 0 0 | Cr. 71 |
| Fire Insurance .. | 545 | 3 8 | 577 |
| Superannuation and Benevolent Funds, Pensions, &c. .. | 3,623 | 5 9 | 3,675 |
| Subscriptions and Donations .. | 15 | 15 0 | 16 |
| Miscellaneous Expenses .. | 113 | 15 6 | 88 |
| TOTAL .. | £ | 13,012 17 7 | 13,974 |

ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

| | | | Year |
|--|----------|------------------|--------------|
| | £ | s. d. | 1929. |
| Salaries and Wages .. | 256 | 14 1 | 265 |
| Maintenance of Motors .. | 10 | 18 9 | 15 |
| Amounts paid for Hired Cartage .. | 3,123 | 3 8 | 4,053 |
| Miscellaneous .. | 224 | 7 9 | 213 |
| TOTAL .. | £ | 3,615 4 3 | 4,546 |
| Amount Charged to Passenger Train Traffic .. | £ | 552 3 5 | 606 |
| Amount Charged to Goods Traffic .. | £ | 3,063 0 10 | 3,940 |

ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

| | Receipts. | Payments. | Balance. | Year 1929. | | |
|----------------------------|-----------------|-----------------|--------------------|------------|------------|---------------|
| | | | | Receipts. | Payments. | Balance. |
| | | | | £ | £ | £ |
| Passenger Train Traffic .. | 31 19 2 | 192 11 8 | Dr. 160 12 6 | 29 | 195 | Dr. 166 |
| Goods Train Traffic .. | 47 8 6 | 5 5 7 | Cr. 42 2 11 | 76 | 4 | 72 |
| TOTAL .. | £ 79 7 8 | 197 17 3 | Dr. 118 9 7 | 105 | 199 | Dr. 94 |

ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

| | Receipts. | Expenditure. | Balance. | Year 1929. | | |
|-----------------------------|-------------------|---------------|---------------|------------|--------------|-----------|
| | | | | Receipts. | Expenditure. | Balance. |
| | | | | £ | £ | £ |
| Mileage and Demurrage— | | | | | | |
| Passenger Train Vehicles .. | 50 16 7 | 7 7 10 | 43 8 9 | 26 | 7 | 19 |
| Goods Train Vehicles .. | 51 10 3 | 14 7 10 | 37 2 5 | 90 | 25 | 65 |
| Hire of— | | | | | | |
| Passenger Train Vehicles .. | 5 2 0 | 21 10 0 | Dr. 16 8 0 | 8 | 60 | Dr. 52 |
| Goods Train Vehicles .. | .. | .. | .. | .. | .. | .. |
| TOTAL .. | £ 107 8 10 | 43 5 8 | 64 3 2 | 124 | 92 | 32 |

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

(Not applicable to this Company.)

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

| To Expenditure. | | | | Year 1929. | | By Gross Receipts. | | | | Year 1929. | | |
|-----------------------|----|----|----|------------|-------|--------------------|---------------|----|----|------------|--------|--------|
| | | | | £ | s. d. | | | | | £ | s. d. | |
| Maintenance of Motors | .. | .. | .. | 5,831 | 7 7 | 4,409 | Passengers | .. | .. | .. | 19,968 | 17 11 |
| Traffic Expenses | .. | .. | .. | 11,916 | 11 7 | 8,129 | Miscellaneous | .. | .. | .. | 168 | 1 11 |
| Licences | .. | .. | .. | 808 | 17 4 | 548 | | | | | | |
| Miscellaneous | .. | .. | .. | 1,561 | 15 11 | 975 | | | | | | |
| Total Expenditure | .. | .. | .. | 20,118 | 12 5 | 14,061 | | | | | | |
| Balance | .. | .. | .. | 18 | 7 5 | Dr. 1,337 | | | | | | |
| Total | .. | .. | .. | £20,136 | 19 10 | 12,724 | Total | .. | .. | £20,136 | 19 10 | 12,724 |

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOAT.

(Not applicable to this Company.)

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

(Not applicable to this Company.)

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS, AND WHARVES.

(Not applicable to this Company.)

Dr. No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS AND REFRESHMENT ROOMS. Cr.

| To Expenditure. | | | | Year 1929. | | By Gross Receipts. | | | | Year 1929. | | |
|--|----|----|----|------------|-------|--------------------|---|----|----|------------|--------|--------|
| | | | | £ | s. d. | £ | | | | | £ | s. d. |
| Salaries and Wages | .. | .. | .. | 4,276 | 9 8 | 4,309 | Total Receipts from Hotels and from Sale of Provisions, &c., in Refreshment Rooms | .. | .. | .. | 30,951 | 9 3 |
| Provisions, Wines and Spirits consumed | .. | .. | .. | 13,387 | 12 6 | 14,116 | | | | | | |
| Repairs and Maintenance | .. | .. | .. | 1,958 | 1 0 | 2,993 | | | | | | |
| Heating and Lighting | .. | .. | .. | 1,448 | 16 2 | 1,442 | | | | | | |
| Rents | .. | .. | .. | 20 | 0 0 | 20 | | | | | | |
| Rates | .. | .. | .. | 465 | 4 5 | 475 | | | | | | |
| Taxes | .. | .. | .. | 167 | 13 8 | 168 | | | | | | |
| Miscellaneous | .. | .. | .. | 3,008 | 7 3 | 3,210 | | | | | | |
| Total Expenditure | .. | .. | .. | 24,732 | 4 8 | 26,733 | | | | | | |
| Transfer to Renewal Fund | .. | .. | .. | .. | .. | .. | | | | | | |
| | | | | 24,732 | 4 8 | 26,733 | | | | | | |
| Balance | .. | .. | .. | 6,219 | 4 7 | 7,653 | | | | | | |
| TOTAL | .. | .. | .. | £30,951 | 9 3 | 34,386 | TOTAL | .. | .. | £30,951 | 9 3 | 34,386 |

PART II
STATISTICAL RETURNS

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

(Not applicable to this Company).

No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT.

(Not applicable to this Company).

No. 18.—GENERAL BALANCE SHEET.

Dr.

Cr.

| | Year 1929. | | | Year 1929. | | |
|--|------------|-------|---------|--|--------------|------------|
| | £ | s. d. | | £ | £ | |
| To Unpaid Interest and Dividends | 546 | 7 10 | 530 | By Capital Account, Balance at Debit thereof, as per Account No. 4 | 129,060 6 7 | 128,178 |
| Interest and Dividends payable or accruing and provided for (Warrants issued on 31st December) | 5,222 | 4 6 | 5,391 | Cash on Deposit at Interest .. | £4,086 15 8 | |
| Amount due to Railway Clearing Houses .. | 149 | 11 4 | 120 | Cash at Bankers and in hand | 3,398 12 3 | 7,485 7 11 |
| Accounts payable | 6,722 | 8 10 | 8,780 | Investments in Government Securities .. | 27,268 9 5 | 27,119 |
| Liabilities accrued | 2,571 | 7 9 | 2,257 | Investment in Stock held by the Company not charged as Capital Expenditure | 3,637 1 6 | 3,637 |
| Miscellaneous Accounts | 5,079 | 18 9 | 5,611 | Stock of Stores and Materials | 18,443 13 11 | 19,280 |
| Irish Railways (Settlement of Claims) Act, 1921 | 63,568 | 3 1 | 63,568 | Outstanding Traffic Accounts | 3,578 7 7 | 3,442 |
| Depreciation or Renewal Funds— | | | | Amount due by Railway Companies | 1,406 15 3 | 1,422 |
| Railway | 45,747 | 1 4 | 43,319 | Amount due by Postmaster-General | 426 15 8 | 438 |
| Hotels | 17,231 | 7 3 | 17,231 | Accounts Receivable | 218 14 5 | 315 |
| General Reserve Fund | 56,358 | 3 2 | 56,358 | Miscellaneous Accounts | 4,817 18 3 | 4,986 |
| Balance available for Dividends and Reserve as per Account No. 9 | £2,813 | 10 6 | | Suspense Account—Income Tax | 9,156 13 10 | 10,177 |
| Less, Interim Dividends paid as per Statement No. 9 (a) | 510 | 0 0 | | | | |
| | 2,303 | 10 6 | 1,125 | | | |
| NOTE.—There is a contingent liability in regard to Dividends unpaid on the 5 per cent. Preference Stock (Cumulative) for the five years ended 31st December, 1930. | | | | | | |
| | £ 205,500 | 4 4 | 204,290 | | £ 205,500 | 4 4 |
| | | | | | | 204,290 |

PART II. STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A.)—Mileage of Lines Open for Traffic.

| | Running Lines. | | | | | | Sidings reduced to Single Track. | Total of Single Track, including Sidings. | Year 1929. |
|----------------------------------|------------------------------|---------------|--------------|---------------|---|--|----------------------------------|---|---------------|
| | Length of Road. First Track. | Second Track. | Third Track. | Fourth Track. | Over four Tracks (reduced to Single Track). | Total Miles (reduced to Single Track). | | | |
| | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. |
| Lines owned by Company— | | | | | | | | | |
| Main and Principal Lines— | | | | | | | | | |
| Belfast to Castlewellaan | 42 30 | 9 48 | 0 32 | 0 20 | 0 10 | 52 60 | 17 12 | 69 72 | 69 72 |
| Minor and Branch Lines— | | | | | | | | | |
| Bangor Branch | 11 58 | 11 58 | 0 28 | .. .. | .. .. | 23 64 | 2 14 | 25 78 | 25 78 |
| Donaghadee Branch | 14 20 | 0 30 | .. .. | .. .. | .. .. | 14 50 | 2 39 | 17 9 | 17 9 |
| Ballynahinch Branch | 3 47 | .. .. | .. .. | .. .. | .. .. | 3 47 | 0 58 | 4 25 | 4 25 |
| Ardglass Branch | 8 5 | 0 25 | .. .. | .. .. | .. .. | 8 30 | 0 76 | 9 26 | 9 26 |
| TOTAL | 80 0 | 22 1 | 0 60 | 0 20 | 0 10 | 103 11 | 23 39 | 126 50 | 126 50 |
| <i>Year, 1929</i> | <i>80 0</i> | <i>22 1</i> | <i>0 60</i> | <i>0 20</i> | <i>0 10</i> | <i>103 11</i> | <i>23 39</i> | <i>126 50</i> | <i>126 50</i> |

(B.)—Mileage of Lines Authorised but not Open for Traffic. (Not applicable to this Company.)

(C.)—Mileage of Lines Run Over by the Company's Engines.

| | Year 1929. | |
|--|--------------|--------------|
| | M. Ch. | M. Ch. |
| Lines Owned by the Company | 80 0 | 80 0 |
| Lines over which the Company exercises Running Powers continuously | 2 60 | 2 60 |
| TOTAL | 82 60 | 82 60 |

II.—ROLLING STOCK.

(A.)—Steam Locomotives and Tenders.

| Description. | Number. | Year 1929. |
|--------------------------|-----------|------------|
| | | Number. |
| Tender Engines :— | | |
| Wheel Type :— | | |
| 2 — 4 — 0 | 1 | 1 |
| 0 — 6 — 0 | 4 | 4 |
| Tank Engines :— | | |
| Wheel Type :— | | |
| 0 — 4 — 2 | 2 | 2 |
| 2 — 4 — 2 | 4 | 4 |
| 4 — 4 — 2 | 14 | 14 |
| 0 — 6 — 4 | 1 | 1 |
| 4 — 6 — 4 | 4 | 4 |
| | 30 | 30 |
| Tenders | 5 | 5 |

(B.)—Rail Motor Vehicles.

(Not applicable to this Company.)

(C.)—Trains worked by Electric Power.

(Not applicable to this Company.)

(D.)—Coaching Vehicles (other than Electric).

| | Number | Seats. | | | | Year 1929. | |
|--|------------|--------------|--------------|--------------|---------------|------------|---------------|
| | | 1st Class. | 2nd Class. | 3rd Class. | Total. | Number | Seats, Total. |
| PASSENGER CARRIAGES. | | | | | | | |
| Carriages of uniform class | 150 | 675 | 2,160 | 5,360 | 8,195 | 150 | 8,195 |
| Composite Carriages | 39 | 480 | 1,104 | 390 | 1,974 | 39 | 1,974 |
| Total Passenger Carriages .. | 189 | 1,155 | 3,264 | 5,750 | 10,169 | 189 | 10,169 |
| OTHER COACHING VEHICLES. | | | | | | | |
| Luggage, Parcel, and Brake Vans .. | 9 | | | | | 9 | |
| Carriage Trucks .. | 2 | | | | | 2 | |
| Horse Boxes .. | 10 | | | | | 10 | |
| Miscellaneous .. | 4 | | | | | 4 | |
| Total other Coaching Vehicles | 25 | | | | | 25 | |
| Total Coaching Vehicles | 214 | | | | | 214 | |

(E.)—Merchandise and Mineral Vehicles.

| | Number. | Year 1929. |
|------------------------------|------------|------------|
| | | Number. |
| Open Wagons— | | |
| 8 and up to 12 tons | 366 | 366 |
| Covered Wagons— | | |
| 8 and up to 12 tons | 305 | 305 |
| Rail and Timber Trucks | 4 | 4 |
| Brake Vans | 14 | 14 |
| TOTAL | 689 | 689 |

(F.)—Railway Service Vehicles, and Horses for Shunting.

| | Number. | Year 1929. |
|------------------------------|-----------|------------|
| | | Number. |
| Gasholder Trucks | 2 | 2 |
| Locomotive Coal Wagons | 40 | 40 |
| Locomotive Ash Wagons | 2 | 2 |
| Ballast Wagons | 34 | 34 |
| Rail Wagons | 9 | 9 |
| Mess and Tool Vans | 2 | 2 |
| TOTAL | 89 | 89 |
| Horses for Shunting | .. | .. |

III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS, AND IN THE CONVEYANCE OF PASSENGERS.

| | Number. | Year 1929. |
|---|---------|------------|
| | | Number. |
| Goods and Parcels Road Vehicles— | | |
| Road Motors | 2 | 2 |
| Passenger Road Vehicles— | | |
| Road Motors | 14 | 14 |
| Horses for Road Vehicles | .. | .. |

IV.—STEAMBOAT.

(Not applicable to this Company.)

V.—CANALS.

(Not applicable to this Company.)

VI.—DOCKS, HARBOURS AND WHARVES.

(Not applicable to this Company.)

VII.—HOTELS.

| Name. | Situation. |
|-----------------|----------------------|
| Slieve Donard | Newcastle, Co. Down. |
| Royal (Sub-Let) | Donaghadee, Co. Down |

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

| Land. | Acreeage. | Year 1929. |
|--|-----------|------------|
| | | Acreeage |
| Agricultural Land | .. | .. |
| Urban and Suburban Land | .. | .. |
| Houses. | Number. | Year 1929. |
| | | Number |
| Houses and Cottages for Company's Servants | 47 | 47 |

IX.—OTHER INDUSTRIES.

(None.)

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A).

| | | | | | | | | | | | | | Year 1930. | Year 1929. |
|---|----|----|----|----|----|----|----|----|----|----|----|----|--------------------|--------------------|
| Quantities of principal Materials used— | | | | | | | | | | | | | | |
| Ballast | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 264 tons | 371 tons |
| Fencing | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | $\frac{1}{4}$ mile | $\frac{3}{8}$ mile |
| Rails | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 257 tons | 173 tons |
| Sleepers | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8,007 | 7,612 |
| Miles maintained— | | | | | | | | | | | | | m. ch. | m. ch. |
| Miles of Road | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 80 0 | 80 0 |
| Miles of Road reduced to single track— | | | | | | | | | | | | | | |
| Running Lines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 103 11 | 103 11 |
| Sidings | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 23 39 | 23 39 |
| Miles of track renewed | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 64 | 1 51 |

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

| | | | | | | | | | | In Company's Workshops. Number. | By Contract. Number. | Total. | Year 1929. Total |
|---|----|----|----|----|----|----|----|----|----|--|----------------------------|--------|---------------------|
| Locomotives renewed | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Locomotives repaired— | | | | | | | | | | | | | |
| Heavy repairs | .. | .. | .. | .. | .. | .. | .. | .. | .. | 13 | .. | 13 | 13 |
| Light „ | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. | 3 | 7 |
| Locomotives under or awaiting repair at end of year | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | .. | 3 | 4 |
| Coaching Vehicles— | | | | | | | | | | | | | |
| Carriages renewed | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Carriages repaired— | | | | | | | | | | | | | |
| Heavy repairs | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 | .. | 8 | 9 |
| Light „ | .. | .. | .. | .. | .. | .. | .. | .. | .. | 158 | .. | 158 | 137 |
| Carriages under or awaiting repair at end of year | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 | .. | 8 | 6 |
| Others renewed | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Others repaired— | | | | | | | | | | | | | |
| Heavy repairs | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 5 |
| Light „ | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | .. | 6 | 8 |
| Others under or awaiting repair at end of year | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Wagons renewed— | | | | | | | | | | | | | |
| Completely renewed | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Partially „ | .. | .. | .. | .. | .. | .. | .. | .. | .. | 16 | .. | 16 | 25 |
| Wagons repaired— | | | | | | | | | | | | | |
| Heavy repairs | .. | .. | .. | .. | .. | .. | .. | .. | .. | 120 | .. | 120 | 106 |
| Light „ | .. | .. | .. | .. | .. | .. | .. | .. | .. | 658 | .. | 658 | 669 |
| Wagons under or awaiting repair at end of year | .. | .. | .. | .. | .. | .. | .. | .. | .. | 136 | .. | 136 | 133 |

XII.—ENGINE MILEAGE.

| | Year 1929. | | | | | | | | | | | | | | |
|---|----------------------------------|--------|--------|---|--------|--------|-----------------|--------|--------|---|--------|---------------------------|----------------------------------|--------|--------|
| | Train Miles. (Loaded Trains.) | | | Total Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.) | | | Shunting Miles. | | | Other Miles. (Assist- ing, Light, &c.) | | | Total Engine Miles. | | |
| | Train Miles. (Loaded Trains.) | | Total. | Total Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.) | | Total. | Shunting Miles. | | Total. | Other Miles. (Assist- ing, Light, &c.) | | Total Engine Miles. | Train Miles. (Loaded Trains.) | | Total. |
| | Coaching. | Goods. | | Coaching. | Goods. | | Coaching. | Goods. | | Coaching. | Goods. | | Coaching. | Goods. | |
| A.—MILES RUN IN RELATION TO THE COMPANY'S TRAFFIC RECEIPTS— | | | | | | | | | | | | | | | |
| Over the Company's System by the Company's Engines | | | | | | | | | | | | | | | |
| Over the Company's System by other Companies' Engines | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | |
| B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE— | | | | | | | | | | | | | | | |
| By the Company's Engines over Lines owned, leased, or worked by the Company | | | | | | | | | | | | | | | |
| By the Company's Engines over other Companies' Lines | | | | | | | | | | | | | | | |
| By other Companies' Engines over the Company's Line | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | |
| C.—MILES RUN BY THE COMPANY'S ENGINES:— | | | | | | | | | | | | | | | |
| Steam Tender and Tank Engines— | | | | | | | | | | | | | | | |
| Over Lines owned, leased, or worked by the Company | | | | | | | | | | | | | | | |
| Over other Companies' Lines | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | |

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

| Class of Passenger. | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Company's System. | Year 1929. | | | |
|----------------------|------------------|--------------------|-----------------------------|---|------------------|---------------|-----------------------------|---|
| | | | | | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Company's System. |
| Ordinary— | | £ s. d. | s. d. | | | £ | s. d. | |
| 1st Class | 56,609 | 3,449 2 3 | 1 2.62 | 55,619 | 60,286 | 3,695 | 1 2.71 | 58,618 |
| 2nd „ | 182,315 | 7,476 18 8 | 9.84 | 180,369 | 185,594 | 7,695 | 0 9.95 | 183,909 |
| 3rd „ | 2,766,231 | 72,220 0 6 | 6.27 | 2,701,000 | 2,746,574 | 71,666 | 0 6.26 | 2,706,534 |
| Workmen | 486,192 | 8,345 5 5 | 4.12 | 486,192 | 430,166 | 7,378 | 0 4.12 | 430,166 |
| TOTAL | 3,491,347 | 91,491 6 10 | 6.29 | 3,423,180 | 3,422,620 | 90,434 | 0 6.34 | 3,379,227 |
| Season— | | | | | | | | |
| 1st Class | 429 | 5,104 19 3 | | 429 | 451 | 5,412 | | 451 |
| 2nd „ | 2,702 | 20,514 6 6 | | 2,702 | 2,622 | 19,496 | | 2,620 |
| 3rd „ | 842 | 8,240 3 3 | | 842 | 806 | 8,232 | | 806 |

XIV.—GOODS TRAFFIC AND RECEIPTS.

| | Tonnage. | Receipts. | Average Receipt per Ton. | Tonnage originating on the Company's System. | Year 1929. | | | |
|------------------------------------|----------------|--------------------|--------------------------|--|----------------|---------------|--------------------------|--|
| | | | | | Tonnage. | Receipts. | Average Receipt per ton. | Tonnage originating on the Company's System. |
| Merchandise | 44,550 | £ 21,464 14 11 | 9 7.63 | 39,941 | 55,250 | 25,197 | 9 1.45 | 50,571 |
| Coal, Coke and Patent Fuel | 52,879 | 8,137 10 0 | 3 0.93 | 52,879 | 56,843 | 8,762 | 3 1.00 | 56,843 |
| Other Minerals | 33,699 | 6,025 9 9 | 3 6.91 | 33,524 | 44,746 | 7,542 | 3 4.45 | 44,702 |
| TOTAL | 131,128 | 35,627 14 8 | 5 5.21 | 126,344 | 156,839 | 41,501 | 5 3.51 | 152,116 |
| | Number | £ s. d. | | Number originating on the Company's System. | Number. | £ | | Number originating on the Company's System. |
| Live Stock | 55,385 | 4,154 14 8 | — | 55,385 | 55,073 | 4,337 | — | 55,060 |

XV. (A).—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

| Originating on the Company's System. | Tons. | Year 1929 | |
|--|----------------|----------------|--|
| | | Tons. | |
| Bread | 3,440 | 3,616 | |
| Bricks, common | 11,558 | 11,618 | |
| Coal, Coke and Patent Fuel | 52,879 | 56,843 | |
| Manure | 4,407 | 5,149 | |
| Oil Cake and Cattle Foods | 4,649 | 5,020 | |
| Oil, Petroleum and Paraffin | 4,854 | 4,638 | |
| Potatoes | 2,928 | 8,476 | |
| Sand | 13,648 | 11,856 | |
| Stone for Road-making purposes | 3,023 | 14,229 | |
| Timber | 2,225 | 2,914 | |
| TOTAL | 103,611 | 124,359 | |

XV. (B).—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

| Originating on the Company's System. | Number. | Year 1929. | |
|--------------------------------------|---------------|---------------|--|
| | | Number. | |
| Horses | 159 | 126 | |
| Cattle | 25,569 | 27,537 | |
| Calves | 2,054 | 1,853 | |
| Sheep | 27,581 | 25,462 | |
| Pigs | 22 | 26 | |
| Miscellaneous | | 6 | |
| TOTAL | 55,385 | 55,060 | |

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.

| | 1921 | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 |
|--|---------------|---------------|---------------|---------------|---------------|--------------|---------------|---------------|---------------|---------------|
| | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| Total Expenditure on Capital Account (No. 4) | 1,625,565 | 1,625,577 | 1,640,697 | 1,637,128 | 1,635,243 | 1,635,013 | 1,636,467 | 1,637,868 | 1,647,310 | 1,648,190 |
| Gross Receipts from Businesses carried on by the Company (No. 8) | .. | 402,775 | 384,548 | 343,516 | 298,031 | 233,080 | 224,945 | 220,530 | 231,405 | 231,111 |
| Revenue Expenditure on ditto (No. 8) | .. | 349,538 | 329,603 | 300,906 | 257,156 | 244,387 | 216,742 | 210,170 | 222,280 | 219,900 |
| Net Receipts of ditto (No. 8) | 54,951 | 53,237 | 54,945 | 42,610 | 40,875 | Dr 11,307 | 8,203 | 10,360 | 9,125 | 11,171 |
| Proportion of Compensation under Irish Railways (Settlement of Claims) Act, 1921 | .. | .. | .. | 16,000 | .. | 13,293 | 1,639 | .. | .. | .. |
| Miscellaneous Receipts net (No. 8) | 3,936 | 4,988 | 7,952 | 5,521 | 7,502 | 6,043 | 5,721 | 5,720 | 5,914 | 5,571 |
| Total Net Income (No. 8) | 58,887 | 58,225 | 62,897 | 58,131 | 48,377 | 8,029 | 15,563 | 16,080 | 15,039 | 16,752 |
| Interest, Rentals, and other Fixed Charges (No. 9) | 14,339 | 13,909 | 16,929 | 14,438 | 14,707 | 13,928 | 13,928 | 13,929 | 13,920 | 13,930 |
| Dividends on Guaranteed and Preference Stocks (No. 9) | 24,500 | 24,500 | 24,500 | 24,500 | 24,500 | 510 | 1,635 | 1,635 | 1,635 | 1,635 |
| Balance after payment of Preference Dividends (No. 9) | 20,048 | 19,816 | 21,468 | 19,193 | 9,170 | .. | .. | 516 | .. | 1,171 |
| Dividend on Ordinary Stock (No. 9) | 22,131 | 22,131 | 22,131 | 19,918 | 8,852 | .. | .. | .. | .. | .. |
| Rate per cent. | 5% | 5% | 5% | 4½% | 2% | .. | .. | .. | .. | .. |
| Surplus or Deficit | —2,083 | —2,315 | —663 | —725 | + 318 | .. | .. | + 516 | .. | + 1,171 |
| Brought forward from previous year | 11,878 | 9,795 | 7,480 | 6,816 | 6,091 | 6,409 | .. | .. | 516 | .. |
| Carried forward to subsequent year | 9,795 | 7,480 | 6,816 | 6,091 | 6,409 | .. | .. | 516 | .. | 1,171 |

Certificate Respecting the Permanent Way, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other works have, during the past year, been maintained in good working condition and repair.

9th February 1931.

P. A. ARNOTT,
Engineer.

Certificate Respecting the Rolling Stock, &c.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools have, during the past year, been maintained in good working order and repair.

9th February, 1931.

J. L. CROSTHWAIT,
Locomotive Superintendent.

(Signed for the Board of Directors)

THOS. RICHARDSON,
Chairman of the Company

H. E. MELLOR,
Secretary of the Company

Auditors' Certificate.

We hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Company, and that the Dividend proposed to be paid on the 4½ per cent. "A" Preference Stock is bona fide due thereon, after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout.

BELFAST,
11th February, 1931.

W. H. PEAT,
H. SYDNEY LORD,

Auditors

INDEX.

Part I.—FINANCIAL ACCOUNTSPages 3 to 11
 Part II.—STATISTICAL RETURNSPages 12 to 16.

| | PAGE | | PAGE |
|---|------|--|---------|
| ABSTRACTS | | LIVE STOCK— Number carried | 16 |
| A.—Maintenance and Renewal of Way and Works..... | 8 | LOCOMOTIVES— Maintenance and Renewal of..... | 8 |
| B.—Maintenance and Renewal of Rolling Stock, | | LOCOMOTIVE RUNNING EXPENSES | 9 |
| (1) Locomotives | 8 | MAINTENANCE AND RENEWAL, | |
| (2) Carriages | 8 | Of Carriages. Abstract B. (2) | 8 |
| (3) Wagons | 8 | Of Locomotives. Abstract B. (1) | 8 |
| C.—Locomotive Running Expenses..... | 9 | Of Wagons. Abstract B. (3) | 8 |
| D.—Traffic Expenses | 9 | Of Way and Works. Abstract A. | 8 |
| E.—General Charges | 9 | Statistical Returns, | |
| F.—Expenses of Collection and Delivery of Parcels and Goods | 9 | Rolling Stock | 14 |
| G.—Running Powers. Receipts and Payments..... | 9 | Way and Works | 14 |
| H.—Mileage, Demurrage, and Wagon Hire..... | 9 | MAP | 19 |
| APPROPRIATION OF NET INCOME | 6 | MERCHANDISE AND MINERALS— Tonnage | 16 |
| AUDITORS' CERTIFICATE | 17 | MERCHANDISE AND MINERAL VEHICLES— Number, etc. | 13 |
| BALANCE SHEET | 11 | MILEAGE, DEMURRAGE AND WAGON HIRE, | |
| CAPITAL, | | Receipts and Expenditure | 9 |
| Assets available to meet further Expenditure..... | 5 | MILEAGE OF LINES, | |
| Authorised and Created by the Company..... | 3 | Open for Traffic..... | 12 |
| Details of Expenditure for the year..... | 5 | Run over by the Company's Engines | 12 |
| Estimate of further Expenditure | 5 | MILEAGE RUN BY ENGINES | 15 |
| Raised by Loans and Debenture Stocks | 4 | NET INCOME— Proposed Appropriation of | 6 |
| Receipts and Expenditure | 4 | NOMINAL CAPITAL— Authorised and Created by the Company .. | 3 |
| Share Capital created, showing proportion issued..... | 3 | OFFICERS' CERTIFICATES | 17 |
| CARRIAGES, | | OMNIBUSES— Receipts and Expenditure | 10 |
| Maintenance and Renewal of..... | 8 | PARCELS COLLECTION AND DELIVERY— Expenses of | 9 |
| Number, etc..... | 13 | PASSENGER TRAFFIC AND RECEIPTS— Statistical Return | 16 |
| CERTIFICATE OF AUDITORS | 17 | PROPERTY NOT FORMING PART OF THE RAILWAY OR STATIONS .. | 13 |
| CERTIFICATES OF OFFICERS RESPONSIBLE FOR THE UPKEEP OF THE | | PROPOSED APPROPRIATION OF NET INCOME | 6 |
| COMPANY'S PROPERTY | 17 | RAILWAY SERVICE VEHICLES— Number, etc. | 13 |
| COACHING VEHICLES— Number, etc..... | 13 | RAILWAY WORKING— Receipts and Expenditure | 7 |
| COLLECTION AND DELIVERY OF PARCELS AND GOODS, | | RECEIPTS, | |
| Expenses of | 9 | In respect of Hotels and Refreshment Rooms..... | 10 |
| Return of Road Vehicles employed in..... | 13 | " Omnibuses..... | 10 |
| DEBENTURE STOCKS— Capital raised by..... | 4 | " Railway Working | 7 |
| DEMURRAGE— Receipts and Expenditure..... | 9 | On Capital Account | 4 |
| DIVIDENDS, INTERIM | 6 | On Revenue Account. Whole Undertaking | 6 |
| ENGINE MILEAGE | 15 | REFRESHMENT ROOMS AND HOTELS— Receipts and Expenditure.. | 10 |
| ENGINES— Number, etc. | 12 | ROAD VEHICLES— Number, etc. | 13 |
| ESTIMATE OF FURTHER CAPITAL EXPENDITURE | 5 | ROLLING STOCK, | |
| EXPENDITURE, | | Maintenance and Renewal of | 8 |
| On Capital Account during the year. Details of..... | 5 | Numbers, etc. | 12 & 13 |
| On Capital Account, Total to date..... | 4 | Numbers renewed, etc..... | 14 |
| On Revenue Account, Whole Undertaking..... | 6 | RUNNING EXPENSES— Locomotive..... | 9 |
| In respect of Hotels and Refreshment Rooms..... | 10 | RUNNING POWERS— Receipts and Payments | 9 |
| " Omnibuses | 10 | SHARE CAPITAL AND STOCK CREATED— Proportion issued | 3 |
| " Railway Working | 7 | SUMMARY OF FINANCIAL RESULTS | 16 |
| FINANCIAL RESULTS— Summary of | 16 | TONNAGE OF MERCHANDISE AND MINERALS | 16 |
| GENERAL BALANCE SHEET | 11 | TRAFFIC, | |
| GENERAL CHARGES | 9 | Goods—Statistical Return | 16 |
| GOODS, COLLECTION AND DELIVERY— Expenses of | 9 | Passenger—Statistical Return | 16 |
| GOODS TRAFFIC, | | TRAFFIC EXPENSES | 9 |
| Number of Live Stock carried | 16 | VEHICLES, NUMBER, ETC., | |
| Tonnage of Principal Classes of Merchandise and Minerals | | Coaching | 13 |
| carried | 16 | Merchandise and Mineral | 13 |
| GOODS TRAFFIC AND RECEIPTS— Statistical Return..... | 16 | Railway Service | 13 |
| HOTELS AND REFRESHMENT ROOMS, | | Road | 13 |
| Name and Situation of Hotels | 13 | WAGON HIRE— Receipts and Expenditure | 9 |
| Receipts and Expenditure | 10 | WAGONS, | |
| INCOME— Proposed Appropriation of | 6 | Maintenance and Renewal of | 8 |
| INTERIM DIVIDENDS PAID | 6 | Number, etc. | 13 |
| LAND, PROPERTY, ETC., | | WAY AND WORKS, | |
| Not forming part of the Railway or Stations..... | 13 | Maintenance and Renewal of | 8 |
| LINES, | | Statistical Return | 14 |
| Open for Traffic, Mileage of..... | 12 | | |
| Run over by the Company's Engines..... | 12 | | |



— MAP OF THE —
— BELFAST AND COUNTY DOWN RAILWAY —

SECRETARY'S OFFICE
17 FEBRUARY 1931
G. S. BLYS.

**BELFAST AND COUNTY DOWN
RAILWAY.**

**REPORT OF THE DIRECTORS
AND
FINANCIAL ACCOUNTS
AND
STATISTICAL RETURNS
FOR THE YEAR ENDED
31st of December, 1930.**

[COPY OF ADVERTISEMENT.]

**NOTICE IS HEREBY GIVEN THAT THE
ORDINARY ANNUAL GENERAL
MEETING of the PROPRIETORS of this
Company will be held at the COMPANY'S
TERMINUS, QUEEN'S QUAY, Belfast, on
THURSDAY, the 26th day of February, 1931, at
Half-past Eleven o'clock in the forenoon, to
transact the general business of the Company.**

**The TRANSFER BOOKS of the Company
WILL BE CLOSED on and from THURSDAY,
the 12th day of February, 1931, until after the
Meeting.**

**H. E. MELLOR, Secretary,
Queen's Quay, Belfast,
2nd February, 1931.**

Proprietors of not less than £200 Ordinary or Preference Stock can, by timely application to the Secretary, stating the Station, obtain Passes over the Company's Line for the purpose of attending the Annual Meeting.

ANNUAL MEETING, 26th February, 1931.

Castleberg and Victoria Bridge Tramway Company



REPORT OF THE DIRECTORS

AND

Statement of Financial Accounts and Statistical Returns

FOR

YEAR ENDED 31st DECEMBER, 1930.

DIRECTORS:

REV. W. F. HENDERSON, B.A.,
Riverview Manse, Castleberg, *Chairman.*

A. A. CROCKETT, Esq.,
Templemore Park, Londonderry,
Deputy Chairman.

SIR E. C. HERDMAN, K.B.E., H.M.L.,
Carricklee, Strabane.

MAJOR G. F. V. LEARY, M.B., J.P.,
Castleberg.

JOHN T. WAUCHOB, Esq.,
Beechmount, Strabane.

DIRECTORS' REPORT.

The Directors present herewith Statement of Financial Accounts and Statistical Returns for year ended 31st December, 1930.

The Traffic Receipts for the year amounted to £2,618 16s 6d, a decrease of £1,131 15s 11d on previous year.

There is a decrease in Expenditure of £552 1s 3d over year 1929.

Your Directors regret to report the death of Dr. A. LEITCH, who for a number of years gave his services as a Director of the Company, and have co-opted Mr. JOHN T. WAUCHOB, of Strabane, to fill his place.

The Directors retiring, Sir E. C. HERDMAN and JOHN T. WAUCHOB, Esq., being eligible, offer themselves for re-election.

The Auditor retiring, Mr. R. A. SCOTT, being eligible, offers himself for re-election.

SECRETARY'S OFFICE,
CASTLEBERG,
19th January, 1931.

Castleberg and Victoria Bridge Tramway Company.

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED 31ST DECEMBER, 1930.

PART I. FINANCIAL ACCOUNTS.

No. 1 (a).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

| Special Acts. | Capital Authorised. | | | Capital Created. | | | Balance. | | |
|--|---------------------|--------|--------|------------------|--------|--------|----------|--------|--------|
| | Shares and Stock. | Loans. | Total. | Shares. | Loans. | Total. | Shares. | Loans. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| Castleberg and Victoria Bridge Tramway Act, 1883 ... | 20,000 | 7,000 | 27,000 | 20,000 | 7,000 | 27,000 | ... | ... | ... |

No. 1 (b).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

No. 1 (c).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

(Not applicable to this Company.)

No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a), SHOWING THE PROPORTION ISSUED.

| Description. | Amount created. | Amount issued. | Nominal additions to or deductions from Capital. | Amount on which Dividend is payable. | Amount which does not rank for Dividend until a future date. | Calls in arrear. | Amount uncalled. | Amount unissued. |
|----------------------------|-----------------|----------------|--|--------------------------------------|--|------------------|------------------|------------------|
| | £ | £ | £ | £ | £ | £ | £ | £ |
| A or Guaranteed Shares ... | 13,000 | 13,000 | ... | 13,000 | ... | ... | ... | ... |
| B or Ordinary Shares ... | 7,000 | 6,080 | ... | 6,080 | ... | ... | ... | 920 |
| Total | £ 20,000 | 19,080 | ... | 19,080 | ... | ... | ... | 920 |

No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

| | Raised by Loans. At 4 per cent. | Raised by Issue of Debenture Stock. | Total Amount Raised by Loans and by Debenture Stock. |
|---|------------------------------------|---|---|
| | £ s d | £ s d | £ s d |
| Existing at 31st December, 1930 ... | 7,000 0 0 | ..... | 7,000 0 0 |
| „ 31st December, 1929 ... | 7,000 0 0 | ... .. | 7,000 0 0 |
| Increase ... | ..... | ..... | ..... |
| Decrease ... | ..... | ..... | ..... |
| Total amount authorised to be raised by Loans in respect of Capital created, as per Statement No. 1 (a) ... | ... | ... | 7,000 0 0 |
| Total amount raised by Loans, as above ... | ... | ... | 7,000 0 0 |
| Balance, being available Borrowing Powers, on 31st December, 1930 ... | ... | ... | ... |

Castleberg and Victoria Bridge Tramway Company.

PROXY.

I, _____
of _____
one of the Proprietors of the CASTLEBERG AND VICTORIA BRIDGE
TRAMWAY COMPANY, do hereby appoint _____

_____ of _____
to be my Proxy in my absence—to vote in my name in any matter
relating to the Undertaking which shall be proposed at the Ordinary
Yearly General Meeting of the Proprietors of the said Com-
pany, to be held on Monday, the 16th February, 1931, or at any
adjournment or adjournments thereof, in such manner as my said
proxy may think proper.

As witness my hand, this _____ day of _____ 1931.

If you
see the
d write
hereon

Signature,* _____

STAMP.
2d.

NOTE—This Proxy must be lodged with the Secretary to the
Company at least FORTY-EIGHT HOURS before the time appointed
for holding the Meeting.

Dr. No. 4—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. Cr.

| To Expenditure. | Amount expended to 31st December, 1929. | | | TOTAL. | By Receipts. | Amount received to 31st December, 1929. | | | TOTAL. | | | | |
|---|---|----|---|----------|--------------|---|-----------------------|---|--------|----------|--------|---|---|
| | £ | s | d | | | £ | £ | s | | d | | | |
| Lines open for Traffic ... | 16,802 | 14 | 5 | 16,802 | 14 | 5 | Shares (No. 2) 19,080 | 0 | 0 | 19,080 | 0 | 0 | |
| Rolling Stock ... | 7,855 | 16 | 7 | 7,855 | 16 | 7 | Loans (No. 3) 5,500 | 0 | 0 | 1,500 | 7,000 | 0 | 0 |
| Land, Property, etc., not forming part of the Railway or Stations— Not used in connection with Railway working ... | 462 | 19 | 2 | 462 | 19 | 2 | | | | | | | |
| Total Expenditure ... | 25,121 | 10 | 2 | 25,121 | 10 | 2 | Total Receipts 24,580 | 0 | 0 | 1,500 | 26,080 | 0 | 0 |
| To Balance ... | | | | 958 | 9 | 10 | | | | | | | |
| TOTAL ... | | | | £ 26,080 | 0 | 0 | TOTAL ... | | | £ 26,080 | 0 | 0 | |

No. 4 (a)—SUBSCRIPTIONS TO OTHER COMPANIES.
(Not Applicable to this Company.)

No. 5—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1929.
NIL.

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.
NIL.

No. 7—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| | £ | s | d | £ | s | d |
|--|-------------|---|---|---------|---|----|
| Share and Loan Capital authorised, but not yet created (as per Statement No. 1 (a)) ... | <i>Nil.</i> | | | | | |
| Share Capital created, but not yet received (as per Statement No. 2)— Amount Unissued ... | 920 | 0 | 0 | | | |
| Loan Capital Credited, but not yet available (as per Statement No. 3) ... | | | | | | |
| Add Balance at Credit (as per Capital Account No. 4) ... | | | | 920 | 0 | 0 |
| Total ... | | | | £ 1,878 | 9 | 10 |

No. 8—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

| See Statement. | Gross Receipts. | Expenditure. | Net Receipts. | Year 1929. | | |
|---|-----------------|--------------|----------------|-----------------|--------------|---------------|
| | | | | Gross Receipts. | Expenditure. | Net Receipts. |
| 10 Railway ... | £ 2,618 | £ 3,874 | Dr. 1,255 | £ 3,751 | £ 4,426 | Dr. 675 |
| Miscellaneous Receipts (Net)— Rent from Houses and Lands ... | | | 9 4 0 | | | 14 |
| Transfer Fees ... | | | 0 2 6 | | | |
| High Court of Judicature, I.F.S., Interest ... | | | 1 6 4 | | | 1 |
| Total Net Loss ... | | | Dr. 1,244 12 8 | | | Dr. 660 |

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

| | Year 1929. | |
|---|-----------------|-----------|
| | £ | £ |
| Balance brought forward from last year's Account ... | Dr. 1,791 3 3 | Dr. 1,131 |
| Net Income (as per Statement No. 8) ... | Dr. 1,244 12 8 | Dr. 660 |
| TOTAL ... | Dr. 3,035 15 11 | Dr. 1,791 |
| Deduct—Interest, Rentals, and other Fixed Charges :— Interest on Loans ... | | |
| Balance, after payment of Fixed Charges ... | Dr. 3,035 15 11 | Dr. 1,791 |
| Balance carried forward to next year's Accounts ... | Dr. 3,035 15 11 | Dr. 1,791 |

No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.
(Not applicable to this Company.)

Dr.

No. 10.—RECEIPTS AND EXPENDITURE IN RESPECT OF RAILWAY WORKING.

Cr.

| To Expenditure. | Year 1929. | | Percentage of Traffic Receipts. | | Year 1929. | By Gross Receipts. | | Percentage of Traffic Receipts. | | Year 1929. | Percentage of Traffic Receipts. | |
|--|------------|------|---------------------------------|-----------|------------|--------------------|--------|---------------------------------|-----------|------------|---------------------------------|-----------|
| | £ | s d | 1929. | Per Cent. | | £ | s d | 1929. | Per Cent. | | 1929. | Per Cent. |
| <i>See Abstracts</i> | | | | | | | | | | | | |
| A—Maintenance and Renewal of Way and Works ... | 851 | 19 2 | 1,154 | 32.66 | 1,154 | 32 4 9 | 30.85 | 666 | 19 5 | 756 | 7 | 756 |
| B—Maintenance and Renewal of Rolling Stock— | | | | | | | | | | | | |
| (1) Locomotives ... | 331 | 5 9 | 465 | | 465 | 11 17 7 | | 669 | 19 2 | 763 | 763 | 763 |
| (2) Carriages ... | 66 | 15 1 | 55 | | 55 | | | ... | | ... | ... | ... |
| (3) Wagons ... | 151 | 13 8 | 187 | | 187 | | | ... | | ... | ... | ... |
| C—Locomotive Running Expenses ... | 1,204 | 19 4 | 1,128 | 21.07 | 1,128 | 681 16 9 | 18.91 | 785 | 9 | 785 | 785 | 785 |
| D—Traffic Expenses ... | 824 | 1 6 | 971 | | 971 | 36 0 0 | | 36 | 0 0 | 36 | 36 | 36 |
| E—General Charges ... | 2,029 | 0 10 | 2,099 | 77.78 | 2,099 | 139 16 2 | 56.12 | 190 | 2 | 190 | 190 | 190 |
| Law Charges ... | | | | | | | | | | | | |
| Parliamentary Expenses ... | | | | | | | | | | | | |
| Compensation (Accidents and Losses)— | | | | | | | | | | | | |
| Passengers ... | 37 | 10 0 | 35 | | 35 | 154 12 9 | | 227 | 9 | 227 | 227 | 227 |
| Workmen ... | 23 | 2 4 | 23 | | 23 | 3 3 6 | | ... | | ... | ... | ... |
| Damage and Loss of Goods, Property, etc. ... | 3 | 0 2 | 6 | | 6 | | | ... | | ... | ... | ... |
| Rates ... | 28 | 10 5 | 64 | 2.44 | 64 | 869 6 0 | 1.70 | 1,048 | 0 | 1,048 | 1,048 | 1,048 |
| Railway Freight Rebates Fund—Rates Relief ... | 76 | 11 4 | 115 | 4.03 | 115 | 1,739 9 4 | 3.07 | ... | | ... | ... | ... |
| National Insurance—Health, Pensions, &c. ... | 31 | 3 10 | 33 | | 33 | 2,608 15 4 | | 3,740 | 4 | 3,740 | 3,740 | 3,740 |
| Unemployment ... | 28 | 9 4 | 52 | | 52 | 10 1 2 | | 11 | 2 | 11 | 11 | 11 |
| Total Traffic Expenditure ... | 3,874 | 2 0 | 4,426 | 148.50 | 4,426 | 2,618 16 6 | 118.34 | 3,751 | 6 | 3,751 | 3,751 | 3,751 |
| Miscellaneous ... | | | | | | 1,255 5 6 | | 675 | 6 | 675 | 675 | 675 |
| TOTAL | £ 3,874 | 2 0 | 4,426 | | 4,426 | £ 3,874 | 2 0 | 4,426 | | 4,426 | 4,426 | 4,426 |

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

| | | 1929. | | 1929. |
|---|-----|-------|----------|-------|
| | | £ s d | £ s d | £ |
| Superintendence— | | | | |
| Salaries | ... | 26 | 17 2 | 30 |
| Office Expenses, etc. | ... | ... | ... | ... |
| Maintenance of Roads, Bridges, and Works— | | | 26 17 2 | 30 |
| Earthworks | ... | ... | ... | ... |
| Bridges, Tunnels, Culverts, Retaining Walls and Other Works | ... | 1 | 6 2 | ... |
| Roads and Fences | ... | 5 | 18 5 | ... |
| Maintenance of Permanent Way:— | | | 7 4 7 | ... |
| Renewal of Running Lines— | | | | |
| Wages | ... | ... | ... | ... |
| Materials | ... | ... | ... | ... |
| Engine Power and Wagon Repairs | ... | ... | ... | ... |
| Repair of Running Lines and Sidings— | | | | |
| Wages | ... | 437 | 0 1 | 527 |
| Materials, less old Materials Sold | ... | 329 | 18 5 | 520 |
| Engine Power and Wagon Repairs | ... | 4 | 5 0 | ... |
| Maintenance of Signalling | | | 771 3 6 | 1,047 |
| Maintenance of Telegraphs | | | ... | ... |
| Maintenance of Stations and Buildings— | | | | |
| Stations, Depôts and Offices | ... | 15 | 11 1 | 42 |
| Engine Sheds | ... | 21 | 19 1 | 20 |
| Carriage Sheds | ... | ... | ... | 9 |
| Locomotive Workshops | ... | 5 | 6 4 | ... |
| Carriage and Wagon Workshops | ... | 1 | 2 5 | ... |
| Other Buildings | ... | 2 | 15 0 | 5 |
| | | | 46 13 11 | 76 |
| Total | | £ | 851 19 2 | 1,154 |

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1)—LOCOMOTIVES.

| | | 1929. | | 1929. |
|---|-----|-------|----------|-------|
| | | £ s d | £ s d | £ |
| Superintendence— | | | | |
| Salaries | ... | 27 | 9 6 | 28 |
| Office Expenses | ... | ... | ... | ... |
| Complete Renewals | | | 27 9 6 | 28 |
| Repairs and Partial Renewals— | | | | |
| Wages | ... | 248 | 18 8 | 288 |
| Materials | ... | 52 | 19 4 | 140 |
| Purchase of New Locomotives | | | 301 18 0 | 428 |
| Workshop Expenses— | | | | |
| Repairs and Renewals of Machinery and Plant | ... | ... | ... | ... |
| Other Expenses | ... | 1 | 18 3 | 9 |
| | | | 1 18 3 | 9 |
| | | | 331 5 9 | 465 |
| Deduct—Engine Power | | | ... | ... |
| Total | | £ | 331 5 9 | 465 |

(2)—CARRIAGES.

| | | 1929. | | 1929. |
|---|-----|-------|----------|-------|
| | | £ s d | £ s d | £ |
| Superintendence— | | | | |
| Salaries | ... | 6 | 17 2 | 8 |
| Office Expenses | ... | ... | ... | ... |
| Complete Renewals | | | 6 17 2 | 8 |
| Repairs and Partial Renewals— | | | | |
| Wages | ... | ... | ... | ... |
| Materials | ... | ... | ... | ... |
| Purchase of New Carriages | | | 43 8 0 | 37 |
| Workshop Expenses— | | | 16 9 11 | 10 |
| Repairs and Renewals of Machinery and Plant | ... | ... | ... | ... |
| Other Expenses | ... | ... | ... | ... |
| | | | 59 17 11 | 47 |
| Total | | £ | 66 15 1 | 55 |

(3)—WAGONS.

| | | 1929. | | 1929. |
|---|-----|-------|----------|-------|
| | | £ s d | £ s d | £ |
| Superintendence— | | | | |
| Salaries | ... | 13 | 14 8 | 14 |
| Office Expenses | ... | ... | ... | ... |
| Complete Renewals— | | | 13 14 8 | 14 |
| Wages | ... | ... | ... | ... |
| Materials | ... | ... | ... | ... |
| Repairs and Partial Renewals— | | | | |
| Wages | ... | 91 | 18 5 | 88 |
| Materials | ... | 43 | 8 7 | 84 |
| Purchase of New Wagons | | | 135 7 0 | 172 |
| Workshop Expenses— | | | | |
| Repairs and Renewals of Machinery and Plant | ... | ... | ... | ... |
| Other Expenses | ... | 2 | 12 0 | 1 |
| | | | 2 12 0 | 1 |
| Total | | £ | 151 13 8 | 187 |

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

ABSTRACT D.—TRAFFIC EXPENSES.

| | 1929. | | 1929. |
|--|-------|------------|-------|
| | £ s d | £ s d | |
| Superintendence— | | | £ |
| Salaries ... | 27 | 11 8 | 28 |
| Office Expenses ... | | | ... |
| Steam Train Working— | | 27 11 8 | 28 |
| Wages connected with the running of Locomotive Engines ... | 410 | 12 6 | 447 |
| Fuel ... | 494 | 11 2 | 608 |
| Water ... | 0 | 11 1 | 2 |
| Lubricants ... | 19 | 12 11 | 15 |
| Other Stores, including Clothing ... | 24 | 15 4 | 26 |
| Miscellaneous ... | | | 2 |
| | | 950 3 0 | 1,100 |
| Diesel Engine Working— | | | |
| Wages ... | 59 | 9 2 | ... |
| Diesel Oil ... | 35 | 17 2 | ... |
| Lubricants ... | 4 | 7 6 | ... |
| Miscellaneous ... | 131 | 15 10 | ... |
| | | 231 9 8 | ... |
| | | 1,209 4 4 | 1,128 |
| Deduct—Engine Power ... | | 4 5 0 | ... |
| Total ... | £ | 1,204 19 4 | 1,128 |

| | 1929. | | 1929. |
|---|-------|---------|-------|
| | £ s d | £ s d | |
| Salaries and Wages— | | | £ |
| Superintendence ... | 20 | 0 0 | 20 |
| Station Masters and Clerks ... | 288 | 9 3 | 301 |
| Ticket Collectors, Porters, etc. ... | 200 | 16 0 | 253 |
| Guards ... | 196 | 18 5 | 210 |
| | | 706 3 8 | 784 |
| Fuel, Lighting, Water and General Stores | 5 | 8 4 | 12 |
| Clothing ... | 6 | 5 0 | 8 |
| Printing, Advertising, Stationery, Stamps and Tickets ... | 12 | 7 3 | 61 |
| Wagon Covers, etc. ... | 1 | 3 6 | ... |
| Expenses of Joint Stations and Junctions | | | ... |
| Cleansing, Lubricating and Lighting of Vehicles ... | 30 | 1 10 | 29 |
| Railway Clearing House Expenses ... | 31 | 13 2 | 43 |
| Miscellaneous Expenses ... | 30 | 18 9 | 34 |
| Total ... | £ | 824 1 6 | 971 |

ABSTRACT E.—GENERAL CHARGES.

ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

| | Year 1929. | | |
|---|------------|---------|-----|
| | £ s d | £ | |
| Auditors and Public Accountants ... | 10 | 0 0 | 10 |
| Salaries of Secretary, General Manager, Accountant and Clerks ... | 152 | 5 0 | 150 |
| Office Expenses do. do. ... | 21 | 3 10 | 22 |
| Fire Insurance ... | 18 | 8 3 | 18 |
| Subscriptions and Donations ... | 10 | 10 0 | ... |
| Miscellaneous Expenses ... | 2 | 15 0 | 2 |
| Total ... | £ | 215 0 1 | 202 |

| | Year 1929. | | |
|---|------------|---------|-----|
| | £ s d | £ | |
| Amounts paid for Hired Cartage ... | 63 | 10 9 | ... |
| Total ... | £ | 63 10 9 | ... |
| Amount charged to Passenger Train Traffic ... | 3 | 3 6 | ... |
| Amount charged to Goods Traffic ... | 60 | 7 3 | ... |

ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS AND WHARVES.

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT.

(Not applicable to this Company.)

Dr

No. 18.—GENERAL BALANCE SHEET.

Cr.

| | Year 1929. | | | Year 1929. | |
|--|------------|------------|-------|------------|---|
| | £ s d | £ | | £ s d | £ |
| To Capital Account—Balance at Credit thereof, as per Account No. 4 ... | 958 | 9 10 | 958 | | |
| Unpaid Interest and Dividends ... | 31 | 8 11 | 31 | | |
| Amount due to Railway Companies ... | 2,581 | 0 2 | 1,209 | | |
| Amount due Railway Clearing Houses | 293 | 14 11 | 194 | | |
| Accounts payable ... | 124 | 5 3 | 109 | | |
| Liabilities accrued ... | 217 | 19 4 | 218 | | |
| Miscellaneous Accounts ... | 160 | 12 0 | 160 | | |
| | £ | 4,367 10 5 | 2,879 | | |
| By Cash at Bankers and on hand ... | 113 | 16 1 | 300 | | |
| Stock of Stores and Materials ... | 283 | 11 6 | 209 | | |
| Outstanding Traffic Accounts ... | 120 | 13 9 | 120 | | |
| Amount due by Postmaster-General ... | 36 | 0 0 | 36 | | |
| High Court of Justice, I.F.S. | | | | | |
| Chancery Division ... | 52 | 7 11 | 52 | | |
| Miscellaneous Accounts ... | 725 | 5 3 | 371 | | |
| Revenue Account—Balance at Debit thereof, as per Account No. 9 ... | 3,035 | 15 11 | 1,791 | | |
| | £ | 4,367 10 5 | 2,879 | | |

PART II.

STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A.)—MILEAGE OF LINES OPEN FOR TRAFFIC.

| | RUNNING LINES. | | | | | | | Sidings reduced to Single Track. | Total of Single Track, including Sidings. | 1929 | |
|---|------------------------------|---------------|--------------|---------------|---|--|--------|----------------------------------|---|--------|--|
| | Length of Road. First Track. | Second Track. | Third Track. | Fourth Track. | Over four Tracks (reduced to Single Track). | Total Miles (reduced to Single Track). | M. Ch. | | | M. Ch. | Total of Single Track including Sidings. |
| | | | | | | | | | | | M. Ch. | M. Ch. |
| Lines Owned by the Company— Main and Principal Lines | ... | ... | ... | ... | ... | ... | 7 12 | 0 6 | 7 18 | 7 18 | |
| Total | 7 12 | ... | ... | ... | ... | ... | 7 12 | 0 6 | 7 18 | 7 18 | |
| Year 1929 | 7 12 | ... | ... | ... | ... | ... | 7 12 | 0 6 | 7 18 | 7 18 | |

(B.)—MILEAGE OF LINES AUTHORISED BUT NOT OPEN FOR TRAFFIC.

(Not applicable to this Company.)

(C.)—MILEAGE OF LINES RUN OVER BY THE COMPANY'S ENGINES.

| | 1929 | |
|-------|----------------------------|--------|
| | M. Ch. | M. Ch. |
| | Lines owned by the Company | 7 12 | 7 12 |
| Total | 7 12 | 7 12 |

II.—ROLLING STOCK.

(A.)—STEAM LOCOMOTIVES AND TENDERS.

| Description. | Number. | 1929 |
|---------------|---------|---------|
| | | Number. |
| Tank Engines— | | |
| 2 6 0 ... | 1 | 1 |
| 0 4 4 ... | 1 | 1 |
| 2 4 0 ... | 1 | 1 |
| | 3 | 3 |

(B.)—RAIL MOTOR VEHICLES.

(C.)—TRAINS WORKED BY ELECTRIC POWER.

(Not applicable to this Company.)

(D.)—COACHING VEHICLES (OTHER THAN ELECTRIC).

| Description. | Number | Seats. | | | Year 1929. | |
|---------------------------------|--------|------------|------------|--------|------------|---------------|
| | | 1st Class. | 3rd Class. | Total. | Number | Seats. Total. |
| PASSENGER CARRIAGES. | | | | | | |
| Carriages of uniform Class | 3 | 26 | 74 | 100 | 3 | 100 |
| Composite Carriages... | 2 | 14 | 38 | 52 | 2 | 52 |
| Total Passenger Carriages | 5 | 40 | 112 | 152 | 5 | 152 |
| OTHER COACHING VEHICLES. | | | | | | |
| Luggage, Parcel, and Brake Vans | 2 | | | | 2 | |
| Total other Coaching Vehicles | 2 | | | | 2 | |
| Total Coaching Vehicles | 7 | | | | 7 | |

(E.)—MERCHANDISE AND MINERAL VEHICLES.

| Description. | Year 1929 | |
|---------------------------|-----------|--------|
| | Number | Number |
| Open Wagons— | | |
| Under 8 tons | 7 | 7 |
| Over 12 and up to 20 tons | 2 | 2 |
| Covered Wagons— | | |
| Under 8 tons | 19 | 19 |
| Cattle Trucks | 1 | 1 |
| Total | 29 | 29 |

(F.)—RAILWAY SERVICE VEHICLES AND HORSES FOR SHUNTING.

(Not applicable to this Company.)

III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS AND IN THE CONVEYANCE OF PASSENGERS.

IV.—STEAMBOATS.

V.—CANALS.

VI.—DOCKS, HARBOURS, AND WHARVES.

VII.—HOTELS.

(Not applicable to this Company.)

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

| Land. | | | | | | | | Acreage. | 1929. Acreage. |
|--|--|--|--|--|--|--|--|----------|-------------------|
| Agricultural Land | | | | | | | | ... | ... |
| Urban and Suburban Land | | | | | | | | ... | ... |
| Houses. | | | | | | | | Number. | 1929. Number. |
| Labouring Class Dwellings | | | | | | | | ... | ... |
| Houses and Cottages for Company's Servants | | | | | | | | 1 | 1 |
| Other Houses and Cottages | | | | | | | | ... | ... |

IX.—OTHER INDUSTRIES.
(Not applicable to this Company.)

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS. (ABSTRACT A.)

| | | | | | | | | 1929. | |
|---|--|--|--|--|--|--|--|-----------|-----------|
| Quantities of Principal Materials used— | | | | | | | | | |
| Ballast | | | | | | | | 80 Tons | 40 Tons |
| Fencing | | | | | | | | ... | ... |
| Rails | | | | | | | | ... | 218 Yards |
| Sleepers | | | | | | | | 1,800 No. | 2,200 No. |
| Miles Maintained— | | | | | | | | M. Ch. | M. Ch. |
| Miles of Road | | | | | | | | 7 6 | 7 6 |
| Miles of Road reduced to Single Track— | | | | | | | | | |
| (a) Running Lines | | | | | | | | 7 12 | 7 12 |
| (b) Sidings | | | | | | | | 0 6 | 0 6 |
| Miles of Track renewed | | | | | | | | ... | ... |

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK. (ABSTRACT B.)

| | | | | | In Company's Workshops. | By Contract. | Total. | 1929. Total. |
|---|--|--|--|--|-------------------------------|-----------------|--------|-----------------|
| Locomotives Renewed | | | | | ... | ... | ... | ... |
| Locomotives Repaired— | | | | | | | | |
| Heavy Repairs | | | | | ... | ... | ... | 3 |
| Light " | | | | | 3 | ... | 3 | ... |
| Locomotives under or awaiting Repair at end of year | | | | | ... | ... | ... | ... |
| Coaching Vehicles— | | | | | | | | |
| Carriages Renewed | | | | | ... | ... | ... | ... |
| Carriages Repaired— | | | | | | | | |
| Heavy Repairs | | | | | 1 | ... | 1 | ... |
| Light " | | | | | ... | ... | ... | 5 |
| Carriages under or awaiting Repair at end of year | | | | | 1 | ... | 1 | ... |
| Others Renewed | | | | | ... | ... | ... | ... |
| Others Repaired— | | | | | | | | |
| Heavy Repairs | | | | | ... | ... | ... | ... |
| Light " | | | | | ... | ... | ... | ... |
| Others under or awaiting Repairs at end of year | | | | | ... | ... | ... | ... |
| Wagons Renewed | | | | | ... | ... | ... | ... |
| Wagons Repaired— | | | | | | | | |
| Heavy Repairs | | | | | ... | ... | ... | 1 |
| Light " | | | | | 20 | ... | 20 | 28 |
| Wagons under or awaiting Repairs at end of year | | | | | ... | ... | ... | 1 |

Castlederg and Victoria Bridge Tramway Company.

J. DAVIDSON,
SECRETARY.

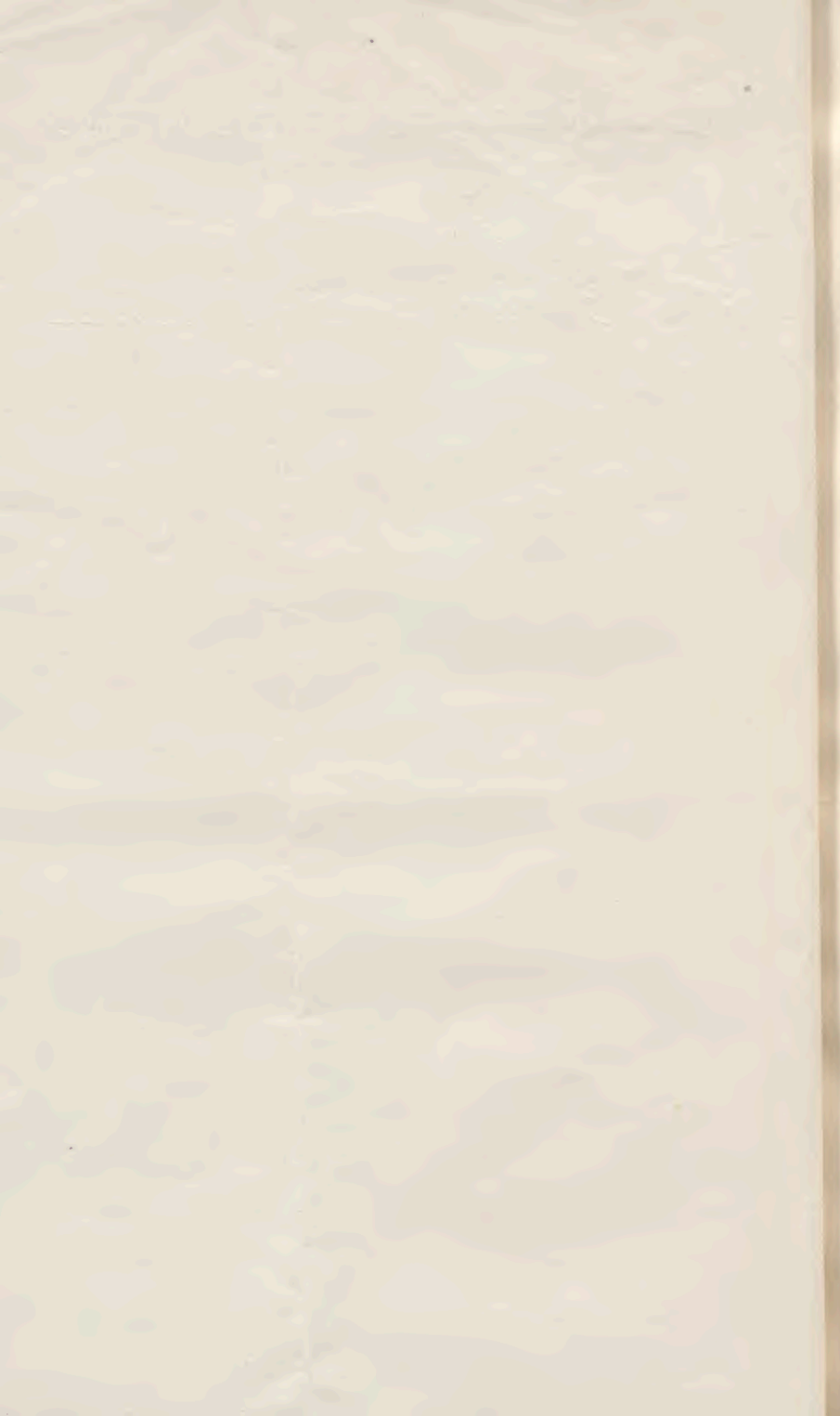
Secretary's Office,
Castlederg, 25th March 1931

TELEGRAMS:
"TRAMWAY, CASTLEDERG."

With Secretary's Compliments.

H. C. Coe Esq

Secretary's Office
Great Southern Railways
Kingsbridge Station
Dublin.



XII.—ENGINE MILEAGE.

| | 1929. | | | | | | | | | | | | | | | | | | | | | | | |
|--|----------------------------------|--------|--------|-----------|---|--------|-----------|--------|--------------------|-----------|---|--------|---------------------------|--------|--|-----------|--------------------|--------|---|--------|---------------------------|-----------|--------|--------|
| | Train Miles. (Loaded Trains.) | | | | Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.) | | | | Shunting Miles. | | Other Miles, (Assist- ing, Light, &c.) | | TOTAL ENGINE MILES. | | Train Miles (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.) | | Shunting Miles. | | Other Miles, (Assist- ing, Light, &c.) | | TOTAL ENGINE MILES. | | | |
| | Coaching. | Goods. | Total. | Coaching. | Goods. | Total. | Coaching. | Goods. | Total. | Coaching. | Goods. | Total. | Coaching. | Goods. | Total. | Coaching. | Goods. | Total. | Coaching. | Goods. | Total. | Coaching. | Goods. | Total. |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| A.—MILES RUN IN RELATION TO THE COMPANY'S RECEIPTS— Over the Company's System by the Company's Engines ... | 15,265 | 7,705 | 22,970 | 15,265 | 7,705 | 22,970 | — | 2,127 | 56 | 25,153 | 13,893 | 9,480 | 23,373 | — | 2,346 | — | 25,719 | 13,893 | 9,480 | 23,373 | — | 2,346 | — | 25,719 |
| TOTAL ... | 15,265 | 7,705 | 22,970 | 15,265 | 7,705 | 22,970 | — | 2,127 | 56 | 25,153 | 13,893 | 9,480 | 23,373 | — | 2,346 | — | 25,719 | 13,893 | 9,480 | 23,373 | — | 2,346 | — | 25,719 |
| B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE— By the Company's Engines over Lines owned, leased, or worked by the Company ... | 15,265 | 7,705 | 22,970 | 15,265 | 7,705 | 22,970 | — | 2,127 | 56 | 25,153 | 13,893 | 9,480 | 23,373 | — | 2,346 | — | 25,719 | 13,893 | 9,480 | 23,373 | — | 2,346 | — | 25,719 |
| TOTAL ... | 15,265 | 7,705 | 22,970 | 15,265 | 7,705 | 22,970 | — | 2,127 | 56 | 25,153 | 13,893 | 9,480 | 23,373 | — | 2,346 | — | 25,719 | 13,893 | 9,480 | 23,373 | — | 2,346 | — | 25,719 |
| C.—MILES RUN BY THE COMPANY'S ENGINES | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Steam Engine— Over Lines owned, leased, or worked by the Company ... | 13,741 | 6,181 | 19,922 | 13,741 | 6,181 | 19,922 | — | 1,992 | 56 | 21,970 | 13,893 | 9,480 | 23,373 | — | 2,346 | — | 25,719 | 13,893 | 9,480 | 23,373 | — | 2,346 | — | 25,719 |
| 2. Diesel Engine— Over Lines owned, leased, or worked by the Company ... | 1,524 | 1,524 | 3,048 | 1,524 | 1,524 | 3,048 | — | 135 | — | 3,183 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| TOTAL ... | 15,265 | 7,705 | 22,970 | 15,265 | 7,705 | 22,970 | — | 2,127 | 56 | 25,153 | 13,893 | 9,480 | 23,373 | — | 2,346 | — | 25,719 | 13,893 | 9,480 | 23,373 | — | 2,346 | — | 25,719 |

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

| Class of Passengers. | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Company's System. | Year 1929. | | | |
|----------------------|---------|-----------|-----------------------------|---|------------|-----------|-----------------------------|---|
| | | | | | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Company's System. |
| | | £ | d | | | £ | d | |
| Ordinary— | | | | | | | | |
| 1st Class ... | 33 | 3 | 21·82 | 8 | 85 | 7 | 19·77 | 28 |
| 3rd „ ... | 15,182 | 667 | 10·54 | 13,709 | 17,769 | 756 | 10·21 | 15,923 |
| Workmen ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Total ... | 15,215 | 670 | 10·56 | 13,717 | 17,854 | 763 | 10·26 | 15,952 |
| Season— | | | s d | | | | s d | |
| 1st Class ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 3rd „ ... | 15 | 12 | 16 0 | 12 | 27 | 22 | 16 4 | 27 |

XIV.—GOODS TRAFFIC AND RECEIPTS.

| | Tonnage. | Receipts. | Average Receipt per Ton. | Tonnage originating on the Company's System. | Year 1929. | | | |
|-----------------------------|----------|-----------|--------------------------|--|------------|-----------|--------------------------|--|
| | | | | | Tonnage. | Receipts. | Average Receipt per Ton. | Tonnage originating on the Company's System. |
| | Tons. | £ | s d | Tons. | Tons. | £ | s d | Tons. |
| Merchandise ... | 4,542 | 1,133 | 4 11·86 | 1,475 | 6,633 | 1,820 | 5 5·85 | 2,366 |
| Coal, Coke, and Patent Fuel | 2,087 | 381 | 3 7·81 | 41 | 2,527 | 474 | 3 9·02 | 14 |
| Other Minerals ... | 276 | 37 | 2 8·26 | 101 | 645 | 94 | 2 10·98 | 208 |
| Total ... | 6,905 | 1,551 | 4 5·90 | 1,617 | 9,805 | 2,388 | 4 10·45 | 2,588 |
| | Number. | | | Number originating on the Company's System. | Number. | | | Number originating on the Company's System. |
| Live Stock ... | 5,943 | 249 | | 5,927 | 6,999 | 304 | ... | 6,976 |

XV. (A.)—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

| Originating on the Company's System. | 1930. Tons. | 1929. Tons. |
|--------------------------------------|----------------|----------------|
| Minerals— | | |
| Brick, etc. ... | 9 | ... |
| Oxide of Iron ... | ... | ... |
| Lime ... | ... | ... |
| Sand ... | 74 | 185 |
| Merchandise— | | |
| Pigs, dead ... | 202 | 333 |
| Eggs and Butter ... | 205 | 248 |
| Grain ... | 195 | 612 |
| Potatoes ... | 434 | 787 |
| | 1,119 | 2,165 |

XV. (B.)—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

| Originating on the Company's System. | 1930. | 1929. |
|--------------------------------------|-------|-------|
| Horses ... | ... | ... |
| Cattle ... | 1,980 | 2,129 |
| Calves ... | 955 | 1,297 |
| Sheep ... | 2,652 | 3,287 |
| Pigs ... | 340 | 263 |
| Miscellaneous ... | ... | ... |
| Total ... | 5,927 | 6,976 |

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEAR.

| | 1925. | 1926. | 1927. | 1928. | 1929. | 1930. |
|--|---------|---------|---------|-----------|-----------|-----------|
| | £ | £ | £ | £ | £ | £ |
| Total Expenditure on Capital Account (No. 4) ... | 25,122 | 25,122 | 25,122 | 25,122 | 25,122 | 25,122 |
| Gross Receipts from businesses carried on by the Company (No. 8) ... | 4,499 | 3,805 | 3,957 | 4,273 | 3,750 | 2,619 |
| Revenue Expenditure on ditto (No. 8) ... | 4,900 | 4,233 | 3,959 | 5,520 | 4,426 | 3,874 |
| Net Receipts on ditto (No. 8) ... | Dr. 401 | Dr. 428 | Dr. 2 | Dr. 1,247 | Dr. 676 | Dr. 1,255 |
| Miscellaneous Receipts (Net) (No. 8) ... | 665 | 21 | 8 | 7 | 15 | 10 |
| Total Net Income (No. 8) ... | 264 | Dr. 407 | 6 | Dr. 1,240 | Dr. 661 | Dr. 1,245 |
| Interest, Rentals, and other Fixed Charges (No. 9) ... | 230 | 233 | 229 | 260 | ... | ... |
| Dividends on Guaranteed and Preference Stocks (No. 9) ... | ... | ... | ... | ... | ... | ... |
| Balance after payment of Preference Dividends (No. 9) ... | 34 | Dr. 640 | Dr. 223 | Dr. 1,500 | Dr. 661 | Dr. 1,245 |
| Dividend on Ordinary Stock (No. 9) ... | ... | ... | ... | ... | ... | ... |
| Rate per cent. ... | ... | ... | ... | ... | ... | ... |
| Surplus (+), Deficit (-) ... | + 34 | - 640 | - 223 | - 1,500 | - 661 | - 1,245 |
| Appropriation from Reserve ... | ... | 261 | 239 | ... | ... | ... |
| Brought forward from previous years ... | 699 | 733 | 354 | 370 | Dr. 1,130 | Dr. 1,791 |
| Carried forward to subsequent years ... | 733 | 354 | 370 | Dr. 1,130 | Dr. 1,791 | Dr. 3,036 |

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, and other Works have, during the past Year, been maintained in good working condition and repair.

THOS. SMITH, *Engineer.*

31st December, 1930.

CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certify that the whole of the Company's Plant, Engines, Carriages, Wagons, Machinery, and Tools have, during the past Year, been maintained in good working order and repair.

GEO. H. POLLARD, *Loco. Supt.*

31st December, 1930.

(Signed for the Board of Directors)

W. F. HENDERSON, *Chairman of the Company.*
 W. J. DAVIDSON, *Secretary of the Company.*

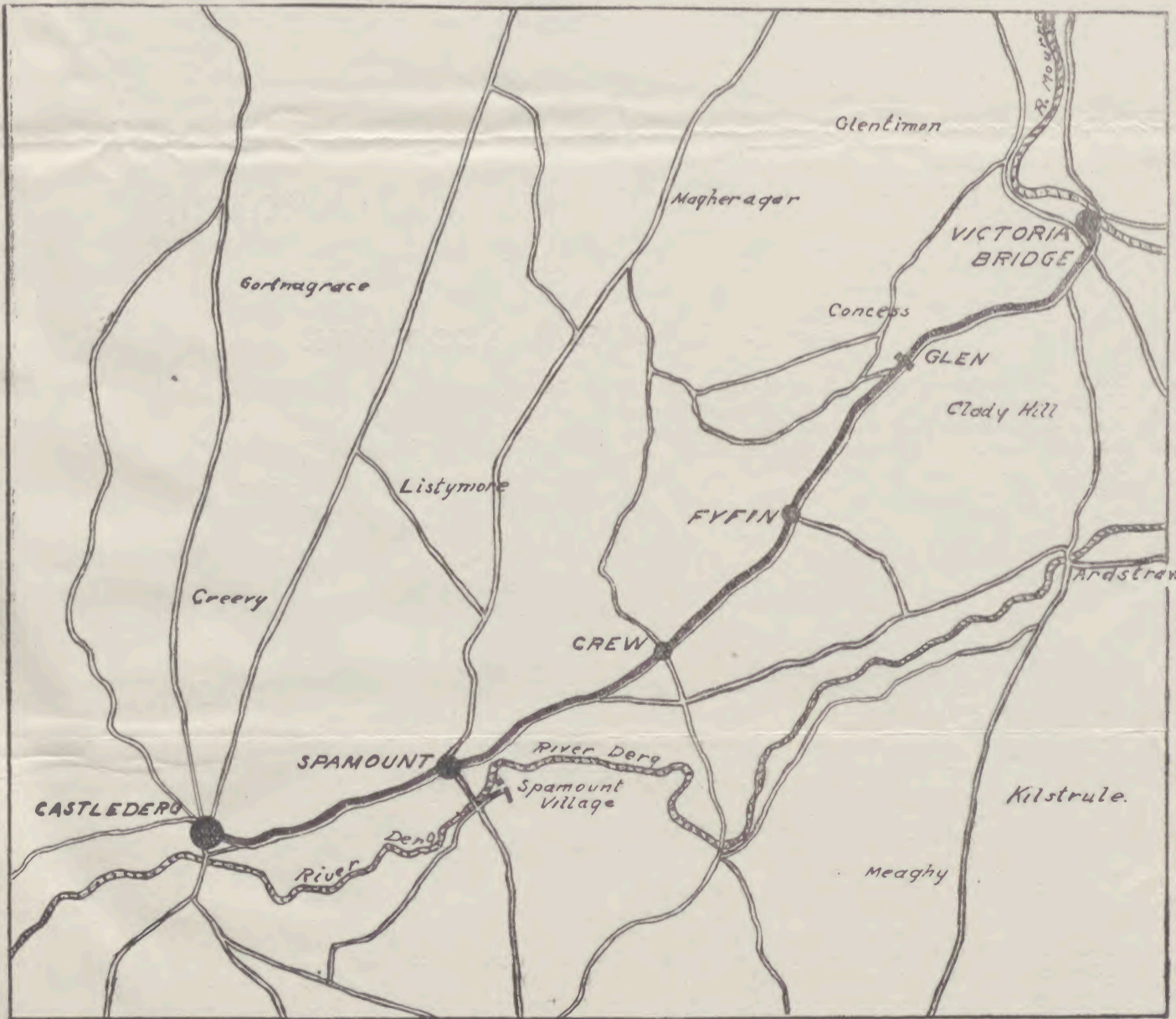
AUDITORS' CERTIFICATE.

We have examined the foregoing Accounts, have compared them with the Books of the Company, and certify that they contain a full and true statement of the financial condition of the Company.

R. A. SCOTT,
 GEO. F. MOORE, } *Auditors.*

Castleberg,
 27th January, 1931.

MAP—CASTLEBERG AND VICTORIA BRIDGE TRAMWAY.



Report of the Directors

— AND —

Statement of Accounts

31st DECEMBER, 1930.

NOTICE IS HEREBY GIVEN that the next Annual General Meeting of the Proprietors of the Castlederg and Victoria Bridge Tramway Company will be held at the Offices of the Company, Castlederg, on MONDAY, the 16th day of FEBRUARY, 1931, at 12.45 p.m., to receive a Report from the Directors and Statement of Accounts for the year ended 31st December, 1930; for the election of Directors and an Auditor; and for the transaction of the General Business of the Company.

Dated this 19th day of January, 1931.

W. J. DAVIDSON,

Secretary.

Index of Accounts and Returns applicable to this Company.

Part I.—FINANCIAL ACCOUNTS.

| | PAGE |
|--|------|
| No. 1 (a)—Nominal Capital authorised, and created by the Company | 2 |
| No. 2—Share Capital and Stock created, as per Statement No. 1 (a), showing the proportion issued | 2 |
| No. 3—Capital raised by Loans and Debenture Stocks | 2 |
| No. 4—Receipts and Expenditure on Capital Account | 3 |
| No. 7—Capital Powers and other Assets available to meet further Expenditure on Capital Account | 3 |
| No. 8—Revenue Receipts and Expenditure of the whole undertaking | 3 |
| No. 9—Proposed Appropriation of Net Income | 3 |
| No. 10—Receipts and Expenditure in respect of Railway working | 4 |
| ABSTRACT A.—Maintenance and Renewal of Way and Works | 5 |
| ABSTRACT B.—Maintenance and Renewal of Rolling Stock— | |
| (1) Locomotives. (2) Carriages. (3) Wagons | 5 |
| ABSTRACT C.—Locomotive Running Expenses | 6 |
| ABSTRACT D.—Traffic Expenses | 6 |
| ABSTRACT E.—General Charges | 6 |
| ABSTRACT F.—Expenses of Collection and Delivery of Parcels and Goods | 6 |
| No. 18—General Balance Sheet | 6 |

Part II.—STATISTICAL RETURNS.

| | |
|--|----|
| I.—Mileage of Lines— | |
| (A) Mileage of Lines open for Traffic | 7 |
| (C) Mileage of Lines run over by the Company's Engines | 7 |
| II.—Rolling Stock— | |
| (A) Steam Locomotives and Tenders | 7 |
| (D) Coaching Vehicles (other than Electric) | 7 |
| (E) Merchandise and Mineral Vehicles | 7 |
| VIII.—Land, Property, &c., not forming part of the Railway or Stations | 8 |
| X.—Maintenance and Renewal of Way and Works (Abstract A) | 8 |
| XI.—Maintenance and Renewal of Rolling Stock (Abstract B) | 8 |
| XII.—Engine Mileage | 9 |
| XIII.—Passenger Traffic and Receipts | 10 |
| XIV.—Goods Traffic and Receipts | 10 |
| XV. (A).—Tonnage of the Principle Classes of Minerals and Merchandise carried by Goods Trains | 10 |
| XV. (B).—Number of Live Stock carried by Goods Trains | 10 |
| XVI.—Summary of Financial Results secured in comparison with those for past years | 10 |
| Certificates of the Responsible Officers as to the Upkeep of the whole of the Company's Property | 11 |
| Auditors' Certificate | 11 |
| Map | 11 |

CLOGHER VALLEY RAILWAY (Committee of Management), 1928.

FINANCIAL ACCOUNTS and STATISTICAL RETURNS for the YEAR ENDED
30th SEPTEMBER, 1930.

PART I. FINANCIAL ACCOUNTS.

- The following Accounts and Abstracts are not applicable to this Committee :—
- No. 1.—(b) Nominal Capital authorised, and created by the Committee Jointly with some other Company.
 - No. 1.—(c) Nominal Capital authorised, and created by some other Company on which the Committee either jointly or separately guarantees fixed Dividends.
 - No. 4.—(a) Subscriptions to other Companies.
 - No. 5. Details of Capital Expenditure for year ended 30th September, 1930.
 - No. 6. Estimate of further expenditure on Capital Account.
 - No. 7. Capital Powers and other Assets available to meet further expenditure on Capital Account.
 - No. 9.—(a) Statement of Interim Dividends paid.
 - No. 10. Abstract G—Running Powers—Receipts and Payments in respect of Running Power Expenses.
Abstract H—Mileage, Demurrage, and Wagon Hire.
Abstract J—Jointly Owned and Jointly Leased Lines—Receipts and Expenditure.
 - No. 11. Receipts and Expenditure in respect of Omnibuses and other Passenger Vehicles not running on the Railway.
 - No. 12. Receipts and Expenditure in respect of Steamboats.
 - No. 13. Receipts and Expenditure in respect of Canals.
 - No. 14. Receipts and Expenditure in respect of Docks, Harbours and Wharves.
 - No. 15. Receipts and Expenditure in respect of Hotels and Refreshment Rooms and Cars where Catering is carried on by the Committee.
 - No. 16. Receipts and Expenditure in respect of other Separate Business carried on by the Committee.
 - No. 17. Electric Power and Light Account

No. 1 (a).—NOMINAL CAPITAL AUTHORISED, AND CREATED.

No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a). SHOWING THE PROPORTION RECEIVED.

No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

| To Expenditure. | Amount expended to 30th September, 1929. | | Amount expended during Year, as per No. 5. | | Total. | |
|--|--|-------|--|-------|---------|-------|
| | £ | s. d. | £ | s. d. | £ | s. d. |
| Lines open for Traffic | 113,636 | 18 6 | | | 113,636 | 18 6 |
| Lines not open for Traffic— New Lines | | | | | | |
| Widenings of and additions to existing Lines | | | | | | |
| Rolling Stock | 19,148 | 18 0 | | | 19,148 | 18 0 |
| Manufacturing and Repairing Works and Plant— Land and Buildings | 810 | 0 0 | | | 810 | 0 0 |
| Plant and Machinery | 1,010 | 0 0 | | | 1,010 | 0 0 |
| Total Capital expended upon Railway | 134,605 | 16 6 | | | 134,605 | 16 6 |
| Special Items | 70 | 14 6 | | | 70 | 14 6 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| TOTAL EXPENDITURE | 134,676 | 11 0 | | | 134,676 | 11 0 |
| | | | | | | |
| | | | | | | |
| TOTAL | | | | | 134,676 | 11 0 |

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

| See Statement. | | Gross Receipts. | Expenditure. | Net Receipts. | Year 1929 | | |
|----------------|---|-----------------|--------------|-----------------------|-----------------|--------------|------------------|
| | | | | | Gross Receipts. | Expenditure. | Net Receipts |
| | | £ s. d. | £ s. d. | £ s. d. | £ | £ | £ |
| 10 | Railway | 10,787 7 4 | 15,198 19 0 | Deficit 4,411 11 8 | 10,036 | 15,286 | Deficit 5,250 |
| | Miscellaneous Receipts (Net)— | | | | | | |
| | Rents from Houses and Lands | | £155 14 8 | .. | | | 153 |
| | Other Rents, including lump-sum tolls | | 19 7 9 | .. | | | 28 |
| | General Interest | | | | | | .. |
| | Special Items | | 10 10 0 | | | | 5 |
| | | | | 185 12 5 | | | 186 |
| | | | | 4,225 19 3 | | | 5,064 |
| | Contributions from County Councils of Tyrone and Fermanagh— | | | | | | |
| | For half-year ended 31st March, 1930 | | £2,872 3 3 | .. | | | 3,136 |
| | For half-year ended 30th September, 1930 | | 1,398 0 6 | .. | | | 2,044 |
| | | | | 4,270 3 9 | | | 5,180 |
| | Total Net Income | | | 44 4 6 | | | 116 |

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

| | | | | | | | | Year 1929. | |
|---|--|--|--|-------|--|--|--|------------|-----|
| | | | | | | | | £ s. d. | £ |
| Balance brought forward from last year's account | | | | | | | | .. | .. |
| Net Income (as per Statement No. 8) | | | | | | | | 44 4 6 | 116 |
| Appropriation from Reserve | | | | | | | | .. | .. |
| | | | | TOTAL | | | | 44 4 6 | 116 |
| Deduct—Interest Rentals and other Fixed Charges— | | | | | | | | | |
| Chief Rents, Wayleaves, &c., including lump-sum tolls | | | | | | | | £2 0 0 | 2 |
| General Interest | | | | | | | | 42 4 6 | 114 |
| | | | | | | | | 44 4 6 | 116 |
| TOTAL | | | | | | | | Nil | Nil |

| To Expenditure. | | Year | | Percentage of Traffic Receipts. | | By Gross Receipts. | | Year | | Percentage of Traffic Receipts. | | |
|--|--------|------|------|---------------------------------|--------|--------------------|--------|------|------|---------------------------------|-----------|-----------|
| | | 1929 | 1930 | 1929 | 1930 | | | 1929 | 1930 | 1929 | 1930 | |
| <i>See Abstracts</i> | | £ | s. | d. | £ | s. | d. | £ | s. | d. | Per Cent. | Per Cent. |
| A—Maintenance and Renewal of Ways and Works .. | 3,516 | 1 | 8 | 3,610 | 32.69 | 36.09 | 1,684 | 6 | 8 | 1,867 | | |
| B—Maintenance and Renewal of Rolling Stock— | | | | | | | | | | | | |
| (1) Locomotives .. | £ | s. | d. | 1,298 | | | | | | | | |
| (2) Carriages .. | 446 | 19 | 1 | 525 | | | | | | | | |
| (3) Wagons .. | 575 | 2 | 5 | 605 | | | | | | | | |
| C.—Locomotive Running Expenses .. | 2,324 | 0 | 11 | 2,428 | 21.61 | 24.28 | 11 | 10 | 0 | 9 | | |
| D.—Traffic Expenses .. | 3,506 | 19 | 8 | 3,585 | | | | | | | | |
| E—General Charges .. | 7,974 | 13 | 7 | 7,723 | 74.13 | 77.21 | 1,695 | 16 | 8 | 1,876 | | |
| Law Charges .. | 975 | 18 | 3 | 1,110 | 9.07 | 11.09 | 175 | 0 | 0 | 175 | | |
| Parliamentary Expenses .. | 8 | | | 8 | | .08 | | | | | | |
| Compensation (Accidents and Losses)— | | | | | | | | | | | | |
| Passengers .. | £ | s. | d. | 19 | | | | | | | | |
| Workmen .. | 45 | 2 | 6 | 113 | | | | | | | | |
| Damage and Loss of Goods, Property, etc. . . | 4 | 3 | 3 | 13 | | | | | | | | |
| Rates and Taxes .. | 22 | 15 | 8 | 145 | .67 | 1.45 | 1,075 | 14 | 5 | 1,263 | | |
| Payments under National Insurance Act, 1911— | | | | | | | | | | | | |
| Health .. | 72 | 1 | 5 | 97 | 1.36 | .97 | 2,946 | 11 | 1 | 3,314 | 27.39 | 33.13 |
| Unemployment .. | 146 | 8 | 6 | 136 | | | | | | | | |
| | 54 | 14 | 8 | 29 | | | | | | | | |
| Total Traffic Receipts .. | 189 | 14 | 8 | 165 | 1.76 | 1.65 | 7,810 | 19 | 3 | 6,689 | 72.61 | 66.87 |
| Miscellaneous .. | | | | | | | | | | | | |
| Loss on Railway Working .. | | | | | | | | | | | | |
| Total Expenditure .. | 15,198 | 19 | 0 | 15,286 | 141.29 | 152.82 | 10,757 | 10 | 4 | 10,003 | 100 | 100 |
| | | | | | | | 29 | 17 | 0 | 33 | | |
| | | | | | | | 10,787 | 7 | 4 | 10,036 | | |
| | | | | | | | 4,411 | 11 | 8 | 5,250 | | |
| | | | | | | | 15,198 | 19 | 0 | 15,286 | | |

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

| | £ | s. | d. | £ | s. | d. | Year 1929 |
|---|-------|----|----|---|----|----|-----------|
| Superintendence— | | | | | | | £ |
| Salaries | 135 | 16 | 7 | | | | 174 |
| Office Expenses, etc. | 7 | 17 | 6 | | | | 11 |
| | | | | | | | 185 |
| Maintenance of Roads, Bridges, and Works— | | | | | | | .. |
| Earthworks | | | | | | | .. |
| Bridges, Tunnels, Culverts, Retaining Walls and other Works | | | | | | | .. |
| Roads and Fences | 119 | 9 | 5 | | | | 105 |
| | | | | | | | 105 |
| Repair of Running Lines and Sidings— | | | | | | | |
| Wages | 1,913 | 3 | 5 | | | | 2,055 |
| Materials | 1,196 | 19 | 3 | | | | 1,048 |
| Engine Power and Wagon Repairs | 10 | 8 | 8 | | | | 49 |
| | | | | | | | 3,152 |
| Maintenance of Signalling | | | | | | | 11 |
| Maintenance of Telephones | | | | | | | 26 |
| Maintenance of Stations and Buildings— | | | | | | | |
| Stations, Depots and Offices | 35 | 19 | 1 | | | | 99 |
| Engine Sheds | 12 | 1 | 4 | | | | 1 |
| Carriage Sheds | 0 | 2 | 3 | | | | 3 |
| Locomotive Workshops | 0 | 6 | 2 | | | | 2 |
| Carriage Workshops | 0 | 13 | 4 | | | | 2 |
| Wagon Workshops | 0 | 11 | 8 | | | | 6 |
| Other Buildings | 42 | 12 | 5 | | | | 18 |
| | | | | | | | 131 |
| | | | | | | | 92 6 3 |
| | | | | | | | 3,610 |
| Total | 3,516 | 1 | 8 | | | | 3,610 |

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1)—Locomotives.

| | £ | s. | d. | £ | s. | d. | Year 1929 |
|---|-------|----|----|---|----|----|------------|
| Superintendence— | | | | | | | £ |
| Salaries | 66 | 12 | 2 | | | | 85 |
| Office Expenses | 0 | 9 | 6 | | | | 1 |
| | | | | | | | 86 |
| Repairs and Partial Renewals— | | | | | | | |
| Wages | 820 | 16 | 7 | | | | 793 |
| Materials | 227 | 12 | 8 | | | | 228 |
| | | | | | | | 1,021 |
| Workshop Expenses— | | | | | | | |
| Repairs and Renewals of Machinery and Plant | 23 | 2 | 4 | | | | 32 |
| Other Expenses | 163 | 6 | 2 | | | | 159 |
| | | | | | | | 191 |
| | | | | | | | 1,301 19 5 |
| Total | 1,301 | 19 | 5 | | | | 1,298 |

(2)—Carriages.

| | £ | s. | d. | £ | s. | d. | Year 1929 |
|---|-----|----|----|---|----|----|-----------|
| Superintendence— | | | | | | | £ |
| Salaries | 66 | 12 | 3 | | | | 86 |
| Office Expenses | 0 | 4 | 8 | | | | .. |
| | | | | | | | 86 |
| Repairs and Partial Renewals— | | | | | | | |
| Wages | 207 | 13 | 11 | | | | 269 |
| Materials | 90 | 18 | 0 | | | | 39 |
| | | | | | | | 358 |
| Workshop Expenses— | | | | | | | |
| Repairs and Renewals of Machinery and Plant | 3 | 10 | 11 | | | | 3 |
| Other Expenses | 77 | 19 | 4 | | | | 78 |
| | | | | | | | 81 |
| | | | | | | | 81 10 3 |
| Total | 446 | 19 | 1 | | | | 525 |

(3)—Wagons.

| | £ | s. | d. | £ | s. | d. | Year 1929 |
|---|-----|----|----|---|----|----|-----------|
| Superintendence— | | | | | | | £ |
| Salaries | 66 | 12 | 3 | | | | 86 |
| Office Expenses | 0 | 4 | 10 | | | | .. |
| | | | | | | | 86 |
| Repairs and Partial Renewals— | | | | | | | |
| Wages | 324 | 9 | 11 | | | | 343 |
| Materials | 84 | 9 | 9 | | | | 63 |
| | | | | | | | 406 |
| Workshop Expenses— | | | | | | | |
| Repairs and Renewals of Machinery and Plant | 8 | 8 | 7 | | | | 6 |
| Other Expenses | 90 | 17 | 1 | | | | 107 |
| | | | | | | | 113 |
| | | | | | | | 99 5 8 |
| Total | 575 | 2 | 5 | | | | 605 |

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

| | £ s. d. | | Year 1929 | |
|---|---------|-------|-----------|-------|
| | £ | s. d. | £ | £ |
| Superintendence— | | | | |
| Salaries | 145 | 18 10 | | 146 |
| Office Expenses .. | 12 | 3 0 | | 6 |
| Steam Train Working— | | | 158 | 1 10 |
| Wages connected with the running of Locomotive Engines .. | 2,019 | 0 5 | | 2,001 |
| Fuel | 2,045 | 8 8 | | 1,751 |
| Water | 109 | 5 2 | | 107 |
| Lubricants | 47 | 1 5 | | 49 |
| Other Stores, including Clothing | 73 | 5 9 | | 74 |
| Miscellaneous | 15 | 10 8 | | 4 |
| | | | 4,309 | 12 1 |
| | | | | 3,986 |
| Total | | | 4,467 | 13 11 |
| | | | | 4,138 |

ABSTRACT D.—TRAFFIC EXPENSES.

| | £ s. d. | | Year 1929 | |
|---|---------|-------|-----------|-------|
| | £ | s. d. | £ | £ |
| Salaries and Wages— | | | | |
| Superintendence .. | 456 | 6 4 | | 497 |
| Stationmasters & Clerks | 1,252 | 13 9 | | 1,285 |
| Signalmen and Gatemen | 132 | 16 3 | | 124 |
| Ticket Collectors, Policemen, Porters, etc. .. | 585 | 17 9 | | 591 |
| Guards | 483 | 15 8 | | 470 |
| | | | 2,911 | 9 9 |
| | | | | 2,967 |
| Fuel Lighting, Water and General Stores | 130 | 19 4 | | 150 |
| Clothing | 36 | 16 4 | | 48 |
| Printing, Advertising, Stationery | | | | |
| Stamps and Tickets | 114 | 17 10 | | 142 |
| Wagon Covers, etc. | 5 | 1 10 | | 4 |
| Expenses of Joint Stations and Junctions | 100 | 0 0 | | 100 |
| Cleansing, Lubricating and Lighting of Vehicles | 61 | 13 5 | | 54 |
| Railway Clearing House Expenses .. | 102 | 16 3 | | 97 |
| Miscellaneous Expenses | 43 | 4 11 | | 23 |
| Total | | | 3,506 | 19 8 |
| | | | | 3,585 |

ABSTRACT E.—GENERAL CHARGES.

| | £ s. d. | | Year 1929 | |
|---|---------|-------|-----------|-------|
| | £ | s. d. | £ | £ |
| Directors' Fees | 120 | 0 0 | | 120 |
| Auditors and Public Accountants (fees, clerkage and expenses) | 55 | 12 0 | | 53 |
| Salaries of Secretary, General Manager, Accountant and Clerks | 618 | 16 0 | | 682 |
| Office Expenses, ditto, ditto | 35 | 4 7 | | 62 |
| Fire Insurance | 38 | 15 9 | | 77 |
| Miscellaneous Expenses | 107 | 9 11 | | 116 |
| Total | 975 | 18 3 | | 1,110 |

ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

| | £ s. d. | | Year 1929 | |
|---|---------|-------|-----------|-----|
| | £ | s. d. | £ | £ |
| Salaries and Wages | 47 | 10 2 | | 45 |
| Maintenance of Horses | 40 | 14 10 | | 39 |
| Maintenance of Horse Vehicles | | | | |
| Amounts Paid for Hired Cartage | 91 | 11 10 | | 38 |
| Miscellaneous | 4 | 2 10 | | |
| Total | 183 | 19 8 | | 122 |
| Amount Charged to Passenger Train Traffic | | | | |
| Amount Charged to Goods Traffic | 183 | 19 8 | | 122 |

Dr.

No. 18.—GENERAL BALANCE SHEET.

Cr.

| | £ s. d. | | Year 1929 | | | £ s. d. | | Year 1929 | |
|---|-----------|-------|-----------|---------|---|-----------|-------|-----------|---------|
| | £ | s. d. | £ | £ | | £ | s. d. | £ | £ |
| To Amount due to Bankers | 1,246 | 17 8 | | 2,908 | By Railway Property at Book value, 30th September, 1929 | 134,676 | 11 0 | | 134,677 |
| Amount due to Railway Companies and Committees | | | | | Stock of Stores and Materials | 1,792 | 5 5 | | 3,161 |
| Amount due Railway Clearing-house Irish Railways (Settlement of Claims) Act, 1921 | 683 | 3 10 | | 1,004 | Outstanding Traffic Accounts | 416 | 12 10 | | 283 |
| Accounts Payable | 105 | 16 6 | | 106 | Amount due by Railway Companies and Committees | 34 | 4 2 | | 78 |
| Liabilities Accrued | 276 | 14 1 | | 218 | Amount due by Railway Clearing-house | | | | |
| Miscellaneous Accounts | 368 | 16 4 | | 27 | Amount due by Postmaster-General | 70 | 5 2 | | 66 |
| Depreciation Funds | | | | | Accounts receivable | 761 | 4 1 | | 421 |
| Railway | 84 | 6 3 | | 84 | Miscellaneous Accounts | | | | |
| General Reserve Fund | 2,106 | 0 0 | | 2,106 | Suspense Accounts | | | | |
| Dividend Account | | | | | Amounts due by County Councils of Tyrone and Fermanagh | 1,398 | 0 6 | | 2,044 |
| Balance being Surplus of Assets over Liabilities | 134,277 | 8 6 | | 134,277 | | | | | |
| | £ 139,149 | 3 2 | | 140,730 | | £ 139,149 | 3 2 | | 140,730 |

PART II.

STATISTICAL RETURNS.

The following Returns are not applicable to this Committee :—

- No. 1.—(b) Mileage of Lines authorised but not open for Traffic
- No. 2.—(b) Rail Motor Vehicles.
- No. 2.—(c) Trains worked by Electric Power.
- No. 4. Steamboats.
- No. 5. Canals.
- No. 6. Docks, Harbours and Wharves.
- No. 7. Hotels.
- No. 9. Other Industries.

I.—MILEAGE OF LINES.

(A).—Mileage of Lines open for Traffic.

| | Running Lines. | | | | | | Sidings reduced to Single Track. | Total of Single Track, including Sidings. | Year 1929 | |
|----------------------------------|------------------------------|---------------|--------------|--------------|---|--|----------------------------------|---|-----------|--------|
| | Length of Road. First Track. | Second Track. | Third Track. | Fourth Track | Over four Tracks (reduced to Single Track.) | Total Miles (reduced to Single Track). | | | M. Ch. | M. Ch. | Total of Single Track, including Sidings. |
| Lines Owned by the Committee— | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. |
| Main and Principal Lines | 37 0 | 0 27 | .. | .. | .. | 37 27 | 3 3 | 40 30 | 40 30 | 40 30 |
| TOTAL | 37 0 | 0 27 | .. | .. | .. | 37 27 | 3 3 | 40 30 | 40 30 | 40 30 |
| do. Year 1929.. .. . | 37 0 | 0 27 | .. | .. | .. | 37 27 | 3 3 | 40 30 | 40 30 | .. |

(C).—MILEAGE OF LINES RUN OVER BY THE COMMITTEE'S ENGINES.

| | | | | | | | | | | Year 1929 | | |
|--------------------------------------|----|----|----|----|----|----|----|----|----|-----------|--------|-------|
| | | | | | | | | | | M. Ch. | M. Ch. | |
| Lines owned by the Committee | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 37 27 | 37 27 |
| TOTAL | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 37 27 | 37 27 |

II.—ROLLING STOCK.
(A.)—Steam Locomotives and Tenders.

| Description. | Number. | Year 1929 |
|---------------|---------|-----------|
| | | Number. |
| Tank Engines— | | |
| 0-4-2 | 5 | 5 |
| 0-4-4 | 1 | 1 |
| | 6 | 6 |

(D.)—Coaching Vehicles (other than Electric).

| Description. | Number | Seats or Berths. | | Year 1929 | |
|--|--------|------------------|--------|-----------|-------------------------|
| | | 3rd Class. | Total. | Number | Seats or Berths, Total. |
| PASSENGER CARRIAGES. | | | | | |
| Carriages of uniform Class | 13 | 450 | 450 | 13 | 450 |
| TOTAL | 13 | 450 | 450 | 13 | 450 |
| OTHER COACHING VEHICLES | | | | | |
| Luggage, Parcel and Brake Vans | 5 | | | 5 | |
| Horse Boxes | 2 | | | 2 | |
| Total other Coaching Vehicles | 7 | | | 7 | |
| Total Coaching Vehicles | 20 | | | 20 | |

(E.)—Merchandise and Mineral Vehicles.

| Description. | Number | Year 1929 |
|---|--------|-----------|
| | | Number |
| Open Wagons— | | |
| Under 8 tons | 41 | 41 |
| Over 12 and up to 20 tons | 2 | 2 |
| Covered Wagons— | | |
| Under 8 tons | 38 | 38 |
| Cattle Trucks | 10 | 10 |
| Rail and Timber Trucks, including Twin Trucks | 4 | 4 |
| Miscellaneous | 2 | 2 |
| TOTAL | 97 | 97 |

(F.)—Railway Service Vehicles and Horses for Shunting.

| Description. | Number. | Year 1929 |
|------------------------|---------|-----------|
| | | Number. |
| Ballast Wagons | 10 | 10 |
| TOTAL | 10 | 10 |

III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS, GOODS, AND PASSENGERS.

| Description. | Number | Year 1929 |
|--|--------|-----------|
| | | Number. |
| Goods and Parcels Road Vehicles:— | | |
| Horse wagons and carts | 2 | 2 |
| Total | 2 | 2 |
| Horses for road vehicles | 1 | 1 |

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

| Land. | | | | | | | | | | Acreage | Year 1929 Acreage |
|--|----|----|----|----|----|----|----|----|----|---------|----------------------|
| Agricultural Land | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Urban and suburban land | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Houses. | | | | | | | | | | Number | Number |
| Labouring class dwellings | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Houses and cottages for Committee's servants | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 2 |
| Other houses and cottages | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 1 |

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS. (Abstract A.)

| | | | | | | | | | | | | Year 1929 | | | |
|---|----|----|----|----|----|----|----|----|----|----|----|-------------|------------|----|-----|
| Quantities of Principal Materials used— | | | | | | | | | | | | | | | |
| Ballast | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 178 C.Yards | 622 C.Yard | | |
| Fencing | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | ¼ mile | ¼ Mile | | |
| Rails | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 74 Tons | 98 Tons | | |
| Sleepers | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3,525 | 1,768 | | |
| Miles Maintained— | | | | | | | | | | | | M. | Ch. | M. | Ch. |
| Miles of Road | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 37 | 0 | 37 | 0 |
| Miles of Road reduced to Single Track— | | | | | | | | | | | | | | | |
| (a) Running Lines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 37 | 27 | 37 | 27 |
| (b) Sidings | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | 3 | 3 | 3 |
| Miles of Track renewed | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 0 | 68 | 1 | 10 |

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK. (Abstract B.)

| | | | | | | | | In Committee's Workshops. | By Contract. | Total. | Year 1929 Total |
|---|----|----|----|----|----|----|----|---------------------------------|-----------------|--------|--------------------|
| Locomotives Renewed | .. | .. | .. | .. | .. | .. | .. | | | | |
| Locomotives Repaired— | | | | | | | | | | | |
| Heavy Repairs | .. | .. | .. | .. | .. | .. | .. | 1 | | 1 | 1 |
| Light „ | .. | .. | .. | .. | .. | .. | .. | 20 | | 20 | 19 |
| Locomotives under or awaiting Repair at end of year | .. | .. | .. | .. | .. | .. | .. | 1 | | 1 | 1 |
| Coaching Vehicles— | | | | | | | | | | | |
| (a) Carriages Renewed | .. | .. | .. | .. | .. | .. | .. | | | | |
| Carriages Repaired— | | | | | | | | | | | |
| Heavy Repairs | .. | .. | .. | .. | .. | .. | .. | 2 | | 2 | 4 |
| Light „ | .. | .. | .. | .. | .. | .. | .. | 10 | | 10 | 11 |
| Carriages under or awaiting Repair at end of year | .. | .. | .. | .. | .. | .. | .. | 1 | | 1 | — |
| (b) Others Renewed | .. | .. | .. | .. | .. | .. | .. | | | | |
| Others Repaired— | | | | | | | | | | | |
| Heavy Repairs | .. | .. | .. | .. | .. | .. | .. | — | | — | 1 |
| Light „ | .. | .. | .. | .. | .. | .. | .. | 3 | | 3 | 4 |
| Others under or awaiting Repair at end of year | .. | .. | .. | .. | .. | .. | .. | 1 | | 1 | — |
| Wagons Renewed | .. | .. | .. | .. | .. | .. | .. | | | | |
| Wagons Repaired— | | | | | | | | | | | |
| Heavy Repairs | .. | .. | .. | .. | .. | .. | .. | 18 | | 18 | 19 |
| Light „ | .. | .. | .. | .. | .. | .. | .. | 73 | | 73 | 86 |
| Wagons under or awaiting Repair at end of year | .. | .. | .. | .. | .. | .. | .. | — | | — | 2 |

XII.—ENGINE MILEAGE.

| | YEAR, 1929. | | | | | | | | | | | | | | |
|--|----------------------------------|--------|--------|-----------|---|--------|-----------|--------|--------------------|-----------|--|--------|---------------------------|--------|--------|
| | Train Miles. (Loaded Trains.) | | | | Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.) | | | | Shunting Miles. | | Other Miles (Assist- ing, Light, &c.) | | Total Engine Miles. | | |
| | Coaching. | Goods. | Total. | Coaching. | Goods. | Total. | Coaching. | Goods. | Total. | Coaching. | Goods. | Total. | Coaching. | Goods. | Total. |
| | | | | | | | | | | | | | | | |
| A.—MILES RUN IN RELATION TO THE COMMITTEE'S RECEIPTS— Over the Committee's System by the Committee's Engines | 41,997 | 41,997 | 83,994 | 41,997 | 41,997 | 83,994 | .. | 6,460 | 6,460 | .. | 5,868 | 96,322 | 42,025 | 42,026 | 84,051 |
| TOTAL | 41,997 | 41,997 | 83,994 | 41,997 | 41,997 | 83,994 | .. | 6,460 | 6,460 | .. | 5,868 | 96,322 | 42,025 | 42,026 | 84,051 |
| B.—MILES RUN IN RELATION TO THE COMMITTEE'S EXPENDITURE— By the Committee's Engines over Lines owned, leased, or worked by the Committee | 41,997 | 41,997 | 83,994 | 41,997 | 41,997 | 83,994 | .. | 6,460 | 6,460 | .. | 5,868 | 96,322 | 42,025 | 42,026 | 84,051 |
| TOTAL | 41,997 | 41,997 | 83,994 | 41,997 | 41,997 | 83,994 | .. | 6,460 | 6,460 | .. | 5,868 | 96,322 | 42,025 | 42,026 | 84,051 |
| C.—MILES RUN BY THE COMMITTEE'S ENGINES: On Lines owned, leased, or worked by the Committee | 41,997 | 41,997 | 83,994 | 41,997 | 41,997 | 83,994 | .. | 6,460 | 6,460 | .. | 5,868 | 96,322 | 42,025 | 42,026 | 84,051 |
| TOTAL | 41,997 | 41,997 | 83,994 | 41,997 | 41,997 | 83,994 | .. | 6,460 | 6,460 | .. | 5,868 | 96,322 | 42,025 | 42,026 | 84,051 |

* All Trains are mixed Passenger and Goods.

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

| Class of Passenger. | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Committee's System. | YEAR 1929 | | | |
|---------------------|---------|-----------|-----------------------------|---|-----------|-----------|----------------------------|---|
| | | | | | Number. | Receipts. | Average Fare per Passenger | Number originating on the Committee's System. |
| Ordinary— | | £ | s. d. | | | £ | s. d. | |
| 3rd Class | 54,334 | 1,684 | 0 7.44 | 51,691 | 58,712 | 1,867 | 0 7.63 | 55,782 |
| Workmen | — | — | — | — | — | — | — | — |
| TOTAL | 54,334 | 1,684 | 0 7.44 | 51,691 | 58,712 | 1,867 | 0 7.63 | 55,782 |
| Season— | | | | | | | | |
| 3rd Class | 8 | 12 | — | 8 | 4 | 9 | — | 4 |

XIV.—GOODS TRAFFIC AND RECEIPTS.

| | Tonnage. | Receipts. | Average Receipt per ton. | Tonnage originating on the Committee's System. | YEAR 1929 | | | |
|-------------------------------|----------------|------------|--------------------------|--|----------------|------------|-------------------------|--|
| | | | | | Tonnage. | Receipts | Average Receipt per ton | Tonnage originating on the Committee's System. |
| Merchandise | Tons 13,209 | £ 4,570 | s. d. 6 11.03 | Tons 3,026 | Tons 11,832 | £ 4,446 | s. d. 7 6.18 | Tons 2,674 |
| Coal, Coke and Patent Fuel .. | 3,870 | 881 | 4 6.64 | 18 | 4,342 | 1,022 | 4 8.49 | — |
| Other Minerals | 11,407 | 1,769 | 3 1.22 | 8,999 | 4,549 | 725 | 3 2.25 | 3,792 |
| TOTAL | 28,486 | 7,220 | 5 0.83 | 12,043 | 20,723 | 6,193 | 5 11.72 | 6,466 |
| | Number. | | | Number originating on the Committee's System. | Number | | | Number originating on the Committee's System. |
| Live Stock | 9,004 | 591 | — | 9,004 | 8,317 | 495 | — | 8,317 |

XV.(A).—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

| Originating on the Committee's System. | Tons. | Year, 1929 |
|--|-------|------------|
| | | Tons. |
| Minerals— | | |
| Stone | 8,748 | 3,685 |
| Merchandise— | | |
| Pigs, dead | 222 | 243 |
| Grass Seed | 315 | 333 |
| Eggs | 550 | 529 |
| Butter | 239 | 237 |
| Potatoes | — | — |
| Poultry—dead | 81 | — |
| Timber, Round | 802 | 459 |

XV. (B).—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAIN.

| Originating on the Committee's System. | Number. | Year, 1929 |
|--|---------|------------|
| | | Number. |
| Horses | 324 | 227 |
| Cattle | 4,698 | 3,593 |
| Calves | 1,075 | 917 |
| Sheep | 2,757 | 3,524 |
| Pigs | 150 | 52 |
| Miscellaneous | — | 4 |
| TOTAL | 9,004 | 8,317 |

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEAR.

| | 1926 | 1927 | 1928 | 1929 | 1930 |
|---|------------|------------|------------|------------|------------|
| | £ | £ | £ | £ | £ |
| Total Expenditure on Capital Account (No. 4) | 134,677 | 134,677 | 134,677 | 134,677 | 134,677 |
| Gross Receipts from businesses carried on by the Committee (No. 8) .. | 13,184 | 13,094 | 10,572 | 10,036 | 10,787 |
| Revenue Expenditure on ditto (No. 8) | 19,550 | 18,893 | 17,194 | 15,286 | 15,199 |
| Net Receipts on ditto (No. 8) | Loss 6,366 | Loss 5,799 | Loss 6,622 | Loss 5,250 | Loss 4,412 |
| Miscellaneous Receipts Net (No. 8) | 176 | 167 | 177 | 186 | 186 |
| Total Net Income (No. 8) | 6,178 | 6,261 | 235 | 116 | 44 |
| Interest, Rentals, and other Fixed Charges (No. 9) | 12 | 96 | 235 | 116 | 44 |
| Appropriation to Reserve | .. | .. | .. | .. | .. |
| Brought forward from previous years | .. | .. | .. | .. | .. |
| Carried forward to subsequent years | .. | .. | .. | .. | .. |

P. M. SORAGHAN, Accountant of the Committee.

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I hereby certify that the whole of the Committee's Permanent Way, Stations, Buildings, and other Works have, during the past Year, been maintained in good working condition and repair.

D. N. M'CLURE, Engineer.

CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certify that the whole of the Committee's Plant, Engines, Carriages, Wagons, Machinery, and Tools have, during the past Year, been maintained in good working order and repair.

D. N. M'CLURE, Loco. Supt.

Signed for the Committee of Management.

B. S. BROOKE,

Chairman of the Committee.

P. M. SORAGHAN,

Secretary of the Committee.

AUDITOR'S REPORT.

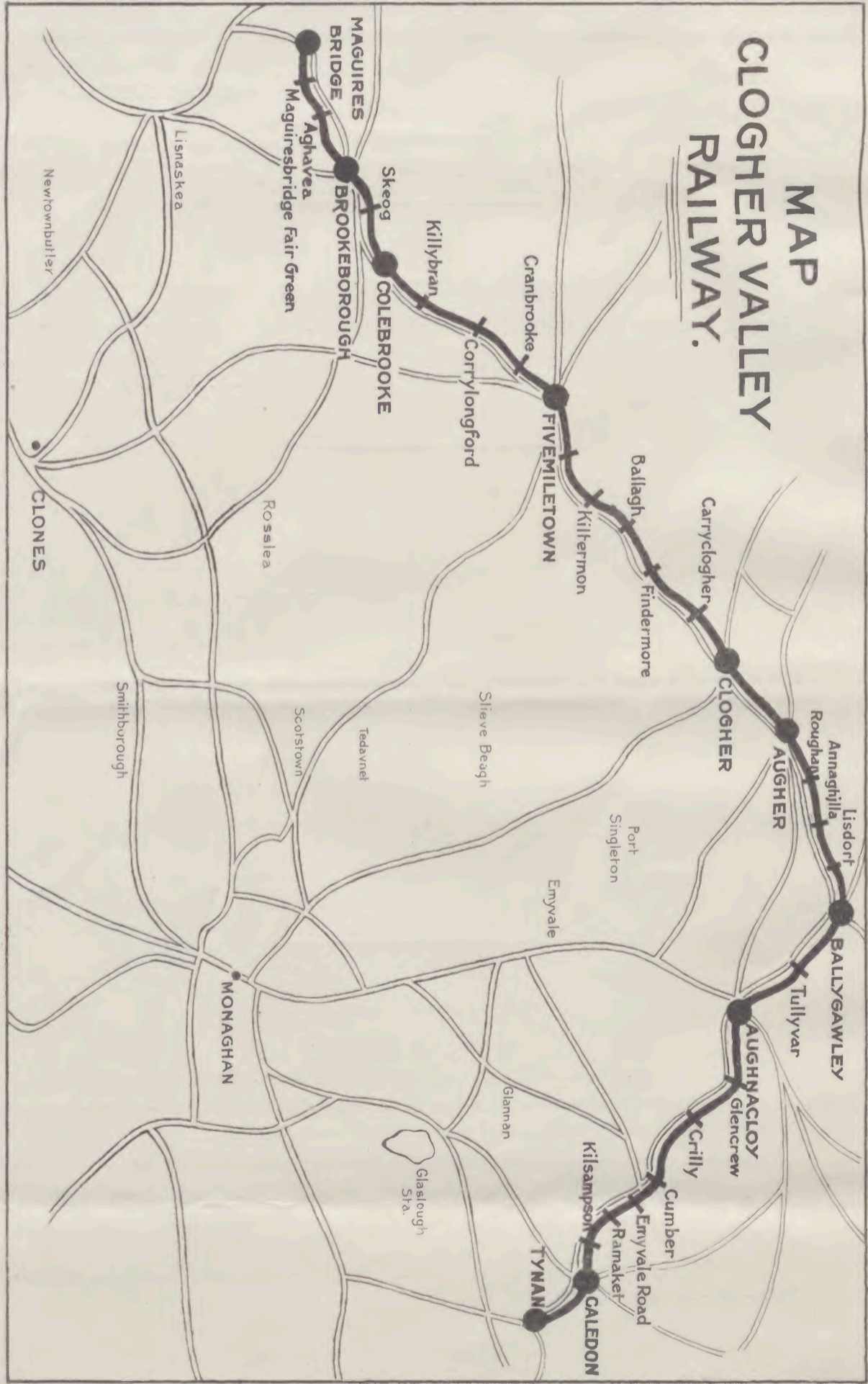
I have examined the foregoing Accounts and Balance Sheet of the Clogher Valley Railway (Committee of Management), 1928, with the Books of the Committee and the Vouchers relating thereto, and have obtained all the information and explanations I have required.

In my opinion the said Accounts and Balance Sheet are properly drawn up, so as to exhibit a true and correct view of the state of the Committee's affairs according to the best of my information and the explanations given to me, and as shown by the Books of the Committee.

JOHN BAILEY, F.C.A., Auditor.

BELFAST, 29th November, 1930.

MAP CLOGHER VALLEY RAILWAY.





Clogher Valley Railway

(Committee of Management), 1928.

TABLE OF CONTENTS.

Financial Accounts

AND

Statistical Returns

Year ended 30th September, 1930.

MEMBERS OF COMMITTEE OF MANAGEMENT.

SIR BASIL S. BROOKE, BART., M.C., M.P.,
Colebrook, Brookeborough (Chairman).
JAMES HIGGINS, ESQ., J.P., Ballygawley
(Deputy Chairman).
ROBERT DARRAGH, ESQ., J.P., 3 Easton
Gardens, Cliftonville, Belfast.
MAJOR WILLIAM STEWART, M.C., J.P.,
Daisy Hill, Clogher.
MAJOR G. MOUTRAY, Favour Royal, Augher.
HUGH BERT, ESQ., Mullyearnon, Minterburn,
Caledon.
T. C. W. MARSHALL, ESQ., J.P., Legane,
Carneel, Aughnacloy.
HENRY FORBES, ESQ., Manager, The
County Donegal Railways Joint
Committee, Stranorlar.
NATHANIEL DUFF, ESQ., J.P., Grangemount,
Ballygawley.

PART I.

FINANCIAL ACCOUNTS.

| | | | | | |
|---|----|----|----|----|---|
| No. 1 (a).—Nominal Capital authorised, and created | .. | .. | .. | .. | 1 |
| No. 2.—Share Capital and Stock created, as per Statement No. 1 (a), showing the proportion issued | .. | .. | .. | .. | 1 |
| No. 3.—Capital raised by Loans and Debenture Stocks | .. | .. | .. | .. | 1 |
| No. 4.—Receipts and Expenditure on Capital Account | .. | .. | .. | .. | 1 |
| No. 8.—Revenue Receipts and Expenditure of the whole undertaking | .. | .. | .. | .. | 2 |
| No. 9.—Proposed Appropriation of Net Income | .. | .. | .. | .. | 2 |
| No. 10.—Receipts and Expenditure in respect of Railway working | .. | .. | .. | .. | 3 |
| ABSTRACT A.—Maintenance and Renewal of Way and Works | .. | .. | .. | .. | 3 |
| ABSTRACT B.—Maintenance and Renewal of Rolling Stock— | .. | .. | .. | .. | 4 |
| (1) Locomotives. | .. | .. | .. | .. | 4 |
| (2) Carriages. | .. | .. | .. | .. | 5 |
| (3) Wagons. | .. | .. | .. | .. | 5 |
| ABSTRACT C.—Locomotive Running Expenses | .. | .. | .. | .. | 5 |
| ABSTRACT D.—Traffic Expenses | .. | .. | .. | .. | 5 |
| ABSTRACT E.—General Charges | .. | .. | .. | .. | 5 |
| ABSTRACT F.—Expenses of Collection and Delivery of Parcels and Goods | .. | .. | .. | .. | 5 |
| No. 18.—General Balance Sheet | .. | .. | .. | .. | 5 |

PART II.

STATISTICAL RETURNS.

| | | | | | |
|---|----|----|----|----|----|
| I.—Mileage of Lines— | .. | .. | .. | .. | 6 |
| (A) Mileage of Lines open for Traffic | .. | .. | .. | .. | 6 |
| (C) Mileage of Lines run over by the Committee's Engines | .. | .. | .. | .. | 6 |
| II.—Rolling Stock— | .. | .. | .. | .. | 7 |
| (A) Steam Locomotives and Tenders | .. | .. | .. | .. | 7 |
| (D) Coaching Vehicles (other than Electric) | .. | .. | .. | .. | 7 |
| (E) Merchandise and Mineral Vehicles | .. | .. | .. | .. | 7 |
| (F) Railway Service Vehicles, and Horses for Shunting | .. | .. | .. | .. | 7 |
| III.—Horses and Road Vehicles employed in the Collection and Delivery of Parcels and Goods, and in the Conveyance of Passengers | .. | .. | .. | .. | 7 |
| VIII.—Land, Property, &c., not forming part of the Railway or Stations | .. | .. | .. | .. | 8 |
| X.—Maintenance and Renewal of Way and Works (Abstract A) | .. | .. | .. | .. | 8 |
| XI.—Maintenance and Renewal of Rolling Stock (Abstract B) | .. | .. | .. | .. | 8 |
| XII.—Engine Mileage | .. | .. | .. | .. | 9 |
| XIII.—Passenger Traffic and Receipts | .. | .. | .. | .. | 9 |
| XIV.—Goods Traffic and Receipts | .. | .. | .. | .. | 10 |
| XV. (A).—Tonnage of the Principal Classes of Minerals and Merchandise carried by Goods Trains | .. | .. | .. | .. | 10 |
| XV. (B).—Number of Live Stock carried by Goods Trains | .. | .. | .. | .. | 10 |
| XVI.—Summary of Financial Results secured in comparison with those for past years | .. | .. | .. | .. | 10 |
| Certificates of the Responsible Officers as to the Upkeep of the whole of the Committee's Property | .. | .. | .. | .. | 11 |
| Auditor's Certificate | .. | .. | .. | .. | 11 |
| Map | .. | .. | .. | .. | 12 |

SECRETARYS OFFICE
RECEIVED
23 MAR. 1931
No.
G. S. RLYS

THE COUNTY DONEGAL RAILWAYS JOINT COMMITTEE.

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED 31st DECEMBER, 1930.

PART I. FINANCIAL ACCOUNTS.

The following Accounts and Abstracts are not applicable to this Committee:

- No. 1 (a). Nominal Capital authorised, and created by the Committee.
 No. 1 (b). Nominal Capital authorised, and created by the Committee jointly with some other Company.
 No. 1 (c). Nominal Capital authorised, and created by some other Company on which the Committee either jointly or separately guarantees fixed Dividends.
 No. 2. Share Capital and Stock created, as per Statement No. 1 (a), showing the proportion issued.
 No. 3. Capital raised by Loans and Debenture Stocks.
 No. 9 (a). Statement of Interim Dividends paid.
 No. 10. Abstract F.—Expenses of Collection and Delivery of Parcels and Goods.
 Abstract G.—Running Powers—Receipts and Payments in respect of Running Power Expenses.
 Abstract J.—Jointly Owned and Jointly Leased Lines—Receipts and Expenditure.
 No. 12. Receipts and Expenditure in respect of Steamboats.
 No. 13. Receipts and Expenditure in respect of Canals.
 No. 14. Receipts and Expenditure in respect of Docks, Harbours, and Wharves.
 No. 15. Receipts and Expenditure in respect of Hotels, and of Refreshment Rooms and Cars where Catering is carried on by the Committee.
 No. 16. Receipts and Expenditure in respect of other Separate Businesses carried on by the Committee.
 No. 17. Electric Power and Light Account.

| Dr. | | No. 4—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. | | | | | | Cr. | |
|---|---|--|----------------|----------|--------------|--|------------------------------|-------------------|--------------------|
| To Expenditure. | Amount expended to 31st December, 1929. | Amount expended during Year, as per No. 5. | Total. | | By Receipts. | Amount received to 31st December, 1929. | Amount received during Year. | Total. | |
| | £ s d | £ s d | £ | s | d | £ s d | £ s d | £ s d | |
| Lines open for Traffic ... | 342,083 7 7 | ... | 342,083 | 7 | 7 | Amount received by late Donegal Railway Company | 308,443 7 0 | ... | 308,443 7 0 |
| Rolling Stock ... <i>(Not including Rolling Stock to the value of £19,500 provided by the Treasury free of cost to the Committee.)</i> | 57,751 16 11 | 665 11 6 | 58,417 | 8 | 5 | Amount provided by Owning Companies— Great Northern Railway Company (Ireland) ... | 159,163 4 5 | 995 6 3 | 160,158 10 8 |
| Manufacturing and Repairing Works and Plant— Land and Buildings ... | 1,815 1 10 | ... | 1,815 | 1 | 10 | London Midland and Scottish Railway Company ... | 159,163 4 6 | 995 6 3 | 160,158 10 9 |
| Plant and Machinery ... | 1,950 12 4 | ... | 1,950 | 12 | 4 | | | | |
| Total Capital expended upon Railway ... | 403,600 18 8 | 665 11 6 | 404,266 | 10 | 2 | | | | |
| Road Vehicles— Passenger Road Vehicles ... | ... | 395 1 0 | 395 | 1 | 0 | | | | |
| Land, Property, &c., not forming part of the Railway or Stations— Not used in connection with Railway working ... | 1,668 17 3 | ... | 1,668 | 17 | 3 | | | | |
| Subscriptions to other Companies (for details, see Table No. 4 (a)) ... | 221,500 0 0 | 930 0 0 | 222,430 | 0 | 0 | | | | |
| TOTAL EXPENDITURE | £ 626,769 15 11 | 1,990 12 6 | 628,760 | 8 | 5 | TOTAL RECEIPTS | £ 626,769 15 11 | 1,990 12 6 | 628,760 8 5 |

No. 4 (a)—SUBSCRIPTIONS TO OTHER COMPANIES.

| Name. | Amount. | Nature of Security or Investment. |
|--|-----------------|-------------------------------------|
| The Strabane and Letterkenny Railway Company ... | £ 120,000 | 12,000 Ordinary Shares of £10 each. |
| Do. do. ... | 102,430 | Debenture Stock. |
| | £222,430 | |

No. 5—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1930.

| | Land and Compensation. | Construction of Way and Stations, Engineering, &c. | Law Charges and Parliamentary Expenses. | Total. |
|---|------------------------|--|---|-------------------|
| | £ s d | £ s d | £ s d | £ s d |
| Rolling Stock:— 1 Rail Motor ... | ... | 898 19 6 | ... | ... |
| 3 Carriages Scrapped ... | ... | Cr. 668 8 0 | ... | ... |
| 3 Wagons ... | ... | 435 0 0 | ... | ... |
| | | 665 11 6 | | 665 11 6 |
| Road Vehicles:— 4 Road Motors Omnibuses ... | ... | ... | ... | 395 1 0 |
| Subscriptions to other Companies— Strabane and Letterkenny Debenture Stock ... | ... | ... | ... | 930 0 0 |
| Total Capital Expenditure for the Year | | | | 1,990 12 6 |

No. 6—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| Expenditure to date on Principal Works in Progress. | Estimated Further Expenditure. | | |
|---|---|-------------------------------|--------|
| | During the Year ending 31st December, 1931. | Subsequently until Completion | Total. |
| £ | £ | £ | £ |
| (NOT ASCERTAINED.) | | | |

No. 7—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

The Capital required is provided by the Great Northern Railway Company (Ireland) and the London Midland and Scottish Railway Company in equal proportions.

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

| See Statement. | Gross Receipts. | Expenditure. | Net Receipts. | Year 1929. | | |
|-------------------------------|---|--------------|----------------|-----------------|--------------|---------------|
| | | | | Gross Receipts. | Expenditure. | Net Receipts. |
| 10 | £ 53,100 11 10 | £ 47,395 9 7 | £ 5,705 2 3 | £ 58,174 | £ 48,878 | £ 9,296 |
| 11 | 165 6 10 | 1,294 17 1 | Dr. 1,129 10 3 | ... | ... | ... |
| | Total ... | 53,265 18 8 | 48,690 6 8 | 58,174 | 48,878 | |
| Miscellaneous Receipts (Net)— | | | 4,575 12 0 | | | 9,296 |
| | Rents from Houses and Lands | ... | 524 18 0 | | | 401 |
| | Other Rents, including Lump-sum Tolls | ... | 443 3 4 | | | 444 |
| | Interest from Investments in other Companies— Strabane and Letterkenny Railway Company | ... | 2,940 17 1 | | | 2,953 |
| | General Interest | ... | ... | | | 163 |
| | Deficiency Charged to Owning Companies:— Great Northern Railway Company (Ireland) | ... | 3,489 12 10 | | | 1,103 |
| | London Midland and Scottish Railway Company | ... | 3,489 12 9 | | | 1,103 |
| | Total Net Income | ... | 15,463 16 0 | | | 15,463 |

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

| | | | Year 1929. | | |
|--|-----|-----|------------|-------------|--------|
| | | | £ s d | £ s d | £ |
| Net Income (as per Statement No. 8) | ... | ... | | 15,463 16 0 | 15,463 |
| Deduct:—Interest, Rentals and other Fixed Charges— | | | | | |
| Chief Rents, Wayleaves, &c. | ... | ... | 200 0 0 | | 200 |
| Strabane and Letterkenny Railway Company—Proportion of Gross Receipts | ... | ... | 2,986 1 3 | | 2,986 |
| General Interest | ... | ... | 0 9 6 | | ... |
| | | | | 3,186 10 9 | 3,186 |
| Balance after Payment of Fixed Charges | ... | ... | | 12,277 5 3 | 12,277 |
| Amount payable to London Midland and Scottish Railway Company under Section 35 of Great Northern (Ireland) and Midland Railways Act, 1906, viz. :—4 per cent. per annum on £306,931 12s 6d | | | | | |
| | ... | ... | | 12,277 5 3 | 12,277 |

No. 10—RECEIPTS AND EXPENDITURE IN RESPECT OF RAILWAY WORKING.

Cr.

| Dr. | To Expenditure. | Year 1929. | Per Centage of Traffic Receipts. | | Year 1929. | By Gross Receipts. | | Year 1929. | Per Centage of Traffic Receipts. | |
|-----|-----------------|-------------|----------------------------------|-----------|-------------|--------------------|--------|------------|----------------------------------|--|
| | | | 1930. | 1929. | | 1930. | 1929. | | | |
| | £ s d | £ | £ | Per Cent. | £ | £ | £ | Per Cent. | Per Cent. | |
| | 11,802 11 3 | 12,272 | 23·54 | 22·86 | 752 5 5 | 12,017 16 2 | 953 | ... | ... | |
| | ... | 2,957 | 11·67 | 12·35 | 11,265 10 9 | ... | 12,472 | ... | ... | |
| | £ s d | | | | | | | | | |
| | 2,444 14 1 | 1,548 | | | 138 1 11 | | | | | |
| | 1,479 3 3 | 2,271 | | | 439 18 4 | | | | | |
| | 1,930 3 5 | | | | | | | | | |
| | £ s d | | | | | | | | | |
| | 12,320 18 0 | 6,776 | | | | | | | | |
| | 12,320 18 0 | 12,350 | | | | | | | | |
| | 12,814 11 3 | 13,236 | | | | | | | | |
| | ... | 25,586 | | | | | | | | |
| | ... | 2,683 | | | | | | | | |
| | ... | 40 10 0 | | | | | | | | |
| | ... | Cr. 15 | | | | | | | | |
| | £ s d | | | | | | | | | |
| | 51 0 0 | 359 | | | | | | | | |
| | 103 6 5 | 537 | | | | | | | | |
| | 82 10 0 | | | | | | | | | |
| | ... | | | | | | | | | |
| | ... | 236 16 5 | | | | | | | | |
| | ... | 913 9 4 | | | | | | | | |
| | ... | | | | | | | | | |
| | £ s d | | | | | | | | | |
| | 209 15 5 | 238 | | | | | | | | |
| | 104 9 7 | 68 | | | | | | | | |
| | ... | | | | | | | | | |
| | ... | 314 5 0 | | | | | | | | |
| | ... | 46,955 10 4 | | | | | | | | |
| | ... | 439 19 3 | | | | | | | | |
| | ... | 47,395 9 7 | | | | | | | | |
| | ... | 5,705 2 3 | | | | | | | | |
| | £ s d | 58,174 | | | | | | | | |
| | £ 53,100 11 10 | | | | | | | | | |

See Abstracts
A—Maintenance and Renewal of Way and Works
B—Maintenance and Renewal of Rolling Stock—
(1) Locomotives ...
(2) Carriages ...
(3) Wagons ...
C—Locomotive Running Expenses ...
D—Traffic Expenses ...
E—General Charges ...
Law Charges ...
Compensation (Accidents and Losses)
Passengers ...
Workmen ...
Damage and Loss of Goods, Property, &c.
Rates ...
National Insurance Acts—
Health, Pensions, &c. ...
Unemployment ...
Miscellaneous ...
Total Traffic Expenditure ...
Miscellaneous ...
Total Expenditure ...
Net Receipts ...
Total ...

Passenger Train Traffic:—
Ordinary Passengers ...
First Class ...
Third Class ...
Season Tickets—
First Class ...
Third Class ...
Workmen's Tickets ...
Total Receipts from Passengers ...
Mails ...
Parcels up to 2 cwt., Parcels Post, and Excess Luggage ...
Other Merchandise by Passenger Train ...
F—Less—Expenses of Collection and Delivery ...
Goods Train Traffic—
Merchandise ... 24,623 13 9
F—Less—Expenses of Collection and Delivery ...
Live Stock ...
Coal, Coke, and Patent Fuel ...
Other Minerals ...
Total Goods Train Receipts ...
Total Traffic Receipts ...
H—Mileage, Demurrage, and Wagon Hire (Balance)
Miscellaneous ...
Total ...

Per Centage of Traffic Receipts.
1930. 1929.
63·62 63·21
100·00 100·00

Dr.

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

| | | Year 1929 | | Year 1929 |
|---|-----|-------------|---------------|-----------|
| | | £ s d | £ s d | £ |
| Superintendence— | | | | |
| Salaries | ... | 215 0 3 | | 214 |
| Office Expenses, etc. | ... | 5 12 1 | | 8 |
| | | | 220 12 4 | 222 |
| Maintenance of Roads, Bridges, and Works— | | | | |
| Earthworks | ... | 32 18 0 | | 90 |
| Bridges, Culverts, Tunnels, Retaining Walls and other Works | ... | 182 7 3 | | 231 |
| Roads and Fences | ... | 828 18 3 | | 565 |
| Maintenance of Permanent Way:— | | | 1,044 3 6 | 886 |
| Repair of Running Lines and Sidings— | | | | |
| Wages | ... | 7,715 18 11 | | 8,280 |
| Materials | ... | 1,217 14 9 | | 1,292 |
| Engine Power and Wagon Repairs | ... | 270 17 4 | | 345 |
| | | | 9,204 11 0 | 9,917 |
| Maintenance of Signalling | ... | 239 3 1 | | 255 |
| Maintenance of Telegraphs | ... | 235 13 5 | | 203 |
| Maintenance of Stations and Buildings— | | | 474 16 6 | 458 |
| Stations, Depôts, and Offices | ... | 697 18 2 | | 690 |
| Engine Sheds | ... | 128 15 8 | | 77 |
| Carriage Sheds | ... | 6 6 5 | | 2 |
| Locomotive Workshops | ... | 19 8 9 | | 14 |
| Carriage Workshops | ... | 2 6 1 | | 3 |
| Wagon Workshops | ... | 2 6 1 | | 3 |
| Other Buildings | ... | 1 6 9 | | ... |
| | | | 858 7 11 | 789 |
| Total | | | £ 11,802 11 3 | 12,272 |

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

| (1) Locomotives. | | | | (2) Carriages. | | | |
|---|-----|-----------|--------------|----------------|---|-----------|-------------|
| | | Year 1929 | | | | Year 1929 | |
| | | £ s d | £ s d | £ | | | £ |
| Superintendence— | | | | | Superintendence— | | |
| Salaries | ... | 26 16 3 | | 27 | Salaries | ... | 53 12 6 |
| Office Expenses | ... | 15 4 10 | | 6 | Office Expenses | ... | 1 8 8 |
| | | | 42 1 1 | 33 | | | 55 1 2 |
| Repairs and Partial Renewals— | | | | | Repairs and Partial Renewals— | | |
| Wages | ... | 2,155 3 5 | | 2,134 | Wages | ... | 766 15 2 |
| Materials | ... | 751 10 8 | | 1,333 | Materials | ... | 496 8 11 |
| | | | 2,906 14 1 | 3,467 | | | 1,263 4 1 |
| Workshop Expenses— | | | | | Workshop Expenses— | | |
| Repairs and Renewals of Machinery and Plant | ... | 73 13 10 | | 90 | Repairs and Renewals of Machinery and Plant | ... | 36 16 10 |
| Other Expenses | ... | 226 4 9 | | 216 | Other Expenses | ... | 124 1 2 |
| | | | 299 18 7 | 306 | | | 160 18 0 |
| | | | 3,248 13 9 | 3,806 | | | |
| Deduct—Engine Power supplied by the Committee | | | 803 19 8 | 849 | | | |
| Total | | | £ 2,444 14 1 | 2,957 | Total | | £ 1,479 3 3 |

(3) Wagons.

| | | Year 1929 | | Year 1929 |
|---|-----|------------|-------------|-----------|
| | | £ s d | £ s d | £ |
| Superintendence— | | | | |
| Salaries | ... | 53 12 6 | | 53 |
| Office Expenses | ... | 1 8 7 | | 2 |
| | | | 55 1 1 | 55 |
| Repairs and Partial Renewals— | | | | |
| Wages | ... | 1,371 13 0 | | 1,488 |
| Materials | ... | 342 11 2 | | 567 |
| | | | 1,714 4 2 | 2,055 |
| Workshop Expenses— | | | | |
| Repairs and Renewals of Machinery and Plant | ... | 36 16 11 | | 45 |
| Other Expenses | ... | 124 1 3 | | 116 |
| | | | 160 18 2 | 161 |
| Total | | | £ 1,930 3 5 | 2,271 |

| ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES. | | | | ABSTRACT D.—TRAFFIC EXPENSES. | | | | |
|--|----------|----|----|-------------------------------|-------|----|---|---------------|
| | £ | s | d | Year 1929 | £ | s | d | Year 1929 |
| Superintendence— | | | | £ | | | | £ |
| Salaries | 99 | 0 | 6 | 97 | 803 | 17 | 7 | 889 |
| Office Expenses | 35 | 10 | 3 | 13 | 5,424 | 11 | 8 | 5,511 |
| | | | | 134 10 9 | | | | 716 |
| Steam Train Working— | | | | | | | | |
| Wages connected with the running of Locomotive Engines | 7,154 | 3 | 0 | 7,350 | 676 | 16 | 1 | 3,487 |
| Fuel | 6,543 | 14 | 3 | 6,394 | 3,296 | 9 | 3 | 1,177 |
| Water | 98 | 16 | 11 | 115 | 1,153 | 17 | 9 | 11,730 |
| Lubricants | 165 | 13 | 9 | 171 | | | | 207 |
| Other Stores, including clothing | 191 | 15 | 3 | 181 | | | | 153 |
| Miscellaneous | 15 | 11 | 2 | 31 | | | | 286 |
| | | | | 14,169 14 4 | | | | ... |
| Petrol Rail Motors— | | | | 14,242 | | | | 231 |
| Wages of Motormen | 215 | 19 | 5 | 186 | | | | 100 |
| Petrol | 176 | 5 | 6 | 132 | | | | ... |
| Lubricants | 24 | 10 | 1 | 15 | | | | 100 |
| Other Stores, including clothing | 1 | 14 | 3 | ... | | | | 30 |
| | | | | 418 9 3 | | | | 461 |
| | | | | 14,722 14 4 | | | | 38 |
| Deduct—Engine Power supplied by the Committee | 2,401 | 16 | 4 | 2,335 | | | | ... |
| Total | £ 12,320 | 18 | 0 | 12,350 | | | | £ 12,814 11 3 |
| | | | | | | | | 13,236 |

ABSTRACT E.—GENERAL CHARGES.

| | £ | s | d | Year 1929 |
|---|---------|----|---|-----------|
| Directors' Fees | 300 | 0 | 0 | 300 |
| Auditors | 50 | 0 | 0 | 50 |
| Salaries of Secretary, Accountant, and Clerks | 1,138 | 5 | 4 | 1,078 |
| Office Expenses, ditto ditto | 98 | 0 | 1 | 135 |
| Fire Insurance | 46 | 15 | 9 | 86 |
| Superannuation Fund, Pensions, &c. | 947 | 9 | 2 | 996 |
| Miscellaneous Expenses | 77 | 18 | 0 | 38 |
| Total | £ 2,658 | 8 | 4 | 2,683 |

ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

| | Receipts. | Expenditure. | Balance (Credit). | Year 1929. | | |
|---------------------------------|--------------|--------------|-------------------|------------|--------------|-------------------|
| | | | | Receipts. | Expenditure. | Balance (Credit). |
| Mileage and Demurrage— | £ s d | £ s d | £ s d | £ | £ | £ |
| Passenger Train Vehicles | Dr. 28 3 10 | ... | Dr. 28 3 10 | 82 | ... | 82 |
| Goods Train Vehicles | 152 1 8 | 43 9 4 | 108 12 4 | 171 | 29 | 142 |
| Hire of— | | | | | | |
| Passenger Train Vehicles | 272 9 3 | ... | 272 9 3 | 343 | ... | 343 |
| Goods Train Vehicles | 819 10 4 | ... | 819 10 4 | 817 | ... | 817 |
| Total | £ 1,215 17 5 | 43 9 4 | 1,172 8 1 | 1,413 | 29 | 1,384 |

No. 11—RECEIPTS AND EXPENDITURE IN RESPECT OF ROAD TRANSPORT.

| To Expenditure. | Year 1929. | By Gross Receipts. | Year 1929. |
|--|--------------|-----------------------|--------------|
| | £ s d | £ s d | £ |
| Superintendence | 12 0 0 | Passenger Services— | |
| Maintenance of Buildings | ... | Passengers | 161 0 1 |
| Maintenance of Motor Vehicles | 219 5 0 | Other Receipts | 4 6 9 |
| Traffic Expenses | 162 16 1 | | |
| Licence Duty | 140 10 0 | | |
| Miscellaneous | 0 6 0 | | |
| | 534 17 1 | | |
| Transfer to Renewal Account | 60 0 0 | | |
| Add— | 594 17 1 | Total Receipts | 165 6 10 |
| Road Transport by other Railway Companies | 700 0 0 | Balance | 1,129 10 3 |
| Total | £ 1,294 17 1 | Total | £ 1,294 17 1 |

| Dr. | | No. 18—GENERAL BALANCE SHEET. | | | | Cr. | | | |
|---|-------|-------------------------------|----|-------|--|------------|--------|----|--------|
| | | Year 1929. | | | | Year 1929. | | | |
| | | £ | s | d | £ | £ | s | d | |
| To Amount due to Bankers ... | 951 | 4 | 8 | ... | By Cash at Bankers and in hand ... | 715 | 7 | 1 | |
| Unpaid Interest and Dividends of late Donegal Railway Company ... | 1,350 | 11 | 0 | 1,351 | Stock of Stores and Materials ... | 6,152 | 1 | 9 | |
| Amount due to Railway Companies and Committees ... | 2,815 | 13 | 11 | 7,795 | Outstanding Traffic Accounts ... | 1,868 | 6 | 0 | |
| Amount due to Railway Clearing Houses | 459 | 15 | 7 | 833 | Amount due by Railway Companies and Committees ... | 878 | 19 | 2 | |
| Accounts payable ... | 163 | 5 | 3 | 162 | Amount due by Minister for Posts and Telegraphs and Postmaster-General ... | 554 | 10 | 0 | |
| Liabilities accrued ... | 981 | 19 | 4 | 937 | Accounts receivable ... | 238 | 14 | 7 | |
| Miscellaneous Accounts ... | 2,863 | 19 | 4 | 2,902 | Miscellaneous Accounts ... | 281 | 1 | 0 | |
| Depreciation Funds— | | | | | | | | | |
| Railway (including Arrears of Maintenance) ... | 1,042 | 10 | 6 | 1,042 | | | | | |
| Other Businesses ... | 60 | 0 | 0 | ... | | | | | |
| | £ | 10,688 | 19 | 7 | 15,022 | £ | 10,688 | 19 | 7 |
| | | | | | | | | | 15,022 |

PART II. STATISTICAL RETURNS.

The following Returns are not applicable to this Committee :

- I. Mileage of Lines.—(B) Mileage of Lines authorised but not open for Traffic.
- II. Rolling Stock.—(C) Trains worked by Electric Power.
- IV. Steamboats.
- V. Canals.
- VI. Docks, Harbours, and Wharves.
- VII. Hotels.
- IX. Other Industries.

I.—MILEAGE OF LINES. (A).—Mileage of Lines Open for Traffic.

| | RUNNING LINES. | | | | | | | Sidings reduced to Single Track. | Total of Single Track, including Sidings. | Year 1929. Total of Single Track, including Sidings. | | | | |
|--|------------------------------|---------------|--------------|---------------|---|--|------------|----------------------------------|---|---|------------|-----------|------------|-----------|
| | Length of Road, First Track. | Second Track. | Third Track. | Fourth Track. | Over four Tracks (reduced to Single Track). | Total Miles (reduced to Single Track). | | | | | | | | |
| | M. | Ch. | M. | Ch. | M. | Ch. | M. | Ch. | M. | Ch. | | | | |
| LINES OWNED BY COMMITTEE:— | | | | | | | | | | | | | | |
| MAIN AND PRINCIPAL LINES— | | | | | | | | | | | | | | |
| Strabane to Killybegs ... | 50 | 54 | 0 | 68 | 0 | 5 | 51 | 47 | 5 | 41 | 57 | 8 | 57 | 8 |
| Stranorlar to Glenties ... | 24 | 41 | 0 | 10 | | | 24 | 51 | 1 | 14 | 25 | 65 | 25 | 65 |
| TOTAL OF MAIN AND PRINCIPAL LINES ... | 75 | 15 | 0 | 78 | 0 | 5 | 76 | 18 | 6 | 55 | 82 | 73 | 82 | 73 |
| MINOR AND BRANCH LINES— | | | | | | | | | | | | | | |
| Donegal to Ballyshannon ... | 15 | 56 | 0 | 11 | | | 15 | 67 | 1 | 27 | 17 | 14 | 17 | 14 |
| TOTAL, ... | 90 | 71 | 1 | 9 | 0 | 5 | 92 | 5 | 8 | 2 | 100 | 7 | 100 | 7 |
| LINES LEASED OR WORKED:— | | | | | | | | | | | | | | |
| BY THE COMMITTEE— | | | | | | | | | | | | | | |
| The Strabane and Letterkenny Railway... | 19 | 17 | 0 | 24 | | | 19 | 41 | 1 | 62 | 21 | 23 | 21 | 23 |
| GRAND TOTAL, ... | 110 | 8 | 1 | 33 | 0 | 5 | 111 | 46 | 9 | 64 | 121 | 30 | 121 | 30 |
| <i>Do.</i> Year 1929 ... | 110 | 8 | 1 | 33 | 0 | 5 | 111 | 46 | 9 | 64 | 121 | 30 | 121 | 30 |

(C).—Mileage of Lines run over by the Committee's Engines.

| | Year 1929. | | | |
|--|------------|-----------|------------|-----------|
| | M. | Ch. | M. | Ch. |
| Lines Owned by the Committee ... | 90 | 71 | 90 | 71 |
| „ Leased or Worked by the Committee ... | 19 | 17 | 19 | 17 |
| „ Owned by London Midland and Scottish Railway Company ... | 14 | 22 | 14 | 22 |
| | 124 | 30 | 124 | 30 |

II.—ROLLING STOCK.

| (A.)—Steam Locomotives and Tenders. | | | | (B.)—Rail Motor Vehicles. | | | | |
|--|---------------|---------|------------|---------------------------|--------------------|------------|--------------------|------------|
| Owned by | Description. | Number. | Year 1929. | Number. | Carrying Capacity. | Year 1929. | | |
| | | | Number. | | | Number. | Carrying Capacity. | |
| The County Donegal Railways Joint Committee. | Tank Engines— | | | | | | | |
| | 4 — 6 — 0 | ... | 6 | 6 | | | | |
| | 4 — 4 — 4 | ... | 2 | 2 | | | | |
| | 4 — 6 — 4 | ... | 4 | 4 | | | | |
| | 2 — 6 — 4 | ... | 5 | 5 | | | | |
| | Tenders | ... | 17 | 17 | | | | |
| | | | Nil. | Nil. | | | | |
| The Strabane and Letterkenny Railway Company, and Maintained by County Donegal Railways Joint Committee. | Tank Engines— | | | | | | | |
| | 2 — 6 — 4 | ... | 3 | 3 | | | | |
| | Tenders | ... | Nil. | Nil. | | | | |
| | | | | Petrol Power ... | 5 | 107 | 4 | 75 |
| | | | | Trailer Coach ... | 1 | 29 | 1 | 29 |
| | | | | Total ... | 6 | 136 | 5 | 104 |

(D.)—Coaching Vehicles (other than Electric).

| Owned by | Description. | Number. | Seats or Berths. | | | Year 1929. | |
|--|--------------------------------------|-----------|------------------|--------------|--------------|------------|------------------------|
| | | | First Class. | Third Class. | Total. | Number. | Seats or Berths Total. |
| The County Donegal Railways Joint Committee. | PASSENGER CARRIAGES— | | | | | | |
| | Carriages of uniform Class ... | 18 | 28 | 632 | 660 | 21 | 810 |
| | Composite Carriages ... | 12 | 130 | 302 | 432 | 12 | 432 |
| | Total Passenger Carriages ... | 30 | 158 | 934 | 1,092 | 33 | 1,242 |
| | OTHER COACHING VEHICLES— | | | | | | |
| Horse Boxes ... | 1 | | | | 1 | | |
| Total other Coaching Vehicles ... | 1 | | | | 1 | | |
| Total Coaching Stock ... | 31 | | | | 34 | | |
| The Strabane and Letterkenny Railway Company, and Maintained by County Donegal Railways Joint Committee. | PASSENGER CARRIAGES— | | | | | | |
| | Carriages of uniform Class ... | 8 | ... | 450 | 450 | 8 | 450 |
| | Composite Carriages ... | 5 | 48 | 160 | 208 | 5 | 208 |
| | Total Passenger Carriages ... | 13 | 48 | 610 | 658 | 13 | 658 |
| Total Coaching Stock ... | 13 | | | | 13 | | |

(E.)—Merchandise and Mineral Vehicles.

| Owned by | Description. | Number. | Year 1929. | |
|--|------------------|------------|------------|---------|
| | | | Number. | Number. |
| The County Donegal Railways Joint Committee. | Open Wagons— | | | |
| | Under 8 tons ... | 94 | 94 | |
| | Over 12 tons ... | 2 | 2 | |
| | Covered Wagons— | | | |
| | Under 8 tons ... | 151 | 151 | |
| Over 12 tons ... | 12 | 9 | | |
| Total ... | 259 | 256 | | |
| The Strabane and Letterkenny Railway Company, and Maintained by County Donegal Railways Joint Committee. | Open Wagons— | | | |
| | Under 8 tons ... | 10 | 10 | |
| | Covered Wagons— | | | |
| Under 8 tons ... | 40 | 40 | | |
| Total ... | 50 | 50 | | |

(F.)—Railway Service Vehicles and Horses for Shunting.

| | Number. | Year 1929. |
|---|-----------|------------|
| | | Number. |
| Locomotive Coal Wagons and Ballast Wagons ... | 18 | 18 |
| | 18 | 18 |
| Horses for Shunting ... | Nil. | Nil. |

III.—HORSES AND ROAD VEHICLES.

| | Number. | Year 1929. |
|--------------------------------------|---------|------------|
| | | Number. |
| Passenger Road Vehicles :— Motors | 4 | Nil. |

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

| Land. | Acreage. | Year 1929. |
|--|-----------------|-----------------|
| | | Acreage. |
| Agricultural Land | A R P 37 2 0 | A R P 37 2 0 |
| Urban and Suburban Land | ... | ..... |
| Houses. | Number. | Number. |
| Houses and Cottages for Committee's Servants | 46 | 46 |
| Other Houses and Cottages | 2 | 2 |

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A).

| | Year 1929 | | | |
|---|-----------|------------|---------------|------------|
| Quantities of Principal Materials used— | | | | |
| Ballast | 4,726 | Cubic Yds. | 5,234 | Cubic Yds. |
| Fencing | 1 | Mile | $\frac{3}{4}$ | Mile |
| Rails | — | Tons | — | Tons |
| Sleepers | 11,719 | Number | 10,188 | Number |
| Miles Maintained— | M. | Ch. | M. | Ch. |
| Miles of Road | 110 | 8 | 110 | 8 |
| Miles of Road reduced to Single Track— | | | | |
| Running Lines | 111 | 46 | 111 | 46 |
| Sidings | 9 | 64 | 9 | 64 |
| Miles of Track Renewed | ... | ... | ... | ... |

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

| | In Committee's Workshops. | Year 1929 |
|---|---------------------------------|-----------|
| | Number. | Number |
| Locomotives Repaired— | | |
| Heavy Repairs | 3 | 4 |
| Light „ | 4 | 6 |
| Locomotives under or awaiting Repair at end of year | 2 | 2 |
| Rail Motors— | | |
| Train Vehicles, &c., Repaired— | | |
| Heavy Repairs | 3 | 1 |
| Light „ | 1 | 2 |
| Coaching Vehicles— | | |
| Carriages Repaired— | | |
| Heavy Repairs | 10 | 9 |
| Light „ | 50 | 77 |
| Carriages under or awaiting Repair at end of year | 3 | 2 |
| Others Repaired— | | |
| Heavy Repairs | ... | ... |
| Light „ | ... | ... |
| Others under or awaiting Repair at end of year | ... | ... |
| Wagons Repaired— | | |
| Heavy Repairs | 33 | 33 |
| Light „ | 179 | 179 |
| Wagons under or awaiting Repair at end of year | 4 | 8 |

| XV. (A)—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS. | | | XV. (B)—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS. | | |
|---|--------|------------|---|---------|------------|
| Originating on the Committee's System | Tons. | Year 1929. | Originating on the Committee's System. | Number. | Year 1929. |
| | | Tons. | | | Number. |
| Merchandise Traffic— | | | | | |
| Ale and Porter (including Empties) ... | 236 | 244 | Horses ... | 143 | 96 |
| Bacon and Hams ... | 27 | 38 | Cattle ... | 16,995 | 16,033 |
| Butter ... | 141 | 185 | Calves ... | 8,985 | 7,092 |
| Bricks (common) ... | ... | 13 | Sheep ... | 15,381 | 21,013 |
| Eggs ... | 1,232 | 1,334 | Pigs ... | 48 | 94 |
| Flour and Bran, Sharps and other Flour | | | Miscellaneous ... | ... | ... |
| Mill Offal ... | 1,365 | 1,353 | | | |
| Grain ... | 5,544 | 6,600 | Total ... | 41,552 | 44,328 |
| Groceries (excluding Bacon, Hams, and | | | | | |
| Butter) ... | 125 | 112 | | | |
| Manure ... | 256 | 390 | | | |
| Oil Cake and Cattle Foods ... | 1,331 | 1,674 | | | |
| Pork ... | 655 | 696 | | | |
| Potatoes ... | 3,423 | 4,607 | | | |
| Timber ... | 339 | 480 | | | |
| Mineral Traffic— | | | | | |
| Coal ... | 363 | 412 | | | |
| Total ... | 15,037 | 18,138 | | | |

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE OF PAST YEARS.

| | 1921 | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 |
|--|---------|------------|---------|---------|----------|------------|---------|---------|---------|---------|
| | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| Total Expenditure on Capital Account (No. 4) | 626,907 | 626,907 | 626,907 | 627,012 | 627,012 | 626,629 | 626,396 | 626,685 | 626,770 | 628,760 |
| Gross Receipts from Businesses carried on by the Committee (No. 8) | * | 65,351 | 67,676 | 68,095 | 60,393 | 57,403 | 59,981 | 57,991 | 58,174 | 53,266 |
| Revenue Expenditure on do. do. (No. 8) | * | 66,609 | 63,853 | 64,922 | 61,376 | 60,120 | 52,145 | 48,608 | 48,878 | 48,690 |
| Net Receipts of do. do. (No. 8) | 2,701 | Loss 1,258 | 3,823 | 3,173 | Loss 983 | Loss 2,717 | 7,836 | 9,383 | 9,296 | 4,576 |
| Miscellaneous Receipts, Net (No. 8) | 12,762 | 16,721 | 11,640 | 12,290 | 17,009 | 18,180 | 7,627 | 6,080 | 6,167 | 10,888 |
| Total Net Income (No. 8) | 15,463 | 15,463 | 15,463 | 15,463 | 16,026 | 15,463 | 15,463 | 15,463 | 15,463 | 15,464 |
| Interest, Rentals, & other Fixed Charges (No. 9) | 3,186 | 3,186 | 3,186 | 3,186 | 3,749 | 3,186 | 3,186 | 3,186 | 3,186 | 3,187 |
| Amount payable for Interest on Capital (No. 9) | 12,277 | 12,277 | 12,277 | 12,277 | 12,277 | 12,277 | 12,277 | 12,277 | 12,277 | 12,277 |

* These items are omitted by the authority of the Government.

PETER WHITELAW, *Accountant of the Committee.*

Certificate respecting the Permanent Way, &c.

I hereby certify that the whole of the Committee's Permanent Way, Stations, Buildings, and other Works have, during the Year ended December 31st, 1930, been maintained in good working condition and repair.

H. P. STEWART,
Engineer.

30th January, 1931.

Certificate respecting the Rolling Stock, &c.

I hereby certify that the whole of the Committee's Plant, Engines, Carriages, Wagons, Machinery, Tools, etc., have, during the Year ended December 31st, 1930, been maintained in good working order and repair.

GEO. T. GLOVER,
Locomotive Engineer.

19th January, 1931.

W. B. CARSON,
Member of the Committee.

(Signed for the Joint Committee)

H. FORBES,
Secretary of the Committee.

Auditors' Certificate.

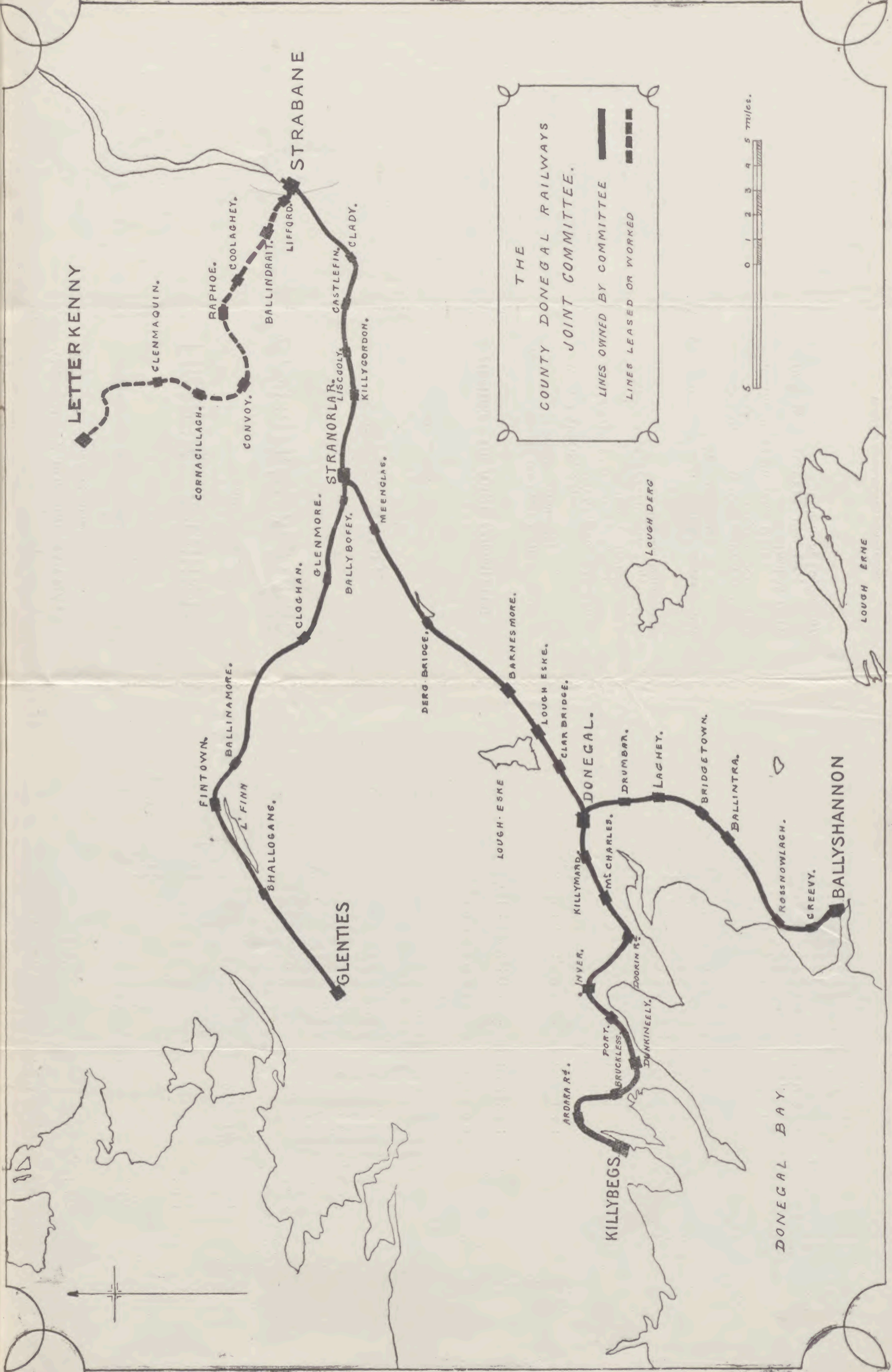
We hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Committee.

27th January, 1931.

J. G. SHANAHAN, } AUDITORS.

4th February, 1931.

E. TAYLOR, }



LETTERKENNY

STRABANE

GLENTIES

KILLYBEGS

DONEGAL BAY

BALLYSHANNON

THE
 COUNTY DONEGAL RAILWAYS
 JOINT COMMITTEE.

— LINES OWNED BY COMMITTEE
 - - - LINES LEASED OR WORKED



THE COUNTY DONEGAL RAILWAYS
JOINT COMMITTEE.

FINANCIAL ACCOUNTS

AND

STATISTICAL RETURNS

YEAR 1930.

MEMBERS OF JOINT COMMITTEE.

Representatives of the Great Northern Railway
Company (Ireland) :

W. B. CARSON, Esq.,
Mevden, Swords, Co. Dublin.
R. ASHHURST GRADWELL, Esq.,
Dowth Hall, Drogheda.
MAXWELL SCOTT MOORE, Esq., H.M.L.,
Molenan, Londonderry.

Representatives of the London Midland and Scottish

Railway Company :

Major JOHN A. W. O. TORRENS, D.L.,
Cleggan Lodge, Ballymena, Co. Antrim.
FRANK TATLOW, Esq., C.B.E.,
Duffield, Derby.
D. E. B. MCCORKELL, Esq., D.L.,
Ballyarnett, Londonderry.

INDEX.

PART I.
FINANCIAL ACCOUNTS.

| | PAGE |
|---|------|
| Capital Account.—Receipts and Expenditure | 1 |
| Capital Expenditure during the Year | 1 |
| Subscriptions to other Companies. | 1 |
| Appropriation of Net Income | 2 |
| Capital Account.—Estimate of further Expenditure | 2 |
| Revenue Receipts and Expenditure of the Whole Undertaking | 2 |
| Railway Working.—Receipts and Expenditure | 3 |
| Abstract A. Maintenance and Renewal of Way and Works | 4 |
| B. Maintenance and Renewal of Rolling Stock— | |
| (1) Locomotives | 4 |
| (2) Carriages | 4 |
| (3) Wagons | 4 |
| C. Locomotive Running Expenses | 5 |
| D. Traffic Expenses | 5 |
| E. General Charges | 5 |
| H. Mileage, Demurrage, and Wagon Hire | 5 |
| Road Transport.—Receipts and Expenditure | 5 |
| General Balance Sheet | 6 |

PART II.
STATISTICAL RETURNS.

| | PAGE |
|--|------|
| Mileage of Lines open for Traffic | 6 |
| Mileage of Lines run over by Committee's Engines | 6 |
| Coaching Vehicles.—Number, &c. | 7 |
| Merchandise and Mineral Vehicles.—Number | 7 |
| Rail Motor Vehicles.—Number | 7 |
| Railway Service Vehicles.—Number | 7 |
| Steam Locomotives and Tenders.—Number and Description | 7 |
| Road Vehicles | 8 |
| Land, Property, &c., not forming part of the Railway or Stations. —Acreage of Land and Number of Houses | 8 |
| Maintenance and Renewal of Way and Works | 8 |
| Maintenance and Renewal of Rolling Stock | 8 |
| Engine Mileage | 9 |
| Rail Motor Mileage | 9 |
| Passenger Traffic.—Number of Passengers and Receipts | 9 |
| Goods Traffic and Receipts | 9 |
| Goods Trains.—Tonnage of the Principal Classes of Minerals and Merchandise carried | 10 |
| Live Stock carried by Goods Trains.—Number | 10 |
| Summary of Financial Results | 10 |
| Certificates : — | |
| Auditors' | 10 |
| Officers responsible for Maintenance | 10 |
| Map | 11 |

5

Dublin and Blessington Steam Tramway.

COMMITTEE OF MANAGEMENT.

ORDER 1927.

FINANCIAL ACCOUNTS and STATISTICAL RETURNS

FOR

Year ending 31st December, 1930.

Dublin and Blessington Steam Tramway.

Committee of Management. Order, 1927

J. J. SHEIL, Chairman, }
P. J. NUGENT, } Co. Dublin.
J. DOWLING, }

W. J. HENRY, }
B. EGAN, } Co. Wicklow.
J. HEALY }

Secretary, Engineer and Manager—G. H. GIBSON.

Locomotive Engineer—F. C. DOYLE.

FINANCIAL ACCOUNTS FOR THE YEAR ENDED 31st DECEMBER, 1930.

No. 8.—Revenue Receipts and Expenditure of the Whole Undertaking.

| See Statement | | Gross Receipts | | Expenditure | | Net Receipts | | Year 1929 Net Receipts | |
|---------------|--------------------------------|----------------|-------|-------------|-------|--------------|-------|------------------------|--|
| | | £ | s. d. | £ | s. d. | £ | s. d. | £ | |
| 10 | Railway | 4,615 | 19 2 | 10,117 | 4 9 | Dr. 5,501 | 5 7 | Dr. 5,172 | |
| | Total | 4,615 | 19 2 | 10,117 | 4 9 | Dr. 5,501 | 5 7 | Dr. 5,172 | |
| | Miscellaneous Receipts (Net)— | | | | | | | | |
| | General Interest | | | 19 | 17 7 | | | | |
| | Special Items | | | 1 | 13 5 | 21 | 11 0 | 61 | |
| | Receipts— | | | | | Dr. 5,479 | 14 7 | Dr. 5,111 | |
| | Baronial Guarantee. Co. Dublin | | | 2,797 | 10 5 | | | | |
| | " " Co. Wicklow | | | 2,797 | 10 5 | | | | |
| | Total Net Income | | | | | 115 | 6 3 | 115 | |

No. 9.—Proposed Appropriation of Net Income.

| | 1930 | | 1929 | |
|--|------|-------|------|-------|
| | £ | s. d. | £ | s. d. |
| Balance brought forward from last year's Account | | | | |
| Net Revenue (as per Statement No. 8) | 115 | 6 3 | 115 | 19 3 |
| Deduct Rentals | 115 | 6 3 | 115 | 19 3 |

Dr.

No. 10.—Receipts and Expenditure in respect of Railway Working.

Cr.

| To Expenditure | Year 1930 | | Year 1929 | Percentage of Traffic Receipts | | By Gross Receipts | | Year 1930 | | Year 1929 | Percentage of Traffic Receipts | |
|---|-----------|-------|-----------|--------------------------------|--------|--------------------------------|-------------|-----------|------|-----------|--------------------------------|--------|
| | £ | s. d. | | 1930 | 1929 | £ | s. d. | 1930 | 1929 | | | |
| <i>See Abstracts</i> | | | | | | | | | | | | |
| A—Maintenance and Renewal of Way and Works | 1,953 | 9 11 | 1,751 | 42.78 | 37.33 | Passenger Train Traffic :— | | 2,553 | 2 7 | 2,852 | 55.92 | 60.81 |
| B—Maintenance and Renewal of Rolling Stock— | | | | | | Ordinary | ... | | | | | |
| (1) Locomotives ... | 1,539 | 7 4 | 1,563 | 33.71 | 33.32 | Season Tickets | ... | 32 | 18 1 | 62 | .72 | 1.32 |
| (2) Carriages ... | 233 | 12 4 | 169 | 5.11 | 3.60 | Mails | ... | | | | | |
| (3) Wagons ... | 467 | 4 7 | 338 | 10.23 | 7.22 | Parcels | ... | 149 | 18 6 | 164 | 3.28 | 3.49 |
| C—Locomotive Running Expenses ... | 2,308 | 6 0 | 2,926 | 61.50 | 62.38 | Cycles | ... | 5 | 1 0 | 6 | .11 | .13 |
| D—Traffic Expenses ... | 1,559 | 0 7 | 1,582 | 34.14 | 33.73 | Total Passenger Train Receipts | ... | 2,741 | 0 2 | 3,084 | | |
| E—General Charges ... | 1,089 | 4 9 | 1,124 | 23.85 | 23.96 | Goods Train Traffic— | | | | | | |
| Law Charges ... | | | | | | Merchandise ... | £1,057 18 9 | | | | | |
| Compensation (Accidents and Losses)— | | | | | | Less C. & D. ... | 288 19 4 | 768 | 19 5 | 837 | 16.85 | 17.84 |
| Passengers ... | 87 | 0 0 | 87 | 1.94 | 1.85 | Live Stock ... | ... | 211 | 11 7 | 198 | 4.63 | 4.22 |
| Workmen ... | 44 | 13 8 | 21 | .97 | 44 | Coal, Coke, etc. | ... | 8 | 2 3 | 12 | .18 | .25 |
| Damage and Loss of Goods | | | | | | Other Minerals | ... | 836 | 5 0 | 560 | 18.31 | 11.94 |
| Rates and Taxes ... | 201 | 11 11 | 205 | 4.41 | 4.37 | Total Goods Train Traffic | ... | 1,824 | 18 3 | 1,607 | 100.00 | 100.00 |
| National Insurance— | | | | | | Mileage, Demurrage (balance) | ... | 3 | 3 0 | 3 | | |
| Health ... | 39 | 12 0 | 41 | .86 | .87 | Miscellaneous | ... | 46 | 17 9 | 38 | | |
| Unemployment | 94 | 0 8 | 97 | 2.05 | 2.06 | Total Receipts | ... | 4,615 | 19 2 | 4,732 | | |
| | | | | | | Loss on Railway Working | ... | 5,501 | 5 7 | 5,172 | | |
| Total | 10,117 | 4 9 | 9,904 | 221.55 | 211.13 | Total | | 10,117 | 4 9 | 9,904 | | |

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

| | Year 1930 | | | Year 1929 |
|--|-----------|----|----|-----------|
| | £ | s. | d. | £ |
| Superintendence— | | | | |
| Salaries | 27 | 6 | 0 | 27 |
| Office Expenses | | | | |
| Maintenance of Permanent Way— | | | | |
| Repair of Running Lines and Sidings | | | | |
| Wages | 1,493 | 15 | 2 | 1,512 |
| Materials | 390 | 9 | 7 | 187 |
| Maintenance of Telegraphs (Telephone) | 4 | 18 | 0 | 4 |
| Maintenance of Stations and Buildings— | | | | |
| Stations, Depots and Offices | 31 | 4 | 11 | 5 |
| Engine Sheds | 4 | 7 | 7 | 9 |
| Carriage Sheds | | | | |
| Locomotive Workshops | 1 | 8 | 8 | 47 |
| Other Buildings | | | | Cr. 40 |
| Total | 1,953 | 9 | 11 | 1,751 |

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.**(1) Locomotives.**

| | Year 1930 | | | Year 1929 |
|--|-----------|----|----|-----------|
| | £ | s. | d. | £ |
| Superintendence— | | | | |
| Salaries | 133 | 0 | 0 | 133 |
| Office Expenses | 0 | 14 | 3 | 1 |
| Partial Renewals and Repairs— | | | | |
| Wages | 916 | 8 | 7 | 953 |
| Materials | 275 | 19 | 6 | 210 |
| Purchase of New Locomotives | 120 | 0 | 8 | 144 |
| Workshop Expenses— | | | | |
| Repairs and Renewals of Machinery and Plant | 43 | 14 | 0 | 65 |
| Other Expenses | 49 | 10 | 4 | 55 |
| Total | 1,539 | 7 | 4 | 1,562 |

(2) Carriages.

| | Year 1930 | | | Year 1929 |
|-------------------------------|-----------|----|----|-----------|
| | £ | s. | d. | £ |
| Superintendence— | | | | |
| Salaries | 44 | 6 | 8 | 44 |
| Office Expenses | | | | |
| Complete Renewals— | | | | |
| Wages | | | | |
| Materials | | | | |
| Repairs and Partial Renewals— | | | | |
| Wages | 134 | 16 | 7 | 110 |
| Materials | 54 | 9 | 1 | 14 |
| Purchase of New Carriages | | | | |
| Total | 233 | 12 | 4 | 169 |

(3) Wagons.

| | Year, 1930 | | | Year 1929 |
|-------------------------------------|------------|----|----|-----------|
| | £ | s. | d. | £ |
| Superintendence— | | | | |
| Salaries | 88 | 13 | 4 | 88 |
| Office Expenses | | | | |
| Complete Renewals— | | | | |
| Wages | | | | |
| Materials | | | | |
| Repairs and Partial Renewals | | | | |
| Wages | 269 | 13 | 0 | 220 |
| Materials | 108 | 18 | 3 | 29 |
| Purchase of New Wagons | | | | |
| Total | 467 | 4 | 7 | 338 |

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

| | Year 1930 | | | Year |
|---|--------------|----------|----------|--------------|
| | £ | s. | d. | 1929 |
| Superintendence— | | | | £ |
| Salaries ... | 133 | 0 | 0 | 133 |
| Office Expenses ... | — | | | — |
| Steam Train Working— | | | | |
| Wages connected with the running of Locomotives | 808 | 16 | 4 | 886 |
| Fuel ... | 519 | 9 | 2 | 617 |
| Water ... | 15 | 0 | 7 | 12 |
| Lubricants ... | 36 | 8 | 10 | 35 |
| Other Stores, including Clothing ... | 29 | 15 | 6 | 28 |
| Miscellaneous ... | — | | | — |
| Electric Train Working— | | | | |
| Wages of Motormen ... | 921 | 0 | 0 | 894 |
| Electric Current (Petrol) ... | 308 | 6 | 10 | 277 |
| Lubricants ... | 36 | 8 | 9 | 39 |
| Other Stores, including Clothing ... | — | | | — |
| Total ... | 2,808 | 6 | 0 | 2,926 |

ABSTRACT D.—TRAFFIC EXPENSES.

| | Year 1930 | | | Year |
|---|--------------|----------|----------|--------------|
| | £ | s. | d. | 1929 |
| Salaries and Wages— | | | | £ |
| Superintendence ... | — | | | — |
| Stationmasters and Clerks ... | 318 | 12 | 2 | 340 |
| Porters, &c. ... | 234 | 10 | 11 | 245 |
| Guards ... | 755 | 13 | 2 | 761 |
| Fuel, Lighting, Water and General | | | | |
| Stores ... | 12 | 14 | 6 | 6 |
| Clothing ... | 14 | 10 | 0 | 24 |
| Printing, Advertising, Stationery, Stamps and Tickets ... | 131 | 10 | 5 | 164 |
| Wagon Covers ... | — | | | — |
| Cleaning, Lubricating and Lighting of Vehicles ... | 28 | 10 | 0 | 30 |
| Working of Stationary Engines, &c. ... | — | | | — |
| Miscellaneous Expenses ... | 22 | 19 | 5 | 8 |
| Total ... | 1,559 | 0 | 7 | 1,581 |

ABSTRACT E.—GENERAL CHARGES.

| | Year 1930 | | | Year |
|---|--------------|----------|----------|--------------|
| | £ | s. | d. | 1929 |
| Committee of Management ... | 220 | 0 | 0 | 210 |
| Auditors, Arbitrators and Public Accountants ... | 54 | 12 | 0 | 54 |
| Salaries of Secretary, General Manager, Accountant and Clerks ... | 694 | 11 | 0 | 744 |
| Office Expenses ... | 91 | 15 | 2 | 93 |
| Fire Insurance ... | 17 | 10 | 0 | 17 |
| Miscellaneous Expenses ... | 10 | 16 | 7 | 3 |
| Total ... | 1,089 | 4 | 9 | 1,123 |

ABSTRACT F—Expenses of Collection and Delivery of Parcels and Goods.

| | Year 1930 | | | Year |
|---------------------------------------|------------|-----------|----------|------------|
| | £ | s. | d. | 1929 |
| Salaries and Wages ... | 138 | 1 | 4 | 139 |
| Maintenance and Running of Motors ... | 116 | 17 | 0 | 134 |
| Miscellaneous ... | 18 | 1 | 0 | 18 |
| Tax ... | 16 | 0 | 0 | 16 |
| Total ... | 288 | 19 | 4 | 309 |
| Amount charged to Goods Traffic ... | 288 | 19 | 4 | 309 |

ABSTRACTS G.—Running Powers
H.—Mileage, Demurrage } **Not applicable**
J.—Jointly Owned Lines }

Accounts No. 11 to 17 inclusive **Not applicable**

Dr.**No. 18.—General Balance Sheet.****Cr.**

| | 1930 | | Year | 1930 | | Year | |
|-------------------------|---------------|------------|--------------|--|---------------|------------|--------------|
| | £ | s. d. | 1929 | £ | s. d. | 1929 | |
| To Sundry Creditors ... | 4,069 | 9 9 | 4,104 | By Blessington and Poulaphouca S. T. Co. | 1,403 | 2 8 | 1,403 |
| | | | | „ Cash at Bank and on hands ... | 1,599 | 16 8 | 1,712 |
| | | | | „ Accounts Receivable ... | 94 | 12 7 | 177 |
| | | | | „ Stock of Stores and Materials ... | 637 | 3 5 | 746 |
| | | | | „ Due by Counties Dublin and Wicklow ... | 334 | 14 5 | 64 |
| | £4,069 | 9 9 | 4,104 | | £4,069 | 9 9 | 4,104 |

STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A)—MILEAGE OF LINES OPEN FOR TRAFFIC.

| | RUNNING LINES | | | | | | Sidings | | 1930 Total Track | | 1929 Total Track | |
|--------------------------------|---------------|-----|-----------|-----|-------|-----|---------|-----|------------------------|-----|------------------------|-----|
| | 1st Track | | 2nd Track | | Total | | | | | | | |
| | M. | Ch. | M. | Ch. | M. | Ch. | M. | Ch. | M. | Ch. | M. | Ch. |
| Lines owned by Undertaking ... | 15 | 73 | 60 | | 16 | 53 | 25 | | 16 | 78 | 16 | 78 |
| Totals | 15 | 73 | 60 | | 16 | 53 | 25 | | 16 | 78 | 16 | 78 |

(B)—MILEAGE OF LINES AUTHORISED BUT NOT OPEN FOR TRAFFIC.—Not Applicable.

(C)—MILEAGE OF LINES RUN OVER BY THE UNDERTAKINGS ENGINES.

| | 1930 | | 1929 | |
|------------------------------------|------|-----|------|-----|
| | M. | Ch. | M. | Ch. |
| Lines owned by the Undertaking ... | 15 | 73 | 15 | 73 |

II.—ROLLING STOCK.

| (A)—STEAM LOCOMOTIVES | | | | | (B)—RAIL MOTOR VEHICLES | | | | | | | |
|-----------------------|-----|---|---|-------------|-------------------------|-------------|--------------|-----|-------------|------------------------|-------------|------------------------|
| Description | | | | Number 1930 | Number 1929 | Description | | | Number 1930 | Carrying Capacity 1930 | Number 1929 | Carrying Capacity 1929 |
| Tank Engines | ... | 2 | 4 | 2 | 2 | 2 | Petrol Power | ... | 3 | 69 | 3 | 69 |
| " " | ... | 0 | 4 | 0 | 1 | 1 | | | | | | |
| Total | ... | | | | 3 | 3 | Total | ... | 3 | 69 | 3 | 69 |

(C)—TRAINS WORKED BY ELECTRIC POWER.—Not Applicable.

| (D)—COACHING VEHICLES (OTHER THAN ELECTRIC). | | | | | (E)—MERCHANDISE & MINERAL VEHICLES | | | | |
|--|-----|------------|-------------|------------|------------------------------------|----------------|-------------|-------------|----|
| Number | | Seats 1930 | Number 1929 | Seats 1929 | Description | | Number 1930 | Number 1929 | |
| Passenger Carriages— | | | | | Open Wagons ... | | | 25 | 25 |
| Uniform Class | ... | 8 | 476 | 8 | 476 | Covered ,, ... | 8 | 8 | |
| Composite Carriages | ... | — | — | — | — | Cattle ,, ... | 10 | 10 | |
| | | | | | Timber ,, ... | | | 4 | 4 |
| Total | ... | 8 | 476 | 8 | 476 | Total | ... | 47 | 47 |

(F)—RAILWAY SERVICE VEHICLES AND HORSES FOR SHUNTING.—Not Applicable.

III.—ROAD VEHICLES EMPLOYED IN COLLECTION AND DELIVERY OF GOODS.

| | | | | | | | | | | | Number 1930 | Number 1929 |
|-------------------------------------|--|--|--|--|--|--|--|--|--|--|-------------|-------------|
| Goods and Parcels Road Vehicles ... | | | | | | | | | | | — | — |
| Road Motors ... | | | | | | | | | | | 1 | 1 |

IV. TO IX. INCLUSIVE.—Not Applicable.

| | | | | | | | | | | | 1930 | | 1929 | |
|---|--|--|--|--|--|--|--|--|--|--|----------|--|---------|--|
| Quantities of Principal Materials used— | | | | | | | | | | | 154 Tons | | Nil | |
| Ballast ... | | | | | | | | | | | 28 " | | 10 Tons | |
| Rails ... | | | | | | | | | | | 760 | | 547 | |
| Sleepers ... | | | | | | | | | | | M. Ch. | | M. Ch. | |
| Miles Maintained— | | | | | | | | | | | 15 73 | | 15 73 | |
| Miles of Road | | | | | | | | | | | 16 53 | | 16 53 | |
| " reduced to single track | | | | | | | | | | | 25 | | 25 | |
| Sidings ... | | | | | | | | | | | | | | |

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (Abstract B.)

| | 1930 | | | 1929 | | |
|---|----------|-------------|-------|----------|-------------|-------|
| | In Works | By Contract | Total | In Works | By Contract | Total |
| Locomotives Repaired— | | | | | | |
| Heavy Repairs | 1 | Nil | 1 | 1 | Nil | 1 |
| Light „ | 7 | Nil | 7 | 8 | Nil | 8 |
| Under or awaiting repairs at end of year | Nil | Nil | Nil | 1 | Nil | 1 |
| Rail Motors— | | | | | | |
| Heavy Repairs | 6 | Nil | 6 | 1 | 1 | 2 |
| Under or awaiting repairs at end of year | Nil | Nil | Nil | Nil | Nil | Nil |
| <i>Coaching Vehicles.</i> | | | | | | |
| Carriages Repaired— | | | | | | |
| Heavy Repairs | Nil | Nil | Nil | Nil | Nil | Nil |
| Light „ | 70 | Nil | 70 | 60 | Nil | 60 |
| Under or awaiting | 2 | Nil | 2 | 2 | Nil | 2 |
| Wagons Repairs— | | | | | | |
| Heavy Repairs | 6 | Nil | 6 | 3 | Nil | 3 |
| Light „ | 80 | Nil | 80 | 70 | Nil | 70 |
| Under or awaiting | 2 | Nil | 2 | 4 | Nil | 4 |

XII.—ENGINE MILEAGE.

| | Year 1930 | | | Year 1929 | | |
|---------------------------------------|----------------------|----------------------|----------------------|-----------|--------|--------|
| | Steam | Petrol | Total | Steam | Petrol | Total |
| On Dublin and Blessington Line | 25,823 $\frac{1}{4}$ | 63,922 $\frac{1}{2}$ | 89,745 $\frac{3}{4}$ | 32,380 | 56,547 | 88,927 |

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

| Class of Passengers | Number | Receipts | Average Fare per Passenger | Number originating on System | 1929 | | | |
|-----------------------|---------|----------|----------------------------|------------------------------|---------|----------|----------------------------|---------|
| | | | | | Number | Receipts | Average Fare per Passenger |  | Number originating on System |
| | | £ | d. | | | £ | s. d. | |
| Ordinary | 210,621 | 2,553 | 2.9 | 210,621 | 198,621 | 2,852 | 0 3.4 | 198,621 |
| Season Tickets | 6 | 33 | | 6 | 9 | 62 | | 9 |

XIV.—GOODS TRAFFIC AND RECEIPTS.

| | Tons | Receipts | Average Receipts per Ton | 1929 | | |
|-----------------------|--------|----------|--------------------------|--------|----------|--------------------------|
| | | | | Tons | Receipts | Average Receipts per Ton |
| | | £ | s. d. | | £ | s. d. |
| Merchandise | 1,452 | 769 | 10 7 | 1,530 | 837 | 10 11 |
| Coal and Coke | 27 | 8 | 5 11 | 71 | 12 | 3 4 |
| Other Minerals | 8,079 | 836 | 2 0 | 5,419 | 560 | 2 0 |
| Totals | 9,558 | 1,613 | 3 4 | 7,020 | 1,409 | 4 0 |
| | Number | | | Number | | |
| Live Stock | 1,910 | 212 | | 1,571 | 198 | |

XV. (A)—Tonnage of Principal Classes of Merchandise carried by Goods Trains.

XV. (B)—Number of Live Stock carried by Goods Trains.

| Class of Goods | Tons 1930 | Tons 1929 | Class of Goods | Number 1930 | Number 1929 |
|------------------------|-----------|-----------|------------------------|-------------|-------------|
| Beer and Porter | 174 | 205 | Horses | 4 | 8 |
| Bread | 214 | 196 | Cattle | 985 | 710 |
| Mill Stuffs | 82 | 137 | Calves | 30 | 51 |
| Oats | 19 | 33 | Sheep and Lambs | 828 | 693 |
| Timber | 92 | 28 | Pigs | 63 | 108 |
| Sand | 8,079 | 5,415 | Miscellaneous | — | 1 |
| Stone (Broken) | | 4 | | | |
| Total | 8,660 | 6,018 | Total | 1,910 | 1 571 |

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED.

| | 1923. £ | 1924. £ | 1925. £ | 1926. £ | 1927. £ | 1928. £ | 1929. £ | 1930. £ |
|--|------------|------------|------------|------------|------------|------------|------------|------------|
| Total Expenditure on Capital Account ... | — | — | — | — | — | — | — | — |
| Net Receipts | Dr. 7,582 | Dr. 3,697 | Dr. 4,132 | Dr. 5,253 | Dr. 4,936 | Dr. 5,102 | Dr. 5,173 | Dr. 5,501 |
| Miscellaneous Receipts | Cr. 112 | Cr. 29 | Cr. 14 | Cr. 43 | Cr. 12 | Cr. 4 | Cr. 61 | Cr. 22 |
| Total Net Income | Dr. 7,470 | Dr. 3,668 | Dr. 4,118 | Dr. 5,211 | Dr. 4,924 | Dr. 5,098 | Dr. 5,112 | Dr. 5,479 |
| Interest, Rentals and Fixed Charges ... | 142 | 142 | 161 | 150 | 144 | 109 | 116 | 115 |

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

This is to certify that the whole of the Undertakings Permanent Way and Works have been maintained in fair working order and condition so far as the financial position of the Undertaking permitted.

Terenure, Co. Dublin.
9th January, 1931.

G. H. GIBSON,
Engineer.

CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certify that the whole of the Undertakings Plant, Engines, Carriages, Wagons, Machines and Tools, have, during the past year, been maintained in good working order and repair as far as expenditure permitted.

Templeogue, 9th January, 1931.

F. C. DOYLE,
Locomotive Engineer.

J. J. SHEIL, *Chairman of Committee of Management.*

G. H. GIBSON, *Secretary and Accountant.*

We have examined the foregoing Accounts with the Books and Vouchers of the Undertaking and certify same to be in accordance therewith.

31 Dame Street, Dublin,
13th January, 1931

KEVANS & SON
(Chartered and Incorporated Accountants).

Dundalk Newry and Greenore Railway.

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED
31ST DECEMBER, 1930.

PART I. FINANCIAL ACCOUNTS.

The following Accounts and Abstracts are not applicable to this Company :—

- No. 1 (b). Nominal Capital authorised and created by the Company jointly with some other Company.
No. 1 (c). Nominal Capital authorised and created by some other Company on which the Company either jointly or separately guarantees fixed Dividends.
No. 4 (a). Subscriptions to other Companies.
No. 9 (a). Statement of Interim Dividends paid.
No. 10. Abstract F. Expenses of collection and delivery of Parcels and Goods.
Abstract J. Jointly owned and jointly leased lines—Receipts and Expenditure.
No. 11. Receipts and Expenditure in respect of Omnibuses and other Passenger Vehicles not running on the Railway.
No. 12. Receipts and Expenditure in respect of Steamboats.
No. 13. Receipts and Expenditure in respect of Canals.
No. 16. Receipts and Expenditure in respect of other separate businesses carried on by the Company.

No. 1 (a).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

| Special Acts. | Capital Authorised. | | | Capital Created. | | | Balance. | | |
|--|---------------------|---------------------------|---------|-------------------|---------------------------|---------|-------------------|---------------------------|--------|
| | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| Dundalk and Greenore Act, 1863 | 110,000 | 36,600 | 146,600 | 110,000 | 36,600 | 146,600 | .... | .... | .... |
| Dundalk and Greenore Act, 1867 | 50,000 | 16,600 | 66,600 | 50,000 | 16,600 | 66,600 | .... | .... | .... |
| Dundalk Newry and Greenore Act, 1873 | 240,000 | 80,000 | 320,000 | 240,000 | 80,000 | 320,000 | .... | .... | .... |
| London and North Western (New Lines, &c.) Act, 1876..... | 51,000 | 16,800 | 67,800 | 51,000 | 16,800 | 67,800 | .... | .... | .... |
| TOTAL.....£ | 451,000 | 150,000 | 601,000 | 451,000 | 150,000 | 601,000 | .... | .... | .... |

No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a), SHOWING THE PROPORTION ISSUED.

| Description. | Amount created. | Amount issued. | Amount on which Dividend is payable. | Calls in arrear. | Amount uncalled. |
|---------------------------|-----------------|----------------|--------------------------------------|------------------|------------------|
| | £ | £ | £ | £ | £ |
| Ordinary £25 Shares | 451,000 | 451,000 | 387,500 | 900 | 62,600 |

No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

| | Raised by Loans. | Raised by issue of L. & N. W. Debenture Stock at 4 per cent. |
|--|------------------|--|
| Existing at 31st December, 1930..... | Nil. | £ 133,200 |
| Existing at 31st December, 1929..... | Nil. | 133,200 |
| Increase..... | .... | .... |
| Decrease ..... | .... | .... |
| Total amount authorised to be raised by Loans and Debenture Stock in respect of Capital created as per Statement No. 1 (a) | | 150,000 |
| Less—Amount created but not yet available | | 16,800 |
| | | 133,200 |
| Total Amount raised by Debenture Stock as above | | 133,200 |
| Balance, being available borrowing powers at 31st December, 1930 ..... |  | .... |

Dr. No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. Cr.

| To Expenditure. | Amount expended to 31st December, 1929. | Amount expended during Year, as per No. 5. | TOTAL. | By Receipts. | Amount received to 31st December, 1929. | Amount received during Year. | TOTAL. |
|---|---|--|---------------|------------------------------|---|------------------------------|-------------|
| | £ s. d. | £ s. d. | £ s. d. | | £ s. d. | £ s. d. | £ s. d. |
| Lines open for Traffic | 363,545 14 5 | .... | 363,545 14 5 | Shares (No. 2) | 387,500 0 0 | .... | 387,500 0 0 |
| Rolling Stock | 32,436 6 7 | .... | 32,436 6 7 | Debenture Stock (No. 3) | 133,200 0 0 | .... | 133,200 0 0 |
| Total Capital expended upon | | | | | | | |
| Railway | 395,982 1 0 | .... | 395,982 1 0 | | | | |
| Docks, Harbours and Wharves | 52,414 3 10 | .... | 52,414 3 10 | | | | |
| Hotels | 26,410 14 0 | .... | 26,410 14 0 | | | | |
| Electric Power Stations, &c. | 3,233 10 8 | .... | 3,233 10 8 | | | | |
| Land, Property, &c., not forming part of the Railway or Stations :— | | | | | | | |
| Not used in connection with Railway Working .. | 26,698 6 11 | Cr. 2,142 16 4 | 24,555 10 7 | | | | |
| TOTAL EXPENDITURE.. £ | 504,738 16 5 | Cr. 2,142 16 4 | 502,596 0 1 | | | | |
| To BALANCE | | | 18,103 19 11 | | | | |
| TOTAL | | | £ 520,700 0 0 | TOTAL RECEIPTS..... £ | 520,700 0 0 | .... | 520,700 0 0 |

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1930.

| | £ | s. | d. |
|---|-----|-------|----------------|
| Land, Property, &c., not forming part of the Railway or Stations :— | | | |
| Not used in connection with Railway Working— | | | |
| Land and Property sold..... | Cr. | 2,142 | 16 4 |
| TOTAL | £ | | Cr. 2,142 16 4 |

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.
NIL.

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| | £ | s. | d. | £ | s. | d. |
|---|--------|----|----|--------|----|--------------|
| Stock and Share Capital created but not yet received (as per Statement No. 2):— | | | | | | |
| Calls in Arrear | 900 | 0 | 0 | | | |
| Amount uncalled | 62,600 | 0 | 0 | | | |
| Loan Capital created but not yet available (as per Statement No. 3)..... | | | | 63,500 | 0 | 0 |
| Add—Balance at Credit (as per Capital Account No. 4) | | | | 16,800 | 0 | 0 |
| TOTAL | | | | 80,300 | 0 | 0 |
| | | | | 18,103 | 19 | 11 |
| | | | | £ | | 98,403 19 11 |

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

| See Statement. | | Gross Receipts. | Expenditure. | Net Receipts. | Year 1929 | | |
|----------------|---|-----------------|--------------|-------------------|-----------------|--------------|---------------|
| | | | | | Gross Receipts. | Expenditure. | Net Receipts. |
| | | | | | £ | £ | £ |
| 10 | Railway | 11,319 14 10 | 29,900 8 5 | Dr. 18,580 13 7 | 14,701 | 31,091 | Dr. 16,390 |
| 14 | Docks, Harbours, and Wharves | 611 4 8 | 1,955 8 8 | Dr. 1,344 4 0 | 953 | 2,576 | Dr. 1,618 |
| 15 | Hotels, and Refreshment Rooms where catering is carried on by the Company | 5,651 6 1 | 5,687 17 1 | Dr. 36 11 0 | 6,359 | 6,379 | Dr. 20 |
| | TOTAL..... | £ 17,582 5 7 | 37,543 14 2 | Dr. 19,961 8 7 | 22,018 | 40,046 | Dr. 18,028 |
| | Miscellaneous Receipts (Net)— | | | | | | |
| | Rents from Houses and Land..... | | 692 16 3 | | | 1,266 | |
| | Other Rents, including Lump-sum Tolls..... | | 34 1 3 | | | 34 | |
| | General Interest | | 29 11 11 | | | 124 | |
| | L. M. & S. and G. N. of Ireland—Dundalk Section | | 2,089 0 0 | | | 1,187 | |
| | | | | 2,845 9 5 | | | 2,611 |
| | TOTAL NET LOSS..... | | | £ Dr. 17,115 19 2 | | | £ Dr. 15,417 |

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

| | £ | s. | d. | Year 1929. |
|---|-----|---------|--------------|-------------|
| Deficiency brought from last year's account | Dr. | 261,151 | 15 3 | Dr. 245,735 |
| Net Loss (as per Statement No. 8) | Dr. | 17,115 | 19 2 | Dr. 15,417 |
| DEFICIENCY AT 31ST DECEMBER, 1930, CARRIED TO BALANCE SHEET | £ | Dr. | 278,267 14 5 | Dr. 261,152 |

No. 10.—RECEIPTS AND EXPENDITURE IN RESPECT OF RAILWAY WORKING.

| To Expenditure. | Year 1929. | | Percentage of Traffic Receipts. | | Year 1929. | Year 1929. | | Percentage of Traffic Receipts. | |
|--|------------|---------|---------------------------------|-------|------------|------------|--------|---------------------------------|-------|
| | £ | s. d. | 1930. | 1929. | | £ | s. d. | 1930. | 1929. |
| | £ s. d. | | £ | s. d. | | £ | s. d. | £ | s. d. |
| <i>See Abstracts.</i> | | | | | | | | | |
| A—Maintenance and Renewal of Way and Works | 2,660 | 6 4 | 5,229 | 9 7 | 6,428 | | 53 64 | 49 51 | |
| B—Maintenance and Renewal of Rolling Stock— | | £ s. d. | | | | | | | |
| (1) Locomotives | 2,660 | 6 4 | 2,204 | | 2,204 | | 27 29 | 16 97 | |
| (2) Carriages | 63 | 13 3 | 150 | | 150 | | 65 | 1 15 | |
| (3) Wagons | 1,388 | 9 4 | 1,443 | | 1,443 | | 14 24 | 11 12 | |
| C—Locomotive Running Expenses | 5,638 | 2 6 | 4,112 | 8 11 | 3,797 | | 42 18 | 29 24 | |
| D—Traffic Expenses | 13,623 | 16 5 | 13,768 | | | | 57 83 | 43 74 | |
| E—General Charges | | | 19,261 | 18 11 | 19,448 | | 139 74 | 106 03 | |
| Law Charges | | | 747 | 19 1 | 779 | | 197 57 | 149 77 | |
| Compensation (Accidents and Losses)— | | | 17 | 15 8 | 78 | | 7 67 | 6 00 | |
| Passengers | | £ s. d. | | | | | | | |
| Workmen | 63 | 11 3 | | | | | | | |
| Damage and Loss of Goods, Property, &c. | 56 | 3 9 | | | | | | | |
| Rates | | | 119 | 15 0 | | | | | |
| National Insurance— | | | 148 | 10 0 | | | | | |
| Health, Pensions, &c. | 82 | 12 4 | | | | | | | |
| Unemployment | 76 | 8 1 | | | | | | | |
| G—Running Powers (Balance) | | | 159 | 0 5 | 163 | | 1 63 | 1 26 | |
| | | | 78 | 17 6 | 7 | | 81 | 05 | |
| TOTAL TRAFFIC EXPENDITURE | | | 29,875 | 15 1 | 30,923 | | 306 44 | 238 14 | |
| H—Mileage, Demurrage and Wagon Hire (Balance) | | | Cr. 183 | 10 0 | Cr. 150 | | | | |
| Miscellaneous | | | 208 | 3 4 | 318 | | | | |
| TOTAL.....£ | | | 29,900 | 8 5 | 31,091 | | | | |
| By Gross Receipts. | | | | | | | | | |
| Passenger Train Traffic— | | | | | | | | | |
| Ordinary Passengers— | | | | | | | | | |
| First Class | 50 | 4 8 | | | | | | | |
| Second Class | 37 | 0 7 | | | | | | | |
| Third Class | 1,710 | 9 0 | | | | | | | |
| Season Tickets— | | | | | | | | | |
| First Class | 94 | 7 10 | | | | | | | |
| Second Class | | | | | | | | | |
| Third Class | | | | | | | | | |
| Workmen's Tickets | | | | | | | | | |
| Total Receipts from Passengers | | | 1,905 | 18 3 | 2,180 | | | | |
| Parcels up to 2 cwt., Parcels Post, and Excess Luggage | 345 | | | | | | | | |
| Other Merchandise by Passenger Trains..... | 611 | | | | | | | | |
| Total Passenger Train Receipts | | | 766 | 17 2 | 956 | | | | |
| Goods Train Traffic— | | | | | | | | | |
| Merchandise | 4,333 | 18 0 | | | | | | | |
| Live Stock | 2,116 | 0 8 | | | | | | | |
| Coal, Coke, and Patent Fuel | 168 | 13 3 | | | | | | | |
| Other Minerals | 457 | 17 4 | | | | | | | |
| Total Goods Train Receipts | | | 7,076 | 9 3 | 9,849 | | | | |
| Miscellaneous | | | 9,749 | 4 8 | 12,985 | | | | |
| TOTAL TRAFFIC RECEIPTS | | | 1,570 | 10 2 | 1,716 | | | | |
| TOTAL RECEIPTS..... | | | 11,319 | 14 10 | 14,701 | | | | |
| NET LOSS | | | 18,580 | 13 7 | 16,390 | | | | |
| TOTAL.....£ | | | 29,900 | 8 5 | 31,091 | | | | |
| Year 1929. | | | | | | | | | |
| 1930. | | | | | | | | | |
| Percentage of Traffic Receipts. | | | | | | | | | |
| 1930. | | | | | | | | | |
| 1929. | | | | | | | | | |

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

| | £ s. d. | £ s. d. | Year 1929. £ |
|---|------------|------------------|-----------------|
| Superintendence— | | | |
| Salaries | 57 14 4 | | 67 |
| Office Expenses, &c. | 4 2 3 | | 5 |
| | | 61 16 7 | 72 |
| Maintenance of Roads, Bridges, and Works— | | | |
| Earthworks | 156 15 5 | | 95 |
| Bridges, Tunnels, Culverts, Retaining Walls and other Works | 856 2 2 | | 1,434 |
| Roads and Fences | 444 9 5 | | 297 |
| | | 1,457 7 0 | 1,826 |
| Maintenance of Permanent Way— | | | |
| Repair of Running Lines and Sidings— | | | |
| Wages | 2,257 15 5 | | 2,575 |
| Materials | 309 5 7 | | 780 |
| | | 2,567 1 0 | 3,355 |
| Maintenance of Signalling..... | | 60 3 7 | 65 |
| Maintenance of Telegraphs and Telephones..... | | 117 13 5 | 82 |
| Maintenance of Stations and Buildings— | | | |
| Stations, Depôts, and Offices..... | 767 10 0 | | 880 |
| Engine Sheds..... | 125 17 5 | | 87 |
| Carriage Sheds | 13 8 | | 1 |
| Locomotive Workshops | 12 6 1 | | 17 |
| Other Buildings | 59 0 10 | | 43 |
| | | 965 8 0 | 1,028 |
| TOTAL | £ | 5,229 9 7 | 6,428 |

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1) LOCOMOTIVES.

(2) CARRIAGES.

| | £ s. d. | £ s. d. | Year 1929. £ |
|--|------------|------------------|-----------------|
| Superintendence— | | | |
| Salaries | 78 17 2 | | 77 |
| Office Expenses | 4 12 6 | | 5 |
| | | 83 9 8 | 82 |
| Repairs and Partial Renewals— | | | |
| Wages | 755 0 1 | | 775 |
| Materials | 1,549 8 10 | | 1,104 |
| | | 2,304 8 11 | 1,879 |
| Workshop Expenses— | | | |
| Repairs and Renewals of Machinery and Plant | 133 14 6 | | 97 |
| Other Expenses | 145 4 6 | | 159 |
| | | 278 19 0 | 256 |
| | | 2,666 17 7 | 2,217 |
| Deduct—Engine Power supplied to and by the Company (Balance) | | 6 11 3 | 13 |
| TOTAL | £ | 2,660 6 4 | 2,204 |

| | £ s. d. | £ s. d. | Year 1929. £ |
|---|----------|----------------|-----------------|
| Superintendence— | | | |
| Salaries | 2 3 7 | | 6 |
| Office Expenses | 2 0 | | 1 |
| | | 2 5 7 | 7 |
| Repairs and Partial Renewals— | | | |
| Wages | 21 6 11 | | 70 |
| Materials | 31 13 10 | | 52 |
| | | 53 0 9 | 122 |
| Workshop Expenses— | | | |
| Repairs and Renewals of Machinery and Plant | 4 19 0 | | 6 |
| Other Expenses | 3 7 11 | | 15 |
| | | 8 6 11 | 21 |
| TOTAL | £ | 63 13 3 | 150 |

(3) WAGONS.

| | £ s. d. | £ s. d. | Year 1929. £ |
|---|----------|------------------|-----------------|
| Superintendence— | | | |
| Salaries | 82 17 9 | | 78 |
| Office Expenses | 4 18 10 | | 5 |
| | | 87 16 7 | 83 |
| Repairs and Partial Renewals— | | | |
| Wages | 793 8 6 | | 793 |
| Materials | 236 2 9 | | 235 |
| | | 1,029 11 3 | 1,028 |
| Purchase of Timber Truck..... |  | ..... | 80 |
| Workshop Expenses— | | | |
| Repairs and Renewals of Machinery and Plant | 147 5 5 | | 111 |
| Other Expenses | 123 16 1 | | 141 |
| | | 271 1 6 | 252 |
| TOTAL | £ | 1,388 9 4 | 1,443 |

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

| | Year 1929. | | |
|--|------------|------------------|--------------|
| | £ s. d. | £ s. d. | £ |
| Superintendence— | | | |
| Salaries | 350 0 0 | | 330 |
| Office Expenses | 21 10 11 | | 21 |
| | | 371 10 11 | 351 |
| Steam Train Working— | | | |
| Wages connected with the Running of Locomotive Engines .. | 2,850 14 2 | | 2,837 |
| Fuel | 2,259 19 9 | | 2,278 |
| Water | 32 16 8 | | 58 |
| Lubricants..... | 27 10 2 | | 43 |
| Other Stores, including Clothing | 65 12 1 | | 101 |
| Miscellaneous | 48 16 0 | | 45 |
| | | 5,285 8 10 | 5,362 |
| | | 5,656 19 9 | 5,713 |
| Deduct—Engine Power supplied to and by the Company (Balance) | | 18 17 3 | 33 |
| TOTAL..... £ | | 5,638 2 6 | 5,680 |

ABSTRACT D.—TRAFFIC EXPENSES.

| | Year 1929. | | |
|---|------------|--------------------|---------------|
| | £ s. d. | £ s. d. | £ |
| Salaries and Wages— | | | |
| Superintendence | 100 0 0 | | 100 |
| Station Masters and Clerks | 4,792 16 4 | | 4,665 |
| Signalmen and Gatemen | 1,171 13 5 | | 1,168 |
| Ticket Collectors, Policemen, Porters, &c. | 3,296 11 8 | | 3,221 |
| Guards | 518 7 7 | | 605 |
| | | 9,879 9 0 | 9,759 |
| Fuel, Lighting, Water and General Stores | 772 2 5 | | 762 |
| Clothing | 101 0 2 | | 129 |
| Printing, Advertising, Stationery, Stamps and Tickets | 190 0 11 | | 278 |
| Expenses of Joint Stations and Junctions | 1,234 16 3 | | 1,258 |
| Cleansing, Lubricating and Lighting of Vehicles .. | 342 14 4 | | 363 |
| Shunting Expenses (other than Mechanical)— | | | |
| Wages | 289 6 1 | | 295 |
| Working of Stationary Engines, Hoists, Cranes, &c. | 376 19 5 | | 428 |
| Railway Clearing Houses Expenses | 272 8 9 | | 348 |
| Miscellaneous Expenses..... | 164 19 1 | | 148 |
| TOTAL..... £ | | 13,623 16 5 | 13,768 |

ABSTRACT G.—RUNNING POWERS. RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

ABSTRACT E.—GENERAL CHARGES.

| | Year 1929. | |
|---|-----------------|------------|
| | £ s. d. | £ |
| Office Expenses | 17 5 11 | 36 |
| Fire Insurance | 55 5 8 | 55 |
| Superannuation and Benevolent Funds, Pensions, &c. | 555 11 11 | 562 |
| Subscriptions and Donations | 42 6 2 | 43 |
| Miscellaneous Expenses..... | 77 9 5 | 83 |
| TOTAL..... £ | 747 19 1 | 779 |

| | Year 1929. | | | Year 1929. | | |
|---------------------------|----------------|---------------|--------------------|------------|-----------|--------------|
| | Receipts. | Payments. | Balance. | Receipts. | Payments. | Balance. |
| | £ s. d. | £ s. d. | £ s. d. | £ | £ | £ |
| Passenger Train Traffic.. | 7 18 0 | .... | Cr. 7 18 0 | 9 | .... | Cr. 9 |
| Goods Train Traffic | 11 8 11 | 98 4 5 | 86 15 6 | 10 | 26 | 16 |
| TOTAL..... £ | 19 6 11 | 98 4 5 | Dr. 78 17 6 | 19 | 26 | Dr. 7 |

ABSTRACT H.—MILEAGE, DEMURRAGE AND WAGON HIRE.

| | Year 1929. | | | Year 1929. | | |
|-------------------------------|----------------|----------------|---------------------|------------|--------------|----------------|
| | Receipts. | Expenditure. | Balance. | Receipts. | Expenditure. | Balance. |
| | £ s. d. | £ s. d. | £ s. d. | £ | £ | £ |
| Mileage and Demurrage— | | | | | | |
| Passenger Train Vehicles..... | 11 11 0 | 80 7 5 | 68 16 5 | 13 | 77 | 64 |
| Goods Train Vehicles.. | 252 18 5 | 12 0 | Cr. 252 6 5 | 214 | .. | Cr. 214 |
| TOTAL..... £ | 264 9 5 | 80 19 5 | Cr. 183 10 0 | 227 | 77 | Cr. 150 |

Dr. No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS AND WHARVES. Cr.

| To Expenditure. | Year 1929. | | By Gross Receipts. | Year 1929. | |
|-----------------------------------|------------------|--------------|-----------------------------------|------------------|--------------|
| | £ s. d. | £ | | £ s. d. | £ |
| Superintendence | 60 18 2 | 63 | Wharf and Pier Dues..... | 578 2 2 | 760 |
| Maintenance | 889 12 11 | 656 | Craneage and other Services | 33 2 6 | 198 |
| Dredging | 264 10 10 | 772 | TOTAL RECEIPTS | 611 4 8 | 958 |
| Wages not included in above | 315 1 1 | 393 | BALANCE | 1,344 4 0 | 1,618 |
| Rates | 39 1 9 | 65 | TOTAL..... £ | 1,955 8 8 | 2,576 |
| Miscellaneous | 386 3 11 | 627 | | | |
| TOTAL..... £ | 1,955 8 8 | 2,576 | | | |

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS
Dr. WHERE CATERING IS CARRIED ON BY THE COMPANY. Cr.

| To Expenditure. | | | By Gross Receipts. | | |
|---|---------------------|--------------|--|---------------------|--------------|
| | | | Year 1929. | | |
| | | | Year 1929. | | |
| | | | Year 1929. | | |
| Salaries and Wages | £ s. d. | £ | Total Receipts from Hotels and from Sale of Pro- | £ s. d. | £ |
| Provisions, Wines, and Spirits consumed | 1,479 7 2 | 1,490 | visions, &c., in Refreshment Rooms | 5,651 6 1 | 6,359 |
| Repairs and Maintenance of Hotels and Refreshment Rooms | 2,931 1 0 | 3,262 | | | |
| Heating and Lighting of Hotels and Refreshment Rooms | 391 2 4 | 552 | | | |
| Rates..... | 625 9 2 | 610 | | | |
| Taxes | 86 7 1 | 84 | | | |
| Miscellaneous | 15 15 1 | 16 | | | |
| | 478 18 0 | 506 | | | |
| TOTAL EXPENDITURE | 6,007 19 10 | 6,520 | BALANCE | 36 11 0 | 20 |
| <i>Add:</i> Transfer to Depreciation Fund | 104 17 3 | 104 | | | |
| <i>Deduct:</i> L. M. & S. Company's proportion of the Loss | Cr. 425 0 0 | Cr. 245 | | | |
| TOTAL..... | £ 5,687 17 1 | 6,379 | TOTAL..... | £ 5,687 17 1 | 6,379 |

Dr. No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT. Cr.

| | | | Year 1929. | | | | | | Year 1929. | | |
|--|--------------------|--------------|--------------|-------------------------|------------------|------------------|------------------|--------------|------------|--|--|
| | | | Year 1929. | | | | | | Year 1929. | | |
| | | | Year 1929. | | | | | | Year 1929. | | |
| | | | Year 1929. | | | | | | Year 1929. | | |
| Superintendence:— | £ s. d. | £ s. d. | £ | Current supplied:— | Number of Units. | £ s. d. | Number of Units. | £ | | | |
| Salaries | | 33 14 1 | 43 | For Power | 416 | 35 18 0 | 298 | 28 | | | |
| Generation:— | | | | „ Lighting | 12,783 | 1,103 2 10 | 13,253 | 1,233 | | | |
| Maintenance of Buildings | | | 2 | To Other Consumers..... | 1,621 | 63 5 10 | 921 | 30 | | | |
| Maintenance of Plant, Machinery and Tools..... | 191 6 7 | | 145 | | | | | | | | |
| Maintenance of Feeders, Cables, and Accessories | | | | | | | | | | | |
| Salaries and Wages | 375 9 9 | | 366 | | | | | | | | |
| Fuel, including Carriage, &c..... | 467 6 3 | | 480 | | | | | | | | |
| Oil, Waste, Water, and Stores | 16 19 10 | | 13 | | | | | | | | |
| | | 1,051 2 5 | 1,006 | | | | | | | | |
| Distribution:— | | | | | | | | | | | |
| Maintenance of Feeders, Mains, and Apparatus | 1 18 9 | | 120 | | | | | | | | |
| Maintenance of Meters, Switches, Fuses, Lamps, &c..... | 8 13 0 | | 23 | | | | | | | | |
| | | 10 11 9 | 143 | | | | | | | | |
| Rates | | 35 8 1 | 35 | | | | | | | | |
| Miscellaneous | | 9 10 4 | 2 | | | | | | | | |
| Hydraulic Machinery, Boilers Suspense Account | | 62 0 0 | 62 | | | | | | | | |
| TOTAL | £ 1,202 6 8 | 1,291 | 1,291 | TOTAL | 14,820 | 1,202 6 8 | 14,472 | 1,291 | | | |

Dr. No. 18.—GENERAL BALANCE SHEET AT 31st DECEMBER, 1930. Cr.

| | | | Year 1929. | | | | | | Year 1929. | | |
|---|----------------|----------------|--|----------------|----------------|--|--|--|------------|--|--|
| | | | Year 1929. | | | | | | Year 1929. | | |
| | | | Year 1929. | | | | | | Year 1929. | | |
| | | | Year 1929. | | | | | | Year 1929. | | |
| To Capital Account, Balance at Credit thereof (as per Account No. 4) | £ s. d. | £ | By Cash at Bankers and in hand | £ s. d. | £ | | | | | | |
| Amount due to Railway Companies and Committees | 18,103 19 11 | 15,961 | Stock of Stores and Materials | 2,358 13 5 | 7,087 | | | | | | |
| Accounts payable | 512,309 16 4 | 491,099 | Outstanding Traffic Accounts | 2,882 17 6 | 2,789 | | | | | | |
| Miscellaneous Accounts | 1,220 16 5 | 6,355 | Amount due by Railway Companies and Committees | 386 11 5 | 504 | | | | | | |
| Depreciation Funds (including provision for Arrears of Maintenance) :— | | | Amount due by Irish Railway Clearing House.. | 617 9 9 | 32 | | | | | | |
| Railway..... | 11,408 7 2 | 11,408 | Accounts receivable | 1,571 13 0 | 2,510 | | | | | | |
| Other Businesses..... | 598 6 5 | 494 | Miscellaneous Accounts | 1,009 15 9 | 808 | | | | | | |
| Compensation under the Irish Railways (Settlement of Claims) Act, 1921..... | 31,483 18 6 | 32,419 | Renewal of Hydraulic Boilers, Greenore | 1 6 0 | 1 | | | | | | |
| | | | Deficiency (as per Account No. 9) | 644 4 10 | 706 | | | | | | |
| | | | Debenture Interest not charged to Net Income | 278,267 14 5 | 261,152 | | | | | | |
| | | | | 287,712 0 0 | 282,384 | | | | | | |
| £ 575,452 6 1 | 557,973 | 557,973 | £ 575,452 6 1 | 557,973 | 557,973 | | | | | | |

PART II.
STATISTICAL RETURNS.

The following Returns are not applicable to this Company :—

- I.—Mileage of Lines.
 - (B) Mileage of Lines authorised but not open for Traffic.
- II.—Rolling Stock.
 - (B) Rail Motor Vehicles.
 - (C) Trains worked by Electric Power.
- III.—Horses and Road Vehicles employed in the Collection and Delivery of Parcels and Goods and in the Conveyance of Passengers.
- IV.—Steamboats.
- V.—Canals.
- IX.—Other Industries.

I.—MILEAGE OF LINES.
(A)—MILEAGE OF LINES OPEN FOR TRAFFIC.

| | Running Lines. | | Total of Single Track, including Sidings. | Year 1929. | | |
|-----------------------------|-----------------|----------------------------------|---|---|----|-----|
| | Length of Road. | Sidings reduced to Single Track. | | Total of Single Track, including Sidings. | | |
| | m. | ch. | m. | ch. | m. | ch. |
| Lines owned by the Company— | | | | | | |
| Newry to Greenore..... | 13 | 54 | 14 | 40 | 14 | 40 |
| Greenore to Dundalk..... | 13 | 14 | 2 | 66 | 16 | 0 |
| TOTAL..... | 26 | 68 | 30 | 40 | 30 | 40 |
| Do. Do. Year 1929.... | 26 | 68 | 30 | 40 | — | — |

(C)—MILEAGE OF LINES RUN OVER BY THE COMPANY'S ENGINES.

| | Year 1929. | |
|--|------------|--------|
| | m. ch. | m. ch. |
| Lines owned by the Company | 26 68 | 26 68 |
| Lines over which the Company exercises Running Powers continuously | 2 52 | 2 52 |
| TOTAL | 29 40 | 29 40 |

II.—ROLLING STOCK.

(A)—STEAM LOCOMOTIVES AND TENDERS.

| Description. | Wheel Type. | Number. | Year 1929. |
|--------------------|-------------|---------|------------|
| | | | Number. |
| Tank Engines | 0-6-0 | 5 | 5 |

(D)—COACHING VEHICLES (OTHER THAN ELECTRIC).

| Description. | Number. | Seats or Berths. | | | | Year 1929. | |
|---------------------------------|---------|------------------|------------|------------|--------|------------|-------------------------|
| | | 1st Class. | 2nd Class. | 3rd Class. | Total. | Number. | Seats or Berths. Total. |
| PASSENGER CARRIAGES. | | | | | | | |
| Carriages of uniform class..... | 7 | ..... | ..... | 350 | 350 | 7 | 350 |
| Composite Carriages | 5 | 69 | 48 | 64 | 181 | 5 | 181 |
| TOTAL PASSENGER CARRIAGES | 12 | 69 | 48 | 414 | 531 | 12 | 531 |
| OTHER COACHING VEHICLES. | | | | | | | |
| Luggage, Parcel, and Brake Vans | 4 | | | | | | 4 |
| Carriage Trucks | 1 | | | | | | 1 |
| Horse Boxes | 1 | | | | | | 1 |
| TOTAL OTHER COACHING VEHICLES | 6 | | | | | | 6 |
| TOTAL COACHING VEHICLES.. | 18 | | | | | | 18 |

(E)—MERCHANDISE AND MINERAL VEHICLES.

| Description. | Number. | Year 1929. |
|--|---------|------------|
| | | Number. |
| Open Wagons— Under 8 tons | 12 | 12 |
| Covered Wagons— Under 8 tons | 54 | 54 |
| Mineral Wagons— 8 and up to 12 tons..... | 40 | 40 |
| Cattle Trucks | 40 | 40 |
| Rail and Timber Trucks (including Twin Trucks) | 2 | 2 |
| Brake Vans | 3 | 3 |
| TOTAL..... | 151 | 151 |

(F)—RAILWAY SERVICE VEHICLES.

| Description. | Number. | Year 1929. |
|------------------------|---------|------------|
| | | Number. |
| Ballast Wagons..... | 4 | 4 |
| Travelling Crane | 1 | 1 |
| TOTAL..... | 5 | 5 |

VI.—DOCKS, HARBOURS AND WHARVES.

| Name. | Length of Quay. |
|----------------------------|-----------------|
| | Feet |
| Greenore Dock | 816 |
| Greencastle Pier Head..... | 27 |
| TOTAL LENGTH..... | 843 |

VII.—HOTELS.

| Name. | Situation. |
|----------------------|------------|
| Greenore Hotel | Greenore. |

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

| Land. | Acreage. | | | Year 1929. | | |
|--|----------|----|----|------------|----|----|
| | Acreage. | | | Acreage. | | |
| | a. | r. | p. | a. | r. | p. |
| Agricultural Land | 143 | 2 | 8 | 143 | 2 | 8 |
| Urban and Suburban Land | 5 | 1 | 13 | 5 | 1 | 13 |
| Houses. | Number. | | | Number. | | |
| Houses and Cottages for Company's Servants | 47 | | | 47 | | |
| Other Houses and Cottages | 12 | | | 14 | | |

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A).

| | Year 1929. | | | |
|---|------------|-----|-------|-----|
| Principal Permanent Way materials used :— | | | | |
| Sleepers..... | Number | 20 | 1,273 | |
| Miles maintained— | M. | Ch. | M. | Ch. |
| Miles of road..... | 26 | 68 | 26 | 68 |
| Miles of road reduced to single track— | | | | |
| Running Lines..... | 26 | 68 | 26 | 68 |
| Sidings | 3 | 52 | 3 | 52 |

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

| | In Company's Workshops. | Year 1929. |
|---|-------------------------|------------------------------------|
| | Number. | In Company's Workshops. Number. |
| Locomotives repaired— | | |
| Heavy repairs | 2 | 3 |
| Locomotives under or awaiting repair at end of year | 1 | .... |
| Coaching Vehicles— | | |
| Other Coaching Vehicles repaired— | | |
| Heavy repairs ..... | .... | 1 |
| Light ,, | 1 | .... |
| Wagons repaired— | | |
| Heavy repairs | 1 | 2 |
| Light ,, | 29 | 29 |
| Wagons under or awaiting repair at end of year | 4 | 6 |

XII.—ENGINE MILEAGE.

| | Year 1929. | | | | | | | | | | | | | | | | | | | | |
|--|----------------------------------|---------------|---------------|--|---------------|---------------|--|---------------|------------|----------------------------------|---------------|---------------|---------------------|---|-----------------|---|---------------------|---------------|------------|----------------|--------|
| | Train Miles. (Loaded Trains.) | | | Train Miles. (Including Empty Trains run for Traffic purposes on either the Forward or Return Journey.) | | | Train Miles. (Including Empty Trains run for Traffic purposes on either the Forward or Return Journey.) | | | Train Miles. (Loaded Trains.) | | | Total Engine Miles. | Other Miles. (Assist- ing, Light, &c.) | Shunting Miles. | Other Miles. (Assist- ing, Light, &c.) | Total Engine Miles. | | | | |
| | Coaching. | Goods. | Total. | Coaching. | Goods. | Total. | Coaching. | Goods. | Total. | Coaching. | Goods. | Total. | | | | | | Coaching. | Goods. | Total. | |
| | | | | | | | | | | | | | Coaching. | Goods. | Total. | Coaching. | Goods. | | | | Total. | Coaching. | Goods. | Total. |
| A.—MILES RUN IN RELATION TO THE COMPANY'S TRAFFIC RECEIPTS— | | | | | | | | | | | | | | | | | | | | | |
| Over the Company's System by the Company's Engines..... | 51,165 | 29,456 | 80,621 | 51,167 | 30,143 | 81,310 | 3,759 | 20,527 | 132 | 105,728 | 44,024 | 34,754 | 78,778 | 44,179 | 35,332 | 79,511 | 7,031 | 18,457 | 217 | 105,216 | |
| Over the Company's System by other Companies' Engines..... | | | | | | | | | | | | | | | | | | | | | |
| TOTAL..... | 51,165 | 29,456 | 80,621 | 51,167 | 30,143 | 81,310 | 3,759 | 20,527 | 132 | 105,728 | 44,024 | 34,754 | 78,778 | 44,179 | 35,332 | 79,511 | 7,031 | 18,457 | 217 | 105,216 | |
| B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE— | | | | | | | | | | | | | | | | | | | | | |
| By the Company's Engines over Lines owned, leased, or worked by the Company..... | 50,080 | 28,786 | 78,866 | 50,081 | 29,450 | 79,531 | 2,435 | 19,487 | 423 | 101,876 | 43,222 | 33,834 | 77,056 | 43,374 | 34,381 | 77,755 | 5,082 | 18,034 | 694 | 101,565 | |
| By the Company's Engines over other Companies' Lines..... | 1,085 | 670 | 1,755 | 1,086 | 693 | 1,779 | 1,324 | 1,040 | 46 | 4,189 | 802 | 920 | 1,722 | 805 | 951 | 1,766 | 1,949 | 423 | 67 | 4,195 | |
| TOTAL..... | 51,165 | 29,456 | 80,621 | 51,167 | 30,143 | 81,310 | 3,759 | 20,527 | 469 | 106,065 | 44,024 | 34,754 | 78,778 | 44,179 | 35,332 | 79,511 | 7,031 | 18,457 | 761 | 105,760 | |
| C.—MILES RUN BY THE COMPANY'S ENGINES— | | | | | | | | | | | | | | | | | | | | | |
| <i>Steam Tender and Tank Engines—</i> | | | | | | | | | | | | | | | | | | | | | |
| Over Lines owned, leased, or worked by the Company..... | 50,080 | 28,786 | 78,866 | 50,081 | 29,450 | 79,531 | 2,435 | 19,487 | 423 | 101,876 | 43,222 | 33,834 | 77,056 | 43,374 | 34,381 | 77,755 | 5,082 | 18,034 | 694 | 101,565 | |
| Over other Companies' Lines..... | 4,086 | 670 | 4,756 | 4,087 | 693 | 4,780 | 2,940 | 1,040 | 46 | 8,806 | 3,549 | 920 | 4,469 | 3,552 | 951 | 4,503 | 3,584 | 423 | 89 | 8,599 | |
| TOTAL..... | 54,166 | 29,456 | 83,622 | 54,168 | 30,143 | 84,311 | 5,375 | 20,527 | 469 | 110,682 | 46,771 | 34,754 | 81,525 | 46,926 | 35,332 | 82,258 | 8,666 | 18,457 | 783 | 110,164 | |

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

| Class of Passenger. | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Company's System. | Year 1929. | | | |
|---------------------|---------------|--------------|-----------------------------|---|---------------|--------------|-----------------------------|---|
| | | | | | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Company's System. |
| Ordinary— | | £ | s. d. | | | £ | s. d. | |
| 1st Class | 305 | 50 | 3 3 34 | 124 | 378 | 60 | 3 2.10 | 154 |
| 2nd „ | 655 | 37 | 1 1 56 | 574 | 580 | 32 | 1 1.24 | 507 |
| 3rd „ | 59,531 | 1,711 | 6 90 | 58,486 | 67,310 | 1,938 | 0 6.91 | 65,723 |
| Workmen | 524 | 14 | 6 41 | 524 | 712 | 16 | 0 5.39 | 712 |
| TOTAL..... | 61,015 | 1,812 | 7 13 | 59,708 | 68,980 | 2,046 | 0 7.12 | 67,096 |
| Season— | | | | | | | | |
| 1st Class..... | ..... | ..... | — | ..... | ..... | ..... | — | ..... |
| 2nd „ ..... | ..... | ..... | — | ..... | ..... | ..... | — | ..... |
| 3rd „ | 13 | 94 | — | 13 | 17 | 134 | — | 17 |

XIV.—GOODS TRAFFIC AND RECEIPTS.

| Description of Traffic. | Tonnage. | Receipts. | Average Receipt per Ton. | Tonnage originating on the Company's System. | Year 1929. | | | |
|----------------------------------|---------------|--------------|--------------------------|--|---------------|--------------|--------------------------|--|
| | | | | | Tonnage. | Receipts. | Average Receipt per Ton. | Tonnage originating on the Company's System. |
| | Tons. | £ | s. d. | Tons. | Tons. | £ | s. d. | Tons. |
| Merchandise | 15,266 | 4,334 | 5 8.14 | 6,572 | 23,180 | 6,265 | 5 4.87 | 13,915 |
| Coal, Coke, and Patent Fuel..... | 1,105 | 168 | 3 0.49 | 1,105 | 4,862 | 766 | 3 1.81 | 4,855 |
| Other Minerals | 5,512 | 458 | 1 7.94 | 5,173 | 5,476 | 500 | 1 9.91 | 5,189 |
| TOTAL..... | 21,883 | 4,960 | 4 6.40 | 12,850 | 33,518 | 7,531 | 4 5.92 | 23,959 |
| | Number. | £ | | Number originating on the Company's System. | Number. | £ | | Number originating on the Company's System. |
| Live Stock..... | 86,304 | 2,116 | — | 70,045 | 89,370 | 2,318 | — | 73,228 |

XV (A).—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

| Originating on the Company's System. | Tons. | Year 1929. |
|---|--------------|---------------|
| | | Tons. |
| Bacon and Hams, Butter and Eggs | 281 | 401 |
| Flour and Bran, Sharps and other Flour Mill Offal | 331 | 468 |
| Grain | 558 | 1,220 |
| Groceries (excluding Bacon, Hams and Butter) | 33 | 107 |
| Manure | 275 | 712 |
| Potatoes | 3,321 | 8,299 |
| Stone for Roadmaking Purposes..... | 474 | 3,068 |
| Timber | 32 | 27 |
| Oil Cake and Cattle Foods ..... | ..... | 84 |
| TOTAL..... | 5,305 | 14,386 |

XV (B).—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

| Originating on the Company's System. | Number. | Year 1929. |
|--------------------------------------|---------------|---------------|
| | | Number. |
| Horses | 1,092 | 1,153 |
| Cattle..... | 30,419 | 32,514 |
| Calves | 107 | 89 |
| Sheep..... | 33,471 | 33,796 |
| Pigs | 4,948 | 5,639 |
| Miscellaneous | 8 | 37 |
| TOTAL..... | 70,045 | 73,228 |

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED.

| | 1923. | 1924. | 1925. | 1926. | 1927. | 1928. | 1929. | 1930. |
|--|--------------------|------------|------------|------------|------------|------------|------------|------------|
| | £ | £ | £ | £ | £ | £ | £ | £ |
| Total Expenditure on Capital Account | (No. 4) 519,084 | 519,084 | 519,084 | 519,084 | 519,084 | 507,537 | 504,739 | 502,596 |
| Gross Receipts from Businesses carried on by the Company | (No. 8) 39,552 | 29,984 | 27,603 | 20,934 | 20,121 | 21,586 | 22,018 | 17,582 |
| Revenue Expenditure from Businesses carried on by the Company .. | (No. 8) 66,520 | 57,548 | 55,688 | 50,598 | 46,584 | 39,356 | 40,046 | 37,543 |
| Net Receipts from Businesses carried on by the Company | (No. 8) Dr. 26,968 | Dr. 27,564 | Dr. 28,085 | Dr. 29,664 | Dr. 26,463 | Dr. 17,770 | Dr. 18,028 | Dr. 19,961 |
| Miscellaneous Receipts (Net) | (No. 8) 1,273 | 920 | 762 | 2,351 | 1,707 | 2,021 | 2,611 | 2,845 |
| Total Net Loss | (No. 8) Dr. 25,695 | Dr. 26,644 | Dr. 27,323 | Dr. 27,313 | Dr. 24,756 | Dr. 15,749 | Dr. 15,417 | Dr. 17,116 |
| Deficiency brought forward from previous years | 98,255 | 123,950 | 150,594 | 177,917 | 205,230 | 229,986 | 245,735 | 261,152 |
| Deficiency carried forward to subsequent years | 123,950 | 150,594 | 177,917 | 205,230 | 229,986 | 245,735 | 261,152 | 278,268 |

CERTIFICATES OF THE RESPONSIBLE OFFICERS AS TO THE UPKEEP OF THE COMPANY'S PROPERTY.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works, have during the past year been maintained in good working condition and repair.

A. NEWLANDS, *Chief Civil Engineer.*

11th February, 1931.

I hereby certify that the whole of the Company's Plant, Engines, Carriages, Wagons, Machinery and Tools, so far as relate to my Department, have during the past year been maintained in good working condition and repair.

E. J. H. LEMON, *Chief Mechanical Engineer.*

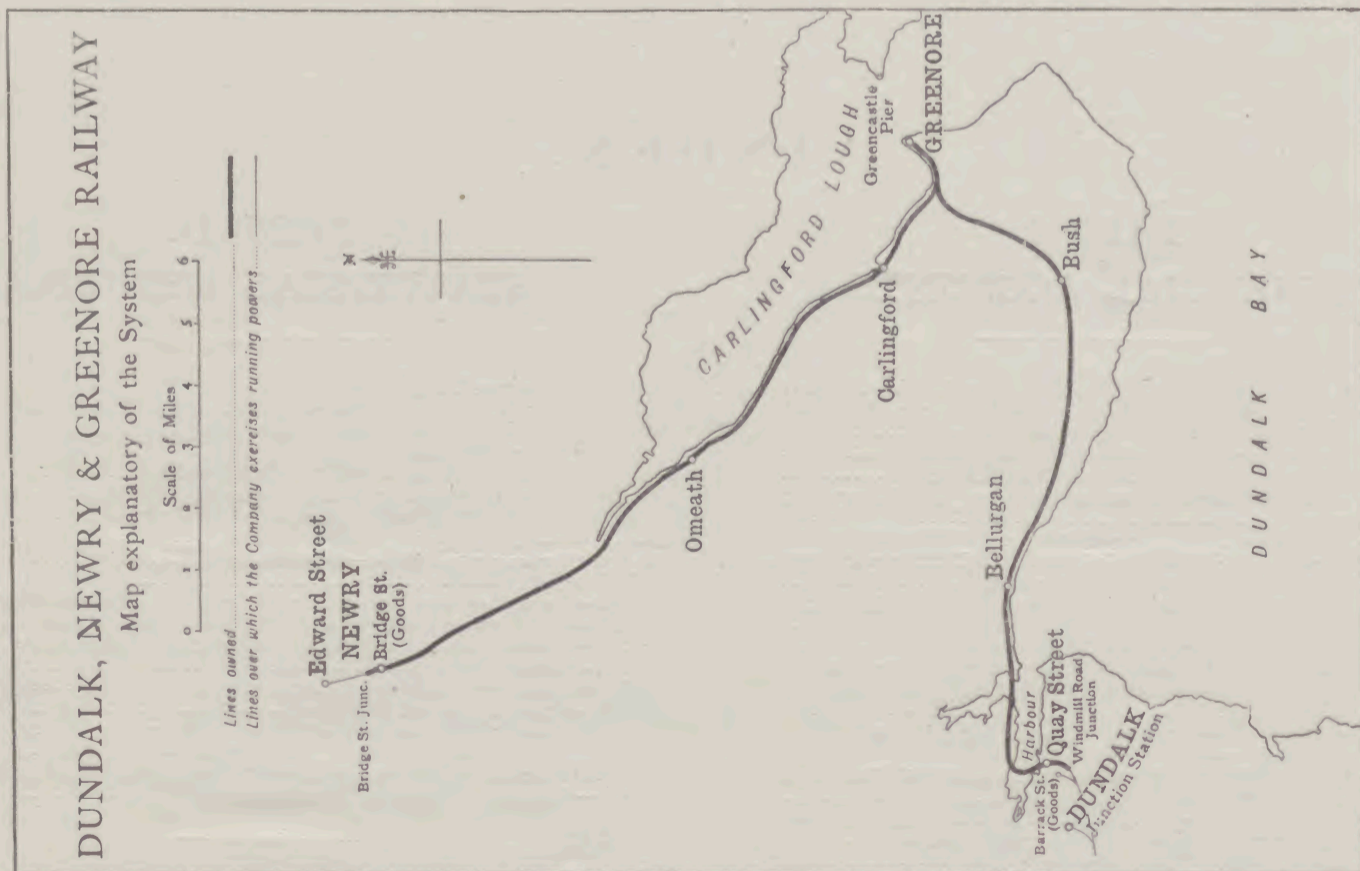
11th February, 1931.

(Signed for the Board of Directors) { A. HOLLAND-HIBBERT, *Chairman of the Company.*
O. GLYNNE ROBERTS, *Secretary of the Company.*

AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Company.

N. E. WATERHOUSE,
F. D. MORRIS, } *Auditors.*



**Dundalk Newry & Greenore Railway
Company.**

**FINANCIAL ACCOUNTS
AND
STATISTICAL RETURNS
FOR THE YEAR ENDED
31st DECEMBER, 1930.**

[Copy of Advertisement.]

**DUNDALK NEWRY AND GREENORE RAILWAY
COMPANY.**

NOTICE IS HEREBY GIVEN that the next **ORDINARY GENERAL MEETING** of the Dundalk Newry and Greenore Railway Company will be held at Euston Station, London, N.W., on Thursday, the 29th February, 1931, at 12 30 p.m. precisely, for the transaction of the general business of the Company.

ARTHUR HENRY HOLLAND-HIBBERT, Chairman.
OWEN GLYNN ROBERTS, Secretary.
EUSTON STATION, LONDON, N.W. 1.
11th February, 1931.

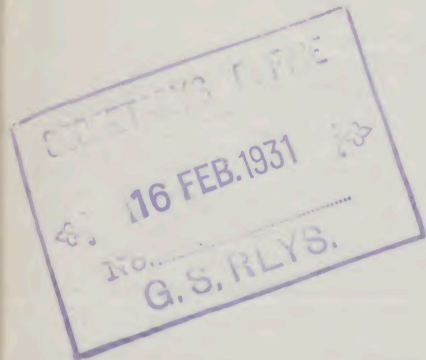
INDEX.

**PART I.
FINANCIAL ACCOUNTS.**

| | PAGE |
|---|------|
| No. 1 (a) Nominal Capital authorised, and created by the Company | 1 |
| No. 2. Share Capital and Stock created, as per Statement No. 1. (a), showing the proportion issued | 1 |
| No. 3. Capital raised by Loans and Debenture Stock | 1 |
| No. 4. Receipts and Expenditure on Capital Account | 2 |
| No. 5. Details of Capital Expenditure for year ended December, 1930 | 2 |
| No. 6. Estimate of further Expenditure on Capital Account | 2 |
| No. 7. Capital Powers and other Assets available to meet further Expenditure on Capital Account | 2 |
| No. 8. Revenue Receipts and Expenditure of the whole Undertaking | 2 |
| No. 9. Proposed Appropriation of Net Income | 2 |
| No. 10. Receipts and Expenditure in respect of Railway Working | 3 |
| ABSTRACT A.—Maintenance and Renewal of Way and Works | 4 |
| ABSTRACT B.—Maintenance and Renewal of Rolling Stock :— | |
| (1) Locomotives | 4 |
| (2) Carriages | 4 |
| (3) Wagons | 4 |
| ABSTRACT C.—Locomotive Running Expenses | 5 |
| ABSTRACT D.—Traffic Expenses | 5 |
| ABSTRACT E.—General Charges | 5 |
| ABSTRACT G.—Running Powers—Receipts and Payments in respect of Running Power Expenses | 5 |
| ABSTRACT H.—Mileage, Demurrage, and Wagon Hire | 5 |
| No. 14. Receipts and Expenditure in respect of Docks, Harbours, and Wharves | 5 |
| No. 15. Receipts and Expenditure in respect of Hotels, and of Refreshment Rooms where catering is carried on by the Company | 6 |
| No. 17. Electric Power and Light Account | 6 |
| No. 18. General Balance Sheet | 6 |

**PART II.
STATISTICAL RETURNS.**

| | PAGE |
|---|------|
| I.—Mileage of Lines :— | |
| (A) Mileage of Lines open for Traffic | 7 |
| (C) Mileage of Lines run over by the Company's Engines | 7 |
| II.—Rolling Stock :— | |
| (A) Steam Locomotives and Tenders | 7 |
| (D) Coaching Vehicles (other than Electric) | 7 |
| (E) Merchandise and Mineral Vehicles | 7 |
| (F) Railway Service Vehicles | 7 |
| VI.—Docks, Harbours, and Wharves | 8 |
| VII.—Hotels | 8 |
| VIII.—Land, Property, &c, not forming part of the Railway or Stations | 8 |
| X.—Maintenance and Renewal of Way and Works (Abstract A) | 8 |
| XI.—Maintenance and Renewal of Rolling Stock (Abstract B) | 8 |
| XII.—Engine Mileage | 9 |
| XIII.—Passenger Traffic and Receipts | 10 |
| XIV.—Goods Traffic and Receipts | 10 |
| XV. (A).—Tonnage of the Principal Classes of Minerals and Merchandise carried by Goods Trains | 10 |
| XV. (B).—Number of Live Stock carried by Goods Trains | 10 |
| XVI.—Summary of Financial Results secured | 10 |
| Certificates :— | |
| Auditors' | 11 |
| Officers responsible for Maintenance | 11 |
| Map | 11 |



Great Northern Railway Company (Ireland)

FINANCIAL ACCOUNTS

AND

STATISTICAL RETURNS

FOR THE

YEAR ENDED

31st DECEMBER, 1930

Directors :

SIR GEORGE S. CLARK, BART., Chairman.

WILLIAM BURTON CARSON, Esq., Deputy Chairman.

THE RIGHT HON. J. MILNE BARBOUR.

SIR LINGARD GOULDING, BART.

R. ASHHURST GRADWELL, Esq.

LT.-COLONEL J. C. W. MADDEN.

MAXWELL SCOTT MOORE, Esq.

WICKHAM H. B. MOORHEAD, Esq.

CAPT. A. RONALD S. NUTTING.

R. STANLEY STOKES, Esq.

SECRETARYS OFFICE
 RECEIVED
 17 FEB. 1931
 No. _____
 G. S. RLYS.

GREAT NORTHERN RAILWAY COMPANY (IRELAND)

Directors :

SIR GEORGE S. CLARK, BART., Chairman.

WILLIAM BURTON CARSON, Esq., Deputy Chairman.

THE RIGHT HON. J. MILNE BARBOUR.

SIR LINGARD GOULDING, BART.

R. ASHHURST GRADWELL, Esq.

LT.-COL. J. C. W. MADDEN.

MAXWELL SCOTT MOORE, Esq.

WICKHAM H. B. MOORHEAD, Esq.

CAPT. A. RONALD S. NUTTING.

R. STANLEY STOKES, Esq.

REPORT OF THE DIRECTORS

To be submitted to the Proprietors at the Annual General Meeting, to be held in the Gresham Hotel, Upper O'Connell Street, Dublin, on Wednesday, the 25th day of February, 1931, at 12.30 o'clock p.m.

An abridged Statement of the Financial Accounts and Statistical Returns for the year ended 31st December, 1930, is submitted herewith. The full Accounts have been approved by the Auditors, and their Certificate is appended thereto.

The Directors recommend that, after appropriating the sum of £40,000 from the Company's share of the Compensation received under the Irish Railways (Settlement of Claims) Act, 1921, a Dividend of £1 10s. 0d. per cent. be declared on the Ordinary Stock, and be payable, with the Final Dividend on the Consolidated 4 per cent. Preference Stock, for the year 1930, (both less Income Tax), on 2nd March next, to the Proprietors registered at the closing of the Transfer Books on 26th January, 1931.

After making the aforementioned appropriation of £40,000 the balance available for Dividend on the Ordinary Stock is £115,842.

Dividend of £1 10s. 0d. per cent. on the Ordinary Stock to 31st December,

| | |
|--|---------|
| 1930 | £60,760 |
| Leaving a Balance to be carried to next Account of | 55,082 |

£115,842

The past year has been a most difficult one for Railway Companies, owing not only to the extremely depressed state of trade, but also to the onerous and, in many cases, uneconomic conditions under which they are required to operate.

Mr. W. J. Bailie, who held the position of Traffic Manager for the past four years, has been obliged, owing to ill-health, to tender his resignation, which took effect from 1st January. Mr. James Lockhart, who has had extensive Railway experience, has been appointed to the vacant position.

The Directors who retire by rotation, and who are eligible and offer themselves for re-election, are SIR GEORGE S. CLARK, Bart., MR. R. ASHHURST GRADWELL, LT.-COL. J. C. W. MADDEN, and MR. WICKHAM H. B. MOORHEAD.

The retiring Auditor is MR. JAMES STEWART READE, who is eligible and offers himself for re-election.

Any Proprietor who desires to have a copy of the full accounts will be supplied with one on application to the undersigned.

By Order,

F. C. WALLACE, *Secretary.*

AMIENS STREET STATION,
 DUBLIN, 21st January, 1931.

SUMMARY OF ANNUAL ACCOUNTS AND RETURNS, 1930.

CAPITAL ACCOUNT.

| | | |
|--|---|------------|
| Aggregate Expenditure to 31st December, 1930 | £ | 10,052,929 |
| Do. Receipts | | 9,559,448 |
| Balance | | 493,481 |

Expenditure amounting to £95,938 14s. 7d., properly chargeable to Capital Account, has been placed to a Suspense Account and included in the General Balance Sheet.

REVENUE ACCOUNT—RESULTS OF WORKING FOR THE YEAR 1930.

| | 1930 | | 1929 | | Increase + or Decrease - |
|--|---------|--------------|---------|-----------|--------------------------------|
| | £ | £ | £ | £ | |
| RAILWAY— | | | | | |
| Passenger Train Receipts | 631,273 | | 668,432 | | - 37,159 |
| Goods Train Receipts | 789,662 | | 839,236 | | - 49,574 |
| Miscellaneous | 51,934 | | 53,919 | | - 1,985 |
| TOTAL | | 1,472,869 | | 1,561,587 | - 88,718 |
| <i>Deduct :—</i> | | | | | |
| EXPENDITURE :— | | | | | |
| Maintenance of Way and Works | 219,749 | | 225,373 | | - 5,624 |
| Do. Rolling Stock | 228,621 | | 233,790 | | - 5,169 |
| Locomotive Running Expenses | 300,015 | | 303,243 | | - 3,228 |
| Traffic Expenses | 368,420 | | 374,880 | | - 6,460 |
| General Charges | 56,025 | | 59,660 | | - 3,635 |
| Rates, &c. | 66,094 | | 58,093 | | + 8,001 |
| Miscellaneous | 33,845 | | 35,118 | | - 1,273 |
| TOTAL | | 1,272,769 | | 1,290,157 | - 17,388 |
| Railway Working—Net Receipts | | 200,100 | | 271,430 | - 71,330 |
| Road Transport—Net Receipts or Loss | | (Dr.) 13,121 | | 395 | - 13,516 |
| Hotels, Refreshment Rooms and Cars—Net Receipts | | 737 | | 3,567 | - 2,830 |
| Proportion of Compensation under Irish Railways (Settlement of Claims) Act, 1921 | | 40,000 | | 15,000 | + 25,000 |
| Miscellaneous Receipts (Net) | | 63,424 | | 68,207 | - 4,783 |
| TOTAL NET INCOME | | 291,140 | | 358,599 | - 67,459 |
| <i>Add : Brought forward from last year</i> | | 54,614 | | 54,898 | - 284 |
| TOTAL | | 345,754 | | 413,497 | - 67,743 |
| <i>Deduct : Interest, Rentals and other Fixed Charges</i> | | 149,945 | | 157,395 | - 7,450 |
| | | 195,809 | | 256,102 | - 60,293 |
| Dividend on Preference Stock | | 79,967 | | 79,967 | — |
| BALANCE AVAILABLE FOR DIVIDEND ON ORDINARY STOCK | | 115,842 | | 176,135 | - 60,293 |
| Dividend on Ordinary Stock | | 60,760 | | 121,521 | - 60,761 |
| Balance carried forward to next year's Account | | 55,082 | | 54,614 | + 468 |

STATISTICAL RETURNS.

| MILEAGE OF LINES OPEN FOR TRAFFIC. | | | | PASSENGER TRAFFIC AND RECEIPTS. | | | | | | |
|--|-----------|-----------|-----------------------|------------------------------------|-------------------|-----------|-------------------|-----------|---------------------|----------|
| | 1930 | 1929 | Inc. + or Dec.- | Class of Passenger | 1930 | | 1929 | | Inc. + or Dec.- | |
| | M. C. | M. C. | M. C. | | No. | Receipts | No. | Receipts | No. | Receipts |
| Total of Single Track, including Sidings .. | 927.52 | 927.44 | +0.8 | | | £ | | £ | | £ |
| ROLLING STOCK. | | | | | | | | | | |
| | 1930 | 1929 | Inc. + or Dec.- | ORDINARY— | | | | | | |
| Steam Locomotives .. | 201 | 201 | — | 1st Class .. | 60,556 | 20,513 | 71,854 | 22,294 | - 11,298 | - 1,781 |
| Trains (Tram) Electric | 11 | 11 | — | 2nd ,, .. | 262,093 | 39,079 | 314,073 | 44,916 | - 51,980 | - 5,837 |
| Coaching Vehicles .. | 649 | 669 | -20 | 3rd ,, .. | 4,940,653 | 366,002 | 5,235,173 | 389,400 | - 294,520 | - 23,398 |
| Merchandise and Mineral Wagons | 5,728 | 5,728 | — | WORKMEN .. | 532,102 | 9,426 | 481,326 | 8,641 | + 50,776 | + 785 |
| Railway Service Vehicles | 492 | 484 | + 8 | TOTAL .. | 5,795,404 | 435,020 | 6,102,426 | 465,251 | - 307,022 | - 30,231 |
| HORSES AND ROAD VEHICLES. | | | | SEASON— | | | | | | |
| | 1930 | 1929 | Inc. + or Dec.- | 1st Class .. | 220 | 3,113 | 267 | 3,499 | - 47 | - 386 |
| Parcels and Goods Motors | 33 | 8 | + 25 | 2nd ,, .. | 1,670 | 14,987 | 1,821 | 16,725 | - 151 | - 1,738 |
| Parcels and Goods Horse Wagons and Carts .. | 8 | 21 | -13 | 3rd ,, .. | 2,465 | 18,513 | 2,418 | 18,363 | + 47 | + 150 |
| Passenger Road Motors | 91 | 60 | + 31 | TOTAL .. | 4,355 | 36,613 | 4,506 | 38,587 | - 151 | - 1,974 |
| Horses (including Horses for Shunting) .. | 4 | 12 | - 8 | GOODS TRAFFIC AND RECEIPTS. | | | | | | |
| ENGINE MILEAGE. | | | | | | | | | | |
| | 1930 | 1929 | Inc. + or Dec.- | Description | 1930 | | 1929 | | Inc. + or Dec.- | |
| Miles run by Company's Engines | | | | | Tons | Receipts | Tons | Receipts | Tons | Receipts |
| Steam Locomotives .. | 5,251,746 | 5,327,473 | -75,727 | Merchandise .. | 676,785 | £ 540,121 | 719,190 | £ 579,951 | - 42,405 | - 39,830 |
| Electric Trams .. | 123,054 | 123,732 | - 678 | Coal, Coke and Patent Fuel .. | 324,781 | 117,391 | 359,332 | 124,490 | - 34,551 | - 7,099 |
| TOTAL | 5,374,800 | 5,451,205 | -76,405 | Other Minerals .. | 109,920 | 31,638 | 135,147 | 35,263 | - 25,227 | - 3,625 |
| | | | | TOTAL .. | 1,111,486 | 689,150 | 1,213,669 | 739,704 | - 102,183 | - 50,554 |
| | | | | Live Stock .. | Number 608,028 | 100,511 | Number 640,265 | 99,532 | Number- - 32,237 | + 979 |

GENERAL BALANCE SHEET.

| LIABILITIES. | 31st December | | ASSETS. | 31st December | |
|---|---------------|-----------|--|---------------|-----------|
| | 1930 | 1929 | | 1930 | 1929 |
| | £ | £ | | £ | £ |
| To Amount due to Bankers .. | 55,646 | — | By Capital Account, Balance at Debit thereof | 493,481 | 493,481 |
| Unpaid Interest and Dividends .. | 14,043 | 14,438 | Cash at Bankers and in hand .. | 11,543 | 11,080 |
| Interest and Dividends payable or accruing and provided for .. | 54,589 | 54,589 | Cash on Deposit at Interest .. | — | 85,000 |
| Amount due to Railway Companies and Committees | 1,935 | 2,238 | | 11,543 | 96,080 |
| Savings Bank | 32,058 | 30,035 | Investments in Government Securities (at cost which is less than market price at 31st December, 1930) .. | 1,019,155 | 995,905 |
| Superannuation and other Provident Funds | 18,302 | 18,431 | Stock of Stores and Materials .. | 136,314 | 130,119 |
| Trustees of Pension Fund Account .. | 112,894 | 103,137 | Outstanding Traffic Accounts .. | 43,140 | 39,102 |
| Wages Staff Pensions Reserve Fund | 100,000 | 100,000 | Amount due by Railway Companies and Committees | 7,006 | 7,984 |
| Accounts payable | 69,060 | 63,728 | Amount due by Railway Clearing Houses | 12,155 | 11,904 |
| Liabilities accrued | 45,738 | 39,559 | Amount due by Minister for Posts and Telegraphs and Postmaster-General | 10,026 | 9,832 |
| Miscellaneous Accounts | 122,877 | 85,174 | Accounts Receivable | 11,377 | 10,860 |
| Compensation under Irish Railways (Settlement of Claims) Act, 1921, Balance | 48,429 | 88,430 | Miscellaneous Accounts | 65,129 | 56,133 |
| Fire Insurance Fund | 77,358 | 75,004 | Capital Expenditure Suspense Account : As at 31st December, 1929, £104,636 Expenditure during 1930 .. 95,938 | 200,574 | 104,636 |
| Depreciation Funds :— | | | | | |
| Railway | 902,777 | 940,152 | | | |
| Other Businesses | 73,368 | 40,509 | | | |
| General Reserve Fund | 125,000 | 125,000 | | | |
| Balance available for Dividends and Reserve | 195,809 | 256,102 | | | |
| Less : Interim Dividends paid .. | 39,983 | 80,490 | | | |
| | 155,826 | 175,612 | | | |
| TOTAL .. | 2,009,900 | 1,956,036 | TOTAL .. | 2,009,900 | 1,956,036 |

J. G. SHANAHAN,

Accountant of the Company.

GREAT NORTHERN RAILWAY CO. (I.)

Report of the Directors

AND

Abridged Statement of Accounts

Year ended 31st December, 1930.

(Copy of Advertisement)

Notice is hereby given that the next Ordinary Annual General Meeting of the Proprietors will be held in the Gresham Hotel, Upper O'Connell Street, Dublin, on Wednesday, 25th day of February, 1931, at 12.30 o'clock, p.m., to receive a Report from the Directors and Statement of Accounts for the year ended 31st December, 1930, for the Declaration of Dividends, for the election of Directors and an Auditor, and for the transaction of the General Business of the Company.

Dated this 7th day of February, 1931.

F. C. WALLACE,

Secretary.

Amiens Street Station,
Dublin.

Proprietors who desire to attend the Annual Meeting can, by applying to the Secretary, obtain Vouchers entitling them to purchase, at any Station on the System, Return Tickets to Dublin at one-half of the Ordinary Single Fares.

The Dividend Warrants will be posted on February 28th. Proprietors are requested to advise the Secretary, immediately, of any change of Address.

FALCONER, DUBLIN.

GREAT NORTHERN RAILWAY CO. (IRELAND).

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED
31ST DECEMBER, 1930.

PART I.—FINANCIAL ACCOUNTS.

No. 1 (a)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

| SPECIAL ACTS | CAPITAL AUTHORISED | | | CAPITAL CREATED | | | BALANCE | | |
|---|--------------------|--------------------------|--------------|------------------|--------------------------|--------------|------------------|--------------------------|-----------|
| | Shares and Stock | Loans or Debenture Stock | TOTAL | Shares and Stock | Loans or Debenture Stock | TOTAL | Shares and Stock | Loans or Debenture Stock | TOTAL |
| | £ s. | £ s. | £ s. | £ s. | £ s. | £ s. | £ s. | £ s. | £ s. |
| I. Special Acts conferring capital powers which have been fully exercised | 7,152,514 0 | 2,603,188 14 | 9,755,702 14 | 7,152,514 0 | 2,603,188 14 | 9,755,702 14 | — | — | — |
| TOTAL | £ 7,152,514 0 | 2,603,188 14 | 9,755,702 14 | 7,152,514 0 | 2,603,188 14 | 9,755,702 14 | — | — | — |

NOTE.—An amount equivalent to the Interest and Dividends upon £306,932 Capital Stock of the London, Midland and Scottish Railway Company, issued under the provisions of the Great Northern (Ireland) and Midland Railways Act, 1906, is chargeable upon the Receipts of the County Donegal Joint Railways, any deficiency in which is guaranteed jointly by the Great Northern (Ireland) and London, Midland and Scottish Railway Companies. (See Abstract J.)

No. 1 (b)—Nominal Capital Authorised, and Created by the Company jointly with some other Company.

(Not applicable to this Company.)

No. 1 (c)—Nominal Capital Authorised, and Created by some other Company on which the Company either jointly or separately guarantees fixed Dividends.

(Not applicable to this Company.)

No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a) SHOWING THE PROPORTION ISSUED.

| DESCRIPTION | Amount created | Amount issued | Nominal Additions to Capital | Amount on which Dividend is payable | Amount which does not rank for Dividend until a future date | Calls in arrear | Amount uncalled | Amount unissued |
|---|----------------|---------------|------------------------------|-------------------------------------|---|-----------------|-----------------|-----------------|
| | £ | £ | £ | £ | £ | £ | £ | £ |
| Consolidated 4 per cent. Guaranteed Stock | 869,270 | 727,416 | 141,854 | 869,270 | — | — | — | — |
| Consolidated 4 per cent. Preference Stock | 2,000,000 | 1,992,870 | 6,310 | 1,999,180 | — | — | — | 820 |
| Ordinary Stock | 4,283,244 | 4,050,689 | — | 4,050,689 | — | — | — | 232,555 |
| TOTAL.....£ | 7,152,514 | 6,770,975 | 148,164 | 6,919,139 | — | — | — | 233,375 |

No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

| | RAISED BY LOANS | RAISED BY ISSUE OF DEBENTURE STOCK | | | Total raised by Loans and Debenture Stock |
|---|-----------------|------------------------------------|---------------------------------|--|---|
| | Total Loans | Amount of Stock | Nominal Additions on Conversion | Existing amount of Stock Total Debenture Stock at 4 per cent. | |
| | | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| Existing at 31st December, 1930..... | Nil | 2,221,530 11 2 | 120,300 9 0 | 2,341,831 0 2 | 2,341,831 0 2 |
| Existing at 31st December, 1929..... | Nil | 2,221,530 11 2 | 120,300 9 0 | 2,341,831 0 2 | 2,341,831 0 2 |
| Increase | — | — | — | — | — |
| Decrease | — | — | — | — | — |
| Total amount authorised to be raised by Loans and Debenture Stock in respect of Capital created as per Statement No. 1 (a)..... | | | | | 2,603,188 14 0 |
| Less :—Amount created but not yet available..... | | | | £40,000 0 0 | |
| Capitalised value of Rent Charges in accordance with Section 5 of the Land Clauses Consolidation Act Amendment Act, 1860..... | | | | 1,252 0 0 | |
| Total deduction | | | | | 41,252 0 0 |
| | | | | | 2,561,936 14 0 |
| Total amount raised by Loans and Debenture Stock as above | | | | | 2,341,831 0 2 |
| Balance being available borrowing powers at 31st December, 1930 | | | | £ | 220,105 13 10 |

| Dr. | No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. | | | | | | | Cr. | | | | | | | |
|--|---|----|---|---|--------------|-------------|----|------------------------------------|--------------|-----------------------------|----|-------|--------------|----|----|
| To EXPENDITURE | Amount expended to 31st Dec., 1929 | | Amount expended during Year, as per No. 5 | | TOTAL | BY RECEIPTS | | Amount received to 31st Dec., 1929 | | Amount received during Year | | TOTAL | | | |
| | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | | | |
| Lines open for Traffic | 8,155,180 | 1 | 3 | — | 8,155,180 | 1 | 3 | Shares and Stocks (No. 2) | 6,770,975 | 0 | 0 | — | 6,770,975 | 0 | 0 |
| Lines jointly owned—County Donegal Railways Joint Committee | 158,500 | 0 | 0 | — | 158,500 | 0 | 0 | | | | | | | | |
| Rolling Stock | 1,431,367 | 6 | 8 | — | 1,431,367 | 6 | 8 | Debenture Stocks (No. 3) | 2,221,530 | 11 | 2 | — | 2,221,530 | 11 | 2 |
| Manufacturing and Repairing Works and Plant— | | | | | | | | Forfeited and merged Shares, &c. | 55,240 | 0 | 2 | — | 55,240 | 0 | 2 |
| Land and Buildings ... | 83,037 | 19 | 3 | — | 83,037 | 19 | 3 | | | | | | | | |
| Plant and Machinery | 57,745 | 6 | 9 | — | 57,745 | 6 | 9 | | | | | | | | |
| Total Capital expended upon Railway | 9,885,830 | 13 | 11 | — | 9,885,830 | 13 | 11 | | | | | | | | |
| Hotels | 50,925 | 7 | 10 | — | 50,925 | 7 | 10 | | | | | | | | |
| Electric Power Stations, &c.... | 19,869 | 16 | 3 | — | 19,869 | 16 | 3 | | | | | | | | |
| Land, Property, &c., not forming part of the Railway or Stations— | | | | | | | | | | | | | | | |
| Used in connection with Railway working ... | 21,289 | 2 | 5 | — | 21,289 | 2 | 5 | | | | | | | | |
| Not used in connection with Railway working | 73,013 | 15 | 8 | — | 73,013 | 15 | 8 | | | | | | | | |
| Subscriptions to other Companies [For details see Table No. 4 (a)] | 2,000 | 0 | 0 | — | 2,000 | 0 | 0 | | | | | | | | |
| TOTAL EXPENDITURE £ | 10,052,928 | 16 | 1 | — | 10,052,928 | 16 | 1 | | | | | | | | |
| | | | | | | | | TOTAL RECEIPTS | 9,559,448 | 2 | 3 | — | 9,559,448 | 2 | 3 |
| | | | | | | | | By Balance | | | | | 493,480 | 13 | 10 |
| TOTAL | £ 10,052,928 | 16 | 1 | | £ 10,052,928 | 16 | 1 | TOTAL | £ 10,052,928 | 16 | 1 | | £ 10,052,928 | 16 | 1 |

No. 4 (a) SUBSCRIPTIONS TO OTHER COMPANIES.

| NAME | AMOUNT | NATURE OF SECURITY OR INVESTMENT |
|--|---------|----------------------------------|
| Castlederg and Victoria Bridge Tramway Company | £ 2,000 | Ordinary Shares |

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1930.

(Not Applicable.)

NOTE—Expenditure amounting to £95,938 14s. 7d, properly chargeable to Capital Account, and usually detailed in this Statement, has been placed to a Suspense Account, and included in the General Balance Sheet—Account No. 18.

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

(Not Applicable.)

NOTE—Expenditure estimated to amount to £10,000 is proposed to be incurred during the Year to the 31st December, 1931, and held in suspense pending the obtaining of Further Capital Powers.

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| | £ | s. | d. | £ | s. | d. | | | |
|--|---------|----|-----|---------|----|---------|---------|----|----|
| Stock, Share, and Loan Capital authorised, but not yet created (as per Statement No. 1 (a)) | | | Nil | | | | | | |
| Stock and Share Capital created but not yet received (as per Statement No. 2):— | | | | | | | | | |
| Amount unissued | 233,375 | 0 | 0 | | | 233,375 | 0 | 0 | |
| Loan Capital created but not yet available (as per Statement No. 3)..... | 40,000 | 0 | 0 | | | | | | |
| Available Borrowing Powers (as per Statement No. 3)..... | | | | 220,105 | 13 | 10 | | | |
| | | | | | | | 493,480 | 13 | 10 |
| Deduct Balance at Debit (as per Capital Account No. 4) | | | | | | | 493,480 | 13 | 10 |
| TOTAL..... | | | | £ | | | — | | |

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

| See State- ments | | Gross Receipts | Expenditure | Net Receipts | Year 1929 | | |
|------------------------|---|------------------|---------------|------------------|----------------|-------------|--------------|
| | | | | | Gross Receipts | Expenditure | Net Receipts |
| | | £ s. d. | £ s. d. | £ s. d. | £ | £ | £ |
| 10 | Railway | 1,472,868 12 3 | 1,272,769 2 1 | 200,099 10 2 | 1,561,587 | 1,290,157 | 271,430 |
| 11 | Road Transport | 103,969 11 5 | 117,090 2 4 | Dr. 13,120 10 11 | 51,330 | 50,935 | 395 |
| 15 | Hotels and Refreshment Rooms and Cars where Catering is carried on by Company..... | 46,984 7 9 | 46,247 0 1 | 737 7 8 | 49,772 | 46,205 | 3,567 |
| | TOTAL | £ 1,623,822 11 5 | 1,436,106 4 6 | 187,716 6 11 | 1,662,689 | 1,387,297 | 275,392 |
| | Proportion of Compensation under Irish Railways (Settlement of Claims) Act, 1921..... | | | 40,000 0 0 | | | 15,000 |
| | MISCELLANEOUS RECEIPTS (NET):— | | | | | | |
| | Rents from Houses and Lands..... | | | 7,811 7 10 | | | 7,625 |
| | Other Rents, including Lump-sum Tolls..... | | | 6,033 18 0 | | | 4,922 |
| | Transfer Fees..... | | | 264 5 0 | | | 255 |
| | General Interest | | | 47,124 16 1 | | | 51,749 |
| | Joint Lines—Abstract J.—Company's proportion of Receipts other than in respect of Railway Working | | | 1,389 14 1 | | | 1,981 |
| | Baronial Guarantee—Louth County Council | | | 800 0 0 | | | 800 |
| | Profit on Realisation of Investments | | | — | | | 875 |
| | TOTAL NET INCOME | £ | £ | 291,140 7 11 | | | 358,599 |

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

| | | Year 1929 |
|---|-----------------|-----------|
| BALANCE BROUGHT FORWARD FROM LAST YEAR'S ACCOUNT | £ s. d. | £ |
| | 54,614 12 0 | 54,898 |
| NET INCOME (AS PER STATEMENT No. 8) | 291,140 7 11 | 358,599 |
| | TOTAL.....£ | 413,497 |
| DEDUCT— | | |
| INTEREST, RENTALS, AND OTHER FIXED CHARGES:— | £ s. d. | |
| Interest on Superannuation and other Funds | 10,352 11 5 | 15,506 |
| Rent-charges and Annuities..... | 61 15 6 | 62 |
| Chief Rents, Wayleaves, &c., including Lump-sum Tolls | 1,094 11 2 | 1,086 |
| Interest on Consolidated 4 per cent. Debenture Stock..... | 93,673 4 10 | 93,673 |
| Interest on Consolidated 4 per cent. Guaranteed Stock | 34,770 16 0 | 34,771 |
| Joint Lines—Abstract J.—Company's proportion | 7,731 18 0 | 7,731 |
| Great Southern Railways—City of Dublin Junction Railways, Guarantee | 1,116 17 9 | 1,484 |
| Deficiency of Income Tax | 1,143 8 5 | 3,082 |
| | TOTAL.....£ | 157,395 |
| BALANCE AFTER PAYMENT OF FIXED CHARGES, &c | 195,809 16 10 | 256,102 |
| DIVIDEND ON PREFERENCE STOCK:— | | |
| Consolidated 4 per cent. Preference Stock..... | 79,967 4 0 | 79,967 |
| BALANCE AVAILABLE FOR DIVIDEND ON ORDINARY STOCK | £ 115,842 12 10 | 176,135 |
| Dividend on Ordinary Stock at 1½ per cent. per annum | £ s. d. | |
| | 60,760 6 9 | 121,521 |
| Balance carried forward to next year's Account | 55,082 6 1 | 54,614 |
| | £ 115,842 12 10 | 176,135 |

No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

| | | Year 1929 |
|---|----------------|-----------|
| BALANCE AVAILABLE FOR DIVIDENDS AND RESERVE, AFTER PAYMENT OF FIXED CHARGES, YEAR 1930 (AS PER ACCOUNT No. 9) | £ s. d. | £ |
| | 195,809 16 10 | 256,102 |
| DEDUCT—INTERIM DIVIDENDS PAID:— | £ s. d. | |
| On Consolidated 4 per cent. Preference Stock at 2 per cent. | 39,983 12 0 | 39,983 |
| On Ordinary Stock | — | 40,507 |
| | 39,983 12 0 | 80,490 |
| UNDIVIDED BALANCE AT 31ST DECEMBER, CARRIED TO BALANCE SHEET | £ 155,826 4 10 | 175,612 |

No. 10.—RECEIPTS AND EXPENDITURE IN RESPECT OF RAILWAY WORKING.

Dr.

Cr.

| To EXPENDITURE | Year 1929 | | Percentage of Traffic Receipts | | By Gross Receipts | | | Year 1929 | | Percentage of Traffic Receipts | | |
|---|-----------|-------|--------------------------------|-----------|-------------------|-------|----|-----------|-------|--------------------------------|-----------|-----------|
| | £ | s. d. | Per cent. | Per cent. | £ | s. | d. | £ | s. | d. | Per cent. | Per cent. |
| | | | | | | | | | | | | |
| <i>See Abstracts</i> A—MAINTENANCE AND RENEWAL OF WAY AND WORKS..... | 219,749 | 6 3 | 15.47 | 14.95 | | | | | | | | |
| B—MAINTENANCE AND RENEWAL OF ROLLING STOCK:— (1) Locomotives..... | 107,042 | | | | 20,513 | 9 10 | | 22,294 | | | | |
| (2) Carriages..... | 56,240 | 18 0 | | | 39,079 | 3 1 | | 44,916 | | | | |
| (3) Wagons..... | 68,869 | 5 6 | | | 366,001 | 13 4 | | 389,400 | | | | |
| C—LOCOMOTIVE RUNNING EXPENSES..... | 228,620 | 19 3 | 16.09 | 15.50 | | | | 425,594 | 6 3 | | | |
| D—TRAFFIC EXPENSES..... | 668,435 | 9 2 | 47.04 | 44.98 | 3,113 | 7 10 | | 3,499 | | | | |
| E—GENERAL CHARGES..... | 56,024 | 12 10 | 3.94 | 3.96 | 14,987 | 0 2 | | 16,725 | | | | |
| LAW CHARGES..... | 3,041 | 12 10 | .21 | .20 | 18,512 | 19 1 | | 18,363 | | | | |
| PARLIAMENTARY EXPENSES..... | 80 | 11 6 | — | — | | | | 36,613 | 7 1 | | | |
| COMPENSATION (ACCIDENTS AND LOSSES)— Passengers..... | 73 | 19 6 | — | — | | | | 9,425 | 18 4 | | | |
| Workmen..... | 1,601 | 16 8 | — | — | | | | 8,642 | | | | |
| Damage and Loss of Goods, Property, &c. .. | 4,508 | 18 1 | — | — | | | | 471,633 | 11 8 | | | |
| RATES..... | 26,838 | 7 9 | .43 | .33 | 77,077 | 11 8 | | 41,000 | 0 0 | | | |
| RAILWAY FREIGHT REBATES FUND—Rates Relief (Northern Ireland) | 20,413 | 6 8 | — | — | 44,508 | 11 10 | | 78,380 | | | | |
| NATIONAL INSURANCE:— Health, Pensions, &c..... | 6,624 | 4 11 | — | — | 121,586 | 3 6 | | 503,839 | | | | |
| Unemployment..... | 3,099 | 3 3 | — | — | 2,946 | 18 11 | | 41,000 | | | | |
| G—RUNNING POWERS (Balance)..... | 9,723 | 8 2 | — | — | | | | 41,000 | | | | |
| H—MILEAGE, DEMURRAGE AND WAGON HIRE..... (Balance) | (Cr.) 129 | 9 | — | — | | | | 41,000 | | | | |
| J—JOINT LINES..... | 23,697 | 14 10 | — | — | | | | 78,380 | | | | |
| MISCELLANEOUS..... | 10,147 | 14 4 | — | — | | | | 118,639 | 4 7 | | | |
| TOTAL EXPENDITURE..... | 1,272,769 | 2 1 | 87.19 | 83.24 | | | | 631,272 | 16 3 | | | |
| NET RECEIPTS..... | 200,099 | 10 2 | — | — | | | | 668,432 | | | | |
| TOTAL..... | 1,472,868 | 12 3 | — | — | | | | 610,000 | | | | |
| | | | | | | | | 30,139 | | | | |
| | | | | | | | | 579,951 | | | | |
| | | | | | | | | 99,532 | | | | |
| | | | | | | | | 124,490 | | | | |
| | | | | | | | | 35,263 | | | | |
| | | | | | | | | 839,236 | | | | |
| | | | | | | | | 1,507,668 | | | | |
| | | | | | | | | 1,420,934 | 9 2 | | | |
| | | | | | | | | 40 | 16 11 | | | |
| | | | | | | | | 26,550 | 5 11 | | | |
| | | | | | | | | 25,343 | 0 3 | | | |
| | | | | | | | | 24,832 | | | | |
| | | | | | | | | 1,561,587 | | | | |

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS

| | | | | | Year 1929 | |
|---|--------|-------|---|------------------|------------|----------------|
| | £ | s. d. | £ | s. d. | £ | s. d. |
| Superintendence— | | | | | | |
| Salaries | 10,842 | 9 1 | | | 12,317 | |
| Office Expenses, &c. | 1,125 | 3 7 | | | 944 | |
| | | | | 11,967 | 12 8 | 14,261 |
| Maintenance of Roads, Bridges, and Works— | | | | | | |
| Earthworks | 3,030 | 6 1 | | | 5,950 | |
| Bridges, Tunnels, Culverts, Retaining Walls and other Works | 7,823 | 6 6 | | | 12,948 | |
| Roads and Fences | 13,168 | 9 10 | | | 13,587 | |
| | | | | 24,022 | 2 5 | 32,485 |
| Maintenance of Permanent Way— | | | | | | |
| Renewal of Running Lines— | | | | | | |
| Wages | 4,924 | 16 2 | | | 5,286 | |
| Materials | 17,115 | 3 11 | | | 12,608 | |
| Engine Power and Wagon Repairs | 626 | 15 10 | | | 892 | |
| | | | | 22,666 | 15 11 | 18,786 |
| Repair of Running Lines and Sidings— | | | | | | |
| Wages | 78,136 | 0 4 | | | 81,803 | |
| Materials | 31,366 | 7 4 | | | 32,559 | |
| Engine Power and Wagon Repairs | 2,498 | 2 5 | | | 3,444 | |
| | | | | 112,000 | 10 1 | 117,806 |
| | | | | 134,667 | 6 0 | 136,592 |
| Maintenance of Signalling | 12,098 | 14 4 | | | 10,236 | |
| Maintenance of Telegraphs | 3,417 | 5 2 | | | 3,433 | |
| | | | | 15,515 | 19 6 | 13,669 |
| | | | | 261 | 5 4 | 378 |
| Maintenance of Electric Track Equipment | 15,572 | 4 2 | | | 14,414 | |
| Maintenance of Stations and Buildings— | | | | | | |
| Stations, Depots and Offices | 1,501 | 13 5 | | | 1,568 | |
| Engine Sheds | 86 | 14 2 | | | 56 | |
| Carriage Sheds | 603 | 12 7 | | | 743 | |
| Locomotive Workshops | 123 | 2 1 | | | 245 | |
| Carriage Workshops | 234 | 17 5 | | | 290 | |
| Wagon Workshops | 1,075 | 18 6 | | | 427 | |
| Other Buildings | | | | 19,198 | 2 4 | 17,743 |
| | | | | 205,632 | 8 3 | 214,128 |
| Transfer to Railway Depreciation Funds (Net) | | | | 14,116 | 18 0 | 11,245 |
| TOTAL | | | | £ 219,749 | 6 3 | 225,373 |

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

| (1)—LOCOMOTIVES | | | | (2)—CARRIAGES | | | |
|---|--------|-------|------------------|---|--------|-------|-----------------|
| | | | Year 1929 | | | | Year 1929 |
| | £ | s. d. | £ | | £ | s. d. | £ |
| Superintendence— | | | | Superintendence— | | | |
| Salaries | 3,460 | 2 10 | 3,430 | Salaries | 2,308 | 3 10 | 2,280 |
| Office Expenses | 345 | 5 4 | 336 | Office Expenses | 180 | 2 6 | 161 |
| | | | 3,805 | | | | 2,441 |
| Complete Renewals— | | | | Complete Renewals— | | | |
| Wages | 1,015 | 13 8 | 518 | Wages | 4,829 | 5 7 | 6,604 |
| Materials | 1,002 | 16 4 | 636 | Materials | 10,779 | 5 5 | 12,551 |
| | | | 2,018 | | | | 19,155 |
| Repairs and Partial Renewals— | | | | Repairs and Partial Renewals— | | | |
| Wages | 47,523 | 16 9 | 49,433 | Wages | 21,257 | 2 7 | 21,799 |
| Materials | 16,495 | 9 4 | 18,498 | Materials | 9,272 | 19 5 | 9,576 |
| | | | 64,019 | | | | 31,375 |
| Purchase of New Locomotives | | | 20,853 | Workshop Expenses— | | | |
| | | | | Repairs and Renewals of Machinery and Plant | 574 | 12 8 | 338 |
| Workshop Expenses— | | | | Other Expenses | 5,244 | 18 1 | 5,097 |
| Repairs and Renewals of Machinery and Plant | 3,807 | 6 8 | 3,511 | | | | 5,819 |
| Other Expenses | 11,777 | 12 1 | 12,330 | | | | 10 9 |
| | | | 15,584 | | | | 54,446 |
| | | | | | | | 10 1 |
| Transfer from Railway Depreciation Funds (Net) | | | 106,281 | | | | 58,406 |
| | | | 1,321 | | | | |
| | | | 104,960 | | | | |
| Deduct—Engine Power supplied to and by the Company (Balance) | | | 1,449 | Transfer to Railway Depreciation Funds (Net) | | | 1,794 |
| | | | 6 5 | | 7 11 | | D/41,555 |
| | | | 2,008 | | | | |
| TOTAL | | | £ 103,510 | TOTAL | | | £ 56,240 |
| | | | 15 9 | | | | 18 0 |
| | | | 107,042 | | | | 56,851 |

(3)—WAGONS

| | | | | | Year 1929 | |
|---|--------|-------|---|-------|-----------|---------------|
| | £ | s. d. | £ | s. d. | £ | s. d. |
| Superintendence— | | | | | | |
| Salaries | 2,378 | 3 3 | | | 2,360 | |
| Office Expenses | 178 | 7 9 | | | 162 | |
| | | | | | 2,522 | |
| Complete Renewals— | | | | | | |
| Wages | 419 | 18 0 | | | — | |
| Materials | 1,301 | 18 1 | | | — | |
| | | | | | 1,721 | 16 1 |
| Repairs and Partial Renewals— | | | | | | |
| Wages | 20,464 | 11 6 | | | 19,915 | |
| Materials | 16,170 | 16 5 | | | 11,433 | |
| | | | | | 36,635 | 7 11 |
| Workshop Expenses— | | | | | | |
| Repairs and Renewals of Machinery and Plant | 267 | 13 10 | | | 204 | |
| Other Expenses | 5,469 | 10 2 | | | 5,365 | |
| | | | | | 5,737 | 4 0 |
| | | | | | 46,650 | 19 0 |
| Transfer to Railway Depreciation Funds (Net) | | | | | 22,218 | 6 6 |
| | | | | | 68,869 | 5 6 |
| TOTAL | | | | | | 69,897 |

ABSTRACT C.—Locomotive Running Expenses.

ABSTRACT D.—Traffic Expenses.

| | Year 1929 | | Year 1929 | Year 1929 | | Year 1929 |
|--|------------------|------------|----------------|-----------|---------|------------------|
| | £ | s. d. | | £ | s. d. | |
| Superintendence— | | | | | | |
| Salaries | 6,864 | 7 7 | 6,842 | | | 16,501 |
| Office Expenses | 642 | 10 6 | 652 | | | 94,235 |
| | | | 7,506 | 18 1 | 7,494 | 43,982 |
| Steam Train Working:— | | | | | | |
| Wages connected with the Running of Locomotive Engines | | | | | | 126,861 |
| Fuel | 152,581 | 12 5 | 152,945 | | | 19,800 |
| Water | 120,298 | 6 5 | 123,388 | | | 297,131 |
| Lubricants | 6,328 | 16 7 | 7,151 | | | 14 2 |
| Other Stores, including Clothing | 3,877 | 9 8 | 3,651 | | | 16,813 |
| Miscellaneous | 5,383 | 17 5 | 5,971 | | | 4,619 |
| | 2,247 | 12 3 | 2,309 | | | 11,899 |
| | | | 290,717 | 14 9 | 295,115 | 966 |
| Electric Train (Tram) Working:— | | | | | | 1,043 |
| Wages of Motormen | 1,677 | 19 2 | 1,731 | | | (Cr.) 873 |
| Electric Current | 3,732 | 0 4 | 3,846 | | | 10,424 |
| Other Stores, including Clothing | 45 | 1 11 | 39 | | | 6 8 |
| | | | 5,455 | 1 5 | 5,616 | 17,401 |
| | | | 303,679 | 14 3 | 308,225 | 0 6 |
| Deduct— | | | | | | 2,205 |
| Engine Power supplied to and by the Company (Balance) | 3,664 | 12 2 | 4,982 | | | 4 2 |
| | | | | | | 5,342 |
| TOTAL | £ 300,015 | 2 1 | 303,243 | | | £ 368,420 |
| | | | | | | 7 1 |
| | | | | | | 374,880 |

ABSTRACT E.—General Charges.

ABSTRACT F.—Expenses of Collection and Delivery of Parcels and Goods.

| | Year 1929 | | Year 1929 | Year 1929 | | Year 1929 |
|---|-----------------|--------------|---------------|-----------|--------|-----------------|
| | £ | s. d. | | £ | s. d. | |
| Directors' Fees voted by Shareholders | 4,400 | 0 0 | 4,400 | | | 2,293 |
| Auditors and Public Accountants | 630 | 0 0 | 630 | | | 48 |
| Salaries of Secretary, General Manager, Accountant and Clerks | 23,265 | 2 8 | 22,687 | | | 372 |
| Office Expenses do. do. do. | 2,197 | 1 11 | 2,058 | | | 812 |
| Rating Expenses | 144 | 3 6 | 173 | | | 44 |
| Fire Insurance | 3,447 | 7 2 | 3,846 | | | 29,300 |
| Superannuation and Benevolent Funds, Pensions, &c. | 19,655 | 14 2 | 23,626 | | | 351 |
| Subscriptions and Donations | 90 | 7 0 | 94 | | | 16 1 |
| Miscellaneous Expenses | 2,194 | 16 5 | 2,146 | | | 35,212 |
| | | | 56,024 | 12 10 | 59,660 | 1 7 |
| TOTAL | £ 56,024 | 12 10 | 59,660 | | | £ 33,848 |
| | | | | | | 13 11 |
| | | | | | | 33,342 |
| Salaries and Wages | | | | | | 2,946 |
| Rent, Rates and Taxes | | | | | | 18 11 |
| Maintenance of Motors | | | | | | 3,203 |
| Maintenance of Horses | | | | | | 30,901 |
| Maintenance of Horse Vehicles | | | | | | 15 0 |
| Amounts Paid for Hired Cartage | | | | | | 30,139 |
| Miscellaneous | | | | | | |
| | | | | | | |
| Deduct: Cartage for Other A/cs. | | | | | | |
| | | | | | | |
| TOTAL | £ 33,848 | 13 11 | 33,342 | | | |
| | | | | | | |
| | | | | | | |
| Amount charged to Passenger Train Traffic | | | | | | |
| Amount charged to Goods Traffic | | | | | | |

ABSTRACT G.—Running Powers.—Receipts and Payments in Respect of Running Power Expenses.

| | Year 1929 | | | Year 1929 | | | | | |
|-------------------------------|--------------|------------|------------------|-------------|------------|------------------|------------|------------|------------|
| | Receipts | Payments | Balance (Credit) | Receipts | Payments | Balance (Credit) | | | |
| | £ s. d. | £ s. d. | £ s. d. | £ | £ | £ | | | |
| Passenger Train Traffic | 178 | 11 8 | 39 | 2 1 | 139 | 9 7 | 200 | 36 | 164 |
| Goods Train Traffic | 95 | 10 0 | 46 | 3 10 | 49 | 6 2 | 41 | 76 | (Dr.) 35 |
| TOTAL | £ 274 | 1 8 | 85 | 5 11 | 188 | 15 9 | 241 | 112 | 129 |

ABSTRACT H.—Mileage, Demurrage, and Wagon Hire.

| | Year 1929 | | | Year 1929 | | | | | |
|--------------------------------|----------------|-------------|------------------|-------------|-------------|-----------------|--------------|--------------|------------|
| | Receipts | Expenditure | Balance (Credit) | Receipts | Expenditure | Balance (Debit) | | | |
| | £ s. d. | £ s. d. | £ s. d. | £ | £ | £ | | | |
| Mileage and Demurrage— | | | | | | | | | |
| Passenger Train Vehicles | 311 | 6 5 | 468 | 17 11 | (Dr.) 157 | 11 6 | 393 | 415 | 22 |
| Goods Train Vehicles | 5,391 | 15 3 | 5,159 | 15 10 | 231 | 19 5 | 5,439 | 5,513 | 74 |
| Hire of— | | | | | | | | | |
| Passenger Train Vehicles | 31 | 0 0 | 74 | 18 0 | (Dr.) 43 | 18 0 | 60 | 111 | 51 |
| Goods Train Vehicles | 10 | 7 0 | — | — | 10 | 7 0 | — | — | — |
| TOTAL | £ 5,744 | 8 8 | 5,703 | 11 9 | 40 | 16 11 | 5,892 | 6,039 | 147 |

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

| | | County Donegal Railways Joint Committee | | Year 1929 |
|---|--------|--|-----------------------|---------------|
| GROSS RECEIPTS | | | | |
| PASSENGER TRAIN TRAFFIC:— | | | | |
| | £ | s. | d. | £ |
| Ordinary Passengers— | | | | |
| First Class | 752 | 5 | 5 | 953 |
| Third Class | 11,265 | 10 | 9 | 12,472 |
| | | | 12,017 16 2 | 13,425 |
| Season Tickets— | | | | |
| First Class | 138 | 1 | 11 | 102 |
| Third Class | 439 | 18 | 4 | 538 |
| | | | 578 0 3 | 640 |
| TOTAL RECEIPTS FROM PASSENGERS | | | 12,595 16 5 | 14,065 |
| Maile | | | 2,186 0 0 | 2,655 |
| Parcels up to 2 cwt., Parcels Post, and Excess Luggage | 2,866 | 5 | 10 | 2,773 |
| Other Merchandise by Passenger Trains | 594 | 0 | 10 | 701 |
| | | | 3,460 6 8 | 3,474 |
| Less Expenses of Collection and Delivery | | | — | — |
| | | | 3,460 6 8 | 3,474 |
| TOTAL PASSENGER TRAIN RECEIPTS | | | 18,242 3 1 | 20,194 |
| GOODS TRAIN TRAFFIC:— | | | | |
| Merchandise | 24,623 | 13 | 9 | 26,673 |
| Less Expenses of Collection and Delivery | | | — | — |
| | | | 24,623 13 9 | 26,673 |
| Live Stock | 3,562 | 12 | 8 | 3,562 |
| Coal, Coke, and Patent Fuel | 3,030 | 13 | 9 | 3,540 |
| Other Minerals | 683 | 9 | 2 | 914 |
| TOTAL GOODS TRAIN RECEIPTS | | | 31,900 9 4 | 34,639 |
| TOTAL TRAFFIC RECEIPTS | | | 50,142 12 5 | 54,833 |
| MILEAGE, DEMORRAGE AND WAGON HIRE (BALANCE) | | | 1,172 8 1 | 1,334 |
| MISCELLANEOUS | | | 1,785 11 4 | 1,907 |
| TOTAL RECEIPTS | | | £ 53,100 11 10 | 58,174 |
| Company's Proportion of Total Receipts in respect of Railway Working | | | £ 26,550 5 11 | 29,087 |
| Company's Proportion of Other Receipts (Net) | | | £ 1,389 14 1 | 1,981 |
| EXPENDITURE. | | | | |
| Maintenance and Renewal of Way and Works | | | 11,802 11 3 | 12,272 |
| Maintenance and Renewal of Rolling Stock— | | | | |
| Locomotives | 2,444 | 14 | 1 | 2,957 |
| Carriages | 1,479 | 3 | 3 | 1,548 |
| Wagons | 1,930 | 3 | 5 | 2,271 |
| | | | 5,854 0 9 | 6,776 |
| Locomotive Running Expenses | 12,320 | 18 | 0 | 12,351 |
| Traffic Expenses | 12,814 | 11 | 3 | 13,236 |
| | | | 25,135 9 3 | 25,587 |
| General Charges | | | 2,658 8 4 | 2,683 |
| Law Charges | | | 40 10 0 | (Cr.) 15 |
| Compensation (Accidents and Losses):— | | | | |
| Passengers | 51 | 0 | 0 | |
| Workmen | 103 | 6 | 5 | 251 |
| Damage and Loss of Goods, Property, &c. | 82 | 10 | 0 | 108 |
| | | | 236 16 5 | 359 |
| Rates | | | 913 9 4 | 536 |
| National Insurance — | | | | |
| Health, Pensions, &c. | 209 | 15 | 5 | 238 |
| Unemployment | 104 | 9 | 7 | 68 |
| | | | 314 5 0 | 306 |
| TOTAL TRAFFIC EXPENDITURE | | | 46,955 10 4 | 48,504 |
| Miscellaneous | | | 439 19 3 | 374 |
| TOTAL EXPENDITURE | | | £ 47,395 9 7 | 48,878 |
| Company's Proportion of Total Expenditure in respect of Railway Working | | | £ 23,697 14 10 | 24,439 |
| Company's Proportion of Interest, Rentals, and other fixed Charges | | | £ 7,731 18 0 | 7,731 |

Dr. No. 11—RECEIPTS AND EXPENDITURE IN RESPECT OF ROAD TRANSPORT. Cr.

| To Expenditure | Year 1929 | | By Gross Receipts | Year 1929 | |
|---|------------------|------------|-------------------|----------------------|-----------------------------|
| | £ | s. d. | £ | £ | s. d. |
| Superintendence | 2,220 | 2 8 | 1,420 | Passenger Services:— | |
| Maintenance of Buildings | 1,409 | 11 3 | 738 | Passengers | 101,118 0 6 50,598 |
| Maintenance of Motor Vehicles..... | 25,948 | 3 1 | 10,937 | Other Receipts | 2,784 0 5 718 |
| Traffic Expenses | 55,821 | 0 1 | 25,019 | Hire of Vehicles:— | |
| Hire of Vehicles | 400 | 16 5 | 134 | Passenger | 67 10 6 14 |
| Rates..... | 127 | 10 11 | — | | 103,969 11 5 51,330 |
| Licence Duty | 9,840 | 0 1 | 3,584 | Balance | 13,120 10 11 D/d395 |
| Miscellaneous | 6,251 | 14 4 | 2,305 | | |
| | 102,018 | 18 10 | 44,137 | | |
| Transfer to Renewal Account..... | 15,320 | 18 4 | 6,110 | | |
| | 117,339 | 17 2 | 50,247 | | |
| DEDUCT:— | | | | | |
| Road Transport for and by Other Railway Companies and Accounts | (Cr.) 768 | 12 7 | — | | |
| ADD:— | | | | | |
| Balance of payments to or by other undertakings under working agreements in respect of working expenses | 518 | 17 9 | 688 | | |
| TOTAL | £ 117,090 | 2 4 | 50,935 | TOTAL | £ 117,090 2 4 50,935 |

No. 15—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS AND OF REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY. Cr.

| To Expenditure | Year 1929 | | By Gross Receipts | Year 1929 | |
|---|-----------------|------------|-------------------|---|----------------------------|
| | £ | s. d. | £ | £ | s. d. |
| Salaries and Wages..... | 7,690 | 3 5 | 7,492 | Total Receipts from Hotels and from Sale of Provisions, &c., in Refreshment Rooms and Cars..... | |
| Provisions, Wines and Spirits consumed..... | 26,641 | 12 8 | 27,891 | 46,984 | 7 9 49,772 |
| Repairs and Maintenance of Hotels and Refreshment Rooms, and of Fittings, Furniture, &c., of Refreshment Cars | 14,240 | 10 9 | 2,315 | | |
| Heating and Lighting of Hotels and Refreshment Rooms | 1,580 | 11 8 | 1,467 | | |
| Rents | 208 | 16 3 | 171 | | |
| Rates..... | 818 | 9 6 | 783 | | |
| Taxes | 383 | 13 6 | 376 | | |
| Miscellaneous | 4,770 | 16 8 | 4,343 | | |
| | 56,334 | 14 5 | 44,838 | | |
| Transfer from Depreciation Fund (Net) | 8,997 | 9 3 | Dr. 1,367 | | |
| Transfer to Suspense A/c..... | 1,090 | 5 1 | — | | |
| Total Expenditure | 46,247 | 0 1 | 46,205 | | |
| Balance | 737 | 7 8 | 3,567 | | |
| TOTAL | £ 46,984 | 7 9 | 49,772 | TOTAL..... | £ 46,984 7 9 49,772 |

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS AND WHARVES.

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

(Not applicable to this Company).

| Dr. | | No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT. | | | | Cr. | | | |
|---|-------------|---|-------|-----------------|---------|-----------------|-------|-----------|---|
| | | Year 1929 | | Year 1929 | | Year 1929 | | Year 1929 | |
| | £ s. d. | £ s. d. | £ | Number of Units | £ s. d. | Number of Units | £ | | £ |
| Superintendence— | | | | | | | | | |
| Salaries | 113 13 1 | | 109 | | | | | | |
| Office Expenses | 20 10 0 | | 20 | | | | | | |
| Total Superintendence .. | | 134 3 1 | 129 | | | | | | |
| Generation— | | | | | | | | | |
| Maintenance of Buildings | 7 18 6 | | 38 | | | | | | |
| Maintenance of Plant, Machinery and Tools | 207 9 8 | | 339 | | | | | | |
| Maintenance of Feeders, Cables and Accessories | — | | 32 | | | | | | |
| Salaries and Wages | 1,281 16 0 | | 1,365 | | | | | | |
| Fuel, including Carriage | 2,368 16 11 | | 2,373 | | | | | | |
| Oil, Waste, Water, and Stores | 230 17 5 | | 218 | | | | | | |
| Total Generation | | 4,096 18 6 | 4,415 | | | | | | |
| Distribution— | | | | | | | | | |
| Maintenance of Feeders, Mains and Apparatus | 96 17 0 | | 153 | | | | | | |
| Maintenance of Meters, Switches, Fuses, Lamps, &c. | 46 16 2 | | 40 | | | | | | |
| Salaries and Wages | — | | 18 | | | | | | |
| Total Distribution | | 143 13 2 | 216 | | | | | | |
| Rates | | 245 5 4 | 246 | | | | | | |
| TOTAL | £ | 4,620 0 1 | 5,006 | TOTAL | £ | 4,620 0 1 | 5,006 | | |

| | | No. 18.—GENERAL BALANCE SHEET. | | | | Cr. | | | |
|---|---------------|--------------------------------|-----------|-----------|---|----------------|---------------|-----------|---|
| | | Year 1929 | | Year 1929 | | Year 1929 | | Year 1929 | |
| | £ s. d. | £ | £ s. d. | £ | | £ s. d. | £ | | £ |
| To Amount due to Bankers | 55,646 8 0 | — | | | | | | | |
| Unpaid Interest and Dividends | 14,042 16 3 | 14,438 | | | By Capital Account, Balance at Debit thereof, as per Account No. 4 | 493,480 13 10 | 493,481 | | |
| Interest and Dividends payable or accruing and provided for | 54,588 13 3 | 54,589 | | | Cash at Bankers and in hand | 11,543 4 10 | 11,080 | | |
| Amount due to Railway Companies and Committees | 1,935 3 1 | 2,238 | | | Cash on Deposit at Interest | — | 85,000 | | |
| Savings Bank | 32,057 12 3 | 30,035 | | | | 11,543 4 10 | 96,080 | | |
| Superannuation and other Provident Funds..... | 18,301 12 3 | 18,431 | | | Investments in Government Securities (at cost which is less than market price at 31st December, 1930) | 1,019,155 10 0 | 995,905 | | |
| Trustees of Pension Fund Account..... | 112,893 19 2 | 103,137 | | | Stock of Stores and Materials | 136,314 1 8 | 130,119 | | |
| Wages Staff Pensions Reserve Fund | 100,000 0 0 | 100,000 | | | Outstanding Traffic Accounts | 43,139 17 3 | 39,102 | | |
| Accounts payable..... | 69,060 8 9 | 63,728 | | | Amount due by Railway Companies and Committees | 7,006 1 11 | 7,984 | | |
| Liabilities accrued | 45,738 4 8 | 39,559 | | | Amount due by Railway Clearing Houses..... | 12,154 15 9 | 11,904 | | |
| Miscellaneous Accounts | 122,876 11 3 | 85,174 | | | Amount due by Minister for Posts and Telegraphs and Postmaster-General..... | 10,026 0 5 | 9,832 | | |
| Compensation under Irish Railways (Settlement of Claims) Act, 1921, Balance | 48,429 10 0 | 88,430 | | | Accounts Receivable | 11,376 17 10 | 10,860 | | |
| Fire Insurance Fund | 77,357 11 2 | 75,004 | | | Miscellaneous Accounts | 65,128 14 4 | 56,133 | | |
| Depreciation Funds:— | | | | | Capital Expenditure Suspense Account:— | | | | |
| Railway | 902,777 3 9 | 940,152 | | | As at the 31st December, 1929 | 104,635 15 4 | | | |
| Other Businesses | 73,368 9 1 | 40,509 | | | Expenditure during 1930 | 95,938 14 7 | | | |
| General Reserve Fund | 125,000 0 0 | 125,000 | | | | 200,574 9 11 | 104,636 | | |
| Balance available for Dividends and Reserve as per Account No. 9 | 195,809 16 10 | 256,102 | | | | | | | |
| Less Interim Dividends paid as per Statement No. 9 (a) | 39,983 12 0 | 80,490 | | | | | | | |
| | | 155,826 4 10 | 175,612 | | | | | | |
| TOTAL | £ | 2,009,900 7 9 | 1,956,036 | | TOTAL | £ | 2,009,900 7 9 | 1,956,036 | |

PART II.—STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A)—MILEAGE OF LINES OPEN FOR TRAFFIC.

| | RUNNING LINES | | | | | | | | | | Siding Reduced to Single Track | Total of Single Track including Siding | Year 1929 | | | | | |
|--|-------------------------------------|-----------|-----------------|-----------|----------------|-----------|-----------------|----------|--|-----------|---|--|---|-----------|------------|-----------|------------|-----------|
| | Length of Road First Track | | Second Track | | Third Track | | Fourth Track | | Over four Tracks (Reduced to Single Track) | | | | Total Miles (Reduced to Single Track) | | M. | Ch. | | |
| | M. | Ch. | M. | Ch. | M. | Ch. | M. | Ch. | M. | Ch. | | | M. | Ch. | | | | |
| LINES OWNED BY COMPANY:— | | | | | | | | | | | | | | | | | | |
| Main and Principal Lines— | | | | | | | | | | | | | | | | | | |
| Dublin to Belfast | 112 | 48 | 112 | 48 | 3 | 60 | 1 | 67 | 0 | 20 | 231 | 3 | 46 | 46 | 277 | 49 | 277 | 53 |
| Portadown Junction to Clones Junction | 38 | 78 | 23 | 45 | 0 | 3 | — | — | — | — | 62 | 46 | 6 | 76 | 69 | 42 | 69 | 44 |
| Portadown Junction to Omagh | 41 | 8 | 14 | 76 | 0 | 33 | 0 | 4 | — | — | 56 | 41 | 4 | 13 | 60 | 54 | 60 | 60 |
| Dundalk to Londonderry | 121 | 39 | 12 | 48 | 1 | 73 | 0 | 17 | — | — | 136 | 17 | 17 | 10 | 153 | 27 | 153 | 26 |
| TOTAL OF MAIN AND PRINCIPAL LINES | 314 | 13 | 163 | 57 | 6 | 9 | 2 | 8 | 0 | 20 | 486 | 27 | 74 | 65 | 561 | 12 | 561 | 23 |
| Minor and Branch Lines— | | | | | | | | | | | | | | | | | | |
| Oldcastle Branch | 39 | 42 | 1 | 27 | 0 | 6 | — | — | — | — | 40 | 75 | 4 | 10 | 45 | 5 | 45 | 4 |
| Bundoran | 35 | 62 | 0 | 70 | — | — | — | — | — | — | 36 | 52 | 3 | 12 | 39 | 64 | 39 | 63 |
| Armagh to Warrenpoint | 28 | 13 | 1 | 43 | 0 | 9 | — | — | — | — | 29 | 65 | 6 | 76 | 36 | 61 | 36 | 60 |
| Branches off Main Line— | | | | | | | | | | | | | | | | | | |
| Between Dublin and Belfast | 70 | 17 | 7 | 65 | 0 | 9 | — | — | — | — | 78 | 11 | 15 | 12 | 93 | 23 | 93 | 15 |
| Portadown and Clones | 37 | 56 | 0 | 50 | 0 | 4 | — | — | — | — | 38 | 30 | 3 | 64 | 42 | 14 | 42 | 13 |
| Omagh | 14 | 17 | 0 | 75 | 0 | 18 | — | — | — | — | 15 | 30 | 2 | 49 | 17 | 79 | 17 | 79 |
| Dundalk and Londonderry | 16 | 76 | 0 | 55 | 0 | 5 | — | — | — | — | 17 | 56 | 5 | 77 | 23 | 53 | 23 | 46 |
| Howth Tramway (Electric) | 5 | 22 | 0 | 63 | — | — | — | — | — | — | 6 | 5 | 0 | 32 | 6 | 37 | 6 | 37 |
| TOTAL | 561 | 78 | 178 | 25 | 6 | 60 | 2 | 8 | 0 | 20 | 749 | 31 | 116 | 77 | 866 | 28 | 866 | 20 |
| LINES JOINTLY OWNED (COMPANY'S SHARE OF OWNERSHIP)— | | | | | | | | | | | | | | | | | | |
| As enumerated in Abstract J.— | | | | | | | | | | | | | | | | | | |
| County Donegal Railways Joint Committee | 45 | 36 | 0 | 44 | 0 | 3 | — | — | — | — | 46 | 3 | 4 | 1 | 50 | 4 | 50 | 4 |
| Other Joint Lines | 0 | 15 | 0 | 9 | — | — | — | — | — | — | 0 | 24 | 0 | 25 | 0 | 49 | 0 | 49 |
| TOTAL | 45 | 51 | 0 | 53 | 0 | 3 | — | — | — | — | 46 | 27 | 4 | 26 | 50 | 53 | 50 | 53 |
| LINES LEASED OR WORKED:— | | | | | | | | | | | | | | | | | | |
| Jointly with other Companies (Company's Share)— | | | | | | | | | | | | | | | | | | |
| As enumerated in Abstract J.— | | | | | | | | | | | | | | | | | | |
| County Donegal Railways Joint Committee— | | | | | | | | | | | | | | | | | | |
| Strabane and Letterkenny Railway | 9 | 48 | 0 | 12 | — | — | — | — | — | — | 9 | 60 | 0 | 71 | 10 | 51 | 10 | 51 |
| GRAND TOTAL | 617 | 17 | 179 | 10 | 6 | 63 | 2 | 8 | 0 | 20 | 805 | 38 | 122 | 14 | 927 | 52 | 927 | 44 |
| <i>Do., Do., Year 1929</i> | <i>617</i> | <i>17</i> | <i>179</i> | <i>9</i> | <i>6</i> | <i>61</i> | <i>2</i> | <i>8</i> | <i>0</i> | <i>20</i> | <i>805</i> | <i>35</i> | <i>122</i> | <i>9</i> | <i>927</i> | <i>44</i> | <i>—</i> | <i>—</i> |

(B)—MILEAGE OF LINES AUTHORISED, BUT NOT OPEN FOR TRAFFIC.

(Not applicable to this Company.)

(C)—MILEAGE OF LINES RUN OVER BY THE COMPANY'S ENGINES.

| | Year 1929 | | | |
|--|------------|-----------|------------|-----------|
| | M. | Ch. | M. | Ch. |
| Lines Owned by the Company | 556 | 56 | 556 | 56 |
| „ Partly Owned | 0 | 29 | 0 | 29 |
| „ over which the Company exercises Running Powers continuously | 8 | 51 | 8 | 51 |
| TOTAL | 565 | 56 | 565 | 56 |
| Add:— | | | | |
| Lines over which the Company exercises Running Powers occasionally | — | — | — | — |
| TOTAL | 565 | 56 | 565 | 56 |

II.—ROLLING STOCK.

(A)—STEAM LOCOMOTIVES AND TENDERS.

(B)—RAIL MOTOR VEHICLES.

(Not applicable to this Company.)

(C)—TRAINS (TRAMS) WORKED BY ELECTRIC POWER.

| Description | Number | Year 1929, Number |
|-------------------------|------------|----------------------|
| TENDER ENGINES:— | | |
| Wheel Type— | | |
| 2 — 4 — 0 | 4 | 4 |
| 1 — 4 — 0 | 63 | 63 |
| 0 — 6 — 0 | 93 | 98 |
| | 160 | 165 |
| TANK ENGINES:— | | |
| Wheel Type— | | |
| 4 — 4 — 2 | 25 | 20 |
| 4 — 4 — 0 | 1 | 1 |
| 2 — 4 — 2 | 6 | 6 |
| 0 — 6 — 4 | 4 | 4 |
| 0 — 6 — 2 | 4 | 4 |
| 0 — 6 — 0 | 1 | 1 |
| | 41 | 36 |
| TOTAL | 201 | 201 |
| TENDERS | 155 | 160 |

| | Number | Carrying Capacity | Year 1929 | |
|----------------------|-----------|----------------------|-----------|----------------------|
| | | | Number | Carrying Capacity |
| Passenger Cars | 10 | Seats 682 | 10 | Seats 682 |
| Goods Car | 1 | — | 1 | — |
| TOTAL | 11 | | 11 | |

II.—ROLLING STOCK.

(D)—COACHING VEHICLES (OTHER THAN ELECTRIC).

(E)—MERCHANDISE AND MINERAL VEHICLES.

| | Number | SEATS OR BERTHS | | | | Year 1929 | | Number | Year 1929 | |
|--|------------|-----------------|--------------|---------------|---------------|------------|-----------------------|--|--------------|--------------|
| | | 1st Class | 2nd Class | 3rd Class | Total | Number | Seats or Berths Total | | Number | Number |
| PASSENGER CARRIAGES :— | | | | | | | | | | |
| Carriages of Uniform Class | 262 | 232 | 704 | 16,125 | 17,061 | 259 | 16,659 | 11 | 11 | |
| Composite Carriages | 119 | 1,611 | 3,304 | 1,809 | 6,724 | 120 | 6,732 | 2,054 | 2,052 | |
| Restaurant Carriages | 5 | 77 | 91 | — | 168 | 5 | 168 | 32 | 32 | |
| Miscellaneous | 1 | 12 | 12 | 24 | 48 | 1 | 48 | 2,828 | 2,829 | |
| TOTAL..... | 387 | 1,932 | 4,111 | 17,958 | 24,001 | 385 | 23,607 | 12 | 12 | |
| Sleeping | Nil | | | | Nil | Nil | Nil | 624 | 625 | |
| TOTAL PASSENGER CARRIAGES | 387 | | | | 24,001 | 385 | 23,607 | 50 | 50 | |
| OTHER COACHING VEHICLES :— | | | | | | | | | | |
| Post Office Vans | 4 | | | | | 4 | | 105 | 105 | |
| Luggage, Parcels, and Brake Vans | 66 | | | | | 65 | | 12 | 12 | |
| Carriage Trucks | 28 | | | | | 31 | | 624 | 625 | |
| Horse Boxes | 80 | | | | | 100 | | Rail and Timber Trucks (including Twin Trucks) | 50 | 50 |
| Miscellaneous | 84 | | | | | 84 | | Brake Vans | 105 | 105 |
| TOTAL OTHER COACHING VEHICLES | 262 | | | | | 284 | | Miscellaneous | 12 | 12 |
| TOTAL COACHING VEHICLES | 649 | | | | | 669 | | TOTAL..... | 5,728 | 5,728 |

(F)—RAILWAY SERVICE VEHICLES.

| | Number | Year 1929 |
|-----------------------------|------------|------------|
| | | Number |
| Departmental Locomotives .. | 1 | 3 |
| Locomotive Coal Wagons .. | 251 | 250 |
| Ballast Wagons and Brakes | 163 | 165 |
| Mess and Tool Vans | 6 | 2 |
| Breakdown Cranes | 2 | 2 |
| Travelling Cranes | 13 | 13 |
| Miscellaneous | 56 | 49 |
| TOTAL | 492 | 484 |

III.—HORSES AND ROAD VEHICLES.

| | Number | Year 1929 |
|---|-----------|-----------|
| | | Number |
| PARCELS AND GOODS ROAD VEHICLES :— | | |
| Motors | 33 | — |
| Horse Wagons and Carts | 8 | 26 |
| TOTAL..... | 41 | 26 |
| PASSENGER ROAD VEHICLES :— | | |
| Motors..... | 91 | — |
| TOTAL..... | 91 | — |
| HORSES FOR ROAD VEHICLES | 3 | 19 |
| Horses for Shunting | 1 | 1 |

IV.—STEAMBOATS.

V.—CANALS.

VI.—DOCKS, HARBOURS AND WHARVES.

(Not applicable to this Company.)

VII.—HOTELS.

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

| Name | Situation | Land | | Year 1929 | |
|----------------------------|-----------------------|---|-------|------------------|-------|
| | | Acreage | | Acreage | |
| | | A. | R. P. | a. | r. p. |
| | | 194 | 1 6½ | 194 | 2 9 |
| | | 34 | 3 22 | 38 | 1 2 |
| | | Houses | | Year 1929 | |
| | | Number. | | Number | |
| Great Northern Hotel | Bundoran, Co. Donegal | | | | |
| Great Northern Hotel | Roostrevor, Co. Down | | | | |
| | | Labouring Class Dwellings | | 5 5 | |
| | | Houses and Cottages for Company's Servants .. | | 297 297 | |
| | | Other Houses and Cottages | | 9 9 | |

IX.—OTHER INDUSTRIES (IF ANY).

(Not applicable to this Company.)

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A).

| | Year 1929 | | | |
|---|--------------------|------|-----|--------------------|
| QUANTITIES OF PRINCIPAL MATERIALS USED :— | | | | |
| Ballast | 49,970 Cubic Yards | | | 57,946 Cubic Yards |
| Fencing | 9 M. 429 Yds. | | | 7 M. 437 Yds. |
| Rails | 910 Tons | | | 716 Tons |
| Sleepers | 61,033 Number | | | 71,495 Number |
| MILES MAINTAINED :— | | | | |
| Miles of Road | M. | Chs. | M. | Chs. |
| | 562 | 13 | 562 | 13 |
| Miles of road reduced to Single Track— | | | | |
| Running Lines | 749 | 55 | 749 | 52 |
| Sidings | 117 | 22 | 117 | 17 |
| MILES OF TRACK RENEWED | 6 | 47 | 5 | 17 |

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

| | In Company's Workshops Number | By Contract Number | Total | Year 1929 |
|---|-------------------------------------|-----------------------|-------|-----------|
| | | | | Total |
| LOCOMOTIVES RENEWED | — | 5 | 5 | — |
| LOCOMOTIVES REPAIRED— | | | | |
| Heavy repairs | 78 | — | 78 | 83 |
| Light repairs | 7 | — | 7 | 17 |
| LOCOMOTIVES UNDER OR AWAITING REPAIR AT END OF YEAR | 15 | — | 15 | 19 |
| ELECTRIC TRAIN (TRAMS):— | | | | |
| Tram Vehicles renewed | — | — | — | — |
| Tram Vehicles repaired— | | | | |
| Heavy repairs | 2 | — | 2 | 4 |
| Light repairs | 20 | — | 20 | 32 |
| Tram Vehicles under or awaiting repair at end of year | — | — | — | — |
| COACHING VEHICLES— | | | | |
| Carriages renewed | 8 | — | 8 | 9 |
| Carriages repaired— | | | | |
| Heavy repairs | 122 | — | 122 | 131 |
| Light repairs | 237 | — | 237 | 286 |
| Carriages under or awaiting repair at end of year | 31 | — | 31 | 24 |
| Others renewed | 3 | — | 3 | — |
| Others repaired— | | | | |
| Heavy repairs | 18 | — | 18 | 17 |
| Light repairs | 422 | — | 422 | 413 |
| Others under or awaiting repair at end of year | — | — | — | 4 |
| WAGONS RENEWED— | | | | |
| Completely renewed | 10 | — | 10 | — |
| Partially renewed | 88 | — | 88 | 16 |
| WAGONS REPAIRED— | | | | |
| Heavy repairs | 307 | — | 307 | 322 |
| Light repairs | 6,965 | — | 6,965 | 6,912 |
| WAGONS UNDER OR AWAITING REPAIR AT END OF YEAR | 121 | — | 121 | 131 |

XII.—ENGINE MILEAGE.

MAR 1929.

| | Train Miles (Loaded Trains) | | Total Train Miles (including Empty Trains run for Traffic purposes on either the Forward or Return Journey) | | Shunting Miles | | Other Miles (Assisting Light, &c.) | Total Engine Miles | Train Miles (Loaded Trains) | | Total Train Miles (including Empty Trains run for Traffic purposes on either the Forward or Return Journey) | | Shunting Miles | | Other Miles (Assisting Light, &c.) | Total Engine Miles | | | | |
|--|-----------------------------|-----------|---|-----------|----------------|-----------|------------------------------------|--------------------|-----------------------------|-----------|---|-----------|----------------|-----------|------------------------------------|--------------------|----------|---------|-----------|-------|
| | Coaching | Goods | Coaching | Goods | Coaching | Goods | | | Coaching | Goods | Coaching | Goods | Coaching | Goods | | | Coaching | Goods | Coaching | Goods |
| | | | | | | | | | | | | | | | | | | | | |
| A—MILES RUN IN RELATION TO THE COMPANY'S TRAFFIC RECEIPTS— | | | | | | | | | | | | | | | | | | | | |
| Over the Company's System by the Company's Engines..... | 2,999,487 | 1,028,473 | 4,027,960 | 3,016,252 | 1,043,036 | 4,059,288 | 207,300 | 805,680 | 178,315 | 5,250,583 | 3,012,194 | 1,033,019 | 4,045,213 | 3,032,099 | 1,049,489 | 4,081,588 | 817,440 | 186,976 | 5,300,859 | |
| Over the Company's System by other Companies' Engines..... | 2,747 | 1,126 | 3,873 | 2,747 | 1,126 | 3,873 | 1,635 | 861 | 221 | 6,590 | 2,743 | 1,104 | 3,847 | 2,743 | 1,104 | 3,847 | 847 | 177 | 6,640 | |
| TOTAL..... | 3,002,234 | 1,029,599 | 4,031,833 | 3,018,999 | 1,044,162 | 4,063,161 | 208,935 | 806,541 | 178,536 | 5,257,173 | 3,014,937 | 1,034,123 | 4,049,060 | 3,034,842 | 1,050,593 | 4,085,435 | 818,287 | 187,153 | 5,307,499 | |
| B—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE— | | | | | | | | | | | | | | | | | | | | |
| By the Company's Engines over Lines owned, leased, or worked by the Company..... | 2,999,487 | 1,026,072 | 4,025,559 | 3,016,252 | 1,039,916 | 4,056,168 | 207,300 | 785,680 | 285,749 | 5,334,897 | 3,012,194 | 1,030,618 | 4,042,812 | 3,032,099 | 1,046,369 | 4,078,468 | 797,440 | 320,406 | 5,411,169 | |
| By the Company's Engines over other Companies' Lines..... | — | 2,141 | 2,141 | — | 2,616 | 2,616 | — | 20,000 | — | 22,616 | — | 2,141 | 2,141 | — | 2,616 | 2,616 | 20,000 | — | 22,616 | |
| By other Companies' Engines over the Company's Line..... | 2,747 | 1,126 | 3,873 | 2,747 | 1,126 | 3,873 | 1,635 | 861 | 221 | 6,590 | 2,743 | 1,104 | 3,847 | 2,743 | 1,104 | 3,847 | 847 | 177 | 6,640 | |
| TOTAL..... | 3,002,234 | 1,029,339 | 4,031,573 | 3,018,999 | 1,043,658 | 4,062,657 | 208,935 | 806,541 | 285,970 | 5,364,103 | 3,014,937 | 1,033,863 | 4,048,800 | 3,034,842 | 1,050,089 | 4,084,931 | 818,287 | 320,583 | 5,440,425 | |
| C—MILES RUN BY THE COMPANY'S ENGINES— | | | | | | | | | | | | | | | | | | | | |
| (1) Steam Tender and Tank Engines— | | | | | | | | | | | | | | | | | | | | |
| Over Lines owned, leased, or worked by the Company..... | 2,877,514 | 1,024,991 | 3,902,505 | 2,894,279 | 1,038,835 | 3,933,114 | 207,300 | 785,680 | 285,749 | 5,211,843 | 2,889,149 | 1,029,931 | 3,919,080 | 2,909,054 | 1,045,682 | 3,954,736 | 797,440 | 320,406 | 5,287,437 | |
| Over other Companies' Lines..... | 10,198 | 4,889 | 15,087 | 10,516 | 5,608 | 16,124 | 2,220 | 21,555 | 4 | 39,903 | 10,278 | 4,905 | 15,183 | 10,592 | 5,624 | 16,216 | 21,570 | — | 40,036 | |
| TOTAL..... | 2,887,712 | 1,029,880 | 3,917,592 | 2,904,795 | 1,044,443 | 3,949,238 | 209,520 | 807,235 | 285,753 | 5,251,746 | 2,899,427 | 1,034,836 | 3,934,263 | 2,919,646 | 1,051,306 | 3,970,952 | 819,010 | 320,406 | 5,327,473 | |
| (2) Electric Traction—Trams— | | | | | | | | | | | | | | | | | | | | |
| Over Lines owned, leased or worked by the Company..... | 121,973 | 1,081 | 123,054 | 121,973 | 1,081 | 123,054 | — | — | — | 123,054 | 123,045 | 687 | 123,732 | 123,045 | 687 | 123,732 | — | — | 123,732 | |
| TOTAL..... | 121,973 | 1,081 | 123,054 | 121,973 | 1,081 | 123,054 | — | — | — | 123,054 | 123,045 | 687 | 123,732 | 123,045 | 687 | 123,732 | — | — | 123,732 | |
| TOTAL..... | 3,009,685 | 1,030,961 | 4,040,646 | 3,026,768 | 1,045,524 | 4,072,292 | 209,520 | 807,235 | 285,753 | 5,374,800 | 3,022,472 | 1,035,523 | 4,057,995 | 3,042,691 | 1,051,993 | 4,094,684 | 819,010 | 320,406 | 5,451,205 | |

XIII.—Passenger Traffic and Receipts.

| Class of Passengers | Number | Receipts | Average Fare per Passenger | Number originating on the Company's System | Year 1929 | | | | |
|---------------------|------------------|----------------|----------------------------|--|------------------|----------------|----------------------------|--|---|
| | | | | | Number | Receipts | Average Fare per Passenger | Number Originating on the Company's System | |
| | | | | | | | | | £ |
| Ordinary— | | | | | | | | | |
| 1st Class | 60,556 | 20,513 | 6 9.30 | 56,983 | 71,854 | 22,294 | 6 2.46 | 68,071 | |
| 2nd Class | 262,093 | 39,079 | 2 11.78 | 260,064 | 314,073 | 44,916 | 2 10.32 | 311,593 | |
| 3rd Class | 4,940,653 | 366,002 | 1 5.78 | 4,845,712 | 5,235,173 | 389,400 | 1 5.85 | 5,129,318 | |
| Workmen | 532,102 | 9,426 | 4.25 | 532,102 | 481,326 | 8,642 | 4.31 | 481,326 | |
| TOTAL..... | 5,795,404 | 435,020 | 1 6.02 | 5,694,861 | 6,102,426 | 465,252 | 1 6.30 | 5,990,308 | |
| Season— | | | | | | | | | |
| 1st Class | 220 | 3,113 | — | 220 | 267 | 3,499 | — | 267 | |
| 2nd Class | 1,670 | 14,987 | — | 1,670 | 1,821 | 16,725 | — | 1,821 | |
| 3rd Class | 2,465 | 18,513 | — | 2,465 | 2,418 | 18,363 | — | 2,418 | |
| TOTAL..... | 4,355 | 36,613 | — | 4,355 | 4,506 | 38,587 | — | 4,506 | |

XIV.—Goods Traffic and Receipts.

| | Tonnage | Receipts | Average Receipt per ton | Tonnage originating on the Company's System | Year 1929 | | | |
|----------------------------------|------------------|----------------|-------------------------|---|------------------|----------------|--------------------------|---|
| | | | | | Tonnage | Receipts | Average Receipts per ton | Tonnage originating on the Company's System |
| | | | | | | | | |
| Merchandise | 676,785 | 540,121 | 15 11.53 | 552,731 | 719,190 | 579,951 | 16 1.53 | 585,210 |
| Coal, Coke and Patent Fuel | 324,781 | 117,391 | 7 2.75 | 313,257 | 359,332 | 124,490 | 6 11.14 | 345,694 |
| Other Minerals | 109,920 | 31,638 | 5 9.08 | 101,772 | 135,147 | 35,263 | 5 2.62 | 125,931 |
| TOTAL..... | 1,111,486 | 689,150 | 12 4.81 | 967,760 | 1,213,669 | 739,704 | 12 2.27 | 1,056,835 |
| | Number | | | Number originating on the Company's System | Number | | | Number originating on the Company's System |
| Live Stock | 608,028 | 100,511 | — | 499,634 | 640,265 | 99,532 | — | 519,544 |

XV.—(A) Tonnage of the Principal Classes of Minerals and Merchandise carried by Goods Trains.

XV.—(B) Number of Live Stock carried by Goods Trains.

| Originating on the Company's System | Tons | Year 1929 | | Originating on the Company's System | Number | Year 1929 | |
|--|----------------|----------------|----------|-------------------------------------|----------------|----------------|----------|
| | | Tons | Receipts | | | Number | Receipts |
| Ale and Porter (including Empties)..... | 18,068 | 18,555 | | Horses..... | 7,367 | 6,774 | |
| Bacon and Hams, Butter and Eggs | 22,302 | 23,545 | | Cattle | 263,017 | 253,674 | |
| Flour and Bran, Sharps and other Flour Mill Offal..... | 34,590 | 36,855 | | Calves | 29,031 | 27,158 | |
| Grain | 74,557 | 71,919 | | Sheep | 176,805 | 213,709 | |
| Groceries (excluding Bacon, Hams and Butter) | 17,171 | 20,366 | | Pigs | 23,211 | 17,895 | |
| Manure | 32,769 | 35,252 | | Miscellaneous | 203 | 334 | |
| Oil Cake and Cattle Foods... .. | 87,910 | 88,265 | | | | | |
| Potatoes | 21,470 | 31,625 | | | | | |
| Timber | 23,962 | 23,434 | | | | | |
| Coal, Coke and Patent Fuel..... | 313,257 | 345,694 | | | | | |
| TOTAL..... | 646,056 | 695,510 | | TOTAL..... | 499,634 | 519,544 | |

XVI.—Summary of Financial Results Secured in comparison with those for past years.

| | A/c No. | 1921 | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 |
|--|---------|------------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|
| | | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| Total Expenditure on Capital Account | 4 | 10,014,535 | 9,998,460 | 10,002,691 | 10,034,561 | 10,031,597 | 10,048,174 | 10,052,929 | 10,052,929 | 10,052,929 | 10,052,929 |
| Gross Receipts from Businesses carried on by the Company | 8 | 2,817,054 | 2,162,174 | 2,267,103 | 2,126,175 | 1,899,079 | 1,723,250 | 1,719,460 | 1,624,934 | 1,662,689 | 1,623,822 |
| Revenue Expenditure on ditto | 8 | 2,476,856 | 1,874,387 | 1,827,605 | 1,788,099 | 1,653,305 | 1,514,967 | 1,425,485 | 1,375,082 | 1,387,297 | 1,436,106 |
| Net Receipts of ditto | 8 | 340,198 | 287,787 | 439,498 | 338,076 | 245,774 | 208,283 | 293,975 | 249,852 | 275,392 | 187,716 |
| Proportion of Compensation under Irish Railways (Settlement of Claims) Act, 1921 | 8 | 85,000 | 115,000 | — | 90,000 | 80,000 | 80,000 | — | 30,000 | 15,000 | 40,000 |
| Miscellaneous Receipts, Net | 8 | 11,234 | 30,236 | 62,475 | 66,921 | 62,499 | 63,442 | 64,112 | 67,446 | 68,207 | 63,424 |
| Total Net Income | 8 | 436,432 | 433,023 | 501,973 | 494,997 | 388,273 | 351,725 | 358,087 | 347,298 | 358,599 | 291,140 |
| Interest, Rentals and other Fixed Charges..... | 9 | 153,800 | 149,146 | 194,631 | 212,539 | 186,273 | 149,065 | 153,043 | 146,349 | 157,395 | 149,945 |
| Dividend on Preference Stock | 9 | 79,967 | 79,967 | 79,967 | 79,967 | 79,967 | 79,967 | 79,967 | 79,967 | 79,967 | 79,967 |
| Balance after payment of Preference | | | | | | | | | | | |
| Dividends..... | 9 | 202,665 | 203,910 | 227,375 | 202,491 | 122,033 | 122,693 | 125,077 | 120,982 | 121,237 | 61,228 |
| Dividend and Bonus on Ordinary Stock | 9 | 202,635 | 202,534 | 222,788 | 202,534 | 121,521 | 121,521 | 121,521 | 121,521 | 121,521 | 60,760 |
| Dividend—Rate per cent. | | 5% | 5% | 5% | 5% | 3% | 3% | 3% | 3% | 3% | 1½% |
| Bonus do. | | — | — | 10/- | — | — | — | — | — | — | — |
| Surplus (+) or Deficit (—)..... | | +130 | +1,376 | +4,587 | -43 | +512 | +1,172 | +3,556 | -539 | -284 | +468 |
| Brought forward from previous year..... | | 44,147 | 44,277 | 45,653 | 50,240 | 50,197 | 50,709 | 51,881 | 55,437 | 54,898 | 54,614 |
| Carried forward to subsequent year..... | | 44,277 | 45,653 | 50,240 | 50,197 | 50,709 | 51,881 | 55,437 | 54,898 | 54,614 | 55,082 |

J. G. SHANAHAN,

Accountant of the Company.

INDEX

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings and other Works, have, during the past year, been maintained in good Working Condition and Repair.

Dublin, 15th January, 1931.

GEORGE B. HOWDEN, *Chief Engineer.*

CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools, have, during the past year, been maintained in good Working Order and Repair.

Dundalk, 15th January, 1931

GEO. T. GLOVER, *Locomotive Engineer.*

(SIGNED FOR THE BOARD OF DIRECTORS)

G. S. CLARK,
Chairman of the Company.
F. C. WALLACE,
Secretary of the Company.

AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Accounts (Nos. 1 to 18) contain a full and true Statement of the Financial condition of the Company, and that the Dividends proposed to be declared on the several Stocks and Shares are *bonâ fide* due thereon, after charging the Revenue of the Year with all expenses which ought, in our judgment, to be paid thereout.

H. LEOPOLD PIM,
JAMES STEWART READE, } *Auditors.*

Examined and approved,
DELOITTE, PLENDER, GRIFFITHS & CO.,
Chartered Accountants,
5 London Wall Buildings,
LONDON, E.C.

Dublin, 30th January, 1931.

INDEX

(Arabic figures and Capital letters in the text of the Index denote the Financial Accounts or Abstracts.
Roman figures denote Statistical Returns.) .

| | PAGE | | PAGE |
|---|------|---|------|
| Abstracts of Receipts and Expenditure in respect of Railway Working :— | | Live Stock carried by Goods Trains. XV (B) | 16 |
| A. Maintenance and Renewal of Way and Works | 7 | Loans, Capital raised by. 3 | 3 |
| B. Maintenance and Renewal of Rolling Stock | 7 | Locomotives Maintenance and Renewal of. B (1) | 7 |
| (1) Locomotives, (2) Carriages, (3) Wagons. | | Locomotive Running Expenses. C | 8 |
| C. Locomotive Running Expenses | 8 | Locomotives, Steam. II (A) | 12 |
| D. Traffic Expenses | 8 | | |
| E. General Charges | 8 | Maintenance and Renewal of Way and Works. A | 7 |
| F. Expenses of Collection and Delivery of Parcels and Goods | 8 | " " " " X | 14 |
| G. Running Powers, Receipts and Payments in respect of Running Power Expenses | 8 | " " Rolling Stock. B (1) | 7 |
| H. Mileage, Demurrage, and Wagon Hire | 8 | " " " " XI | 14 |
| J. Jointly Owned and Jointly Leased Lines | 9 | Map | 19 |
| Appropriation of Net Income. 9 | 5 | Merchandise and Mineral Vehicles. II (E) | 13 |
| Assets, available to meet further Expenditure on Capital Account. 7 | 4 | Mileage, Demurrage, and Wagon Hire. H | 8 |
| Auditors' Certificate | 17 | of Lines open for Traffic. I (A) | 12 |
| | | " run over by Company's Engines. I (C) | 12 |
| | | " Engine. XII | 15 |
| | | Minerals and Merchandise carried by Goods Trains. XV (A) | 16 |
| Balance Sheet. 18 | 11 | | |
| Capital raised by Loans and Debenture Stock. 3 | 3 | Net Income, Proposed Appropriation of. 9 | 5 |
| " Powers and other Assets available to meet further Expenditure on Capital Account. 7 | 4 | Nominal Capital Authorised and Created by the Company. I (a) | 3 |
| " authorised and created by the Company. I (a) | 3 | Number of Live Stock carried by Goods Trains. XV (B) | 16 |
| " and Stock created, as per Statement No. 1 (a), showing the proportion issued. 2 | 3 | | |
| " Account, Receipts and Expenditure. 4 | 4 | Officers' Certificates | 17 |
| " Expenditure for the Year. 5 | 4 | | |
| " Account, Estimate of further Expenditure on. 6 | 4 | Parcels, Collection and Delivery of. F | 8 |
| Carriages, Maintenance and Renewal of. B (2) | 7 | Passenger Traffic and Receipts. XIII | 16 |
| Certificates of the Responsible Officers as to the Upkeep of the whole of the Company's Property | 17 | Payments in respect of Running Power Expenses. G | 8 |
| Certificate, Auditors' | 17 | Principal Classes of Minerals and Merchandise carried by Goods Trains. XV (A) | 16 |
| Classes of Minerals and Merchandise carried by Goods Trains XV (A) | 16 | Proposed Appropriation of Net Income. 9 | 5 |
| Coaching Vehicles II (D) | 13 | Property, &c., not forming part of the Railway or Stations. VIII | 13 |
| Collection and Delivery of Parcels and Goods. F | 8 | | |
| | | Railway Service Vehicles. II (F) | 13 |
| Debenture Stock, Capital raised by. 3 | 3 | " Working, Receipts and Expenditure. 10 | 6 |
| Delivery of Parcels and Goods. F | 8 | Receipts and Expenditure on Capital Account. 4 | 4 |
| Demurrage and Wagon Hire. H | 8 | on the whole Undertaking. 8 | 5 |
| Details of Capital Expenditure for the Year. 5 | 4 | " " in respect of Railway Working. 10 | 6 |
| Dining Cars (See Hotels) | | " " Jointly Owned and Jointly Leased Lines. J | 9 |
| Dividends paid, Statement of Interim. 9 (a) | 5 | " " in respect of Hotels and of Refreshment Rooms and Cars where catering is carried on by the Company. 15 | 10 |
| | | Receipts, Passenger Traffic. XIII | 16 |
| Electric Power and Light Account. 17 | 11 | " Goods Traffic. XIV | 16 |
| " " Trains (Trams). II (C) | 12 | Refreshment Rooms, (See Hotels) | |
| Engines, Steam Locomotive. II (A) | 12 | Renewal of Way and Works. A | 7 |
| Engine Mileage. XII | 15 | " " " " X | 14 |
| Estimate of Further Expenditure on Capital Account. 6 | 4 | " " Rolling Stock. B | 7 |
| Expenditure on Capital Account. 4 | 4 | " " " " XI | 14 |
| " " Details for Year. 5 | 4 | Responsible Officers' Certificates | 17 |
| " " Powers and other Assets available to meet further Expenditure on Capital Account. 7 | 4 | Results secured in comparison with those for past years. XVI | 16 |
| " of the whole Undertaking. 8 | 5 | Revenue Receipts and Expenditure on the whole Undertaking. 8 | 5 |
| " in respect of Railway Working. 10 | 6 | Road Transport, Receipts and Expenditure in respect of. II | 10 |
| " Jointly Owned and Jointly Leased Lines. J | 9 | Road Vehicles. III | 13 |
| " in respect of Hotels, and of Refreshment Rooms, and Cars where Catering is carried on by the Company. 15 | 10 | Rolling Stock. II | 12 |
| Expenses of Collection and Delivery of Parcels and Goods. F | 8 | " " Maintenance and Renewal. B | 7 |
| | | " " " " XI | 14 |
| Financial Results secured. XVI | 16 | Running Expenses, Locomotive. C | 8 |
| Further Expenditure on Capital Account. 6 | 4 | " Powers, Receipts and Payments. G | 8 |
| " " " " Capital Powers and other Assets available to meet. 7 | 4 | | |
| | | Service Vehicles, Railway. II (F) | 13 |
| General Balance Sheet. 18 | 11 | Share Capital created, as per Statement No. 1 (a), showing the proportion issued. 2 | 3 |
| General Charges. E | 8 | Statement of Interim Dividends paid. 9 (a) | 5 |
| Goods, Collection and Delivery of. F | 8 | Statistical Returns. Part II | 12 |
| " Traffic and Receipts. XIV | 16 | Steam Locomotives and Tenders. II (A) | 12 |
| " Trains, Number of Live Stock carried by. XV (B) | 16 | Stock Created, as per Statement No. 1 (a), showing the proportion issued. 2 | 3 |
| " " Tonnage of the Principal Classes of Minerals and Merchandise carried by. XV (A) | 16 | Stock, Capital raised by Loans and Debenture. 3 | 3 |
| | | Subscriptions to other Companies. 4 (a) | 4 |
| Horses for Shunting. III | 13 | Summary of Financial Results secured. XVI | 16 |
| " and Road Vehicles. III | 13 | | |
| Hotels, Receipts and Expenditure in respect of. 15 | 10 | Traffic Expenses. D | 8 |
| " VII | 13 | " Passenger Receipts. XIII | 16 |
| | | " Goods Receipts. XIV | 16 |
| Income, Proposed Appropriation of. 9 | 5 | Tenders, Steam Locomotive. II (A) | 12 |
| Interim Dividends Paid. 9 (a) | 5 | Tonnage of the Principal Classes of Minerals and Merchandise carried by Goods Trains. XV (A) | 16 |
| | | Trains (Trams) worked by Electric Power. II (C) | 12 |
| Jointly Owned and Jointly Leased Lines, Receipts and Expenditure. J | 9 | Upkeep of the whole of the Company's Property, Certificates of the Responsible Officers | 17 |
| | | | |
| Land Property, &c., not forming part of the Railway or Stations. VIII. 13 | | Vehicles, Coaching. II (D) | 13 |
| Lines Jointly Owned and Jointly Leased. J | 9 | " Merchandise and Mineral. II (E) | 13 |
| " open for Traffic. I (A) | 12 | " Railway Service. II (F) | 13 |
| " run over by the Company's Engines. I (C) | 12 | " Road. III | 13 |
| | | Wagons, Maintenance and Renewal. B (3) | 7 |
| | | Wagon Hire. H | 8 |
| | | Way and Works, Maintenance and Renewal. A | 7 |
| | | " " X | 14 |
| | | Whole Undertaking, Revenue Receipts and Expenditure. 8 | 5 |



Great Northern Railway Co. (I.)

Financial Accounts

AND

Statistical Returns

FOR THE

Year ended 31st December, 1930.

(Copy of Advertisement.)

Notice is hereby given that the next Ordinary Annual General Meeting of the Proprietors will be held in the Gresham Hotel, Upper O'Connell Street, Dublin, on Wednesday, 25th day of February, 1931, at 12.30 o'clock, p.m., to receive a Report from the Directors and Statement of Accounts for the year ended 31st December, 1930, for the Declaration of Dividends, for the election of Directors and an Auditor, and for the transaction of the General Business of the Company.

Dated this 7th day of February, 1931.

F. C. WALLACE,

Secretary.

Amiens Street Station,
Dublin.

FALCONER, DUBLIN.

THE GREAT SOUTHERN RAILWAYS COMPANY.

DIRECTORS:

Chairman.—SIR WALTER R. NUGENT, BART., D.L., Donore, Multyfarnham, Co. Westmeath.

Deputy Chairman.—MAJOR HUGH A. HENRY, Keadeen, Newbridge, Co. Kildare.

P. J. BRADY, Esq., Glena, Booterstown, Co. Dublin.

THE RT. HON. H. G. BURGESS, P.C., LL.D., Eglinton House, Dun Laoghaire, Co. Dublin.

LT.-COL. T. A. E. CAIRNES, Stameen, Drogheda.

C. D. EVANS, Esq., St. Helen's, Lucan, Co. Dublin.

J. P. GOODBODY, Esq., Summerville, Limerick.

ARTHUR JACKSON, Esq., D.L., Lisroyan, Sligo.

THE RT. HON. JAMES MACMAHON, P.C., St. John's, Islandbridge, Dublin.

A. R. MACMULLEN, Esq., 5 George's Quay, Cork.

J. X. MURPHY, Esq., T.D., Ashurst, Merrion Avenue, Blackrock, Co. Dublin.

DR. W. LOMBARD MURPHY, Dartry, Upper Rathmines, Dublin.

REPORT OF THE DIRECTORS FOR THE YEAR ENDED 31st DECEMBER, 1930.

To be submitted to the Proprietors at the Meeting to be held at 2 o'clock p.m., on FRIDAY, the 6th MARCH, 1931, at the HALL OF THE INSTITUTION OF CIVIL ENGINEERS OF IRELAND, 35 DAWSON STREET, DUBLIN, C. 2.

The Directors submit herewith the Financial Accounts and Statistical Returns for the Year ended 31st December, 1930, which have been prepared in accordance with the First Schedule to the Railway Companies (Accounts and Returns) Act, 1911.

The following is a summary of the Receipts and Expenditure on Revenue Account:—

| Per Account No. 8: | 1930. | 1929. |
|---|----------------|----------------|
| | £ | £ |
| Receipts | 3,961,813 | 4,139,458 |
| Expenditure | 3,247,855 | 3,322,097 |
| Net Receipts | 713,958 | 817,361 |
| Miscellaneous Receipts (Net) from Rents, Interest, etc. | 111,127 | 110,618 |
| TOTAL NET INCOME | 825,085 | 927,979 |

Per Account No. 9:

| | | |
|---|---------|---------|
| <i>Add</i> —Balance from last Account | 95,805 | 18,392 |
| | 920,890 | 946,371 |
| <i>Deduct</i> —Interest, Rentals, and Other Fixed Charges | 441,550 | 414,741 |
| Balance after payment of Fixed Charges | 479,340 | 531,630 |

The Interim Dividends of £2 per cent. paid on the 4 per cent. Guaranteed Preference Stock and 4 per cent. Preference Stock at 30th June last absorbed £179,077, and the Directors recommend that the following Dividends be paid, namely :—

On the 4 per cent. Guaranteed Preference Stock for the Half-year ended 31st December, 1930, at the rate of 4 per cent. per annum, absorbing £77,708.

On the 4 per cent. Preference Stock for the Half-year ended 31st December, 1930, at the rate of 4 per cent. per annum absorbing £101,369.

On the Ordinary Stock for the Year ended 31st December, 1930, at 1 per cent. per annum, absorbing £77,671.

Leaving to be carried forward £43,515.

REVENUE RECEIPTS AND EXPENDITURE.

The Gross Receipts for the Year 1930 show a decrease of £177,645 as compared with the Year 1929. Passenger Train Traffic is down to the extent of £74,794. Goods Train Traffic shows a net decline of £98,021.

The Expenditure shows a decrease of £74,242 compared with last year. This saving has been achieved by unremitting attention to the policy of effecting every economy consistent with efficiency.

Net Receipts from other sources show an increase of £509.

The financial position in 1930, as compared with 1929, is, therefore, worse by the sum of £102,894.

DIRECTORS.

The Directors deeply regret to have to report the death of their esteemed colleague, Mr. R. W. Booth. Prior to the Amalgamation of the Railways in the Free State Mr. Booth was a Director of the late Dublin & South Eastern Railway Company since 1908. His wide experience and business instincts were of great service to the Board.

RETIRING DIRECTORS.

The Directors retiring by rotation are :—

Lieut.-Col. Thomas Algar E. Cairnes,
James Perry Goodbody, Esq.,
Sir Walter Richard Nugent, Bart., D.L.,

who are eligible and offer themselves for re-election.

RETIRING AUDITOR.

Mr. Thomas Geoghegan, F.C.A., one of the Auditors, also retires by rotation and being eligible offers himself for re-election.

WALTER R. NUGENT,
Chairman.

KINGSBRIDGE STATION, DUBLIN, W. 6,
6th February, 1931.

THE GREAT SOUTHERN RAILWAYS.

Financial Accounts and Statistical Returns for the Year ended 31st December, 1930.

PART I.
FINANCIAL ACCOUNTS.

No. 1 (a).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

| Special Acts. | Capital Authorised. | | | Capital Created. | | | Balance. | | |
|---|---------------------|---------------------------|-------------------|-------------------|---------------------------|-------------------|-------------------|---------------------------|------------------|
| | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. |
| The Great Southern Railways Amalgamation Scheme, 1925. | £ 16,460,408 | £ 8,656,154 | £ 25,116,562 | £ 15,635,038 | £ 8,018,262 | £ 23,653,300 | £ 825,370 | £ 637,892 | £ 1,463,262 |
| The Great Southern Railways Supplemental Amalgamation Scheme, 1925. | 8,970 | 43,750 | 52,720 | 8,970 | 43,750 | 52,720 | — | — | — |
| The Great Southern Railways Absorption (No. 1) Scheme, 1925. | 523,614 | 618,967 | 1,142,581 | 523,614 | 618,967 | 1,142,581 | — | — | — |
| The Great Southern Railways Absorption (No. 3) Scheme, 1925. | 18,927 | 22,067 | 40,994 | 18,927 | 22,067 | 40,994 | — | — | — |
| The Great Southern Railways Absorption (No. 4) Scheme, 1925. | 1,061,212 | — | 1,061,212 | 1,061,212 | — | 1,061,212 | — | — | — |
| The Great Southern Railways Absorption (No. 5) Scheme, 1925. | — | 57,900 | 57,900 | — | 57,900 | 57,900 | — | — | — |
| TOTAL | £ 18,073,131 | 9,398,838 | 27,471,969 | 17,247,761 | 8,760,946 | 26,008,707 | 825,370 | 637,892 | 1,463,262 |

Note:—Upon the redemption of certain Loan Capital, shown in Table No. 3, the Capital Authorised (Shares and Stock) under the Great Southern Railways Amalgamation Scheme, 1925, is increased by £100,000.

No. 1 (b).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.
Not applicable to this Company.

No. 1 (c).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

| Special Acts. | Capital Authorised. | | | Capital Created. | | | Balance. | | |
|---|---------------------|---------------------------|------------------|-------------------|---------------------------|------------------|-------------------|---------------------------|----------|
| | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. |
| The Dividends or Interest at a rate not exceeding 3½ per cent. per annum on the Capital authorised by the Acts enumerated below is guaranteed jointly by the Company and the Great Western Railway Company under the Fishguard and Rosslare Railways and Harbours Act, 1903:— | | | | | | | | | |
| Fishguard Bay Railway and Pier Act, 1893. .. | 120,000 | 40,000 | 160,000 | 120,000 | 40,000 | 160,000 | — | — | — |
| Fishguard and Rosslare Railways and Harbours Act, 1894. | 60,000 | 20,000 | 80,000 | 60,000 | 20,000 | 80,000 | — | — | — |
| Fishguard and Rosslare Railways and Harbours (Steam Vessels) Act, 1895. .. | 50,000 | 12,500 | 62,500 | 50,000 | 12,500 | 62,500 | — | — | — |
| Fishguard and Rosslare Railways and Harbours Act, 1898. | 891,500 | 250,000 | 1,141,500 | 891,500 | 250,000 | 1,141,500 | — | — | — |
| Fishguard and Rosslare Railways and Harbours Act, 1899. | 1,250,000 | 500,000 | 1,750,000 | 1,250,000 | 500,000 | 1,750,000 | — | — | — |
| TOTAL | £ 2,371,500 | 822,500 | 3,194,000 | 2,371,500 | 822,500 | 3,194,000 | — | — | — |

No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a) SHOWING THE PROPORTION ISSUED.

| Description. | Amount Created. | Amount Issued. | Nominal Additions to or Deductions from Capital. | | Amount on which Dividend is payable. |
|--|---------------------|-------------------|---|--|--------------------------------------|
| | | | As shown in Accounts of Amalgamated and Absorbed Companies. | Upon Amalgamation and Absorption under Railways Act, 1924. | |
| 4 per cent. Guaranteed Preference Stock. | £ 3,885,374 | £ 3,786,124 | — | £ 99,250 | £ 3,885,374 |
| 4 per cent. Preference Stock. | 5,068,464 | 4,916,384 | 217 | 151,863 | 5,068,464 |
| Ordinary Stock. | 7,767,123 | 9,436,020 | D/d 139,810 | D/d 1,529,087 | 7,767,123 |
| North Wall Extension, Lines 1 & 2—£100 Shares. | 126,800 | 126,800 | — | — | 126,800 |
| 4 per cent. New Ross & Waterford Extension Railways' Guaranteed Stock. | 100,000 | 100,000 | — | — | 100,000 |
| 4 per cent. City of Dublin Junction Railways' Preference Stock. | 50,000 | 50,000 | — | — | 50,000 |
| 4 per cent. City of Dublin Junction Railways' Guaranteed Stock. | 225,000 | 225,000 | — | — | 225,000 |
| City of Dublin Junction Railways' Unguaranteed Stock, 1884-1887. | 25,000 | 25,000 | — | — | 25,000 |
| TOTAL | £ 17,247,761 | 18,665,328 | D/d 139,593 | D/d 1,277,974 | 17,247,761 |

No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS.

| | RAISED BY LOANS. | | | RAISED BY ISSUE OF DEBENTURE STOCKS. | | | | | | | | | | Total Raised by Loans and Debenture Stocks. |
|--|------------------|----------------|------------------------|--------------------------------------|---|--|-------------|----------------|------------------------------|---|-------------|-------------|-------------------------|---|
| | At | | Total Raised by Loans. | Nominal Additions to Capital. | | | | | Existing Amount of Stocks. | | | | Total Debenture Stocks. | |
| | At 3½ per cent. | At 4 per cent. | | At 3½ per cent. | As shown in Accounts of Amalgamated and Absorbed Companies. | Upon Amalgamation and Absorption under Railways Act, 1924. | Total. | At 4 per cent. | At 7 per cent. (Redeemable). | City of Dublin Junction Railways, Four per cent. Debenture Stocks 1884-1887 | 1894-1897 | | | |
| Existing at 31st December, 1930 | £ 100,000 | £ 113,400 | £ 221,700 | £ 86,955 6 8 | £ 213,070 0 0 | £ 300,025 6 8 | £ 8,323,797 | £ — | £ 100,000 | £ 30,230 | £ 8,454,027 | £ 8,675,727 | | |
| Existing at 31st December, 1929 | £ 100,000 | £ 113,400 | £ 221,700 | £ 86,955 6 8 | £ 213,070 0 0 | £ 300,025 6 8 | £ 8,323,797 | £ 37,950 | £ 100,000 | £ 30,230 | £ 8,491,977 | £ 8,713,677 | | |
| Increase | — | — | — | — | — | — | — | — | — | — | — | — | | |
| Decrease | — | — | — | — | — | — | — | 37,950 0 0 | — | — | 37,950 | 37,950 | | |
| Total Amount authorised to be raised by Loans and Debenture Stocks in respect of Capital Created per Statement No. 1 (a) | £ | | | | | | | | | | | £ 8,760,946 | | |
| Further amount authorised to be raised as per Section 23 of The Great Southern Railways Amalgamation Scheme, 1925 | | | | | | | | | | | | £ 637,892 | | |
| Total amount raised by Loans and Debenture Stocks as above | | | | | | | | | | | | £ 9,398,838 | | |
| Balance, being available borrowing powers at 31st December, 1930 | | | | | | | | | | | | £ 8,675,727 | | |
| | | | | | | | | | | | | £ 723,111 | | |

| To EXPENDITURE. | Amount expended to 31st December, 1929. | | Amount expended during 1930, as per No. 5. | | TOTAL. | | By RECEIPTS. | Amount received to 31st December, 1929. | | Amount received during 1930. | | TOTAL. | |
|---|---|-------|--|-------|--------------|-------|-----------------------------------|---|-------|------------------------------|-------|------------|-------|
| | £ | s. d. | £ | s. d. | £ | s. d. | | £ | s. d. | £ | s. d. | £ | s. d. |
| Lines open for Traffic | 28,937,191 | 8 3 | Cr. 86,156 | 19 9 | 28,851,034 | 8 6 | Shares and Stocks (No. 2) .. | 18,665,328 | 0 0 | — | — | 18,665,328 | 0 0 |
| Rolling Stock | 8,568,592 | 5 1 | Cr. 7,229 | 18 1 | 8,561,362 | 7 0 | Loans (No. 3) | 221,700 | 0 0 | — | — | 221,700 | 0 0 |
| Manufacturing and Repairing Works and Plant— | | | | | | | Debenture Stocks (No. 3) .. | 8,191,951 | 13 4 | Dr. 37,950 | 0 0 | 8,154,001 | 13 4 |
| Land and Buildings | 390,202 | 15 7 | — | — | 390,202 | 15 7 | Premiums on Shares and Stocks .. | 638,221 | 2 1 | | | | |
| Plant and Machinery | 289,117 | 4 8 | Cr. 9,534 | 14 5 | 229,582 | 9 10 | Premiums on Debenture Stocks .. | 567,661 | 2 2 | | | | |
| Total Capital expended upon Railway | 28,135,103 | 13 2 | Cr. 102,921 | 12 3 | 28,032,182 | 0 11 | Total Premiums .. | 1,205,882 | 4 3 | | | | |
| Horses | 75 | 0 0 | — | — | 75 | 0 0 | Discounts on Shares and Stocks .. | 113,988 | 17 11 | | | | |
| Canal | 325,442 | 11 9 | — | — | 325,442 | 11 9 | Discounts on Debenture Stocks .. | 5,850 | 0 8 | | | | |
| Docks, Harbours, and Wharves .. | 100,663 | 19 3 | — | — | 100,663 | 19 3 | Total Discounts .. | 119,838 | 18 7 | | | | |
| Hotels | 295,143 | 13 3 | 4,294 | 8 4 | 299,438 | 1 7 | Balance of Premiums and Discounts | 1,086,043 | 5 8 | — | — | 1,086,043 | 5 8 |
| Electric Power Stations, &c. .. | 21,219 | 7 8 | Cr. 1,694 | 4 11 | 19,525 | 2 9 | Treasury Grants | 695,000 | 0 0 | — | — | 695,000 | 0 0 |
| Land, Property, &c., not forming part of the Railway or Stations— | 35,200 | 2 11 | — | — | 35,200 | 2 11 | TOTAL RECEIPTS | 28,860,022 | 19 0 | Dr. 37,950 | 0 0 | 28,822,072 | 19 0 |
| Used in connection with Railway working | 375,948 | 15 0 | 26,141 | 0 9 | 402,089 | 15 9 | By Balance | | | | | 945,918 | 15 11 |
| Not used in connection with Railway working | 558,375 | 0 0 | — | — | 558,375 | 0 0 | TOTAL | | | | | 29,767,991 | 14 11 |
| Subscriptions to other Companies (for details see Table No. 4 (a)) .. | | | | | | | | | | | | | |
| TOTAL EXPENDITURE | £ 29,842,172 | 3 0 | Cr. 74,180 | 8 1 | £ 29,767,991 | 14 11 | | | | | | | |

No. 4 (a).—SUBSCRIPTIONS TO OTHER COMPANIES.

| NAME. | Amount. | Nature of Security or Investment. |
|--|-----------|--------------------------------------|
| RAILWAY COMPANIES— | | |
| Fishguard and Rosslare Railways and Harbours Co. | £ 50,000 | New Guaranteed 3½% Preference Stock. |
| do. | 68,500 | New Guaranteed Ordinary Shares. |
| do. | 391,500 | New Ordinary Shares. |
| do. | 40,000 | £10 Ordinary Shares. |
| OTHER COMPANIES— | | |
| Bantry Bay Steam Ship Company | 3,875 | £10 Ordinary Shares. |
| TOTAL | £ 553,375 | |

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1930.

| | Land and Compensation. | Construction of Way and Stations, Engineering, &c. | Law Charges and Parliamentary Expenses. | TOTAL. |
|---|------------------------|--|---|------------------|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| Lines belonging to the Company open for Traffic :— | | | | |
| Additional Land and Accommodation at Various Stations | 11 10 0 | 1,420 2 4 | — | 1,431 12 4 |
| Materials recovered from Singling of Line, less cost of lifting | — | Cr. 81,191 2 10 | — | Cr. 81,191 2 10 |
| Transferred to Land Property, etc.—Not used in connection with Railway Working .. | — | Cr. 22,230 0 0 | — | Cr. 22,230 0 0 |
| Alterations and Additions to Signalling .. | — | 15,832 10 9 | — | 15,832 10 9 |
| Rolling Stock :— | | | | Cr. 86,156 19 9 |
| Locomotives—Reduction of Stock | | | | Cr. 7,229 18 1 |
| Manufacturing and Repairing Works and Plant :— | | | £ s. d. | |
| Inchicore Coal Gas Works, displaced | | | Cr. 6,592 15 6 | |
| Plant and Machinery, Inchicore and Broadstone, Sold, etc. | | | Cr. 2,941 18 11 | Cr. 9,534 14 5 |
| | | | | |
| | | | TOTAL | Cr. 102,921 12 3 |
| Hotels :— | | | £ s. d. | |
| Alterations to Galway Hotel | | | 2,413 9 10 | |
| New Golf Links at Parknasilla, balance | | | 279 17 10 | |
| Fire Escapes, balance | | | 130 0 0 | |
| Garages at Killarney, Mallaranny, and Caragh Lake | | | 1,299 15 11 | |
| Sligo and Parknasilla Hotels, balance | | | 341 0 1 | |
| Furniture, etc., transferred | | | Cr. 169 15 4 | 4,294 8 4 |
| Electric Power Stations, etc. :— | | | | |
| Inchicore Power House, Machinery displaced | | | | Cr. 1,694 4 11 |
| Land, Property, etc., not forming part of the Railway or Stations :— | | | | |
| Not used in connection with Railway working. | | | £ s. d. | |
| Land, etc., sold | | | Cr. 797 13 6 | |
| Broadstone Station, Alterations for Irish Omnibus Company | | | 4,708 14 3 | |
| Transferred from Lines belonging to the Company open for Traffic | | | 22,230 0 0 | 26,141 0 9 |
| | | | | |
| | | | TOTAL | £ Cr. 74,180 8 1 |

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| Expenditure to date on Principal Works in Progress. | ESTIMATED FURTHER EXPENDITURE. | | |
|---|---|--------------------------------|---------|
| | During the Year ending 31st December, 1931. | Subsequently until completion. | TOTAL |
| £ | £ | £ | £ |
| 2,000 | — | — | 100,000 |
| Sundry Works | | | |

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| | £ s. d. |
|--|---------------|
| Stock, Share, and Loan Capital authorized but not yet created (as per Statement No. 1 (a)) | 1,463,262 0 0 |
| Deduct amount of Available Borrowing Powers as per Section 23 of The Great Southern Railways Amalgamation Scheme, 1925 | 637,892 0 0 |
| | 825,370 0 0 |
| Available Borrowing Powers (as per Statement No. 3) | 723,111 0 0 |
| | 1,548,481 0 0 |
| Deduct balance at Debit (as per Capital Account No. 4) | 945,918 15 11 |
| TOTAL | £ 602,562 4 1 |

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

| See Statement. | | Gross Receipts. | Expenditure. | Net Receipts. | Year 1929. | | |
|----------------|---|------------------------|-----------------------|----------------------|------------------|------------------|----------------|
| | | | | | Gross Receipts. | Expenditure. | Net Receipts. |
| | | £ s. d. | £ s. d. | £ s. d. | £ | £ | £ |
| 10 | Railway | 3,812,747 9 5 | 3,069,112 7 11 | 743,635 1 6 | 3,986,034 | 3,167,036 | 818,998 |
| 11 | Road Transport | 11,781 14 5 | 45,028 10 11 | Dr. 33,246 16 6 | 9,147 | 19,044 | Dr. 9,897 |
| 18 | Canal | 4,756 13 6 | 11,060 3 8 | Dr. 6,303 10 2 | 4,765 | 11,277 | Dr. 6,512 |
| 14 | Docks, Harbours, and Wharves | 15,442 9 3 | 19,764 3 11 | Dr. 4,321 14 8 | 15,669 | 18,833 | Dr. 3,164 |
| 15 | Hotels and Refreshment Rooms and Cars where Catering is carried on by the Company | 117,085 2 6 | 102,889 17 6 | 14,195 5 0 | 123,843 | 105,907 | 17,936 |
| | TOTAL | £ 3,961,813 9 1 | 3,247,855 3 11 | 713,958 5 2 | 4,139,458 | 3,322,097 | 817,361 |
| | Miscellaneous Receipts (Net) :— | | £ s. d. | | | | |
| | Rents from Houses and Lands | | 15,366 18 5 | | | | 12,672 |
| | Rents from Hotels | | 96 12 4 | | | | 96 |
| | Other Rents, including Lump-sum Tolls | | 13,375 14 4 | | | | 13,681 |
| | Interest and Dividends from Investments in other Companies :— | | | | | | |
| | Fishguard and Rosslare Railways and Harbours Co. | | 1,750 0 0 | | | | 1,750 |
| | Transfer Fees | | 706 2 6 | | | | 719 |
| | General Interest | | 32,543 16 6 | | | | 33,012 |
| | Amount receivable under Section 68 (1) of Railways Act, 1924 | | 47,288 0 0 | | | | 48,683 |
| | | | | 111,127 4 1 | | | |
| | Total Net Income | | | £ 825,085 9 3 | | | 927,979 |

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

| | | | | | Year 1929. |
|---|----------------------|-------------|--------------|-----------------------|----------------|
| | | | | £ s. d. | £ |
| Balance brought forward from last year's Account | | | | 95,804 19 8 | 18,392 |
| Net Income (as per Statement No. 8) | | | | 825,085 9 3 | 927,979 |
| | TOTAL | | | 920,890 8 11 | 946,371 |
| Deduct—Interest, Rentals, and other Fixed Charges :— | | | £ s. d. | | |
| Interest on Superannuation and other Funds | | | 5,452 1 7 | | 5,548 |
| Interest on Loans | | | 4,260 0 0 | | 4,260 |
| Interest on 4 per cent. Debenture Stock | | | 332,951 17 8 | | 332,952 |
| Interest on 7 per cent. Redeemable (1930) Debenture Stock | | | 1,992 7 6 | | 2,656 |
| Interest on 4 per cent. City of Dublin Junction Railways' Debenture Stock | | | 5,209 4 0 | | 5,209 |
| Rent of and Guaranteed Interest on Leased and Worked Lines :— | | | | | |
| Fishguard and Rosslare Railways and Harbours (in Ireland) | | | 43,462 5 8 | | 43,468 |
| Dividend Payable to London, Midland and Scottish Railway | | | 6,667 1 2 | | 8,528 |
| Dividend on 4 per cent. New Ross & Waterford Extension Railways' Guaranteed Stock | | | 4,000 0 0 | | 4,000 |
| Dividend on City of Dublin Junction Railways' Stocks :— | | | | | |
| 4 per cent. City of Dublin Junction Railways' Preference Stock | | | 2,000 0 0 | | 2,000 |
| 4 per cent. City of Dublin Junction Railways' Guaranteed Stock | | £9,000 0 0 | | | |
| Less Amount receivable from Funds lodged in Court to meet the former Guarantee of the City of Dublin Steam Packet Company | | £ 2,066 6 4 | | | |
| In respect of the Guarantee of the Great Northern Railway Company (I.) | | 1,377 10 9 | 3,443 17 1 | 5,556 2 11 | 5,767 |
| Dividend on Unguaranteed Stock of City of Dublin Junction Railways | | | 311 4 8 | | 353 |
| United Irish Investment Company, Ltd.—Amount Amortised | | | 29,688 0 0 | | |
| | TOTAL | | | 441,550 5 2 | 414,741 |
| Balance after Payment of Fixed Charges | | | | 479,340 3 9 | 531,630 |
| Dividends on Guaranteed and Preference Stocks :— | | | £ s. d. | | |
| 4 per cent. Guaranteed Preference Stock | | | 155,414 19 2 | | 155,415 |
| 4 per cent. Preference Stock | | | 202,738 11 2 | | 202,739 |
| | TOTAL | | | 358,153 10 4 | 358,154 |
| Balance available for Dividend on Ordinary Stock | | | | £ 121,186 13 5 | 173,476 |
| Dividend on Ordinary Stock at 1 per cent. per Annum | | | 77,671 4 7 | | 77,671 |
| Balance carried forward to next year's Account | | | 43,515 8 10 | | 95,805 |
| | TOTAL | | | £ 121,186 13 5 | 173,476 |

No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

| | | £ s. d. | Year 1929. |
|---|--------------|---------------|------------|
| | | | £ |
| Balance available for Dividends and Reserve, after payment of Fixed Charges, Year 1930 (as per Account No. 9) | | 479,340 3 9 | 531,630 |
| Deduct Interim Dividends paid :— | | | |
| 4 per cent. Guaranteed Preference Stock, at 2 per cent. | £ 77,707 9 7 | | 77,708 |
| 4 per cent. Preference Stock, at 2 per cent. | 101,369 5 7 | | 101,369 |
| | | 179,076 15 2 | 179,077 |
| Undivided Balance at 31st December, carried to Balance Sheet | | £ 300,263 8 7 | 352,553 |

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

| | £ | s. | d. | £ | s. | d. | Year 1929 |
|---|---------|---------|----|---|----|---------|-----------|
| Superintendence— | | | | | | | £ |
| Salaries | 28,792 | 11 | 8 | | | | 33,848 |
| Office Expenses, etc... | 3,814 | 2 | 8 | | | | 3,670 |
| | | | | | | 32,606 | 14 |
| | | | | | | | 4 |
| | | | | | | | 37,518 |
| Maintenance of Roads, Bridges and Works— | | | | | | | |
| Earthworks | 16,965 | 13 | 3 | | | | 20,067 |
| Bridges, Tunnels, Culverts, Retaining Walls and other Works | 48,701 | 7 | 9 | | | | 32,759 |
| Roads and Fences | 28,773 | 18 | 0 | | | | 33,096 |
| | | | | | | 89,440 | 19 |
| | | | | | | | 0 |
| | | | | | | | 85,922 |
| Maintenance of Permanent Way— | | | | | | | |
| Renewal of Running Lines— | £ | s. | d. | | | | |
| Wages | 4,116 | 19 | 6 | | | | 5,707 |
| Materials | 6,473 | 10 | 7 | | | | 10,294 |
| Engine Power and Wagon Repairs | 1,160 | 15 | 8 | | | | 1,629 |
| | | | | | | 11,751 | 5 |
| | | | | | | | 9 |
| | | | | | | | 17,630 |
| Repair of Running Lines and Sidings— | | | | | | | |
| Wages | 278,286 | 12 | 0 | | | | 268,536 |
| Materials | 116,839 | 15 | 10 | | | | 114,713 |
| Engine Power and Wagon Repairs | 21,883 | 15 | 3 | | | | 21,309 |
| | | | | | | 417,013 | 3 |
| | | | | | | | 1 |
| | | | | | | | 404,558 |
| | | | | | | 428,764 | 8 |
| | | | | | | | 10 |
| | | | | | | | 422,188 |
| Maintenance of Signalling | 22,065 | 9 | 1 | | | | 24,341 |
| Maintenance of Telegraphs | 9,944 | 0 | 10 | | | | 9,579 |
| | | | | | | 32,009 | 9 |
| | | | | | | | 11 |
| | | | | | | | 33,920 |
| Maintenance of Stations and Buildings— | | | | | | | |
| Stations, Depôts and Offices | 30,621 | 19 | 5 | | | | 30,976 |
| Engine Sheds | 7,061 | 0 | 4 | | | | 6,082 |
| Carriage Sheds | 134 | 5 | 4 | | | | 161 |
| Locomotive Workshops | 1,692 | 12 | 8 | | | | 1,477 |
| Carriage Workshops | 260 | 1 | 5 | | | | 224 |
| Wagon Workshops | 855 | 4 | 11 | | | | 675 |
| Other Buildings | 1,288 | 18 | 2 | | | | 1,035 |
| | | | | | | 41,914 | 2 |
| | | | | | | | 3 |
| | | | | | | | 40,630 |
| | | | | | | 624,735 | 14 |
| | | | | | | | 4 |
| | | | | | | | 620,178 |
| Deduct—Transfer from Depreciation Fund | | | | | | 54,029 | 18 |
| | | | | | | | 4 |
| | | | | | | | Dr 43,971 |
| | | | | | | | |
| TOTAL | £ | 570,705 | 16 | 0 | | | 664,149 |

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1) Locomotives.

| | £ | s. | d. | £ | s. | d. | Year 1929 |
|--|---------|---------|----|---------|----|----|-----------|
| Superintendence— | | | | | | | £ |
| Salaries | 10,515 | 10 | 7 | | | | 9,713 |
| Office Expenses | 496 | 1 | 4 | | | | 695 |
| | | | | 11,011 | 11 | 11 | 10,408 |
| Complete Renewals— | | | | | | | |
| Wages | 9,302 | 18 | 8 | | | | 7,074 |
| Materials | 16,134 | 5 | 8 | | | | 15,728 |
| | | | | 25,437 | 4 | 4 | 22,802 |
| Repairs & Partial Renewals | | | | | | | |
| Wages | 145,321 | 12 | 9 | | | | 139,882 |
| Materials | 69,366 | 3 | 10 | | | | 72,014 |
| | | | | 214,687 | 16 | 7 | 211,896 |
| Workshop Expenses— | | | | | | | |
| Repair and Renewals of Machinery and Plant | 11,532 | 16 | 2 | | | | 9,554 |
| Other Expenses | 40,370 | 19 | 2 | | | | 39,135 |
| | | | | 51,903 | 15 | 4 | 48,689 |
| | | | | 303,040 | 8 | 2 | 293,795 |
| Deduct—Transfer from Depreciation Fund | | | | 15,620 | 0 | 0 | 15,620 |
| | | | | 287,420 | 8 | 2 | 278,175 |
| Deduct—Engine Power supplied to and by the Company (Balance) | | | | 10,180 | 5 | 5 | 9,496 |
| | | | | | | | |
| TOTAL | £ | 277,240 | 2 | 9 | | | 268,679 |

(2) Carriages.

| | £ | s. | d. | £ | s. | d. | Year 1929 |
|---|--------|---------|----|--------|----|--------|-----------|
| Superintendence— | | | | | | | £ |
| Salaries | 3,675 | 16 | 2 | | | | 4,674 |
| Office Expenses | 205 | 14 | 0 | | | | 314 |
| | | | | | | 3,881 | 10 |
| | | | | | | | 2 |
| | | | | | | | 4,988 |
| Repairs & Partial Renewals | | | | | | | |
| Wages | 60,513 | 18 | 5 | | | | 55,126 |
| Materials | 32,610 | 3 | 3 | | | | 28,677 |
| | | | | 93,124 | 1 | 8 | 83,803 |
| Workshop Expenses— | | | | | | | |
| Repairs and Renewals of Machinery and Plant | 953 | 6 | 3 | | | | 912 |
| Other Expenses | 12,013 | 19 | 11 | | | | 11,908 |
| | | | | | | 12,967 | 6 |
| | | | | | | | 2 |
| | | | | | | | 12,820 |
| | | | | | | | |
| TOTAL | £ | 109,972 | 18 | 0 | | | 101,611 |

(3) Wagons.

| | £ | s. | d. | £ | s. | d. | Year 1929 |
|---|--------|---------|----|---|----|---------|-----------|
| Superintendence— | | | | | | | £ |
| Salaries | 5,388 | 9 | 3 | | | | 4,951 |
| Office Expenses | 205 | 14 | 4 | | | | 313 |
| | | | | | | 5,544 | 3 |
| | | | | | | | 7 |
| | | | | | | | 5,264 |
| Complete Renewals— | | | | | | | |
| Wages | 4,907 | 14 | 2 | | | | 5,594 |
| Materials | 24,490 | 13 | 6 | | | | 30,020 |
| | | | | | | 29,398 | 7 |
| | | | | | | | 8 |
| | | | | | | | 35,614 |
| Repairs and Partial Renewals— | | | | | | | |
| Wages | 54,408 | 16 | 7 | | | | 50,962 |
| Materials | 30,492 | 16 | 3 | | | | 26,497 |
| | | | | | | 84,901 | 12 |
| | | | | | | | 10 |
| | | | | | | | 77,459 |
| Workshop Expenses— | | | | | | | |
| Repairs and Renewals of Machinery and Plant | 1,372 | 1 | 5 | | | | 1,058 |
| Other Expenses | 13,773 | 16 | 4 | | | | 12,988 |
| | | | | | | 15,145 | 17 |
| | | | | | | | 9 |
| | | | | | | | 14,046 |
| | | | | | | 134,990 | 1 |
| | | | | | | | 10 |
| | | | | | | | 132,333 |
| Deduct—Transfer from Depreciation Fund | | | | | | 5,785 | 17 |
| | | | | | | | 7 |
| | | | | | | | Dr 5,786 |
| | | | | | | | |
| TOTAL | £ | 129,204 | 4 | 3 | | | 138,169 |

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

| | £ s. d. | | £ s. d. | | Year 1929. |
|---|---------|-------|------------------|-------------|----------------|
| | £ | s. d. | £ | s. d. | £ |
| Superintendence— | | | | | |
| Salaries .. | 15,650 | 0 10 | | | 17,390 |
| Office Expenses .. | 673 | 2 0 | | | 887 |
| | | | 16,323 | 2 10 | 18,277 |
| Steam Train Working— | | | | | |
| Wages connected with the Running of Locomotive Engines .. | 406,282 | 16 3 | | | 408,572 |
| Fuel .. | 318,697 | 17 2 | | | 312,092 |
| Water .. | 17,699 | 16 0 | | | 17,471 |
| Lubricants .. | 8,400 | 12 9 | | | 7,430 |
| Other Stores, including Clothing .. | 12,384 | 5 10 | | | 14,771 |
| Miscellaneous .. | 9,672 | 8 11 | | | 9,666 |
| | | | 773,137 | 16 11 | 770,002 |
| Steam, Petrol, &c., Auto Car working— | | | | | |
| Wages .. | 2,946 | 8 8 | | | 3,401 |
| Fuel .. | 1,291 | 3 0 | | | 1,404 |
| Water .. | 51 | 10 4 | | | 44 |
| Lubricants .. | 300 | 5 7 | | | 289 |
| Other Stores .. | 11 | 6 8 | | | 24 |
| | | | 4,600 | 14 3 | 5,162 |
| | | | 794,061 | 14 0 | 793,441 |
| Deduct—Engine Power supplied to and by the Company (Balance) .. | | | 26,823 | 3 3 | 26,393 |
| TOTAL .. | | | £ 767,238 | 10 9 | 767,048 |

ABSTRACT D.—TRAFFIC EXPENSES.

| | £ s. d. | | £ s. d. | | Year 1929. |
|--|---------|-------|------------------|-------------|----------------|
| | £ | s. d. | £ | s. d. | £ |
| Salaries and Wages— | | | | | |
| Superintendence .. | 51,565 | 14 4 | | | 49,328 |
| Stationmasters and Clerks .. | 201,486 | 5 8 | | | 206,577 |
| Signalmen & Gatemen | 93,741 | 18 6 | | | 95,694 |
| Ticket Collectors, Policemen, Porters, &c. .. | 279,447 | 14 6 | | | 287,963 |
| Guards .. | 56,065 | 13 2 | | | 58,723 |
| | | | 682,307 | 6 2 | 698,285 |
| Fuel, Lighting, Water, and General Stores .. | | | 32,583 | 18 10 | 32,931 |
| Clothing .. | | | 8,598 | 18 5 | 11,343 |
| Printing, Advertising, Stationery, Stamps and Tickets .. | | | 24,159 | 19 5 | 24,115 |
| Wagon Covers, etc. .. | | | 2,255 | 9 9 | 3,117 |
| Expenses of Joint Stations and Junctions .. | | | Cr. 869 | 0 0 | Cr. 869 |
| Cleansing, Lubricating, and Lighting of Vehicles .. | | | 33,164 | 4 10 | 31,738 |
| Shunting Expenses (other than Mechanical)— | | | | | |
| Wages .. | 28,493 | 12 6 | | | 28,602 |
| Other Expenses .. | 548 | 17 5 | | | 598 |
| | | | 29,042 | 9 11 | 29,200 |
| Working of Stationary Engines, Hoists, Cranes, etc. .. | | | 11,026 | 1 11 | 10,113 |
| Railway Clearing Houses Expenses .. | | | 9,713 | 19 3 | 9,837 |
| Miscellaneous Expenses .. | | | 10,146 | 11 1 | 10,216 |
| TOTAL .. | | | £ 842,124 | 19 7 | 860,026 |

ABSTRACT E.—GENERAL CHARGES.

| | £ s. d. | | Year 1929. |
|---|------------------|-------------|----------------|
| | £ | s. d. | £ |
| Directors' Fees voted by Shareholders | 9,139 | 11 10 | 9,962 |
| Auditors and Public Accountants .. | 950 | 0 0 | 950 |
| Salaries of Secretary, General Manager, Accountant, and Clerks .. | 64,336 | 13 0 | 67,458 |
| Office Expenses ditto ditto .. | 8,704 | 18 6 | 9,199 |
| Rating Expenses .. | 300 | 0 0 | 801 |
| Fire Insurance .. | 3,344 | 0 3 | 3,737 |
| Superannuation and Benevolent Funds, Pensions, etc. .. | 116,488 | 19 7 | 107,609 |
| Subscriptions and Donations .. | 448 | 6 6 | 421 |
| Miscellaneous Expenses .. | 8,866 | 2 11 | 9,046 |
| TOTAL .. | £ 212,578 | 12 7 | 209,183 |

ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

| | £ s. d. | | Year 1929. |
|--|-----------------|-------------|---------------|
| | £ | s. d. | £ |
| Amounts paid for Hired Cartage .. | 19,389 | 18 7 | 21,880 |
| TOTAL .. | £ 19,389 | 18 7 | 21,880 |
| Amount charged to Passenger Train traffic .. | 8,004 | 8 10 | 9,280 |
| Amount charged to Goods traffic .. | 11,385 | 9 9 | 12,600 |

ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.
Not applicable to this Company.

ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

| | Receipts. | | | Expenditure. | | | Balance. | | |
|-----------------------------|----------------|------------|--------------------|------------------------|--------------|--------------|----------------|----|-------|
| | Year 1929. | | | Year 1929. | | | Year 1929. | | |
| | £ | s. d. | £ | £ | s. d. | £ | s. d. | £ | s. d. |
| Mileage and Demurrage— | | | | | | | | | |
| Passenger Train Vehicles .. | 178 | 16 4 | 48 16 7 | 129 | 19 9 | 212 | 153 | 59 | |
| Goods Train Vehicles .. | 1,756 | 8 9 | 3,151 19 4 | Dr. 1,395 10 7 | 1,355 | 2,346 | Dr. 991 | | |
| TOTAL .. | £ 1,935 | 5 1 | 3,200 15 11 | Dr. 1,265 10 10 | 1,567 | 2,499 | Dr. 932 | | |

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.
Not applicable to this Company.

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF ROAD TRANSPORT.

| Dr. | No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF ROAD TRANSPORT. | | | | Cr. |
|---|--|--------------|--------------------|-------|------------------------------|
| To Expenditure. | Year 1929. | | By Gross Receipts. | | Year 1929. |
| | £ | s. d. | £ | s. d. | £ |
| Maintenance of Buildings ... | — | — | 83 | — | — |
| Maintenance of Motor Vehicles ... | — | — | 6,347 | — | — |
| Traffic Expenses ... | — | — | 1,063 | — | — |
| Hire of Vehicles ... | — | — | 334 | — | — |
| Licence Duty ... | — | — | 40 | — | — |
| Miscellaneous ... | — | — | 460 | — | — |
| | | | 8,327 | — | — |
| Transfer to Renewal or Suspense Account | 5,701 | 10 3 | — | — | — |
| Add:— | | | | | |
| Balance of Payments to or by other undertakings under Working Agreements in respect of Working Expenses | 39,327 | 0 8 | 10,717 | — | — |
| TOTAL ... | £ 45,028 | 10 11 | 19,044 | | £ 45,028 10 11 19,044 |

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

Not applicable to this Company.

Dr.

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

Cr.

| To Expenditure. | Year 1929. | | By Gross Receipts. | Year 1929. | |
|---|---------------|------------|--------------------|------------------------------|-------------------|
| | £ | s. d. | | £ | £ |
| Superintendence | 618 | 18 4 | 600 | Tolls | 2,417 16 0 |
| Wages of Toll Clerks, Lock-keepers, &c. | 2,601 | 1 5 | 2,579 | Rents (net receipts) | 2,388 17 6 |
| Maintenance of Canal | 6,995 | 13 1 | 7,299 | Total Receipts | 4,756 13 6 |
| Rates | 841 | 11 4 | 791 | Balance | 6,303 10 2 |
| Miscellaneous | 3 | 4 6 | 8 | | |
| TOTAL | 11,060 | 3 8 | 11,277 | TOTAL | 11,060 3 8 |

Dr.

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS, AND WHARVES.

Cr.

| To Expenditure. | Year 1929. | | By Gross Receipts. | Year 1929. | |
|---|---------------|-------------|--------------------|-------------------------------------|--------------------|
| | £ | s. d. | | £ | £ |
| Superintendence | 401 | 3 8 | 474 | Harbour Dues | 629 3 6 |
| Maintenance | 5,815 | 13 8 | 4,928 | Light Dues | 43 2 7 |
| Wages not included in above | 9,454 | 1 4 | 9,526 | Dock Dues :— | |
| Rates | 1,145 | 1 2 | 1,080 | On Ships | 576 19 9 |
| Miscellaneous | 15 | 4 1 | 9 | On Goods | 974 14 4 |
| | | | | Wharf and Pier Dues | 6,119 7 5 |
| | | | | Craneage and other Services | 7,099 1 8 |
| | | | | Total Receipts | 15,442 9 3 |
| <i>Add—Transfer from Suspense Account</i> | 16,831 | 3 11 | 16,017 | Balance | 4,321 14 8 |
| | 2,933 | 0 0 | 2,816 | | |
| TOTAL | 19,764 | 3 11 | 18,833 | TOTAL | 19,764 3 11 |

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS AND CARS

Dr.

WHERE CATERING IS CARRIED ON BY THE COMPANY.

Cr.

| To Expenditure. | Year 1929. | | By Gross Receipts. | Year 1929. | |
|---|----------------|-------------|--------------------|--|--------------------|
| | £ | s. d. | | £ | £ |
| Salaries and Wages | 23,298 | 8 4 | 23,564 | Total Receipts from Hotels and from Sale of Provisions, &c., in Refreshment Rooms and Cars | 117,085 2 6 |
| Provisions, Wines, and Spirits consumed | 53,670 | 11 8 | 56,653 | | 123,843 |
| Repairs and Maintenance of Hotels and Refreshment Rooms, and of Fittings, Furniture, &c., of Refreshment Cars | 8,991 | 4 1 | 8,019 | | |
| Heating and Lighting of Hotels and Refreshment Rooms | 3,761 | 0 10 | 3,964 | | |
| Rents | 181 | 10 6 | 208 | | |
| Rates | 2,665 | 6 11 | 2,539 | | |
| Taxes | 842 | 13 11 | 827 | | |
| Miscellaneous | 9,479 | 1 3 | 10,133 | | |
| Total Expenditure | 102,889 | 17 6 | 105,907 | | |
| Balance | 14,195 | 5 0 | 17,936 | | |
| TOTAL | 117,085 | 2 6 | 123,843 | TOTAL | 117,085 2 6 |

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

Not applicable to this Company.

| | Year 1929. | | Year 1929. | Current supplied— | Number of Units. | Year 1929. | | Number of Units. | £ |
|--|------------|--------------|------------|-------------------|------------------|-------------|---------|------------------|---|
| | £ | s. d. | | | | £ | s. d. | | |
| Superintendence— | | | | | | | | | |
| Salaries | 144 | 16 9 | 232 | For Power .. | 34,838 | 1,539 9 7 | 120,450 | 2,586 | |
| Office Expenses .. | — | | — | For Lighting .. | 155,899 | 3,266 3 1 | 171,317 | 3,154 | |
| Total Superintendence | | 144 16 9 | 232 | | | | | | |
| Generation— | | | | | | | | | |
| Maintenance of Buildings | 3 | 15 10 | 106 | | | | | | |
| Maintenance of Plant, Machinery and Tools | 610 | 2 5 | 347 | | | | | | |
| Maintenance of Feeders, Cables and Accessories | 5 | 6 0 | 10 | | | | | | |
| Salaries and Wages .. | 1,084 | 18 10 | 1,554 | | | | | | |
| Fuel, including Carriage, &c. | 1,931 | 8 1 | 2,479 | | | | | | |
| Oil, Waste, Water, and Stores | 288 | 5 3 | 188 | | | | | | |
| Special Items | 1 | 10 9 | — | | | | | | |
| Total Generation .. | | 3,920 7 2 | 4,684 | | | | | | |
| Distribution— | | | | | | | | | |
| Maintenance of Feeders, Mains, and Apparatus | 21 | 4 10 | 5 | | | | | | |
| Maintenance of Meters, Switches, Fuses, Lamps, &c. | 497 | 14 8 | 181 | | | | | | |
| Salaries and Wages .. | 184 | 5 0 | 554 | | | | | | |
| Total Distribution.. | | 703 4 6 | 740 | | | | | | |
| Rates | | 87 4 3 | 84 | | | | | | |
| TOTAL | | £ 4,805 12 8 | 5,740 | TOTAL | 190,737 | £4,805 12 8 | 291,767 | 5,740 | |

| | Year 1929. | | Year 1929. | | Year 1929. | | Year 1929. |
|--|------------|-------------|------------------|---|------------|-------|------------------|
| | £ | s. d. | | | £ | £ | |
| To Temporary Loans | 179,400 | 0 0 | 179,400 | By Capital Account, Balance at Debit thereof, as per Account No. 4 .. | 945,918 | 15 11 | 982,149 |
| Unpaid Interest and Dividends .. | 18,045 | 15 11 | 16,620 | Cash at Bankers | | | |
| Interest and Dividends payable or accruing and provided for .. | 176,580 | 5 10 | 177,909 | and in hand ... | 97,743 | 15 6 | 141,816 |
| Amount due to Railway Companies and Committees | 17,497 | 13 4 | 30,023 | Cash on Deposit at Interest ... | 320,000 | 0 0 | 390,000 |
| Superannuation and [other Provident Funds | 144,697 | 3 3 | 135,629 | | 417,743 | 15 6 | 531,816 |
| Accounts payable | 223,077 | 5 8 | 187,320 | Investments in Consols and Government Securities | 536,288 | 5 8 | 466,538 |
| Liabilities accrued | 71,897 | 11 0 | 60,569 | Investments in Stocks and Shares held by the Company (including its own stocks acquired under Amalgamation) not charged as Capital Expenditure .. | 89,170 | 8 11 | 88,900 |
| Miscellaneous Accounts | 383,916 | 19 7 | 387,792 | (Market Value at 31st Dec., 1930, of above, including Government Securities :—£619,195. 8s. 10d.) | | | |
| Compensation under Irish Railways (Settlement of Claims) Act, 1921— | 241,759 | 14 9 | 241,760 | Stock of Stores and Materials .. | 410,454 | 18 8 | 444,531 |
| Fire Insurance Fund | 53,656 | 8 8 | 53,654 | Outstanding Traffic Accounts .. | 105,640 | 17 4 | 88,979 |
| Depreciation Fund :—Railway | 971,694 | 3 0 | 1,047,205 | Amount due by Railway Companies and Committees | 5,100 | 2 5 | 2,399 |
| General Reserve Fund | 235,021 | 14 0 | 235,022 | Amount due by Railway Clearing Houses | 14,963 | 17 7 | 8,877 |
| Balance available for Dividends and Reserve, as per Account No. 9 .. | 479,340 | 3 9 | 531,630 | Amount due by Minister for Posts and Telegraphs | 34,610 | 14 0 | 35,052 |
| Less—Interim Dividends paid, as per Statement No. 9 (a) | 179,076 | 15 2 | 179,077 | Accounts Receivable | 50,760 | 2 9 | 61,248 |
| | | | | Miscellaneous Accounts | 201,524 | 4 5 | 148,632 |
| | | 300,263 8 7 | 352,553 | Suspense Accounts :— | | | |
| | | | | Income Tax on Depreciation Funds | 143,643 | 0 6 | 154,958 |
| | | | | United Irish Investment Co., Ltd., payment in respect of Road Transport Services, less amount amortised | 55,312 | 0 0 | 85,000 |
| | | | | Temporary advance to Fishguard and Rosslare Railways and Harbours Co. | 6,376 | 19 11 | 6,377 |
| £ 3,017,508 3 7 | | | 3,105,456 | £ 3,017,508 3 7 | | | 3,105,456 |

PART II.—STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A)—Mileage of Lines open for Traffic.

| | RUNNING LINES. | | | | | | | | Year 1929. |
|--|-----------------------------|---------------|--------------|---------------|---|--|----------------------------------|---|---|
| | Length of Road First Track. | Second Track. | Third Track. | Fourth Track. | Over four Tracks (reduced to Single Track). | Total Miles (reduced to Single Track). | Sidings reduced to Single Track. | Total of Single Track, including Sidings. | Total of Single Track, including Sidings. |
| | M. CH. | M. CH. | M. CH. | M. CH. | M. CH. | M. CH. | M. CH. | M. CH. | M. CH. |
| LINES OWNED BY COMPANY— | | | | | | | | | |
| Main and Principal Lines— | | | | | | | | | |
| Dublin (Kingsbridge) to Cobh (Queenstown) | 181 8 | 177 13 | 4 44 | 1 28 | — 58 | 364 71 | 57 38 | 422 29 | 422 39 |
| North Wall Lines (G. S. & W.) | 6 38 | 5 69 | — 18 | — 11 | — 1 | 12 57 | 7 7 | 19 64 | 19 53 |
| North Wall Lines (M. G. W.) | 3 50 | 2 76 | — 22 | — — | — — | 6 68 | 7 3 | 13 71 | 14 10 |
| Maryboro' to Waterford (Newrath Junc.) | 58 50 | 1 69 | — 5 | — — | — — | 60 44 | 3 37 | 64 1 | 64 1 |
| Limerick to Waterford (Salvation Lane) | 80 27 | 8 54 | — 53 | — 32 | — 45 | 90 51 | 21 60 | 112 31 | 118 62 |
| Mallow to Fermoy | 16 75 | — 79 | — 26 | — 2 | — — | 18 22 | 2 60 | 21 2 | 21 2 |
| Mallow to Killarney | 39 76 | 1 24 | — 21 | — — | — — | 41 41 | 2 70 | 44 31 | 44 31 |
| Dublin (Broadstone) to Galway | 129 15 | 15 4 | — 72 | — 4 | — — | 145 15 | 35 43 | 180 58 | 208 41 |
| Athlone to Westport | 82 77 | 9 22 | — — | — — | — — | 92 19 | 10 43 | 102 62 | 112 51 |
| Mullingar to Sligo | 85 57 | 7 66 | — 4 | — — | — — | 93 47 | 11 63 | 105 30 | 107 6 |
| Cork to Bantry | 58 54 | 2 7 | — 13 | — — | — — | 60 74 | 10 28 | 71 22 | 71 22 |
| Harcourt Street to Wexford | 93 35 | 14 63 | — 43 | — 1 | — — | 108 62 | 17 37 | 126 19 | 126 21 |
| Macmine Junction to New Ross | 18 59 | — 16 | — — | — — | — — | 18 75 | 2 20 | 21 15 | 21 15 |
| New Ross to Abbey Junction | 18 40 | — 8 | — 3 | — — | — — | 18 51 | — 35 | 14 6 | 14 41 |
| Dublin (Westland Row) to Shanganagh Junction | 13 8 | 12 4 | — 26 | — 9 | — 7 | 25 54 | 3 12 | 28 66 | 28 70 |
| Dublin (Westland Row) to Amiens Street | 1 25 | 1 5 | — 20 | — 14 | — 5 | 2 69 | — 24 | 3 13 | 3 19 |
| Total of Main and Principal Lines | 883 54 | 261 19 | 8 50 | 2 21 | 1 36 | 1157 20 | 194 20 | 1351 40 | 1398 4 |
| Minor and Branch Lines— | | | | | | | | | |
| Connecting with the following Main and Principal Lines— | | | | | | | | | |
| Dublin (Kingsbridge) to Cobh (Queenstown) | 223 8 | 8 40 | — 22 | — — | — — | 231 70 | 17 57 | 249 47 | 250 8 |
| Limerick to Waterford (Salvation Lane) | 315 58 | 6 37 | — 22 | — — | — — | 322 37 | 20 79 | 343 36 | 343 58 |
| Mallow to Fermoy | 11 51 | — 13 | — — | — — | — — | 11 64 | — 73 | 12 57 | 12 60 |
| Mallow to Killarney | 94 47 | 2 43 | — 10 | — — | — — | 97 20 | 9 29 | 106 49 | 106 26 |
| Dublin (Broadstone) to Galway | 130 55 | 3 60 | — 3 | — — | — — | 134 38 | 12 27 | 146 65 | 145 43 |
| Athlone to Westport | 69 50 | — 71 | — — | — — | — — | 70 41 | 6 38 | 76 79 | 76 79 |
| Mullingar to Sligo | 41 48 | 1 1 | — — | — — | — — | 42 49 | 3 78 | 46 47 | 46 47 |
| Cork to Bantry | 84 5 | — 2 | — — | — — | — — | 84 7 | 8 33 | 92 40 | 94 — |
| Harcourt Street to Wexford | 16 40 | — — | — — | — — | — — | 16 40 | 1 49 | 18 9 | 18 14 |
| Cork to Coachford, Blarney and Donoughmore | 26 45 | — 1 | — — | — — | — — | 26 46 | 2 38 | 29 4 | 29 4 |
| Cork to Crosshaven | 16 7 | — 76 | — 10 | — — | — — | 17 13 | 2 13 | 19 26 | 19 26 |
| Waterford to Tramore | 7 33 | — — | — — | — — | — — | 7 33 | — 59 | 8 12 | 8 15 |
| Belturbet to Dromod and Arigna | 48 54 | — 48 | — — | — — | — — | 49 22 | 4 23 | 53 45 | 53 45 |
| Tralee to Dingle and Castlegregory | 38 12 | — 16 | — — | — — | — — | 38 28 | 1 26 | 39 54 | 39 54 |
| Ennis to Kilrush and Kilkee | 53 64 | — 49 | — — | — — | — — | 54 33 | 4 6 | 58 39 | 58 39 |
| TOTAL | 2061 71 | 286 76 | 9 37 | 2 21 | 1 36 | 2362 1 | 291 8 | 2653 9 | 2700 42 |
| LINES JOINTLY OWNED (Company's Share of Ownership)— | | | | | | | | | |
| Waterford (Salvation Lane) to Abbey Jct. | — 8 | — 8 | — — | — — | — — | — 16 | — 5 | — 21 | — 21 |
| Total miles of Lines owned and Company's share of Lines jointly owned | 2061 79 | 287 4 | 9 37 | 2 21 | 1 36 | 2362 17 | 291 13 | 2653 30 | 2700 63 |
| <i>Ditto ditto Year 1929</i> | <i>2060 8</i> | <i>339 59</i> | <i>9 36</i> | <i>2 24</i> | <i>1 40</i> | <i>2413 7</i> | <i>287 56</i> | <i>2700 63</i> | <i>— —</i> |
| LINES LEASED OR WORKED— | | | | | | | | | |
| By the Company— | | | | | | | | | |
| Fishguard and Rosslare Railways and Harbours Company's Lines (in Ireland) | 108 75 | 4 68 | — — | — — | — — | 108 63 | 7 76 | 116 59 | 116 59 |
| Athy and Wolfhill Railway | 4 60 | — 9 | — — | — — | — — | 4 69 | — 53 | 5 42 | 11 23 |
| Castlecomer Colliery Railway (to Castlecomer Station) | 10 3 | — 25 | — — | — — | — — | 10 28 | 1 24 | 11 52 | 11 52 |
| Arigna to Dereenavoggy | 1 42 | — — | — — | — — | — — | 1 42 | — 9 | 1 51 | 4 55 |
| Total miles of Lines leased or worked | 120 20 | 5 22 | — — | — — | — — | 125 42 | 10 2 | 135 44 | 144 29 |
| GRAND TOTAL | 2182 19 | 292 26 | 9 37 | 2 21 | 1 36 | 2487 59 | 301 15 | 2788 74 | 2845 12 |
| <i>Ditto Year 1929</i> | <i>2188 27</i> | <i>345 30</i> | <i>9 36</i> | <i>2 24</i> | <i>1 40</i> | <i>2546 77</i> | <i>298 15</i> | <i>2845 12</i> | <i>— —</i> |

(B)—Mileage of Lines authorised but not open for Traffic.

| | Miles Authorised. | Miles Constructed and not Open for Traffic. | | Miles under Construction. | Miles not Commenced, or in Abeyance. |
|------------------------------------|-------------------|---|---|---------------------------|--------------------------------------|
| | Length of Road. | Length of Road. | Length (including Sidings) Reduced to Single Track. | Length of Road. | Length of Road. |
| | M. CH. | M. CH. | M. CH. | M. CH. | M. CH. |
| LINES OWNED BY THE COMPANY— | | | | | |
| New Lines | — | — | — | — | — |

(C)—Mileage of Lines Run over by the Company's Engines.

| | Year 1929. | |
|--|----------------|-----------------|
| | M. CH. | M. CH. |
| Lines Owned by the Company | 2,061 79 | 2,060 8 |
| Lines Leased or Worked by the Company | 120 20 | 128 19 |
| Lines over which the Company exercises Running Powers continuously | — 63 | — 63 |
| TOTAL | 2,183 2 | 2,189 10 |

II.—ROLLING STOCK.

(A)—Steam Locomotives and Tenders.

| Description. | Number. | Year |
|------------------------------|------------|------------|
| | | 1929. |
| | | Number. |
| TENDER ENGINES :— | | |
| Wheel Types : | | |
| 4—6—0 | 12 | 14 |
| 4—4—0 | 103 | 104 |
| 2—6—0 | 35 | 29 |
| 2—4—0 | 23 | 23 |
| 0—6—0 | 200 | 204 |
| TANK ENGINES :— | | |
| Wheel Types : | | |
| 4—8—0 | 1 | 1 |
| 4—6—0 | 14 | 14 |
| 4—4—2 | 22 | 23 |
| 4—4—0 | 14 | 15 |
| 2—6—2 | 4 | 4 |
| 2—6—0 | 7 | 7 |
| 2—4—2 | 24 | 24 |
| 2—4—0 | 4 | 5 |
| 2—2—2 | 1 | 1 |
| 0—6—4 | 4 | 4 |
| 0—6—2 | 5 | 5 |
| 0—6—0 | 33 | 36 |
| 0—4—4 | 16 | 18 |
| 0—4—2 | 2 | 3 |
| 0—4—0 | 2 | 1 |
| “SENTINEL” ENGINES :— | | |
| 0—4—0 | 2 | 2 |
| | 528 | 537 |
| TENDERS | 385 | 390 |

(E)—Merchandise and Mineral Vehicles.

| | Number. | Year |
|---|---------------|---------------|
| | | 1929. |
| | | Number. |
| Open Wagons— | | |
| Under 8 tons | 218 | 251 |
| 8 and up to 12 tons | 3,863 | 4,052 |
| Over 12 and up to 20 tons | 20 | 20 |
| Covered Wagons— | | |
| Under 8 tons | 1,795 | 1,925 |
| 8 and up to 12 tons | 3,611 | 3,502 |
| Over 12 and up to 20 tons | 4 | 4 |
| Mineral Wagons— | | |
| Under 8 tons | 60 | 60 |
| Special Wagons (for loads of exceptional dimensions and weight) | 17 | 16 |
| Cattle Trucks | 2,260 | 2,276 |
| Rail and Timber Trucks (including Twin Trucks) | 307 | 320 |
| Brake Vans | 230 | 230 |
| Miscellaneous | 15 | 15 |
| TOTAL | 12,400 | 12,671 |

III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS, AND IN THE CONVEYANCE OF PASSENGERS.

| | Number. | Year |
|---|---------|---------|
| | | 1929. |
| | | Number. |
| Goods and Parcels Road Vehicles— | | |
| Road Motors for Goods and Parcels | 19 | Nil |
| Passenger Road Vehicles— | | |
| Road Motors | 7 | Nil |

IV.—STEAMBOATS.

Not applicable to this Company.

V.—CANALS.

| Name. | Length. | |
|---------------------|---------|-----|
| | M. | CH. |
| Royal Canal | 95 | 48 |

VI.—DOCKS, HARBOURS, AND WHARVES.

| Name. | Length of Quay. |
|--|-----------------|
| | |
| Waterford Riverside Wharves | 1,444 |
| Rosslare Harbour (worked by the Company) | 1,530 |
| Dublin—Spencer Dock | 2,838 |
| Bantry Railway Jetty | 140 |
| Passage Quay | 668 |
| Cobh (Queenstown) Jetty | 75 |

(B)—Rail Motor Vehicles.

| | Number | Carrying Capacity | Year 1929. | |
|----------------------|-----------|-------------------|------------|-------------------|
| | | | Number | Carrying Capacity |
| Steam Power | 10 | 840 | 10 | 840 |
| Petrol Power | 3 | 86 | 4 | 116 |
| TOTAL | 13 | 926 | 14 | 956 |

(C)—Trains worked by Electric Power.
Not applicable to this Company.

(D)—Coaching Vehicles (other than Electric).

| | Number | Seats or Berths | | | Year 1929. | |
|--|--------------|-----------------|---------------|---------------|--------------|------------------------|
| | | 1st Class. | 3rd Class. | Total. | Number | Seats or Berths Total. |
| PASSENGER CARRIAGES | | | | | | |
| Carriages of uniform class | 780 | 4,341 | 37,843 | 42,184 | 773 | 41,664 |
| Composite Carriages | 232 | 3,746 | 7,369 | 11,115 | 239 | 10,984 |
| Restaurant Cars | 9 | 142 | 128 | 270 | 9 | 270 |
| Total | 1,021 | 8,229 | 45,340 | 53,569 | 1,021 | 52,918 |
| Total Passenger Carriages | 1,021 | | | 53,569 | 1,021 | 52,918 |
| OTHER COACHING VEHICLES | | | | | | |
| Post Office Vans | 15 | | | | 15 | |
| Luggage, Parcel and Brake Vans | 217 | | | | 217 | |
| Carriage Trucks | 67 | | | | 67 | |
| Horse Boxes | 197 | | | | 197 | |
| Miscellaneous | 123 | | | | 123 | |
| Total other Coaching Vehicles | 619 | | | | 619 | |
| Total Coaching Vehicles | 1,640 | | | | 1,640 | |

(F)—Railway Service Vehicles, and Horses for Shunting.

| | Number. | Year |
|--|--------------|--------------|
| | | 1929. |
| | | Number. |
| Gasholder Trucks | 23 | 23 |
| Locomotive Coal Wagons | 482 | 441 |
| Ballast Wagons | 406 | 412 |
| Mess and Tool Vans | 59 | 58 |
| Breakdown Cranes | 7 | 7 |
| Travelling Cranes | 7 | 7 |
| Miscellaneous | 91 | 86 |
| Departmental Steam Locomotives | 3 | 3 |
| „ Petrol Rail Motors | 5 | 5 |
| „ Electric Rail Motors | 1 | — |
| TOTAL | 1,084 | 1,042 |
| Horses for Shunting | 1 | 1 |

VII.—HOTELS.

| Name. | Situation. |
|------------------------------|------------------------|
| Great Southern Hotel | Killarney, Co. Kerry. |
| Great Southern Hotel | Caragh Lake, do. |
| Great Southern Hotel | Kenmare, do. |
| Great Southern Hotel | Parknasilla, do. |
| Great Southern Hotel | Galway, Co. Galway |
| Great Southern Hotel | Mallaranny, Co. Mayo. |
| Great Southern Hotel | Sligo, Co. Sligo |
| Station Hotel | Cork. |
| Marine Station Hotel | Bray, Co. Wicklow. |
| Railway Hotel | Rathdrum, Co. Wicklow. |

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

| Land. | Acreage. | Year 1929. | |
|--|----------|------------|----------|
| | | A. R. P. | A. R. P. |
| Agricultural Land | 661 1 28 | 674 | 2 7 |
| Urban and Suburban Land | 219 3 19 | 225 | 2 28 |
| Houses. | | Year 1929. | |
| | | Number. | Number. |
| Houses and Cottages for Company's Servants | 1,569 | 1,569 | |
| Other Houses and Cottages | 60 | 60 | |

IX.—OTHER INDUSTRIES (IF ANY).

Not applicable to this Company.

Year 1929. Total. By Contract. Number. Year 1929. Total. Year 1929. Total.

| Quantities of principal materials used— | Year 1929. | | Year 1928. | | By Contract. Number | Total. | Year 1927. Total. |
|---|------------|--------|------------|----------|------------------------|--------|----------------------|
| | M. | Ch. | M. | Ch. | | | |
| Ballast | .. | .. | 96,286 | 100,724 | .. | 6 | 7 |
| Fencing | .. | .. | 27 1/2 | 25 1/2 | .. | 172 | 163 |
| Rails | .. | .. | 707 | 647 | .. | 109 | 98 |
| Sleepers | .. | .. | 99,892 | 96,624 | .. | 66 | 89 |
| Miles maintained— | | | | | | | |
| Miles of road | .. | M. Ch. | 2,182 19 | 2,188 27 | .. | 245 | 206 |
| Miles of road reduced to single track— | | | | | | 1,118 | 912 |
| Running Lines | .. | .. | 2,487 59 | 2,546 77 | .. | 71 | 91 |
| Sidings | .. | .. | 301 15 | 298 15 | .. | .. | .. |
| Miles of track renewed | .. | .. | 3 77 | 3 3 | .. | 150 | 107 |
| | | | | | | 847 | 309 |
| | | | | | | 30 | 46 |
| | | | | | | 260 | 218 |
| | | | | | | 2,718 | 2,225 |
| | | | | | | 16,304 | 14,286 |
| | | | | | | 580 | 706 |

XII.—ENGINE MILEAGE.

| | Train Miles. (Loaded Trains.) | | Total Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.) | | Shunting Miles. | Other Miles. (Assis- ting, Light, &c.) | Total Engine Miles. | YEAR 1929. | | Total Engine Miles. |
|---|----------------------------------|-----------|--|------------|--------------------|---|---------------------------|------------|------------|---------------------------|
| | Coaching. | Goods. | Coaching. | Goods. | | | | Coaching. | Goods. | |
| | Train Miles. (Loaded Trains.) | | Total Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.) | | Shunting Miles. | | YEAR 1928. | | YEAR 1927. | |
| A.—MILES RUN IN RELATION TO THE COMPANY'S TRAFFIC RECEIPTS— | | | | | | | | | | |
| Over the Company's System by the Company's Engines | 6,183,759 | 3,029,685 | 9,213,444 | 6,225,816 | 3,354,374 | 9,580,190 | 280,080 | 1,520,746 | 484,984 | 11,866,000 |
| Over the Company's System by other Companies' Engines | 5,585 | 6,718 | 12,303 | 5,585 | 6,718 | 12,303 | 4,250 | 5,865 | 153 | 22,571 |
| TOTAL | 6,189,344 | 3,036,403 | 9,225,747 | 6,231,401 | 3,361,092 | 9,592,493 | 284,330 | 1,526,611 | 485,137 | 11,888,571 |
| B.—MILES RUN IN RELATION TO THE COMPANY'S EXPEN- DITURE— | | | | | | | | | | |
| By the Company's Engines over Lines owned, leased, or worked by the Company | 6,183,759 | 3,029,685 | 9,213,444 | 6,225,816 | 3,354,374 | 9,580,190 | 280,080 | 1,520,746 | 484,984 | 11,866,000 |
| By the Company's Engines over other Companies' Lines | 509 | 649 | 1,158 | 555 | 908 | 1,463 | — | 6,365 | 367 | 8,195 |
| By other Companies' Engines over the Company's Line | 5,585 | 6,718 | 12,303 | 5,585 | 6,718 | 12,303 | 4,250 | 5,865 | 153 | 22,571 |
| TOTAL | 6,189,353 | 3,037,052 | 9,226,905 | 6,231,956 | 3,362,090 | 9,593,956 | 284,330 | 1,532,976 | 485,507 | 11,904,362 |
| C.—MILES RUN BY THE COMPANY'S ENGINES— | | | | | | | | | | |
| (1) Steam Tender and Tank Engines— | | | | | | | | | | |
| Over Lines owned, leased, or worked by the Company | 6,049,490 | 3,029,516 | 9,079,006 | 6,090,443 | 3,354,089 | 9,444,532 | 279,976 | 1,520,728 | 949,872 | 12,195,108 |
| Over other Companies' Lines | 509 | 649 | 1,158 | 555 | 908 | 1,463 | — | 6,365 | 367 | 8,195 |
| (2) Steam, Petrol, &c., Rail Motors— | 6,049,999 | 3,030,165 | 9,080,164 | 6,090,998 | 3,354,997 | 9,445,995 | 279,976 | 1,527,093 | 950,239 | 12,203,303 |
| Over Lines owned, leased, or worked by the Company | 184,269 | 169 | 134,438 | 135,373 | 285 | 135,658 | 104 | 18 | 3,778 | 139,558 |
| Over other Companies' Lines | 6,184,268 | 3,030,334 | 9,214,602 | 6,226,371 | 3,355,282 | 9,581,653 | 280,080 | 1,527,111 | 954,017 | 12,342,861 |
| TOTAL | 12,199,706 | 6,059,824 | 18,259,530 | 12,217,816 | 6,710,274 | 24,928,088 | 560,030 | 3,053,137 | 1,908,824 | 30,989,042 |

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

| Class of Passenger. | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Company's System. | Year 1929. | | | |
|---------------------|------------------|----------------|-----------------------------|---|-------------------|------------------|-----------------------------|---|
| | | | | | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Company's System. |
| Ordinary— | | £ | s. d. | | | £ | s. d. | |
| 1st Class .. | 460,642 | 77,904 | 3 4·59 | 444,685 | 596,691 | 87,049 | 2 11·01 | 577,892 |
| 2nd Class .. | 86,937 | 9,684 | 5 2·92 | 86,878 | 81,581 | 25,834 | 6 4 | 81,128 |
| 3rd Class .. | 8,561,849 | 854,249 | 1 11·95 | 8,355,797 | 9,977,098 | 905,982 | 1 9·79 | 9,754,112 |
| Workmen .. | 109,644 | 2,182 | 0 4·78 | 109,644 | 187,744 | 3,692 | 0 4·72 | 187,744 |
| TOTAL .. | 9,168,572 | 944,019 | 2 0·71 | 8,947,004 | 10,843,114 | 1,022,557 | 1 10·63 | 10,600,876 |
| Season— | | | | | | | | |
| 1st Class .. | 655 | 10,540 | — | 655 | 591 | 9,344 | — | 591 |
| 2nd Class .. | 139 | 2,658 | — | 139 | 260 | 4,723 | — | 260 |
| 3rd Class .. | 5,248 | 38,802 | — | 5,248 | 4,446 | 33,929 | — | 4,446 |

XIV.—GOODS TRAFFIC AND RECEIPTS.

| | Tonnage. | Receipts. | Average Receipt per Ton. | Tonnage originating on the Company's System. | Year 1929. | | | |
|--------------------------------|------------------|------------------|--------------------------|--|------------------|------------------|--------------------------|--|
| | | | | | Tonnage. | Receipts. | Average Receipt per Ton. | Tonnage originating on the Company's System. |
| Merchandise .. | Tons. 1,630,517 | £ 1,497,818 | s. d. 18 4·47 | Tons. 1,533,387 | Tons. 1,719,989 | £ 1,584,617 | s. d. 18 5·11 | Tons. 1,630,125 |
| Coal, Coke, and Patent Fuel .. | 571,255 | 227,680 | 7 11·65 | 565,459 | 551,030 | 221,667 | 8 0·55 | 544,456 |
| Other Minerals .. | 299,274 | 83,673 | 5 7·10 | 290,809 | 300,933 | 84,783 | 5 7·62 | 293,670 |
| TOTAL .. | 2,501,046 | 1,809,171 | 14 5·61 | 2,389,655 | 2,571,952 | 1,891,067 | 14 8·46 | 2,468,251 |
| | Number. | | | Number originating on the Company's System. | Number | | | Number originating on the Company's System. |
| Live Stock .. | 2,341,545 | 496,049 | — | 2,328,700 | 2,518,731 | 512,174 | — | 2,504,283 |

XV. (A)—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

| Originating on the Company's System. | Tons. | Year 1929. | |
|---|------------------|------------------|--|
| | | Tons. | |
| Ale and Porter (including empties) .. | 144,495 | 150,156 | |
| Bacon and Hams, Butter and Eggs .. | 83,308 | 98,118 | |
| Flour and Bran, Sharps and other Flour Mill Offal | 263,935 | 274,301 | |
| Grain .. | 235,428 | 229,693 | |
| Groceries (excluding Bacon, Hams and Butter) .. | 54,067 | 64,922 | |
| Manure .. | 163,035 | 165,927 | |
| Oil Cake and Cattle Foods .. | 116,860 | 126,155 | |
| Potatoes .. | 13,331 | 14,182 | |
| Timber .. | 73,665 | 79,548 | |
| TOTAL .. | 1,148,124 | 1,203,002 | |

XV. (B)—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

| Originating on the Company's System. | Number. | Year 1929. | |
|--------------------------------------|------------------|------------------|--|
| | | Number. | |
| Horses .. | 10,526 | 11,880 | |
| Cattle .. | 876,030 | 838,116 | |
| Calves .. | 164,704 | 177,796 | |
| Sheep .. | 626,513 | 713,968 | |
| Pigs .. | 650,669 | 761,990 | |
| Miscellaneous .. | 258 | 533 | |
| TOTAL .. | 2,328,700 | 2,504,283 | |

XVI.—SUMMARY OF FINANCIAL RESULTS.

| | 1925. | 1926. | 1927. | 1928. | 1929. | 1930. |
|---|------------|------------|------------|------------|------------|------------|
| | £ | £ | £ | £ | £ | £ |
| Total Expenditure on Capital Account (No. 4) .. | 29,672,290 | 29,735,245 | 29,787,756 | 29,828,952 | 29,842,172 | 29,767,992 |
| Gross Receipts from Businesses carried on by the Company (No. 8) .. | 4,430,519 | 4,344,653 | 4,401,407 | 4,271,140 | 4,139,458 | 3,961,813 |
| Revenue Expenditure on ditto (No. 8) .. | 4,050,129 | 3,895,220 | 3,727,080 | 3,506,317 | 3,322,097 | 3,247,855 |
| Net Receipts of ditto (No. 8) .. | 380,390 | 449,433 | 674,327 | 764,823 | 817,361 | 713,958 |
| Proportion of Compensation under Irish Railways (Settlement of Claims) Act, 1921 .. | 376,000 | 300,000 | 100,000 | — | — | — |
| Miscellaneous Receipts net (No. 8) .. | 86,103 | 93,395 | 78,538 | 99,421 | 110,618 | 111,127 |
| Total Net Income (No. 8) .. | 842,493 | 842,828 | 852,865 | 864,244 | 927,979 | 825,085 |
| Receipts in suspense now released .. | — | — | 11,074 | — | — | — |
| Interest, Rentals, and other Fixed Charges (No. 9) .. | 416,545 | 413,138 | 428,015 | 413,873 | 414,741 | 441,550 |
| Dividends on Guaranteed Preference and Preference Stocks (No. 9) .. | 358,154 | 358,154 | 358,154 | 358,154 | 358,154 | 358,154 |
| Balance after payment of Preference Dividends (No. 9) .. | 67,794 | 71,536 | 77,770 | 92,217 | 155,084 | 25,881 |
| Dividend on Ordinary Stock (No. 9) .. | 77,671 | 77,671 | 77,671 | 77,671 | 77,671 | 77,671 |
| Rate per cent. .. | 1% | 1% | 1% | 1% | 1% | 1% |
| Surplus .. | — | — | 99 | 14,546 | 77,413 | — |
| Deficit .. | 9,877 | [6,135 | — | — | — | 52,290 |
| Brought forward from previous years .. | 19,759 | 9,882 | 3,747 | 3,846 | 18,392 | 95,805 |
| Carried forward to subsequent years .. | 9,832 | 3,747 | 3,846 | 18,392 | 95,805 | 43,515 |

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, Canal, and other Works, have, during the past year, been maintained in working condition and repair.

A. W. BRETLAND,
Chief Engineer.

4th February, 1931.

CERTIFICATE RESPECTING THE ROLLING STOCK, &c.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools, also Tugs, have, during the past year, been maintained in working order and repair.

W. H. MORTON,
Chief Mechanical Engineer.

13th January, 1931.

(Signed for the Board of Directors)

WALTER R. NUGENT,
Chairman of the Company.

H. S. COE,
Secretary of the Company.

AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Company, and that the dividends proposed to be declared on the several Stocks and Shares are *bond fide* due thereon, after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout, subject to the charge for maintenance and renewals being sufficient.

STANLEY HARRINGTON, }
THOMAS GEOGHEGAN, } *Auditors.*
Chartered Accountant.

17th February, 1931.

Examined and approved, subject to the adequacy of the charges for maintenance and the provisions for renewals.

PRICE, WATERHOUSE & CO.,
Chartered Accountants

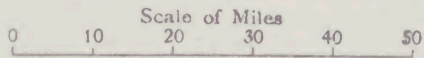
16th February, 1931.

INDEX.

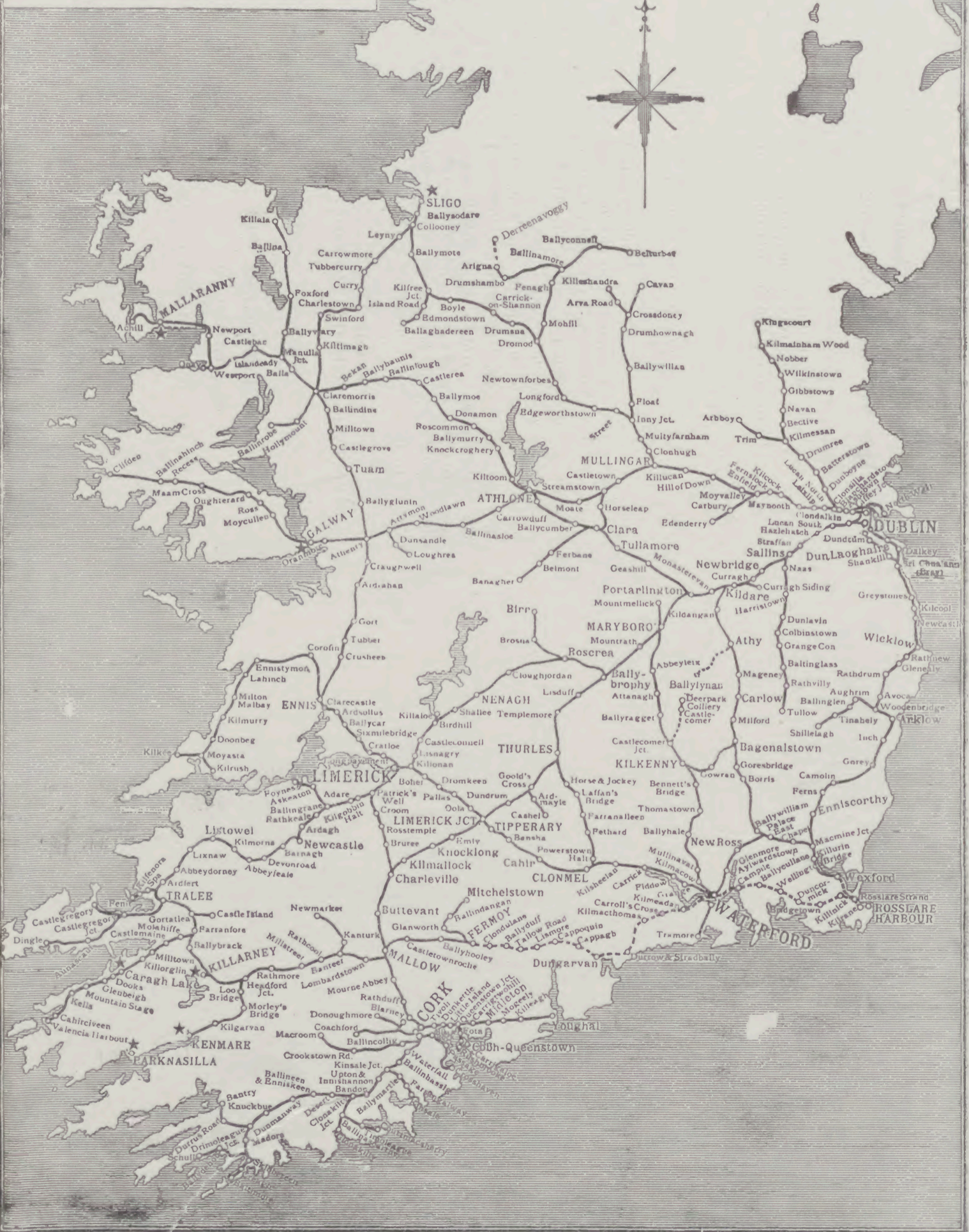
| | PAGE | | PAGE |
|---|------|---|------|
| Abstract A.—Maintenance and Renewal of Way and Works | 9 | Land, Property, &c., not forming part of the Railway or Stations | |
| Abstract B.—Maintenance and Renewal of Rolling Stock :— | | Lines open for Traffic, Mileage of | .... |
| (1) Locomotives | 9 | Lines authorised but not open, Mileage of | .... |
| (2) Carriages | 9 | Lines run over by Company's Engines, Mileage of | .... |
| (3) Wagons | 9 | Live Stock carried by Goods Trains | .... |
| Abstract C.—Locomotive Running Expenses | 10 | Locomotives and Tenders (Steam) | .... |
| Abstract D.—Traffic Expenses | 10 | Locomotives, Maintenance and Renewal, Abstract B (1) | .... |
| Abstract E.—General Charges | 10 | Locomotive Running Expenses—Abstract C | .... |
| Abstract F.—Expenses of Collection and Delivery of Parcels and Goods | 10 | Maintenance and Renewal of Rolling Stock—Abstract B | .... |
| Abstract G.—Running Powers—Receipts and Payments in respect of Running Power Expenses | 10 | Maintenance and Renewal of Rolling Stock—Statistical Return | .... |
| Abstract H.—Mileage, Demurrage, and Wagon Hire | 10 | Maintenance and Renewal of Way and Works—Abstract A | .... |
| Abstract J.—Jointly Leased and Jointly Owned Lines— Receipts and Expenditure | 10 | Maintenance and Renewal of Way and Works—Statistical Return | .... |
| Auditors' Certificate | 17 | Maintenance and Renewal of Rolling Stock | .... |
| Balance Sheet—General | 12 | Map | .... |
| Canals | 14 | Merchandise and Mineral Vehicles | .... |
| Canals—Receipts and Expenditure | 11 | Mileage—Engine | .... |
| Capital Account—Receipts and Expenditure | 5 | Mileage of Lines open for Traffic | .... |
| Capital authorised and created by the Company | 3 | Mileage of Lines authorised, but not open | .... |
| Capital authorised and created jointly with another Company | 3 | Mileage of Lines run over by Company's Engines | .... |
| Capital authorised and created by some other Company on which the Company either jointly or separately guarantees fixed Dividends | 3 | Mileage, Demurrage, and Wagon Hire—Abstract H | .... |
| Capital Created, showing proportion issued | 3 | Minerals and Merchandise—Tonnage of principal classes carried by Goods Train | .... |
| Capital Expenditure—Details for the year | 6 | Other Industries | .... |
| Capital—Estimate of further expenditure | 6 | Parcels and Goods—Expenses of Collection and Delivery— Abstract F | .... |
| Capital Powers and other Assets available to meet further expenditure on Capital Account | 6 | Passenger Traffic and Receipts | .... |
| Capital raised by Loans and Debenture Stocks | 4 | Proposed appropriation of Net Income | .... |
| Carriages—Maintenance and Renewal—Abstract B (2) | 9 | Rail Motor Vehicles | .... |
| Certificates of the Responsible Officers as to the upkeep of the whole of the Company's property | 17 | Railway Service Vehicles, and Horses for Shunting | .... |
| Debenture Stocks—Capital raised by | 4 | Railway Working—Receipts and Expenditure | .... |
| Dividends, Statement of Interim | 7 | Receipts and Expenditure :— | |
| Docks, Harbours and Wharves | 14 | On Capital Account | .... |
| Docks, Harbours and Wharves—Receipts and Expenditure | 11 | On Revenue Account | .... |
| Electric Power and Light Account | 12 | In respect of Railway Working | .... |
| Engine Mileage | 15 | In respect of Jointly owned and Jointly leased Lines | .... |
| Expenses of Collection and Delivery of Parcels and Goods | 10 | In respect of Road Transport | .... |
| Financial Results summarised | 16 | In respect of Canals | .... |
| General Balance Sheet | 12 | In respect of Docks, Harbours, and Wharves | .... |
| General Charges—Abstract E | 10 | In respect of Hotels | .... |
| Goods Traffic and Receipts | 16 | In respect of Separate Businesses | .... |
| Goods, Expenses of Collection and Delivery | 10 | Revenue Receipts and Expenditure of Whole Undertaking | .... |
| Horses for Shunting, and Railway Service Vehicles | 14 | Road Transport—Receipts and Expenditure | .... |
| Horses and Road Vehicles employed in collection and delivery of Parcels and Goods, and in the conveyance of Passengers | 14 | Rolling Stock—Maintenance and Renewal | .... |
| Hotels | 14 | Rolling Stock—Statistical Returns | .... |
| Hotels—Receipts and Expenditure | 11 | Running Expenses | .... |
| Income, Proposed appropriation of Net | 7 | Running Powers—Receipts and Payments—Abstract G | .... |
| Interim Dividends, Statement of | 7 | Share Capital and Stock created, showing proportion issued | .... |
| Industries, Other | 14 | Subscriptions to other Companies | .... |
| | | Summary of Financial Results, Comparison of | .... |
| | | Traffic Expenses—Abstract D | .... |
| | | Traffic and Receipts—Goods | .... |
| | | Traffic and Receipts—Passengers | .... |
| | | Trains worked by Electric Power | .... |
| | | Wagons—Maintenance and Renewal—Abstract B (3) | .... |

GREAT SOUTHERN RAILWAYS

Map explanatory of the System



Lines owned by G. S. R. Co. thus
Lines Leased or Worked thus
Railway Co's Hotels thus



The Great Southern Railways Company.

REPORT OF THE DIRECTORS

AND

STATEMENT OF ACCOUNTS

FOR THE YEAR ENDED

31st DECEMBER, 1930.

THE GREAT SOUTHERN RAILWAYS
COMPANY.

NOTICE is hereby given that the next Ordinary General Meeting of the Proprietors of this Company will be held at the HALL OF THE INSTITUTION OF CIVIL ENGINEERS OF IRELAND, 35 DAWSON STREET, DUBLIN, C. 2, on Friday, the 6th day of MARCH, 1931, at the hour of Two o'clock, p.m., for the purpose of receiving the Report and Statement of Accounts from the Directors for the Year ended 31st December, 1930, and of transacting the general business of the Company.

By Order of the Board,

H. S. COE,
Secretary.

Dated this 17th day of February, 1931.

KINGSBRIDGE STATION,
DUBLIN, W. 6.

ORDINARY MEETING, 6th MARCH.
DIVIDEND PAYABLE, 1st APRIL.

THE GREAT SOUTHERN RAILWAYS COMPANY

(CITY OF DUBLIN JUNCTION RAILWAYS.)

Statement of Accounts of the Separate Undertaking for Year ended 31st December, 1930.

CAPITAL CREATED AND ISSUED.

| | £ | s. | d. |
|---|-----------|----|----|
| Four per cent. City of Dublin Junction Railways Preference Stock | 50,000 | 0 | 0 |
| Four per cent. City of Dublin Junction Railways Guaranteed Stock | 225,000 | 0 | 0 |
| Unguaranteed City of Dublin Junction Railways Stock | 25,000 | 0 | 0 |
| | 300,000 | 0 | 0 |
| Four per cent. Debenture Stock | 130,230 | 0 | 0 |
| | £ 430,230 | 0 | 0 |

RECEIPTS AND EXPENDITURE ACCOUNT FOR YEAR ENDED 31st DECEMBER, 1930.

| | £ | s. | d. | | £ | s. | d. |
|--|----------|----|----|------------------------------------|----------|----|------------|
| G. S. Railways Co. :— | | | | Gross Receipts from Working | 15,975 | 12 | 4 |
| 40 per cent. of Gross Receipts in respect of | | | | Miscellaneous Receipts :— | | | |
| working | 6,390 | 4 | 11 | Rents Receivable | 1,245 | 6 | 4 |
| Rates and Taxes | 357 | 4 | 3 | Transfer Fees | 8 | 10 | 0 |
| Rents Payable | 25 | 1 | 7 | | | | 1,253 16 4 |
| Clearing House Expenses | 112 | 14 | 4 | | | | |
| Interest on 4 per cent. Debenture Stock | 5,209 | 4 | 0 | | | | |
| | £12,094 | 9 | 1 | | | | |
| TOTAL EXPENDITURE | | | | Balance, being Net Profits | 5,134 | 19 | 7 |
| Balance, being Net Profits | 5,134 | 19 | 7 | | | | |
| | £ 17,229 | 8 | 8 | | £ 17,229 | 8 | 8 |

PROPOSED APPROPRIATION OF NET PROFITS FOR YEAR ENDED 31st DECEMBER, 1930.

| | £ | s. | d. |
|---|---------|----|----|
| Net Profits as per above Account | 5,134 | 19 | 7 |
| Deduct—Dividend on 4 per cent. Preference Stock | 2,000 | 0 | 0 |
| Balance available for Dividends on the Guaranteed Stock and Unguaranteed Stock | 3,134 | 19 | 7 |
| Proportion available for Dividends on Guaranteed Stock | 2,821 | 9 | 7 |
| Dividend on Unguaranteed Stock | 313 | 10 | 0 |
| | £ 3,134 | 19 | 7 |

GUARANTEED DIVIDEND ACCOUNT FOR YEAR ENDED 31st DECEMBER, 1930.

| | £ | s. | d. | | £ | s. | d. |
|--|--------|----|----|---|--------|----|----|
| Dividend on the 4 per cent. Guaranteed Stock | 9,000 | 0 | 0 | Proportion of Net Profits available as per above Account | 2,821 | 9 | 7 |
| | | | | Guarantees Receivable from :— | | | |
| | | | | G. S. Railways Co. | 2,746 | 0 | 2 |
| | | | | G. N. Railway Co. (I.) | 1,373 | 0 | 1 |
| | | | | Amount receivable from Funds lodged in Court to meet former Guarantee of the City of Dublin Steam Packet Company | 2,059 | 10 | 2 |
| | £9,000 | 0 | 0 | | 6,178 | 10 | 5 |
| | | | | | £9,000 | 0 | 0 |

Examined and found correct.

STANLEY HARRINGTON, }
THOMAS GEOGHEGAN, } Auditors.
Chartered Accountant.

H. S. COE, Secretary.

HARTNELL SMITH, Accountant.

15th May, 1931.

THE UNIVERSITY OF CHICAGO LIBRARY

1000 UNIVERSITY DRIVE, CHICAGO, ILL. 60607

ACQUISITIONS DEPARTMENT
312 UNIVERSITY DRIVE, CHICAGO, ILL. 60607

DATE OF ORDER

| NO. | DATE | AMOUNT | REMARKS |
|-----|------|--------|---------|
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |

PLEASE PRINT NAME AND ADDRESS OF THE PARTY TO WHOM THIS ORDER IS TO BE SENT

| | |
|-----------|--|
| NAME | |
| ADDRESS | |
| CITY | |
| STATE | |
| ZIP | |
| TELEPHONE | |
| ORDER NO. | |
| DATE | |

PLEASE PRINT NAME AND ADDRESS OF THE PARTY TO WHOM THIS ORDER IS TO BE SENT

| | |
|-----------|--|
| NAME | |
| ADDRESS | |
| CITY | |
| STATE | |
| ZIP | |
| TELEPHONE | |
| ORDER NO. | |
| DATE | |

PLEASE PRINT NAME AND ADDRESS OF THE PARTY TO WHOM THIS ORDER IS TO BE SENT

| | |
|-----------|--|
| NAME | |
| ADDRESS | |
| CITY | |
| STATE | |
| ZIP | |
| TELEPHONE | |
| ORDER NO. | |
| DATE | |

PLEASE PRINT NAME AND ADDRESS OF THE PARTY TO WHOM THIS ORDER IS TO BE SENT

| | |
|-----------|--|
| NAME | |
| ADDRESS | |
| CITY | |
| STATE | |
| ZIP | |
| TELEPHONE | |
| ORDER NO. | |
| DATE | |

THE GREAT SOUTHERN RAILWAYS COMPANY.

(NEW ROSS AND WATERFORD EXTENSION RAILWAYS).

Financial Accounts for the Year ended 31st December, 1930.

NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

| Special Act. | Capital Authorised. | | | Capital Created. | | | Balance. | | |
|--|---------------------|---------------------------|-----------|-------------------|---------------------------|-----------|-------------------|---------------------------|--------|
| | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| The Great Southern Railways Amalgamation Scheme, 1925 | 100,000 | 100,000 | 200,000 | 100,000 | 100,000 | 200,000 | — | — | — |
| TOTAL | £ 100,000 | £ 100,000 | £ 200,000 | £ 100,000 | £ 100,000 | £ 200,000 | — | — | — |

SHARE CAPITAL AND STOCK CREATED, SHOWING THE PROPORTION ISSUED.

| Description. | Amount created. | Amount issued. | Amount on which dividend is payable. |
|--|-----------------|----------------|--------------------------------------|
| | £ | £ | £ |
| Four per cent. Guaranteed Stock | 100,000 | 100,000 | 100,000 |
| TOTAL | £ 100,000 | £ 100,000 | £ 100,000 |

CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS.

| Description. | Raised by Loans at 3½ per cent. | Raised by issue of Debenture Stocks. | Total. |
|--|---------------------------------|--------------------------------------|---------|
| | £ | £ | £ |
| Existing at 31st December, 1930 | 100,000 | Nil. | 100,000 |
| Existing at 31st December, 1929 | 100,000 | Nil. | 100,000 |
| Total amount authorised to be raised by Loans and Debenture Stock in respect of Capital Created | — | — | 100,000 |
| Total amount raised by Loans and Debenture Stock | — | — | 100,000 |
| BALANCE | — | — | Nil. |

Dr. RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. Cr.

| To Expenditure. | Amount Expended to 31st December, 1929. | | Amount Expended during year 1930. | | Total. | By Receipts. | Amount Received to 31st December, 1929. | | Amount Received during year 1930. | | Total. |
|--------------------------|---|-------|-----------------------------------|-------|---------------|---------------------------------------|---|-------|-----------------------------------|-------|---------------|
| | £ | s. d. | £ | s. d. | £ s. d. | | £ | s. d. | £ | s. d. | £ s. d. |
| Lines Open for Traffic | 259,517 | 6 6 | 133 0 0 | | 259,650 6 6 | Shares and Stock ... | 100,000 | 0 0 | — | | 100,000 0 0 |
| | | | | | | Loans | 100,000 | 0 0 | — | | 100,000 0 0 |
| | | | | | | Discounts on Shares and Stocks | Dr. 390 | 0 0 | — | | Dr. 390 0 0 |
| | | | | | | TOTAL RECEIPTS ...£ | 199,610 | 0 0 | — | | 199,610 0 0 |
| | | | | | | By Balance | — | — | — | | 60,040 6 6 |
| TOTAL EXPENDITURE | £ 259,517 | 6 6 | £ 133 0 0 | | £ 259,650 6 6 | TOTAL | £ 199,610 | 0 0 | £ 60,040 | 6 6 | £ 259,650 6 6 |

REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

| | Gross Receipts. | Expenditure. | Net Receipts. | Year 1929. | | |
|--|-----------------|--------------|---------------|-----------------|--------------|---------------|
| | | | | Gross Receipts. | Expenditure. | Net Receipts. |
| | | | | £ | £ | £ |
| Railway | £ 11,201 17 3 | £ 5,810 18 8 | £ 5,390 18 7 | 12,072 | 6,205 | 5,867 |
| TOTAL | £ 11,201 17 3 | £ 5,810 18 8 | £ 5,390 18 7 | 12,072 | 6,205 | 5,867 |
| Miscellaneous Receipts:— | | £ s. d. | | | | |
| Rents Receivable | | 76 11 7 | | | | 89 |
| Transfer Fees | | 7 6 | | | | — |
| Guarantee receivable from The Great Southern Railways Co. | | 3,504 10 0 | | | | 3,012 |
| | | | 3,581 9 1 | | | |
| TOTAL NET INCOME | | | £ 8,972 7 8 | | | 8,968 |

PROPOSED APPROPRIATION OF NET INCOME.

| | £ | s. | d. | Year 1929. |
|--|-------|----|----|------------|
| Net Income | 8,972 | 7 | 8 | £ 8,968 |
| Deduct—Interest, Rentals and other Fixed Charges:— | | | | |
| Rent, Wayleave, etc. | 1,700 | 0 | 0 | 1,700 |
| General Interest | 3,272 | 7 | 8 | 3,268 |
| | 4,972 | 7 | 8 | 4,968 |
| BALANCE AFTER PAYMENT OF FIXED CHARGES | 4,000 | 0 | 0 | 4,000 |
| Dividend on 4 per cent. Guaranteed Stock | 4,000 | 0 | 0 | 4,000 |
| BALANCE | £ — | | | — |

Dr. RECEIPTS AND EXPENDITURE IN RESPECT OF RAILWAY WORKING. Cr.

| To EXPENDITURE. | Year 1929 | | BY GROSS RECEIPTS. | | | Year 1929 |
|---|---------------|-------|--------------------|---|---------------|-----------|
| | £ | s. d. | £ | £ | s. d. | £ |
| G.S. Railways Co.—50 per cent. of Traffic Receipts in respect of working | 5,600 | 18 7 | 6,036 | Passenger Train Traffic:— | | |
| Rates and Taxes | 210 | 0 1 | 169 | Ordinary Passengers:— | | |
| | | | | First Class | 51 11 11 | 71 |
| Total Traffic Expenditure | 5,810 | 18 8 | 6,205 | Second Class | | 2,171 |
| Net Receipts | 5,390 | 18 7 | 5,867 | Third Class | 2,087 13 10 | 2,242 |
| | | | | Season Tickets:— | | |
| | | | | First Class | 10 6 2 | 21 |
| | | | | Second Class | | 82 |
| | | | | Third Class | 73 7 10 | 103 |
| | | | | | 83 14 0 | |
| | | | | Total Receipts from Passengers | 2,222 19 9 | 2,345 |
| | | | | Mails | 47 17 6 | 48 |
| | | | | Parcels up to 2 cwts., Parcels Post and Excess Luggage | 682 15 10 | 699 |
| | | | | Total Passenger Train Receipts | 2,953 13 1 | 3,092 |
| | | | | Goods Train Traffic:— | | |
| | | | | Merchandise | 4,539 6 10 | 4,745 |
| | | | | Live Stock | 3,190 12 4 | 3,737 |
| | | | | Coal, Coke and Patent Fuel | 301 5 9 | 327 |
| | | | | Other Minerals | 216 19 3 | 171 |
| | | | | Total Goods Train Receipts | 8,248 4 2 | 8,980 |
| TOTAL | £ 11,201 17 3 | | 12,072 | TOTAL | £ 11,201 17 3 | 12,072 |

Dr.

GENERAL BALANCE SHEET.

Cr.

| | | | | Year 1929. | | | | Year 1929. |
|--|--------|--------|----|---------------|---|--------|--------|---------------|
| | £ | s. | d. | £ | £ | s. | d. | £ |
| To Unpaid Interest and Dividends ... | 20 | 0 | 11 | 13 | By Capital Account:— | | | |
| Interest and Dividends payable or accruing and provided for ... | 2,000 | 0 | 0 | 2,000 | Balance at Debit thereof ... | 60,040 | 6 | 6 |
| Debt due to G. S. Rlys. Co. on account of Capital Expenditure | 60,384 | 18 | 6 | 60,252 | Amount due by Railway Companies and Committees ... | 1,888 | 19 | 2 |
| | | | | | Miscellaneous Accounts ... | 475 | 13 | 9 |
| | £ | 62,404 | 19 | 5 | 62,265 | £ | 62,404 | 19 |
| | | | | | | | | 5 |
| | | | | | | | | 62,265 |

HARTNELL SMITH,
Accountant of the Company.

(Signed for the Board of Directors)

WALTER R. NUGENT,
Chairman of the Company.
H. S. COE,
Secretary of the Company.

AUDITORS' CERTIFICATE.

We, the Auditors of the Great Southern Railways Co., hereby certify that the foregoing Accounts and Balance Sheet contain a full and true statement of the financial condition of the New Ross and Waterford Extension Railways after charging the Revenue of the year with all expenses which, in our judgment, ought to be paid thereout.

STANLEY HARRINGTON, }
THOMAS GEOGHEGAN, } *Auditors.*

Chartered Accountant.

30th April, 1931.

The Great Southern Railways Company.
(NEW ROSS AND WATERFORD EXTENSION
RAILWAYS).

STATEMENT OF ACCOUNTS

FOR THE

YEAR ENDED 31st DECEMBER,
1930.

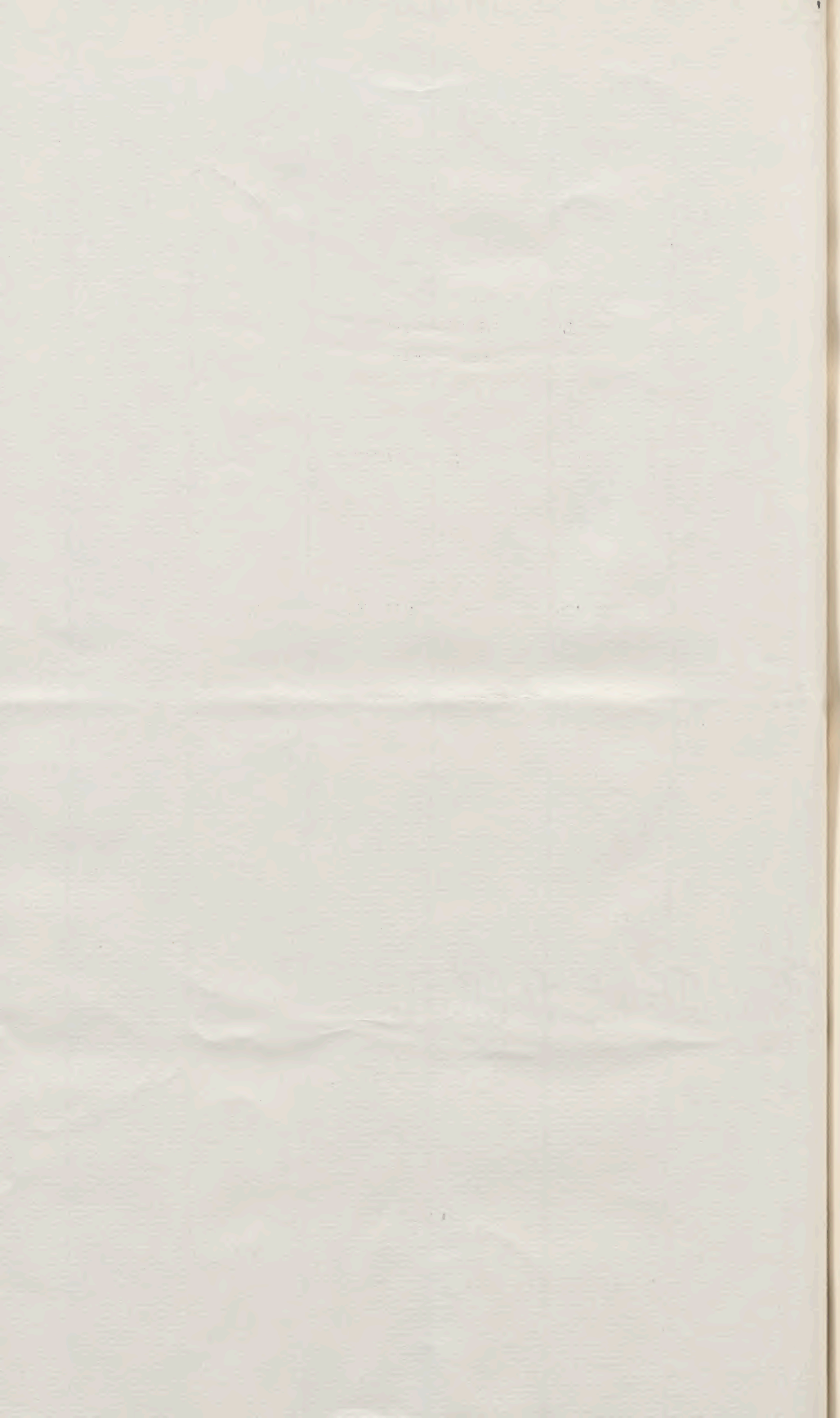
SECRETARYS OFFICE,
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* 29 OCT 1930 *
No.....
G. S. RLYS.

LETTERKENNY RAILWAY

STATEMENTS OF ACCOUNTS

for the

Half-Year ended 30th June, 1930.



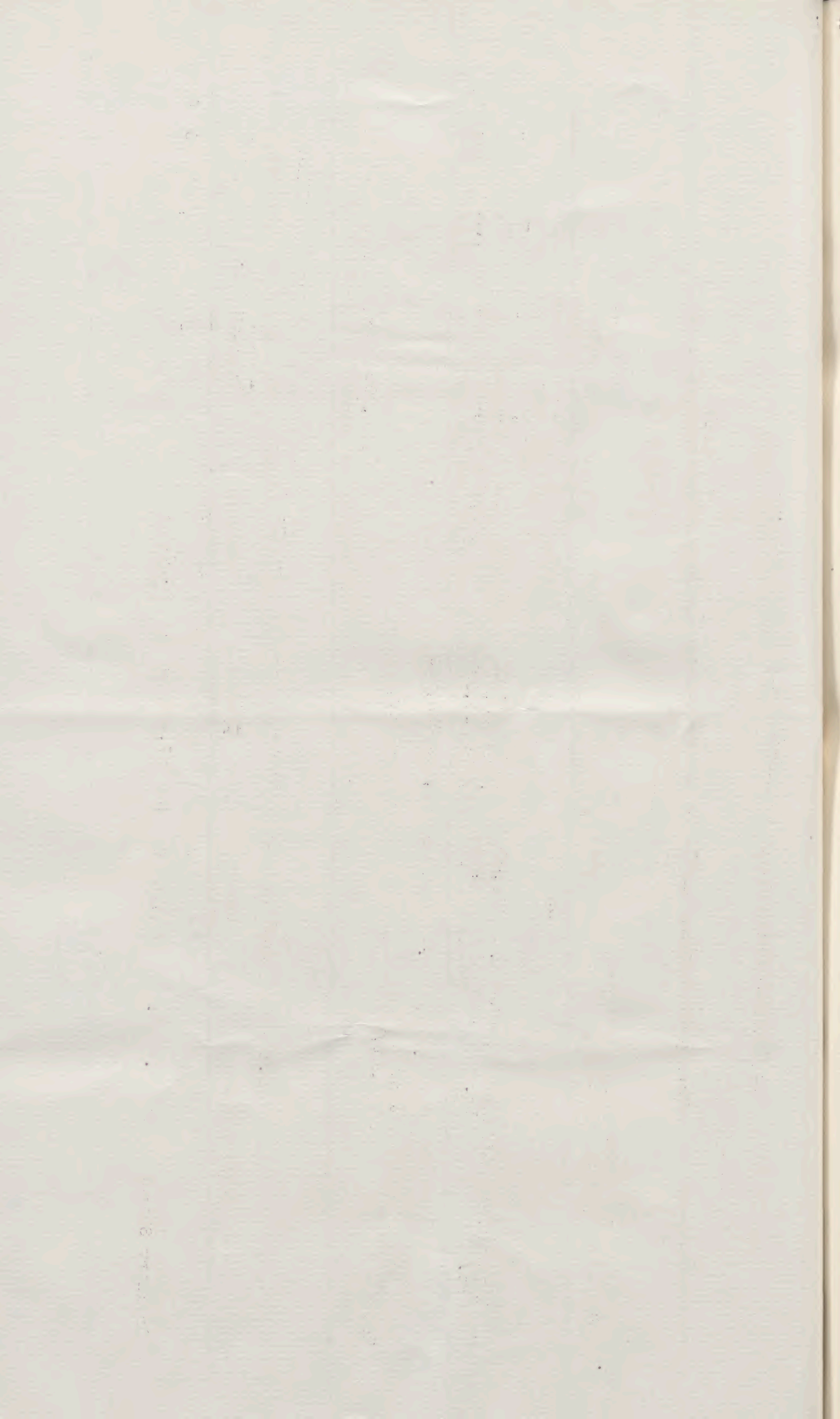
THE LETTERKENNY RAILWAY - HALF-YEAR ended 30th June, 1930.

No.1 - STATEMENT OF CAPITAL AUTHORISED AND CREATED BY THE COMPANY

| Acts of Parliament, or Certificates of the Board of Trade | Capital Authorised | | | Capital Created or Sanctioned | | | Balance | | |
|---|--------------------|---------|---------|-------------------------------|---------|---------|--------------------|---------|---------|
| | Stock and Shares £ | Loans £ | Total £ | Stock and Shares £ | Loans £ | Total £ | Stock and Shares £ | Loans £ | Total £ |
| The Letterkenny Railway Act, 1860 | 100,000 | 33,300 | 133,300 | 100,000 | - | 100,000 | - | - | - |
| Do. | 50,000 | 16,500 | 66,500 | - | - | - | 50,000 | - | 50,000 |
| Do. | - | 123,000 | 123,000 | - | 100,000 | 100,000 | - | 23,000 | 23,000 |
| Total | 150,000 | 172,800 | 322,800 | | | | | | |
| Less - Extinguished by The Letterkenny Railway Act, 1871 | - | 49,800 | 49,800 | | | | | | |
| Total | 150,000 | 123,000 | 273,000 | 100,000 | 100,000 | 200,000 | 50,000 | 23,000 | 73,000 |

No.2 - STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

| Description | Amount Created | | | Calls in Arrear | | | Amount Uncalled | | | Amount Unissued | | | | |
|-----------------|----------------|---|---|-----------------|---|---|-----------------|---|---|-----------------|---|--------|---|---|
| | £ | s | d | £ | s | d | £ | s | d | £ | s | d | | |
| Ordinary Shares | 100,000 | 0 | 0 | 57,155 | 0 | 0 | 8,305 | 0 | 0 | - | - | 34,540 | 0 | 0 |



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Dr.

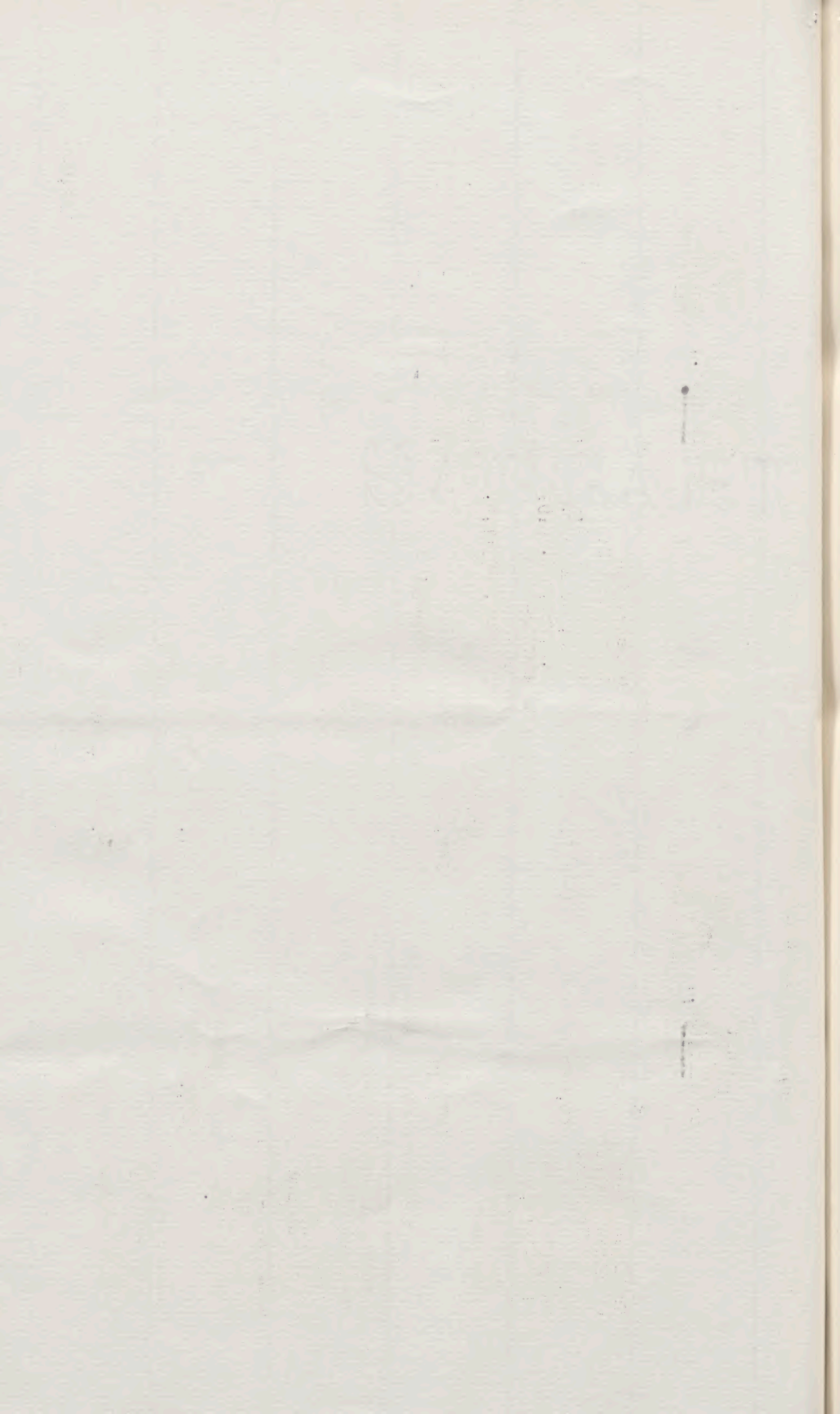
No. 4 - RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Cr.

| | Amount expended to 31st, Dec. 1930 1929 | | Amount expended during Half-year | | Total | | Amount received to 31st Dec., 1930 1929 | | Amount received during Half-year | | Total | |
|---|--|-----|----------------------------------|-----|---------|-----|--|-----|----------------------------------|-----|---------|------|
| | £ | s d | £ | s d | £ | s d | £ | s d | £ | s d | £ | s d |
| To Expenditure On Lines opened for Traffic, No. 5 | 145,852 | 5 2 | Nil | | 145,852 | 5 2 | 57,155 | 0 0 | Nil | | 57,155 | 0 0 |
| To Expenditure 1898-1916, transferred from Capital Suspense . | 2,477 | 2 3 | Nil | | 2,477 | 2 3 | 51,204 | 8 6 | Nil | | 51,204 | 8 6 |
| | 148,329 | 7 5 | | | 148,329 | 7 5 | 108,359 | 8 6 | - | | 108,359 | 8 6 |
| | | | | | | | | | | | 4,381 | 13 8 |
| | 588 | 5 3 | | | 588 | 5 3 | | | | | | |
| | 147,741 | 2 2 | | | 147,741 | 2 2 | | | | | | |
| | 35,000 | 0 0 | | | 35,000 | 0 0 | | | | | | |
| | 112,741 | 2 2 | | | 112,741 | 2 2 | | | | | 112,741 | 2 2 |
| Less Amount received as compensation for lands taken by Strabane and Letterkenny Railway Company, & Londonderry & Lo.Swilly Railway Co. | | | | | | | | | | | | |
| Less amount of 2nd Mortgage Loan now fully repaid | | | | | | | | | | | | |

By Receipts-
Shares and Stock
per Account No. 2
Loans, per Account
No. 3, £87,750. 0.0.
Less re-
payments 236,545.11.6.

Balance



No.5 - DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 30th June, 1930.

No Expenditure.

No.6 - RETURN OF WORKING STOCK.

Not Applicable.

No.7 - ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

No further Expenditure contemplated at present.

No.8-CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE, AS PER No.7.

| | | | |
|--|---------|----|---|
| Stock and Loan Capital authorised, but not yet created or sanctioned, per Account No.1 | £73,000 | 0 | 0 |
| Capital Stock created, but not yet received, per Account No.2- | | | |
| Calls in Arrear | £8,305 | 0 | C |
| Amount Unissued | 34,540 | 0 | D |
| | 42,845 | 0 | 0 |
| | 46,795 | 11 | 6 |

Available Borrowing Powers, per Account No.3

| | | | |
|--|----------|----|---|
| | £164,640 | 11 | 6 |
| | 4,381 | 13 | 8 |

Less Capital Account Balance at debit thereof, per Account No.4

| | | | |
|-------------------|----------|----|----|
| Balance available | £160,258 | 17 | 10 |
|-------------------|----------|----|----|

10

RECEIVED

AGENCY: DER V. 2011 001

1000000
1000000
1000000

1000000
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AGENCY: DER V. 2011 001

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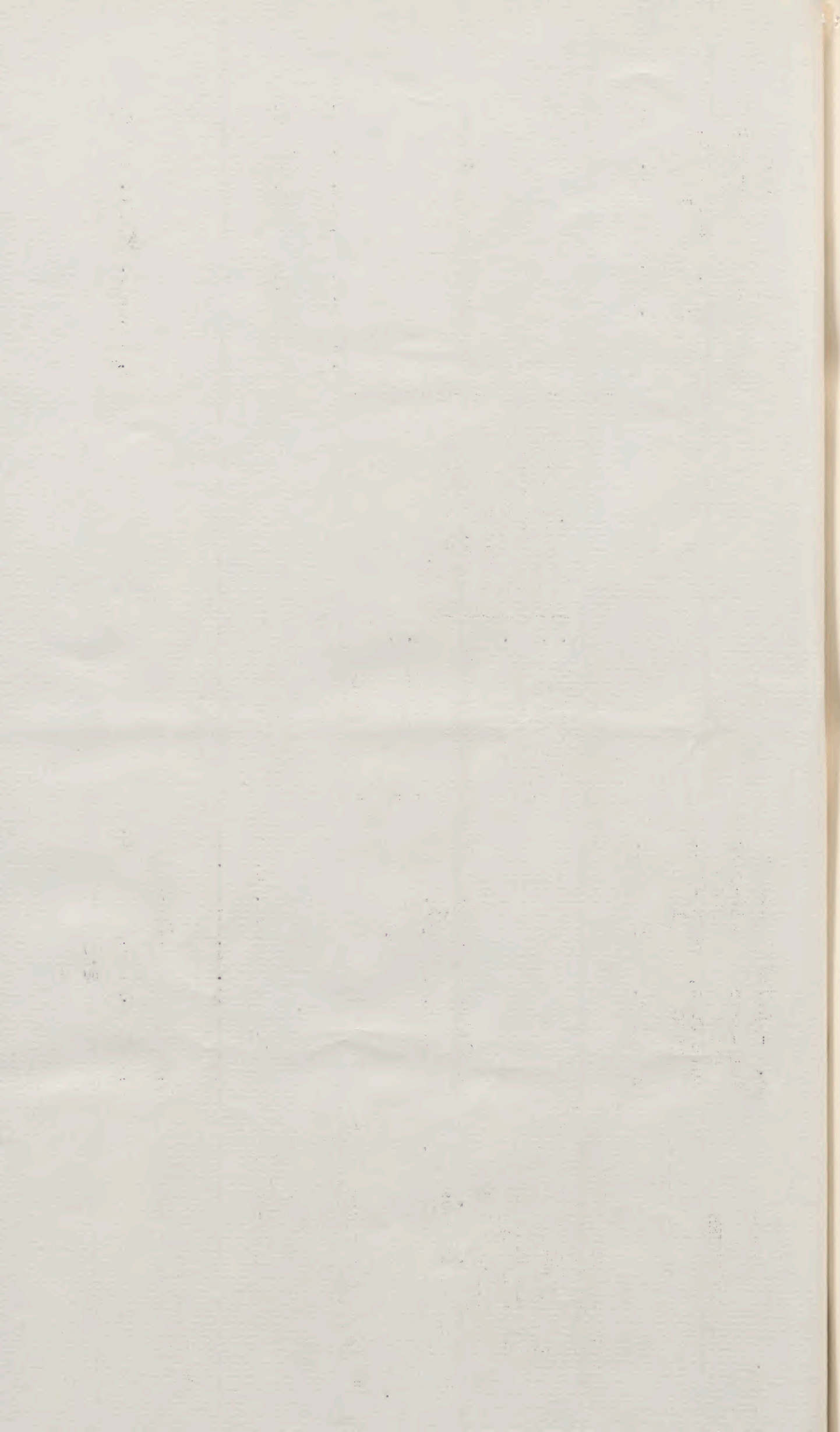
AGENCY: DER V. 2011 001

AGENCY: DER V. 2011 001

AGENCY: DER V. 2011 001

AGENCY: DER V. 2011 001

AGENCY: DER V. 2011 001



Dr.

No. 10 - NET REVENUE ACCOUNT.

Cr.

| Half-year ended 30th June, 1930 | Half-year ended 30th June, 1929 | Half-year ended 30th June, 1930 | Half-year ended 30th June, 1929 |
|--|---------------------------------|---|---------------------------------|
| £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| To Balance from last Half-year's Account . . . | 272. 4. 11. | 538. 17. 0. | 1,099. 0. 2. |
| " Interest on 1st and 3rd Mortgages . . . | 1,029. 6. 2. | 1,029. 6. 2. | 202. 10. 11. |
| | 1,301. 11. 1 | 1,568. 3. 2. | 1,301. 11. 1. |
| | | | |
| | | By Balance from Revenue Account No. 9 . . . | 1,078. 15. 10. |
| | | " Balance . . . | 489. 7. 4. |
| | | | 1,568. 3. 2. |

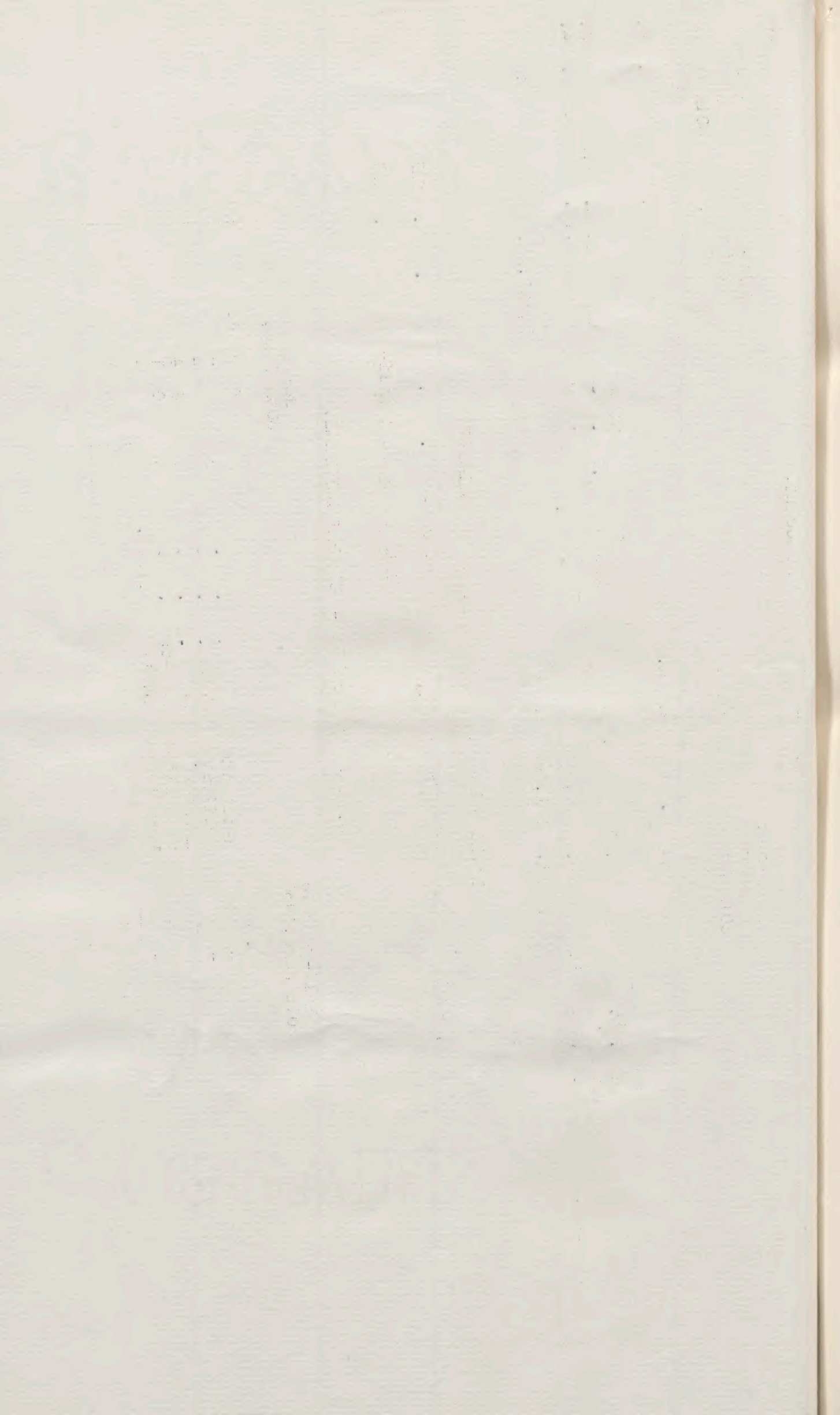
No. 11 - PROPOSED APPROPRIATION OF BALANCE.

Balance, available for Dividend, as per Account No. 10 . . . Nil

Balance to next Half-year . . . Nil

No. 12 - ABSTRACT E. - GENERAL EXPENSES.

| Half-year to 30th June, 1930 | Half-year to 30th June, 1929 |
|-----------------------------------|------------------------------|
| £ s. d. | £ s. d. |
| Rates and Taxes . . . | - - |
| Arbitrator's Fees . . . | - - |
| Auditor's Fees . . . | 4 4 0 |
| Travelling Expenses . . . | 0 1 4 |
| Printing and Stationery, etc. . . | - - |
| | |
| 4 5 4 | 4 5 4 |



No. 13 - GENERAL BALANCE SHEET

Cr.

Dr.

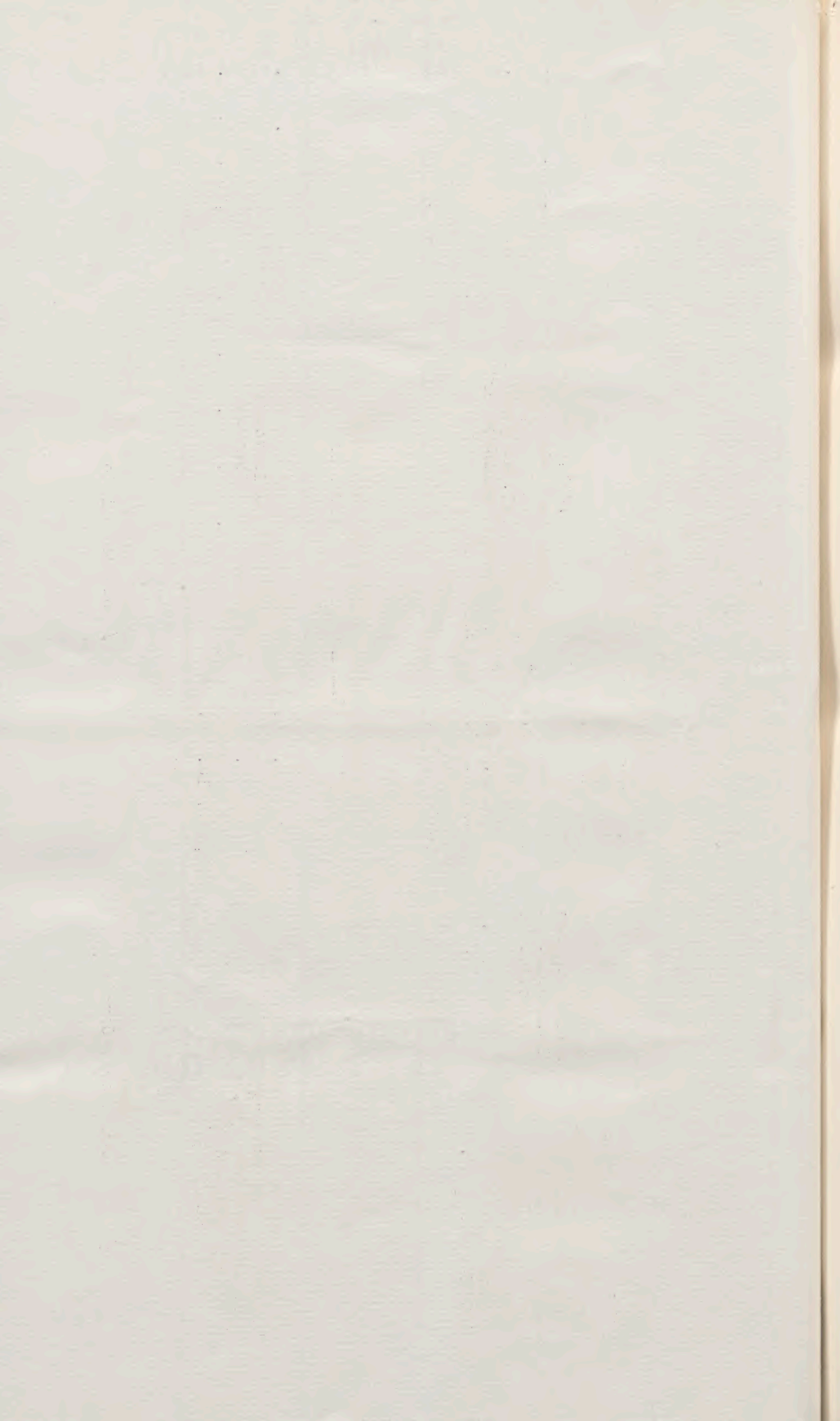
| | £ | s. | d. | £ | s. | d. |
|---|----------|-----|----|---------|-----|-----|
| To Unpaid Dividends and Interest, viz:- | | | | | | |
| 1st Mortgage Debt | £15,505. | 8. | 0. | | | |
| 3rd Do. | 6,484. | 17. | 0. | | | |
| " Sundry Outstanding Accounts | | | | 21,990. | 5. | 0. |
| " Cash | | | | 620. | 7. | 10. |
| | | | | 12. | 16. | 0. |
| | | | | 22,623. | 8. | 10. |
| By Capital Account, Balance at debit thereof, as per Account No. 4 | | | | | | |
| " Net Revenue Account, Balance at debit thereof, as per Account No. 10. | | | | 202. | 10. | 11. |
| " Amount due by Londonderry and Lough Swilly Railway Company | | | | 18,039. | 4. | 3. |
| | | | | 22,623. | 8. | 10. |

No. 13A - GUARANTEED LOAN ACCOUNT (2nd MORTGAGE)

| | £ | s. | d. | £ | s. | d. |
|---|---------|-----|-----|---------|-----|----|
| To amount received from Grand Jury, County Londonderry | 44,480. | 15. | 10. | | | |
| " Amount received from Grand Jury, County Donegal | 25,281. | 16. | 10. | | | |
| | 69,762. | 12. | 8. | | | |
| By total amount paid to Board of Works by Guaranteeing Bodies on foot of 2nd Mortgage | | | | 69,762. | 12. | 8. |
| | | | | 69,762. | 12. | 8. |

Now Londonderry County Borough Council.

Now Donegal County Council



No. 14, - MILEAGE STATEMENT.

| | Miles authorised | Miles constructed | Miles worked by Engines |
|-------------------------------------|------------------|-------------------|-------------------------|
| Lines owned by Company | 16½ | 16½ | 16½ |
| Total | 16½ | 16½ | 16½ |
| Foreign Lines worked over | - | - | - |
| Total | 16½ | 16½ | 16½ |

No. 15 - STATEMENT OF TRAIN MILEAGE.

| | |
|----------------------------------|---------------------------------|
| Half-year ended 30th June, 1930 | Half-year ended 30th June, 1929 |
| 21,567 | 23,137 |
| Mixed Goods and Passenger Trains | |

Office of Public Works,

T. CASSEDY, Secretary to the Commissioners of Public Works.

Dublin, 29th Sept., 1930.

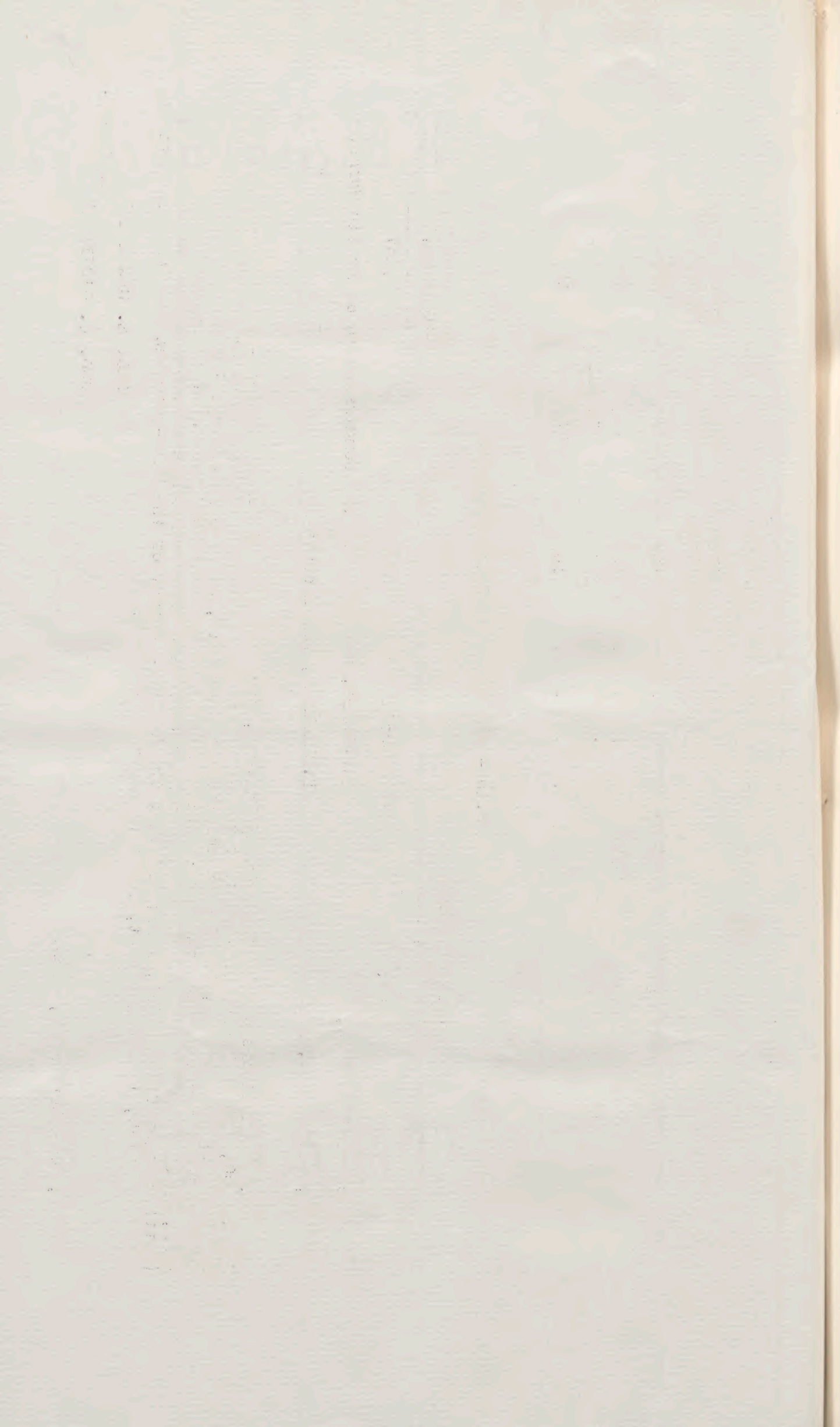
P. BRANAGAN, for Accountant

" "

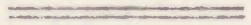
We, the Auditors of the Letterkenny Railway, have examined the Accounts for the Half-year ended 30th June, 1930, and we hereby certify that the said Accounts contain a full and true Statement of the Financial condition of the Railway, based upon the receipts for 1913, and the percentage thereof paid to the Working Company in that year under the Government Control of Irish Railways' agreement in operation from 1917 to 1921, which was continued in the case of owning companies under working agreements by the Irish Railway (Settlement of Claims) Act, 1921; and that the Revenue Account of the Half-year has been charged with all expenses which, in our judgment, ought to be paid thereout.

GEO. E. SHANAHAN)
Auditors.
JNO. C. O'REILLY)

Dublin, 30th September, 1930.



LETTERKENNY RAILWAY

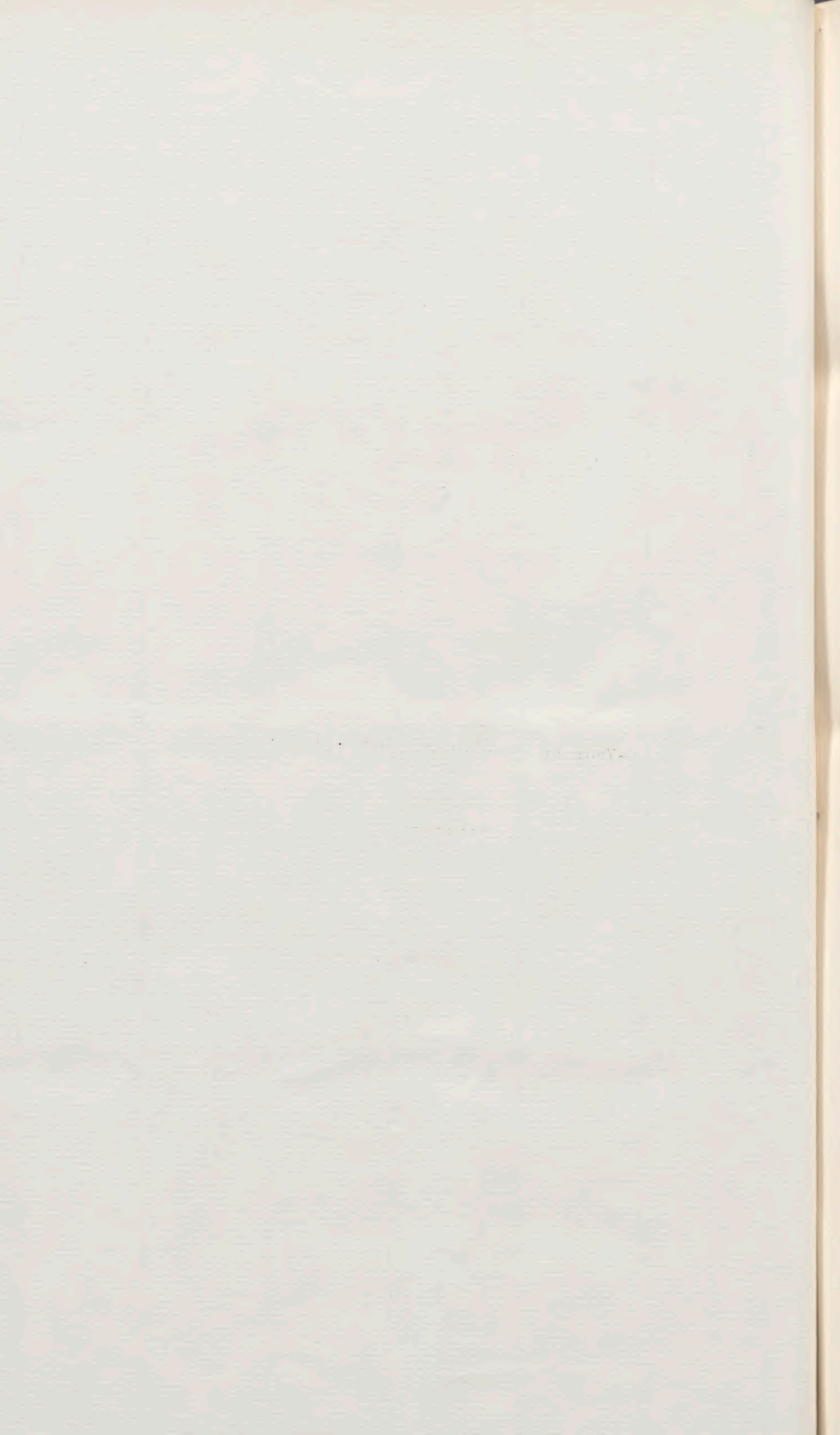


STATEMENTS OF ACCOUNTS

for the

Half-Year ended 31st December, 1930.

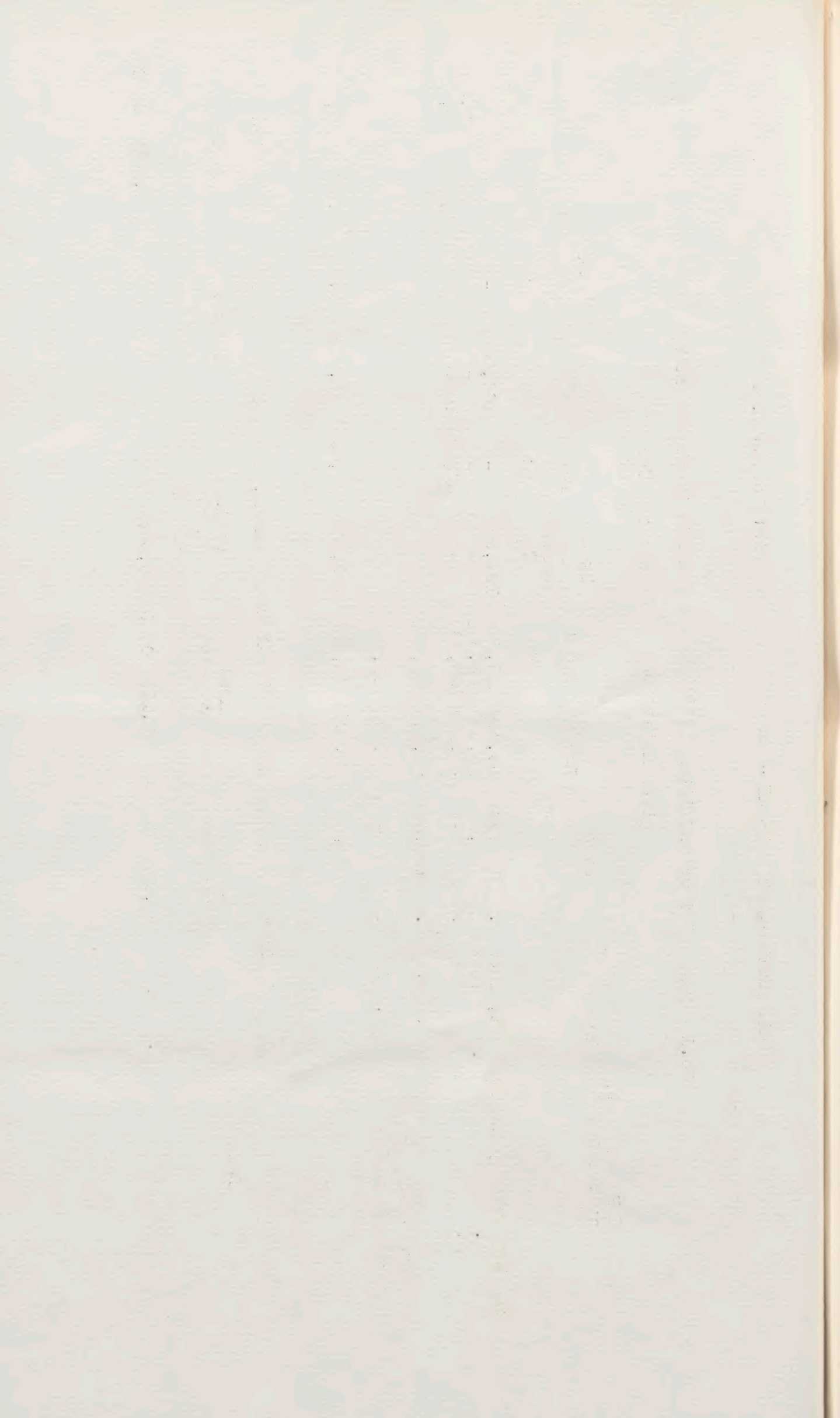




THE LETTERKENNY RAILWAY - HALF-YEAR ended 31st December, 1930.

| No.1 - STATEMENT OF CAPITAL AUTHORISED AND CREATED BY THE COMPANY | | | | | | | | | | | |
|---|--|--------------------|---------|-------------------------------|--------------------|---------|---------|--------------------|---------|---------|--|
| Capital Authorised | | | | Capital Created or Sanctioned | | | | Balance | | | |
| Acts of Parliament, or Certificates of the Board of Trade | | Stock and Shares £ | Loans £ | Total £ | Stock and Shares £ | Loans £ | Total £ | Stock and Shares £ | Loans £ | Total £ | |
| The Letterkenny Railway Act, 1860 . | | 100,000 | 33,300 | 133,300 | 100,000 | - | 100,000 | - | - | - | |
| Do. 1866 . | | 50,000 | 16,500 | 66,500 | - | - | - | 50,000 | - | 50,000 | |
| Do. 1871 . | | - | 123,000 | 123,000 | - | 100,000 | 100,000 | - | 23,000 | 23,000 | |
| Total | | 150,000 | 172,800 | 322,800 | | | | | | | |
| Less - Extinguished by | | | | | | | | | | | |
| The Letterkenny Railway Act, 1871 . | | - | 49,800 | 49,800 | | | | | | | |
| Total | | 150,000 | 123,000 | 273,000 | 100,000 | 100,000 | 200,000 | 50,000 | 23,000 | 73,000 | |

| No.2 - STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED. | | | | | | | | | | | | | | | | | | | |
|---|--|---------|---|-----------------|--------|---|---|-----------------|---|---|---|-----------------|---|--------|---|-----------------|---|---|---|
| Amount Created | | | | Amount Received | | | | Calls in Arrear | | | | Amount Uncalled | | | | Amount Unissued | | | |
| Description | | £ | s | d | £ | s | d | £ | s | d | £ | s | d | £ | s | d | £ | s | d |
| Ordinary Shares | | 100,000 | 0 | 0 | 57,155 | 0 | 0 | 8,305 | 0 | 0 | - | - | - | 34,540 | 0 | 0 | | | |



NO. 3 - CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

| | Raised by Loans | | Total Loans | At per cent | Raised by Issue of Debenture Stock | | Total raised by Loans and by Debenture Stock |
|---|---------------------|---------------|---------------------|-------------|------------------------------------|-----------------------|--|
| | Government Loan | At 5 per cent | | | At per cent | Total Debenture Stock | |
| Loan Capital | £ s d 85,000 0 0 | £ 2,750 | £ s d 87,750 0 0 | £ - | £ - | £ s d 87,750 0 0 | |
| Increase . . . | - | - | - | - | - | - | |
| Decrease . . . | - | - | - | - | - | - | |
| Total Amount authorised to be raised by Loans and by Debenture Stock, in respect of Capital created as per Statement No.1 | | | | | | £ s d 100,000 0 0 | |
| Total Amount raised by Loans and by Debenture Stock | | | | | £87,750. 0. 0 | £ s d 51,204 8 6 | |
| Less Repayments as per Account No.4 | | | | | £ 36,545 11. 6 | £ s d 48,795 11 6 | |
| Balance, being available Borrowing Powers, at 31st December, 1930 | | | | | | | |

1. The first part of the document is a list of names and their corresponding dates. The names are listed in a column on the left, and the dates are listed in a column on the right. The names are:

| | |
|--------------|------|
| Mr. A. B. C. | 1890 |
| Mr. D. E. F. | 1891 |
| Mr. G. H. I. | 1892 |
| Mr. J. K. L. | 1893 |
| Mr. M. N. O. | 1894 |
| Mr. P. Q. R. | 1895 |
| Mr. S. T. U. | 1896 |
| Mr. V. W. X. | 1897 |
| Mr. Y. Z. A. | 1898 |
| Mr. B. C. D. | 1899 |
| Mr. E. F. G. | 1900 |

2. The second part of the document is a list of names and their corresponding dates. The names are listed in a column on the left, and the dates are listed in a column on the right. The names are:

| | |
|--------------|------|
| Mr. H. I. J. | 1901 |
| Mr. K. L. M. | 1902 |
| Mr. N. O. P. | 1903 |
| Mr. Q. R. S. | 1904 |
| Mr. T. U. V. | 1905 |
| Mr. W. X. Y. | 1906 |
| Mr. Z. A. B. | 1907 |
| Mr. C. D. E. | 1908 |
| Mr. F. G. H. | 1909 |
| Mr. I. J. K. | 1910 |

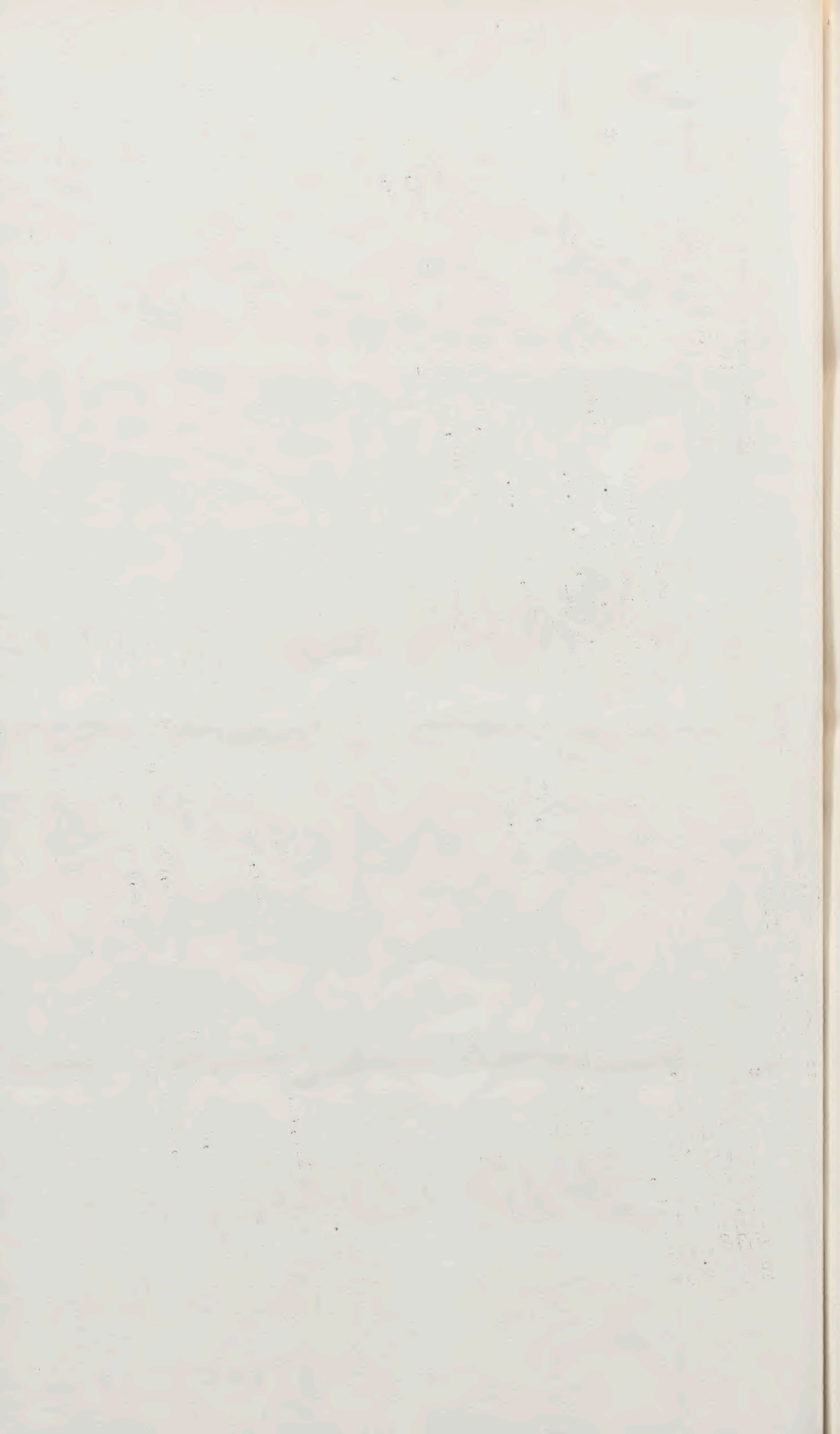
3. The third part of the document is a list of names and their corresponding dates. The names are listed in a column on the left, and the dates are listed in a column on the right. The names are:

| | |
|--------------|------|
| Mr. L. M. N. | 1911 |
| Mr. O. P. Q. | 1912 |
| Mr. R. S. T. | 1913 |
| Mr. U. V. W. | 1914 |
| Mr. X. Y. Z. | 1915 |
| Mr. A. B. C. | 1916 |
| Mr. D. E. F. | 1917 |
| Mr. G. H. I. | 1918 |
| Mr. J. K. L. | 1919 |
| Mr. M. N. O. | 1920 |

| | Amount expended to 30th June 1930 | | Amount expended during Half-year | | Total | | Amount received to 30th June, 1930 | Amount received during Half-year | | Total | | | | |
|--|-----------------------------------|-----|----------------------------------|-----|---------|-----|------------------------------------|----------------------------------|---|-------|---------|---------|---|---|
| | £ | s | d | £ | s | d | | £ | s | | d | | | |
| To Expenditure On Lines opened for Traffic, No. 5 . . . | 145,852 | 5 | 2 | Nil | 145,852 | 5 | 2 | 57,155 | 0 | 0 | 57,155 | 0 | 0 | |
| To Expenditure 1898-1916, transferred from Capital Suspense . | 2,477 | 2 | 3 | Nil | 2,477 | 2 | 3 | 51,204 | 8 | 6 | 51,204 | 8 | 6 | |
| | 148,329 | 7 | 5 | | 148,329 | 7 | 5 | 108,359 | 8 | 6 | 108,359 | 8 | 6 | |
| Less Amount received as compensation for lands taken by Strabane and Letterkenny Railway Company, & Londonderry & Lo. Swilly Railway Co. | | 588 | 5 | | | 588 | 5 | | - | - | | | | |
| | 147,741 | 2 | 2 | | 147,741 | 2 | 2 | | | | | | | |
| Less amount of 2nd Mortgage Loan now fully repaid | 35,000 | 0 | 0 | | 35,000 | 0 | 0 | | | | | | | |
| | 112,741 | 2 | 2 | | 112,741 | 2 | 2 | | | | | | | |
| | | | | | | | | | | | | 112,741 | 2 | 2 |

By Receipts-
 Shares and Stock
 per Account No. 2
 Loans, per Account
 No. 3, £87,750. 0.0.
 Less re-
 payments £36,545. 11.6.

Balance



No. 5 - DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 31st December, 1930

No Expenditure

No. 6. - RETURN OF WORKING STOCK

Not Applicable.

No. 7 - ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

No further Expenditure contemplated at present.

NO. 8 - CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE, AS PER No. 7

| | | | |
|--|---------|---|---|
| Stock and Loan Capital authorised, but not yet created or sanctioned, per Account No.1 . . . | £73,000 | 0 | 0 |
| Capital Stock created, but not yet received, per Account No.2 - | | | |
| Calls in Arrear . . . | £8,305 | 0 | 0 |
| Amount Unissued . . . | 34,540 | 0 | 0 |

| | | | |
|--|--|----------|----|
| Available Borrowing Powers, per Account No.3 . . . | | 42,845 | 0 |
| | | 48,795 | 11 |
| | | | 6 |
| | | £164,640 | 11 |
| | | 4,381 | 13 |
| | | | 8 |

Less Capital Account Balance at debit thereof, per Account No.4

| | | | |
|-------------------------|----------|----|----|
| Balance available . . . | £160,258 | 17 | 10 |
|-------------------------|----------|----|----|

1883

1883

1883

1883

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1883

1883

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1883

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1883

1883

1883

Dr.

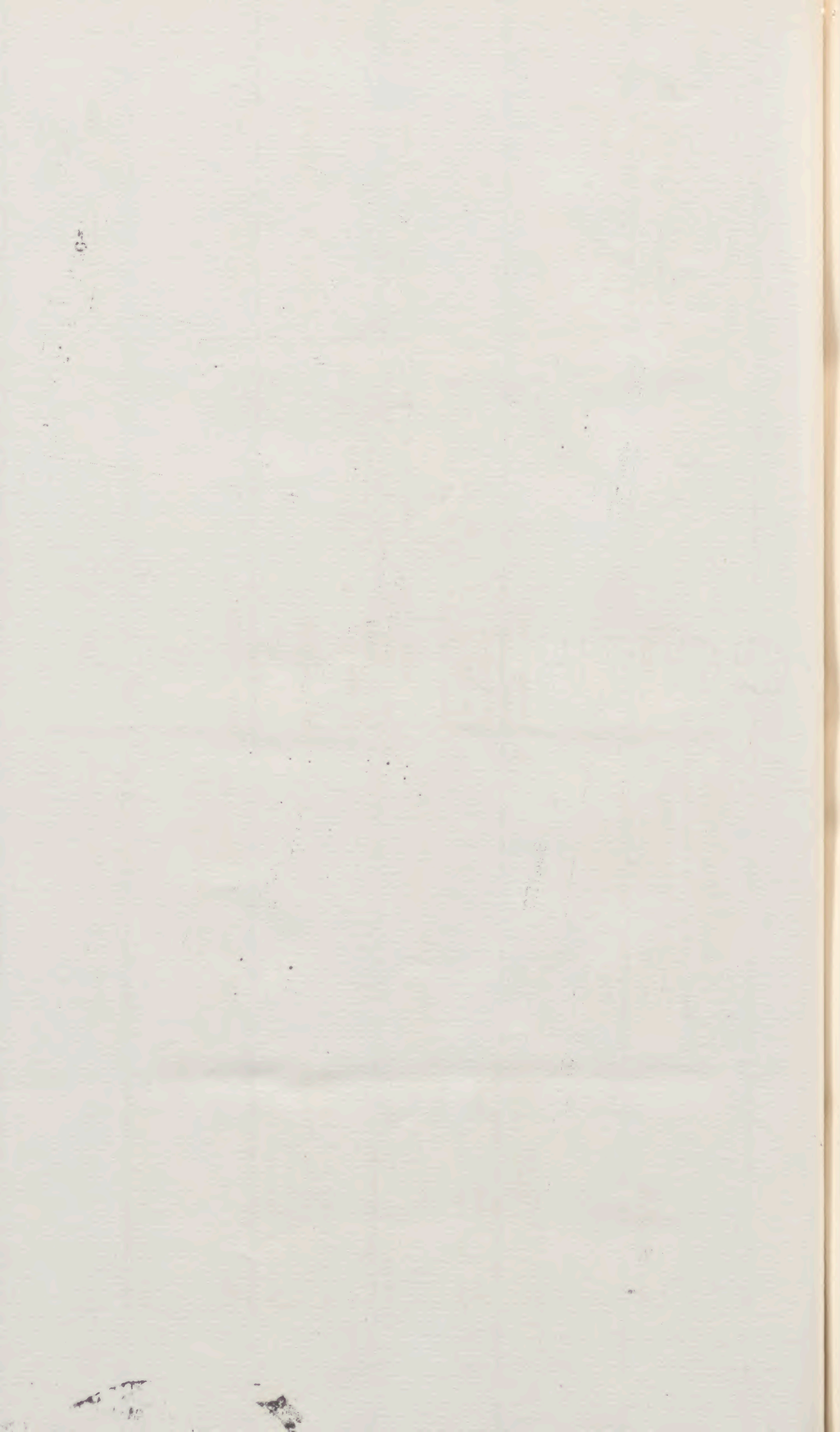
No. 9 - REVENUE ACCOUNT.

Cr.

| EXPENDITURE | Half-year ended 31st Dec., 1929. | | Half-year ended 31st Dec., 1930 | | RECEIPTS | Half-year ended 31st Dec., 1929. | | Half-year ended 31st Dec., 1930 | | |
|--|----------------------------------|-------|---------------------------------|-------|----------|----------------------------------|--------|---------------------------------|-----------|---------------|
| | £ | s d | £ | s d | | £ | s d | £ | s d | |
| To Londonderry and Lough Swilly Railway Company (as in 1913) for working the line and supplying the necessary rolling stock..... | 2,406. | 3.10 | 2,407. | 17. 2 | | | 3,668. | 7. 6 | 3,668. | 7. 6 |
| " General Charges as per Abstract E. | 4. | 5. 4 | 4. | 5. 4 | | | | | | |
| " Londonderry and Lough Swilly Railway Company for Rates paid by Working Company on behalf of Owing Company. | 27. | 17. 9 | 114. | 15. 5 | | | | | 4.15. | 1 5.19. 4 |
| | 2,438. | 6.11 | 2,526. | 17.11 | | | | | 28.14. | 1 30. 1. - |
| " Balance carried to Net Revenue Account | 1,263. | 9. 9 | 1,177. | 9.11 | | | | | | |
| | 3,701.16. | 8 | 3,704. | 7.10 | | | | | 3,701.16. | 8 3,704.7. 10 |

Receipts in respect of Railway Working under the terms of the Agreement with the Government in respect of the control of Railways.

By Passengers-
 1st Class ..
 2nd Class ..
 3rd Class ..
 " Excess Fares
 " Total ..
 " Parcels, etc.
 " Merchandise
 " Minerals ..
 " Live Stock
 " Markets
 " Rent & Fees



Dr.

No.10 NET REVENUE ACCOUNT.

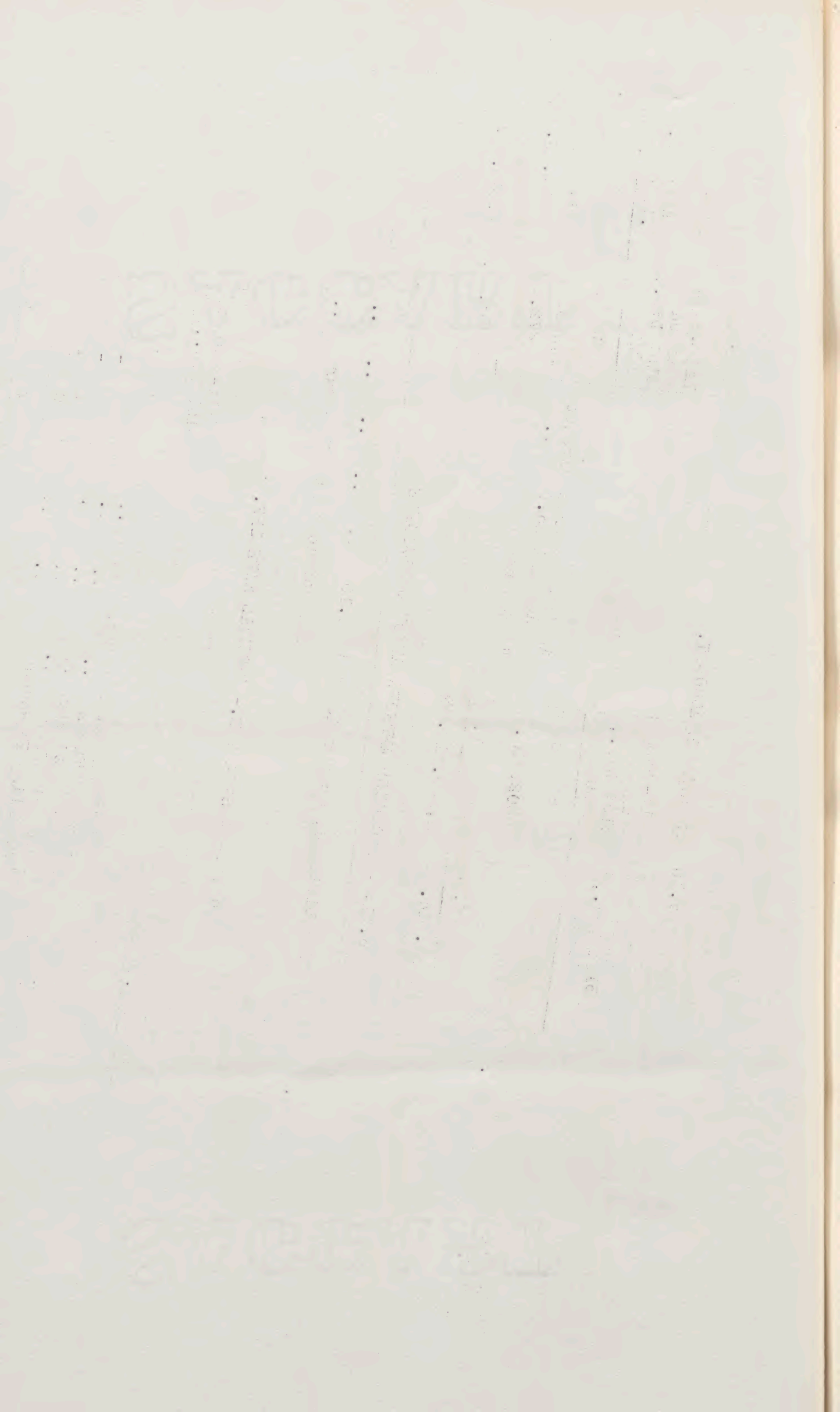
| Half-year ended 31st Dec., 1929. | Half-year ended 31st Dec., 1930 | Half-year ended 31st Dec., 1929 | Half-year ended 31st Dec., 1930 |
|--|---------------------------------|---|---------------------------------|
| £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| To Balance from last Half-year's account . . . | 202. 10. 11 | By Balance from Revenue Account No.9 .. | 1,263. 9. 9 |
| " Interest on 1st and 3rd Mortgages | 1,046. 7. 4 | " Balance | 272. 4. 11 |
| | 1,535. 14. 8 | | 1,535. 14. 8 |

No.11. - PROPOSED APPROPRIATION OF BALANCE

| | |
|---|-----|
| Balance, available for Dividend, as per Account No.10 | Nil |
| Balance to next Half-year | Nil |

No.12.- ABSTRACT E.- GENERAL EXPENSES.

| Half-year to 31st Dec., 1929 | Half-year to 31st Dec., 1930 |
|----------------------------------|------------------------------|
| £. s. d. | £. s. d. |
| Printing and Stationery, etc. .. | - - - |
| Rates and Taxes .. | - - - |
| Arbitrators' Fees .. | 4 4 0 |
| Auditor's Fees .. | 0 1 4 |
| Travelling Expenses .. | 4 5 4 |
| | 4 5 4 |



Dr.

No. 13.- GENERAL BALANCE SHEET

Cr.

| | £ | s | d | | £ | s | d |
|---|---------|-----|----|--|---------|-----|---|
| To Unpaid Dividends and interest, viz:- | | | | By Capital Account, Balance at debit thereof, as per Account No. 4 .. | 4,381. | 13. | 8 |
| 1st Mortgage Debt .. 16482. | | | 4 | " Net Revenue Account, Balance at debit thereof, as per Account No. 10 | 71. | 8. | 4 |
| 3rd Do. 6554. | 23,036. | 12. | 4 | " Amount due by Londonderry and Lough Swilly Railway Company. | 19,220. | 19. | 6 |
| " Sundry Outstanding Accounts | 620. | 7. | 10 | | 23,674. | 1. | 6 |
| " Cash | 17. | 1. | 4 | | | | |
| | 23,674. | 1. | 6 | | | | |

No. 13A.- GUARANTEED LOAN ACCOUNT (2nd MORTGAGE).

| | £ | s | d | | £ | ss. | d |
|---|---------|-----|----|---|---------|-----|---|
| To amount received from Grand Jury County Londonderry. ϕ | 44,480. | 15. | 10 | By total amount paid to Board of Works by Guaranteeing Bodies on foot of 2nd Mortgage | 69,762. | 12. | 8 |
| " Amount received from Grand Jury, County Donegal $\phi\phi$ | 25,281. | 16. | 10 | | 69,762. | 12. | 8 |
| | 69,762. | 12. | 8 | | | | |

ϕ Now Londonderry County Borough Council

$\phi\phi$ Now Donegal County Council.

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No. 14.- MILEAGE STATEMENT.

| | Miles authorised | Miles constructed | Miles worked by Engines |
|--------------------------------|------------------|-------------------|-------------------------|
| Lines owned by Company | 16½ | 16½ | 16½ |
| Total | 16½ | 16½ | 16½ |
| Foreign Lines worked over .. . | - | - | - |
| Total | 16½ | 16½ | 16½ |

No. 15.- STATEMENT OF TRAIN MILEAGE.

| | |
|-------------------------------------|---------------------------------|
| Half-year ended 31st Dec., 1929 | Half-year ended 31st Dec., 1930 |
| 23,084 | 21,075 |
| Mixed Goods and Passenger Trains .. | |

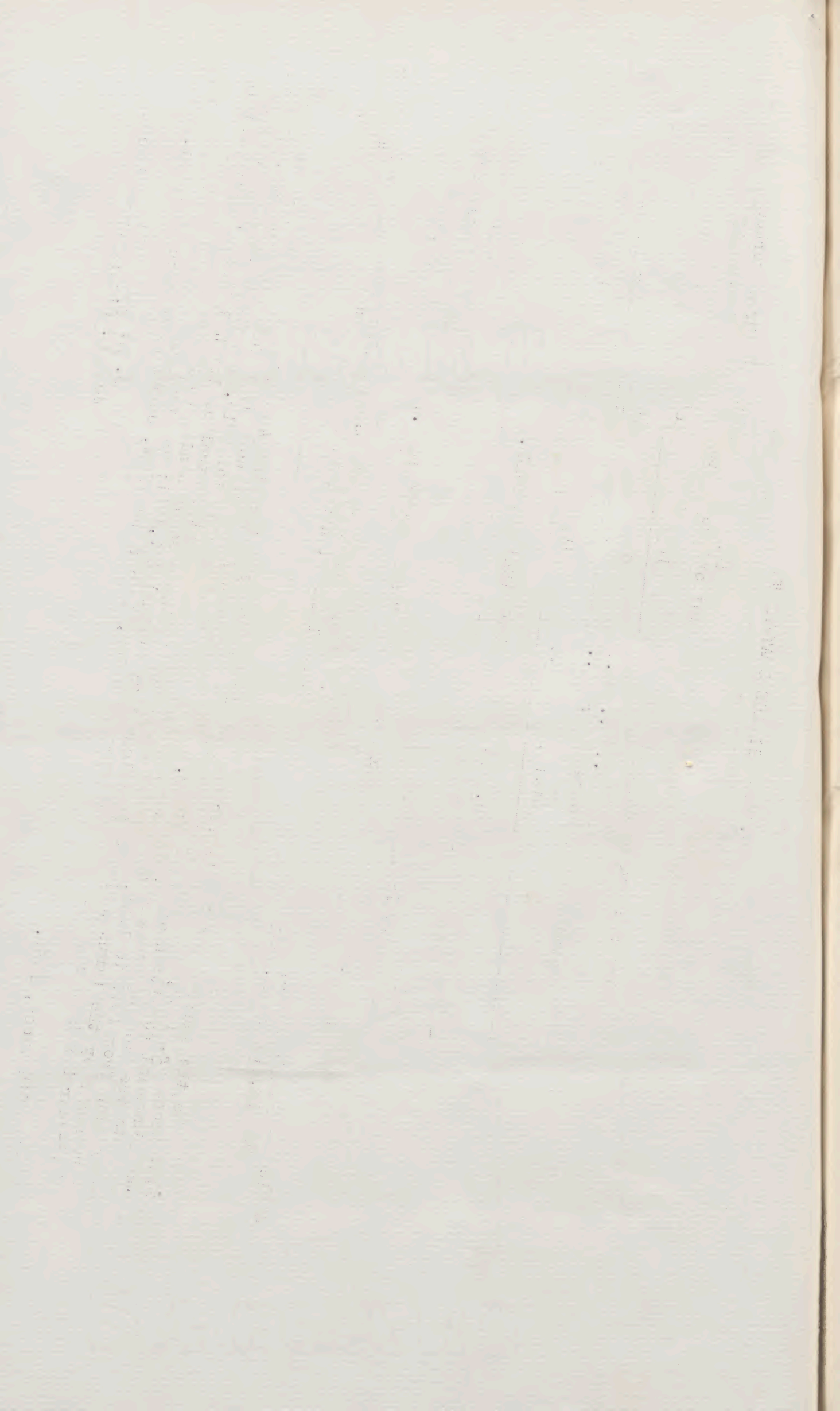
Office of Public Works,
Dublin, 4th March, 1931.

T. CASSEDY, Secretary to the Commissioners of Public Works.
T. Mac INERNEY, Accountant

We, the Auditors of the Letterkenny Railway, have examined the Accounts for the Half-year ended 31st December, 1930, and we hereby certify that the said Accounts contain a full and true Statement of the Financial condition of the Railway, based upon the receipts for 1913, and the percentage thereof paid to the Working Company in that year under the Government Control of Irish Railways' agreement in operation from 1917 to 1921, which was continued in the case of owning companies under working agreements by the Irish Railways (Settlement of Claims) Act, 1921; and that the Revenue Account of the Half-year has been charged with all expenses which, in our judgment, ought to be paid thereout.

Dublin 5th March, 1931.

GEO. E. SHANAHAN) Auditors.
JOHN C. O'REILLY)



Londonderry and Lough Swilly Railway Company.

Report of the Directors, Statement of Financial Accounts

AND

Statistical Returns

For Year ended 31st December, 1930.

TO BE SUBMITTED TO THE

ANNUAL GENERAL MEETING

Of the Proprietors of the Company,

TO BE HELD AT THE

COMPANY'S OFFICES, PENNYBURN, LONDONDERRY,

On FRIDAY, the 27th day of FEBRUARY, 1931,

At TWELVE o'clock Noon.

Londonderry and Lough Swilly Railway Company.

DIRECTORS.

I. J. TREW COLQUHOUN, *Chairman*, "Cloneen," Buncrana, Co. Donegal.

JOHN R. HASTINGS, D.L., *Deputy Chairman*, "Foyle View," Londonderry.

SIR BASIL A. T. M'FARLAND, Bt., "Aberfoyle," Londonderry.

JOHN M'LAUGHLIN (Senator), "Inishfail," Fahan, Co. Donegal.

JAMES M'CORMICK, M.B., "Crossways," Buncrana, Co. Donegal.

DIRECTORS' REPORT.

The Financial Accounts and Statistical Returns for the year ended 31st December, 1930, duly audited and verified, are presented with this Report.

The following is a Summary of the Receipts and Expenditure on Revenue Account:—

| | 1930. | 1929. | + Increase. - Decrease. |
|---|-------------------|-------------------|----------------------------|
| Per Account No. 8:— | £ | £ | £ |
| Receipts of Railway, &c. | 53,070 | 45,482 | 7,588+ |
| Expenditure | 63,512 | 56,441 | 7,071+ |
| Net Receipts | <i>Dr.</i> 10,442 | <i>Dr.</i> 10,959 | 517+ |
| Miscellaneous Receipts (Net) from Rents, Interest, &c. | 737 | 661 | 76+ |
| Grant-in-aid received from Government of Northern Ireland | 7,250 | 4,062 | 3,188+ |
| Total Net Income | <i>Dr.</i> 2,455 | <i>Dr.</i> 6,236 | 3,781+ |
| Per Account No. 9:— | | | |
| <i>Add</i> —Balance from last Account | <i>Dr.</i> 50,532 | <i>Dr.</i> 40,903 | 9,629— |
| Credit from Income Tax | — | 659 | 659— |
| Appropriation from Reserve | 1,646 | 2,554 | 908— |
| <i>Deduct</i> :— | <i>Dr.</i> 51,341 | <i>Dr.</i> 43,926 | 7,415— |
| Interest, Rentals and other fixed charges, &c. | 6,665 | 6,206 | 459+ |
| Dividends on County Guaranteed Stocks | <i>Dr.</i> 58,006 | <i>Dr.</i> 50,132 | 7,874— |
| Balance carried forward to next year's Accounts | 400 | 400 | — |
| | <i>Dr.</i> 58,406 | <i>Dr.</i> 50,532 | 7,874— |

The Irish Free State Government has granted financial assistance to the extent of £7,417 towards the loss on working the Letterkenny, Carndonagh, and Burtonport Extensions during the year, and these sums, together with the amounts received in the years 1924 to 1929, inclusive, for a similar purpose, are included in the General Balance Sheet (Account No. 18).

The Omnibus Services formerly operated by Mr. JOHN DOHERTY, Buncrana, Mr. S. BURNS, Kilmacrenan, Mr. D. M'LAUGHLIN, Carndonagh, and Mr. J. KANE, Culdaff, between Derry, Buncrana, Carndonagh, Malin Head, Dunfanaghy, and Gortahork, have, during the year, been acquired by the Company. The fleet of 'Buses previously owned by the foregoing Proprietors has, for the purpose of the Company's extended Road Services, been augmented by a number of other 'Buses acquired by the Company. The working results from Road Services appear in Account No. 11.

The Director retiring by rotation is Dr. JAMES M'CORMACK, who, being eligible, offers himself for re-election.

The Auditor retiring by rotation is Mr. J. HAROLD PIM, F.C.A., who, being eligible, offers himself for re-election.

I. J. TREW COLQUHOUN, *Chairman*.
H. HUNT, *Secretary*.

SECRETARY'S OFFICE,
PENNYBURN,
LONDONDERRY, 2nd February, 1931.

Londonderry and Lough Swilly Railway Company.

FINANCIAL ACCOUNTS FOR THE YEAR ENDED 31st DECEMBER, 1930.

FINANCIAL ACCOUNTS.

No. 1 (a).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

| Special Acts. | Capital Authorised. | | | | Capital Created. | | | Balance. | | |
|---|---------------------------|-------------------|--------|---------|------------------|--------|---------|----------|--------|---------|
| | County Guaranteed Shares. | Shares and Stock. | Loans. | Total. | Shares. | Loans. | Total. | Shares. | Loans. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| 1.—Special Acts conferring Capital Powers, which have been fully exercised ... | 10,000 | 135,000 | 36,052 | 181,052 | 109,955 | 34,698 | 144,653 | 35,045 | 1,354 | 36,399 |
| 2.—Special Acts conferring Capital Powers, which have not been fully exercised :— | | | | | | | | | | |
| L. & L. S. Rly. Act, 1918 ... | ... | 30,000 | 10,000 | 40,000 | ... | ... | ... | 30,000 | 10,000 | 40,000 |
| Do. do. 1924 ... | ... | ... | 35,279 | 35,279 | ... | ... | ... | ... | 35,279 | 35,279 |
| | 10,000 | 165,000 | 81,331 | 256,331 | 109,955 | 34,698 | 144,653 | 65,045 | 46,633 | 111,678 |
| Extinguished by L. & L.S.Rly. Act, 1918 ... | ... | 35,045 | 1,354 | 36,399 | ... | ... | ... | 35,045 | 1,354 | 36,399 |
| Do. do. do. 1924 ... | ... | ... | 10,000 | 10,000 | ... | ... | ... | ... | 10,000 | 10,000 |
| Total, ... | 10,000 | 129,955 | 69,977 | 209,932 | 109,955 | 34,698 | 144,653 | 30,000 | 35,279 | 65,279 |

No. 1 (b).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

(Not applicable to this Company.)

No. 1 (c).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

(Not applicable to this Company.)

No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a), SHOWING THE PROPORTION ISSUED.

| Description. | Amount Created. | Amount Issued. | Nominal additions to or deductions from Capital. | Amount on which Dividend is payable. | Amount which does not rank for Dividend until a future date. | Calls in Arrear. | Amount Uncalled. | Amount Unissued. |
|---|-----------------|----------------|--|--------------------------------------|--|------------------|------------------|------------------|
| | £ | £ | £ | £ | £ | £ | £ | £ |
| Ordinary Shares ... | 50,330 | 50,330 | ... | 50,330 | ... | ... | ... | ... |
| Preference Stock ... | 49,625 | 49,625 | ... | 49,625 | ... | ... | ... | ... |
| Carndonagh Extension Order, 1898, County Guaranteed Shares ... | 5,000 | 5,000 | ... | 5,000 | ... | ... | ... | ... |
| Burtonport Extension Confirmation Act, 1898, County Guaranteed Shares ... | 5,000 | 5,000 | ... | 5,000 | ... | ... | ... | ... |
| Total, ... | 109,955 | 109,955 | ... | 109,955 | ... | ... | ... | ... |

No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

| | Raised by Loans. | | Raised by Issue of Debenture Stock. | | | Total raised by Loans and Debenture Stock. |
|--|-----------------------------|-------|-------------------------------------|-----------------|--|--|
| | Total Loans at 3½ per cent. | | At 4 per cent. | At 3½ per cent. | Existing amount of Stock. Total Debenture Stock. | |
| | £ | £ | £ | £ | £ | £ |
| Existing at 31st December, 1930 ... | 10,548 | 6,400 | 17,750 | 24,150 | 34,698 | 34,698 |
| Do., 31st December, 1929 ... | 10,548 | 6,400 | 17,750 | 24,150 | 34,698 | 34,698 |
| Increase ... | ... | ... | ... | ... | ... | ... |
| Decrease ... | ... | ... | ... | ... | ... | ... |
| Total Amount authorised to be raised by Loans and by Debenture Stocks, in respect of Capital created, as per Statement No. 1 | ... | ... | ... | ... | ... | 34,698 |
| Total Amount raised by Loans and by Debenture Stock as above | ... | ... | ... | ... | ... | 34,698 |
| Balance, being available borrowing powers, at 31st December, 1930 | ... | ... | ... | ... | ... | ... |

No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Dr.

Cr.

| To Expenditure. | Amount Expended to 31st December, 1929. | Amount Expended during Year, as per No. 5. | Total | By Receipts. | Amount Received to 31st December, 1929. | Amount Received during Year. | Total. |
|---|---|--|---------------|---|---|------------------------------|---------------|
| | £ s d | £ s d | £ s d | | £ s d | £ s d | £ s d |
| On Lines open for Traffic ... | 120,111 19 1 | — | 120,111 19 1 | Shares and Stock, per Account No. 2 ... | 109,955 0 0 | — | 109,955 0 0 |
| On Lines not open for Traffic— | | | | Loans, per Account No. 3 ... | 10,548 0 0 | — | 10,548 0 0 |
| Widenings of and additions to existing Lines ... | 14,243 2 10 | — | 14,243 2 10 | Debenture Stock, per Account No. 3 ... | 24,150 0 0 | — | 24,150 0 0 |
| Working Stock ... | 49,456 5 6 | — | 49,456 5 6 | | | | |
| Land, Property, etc., not forming part of the Railway or Stations:— | | | | Cash received on Forfeited Shares ... | 144,653 0 0 | — | 144,653 0 0 |
| Used in connection with Railway working | 3,283 3 11 | — | 3,283 3 11 | Premium on Shares ... | | | |
| Steamboats ... | 5,329 6 6 | — | 5,329 6 6 | Do Debenture Stock | 1,502 11 6 | — | 1,502 11 6 |
| | | | | | | | |
| | | | | Total Receipts ... | 146,155 11 6 | — | 146,155 11 6 |
| | | | | By Balance ... | | | 46,268 6 4 |
| Total Expenditure ... | 192,423 17 10 | — | 192,423 17 10 | Total, ... | | | 192,423 17 10 |

No. 4 (a)—SUBSCRIPTIONS TO OTHER COMPANIES.

(Not applicable to this Company.)

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1930.

(Not applicable).

NOTE.—Expenditure amounting to £14,945 13s 0d, in respect of Road Motor Services, properly chargeable to Capital Account, and usually detailed in this Statement, has been placed to a Suspense Account, and included in the General Balance Sheet,—Account No. 18.

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| | ESTIMATED FURTHER EXPENDITURE. | | |
|-----------------|---|-----------------------------------|--------|
| | During the Year ending 31st December, 1931. | Subsequently until Completion. | TOTAL. |
| £ | £ | £ | £ |
| NOT DETERMINED. | | | |

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| | | | | | | |
|--|-----|-------|-----|--------|----|---|
| Share and Loan Capital authorised but not yet created (as per Statement No. 1 (a)) | .. | ... | ... | £ | s | d |
| | | | | 65,279 | 0 | 0 |
| Share Capital created but not yet received (as per Statement No. 2) | ... | ... | ... | ... | | |
| Loan Capital created but not yet available (as per Statement No. 3) | ... | ... | ... | ... | | |
| | | Total | ... | 65,279 | 0 | 0 |
| Deduct :— | | | | | | |
| Balance at Debit (as per Capital Account No. 4) | ... | ... | ... | 46,268 | 6 | 4 |
| | | Total | ... | 19,010 | 13 | 8 |

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

| See Statement. | | Gross Receipts. | Expenditure. | Net Receipts. | Year 1929. | | |
|----------------|---|-----------------|--------------|---------------------------|-----------------|--------------|----------------------|
| | | | | | Gross Receipts. | Expenditure. | Net Receipts. |
| | | £ s d | £ s d | £ s d | £ | £ | £ |
| 10 | Railway ... | 39,966 7 5 | 49,668 1 3 | <i>Dr.</i> 9,701 13 10 | 48,998 | 54,814 | <i>Dr.</i> 10,821 |
| 11 | Road Transport ... | 12,415 11 4 | 13,106 5 2 | <i>Dr.</i> 690 13 10 | 215 | 263 | <i>Dr.</i> 48 |
| 12 | Steamboats ... | 687 11 10 | 737 5 4 | <i>Dr.</i> 49 13 6 | 1,274 | 1,364 | <i>Dr.</i> 90 |
| | Total ... | 53,069 10 7 | 63,511 11 9 | <i>Dr.</i> 10,442 1 2 | 45,482 | 56,441 | <i>Dr.</i> 10,959 |
| | Miscellaneous Receipts (Net)— | | | | | | |
| | Rents from Houses and Lands ... | | | 735 16 3 | | | 660 |
| | Transfer Fees ... | | | 1 0 0 | | | 1 |
| | General Interest ... | | | | | | |
| | Special Items— | | | | | | |
| | Grant-in-aid received from Government of Northern Ireland ... | | | 5,250 0 0 | | | 4,062 |
| | Do. do. do. do. Supplementary for year 1929 ... | | | 2,000 0 0 | | | |
| | Total Net Income ... | | | <i>Dr.</i> 2,455 4 11 | | <i>Dr.</i> | 6,236 |

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

| | Year 1930. | Year 1929. |
|--|---------------------------|----------------------|
| | £ s d | £ |
| Balance brought forward from last year's Account ... | <i>Dr.</i> 50,531 13 4 | <i>Dr.</i> 40,903 |
| Net Income (as per Statement No. 8) ... | <i>Dr.</i> 2,455 4 11 | <i>Dr.</i> 6,236 |
| Credit from Income Tax ... | | 659 |
| Appropriation from Reserve ... | 1,646 8 6 | 1,646 |
| " " " Balance for year 1927 ... | | 908 |
| Total ... | <i>Dr.</i> 51,340 9 9 | <i>Dr.</i> 43,926 |
| Deduct :— | | |
| Chief Rents ... | 6 2 0 | 6 |
| Interest on Loans ... | 369 3 6 | 369 |
| " " 3½% Debenture Stock ... | 621 5 0 | 621 |
| " " 4% " " " " ... | 256 0 0 | 256 |
| Percentage of Letterkenny Line Receipts ... | 2,450 16 2 | 2,454 |
| Treasury Moiety Carndonagh Line Surplus ... | 600 19 5 | 605 |
| " " Burtonport " " ... | 1,870 11 3 | 1,857 |
| General Interest ... | 490 9 4 | 38 |
| Total ... | 6,665 6 8 | 6,206 |
| Balance after providing for Fixed Charges ... | <i>Dr.</i> 58,005 16 5 | <i>Dr.</i> 50,132 |
| Dividends on 4 per cent. County Guaranteed Stocks at 4 per cent. per annum ... | 400 0 0 | 400 |
| Balance carried forward to next year's Accounts ... | <i>Dr.</i> 58,405 16 5 | <i>Dr.</i> 50,532 |

No. 9 (a).—STATEMENT OF INTERIM DIVIDEND PAID.

| | £ s d | Year 1930. | Year 1929. |
|--|---------------------------|-------------|-------------------|
| | | £ s d | £ |
| Balance available for Dividends (as per Account No. 9) ... | <i>Dr.</i> | 58,005 16 5 | <i>Dr.</i> 50,132 |
| Interim Dividend paid on— | | | |
| 4 per cent. County Guaranteed Stock at 2 per cent. ... | Half-year to 30th June, { | 200 0 0 | 200 |
| Preference Stock ... | | 200 0 0 | |
| Ordinary Stock ... | | | |
| Balance at 31st December carried to Balance Sheet (Account No. 18) ... | <i>Dr.</i> | 58,205 16 5 | <i>Dr.</i> 50,332 |

| To Expenditure. | Year 1929. | Percentage of Traffic Receipts. | | Year 1929. | Percentage of Traffic Receipts. | | | | | | | |
|---|---------------|---------------------------------|-------|---------------|---------------------------------|--------|--------|--------|-----|-----|-----------|-----------|
| | | 1930. | 1929. | | 1930. | 1929. | | | | | | |
| <i>See Abstracts</i> | | £ | s | d | £ | s | d | £ | s | d | Per Cent. | Per Cent. |
| A—Maintenance and Renewal of Way and Works | | 9,834 | 2 | 3 | 11,171 | 25·70 | 26·42 | 11,709 | 19 | 0 | 59·28 | 57·05 |
| B—Maintenance and Renewal of Rolling Stock— | | £ | s | d | £ | s | d | £ | s | d | | |
| (1) Locomotives | ... | 3,274 | 4 | 6 | 3,542 | 8·55 | 8·33 | 747 | 4 | 5 | | |
| (2) Carriages | ... | 1,008 | 10 | 7 | 1,334 | 2·63 | 3·15 | 11,709 | 14 | 7 | | |
| (3) Wagons | ... | 1,368 | 18 | 0 | 1,332 | 3·58 | 3·15 | | | | | |
| C—Locomotive Running Expenses | | £ | s | d | 6,208 | 14·76 | 14·68 | 12,456 | | | | |
| D—Traffic Expenses | | 13,140 | 8 | 11 | 15,103 | 34·34 | 35·72 | 118 | 6 | 5 | | |
| E—General Charges | | 16,126 | 3 | 1 | 17,359 | 42·14 | 41·06 | 365 | 3 | 4 | | |
| Law Charges | ... | 29,266 | 12 | 0 | 32,462 | 76·48 | 76·78 | 483 | 9 | 9 | | |
| Parliamentary Expenses | ... | 2,310 | 5 | 6 | 2,395 | 6·04 | 5·66 | ... | ... | ... | | |
| Compensation (Accidents and Losses)— | | ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| Passengers | ... | ... | ... | ... | 100 | ·24 | ·24 | ... | ... | ... | | |
| Workmen | ... | ... | ... | ... | 390 | 1·02 | ·92 | ... | ... | ... | | |
| Damage and Loss of Goods, Property, etc. | ... | ... | ... | ... | 52 | ·14 | ·13 | ... | ... | ... | | |
| F—Less Expenses of Collection and Delivery | | 533 | 10 | 11 | 542 | 1·40 | 1·29 | 4,247 | 15 | 7 | 40·72 | 42·95 |
| Rates | ... | 633 | 6 | 0 | 590 | 1·65 | 1·40 | 18,162 | 16 | 4 | | |
| Taxes | ... | ... | ... | ... | ... | ... | ... | 21,689 | | | | |
| National Insurance— | | £ | s | d | 341 | ·85 | ·81 | 2,454 | | | | |
| Health | ... | 325 | 5 | 6 | 88 | ·34 | ·21 | 19,235 | | | | |
| Unemployment | ... | ... | ... | ... | 429 | 1·19 | 1·02 | 2,811 | | | | |
| Total Traffic Expenditure | | 48,701 | 10 | 6 | 53,816 | 127·26 | 127·29 | 1,533 | | | | |
| H—Mileage, Demurrage, &c.—Balance, Dr. | | 78 | 7 | 6 | 173 | | | 537 | | | | |
| Miscellaneous | ... | 888 | 3 | 3 | 825 | | | 22,686 | 0 | 1 | 59·28 | 57·05 |
| Total Expenditure | | 49,668 | 1 | 3 | 54,814 | | | 38,269 | 16 | 5 | 100·00 | 100·00 |
| Dr. | | 9,701 | 13 | 10 | 10,821 | | | ... | ... | ... | | |
| Net Receipts | | 39,966 | 7 | 5 | 43,993 | | | 1,696 | 11 | 0 | | |
| | | | | | | | | 39,966 | 7 | 5 | | |

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

| | | | Year 1929. | |
|--|-------|-------|------------|--------|
| | £ | s d | £ | s d |
| Superintendence— | | | | |
| Salaries | 511 | 14 1 | | 530 |
| Office Expenses, etc. | 18 | 17 11 | | 24 |
| | | | 530 | 12 0 |
| Maintenance of Roads, Bridges, and Works— | | | | |
| Earthworks | | | | 52 |
| Bridges, Tunnels, Culverts, Retaining Walls, and Other Works | 410 | 19 4 | | 177 |
| Roads and Fences | 764 | 7 11 | | 975 |
| | | | 1,175 | 7 3 |
| Maintenance of Permanent Way:— | | | | |
| Renewal of Running Lines— | | | | |
| Wages | | | | ... |
| Materials | | | | ... |
| Engine Power and Wagon Repairs | | | | ... |
| Repair of Running Lines and Sidings— | | | | |
| Wages | 6,766 | 3 4 | | 7,140 |
| Materials | 688 | 15 8 | | 1,315 |
| Engine Power and Wagon Repairs | | | | ... |
| | | | 7,454 | 19 0 |
| Maintenance of Signalling | 142 | 4 9 | | 190 |
| Maintenance of Telegraph | 78 | 2 9 | | 92 |
| | | | 220 | 7 6 |
| Maintenance of Stations and Buildings— | | | | |
| Stations, Depots, and Offices | 337 | 15 1 | | 611 |
| Engine Sheds | 15 | 8 0 | | 41 |
| Carriage Sheds | 0 | 4 0 | | ... |
| Locomotive Workshops | 64 | 0 2 | | 3 |
| Carriage Workshops | 3 | 0 9 | | 1 |
| Wagon Workshops | | | | ... |
| Other Buildings | 32 | 8 6 | | 20 |
| | | | 452 | 16 6 |
| Total | | | 9,834 | 2 3 |
| | | | | 11,171 |

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1)—LOCOMOTIVES.

| | | | Year 1929. | |
|--|-------|------|------------|-------|
| | £ | s d | £ | s d |
| Superintendence— | | | | |
| Salaries | 330 | 15 7 | | 374 |
| Office Expenses | 16 | 5 4 | | 12 |
| | | | 347 | 0 11 |
| Repairs and Partial Renewals— | | | | |
| Wages | 2,041 | 10 7 | | 2,175 |
| Materials | 645 | 3 8 | | 686 |
| | | | 2,686 | 14 3 |
| Workshop Expenses— | | | | |
| Repairs and Renewals of Machinery and Plant | 240 | 9 4 | 240 | 9 4 |
| Other Expenses | | | | ... |
| Total | | | 3,274 | 4 6 |
| | | | | 3,542 |

(2)—CARRIAGES.

| | | | Year 1929. | |
|--|-----|-----|------------|-------|
| | £ | s d | £ | s d |
| Superintendence— | | | | |
| Salaries | 165 | 7 9 | | 187 |
| Office Expenses | 7 | 2 8 | | 5 |
| | | | 172 | 10 5 |
| Repairs and Partial Renewals— | | | | |
| Wages | 643 | 2 7 | | 779 |
| Materials | 135 | 8 6 | | 285 |
| | | | 778 | 11 1 |
| Workshop Expenses— | | | | |
| Repairs and Renewals of Machinery and Plant | 57 | 9 1 | | 78 |
| | | | 57 | 9 1 |
| Other Expenses | | | | ... |
| Total | | | 1,008 | 10 7 |
| | | | | 1,334 |

(3)—WAGONS.

| | | | Year 1929. | |
|--|-----|------|------------|-------|
| | £ | s d | £ | s d |
| Superintendence— | | | | |
| Salaries | 166 | 14 7 | | 187 |
| Office Expenses | 7 | 2 7 | | 5 |
| | | | 173 | 17 2 |
| Repairs and Partial Renewals— | | | | |
| Wages | 807 | 7 6 | | 819 |
| Materials | 330 | 4 3 | | 243 |
| | | | 1,137 | 11 9 |
| Workshop Expenses— | | | | |
| Repairs and Renewals of Machinery and Plant | 57 | 9 1 | 57 | 9 1 |
| Other Expenses | | | | ... |
| Total | | | 1,368 | 18 0 |
| | | | | 1,332 |

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

| | £ | s | d | £ | s | d | Year 1929. |
|--|-------|----|----|--------|----|----|------------|
| | | | | | | | £ |
| Superintendence— | | | | | | | |
| Salaries ... | 231 | 7 | 3 | | | | 230 |
| Office Expenses ... | 14 | 5 | 4 | | | | 10 |
| | | | | 245 | 12 | 7 | 240 |
| Steam Train Working— | | | | | | | |
| Wages connected with the running of Locomotive Engines ... | 6,502 | 13 | 8 | | | | 7,420 |
| Fuel ... | 5,934 | 10 | 1 | | | | 6,818 |
| Water ... | 148 | 10 | 1 | | | | 195 |
| Lubricants ... | 113 | 2 | 7 | | | | 130 |
| Other Stores, including Clothing ... | 195 | 15 | 11 | | | | 294 |
| Miscellaneous ... | 0 | 4 | 0 | | | | 6 |
| | | | | 12,894 | 16 | 4 | 14,863 |
| Total ... | | | | 13,140 | 8 | 11 | 15,103 |

ABSTRACT D.—TRAFFIC EXPENSES.

| | £ | s | d | £ | s | d | Year 1929. |
|--|-------|----|----|--------|----|----|------------|
| | | | | | | | £ |
| Salaries and Wages— | | | | | | | |
| Superintendence ... | 1,396 | 11 | 4 | | | | 1,568 |
| Station Masters and Clks. ... | 8,085 | 0 | 10 | | | | 8,110 |
| Signalmen ... | 244 | 17 | 10 | | | | 247 |
| Ticket Collectors, Porters, etc. ... | 2,916 | 6 | 5 | | | | 3,520 |
| Guards ... | 1,440 | 1 | 5 | | | | 1,617 |
| | | | | 14,082 | 17 | 10 | 15,062 |
| Fuel, Lighting, Water and General Stores | 340 | 10 | 9 | | | | 343 |
| Clothing ... | 40 | 0 | 0 | | | | 60 |
| Printing, Advertising, Stationery, Stamps, and Tickets ... | 509 | 3 | 6 | | | | 671 |
| Wagon Covers, etc. ... | 121 | 16 | 10 | | | | 123 |
| Cleansing, Lubricating and Lighting of Vehicles ... | 400 | 8 | 3 | | | | 415 |
| Shunting—Wages ... | 492 | 14 | 6 | | | | 501 |
| Other Expenses ... | | | | | | | |
| Railway Clearing House Expenses ... | 69 | 5 | 5 | | | | 115 |
| Miscellaneous Expenses ... | 69 | 6 | 0 | | | | 69 |
| Total ... | | | | 16,126 | 3 | 1 | 17,359 |

ABSTRACT E.—GENERAL CHARGES.

| | £ | s | d | Year 1929. |
|---|-------|----|---|------------|
| | | | | £ |
| Directors' Fees voted by Shareholders ... | 468 | 11 | 1 | 473 |
| Board of Trade Arbitrators (fees and expenses) ... | | | | |
| Auditors and Public Accountants (fees, clerkage and expenses) ... | 56 | 17 | 0 | 58 |
| Salaries of Secretary, General Manager, Accountant and Clerks ... | 1,530 | 2 | 2 | 1,577 |
| Office Expenses, ditto, ditto ... | 142 | 3 | 7 | 146 |
| Rating Expenses ... | 10 | 0 | 0 | 34 |
| Fire Insurance ... | 97 | 6 | 2 | 99 |
| Subscriptions and Donations ... | | | | |
| Miscellaneous Expenses ... | 5 | 5 | 6 | 8 |
| Total ... | 2,310 | 5 | 6 | 2,395 |

ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

| | £ | s | d | Year 1929. |
|---|-------|----|---|------------|
| | | | | £ |
| Salaries and Wages ... | | | | |
| Rent, Rates, and Taxes ... | | | | |
| Maintenance of Horses ... | | | | |
| Maintenance of Horse Vehicles ... | | | | |
| Amounts paid for Hired Cartage ... | 3,110 | 0 | 7 | 2,660 |
| Miscellaneous ... | | | | |
| | 3,110 | 0 | 7 | 2,660 |
| Amount charged to Passenger Train Traffic ... | 161 | 14 | 6 | 206 |
| Amount charged to Goods Traffic ... | 2,948 | 6 | 1 | 2,454 |

ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

(Not applicable to this Company.)

ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE

| | Year 1930. | | | Year 1929. | | |
|------------------------------|------------|--------------|----------|------------|--------------|------------------|
| | Receipts. | Expenditure. | Balance. | Receipts. | Expenditure. | Balance (Debit). |
| | £ | s | d | £ | £ | £ |
| Mileage and Demurrage— | | | | | | |
| Passenger Train Vehicles ... | | | | | | |
| Goods Train Vehicles ... | 37 | 6 | 8 | 112 | 5 | 0 |
| | | | | 74 | 18 | 4 |
| Hire of— | | | | | | |
| Passenger Train Vehicles ... | | | | | 46 | 46 |
| Goods Train Vehicles ... | | | | | | |
| Total ... | 37 | 6 | 8 | 115 | 14 | 2 |
| | | | | 78 | 7 | 6 |
| | | | | 19 | 192 | 173 |

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

(Not applicable to this Company.)

Dr. No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF ROAD TRANSPORT. Cr.

| To Expenditure. | Year 1930. | | Year 1929. | By Gross Receipts. | | Year 1930. | | Year 1929. |
|--------------------------------------|------------|----|------------|--------------------|-----------------------|------------|----|------------|
| | £ | s | d | £ | £ | s | d | £ |
| Superintendence | 225 | 7 | 2 | — | Passenger Services:— | | | |
| Maintenance of Buildings | 9 | 13 | 6 | 6 | Passengers | 12,096 | 17 | 8 |
| Maintenance of Motor Vehicles | 2,217 | 14 | 6 | 58 | Other Receipts | 85 | 10 | 4 |
| Traffic Expenses | 4,706 | 17 | 7 | 124 | | | | |
| Hire of Vehicles | 3 | 0 | 0 | — | Hire of Vehicles:— | | | |
| General Charges | 200 | 0 | 0 | — | Passenger | 233 | 3 | 4 |
| Licence Duty | 1,402 | 6 | 8 | 44 | | | | |
| Miscellaneous | 1,392 | 5 | 9 | 31 | | | | |
| | | | | | Total Receipts | 12,415 | 11 | 4 |
| | | | | | Balance | 690 | 13 | 10 |
| Transfer to Renewal Account | 2,949 | 0 | 0 | — | | | | |
| Total, £ | 13,106 | 5 | 2 | 263 | Total | £ 13,106 | 5 | 2 |

Dr No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS. Cr.

| To Expenditure. | Year 1930. | | Year 1929. | By Gross Receipts. | | Year 1930. | | Year 1929. |
|---------------------------------------|------------|----|------------|--------------------|-----------------------|------------|-----|------------|
| | £ | s | d | £ | £ | s | d | £ |
| Salaries and Wages | 444 | 17 | 8 | 883 | Passengers | 411 | 10 | 8 |
| Fuel | 1 | 10 | 11 | 96 | Parcels | 65 | 2 | 2 |
| Stores, Lubricants, Water, &c. | 133 | 3 | 3 | 165 | Mails | ... | ... | ... |
| Repairs | 75 | 19 | 1 | 112 | Merchandise | 196 | 5 | 2 |
| Harbour, Pier, and Light Dues | 15 | 14 | 0 | 14 | Live Stock | 14 | 13 | 10 |
| Miscellaneous | 41 | 0 | 5 | 56 | Miscellaneous | ... | ... | ... |
| Working Expenses | 712 | 5 | 4 | 1,326 | Total Receipts | 687 | 11 | 10 |
| Depreciation and Insurance | 25 | 0 | 0 | 37 | Balance | 49 | 13 | 6 |
| Total Expenditure | 737 | 5 | 4 | 1,363 | Total | £ 737 | 5 | 4 |

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS AND WHARVES.

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT.

(Not applicable to this Company.)

Dr. No. 18.—GENERAL BALANCE SHEET. Cr.

| | Year 1930. | | Year 1929. | | Year 1930. | | Year 1929. | |
|---|------------|-----|------------|---------|--|---------|------------|-----|
| | £ | s | d | | £ | £ | s | d |
| To Amounts due to other Companies | 35,564 | 13 | 8 | 31,364 | By Capital Account, Balance at debit thereof, as per Account No. 4 | 46,268 | 6 | 4 |
| Do. Railway Clearing Houses | ... | ... | ... | 481 | Bankers | ... | ... | ... |
| Sundry Outstanding Accounts | 5,556 | 18 | 7 | 4,674 | General Stores—Stock of Materials on hand | 4,222 | 16 | 5 |
| Accounts payable | 8,128 | 9 | 11 | 7,826 | Traffic Accounts due to the Company | 1,103 | 11 | 5 |
| Fire Insurance Fund | 980 | 0 | 0 | 940 | Miscellaneous Accounts | 1,858 | 7 | 8 |
| Bankers (*) | 9,813 | 13 | 6 | 666 | Accounts Receivable | 952 | 7 | 3 |
| Reserve Funds | 25,386 | 10 | 3 | 27,033 | Amounts due by Railway Clearing Houses | 281 | 5 | 8 |
| Payments received from Irish Free State Government towards loss on working of Extension Lines, from 1924 to date | 42,782 | 0 | 0 | 35,365 | Revenue Account, balance at debit thereof, as per Account No. 9 (a) | 58,205 | 16 | 5 |
| Omnibus Renewal Fund | 2,949 | 0 | 0 | ... | Capital Expenditure Suspense A/c.—Expenditure during 1929 and 1930 | 17,240 | 7 | 6 |
| (There is a contingent liability of £20,455 10s 0d in respect of Capital Expenditure on Omnibuses, and Debenture Stock for £5,000 was issued in 1930 as collateral security for portion of this sum.) | | | | | Special Items— | | | |
| | | | | | Owencarrow Viaduct Disaster | 1,028 | 7 | 3 |
| | 131,161 | 5 | 11 | 108,349 | | 131,161 | 5 | 11 |

(*) Debenture Stock for £8,000 issued to Bank in 1930 as collateral security.

PART II.

STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A.)—MILEAGE OF LINES OPEN FOR TRAFFIC.

| | RUNNING LINES. | | | | | | Sidings reduced to Single Track. | Total of Single Track, including Sidings. | Year 1929. |
|--|-----------------------------|---------------|--------------|---------------|---|--|----------------------------------|---|---|
| | Length of Road First Track. | Second Track. | Third Track. | Fourth Track. | Over four Tracks (reduced to Single Track). | Total Miles (reduced to Single Track). | | | Total of Single Track, including Sidings. |
| | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. |
| Lines Owned by the Company— Main and Principal Lines— | 82 40 | 1 5 | ... | ... | ... | 83 45 | 5 35 | 89 0 | 89 0 |
| Total ... | 82 40 | 1 5 | ... | ... | ... | 83 45 | 5 35 | 89 0 | 89 0 |
| <i>Ditto, Year 1929</i> ... | 82 40 | 1 5 | ... | ... | ... | 83 45 | 5 35 | 89 0 | 89 0 |
| Lines Leased or Worked— Letterkenny Railway, Farland to Letterkenny ... | 16 40 | 0 25 | ... | ... | ... | 16 65 | 1 40 | 18 25 | 18 25 |
| Grand Total ... | 99 0 | 1 30 | ... | ... | ... | 100 30 | 6 75 | 107 25 | 107 25 |
| <i>Ditto, Year 1929</i> ... | 99 0 | 1 30 | ... | ... | ... | 100 30 | 6 75 | 107 25 | 107 25 |

(B.)—MILEAGE OF LINES AUTHORISED BUT NOT OPEN FOR TRAFFIC.

| | Miles Authorised. | Miles Constructed and not Open for Traffic. | | Miles under Construction. | Miles not Commenced, or in Abeyance. |
|--------------------------------|-------------------|---|---|---------------------------|--------------------------------------|
| | | Length of Road. | Length (including Sidings) Reduced to Single Track. | | |
| | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. |
| Lines Owned by the Company ... | 0 28 | ... | ... | ... | 0 28 |
| Total ... | 0 28 | ... | ... | ... | 0 28 |
| <i>Total, Year 1929</i> ... | 0 28 | ... | ... | ... | 0 28 |

(C.)—MILEAGE OF LINES RUN OVER BY THE COMPANY'S ENGINES.

| | Year 1930. | Year 1929. |
|---|------------|------------|
| | M. Ch. | M. Ch. |
| Lines owned by the Company ... | 82 40 | 82 40 |
| Lines Leased or Worked by the Company ... | 16 40 | 16 40 |
| Total ... | 99 0 | 99 0 |

II.—ROLLING STOCK.

(A.)—STEAM LOCOMOTIVES AND TENDERS.

| Description. | | | | | | | | Number. | Year 1929. |
|----------------|-----|-----|-----|-----|-----|-----|-----|---------|------------|
| Tender Engines | ... | ... | ... | ... | ... | ... | ... | 2 | 2 |
| Tank Engines— | | | | | | | | | |
| 4-6-0 | ... | ... | ... | ... | ... | ... | ... | 4 | 4 |
| 4-6-2 | ... | ... | ... | ... | ... | ... | ... | 7 | 7 |
| 4-8-4 | ... | ... | ... | ... | ... | ... | ... | 2 | 2 |
| 0-6-0 | ... | ... | ... | ... | ... | ... | ... | 1 | 1 |
| | | | | | | | | 16 | 16 |
| Tenders | ... | ... | ... | ... | ... | ... | ... | 2 | 2 |

(B.)—RAIL MOTOR VEHICLES.

(C.)—TRAINS WORKED BY ELECTRIC POWER.

(Not applicable to this Company.)

(D.)—COACHING VEHICLES (OTHER THAN ELECTRIC).

(E.)—MERCHANDISE AND MINERAL VEHICLES.

| Description. | Number | Seats or Berths. | | | Year 1929. | |
|--------------------------------------|-----------|------------------|--------------|--------------|------------|-------------------------|
| | | 1st Class. | 3rd Class. | Total. | Number | Seats or Berths. Total. |
| PASSENGER CARRIAGES. | | | | | | |
| Carriages of uniform Class | 34 | ... | 1,630 | 1,630 | 34 | 1,630 |
| Composite Carriages | 10 | 152 | 370 | 522 | 10 | 522 |
| Miscellaneous | ... | ... | ... | ... | .. | ... |
| Total | 44 | 152 | 2,000 | 2,152 | 44 | 2,152 |
| Sleeping | Nil | | | Nil | | ... |
| Total Passenger Carriages | 44 | | | 2,152 | 44 | 2,152 |
| OTHER COACHING VEHICLES. | | | | | | |
| Post Office Vans | ... | | | | ... | |
| Luggage, Parcel, and Brake Vans | 4 | | | | 4 | |
| Carriage Trucks | ... | | | | ... | |
| Horse Boxes | 1 | | | | 1 | |
| Miscellaneous | 3 | | | | 3 | |
| Total other Coaching Vehicles | 8 | | | | 8 | |
| Total Coaching Vehicles | 52 | | | | 52 | |

| Description. | Number | Year 1929. |
|---|------------|------------|
| Open Wagons— | | |
| Under 8 tons | 151 | 151 |
| 8 and up to 12 tons | ... | ... |
| Over 12 and up to 20 tons | ... | ... |
| Over 20 tons (other than special) | ... | ... |
| Covered Wagons— | | |
| Under 8 tons | 109 | 109 |
| 8 and up to 12 tons | ... | ... |
| Over 12 and up to 20 tons | ... | ... |
| Over 20 tons | ... | ... |
| Special Wagons (for loads of exceptional dimensions and weight) | 2 | 2 |
| Cattle Trucks | 5 | 5 |
| Rail and Timber Trucks, including Twin Trucks | 4 | 4 |
| Brake Vans | 5 | 5 |
| Miscellaneous | ... | ... |
| Total | 276 | 276 |

(F.)—RAILWAY SERVICE VEHICLES AND HORSES FOR SHUNTING.

| Description. | Number. | Year 1929. |
|---------------------|---------|------------|
| Mess and Tool Vans | 1 | 1 |
| Stores Van | 1 | 1 |
| Coal Stages | 3 | 3 |
| Stone Crushers | 2 | 2 |
| Horses for Shunting | ... | ... |

III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS AND IN THE CONVEYANCE OF PASSENGERS.

| Description. | Number. | Year 1929. |
|--------------------------|---------|------------|
| Passenger Road Vehicles— | | |
| Road Motors | 24 | 4 |

IV.—STEAMBOATS.

| | Number. | Total Horse Power. | Total Registered Tonnage. |
|--|---------|--------------------|---------------------------|
| Steam and Motor Boats of 250 tons net and under | 3 | 380 | 70 |
| Grand Total | 3 | 380 | 70 |
| <i>Do. Year 1929</i> | 3 | 380 | 70 |

V.—CANALS.

VI.—DOCKS, HARBOURS, AND WHARVES.

VII.—HOTELS.

(Not applicable to this Company.)

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

| Land | Acreage. | Year 1929. |
|---|-------------|-------------|
| Agricultural Land | ... | ... |
| Urban and Suburban Land | ... | ... |
| Houses. | Number. | |
| Labouring Class Dwellings | <i>Nil.</i> | <i>Nil.</i> |
| Houses and Cottages for Company's Servants | 76 | 76 |
| Other Houses and Cottages | 1 | 1 |

IX.—OTHER INDUSTRIES (IF ANY).

(Not applicable to this Company.)

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS. (ABSTRACT A.)

| | Year 1930. | Year 1929. |
|---|-----------------|-----------------|
| Quantities of Principal Materials used— | | |
| Ballast | 1,427 C. Yds. | 1,764 C. Yds. |
| Fencing | 3.64 Miles | 6 Miles |
| Rails | 8 Tons | — Tons |
| Sleepers | 2,911 | 4,651 |
| Miles Maintained— | | |
| Miles of Road | M. C. 99 0 | M. C. 99 0 |
| Miles of Road reduced to Single Track— | | |
| (a) Running Lines | M. C. 100 30 | M. C. 100 30 |
| (b) Sidings | 6 75 | 6 75 |
| Miles of Track renewed | ... | ... |

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK. (ABSTRACT B.)

| | In Company's Workshops. | By Contract. | TOTAL. | Year 1929. |
|--|-------------------------------|-----------------|--------|------------|
| | | | | TOTAL. |
| Locomotives Renewed | ... | ... | ... | ... |
| Locomotives Repaired— | | | | |
| Heavy Repairs | 4 | ... | 4 | 5 |
| Light „ | 6 | ... | 6 | 6 |
| Locomotives under or awaiting Repair at end of year | 3 | ... | 3 | 2 |
| Coaching Vehicles— | | | | |
| (a) Carriages Renewed | ... | ... | ... | ... |
| Carriages Repaired— | | | | |
| Heavy Repairs | 6 | ... | 6 | 1 |
| Light „ | 16 | ... | 16 | 20 |
| Carriages under or awaiting Repair at end of year | 7 | ... | 7 | 3 |
| (b) Others Renewed | ... | ... | ... | ... |
| Others Repaired— | | | | |
| Heavy Repairs | ... | ... | ... | ... |
| Light „ | 3 | ... | 3 | 5 |
| Others under or awaiting Repairs at end of year | 2 | ... | 2 | 2 |
| Wagons completely Renewed | ... | ... | ... | ... |
| Wagons partially Renewed | ... | ... | ... | 2 |
| Wagons Repaired— | | | | |
| Heavy Repairs | 3 | ... | 3 | 4 |
| Light „ | 94 | ... | 94 | 108 |
| Wagons under or awaiting Repair at end of year | 18 | ... | 18 | 8 |

XII.—ENGINE MILEAGE.

| | Year 1929. | | | | | | | | | | | | | | | | | | | |
|---|----------------------------------|--------|---------|---|--------|---------|--------------------|--------|--------|---|---------|---------|---------------------------|---------|---------|----------------|--------|--------|----------------|---------|
| | Train Miles. (Loaded Trains.) | | | Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.) | | | Shunting Miles. | | | Other Miles, (Assist- ing, Light, &c.) | | | TOTAL ENGINE MILES. | | | | | | | |
| | Coach- ing. | Goods. | Total. | Coach- ing. | Goods. | Total. | Coach- ing. | Goods. | Total. | Coach- ing. | Goods. | Total. | Coach- ing. | Goods. | Total. | | | | | |
| | | | | | | | | | | | | | | | | Coach- ing. | Goods. | Total. | Coach- ing. | Goods. | Total. | Coach- ing. | Goods. | Total. |
| A.—MILES RUN IN RELATION TO THE COMPANY'S RECEIPTS— | | | | | | | | | | | | | | | | | | | | |
| Over the Company's System by the Company's Engines ... | 111,735 | 97,630 | 209,365 | 112,767 | 98,447 | 211,214 | 1,775 | 33,227 | 3,420 | 129,598 | 106,679 | 236,277 | 130,740 | 107,613 | 238,353 | 1,859 | 40,278 | 4,724 | 285,214 | 285,706 |
| B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE— | | | | | | | | | | | | | | | | | | | | |
| By the Company's Engines over Lines owned, leased, or worked by the Company ... | 111,735 | 97,630 | 209,365 | 112,767 | 98,447 | 211,214 | 1,775 | 33,227 | 3,770 | 129,598 | 106,679 | 236,277 | 130,740 | 107,613 | 238,353 | 1,859 | 40,278 | 5,216 | 285,706 | 285,706 |
| C.—MILES RUN BY THE COMPANY'S ENGINES | | | | | | | | | | | | | | | | | | | | |
| Over Lines owned, leased, or worked by the Company ... | 111,735 | 97,630 | 209,365 | 112,767 | 98,447 | 211,214 | 1,775 | 33,227 | 3,770 | 129,598 | 106,679 | 236,277 | 130,740 | 107,613 | 238,353 | 1,859 | 40,278 | 5,216 | 285,706 | 285,706 |
| TOTAL ... | 111,735 | 97,630 | 209,365 | 112,767 | 98,447 | 211,214 | 1,775 | 33,227 | 3,770 | 129,598 | 106,679 | 236,277 | 130,740 | 107,613 | 238,353 | 1,859 | 40,278 | 5,216 | 285,706 | 285,706 |

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

| Class of Passenger. | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Company's System. | Year 1929. | | | |
|---------------------|---------|-------------|-----------------------------|---|------------|-----------|-----------------------------|---|
| | | | | | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Company's System. |
| Ordinary— | | £ s d | s d | | | £ | s d | |
| 1st Class ... | 8,393 | 504 4 5 | 1 2·42 | 8,344 | 12,657 | 747 | 1 2·17 | 12,561 |
| 3rd „ ... | 228,160 | 9,897 14 7 | 0 10·41 | 224,079 | 278,494 | 11,709 | 0 10·09 | 273,754 |
| Total ... | 236,553 | 10,401 19 0 | 0 10·55 | 232,423 | 291,151 | 12,456 | 0 10·27 | 286,315 |
| Season— | | | | | | | | |
| 1st Class ... | 10 | 58 6 5 | ... | 10 | 18 | 118 | ... | 18 |
| 3rd „ ... | 44 | 205 3 4 | ... | 44 | 74 | 365 | ... | 74 |

XIV.—GOODS TRAFFIC AND RECEIPTS.

| | Tonnage. | Receipts. | Average Receipt per Ton. | Tonnage originating on the Company's System. | Year 1929. | | | |
|-----------------------------|----------|-------------|--------------------------|--|------------|-----------|--------------------------|--|
| | | | | | Tonnage. | Receipts. | Average Receipt per Ton. | Tonnage originating on the Company's System. |
| | Tons. | £ s d | s d | Tons. | Tons. | £ | s d | Tons. |
| Merchandise ... | 37,034 | 17,715 12 0 | 9 6·80 | 33,717 | 41,035 | 19,235 | 9 4·50 | 37,573 |
| Coal, Coke, and Patent Fuel | 8,604 | 1,618 15 11 | 3 9·15 | 8,604 | 8,237 | 1,533 | 3 8·66 | 8,237 |
| Other Minerals ... | 3,226 | 397 3 1 | 2 5·54 | 3,140 | 4,209 | 537 | 2 6·61 | 4,040 |
| Total ... | 48,864 | 19,731 11 0 | 8 0·91 | 45,461 | 53,481 | 21,305 | 7 11·61 | 49,850 |
| | Number. | | | Number originating on the Company's System. | Number. | | | Number originating on the Company's System. |
| Live Stock ... | 28,663 | 2,954 9 1 | ... | 28,663 | 27,082 | 2,811 | ... | 27,082 |

XV. (A.)—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY MIXED TRAINS.

| Description. | Tons. | Year 1929. |
|---|--------|------------|
| | | Tons. |
| Ale and Porter (including Empties) ... | 318 | 371 |
| Bacon and Hams, Butter and Eggs ... | 934 | 1,001 |
| Bricks (Common) ... | 133 | 97 |
| Cured Herrings and Curing Salt ... | 858 | 1,347 |
| Coal, Coke, and Patent Fuel ... | 8,604 | 8,237 |
| Flour and Bran, Sharps, and other Flour Mill Offal | 2,530 | 2,499 |
| Oil Cake and Cattle Foods ... | 7,917 | 9,332 |
| Grain ... | 3,316 | 2,842 |
| Groceries, excluding Bacon, Hams, and Butter | 1,278 | 1,319 |
| Hay, Straw, Seeds, and other Farm Produce | 1,041 | 1,228 |
| Hardware, Machinery, etc. ... | 3,785 | 3,925 |
| Manure (including Lime) ... | 5,216 | 5,094 |
| Potatoes ... | 1,267 | 2,672 |
| Stone for Road making purposes and Sand | 2,695 | 3,807 |
| Timber ... | 947 | 1,091 |
| Turf, Ore, and other Minerals, except Coal and Lime | 400 | 298 |
| Total, ... | 41,239 | 45,160 |

XV. (B.)—NUMBER OF LIVE STOCK CARRIED BY MIXED TRAINS.

| Description. | No. | Year 1929. |
|-------------------|--------|------------|
| Horses ... | 99 | 72 |
| Cattle ... | 16,654 | 14,880 |
| Calves ... | 3,693 | 3,151 |
| Sheep ... | 8,033 | 8,581 |
| Pigs ... | 184 | 262 |
| Miscellaneous ... | ... | 136 |
| Total | 28,663 | 27,082 |

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED.

| | Year 1921 | Year 1922 | Year 1923 | Year 1924 | Year 1925 | Year 1926 | Year 1927 | Year 1928 | Year 1929 | Year 1930 |
|--|-----------|------------|------------|-----------|------------|------------|------------|------------|------------|------------|
| Total Expenditure on Capital Account (No. 4) ... | £ 170,738 | £ 170,738 | £ 192,424 | £ 192,424 | £ 192,424 | £ 192,424 | £ 192,424 | £ 192,424 | £ 192,424 | £ 192,424 |
| Gross Receipts from businesses carried on by the Company (No. 8) ... | † | 59,736 | 59,661 | 64,467 | 62,727 | 55,943 | 54,482 | 53,115 | 45,482 | 53,069 |
| Revenue Expenditure on ditto. ditto. (No. 8) ... | † | 82,374 | 74,899 | 73,470 | 72,469 | 69,593 | 65,764 | 61,521 | 56,441 | 63,511 |
| Net Receipts from businesses carried on by the Company (No. 8) ... | Dr. 937 | Dr. 22,638 | Dr. 15,238 | Dr. 9,003 | Dr. 9,742 | Dr. 13,650 | Dr. 11,282 | Dr. 8,406 | Dr. 10,959 | Dr. 10,442 |
| Miscellaneous Receipts Net (No. 8) ... | * 14,870 | * 29,034 | * 19,757 | * 13,887 | * 7,433 | * 7,848 | * 9,321 | 6,087 | 5,382 | 7,987 |
| Total Net Income (No. 8) ... | 13,933 | 6,396 | 4,519 | 4,884 | Dr. 2,309 | Dr. 5,802 | Dr. 1,961 | Dr. 2,319 | Dr. 5,577 | Dr. 2,455 |
| Interest, Rentals, and other Fixed Charges (No. 9) ... | 6,285 | 6,154 | 8,521 | 6,182 | 6,476 | 6,177 | 6,177 | 6,208 | 6,206 | 6,665 |
| Dividends on Guaranteed and Preference Stocks (No. 9) ... | 2,881 | 2,881 | 400 | 400 | 400 | 400 | 400 | 400 | 400 | 400 |
| Balance after payment of Preference Dividends (No. 9) ... | 5,531 | 5,375 | 2,211 | 2,513 | Dr. 12,705 | Dr. 25,084 | Dr. 33,622 | Dr. 40,903 | Dr. 50,532 | Dr. 58,406 |
| Dividend on Ordinary Stock (No. 9) ... | 2,516 | 1,762 | ... | ... | ... | ... | ... | ... | ... | ... |
| — Rate per cent. ... | 5 | 3½ | ... | ... | ... | ... | ... | ... | ... | ... |
| Surplus ... | 2,251 | 599 | ... | 302 | ... | ... | ... | ... | ... | ... |
| Deficit ... | ... | ... | 1,403 | ... | 9,185 | 12,379 | 8,538 | 7,281 | 9,629 | 7,874 |
| Appropriation to Reserve and Renewal Funds ... | 2,000 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| „ from Reserve and Renewal Funds ... | ... | 5,000 | 3,000 | 2,000 | ... | ... | ... | 1,646 | 2,554 | 1,646 |
| Brought forward from previous year ... | 2,764 | 3,014 | 3,614 | 2,211 | 2,513 | Dr. 12,705 | Dr. 25,084 | Dr. 33,623 | Dr. 40,903 | Dr. 50,532 |
| Carried forward to subsequent year ... | 3,014 | 3,614 | 2,211 | 2,513 | Dr. 12,705 | Dr. 25,084 | Dr. 33,622 | Dr. 40,903 | Dr. 50,532 | Dr. 58,406 |

† These figures were not published during the Government control period.

* Proportion of Compensation under "Irish Railways (Settlement of Claims) Act, 1921," included in this figure.

CERTIFICATES OF THE RESPONSIBLE OFFICERS AS TO THE UPKEEP
OF THE WHOLE OF THE COMPANY'S PROPERTY.

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works have, during the past year, been maintained in good working order and repair.

R. B. NEWELL, *Engineer.*

PENNYBURN,
30th January, 1931.

CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools, Marine Engines, and Steam and Motor Vessels have, during the past year, been maintained in good working order and repair.

W. NAPIER, *Locomotive Superintendent.*

PENNYBURN,
31st January, 1931.

(SIGNED FOR BOARD OF DIRECTORS)

I. J. TREW COLQUHOUN,
Chairman of the Company.

H. HUNT,
Secretary of the Company.

AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Accounts contain a full and true Statement of the Financial condition of the Company, and that the Revenue Account of the year has been charged with all Expenses, which ought, in our judgment, to be paid thereout.

J. HAROLD PIM,
R. STANLEY STOKES, } *Auditors.*
Chartered Accountants.

DUBLIN,
14th February, 1931.

TABLE OF CONTENTS.

PART I.

FINANCIAL ACCOUNTS.

| | PAGE |
|--|------|
| No. 1 (a)—Nominal Capital authorised, and created by the Company | 3 |
| No. 1 (b)—Nominal Capital authorised, and created by the Company jointly with some other Company | 3 |
| No. 1 (c)—Nominal Capital authorised, and created by some other Company on which the Company either jointly or separately guarantees fixed Dividends | 3 |
| No. 2—Share Capital and Stock created, as per Statement No. 1 (a), showing the proportion issued | 3 |
| No. 3—Capital raised by Loans and Debenture Stocks | 3 |
| No. 4—Receipts and Expenditure on Capital Account | 4 |
| No. 4 (a)—Subscriptions to other Companies | 5 |
| No. 5—Details of Capital Expenditure for year | 5 |
| No. 6—Estimate of further Expenditure on Capital Account | 5 |
| No. 7—Capital Powers and other Assets available to meet further Expenditure on Capital Account | 5 |
| No. 8—Revenue Receipts and Expenditure of the whole undertaking | 6 |
| No. 9—Proposed Appropriation of Net Income | 6 |
| No. 9 (a)—Statement of Interim Dividends paid | 6 |
| No. 10—Receipts and Expenditure in respect of Railway working | 7 |
| ABSTRACT A.—Maintenance and Renewal of Way and Works | 8 |
| ABSTRACT B.—Maintenance and Renewal of Rolling Stock— | |
| (1) Locomotives. (2) Carriages. (3) Wagons | 8 |
| ABSTRACT C.—Locomotive Running Expenses | 9 |
| ABSTRACT D.—Traffic Expenses | 9 |
| ABSTRACT E.—General Charges | 9 |
| ABSTRACT F.—Expenses of Collection and Delivery of Parcels and Goods | 9 |
| ABSTRACT G.—Running Powers. Receipts and Payments in respect of Running Power Expenses | 9 |
| ABSTRACT H.—Mileage, Demurrage, and Wagon Hire | 9 |
| ABSTRACT J.—Jointly owned and jointly leased Lines | 9 |
| No. 11—Receipts and Expenditure in respect of Omnibuses and other Passenger Vehicles not running on the Railway | 10 |
| No. 12—Receipts and Expenditure in respect of Steamboats | 10 |
| No. 13—Receipts and Expenditure in respect of Canals | 10 |
| No. 14—Receipts and Expenditure in respect of Docks, Harbours, and Wharves | 10 |
| No. 15—Receipts and Expenditure in respect of Hotels, and of Refreshment Rooms and Cars where catering is carried on by the Company | 10 |
| No. 16—Receipts and Expenditure in respect of other Separate Businesses carried on by the Company | 10 |
| No. 17—Electric Power and Light Account | 10 |
| No. 18—General Balance Sheet | 10 |

PART II.

STATISTICAL RETURNS.

| | |
|---|----|
| I.—Mileage of Lines— | |
| (A) Mileage of Lines open for Traffic | 11 |
| (B) Mileage of Lines authorised but not open for Traffic | 11 |
| (C) Mileage of Lines run over by the Company's Engines | 11 |
| II.—Rolling Stock— | |
| (A) Steam Locomotives and Tenders | 12 |
| (B) Rail Motor Vehicles | 12 |
| (C) Trains worked by Electric Power | 12 |
| (D) Coaching Vehicles (other than Electric) | 12 |
| (E) Merchandise and Mineral Vehicles | 12 |
| (F) Railway Service Vehicles, and Horses for Shunting | 12 |
| III.—Horses and Road Vehicles employed in the Collection and Delivery of Parcels and Goods, and in the Conveyance of Passengers | 13 |
| IV.—Steamboats | 13 |
| V.—Canals | 13 |
| VI.—Docks, Harbours, and Wharves | 13 |
| VII.—Hotels | 13 |
| VIII.—Land, Property, &c., not forming part of the Railway or Stations | 13 |
| IX.—Other industries | 13 |
| X.—Maintenance and Renewal of Way and Works (Abstract A) | 14 |
| XI.—Maintenance and Renewal of Rolling Stock (Abstract B) | 14 |
| XII.—Engine Mileage | 15 |
| XIII.—Passenger Traffic and Receipts | 16 |
| XIV.—Goods Traffic and Receipts | 16 |
| XV.—(A).—Tonnage of the Principal Classes of Minerals and Merchandise carried by Goods Trains | 16 |
| XV.—(B).—Number of Live Stock carried by Goods Trains | 16 |
| XVI.—Summary of Financial Results secured in comparison with those for past year | 16 |
| Certificates of the Responsible Officers as to the Upkeep of the whole of the Company's Property | 17 |
| Auditors' Certificate | 17 |
| Map | 19 |



**Londonderry and Lough Swilly
Railway Company.**

REPORT OF THE DIRECTORS

AND

STATEMENT OF ACCOUNTS,

Year ended 31st December, 1930.

(COPY OF ADVERTISEMENT.)

NOTICE is hereby given that the Ordinary General Meeting of the Londonderry and Lough Swilly Railway Company will be held at the Offices of the Company, Pennyburn, Londonderry, on **Friday, the 27th day of February, 1931**, at Twelve o'clock Noon, for the transaction of the General Business of the Company.

The Transfer Books will be closed from the 14th February to the 27th February, both days inclusive.

Dated this 12th day of February, 1931.

H. HUNT,
Secretary.

Pennyburn,
Londonderry.

**London Midland and Scottish
Railway Company.**
(Northern Counties Committee.)

**Financial Accounts
AND
Statistical Returns.**

YEAR 1930.

MEMBERS OF COMMITTEE.

CHAIRMAN—MAJ. JOHN A. W. O. TORRENS, D.L.,
Cleggan Lodge, Aughatatten, Ballymena,
Co. Antrim.
CHARLES BOOTH,
Elmhurst, Aigburth, Liverpool.
**LT.-COL. THE RT. HON. VISCOUNT MASSERENE
AND FERRARD, D.S.O.,**
63 Rutland Gate, London, S.W. 7.
FRANK TAYLOR, C.B.E.,
Duffield, Derby.
THOMAS SOMERSET, M.P.,
The Weir, Malone Road, Belfast.
DUDLEY E. B. M'CORKELL, D.L.,
Ballynatt, Londonderry.
LT.-COL. SIR HUGH ARTHUR ROSE, D.S.O.,
23 Ainslie Place, Edinburgh.

R. CARSWELL AND SON, LTD., PRINTERS, BELFAST.

PART I.

FINANCIAL ACCOUNTS

The following Accounts and Abstracts are not applicable to this Committee :—

- No. 1 (a). Nominal Capital Authorized and created by the Company.
- No. 1 (b). Nominal Capital Authorized and created by the Company jointly with some other Company.
- No. 1 (c). Nominal Capital Authorized and created by the Company on which the Company either jointly or separately guarantees fixed dividends.
- No. 2. Share Capital and Stock Created as per Statement No. 1 (a) showing the proportion issued.
- No. 3. Capital raised by Loans and Debenture Stocks.
- No. 4 (a). Subscriptions to other Companies.
- No. 7. Capital Powers and other Assets available to meet further expenditure on Capital Account.
- No. 9 (a). Statement of Interim Dividends Paid.
- No. 10. Abstract G.—Running Powers—Receipts and Payments in respect of Running Power Expenses.
- No. 10. Abstract J.—Jointly Owned and Jointly Leased Lines—Receipts and Expenditure.
- No. 12. Receipts and Expenditure in respect of Steamboats.
- No. 13. Receipts and Expenditure in respect of Canals.
- No. 14. Receipts and Expenditure in respect of Docks, Harbours and Wharves.
- No. 16. Receipts and Expenditure in respect of other separate businesses carried on by the Company.
- No. 17. Electric Power and Light Account.

Dr.

No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Cr.

| To Expenditure. | Amount expended to 31st Dec., 1929. | Amount expended during year, as per No. 5. | Total. | By Receipts. | Total. |
|--|-------------------------------------|--|----------------|---|----------------|
| | £ s. d. | £ s. d. | £ s. d. | | £ s. d. |
| Lines open for Traffic..... | 2,711,238 0 8 | 2,856 9 9 | 2,714,094 10 5 | London Midland and Scottish Railway Company | |
| Lines not open for Traffic— New Lines..... | 2,170 13 10 | 7,770 7 3 | 9,941 1 1 | to 31st December, 1929..... | 3,558,338 19 5 |
| Lines Jointly Owned..... | 1,475 11 8 | .. | 1,475 11 8 | Year 1930..... | 126,302 0 11 |
| Rolling Stock..... | 570,792 1 3 | .. | 570,792 1 3 | | |
| Manufacturing and Repairing Works and Plant— | | | | | |
| Land and Buildings..... | 34,249 7 1 | 76 11 8 | 34,325 18 9 | | |
| Plant and Machinery..... | 16,284 12 3 | 76 7 0 | 16,360 19 3 | | |
| Total Capital expended upon Railway..... | 3,336,210 6 9 | 10,779 15 8 | 3,346,990 2 5 | | |
| Road Vehicles— Passenger Road Vehicles..... | 26,309 17 2 | 67,568 15 7 | 93,878 12 9 | | |
| Garages, Stables, etc..... | 2,720 14 4 | 38,933 11 9 | 41,654 6 1 | | |
| Hotels..... | 122,142 3 4 | 4,012 14 7 | 126,154 17 11 | | |
| Land, Property, etc., not forming part of the Railway or Stations— | | | | | |
| Not used in connection with Railway working..... | 30,955 17 10 | 5,007 3 4 | 35,963 1 2 | | |
| Belfast Central Railway— Redemption of Rent..... | 40,000 0 0 | .. | 40,000 0 0 | | |
| TOTAL EXPENDITURE.....£ | 3,558,338 19 5 | 126,302 0 11 | 3,684,641 0 4 | TOTAL RECEIPTS.....£ | 3,684,641 0 4 |

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1930.

| | Land and Compensation. | Construction of Way & Stations, Engineering, &c. | Law Charges and Parliamentary Expenses. | Total. |
|---|------------------------|--|---|----------------|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| Lines belonging to the Company open for Traffic :— | | | | |
| Station, etc., accommodation at Ballycastle, Ballymoney, Cullybackey, Londonderry, etc. | .. | 234 5 2 | .. | 234 5 2 |
| Carrickfergus and Whitehead Line | .. | 757 8 7 | .. | 757 8 7 |
| Ballycastle Line | .. | 1,864 16 0 | .. | 1,864 16 0 |
| Lines belonging to the Company not open for Traffic :— | | | | |
| New Lines :— | | | | |
| Greenisland Loop | 10,557 12 8 | 704 6 9 | 743 17 11 | 12,005 17 4 |
| Transferred to "Land, Property, etc.—Not used in connection with Railway Working" | .. | .. | .. | Cr. 4,235 10 1 |
| Manufacturing and Repairing Works and Plant :— | | | | 10,626 17 0 |
| Locomotive, etc. Workshops, Belfast | | | | 152 18 8 |
| Total Capital expended upon Railway..... | | | | 10,779 15 8 |
| Road Vehicles :— | | | | |
| Passenger Road Vehicles..... | | | | 67,568 15 7 |
| Garages, Stables, etc. | | | | 38,933 11 9 |
| Hotels :— | | | | |
| Additional Accommodation at Larne, Portrush and Belfast | | | | 4,012 14 7 |
| Land, Property, etc., not forming part of the Railway or Stations. Not used in connection with Railway Working | | | | |
| Land at Glenariff, etc. | | | 771 13 3 | |
| Transferred from "Lines not open for Traffic—New Lines" | | | 4,235 10 1 | 5,007 3 4 |
| TOTAL.....£ | | | | 126,302 0 11 |

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| Expenditure to date on Principal Works in Progress. | | Estimated Further Expenditure. | | |
|---|---|---|--------------------------------|---------|
| | | During the Year ending 31st Dec., 1931. | Subsequently until completion. | Total. |
| £ | Lines belonging to the Company open for Traffic:— Station Accommodation, etc., at Coleraine, Ballycastle, etc..... | £ 1,600 | £ 2,428 | £ 4,028 |
| | Lines belonging to the Company not open for Traffic:— New Lines:— Greenisland Loop..... | 33,250 | 79,860 | 113,110 |
| 9,941 | Manufacturing and Repairing Works and Plant:— Belfast Workshops..... | 3,823 | .. | 3,823 |
| 77 | Hotels:— Additional accommodation at Larne (Laharna Hotel)..... | 100 | .. | 100 |
| 3,963 | Road Transport:— Garage, etc., accommodation at Belfast, Whitehead, Ballyclare, Cookstown, Magherafelt and Londonderry..... | 9,356 | .. | 9,356 |
| 28,903 | Land, Property, etc., not forming part of the Railway or Stations:— Not used in connection with Railway Working:— Land at Glenariff Glen..... | 525 | .. | 525 |
| 642 | | 48,654 | 82,288 | 130,942 |

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

| See Statement. | | Gross Receipts. | | Expenditure. | | Net Receipts. | | Year 1929. | | |
|----------------|---|-----------------|-------|--------------|-------|---------------|-------|----------------|--------------|---------------|
| | | £ | s. d. | £ | s. d. | £ | s. d. | Gross Receipts | Expenditure. | Net Receipts. |
| 10 | Railway..... | 453,899 | 2 3 | 472,909 | 7 3 | Dr. 19,010 | 5 0 | £ 490,810 | £ 474,714 | Cr. 16,096 |
| 11 | Road Transport..... | 95,468 | 16 1 | 106,492 | 8 9 | Dr. 11,023 | 12 8 | 7,375 | 11,087 | Dr. 3,712 |
| 15 | Hotels and Refreshment Rooms and Cars where Catering is carried on by the Company..... | 52,817 | 1 3 | 48,935 | 7 7 | 3,881 | 13 8 | 52,517 | 52,489 | 28 |
| | TOTAL..... | 602,184 | 19 7 | 628,337 | 3 7 | Dr. 26,152 | 4 0 | 550,702 | 538,290 | Cr. 12,412 |
| | MISCELLANEOUS RECEIPTS (NET)— | | | | | | | | | |
| | Rents from Houses and Lands..... | | | | | 2,388 | 7 2 | | | 2,368 |
| | Other Rents..... | | | | | 2,202 | 9 2 | | | 2,110 |
| | General Interest..... | | | | | 430 | 13 6 | | | 5,249 |
| | Tolls on Belfast Central Railway per Great Northern Railway Company (Ireland)..... | | | | | 831 | 0 10 | | | 956 |
| | TOTAL NET INCOME..... | | | | | £ Dr. 20,299 | 13 4 | | | Cr. 23,095 |

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

| | £ | s. | d. | Year 1929. |
|---|-----|--------|------------|------------|
| Net Income (as per Statement No. 8)..... | Dr. | 20,299 | 13 4 | Cr. 23,095 |
| Deduct—Interest, Rentals and other Fixed Charges— | | | | |
| Interest on Superannuation and other Funds..... | | 16 | 5 3 | 17 |
| Chief Rents, Wayleaves, &c..... | | 1,407 | 1 8 | 1,409 |
| | | 1,423 | 6 11 | 1,426 |
| Amount available for payment of Interest on Capital after payment of Fixed Charges..... | £ | Dr. | 21,723 0 3 | Cr. 21,669 |
| Amount appropriated for Interest on Capital invested in the undertaking..... | £ | .. | | 21,669 |

| To Expenditure. | Year 1929. | | Percentage of Traffic Receipts. | | Year 1929. | By Gross Receipts. | | | Percentage of Traffic Receipts. | | |
|--|------------|-------|---------------------------------|-------|------------|--------------------|-------|---|---------------------------------|-------|-------|
| | £ | s. d. | 1930. | 1929. | | £ | s. d. | £ | s. d. | 1930. | 1929. |
| <i>See Abstracts.</i> | | | | | | | | | | | |
| A.—Maintenance and Renewal of Way and Works..... | 94,640 | 11 8 | 91,446 | 18.83 | | | | | | | |
| B.—Maintenance and Renewal of Rolling Stock— | | | | | | | | | | | |
| (1) Locomotives..... | 31,548 | 6 9 | 32,091 | | | | | | | | |
| (2) Carriages..... | 21,185 | 0 3 | 22,121 | | | | | | | | |
| (3) Wagons..... | 20,046 | 9 1 | 19,806 | | | | | | | | |
| | 72,779 | 16 1 | 74,018 | 15.24 | | | | | | | |
| C.—Locomotive Running Expenses..... | 111,467 | 4 2 | 110,868 | 55.61 | | | | | | | |
| D.—Traffic Expenses..... | 152,597 | 5 5 | 159,223 | 4.56 | | | | | | | |
| E.—General Charges..... | 264,064 | 9 7 | 270,091 | 0.08 | | | | | | | |
| Law Charges..... | 22,451 | 11 3 | 22,149 | 0.01 | | | | | | | |
| Parliamentary Expenses..... | 180 | 7 3 | 374 | | | | | | | | |
| Compensation (Accidents and Losses)— | | | | | | | | | | | |
| Passengers..... | 30 | 0 0 | 16 | | | | | | | | |
| Workmen..... | 1,200 | 0 0 | 1,000 | | | | | | | | |
| Damage and Loss of Goods, Property, &c. | 646 | 2 5 | 665 | | | | | | | | |
| Rates..... | 1,876 | 2 5 | 1,681 | 0.34 | | | | | | | |
| Railway Freight Rebates Fund—Rate Relief..... | 3,367 | 16 6 | 6,599 | 1.36 | | | | | | | |
| National Insurance— | 6,674 | 16 8 | 1,783 | 0.37 | | | | | | | |
| Health and Pensions..... | | | | | | | | | | | |
| Unemployment..... | | | | | | | | | | | |
| | 4,680 | 19 5 | 4,313 | 1.04 | | | | | | | |
| TOTAL TRAFFIC EXPENDITURE..... | 470,740 | 16 3 | 472,454 | 97.28 | | | | | | | |
| H.—Mileage Demurrage and Wagon Hire (Balance)..... | 399 | 17 11 | 245 | | | | | | | | |
| Miscellaneous..... | 1,768 | 13 1 | 2,015 | | | | | | | | |
| TOTAL EXPENDITURE..... | 472,909 | 7 3 | 474,714 | | | | | | | | |
| NET RECEIPTS..... | 19,010 | 5 0 | Cr. 16,096 | | | | | | | | |
| TOTAL..... | £. 453,899 | 2 3 | £. 490,810 | | | | | | | | |

By Gross Receipts.

See Abstracts.
PASSENGER TRAIN TRAFFIC:—

Ordinary Passengers—
First Class.....
Second Class.....
Third Class.....

Season Tickets—
First Class.....
Second Class.....
Third Class.....

Workmen's Tickets.....

TOTAL RECEIPTS FROM PASSENGERS

Mails.....
Parcels up to 2 cwt., Parcels Post and Excess Luggage.....
Other Merchandise by Passenger Trains..

F.—Less Expenses of Collection and Delivery....

TOTAL PASSENGER TRAIN RECEIPTS.....

GOODS TRAIN TRAFFIC:—

Merchandise.....
F.—Less Expenses of Collection and Delivery.....

Live Stock.....
Coal, Coke and Patent Fuel.....
Other Minerals.....

TOTAL GOODS TRAIN RECEIPTS.....

TOTAL TRAFFIC RECEIPTS.....

Miscellaneous.....

TOTAL.....

Percentage of Traffic Receipts.

1930.

Per cent.

1929.

Year 1929.

£

s. d.

Per cent.

1929.

£

s. d.

Per cent.

1929.

£

s. d.

Per cent.

1929.

£

s. d.

Per cent.

1929.

£

s. d.

Per cent.

1929.

£

s. d.

Per cent.

1929.

£

s. d.

Per cent.

1929.

£

s. d.

Per cent.

1929.

£

s. d.

Per cent.

1929.

£

s. d.

Per cent.

1929.

£

s. d.

Per cent.

1929.

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

| | | £ s. d. | | £ s. d. | | Year 1929. | |
|---|--|---------|-------|----------------------|--|---------------|--------|
| | | | | | | £ | |
| Superintendence— | | | | | | | |
| Salaries | | 4,694 | 18 1 | | | | 4,453 |
| Office Expenses, &c. | | 298 | 11 5 | | | | 332 |
| | | | | 4,993 9 6 | | | |
| Maintenance of Roads, Bridges and Works— | | | | | | | |
| Earthworks | | 1,125 | 5 5 | | | | 595 |
| Bridges, Tunnels, Culverts, Retaining Walls and other Works | | 5,002 | 11 11 | | | | 3,332 |
| Roads and Fences | | 3,422 | 2 2 | | | | 4,015 |
| | | | | 9,549 19 6 | | | |
| Maintenance of Permanent Way— | | | | | | | |
| Renewal of Running Lines— | | £ | s. d. | | | | |
| Wages | | 2,339 | 6 5 | | | | 2,170 |
| Materials | | 12,438 | 12 9 | | | | 12,216 |
| Engine Power and Wagon Repairs | | 190 | 19 3 | | | | 175 |
| Repair of Running Lines and Sidings— | | | | | | | |
| Wages | | 38,697 | 3 1 | | | | 37,279 |
| Materials | | 11,664 | 19 11 | | | | 9,208 |
| Engine Power and Wagon Repairs | | 909 | 9 2 | | | | 727 |
| | | | | 14,968 18 5 | | | |
| | | | | 51,271 12 2 | | | |
| | | | | 66,240 10 7 | | | |
| Maintenance of Signalling | | 8,517 | 5 11 | | | | 4,202 |
| Maintenance of Telegraphs | | 1,651 | 11 3 | | | | 1,704 |
| | | | | 10,168 17 2 | | | |
| Maintenance of Stations and Buildings— | | | | | | | |
| Stations, Depots and Offices | | 6,302 | 16 9 | | | | 7,283 |
| Engine Sheds | | 3,653 | 8 5 | | | | 2,371 |
| Carriage Sheds | | 55 | 9 5 | | | | 81 |
| Locomotive Workshops | | 1,077 | 8 0 | | | | 266 |
| Carriage Workshops | | 742 | 6 6 | | | | 35 |
| Wagon Workshops | | 721 | 2 11 | | | | 24 |
| Other Buildings | | 84 | 0 11 | | | | 83 |
| | | | | 12,636 12 11 | | | |
| | | | | 103,589 9 8 | | 90,551 | |
| Transfer to or from Railway Depreciation Fund or Suspense Account | | | | Cr. 8,948 18 0 | | Dr. 895 | |
| TOTAL | | | | £ 94,640 11 8 | | 91,446 | |

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

| (1) Locomotives. | | | | (2) Carriages. | | | |
|---|------------|-----------------|--------|---|------------|-----------------|-----------|
| | | Year 1929. | | | | Year 1929. | |
| | | £ | s. d. | £ | s. d. | £ | s. d. |
| Superintendence— | | | | | | | |
| Salaries | 1,460 8 1 | | 1,487 | Salaries | 736 9 0 | | 743 |
| Office Expenses | 127 10 9 | | 100 | Office Expenses | 63 15 7 | | 50 |
| | | 1,587 18 10 | | | | 800 4 7 | |
| Complete Renewals— | | | | Complete Renewals— | | | |
| Wages | 833 4 0 | | 833 | Wages | 2,305 5 7 | | 3,262 |
| Materials | 1,780 4 0 | | 1,530 | Materials | 5,419 6 3 | | 5,366 |
| | | 2,613 8 0 | | | | 7,724 11 10 | |
| Repairs and Partial Renewals— | | | | Repairs and Partial Renewals— | | | |
| Wages | 14,044 9 6 | | 13,494 | Wages | 8,571 18 3 | | 8,922 |
| Materials | 6,983 5 0 | | 7,086 | Materials | 3,316 17 1 | | 3,082 |
| | | 21,027 14 6 | | | | 11,888 15 4 | |
| Workshop Expenses— | | | | Workshop Expenses— | | | |
| Repairs and Renewals of Machinery and Plant | 262 3 3 | | 800 | Repairs and Renewals of Machinery and Plant | 131 1 6 | | 400 |
| Other Expenses | 1,729 17 8 | | 2,848 | Other Expenses | 864 18 10 | | 1,424 |
| | | 1,992 0 11 | | | | 996 0 4 | |
| | | 27,221 2 3 | | | | 21,409 12 1 | |
| Transfer to Railway Depreciation Fund | | 3,990 10 1 | 3,720 | Transfer from Railway Depreciation Fund | | Cr. 224 11 10 | Cr. 1,128 |
| | | 31,211 12 4 | | | | | |
| Add—Engine Power supplied to and by the Company (balance) | | 336 14 5 | 193 | | | | |
| | | 31,548 6 9 | | | | 21,185 0 3 | |
| TOTAL | | £ 32,091 | | TOTAL | | £ 22,121 | |

(3) Wagons.

| | | £ s. d. | | £ s. d. | | Year 1929. | |
|---|--|---------|-------|---------------------|--|---------------|-------|
| | | | | | | £ | |
| Superintendence— | | | | | | | |
| Salaries | | 736 | 9 2 | | | | 743 |
| Office Expenses | | 63 | 15 6 | | | | 50 |
| | | | | 800 4 8 | | | |
| Complete Renewals— | | | | | | | |
| Wages | | 2,316 | 10 11 | | | | 1,875 |
| Materials | | 6,622 | 6 10 | | | | 5,771 |
| | | | | 8,938 17 9 | | | |
| Repairs and Partial Renewals— | | | | | | | |
| Wages | | 5,840 | 16 2 | | | | 5,501 |
| Materials | | 3,709 | 7 10 | | | | 2,988 |
| | | | | 9,550 4 0 | | | |
| Workshop Expenses— | | | | | | | |
| Repairs and Renewals of Machinery and Plant | | 131 | 1 8 | | | | 400 |
| Other Expenses | | 864 | 18 9 | | | | 1,424 |
| | | | | 996 0 5 | | | |
| | | | | 20,285 6 10 | | 18,752 | |
| Transfer to or from Railway Depreciation Fund | | | | Cr. 238 17 9 | | Dr. 1,054 | |
| TOTAL | | | | £ 20,046 9 1 | | 19,806 | |

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

ABSTRACT D.—TRAFFIC EXPENSES.

| | Year 1929. | | Year 1929. | Year 1929. | | Year 1929. |
|--|------------|--------------------|----------------|------------|-------|------------|
| | £ | s. d. | | £ | s. d. | |
| Superintendence— | | | | | | |
| Salaries..... | 2,933 | 6 4 | 2,973 | | | |
| Office Expenses..... | 255 | 1 6 | 200 | | | |
| | | 3,188 7 10 | | | | |
| Steam Train Working— | | | | | | |
| Wages connected with the Running of Locomotive Engines... | 52,782 | 7 4 | 53,651 | | | |
| Fuel..... | 46,755 | 8 5 | 45,905 | | | |
| Water..... | 2,676 | 15 2 | 2,697 | | | |
| Lubricants..... | 1,246 | 2 8 | 1,355 | | | |
| Other Stores, including Clothing..... | 719 | 18 0 | 449 | | | |
| Miscellaneous..... | 2,736 | 0 7 | 2,884 | | | |
| | | 106,916 12 2 | | | | |
| | | 110,105 0 0 | 110,114 | | | |
| Add:—Engine Power supplied to and by the Company (balance)..... | | 1,362 4 2 | 754 | | | |
| TOTAL..... | £ | 111,467 4 2 | 110,868 | | | |
| | | | | | | |
| Salaries and Wages— | | | | | | |
| Superintendence..... | 8,479 | 10 4 | 10,098 | | | |
| Station Masters and Clerks..... | 47,090 | 5 10 | 48,398 | | | |
| Signalmen and Gatemen..... | 14,375 | 7 0 | 14,629 | | | |
| Ticket Collectors, Policemen, Porters, &c..... | 40,679 | 4 5 | 42,321 | | | |
| Guards..... | 9,576 | 10 1 | 9,715 | | | |
| | | 120,200 17 8 | | | | |
| Fuel, Lighting, Water and General Stores..... | 5,457 | 9 2 | 5,669 | | | |
| Clothing..... | 1,735 | 17 9 | 1,767 | | | |
| Printing, Advertising, Stationery, Stamps and Tickets..... | 6,918 | 5 0 | 7,311 | | | |
| Wagon Covers, &c..... | 1,399 | 5 8 | 1,592 | | | |
| Expenses of Joint Stations and Junctions..... | Cr. 434 | 10 1 | Cr. 440 | | | |
| Cleansing, Lubricating and Lighting of Vehicles..... | 5,540 | 10 9 | 5,396 | | | |
| Shunting Expenses (other than Mechanical)— | | | | | | |
| Wages..... | 6,664 | 7 4 | 6,720 | | | |
| Other Expenses..... | 612 | 16 1 | 591 | | | |
| | | 7,277 3 5 | | | | |
| Working of Stationary Engines, Hoists, Cranes, &c..... | 1,907 | 19 1 | 2,742 | | | |
| Railway Clearing House Expenses..... | 1,436 | 9 4 | 1,540 | | | |
| Miscellaneous Expenses..... | 1,157 | 17 8 | 1,174 | | | |
| TOTAL..... | £ | 152,597 5 5 | 159,223 | | | |

ABSTRACT E.—GENERAL CHARGES.

ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

| | Year 1929. | | Year 1929. | Year 1929. | | Year 1929. |
|---|------------|--------------------|---------------|------------|-------|------------|
| | £ | s. d. | | £ | s. d. | |
| Directors' Fees..... | 1,200 | 0 0 | 1,200 | | | |
| Auditors and Public Accountants..... | 243 | 9 6 | 258 | | | |
| Salaries of Secretary and Manager, Accountant and Clerks..... | 10,257 | 7 9 | 10,739 | | | |
| Office Expenses..... ditto..... ditto..... | 884 | 19 6 | 812 | | | |
| Rating Expenses..... | 49 | 15 0 | Cr. 8 | | | |
| Fire Insurance..... | 750 | 0 0 | .. | | | |
| Superannuation and Benevolent Funds, Pensions, &c..... | 7,962 | 11 4 | 8,156 | | | |
| Subscriptions and Donations..... | 117 | 10 0 | 118 | | | |
| Miscellaneous Expenses..... | 985 | 18 2 | 874 | | | |
| TOTAL..... | £ | 22,451 11 3 | 22,149 | | | |
| | | | | | | |
| Salaries and Wages..... | 948 | 0 5 | 1,035 | | | |
| Amounts paid for Hired Cartage..... | 12,840 | 6 2 | 15,454 | | | |
| Miscellaneous..... | 45 | 18 10 | 23 | | | |
| TOTAL..... | £ | 13,834 5 5 | 16,512 | | | |
| Amount charged to Passenger Train Traffic..... | 3,545 | 3 7 | 3,638 | | | |
| Amount charged to Goods Train Traffic..... | 10,289 | 1 10 | 12,874 | | | |

ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

| | | | | Year 1929. | | | |
|-------------------------------|-----------|------------------|------------------|------------------|--------------|--------------|----------------|
| | Receipts. | Expenditure. | Balance. | Receipts. | Expenditure. | Balance. | |
| | £ | s. d. | £ | s. d. | £ | s. d. | |
| Mileage and Demurrage— | | | | | | | |
| Passenger Train Vehicles..... | 83 | 12 4 | 109 16 0 | Dr. 26 3 8 | 85 | 125 | Dr. 40 |
| Goods Train Vehicles..... | 993 | 8 2 | 411 6 5 | 582 1 9 | 1,199 | 514 | 685 |
| Hire of— | | | | | | | |
| Passenger Train Vehicles..... | .. | .. | 293 19 0 | Dr. 293 19 0 | .. | 317 | Dr. 317 |
| Goods Train Vehicles..... | 135 | 6 7 | 797 3 7 | Dr. 661 17 0 | 196 | 769 | Dr. 573 |
| | | | | Dr. | | | |
| TOTAL..... | £ | 1,212 7 1 | 1,612 5 0 | 399 17 11 | 1,480 | 1,725 | Dr. 245 |

PART II. STATISTICAL RETURNS.

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF ROAD TRANSPORT.

Dr.

Cr.

| To Expenditure. | Year 1929. | | By Gross Receipts. | Year 1929. | |
|-------------------------------------|------------------|------------|--------------------|------------------------|----------------------|
| | £ | s. d. | £ | £ | s. d. |
| Superintendence | 1,949 | 18 7 | 40 | Passenger Services:— | |
| Maintenance of Buildings | 2,602 | 8 9 | 211 | Passengers | 92,051 7 9 |
| Maintenance of Motor Vehicles | 20,880 | 3 8 | 3,241 | Other Receipts | 3,265 19 3 |
| Traffic Expenses | 49,464 | 10 3 | 5,225 | Hire of Vehicles | 5 0 1 |
| Hire of Vehicles | 956 | 11 7 | 810 | Miscellaneous | 146 9 0 |
| General Charges | 1,100 | 0 0 | 40 | | |
| Rates | 81 | 8 7 | — | | |
| Licence Duty | 5,138 | 17 9 | 482 | | |
| Miscellaneous | 4,644 | 9 7 | 500 | | |
| | 86,818 | 8 9 | 10,549 | | |
| Transfer to Renewal Account | 19,674 | 0 0 | 538 | Total Receipts | 95,468 16 1 |
| | | | | Balance | 11,023 12 8 |
| TOTAL | £ 106,492 | 8 9 | 11,087 | TOTAL | £ 106,492 8 9 |

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

Dr.

Cr.

| To Expenditure. | Year 1929. | | By Gross Receipts. | Year 1929. | |
|---|-----------------|------------|--------------------|--|---------------------|
| | £ | s. d. | £ | £ | s. d. |
| Salaries and Wages | 7,687 | 7 11 | 7,437 | Total Receipts from Hotels and from Sale of Provisions, &c., in Refreshment Rooms and Cars | 52,817 1 3 |
| Provisions, Wines and Spirits consumed | 28,758 | 19 8 | 28,562 | | |
| Repairs and Maintenance of Hotels and Refreshment Rooms, and of Fittings, Furniture, &c., of Refreshment Cars | 6,752 | 16 10 | 8,822 | | |
| Heating and Lighting of Hotels and Refreshment Rooms | 2,625 | 1 8 | 2,398 | | |
| Rents | Cr. 39 | 19 0 | Cr. 40 | | |
| Rates | 1,041 | 3 9 | 1,015 | | |
| Taxes | 259 | 12 10 | 257 | | |
| Miscellaneous | 3,804 | 3 10 | 3,626 | | |
| Total Expenditure | 50,889 | 7 6 | 52,077 | | |
| Transfer to or from Depreciation Fund or Suspense Account | Cr. 1,953 | 19 11 | Dr. 412 | | |
| | 48,935 | 7 7 | 52,489 | | |
| Balance | 3,881 | 13 8 | 28 | | |
| TOTAL | £ 52,817 | 1 3 | 52,517 | TOTAL | £ 52,817 1 3 |

Dr.

No. 18.—GENERAL BALANCE SHEET.

Cr.

| | Year 1929. | | | Year 1929. | |
|---|------------|-------|---------|--|----------------------|
| | £ | s. d. | £ | £ | s. d. |
| To Amount due to Railway Companies and Committees | 1,202 | 17 5 | 844 | By Cash at Bankers and in hand | 25,959 16 2 |
| Amount due to Railway Clearing Houses | 4,735 | 17 9 | 3,090 | Stock of Stores and Materials | 83,953 2 9 |
| Superannuation and other Provident Funds .. | 4,112 | 4 9 | 4,598 | Outstanding Traffic Accounts | 23,304 12 4 |
| Accounts Payable | 24,498 | 13 6 | 25,358 | Amount due by Railway Companies and Committees | 351 |
| Liabilities Accrued | 4,882 | 8 5 | 4,088 | Amount due by Postmaster General | 4,259 3 7 |
| Miscellaneous Accounts | 4,174 | 10 6 | 4,770 | Accounts Receivable | 4,897 0 6 |
| Redemption of Lease | 647 | 9 4 | 622 | Miscellaneous Accounts | 125,259 11 8 |
| Depreciation Funds:— | | | | London Midland and Scottish Railway Co. | 36,614 4 1 |
| Railway (including Arrears of Maintenance) | 242,023 | 1 8 | 243,480 | Portrush Harbour Company:— | |
| Hotels | 5,601 | 0 0 | 6,141 | Tramway Loan Account | 1,593 13 4 |
| Road Motors | 13,963 | 1 1 | 539 | | |
| | £ 305,841 | 4 5 | 293,530 | | |
| | | | | TOTAL | £ 305,841 4 5 |

PART II. STATISTICAL RETURNS.

The following Returns are not applicable to this Committee :—

II (C).—TRAINS WORKED BY ELECTRIC POWER. IV.—STEAMBOATS. V.—CANALS.
VI.—DOCKS, HARBOURS AND WHARVES. IX.—OTHER INDUSTRIES.

I.—MILEAGE OF LINES.

(A.)—Mileage of Lines Open for Traffic.

| | Running Lines. | | | | | | Sidings reduced to Single Track. | Total of Single Track, including Sidings. | Year 1929. |
|--|------------------------------|---------------|--------------|---------------|---|--|----------------------------------|---|---|
| | Length of Road, First Track. | Second Track. | Third Track. | Fourth Track. | Over four Tracks (reduced to Single Track). | Total Miles (reduced to Single Track). | | | Total of Single Track, including Sidings. | Total of Single Track, including Sidings. |
| | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. |
| LINES OWNED BY COMPANY :— | | | | | | | | | |
| MAIN AND PRINCIPAL LINES— | | | | | | | | | |
| Broad Gauge : | | | | | | | | | |
| Belfast to Londonderry..... | 95 6 | 36 44 | 0 69 | 0 35 | 0 22 | 133 16 | 29 1 | 162 17 | 162 3 |
| Greenisland to Larne Harbour..... | 17 47 | 8 52 | 0 39 | 0 9 | 0 1 | 26 68 | 5 35 | 32 23 | 32 35 |
| Cookstown Line..... | 28 70 | 0 45 | — | — | — | 29 35 | 5 37 | 34 72 | 34 79 |
| Portrush Branch..... | 5 66 | 0 46 | 0 14 | — | — | 6 46 | 1 44 | 8 10 | 8 4 |
| Narrow Gauge : | | | | | | | | | |
| Larne Harbour to Retreat..... | 41 44 | 0 19 | — | — | — | 41 63 | 7 40 | 49 23 | 49 63 |
| Londonderry to Strabane..... | 14 22 | 0 26 | — | — | — | 14 48 | 1 38 | 16 6 | 16 3 |
| TOTAL OF MAIN AND PRINCIPAL LINES..... | 203 15 | 46 72 | 1 42 | 0 44 | 0 23 | 252 36 | 50 35 | 302 71 | 303 27 |
| MINOR AND BRANCH LINES— | | | | | | | | | |
| Broad Gauge : | | | | | | | | | |
| Ballyclare Branch..... | 3 47 | 0 11 | — | — | — | 3 58 | 0 59 | 4 37 | 4 39 |
| Derry Central Line..... | 29 19 | 0 74 | — | — | — | 30 13 | 2 4 | 32 17 | 32 17 |
| Draperstown Line..... | 6 51 | — | — | — | — | 6 51 | 0 57 | 7 28 | 7 28 |
| Limavady Junction to Dungiven..... | 13 42 | — | — | — | — | 13 42 | 2 4 | 15 46 | 15 43 |
| Goods Lines..... | 0 78 | — | — | — | — | 0 78 | — | 0 78 | 0 78 |
| Narrow Gauge : | | | | | | | | | |
| Doagh Branch..... | 5 78 | — | — | — | — | 5 78 | 1 25 | 7 23 | 7 23 |
| Ballycastle Line..... | 16 9 | — | — | — | — | 16 9 | 1 52 | 17 61 | 17 61 |
| TOTAL..... | 279 19 | 47 77 | 1 42 | 0 44 | 0 23 | 329 45 | 58 76 | 388 41 | 388 76 |
| LINES JOINTLY OWNED (COMPANY'S SHARE OF OWNERSHIP) :— | | | | | | | | | |
| Broad Gauge : | | | | | | | | | |
| Portrush Harbour Tramway..... | 0 16 | — | — | — | — | 0 16 | 0 6 | 0 22 | 0 22 |
| GRAND TOTAL..... | 279 35 | 47 77 | 1 42 | 0 44 | 0 23 | 329 61 | 59 2 | 388 63 | 389 18 |
| <i>Ditto.</i> <i>Year 1929.....</i> | 279 35 | 48 7 | 1 42 | 0 44 | 0 23 | 329 71 | 59 27 | 389 18 | |

(B.)—Mileage of Lines Authorised but not Open for Traffic.

| | Miles Authorised. | | Miles constructed and not open for Traffic. | | Miles under Construction. | Miles not commenced or in abeyance. |
|--------------------------------------|-------------------|-----------------|---|---|---------------------------|-------------------------------------|
| | Length of Road. | Length of Road. | Length of Road. | Length (including Sidings) Reduced to Single Track. | Length of Road. | Length of Road. |
| | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. |
| LINES OWNED BY THE COMPANY :— | | | | | | |
| New Lines :— | | | | | | |
| Greenisland Loop..... | 3 48 | .. | .. | .. | .. | 3 48 |
| <i>Do.</i> <i>Year 1929.....</i> | 3 48 | .. | .. | .. | .. | 3 48 |

(C.)—Mileage of Lines Run Over by the Company's Engines.

| | Year 1929. | |
|---|---------------|---------------|
| | M. Ch. | M. Ch. |
| Lines Owned by the Company..... | 264 77 | 264 77 |
| Lines Partly Owned..... | 0 31 | 0 31 |
| Lines over which the Company exercises Running Powers continuously..... | 1 60 | 1 60 |
| TOTAL..... | 267 8 | 267 8 |
| <i>Add—</i> Lines over which the Company exercises Running Powers occasionally..... | 4 51 | 4 51 |
| TOTAL..... | 271 59 | 271 59 |

II.—ROLLING STOCK.

(A.)—Steam Locomotives and Tenders.

| Description. | Number. | Year 1929. |
|-------------------|---------|------------|
| | | Number. |
| Tender Engines :— | | |
| 2 — 4 — 0 | 12 | 13 |
| 4 — 4 — 0 | 37 | 37 |
| 0 — 6 — 0 | 13 | 13 |
| Tank Engines :— | | |
| 4 — 4 — 2 | 2 | 2 |
| 2 — 4 — 2 | 6 | 6 |
| 2 — 6 — 0 | 1 | 1 |
| 2 — 4 — 0 | 4 | 4 |
| 0 — 6 — 0 | 3 | 3 |
| 0 — 4 — 0 | 2 | 2 |
| | 80 | 81 |
| Tenders | 63 | 64 |

(B.)—Rail Motor Vehicles.

| | Number. | Carrying Capacity. | Year 1929. | |
|-------------------|---------|--------------------|------------|--------------------|
| | | | Number. | Carrying Capacity. |
| | | | Seats. | Seats. |
| Steam Power | 1 | 54 | 1 | 54 |

(D.)—Coaching Vehicles (other than Electric).

| | Number. | Seats or Berths. | | | | Year 1929. | |
|--------------------------------------|---------|------------------|------------|------------|--------|------------|-------------------------|
| | | 1st Class. | 2nd Class. | 3rd Class. | Total. | Number. | Seats or Berths, Total. |
| PASSENGER CARRIAGES :— | | | | | | | |
| Carriages of uniform class ... | 137 | 370 | .. | 7,489 | 7,859 | 143 | 8,042 |
| Composite Carriages | 55 | 779 | 907 | 839 | 2,525 | 58 | 2,639 |
| Restaurant Cars | 4 | 100 | .. | 56 | 156 | 4 | 156 |
| | | 1,249 | 907 | 8,384 | 10,540 | | 10,837 |
| Total Passenger Carriages .. | 196 | | | | | 205 | |
| OTHER COACHING VEHICLES | | | | | | | |
| Post Office Vans | 2 | | | | | 2 | |
| Luggage, Parcel and Brake Vans | 32 | | | | | 33 | |
| Carriage Trucks | 8 | | | | | 8 | |
| Horse Boxes | 21 | | | | | 21 | |
| Miscellaneous | 84 | | | | | 84 | |
| Total other Coaching Vehicles | 147 | | | | | 148 | |
| TOTAL COACHING VEHICLES | 343 | | | | | 353 | |

(E.)—Merchandise and Mineral Vehicles.

| | Number. | Year 1929. |
|---|---------|------------|
| | | Number. |
| Open Wagons— | | |
| Under 8 tons | 362 | 367 |
| 8 and up to 12 tons | 985 | 974 |
| Over 12 and up to 20 tons | 97 | 97 |
| Over 20 tons (other than special) | 6 | 6 |
| Covered Wagons— | | |
| Under 8 tons | 121 | 121 |
| 8 and up to 12 tons | 647 | 647 |
| Mineral Wagons— | | |
| Under 8 tons | 24 | 71 |
| 8 and up to 12 tons | 60 | 60 |
| Special Wagons (for loads of exceptional dimensions and weight) | | |
| | 3 | 3 |
| Cattle Trucks | 26 | 27 |
| Rail and Timber Trucks | 49 | 49 |
| Brake Vans | 39 | 39 |
| TOTAL | 2,419 | 2,461 |

(F.)—Railway Service Vehicles and Horses for Shunting.

| | Number. | Year 1929. |
|---|---------|------------|
| | | Number. |
| Gasholder Trucks | 3 | 3 |
| Locomotive Coal Wagons | 40 | 40 |
| Ballast Wagons and Ballast Brake Vans | 73 | 72 |
| Mess and Tool Vans | 2 | 2 |
| Breakdown Cranes | 1 | 1 |
| Travelling Cranes | 5 | 5 |
| Sleeping and Mess Vans | 1 | 2 |
| Departmental Locomotive | 1 | 1 |
| Miscellaneous | 9 | 8 |
| | 135 | 134 |

III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS, AND IN THE CONVEYANCE OF PASSENGERS.

| | Number. | Year 1929. | Number. | Year 1929. |
|----------------------------------|---------|------------|--------------------------------|------------|
| | | Number. | | Number. |
| Goods and Parcels Road Vehicles— | | | | |
| Miscellaneous | 3 | 3 | Passenger Road Vehicles— | |
| | | | Omnibuses— | |
| | | | Motor | |
| | | | 108 | 39 |
| TOTAL | 3 | 3 | 108 | 39 |
| | | | Horses for Road Vehicles | |
| | | | 1 | 1 |

| VII.—HOTELS. | | VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS. | | | |
|-------------------|------------|---|----------|------------|--|
| Name. | Situation. | Land. | Acreage. | Year 1929. | |
| | | | | Acreage. | |
| | | | A. R. P. | A. R. P. | |
| Northern Counties | Portrush | Agricultural Land | 63 3 21 | 3 2 19 | |
| Midland Station | Belfast | Urban and Suburban Land | 8 3 7 | 8 3 7 | |
| Laharna | Larne | | | | |
| | | Houses. | Number. | Year 1929. | |
| | | | | Number. | |
| | | Houses and Cottages for Company's Servants | 112 | 112 | |
| | | Other Houses and Cottages | 11 | 10 | |

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A).

| | | Year 1929. |
|--|--------------------|--------------------|
| Quantities of principal materials used:— | | |
| Ballast | 2,856 Cubic Yards. | 3,337 Cubic Yards. |
| Fencing | 3½ Miles. | 4 Miles. |
| Rails | 888 Tons. | 884 Tons. |
| Sleepers | 26,226 Number. | 26,099 Number. |
| Miles maintained— | M. CH. | M. Ch. |
| Miles of Road | 279 35 | 279 35 |
| Miles of Road reduced to single track— | | |
| Running Lines | 329 61 | 329 71 |
| Sidings | 59 2 | 59 27 |
| Miles of Track renewed | 6 40 | 6 50 |

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

| | In Company's Workshops. | By Contract. | Total. | Year 1929. |
|---|-------------------------|--------------|--------|------------|
| | Number. | Number. | | Total. |
| Locomotives Renewed | .. | .. | .. | 1 |
| Locomotives Repaired— | | | | |
| Heavy repairs | 37 | .. | 37 | 35 |
| Light „ | 14 | .. | 14 | 13 |
| Locomotives under or awaiting repair at end of year | 5 | .. | 5 | 5 |
| Coaching Vehicles— | | | | |
| Carriages renewed | 4 | .. | 4 | 4 |
| Carriages repaired— | | | | |
| Heavy repairs | 22 | .. | 22 | 23 |
| Light „ | 866 | .. | 866 | 795 |
| Carriages under or awaiting repair at end of year | 3 | .. | 3 | 2 |
| Others renewed | 3 | .. | 3 | 3 |
| Others repaired— | | | | |
| Heavy Repairs | 4 | .. | 4 | 7 |
| Light „ | 174 | .. | 174 | 180 |
| Others under or awaiting repair at end of year | 3 | .. | 3 | 2 |
| Wagons Renewed— | | | | |
| Completely renewed | 90 | .. | 90 | 84 |
| Partially „ | 7 | .. | 7 | 4 |
| Wagons Repaired— | | | | |
| Heavy repairs | 78 | .. | 78 | 57 |
| Light „ | 1,580 | .. | 1,580 | 1,715 |
| Wagons under or awaiting repair at end of year | 38 | .. | 38 | 35 |

XII.—ENGINE MILEAGE.

Year 1929.

| | Train Miles. (Loaded Trains.) | | Total Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey). | | Total Engine Miles. | Shunting Miles. | | Other Miles. (Assist- ing, Light, &c.) | Train Miles. (Loaded Trains.) | | Total Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey). | | Shunting Miles. | Other Miles. (Assist- ing, Light, &c.) | Total Engine Miles. | | |
|---|----------------------------------|---------|--|-----------|---------------------------|--------------------|--------|---|----------------------------------|---------|--|-----------|--------------------|---|---------------------------|-----------|--------|
| | Coaching. | Goods. | Coaching. | Goods. | | Coaching. | Goods. | | Coaching. | Goods. | Coaching. | Goods. | | | | Coaching. | Goods. |
| | | | | | | | | | | | | | | | | | |
| A—MILES RUN IN RELATION TO THE COMPANY'S TRAFFIC RECEIPTS— Over the Company's System by the Company's Engines..... | 1,266,366 | 325,827 | 1,592,193 | 1,615,745 | 1,923,040 | 192,134 | 56,292 | 58,869 | 1,284,401 | 330,119 | 1,614,520 | 1,305,635 | 332,797 | 1,638,432 | 60,474 | 1,919,340 | |
| Over the Company's System by other Companies' Engines..... | 18,343 | 18,017 | 36,360 | 36,412 | 48,958 | 11,310 | 1,236 | .. | 18,250 | 18,102 | 36,352 | 18,294 | 18,116 | 36,410 | .. | 49,389 | |
| Add—Company's proportion (according to ownership) of miles run on Joint Account over Joint Lines not included in Abstract J..... | .. | 48 | 48 | 48 | 48 | .. | .. | .. | 51 | 51 | 51 | .. | 51 | 51 | .. | 51 | |
| TOTAL..... | 1,284,709 | 343,892 | 1,628,601 | 1,652,205 | 1,972,046 | 203,444 | 57,528 | 58,869 | 1,302,651 | 348,272 | 1,650,923 | 1,323,929 | 350,964 | 1,674,893 | 60,474 | 1,998,780 | |
| B—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE— By the Company's Engines over Lines owned, leased or worked by the Company..... | 1,266,366 | 325,827 | 1,592,193 | 1,615,745 | 1,941,793 | 192,134 | 56,292 | 77,622 | 1,284,401 | 330,119 | 1,614,520 | 1,305,635 | 332,797 | 1,638,432 | 84,201 | 1,973,067 | |
| By the Company's Engines over other Companies' Lines..... | .. | 5,651 | 5,651 | 5,651 | 38,306 | 32,655 | .. | .. | .. | 5,701 | 5,701 | .. | 5,701 | .. | 38,356 | | |
| By other Companies' Engines over the Company's Lines..... | 18,343 | 18,017 | 36,360 | 36,412 | 49,001 | 11,310 | 1,236 | 43 | 18,250 | 18,102 | 36,352 | 18,294 | 18,116 | 36,410 | 72 | 49,461 | |
| Add—Company's proportion (according to ownership) of miles run on Joint Account over Joint Lines not included in Abstract J..... | .. | 48 | 48 | 48 | 48 | .. | .. | .. | 51 | 51 | 51 | .. | 51 | 51 | .. | 51 | |
| TOTAL..... | 1,284,709 | 349,543 | 1,634,252 | 1,657,856 | 2,029,148 | 238,099 | 57,528 | 77,665 | 1,302,651 | 353,973 | 1,656,624 | 1,323,929 | 350,665 | 1,680,594 | 84,273 | 2,060,935 | |
| C—MILES RUN BY THE COMPANY'S ENGINES— (1) Steam Tender and Tank Engines— Over Lines owned, leased or worked by the Company..... | 1,266,366 | 325,827 | 1,592,193 | 1,615,745 | 1,941,737 | 192,134 | 56,292 | 77,566 | 1,274,313 | 330,119 | 1,604,432 | 1,292,805 | 332,797 | 1,625,602 | 85,829 | 1,961,865 | |
| Over all Joint Lines..... | .. | 96 | 96 | 96 | 96 | .. | .. | .. | .. | 102 | 102 | .. | 102 | .. | 102 | | |
| Over other Companies' Lines..... | .. | 6,269 | 6,269 | 6,269 | 38,924 | 32,655 | .. | .. | .. | 6,454 | 6,454 | .. | 6,454 | .. | 39,109 | | |
| (2) Steam, Petrol, &c., Rail Motors— Over Lines owned, leased, or worked by the Company..... | 1,266,366 | 332,192 | 1,598,558 | 1,622,110 | 1,980,757 | 224,789 | 56,292 | 77,566 | 1,274,313 | 336,675 | 1,610,988 | 1,292,805 | 339,353 | 1,632,158 | 85,829 | 2,001,076 | |
| TOTAL..... | 1,266,366 | 332,192 | 1,598,558 | 1,622,110 | 1,980,813 | 224,789 | 56,292 | 77,622 | 1,284,401 | 336,675 | 1,621,076 | 1,305,635 | 339,353 | 1,644,988 | 85,980 | 2,014,057 | |

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

| Class of Passenger. | Number. | Receipts. | Average Fare per Passenger. | | Number Originating on the Company's System. | Year 1929. | | | | |
|---------------------|------------------|----------------|-----------------------------|--------------|---|------------------|----------------|-----------------------------|--------------|---|
| | | | | | | Number. | Receipts. | Average Fare per Passenger. | | Number originating on the Company's System. |
| Ordinary— | | £ | s. | d. | | £ | s. | d. | | |
| 1st Class..... | 33,710 | 6,778 | 4 | 0.26 | 27,000 | 38,299 | 7,494 | 3 | 10.96 | 30,167 |
| 2nd Class..... | 37,068 | 4,905 | 2 | 7.76 | 36,532 | 38,815 | 5,615 | 2 | 10.72 | 37,979 |
| 3rd Class..... | 2,623,728 | 121,286 | | 11.09 | 2,532,006 | 2,593,096 | 126,407 | | 11.70 | 2,500,550 |
| Workmen..... | 339,180 | 5,134 | | 3.63 | 339,180 | 313,300 | 4,785 | | 3.67 | 313,300 |
| TOTAL..... | 3,033,686 | 138,103 | | 10.93 | 2,934,718 | 2,983,510 | 144,301 | | 11.61 | 2,881,996 |
| Season— | | | | | | | | | | |
| 1st Class..... | 87 | 1,408 | .. | | 85 | 96 | 1,650 | .. | | 94 |
| 2nd Class..... | 194 | 2,581 | .. | | 194 | 206 | 2,894 | .. | | 206 |
| 3rd Class..... | 1,572 | 14,944 | .. | | 1,569 | 1,618 | 15,187 | .. | | 1,614 |

XIV.—GOODS TRAFFIC AND RECEIPTS.

| | Tonnage. | Receipts. | Average Receipt. per Ton. | | Tonnage originating on the Company's System. | Year 1929. | | | | |
|----------------------------------|-----------------|----------------|---------------------------|--------------|--|----------------|----------------|--------------------------|--------------|--|
| | | | | | | Tonnage. | Receipts. | Average Receipt per Ton. | | Tonnage originating on the Company's System. |
| Merchandise..... | Tons. 336,588 | £ 150,009 | s. 8 | d. 10.96 | Tons. 307,283 | Tons. 392,591 | £ 174,897 | s. 8 | d. 10.92 | Tons. 359,462 |
| Coal, Coke, and Patent Fuel..... | 161,269 | 37,318 | 4 | 7.54 | 161,171 | 175,429 | 39,754 | 4 | 6.39 | 175,310 |
| Other Minerals..... | 92,795 | 16,036 | 3 | 5.47 | 91,592 | 99,659 | 18,433 | 3 | 8.39 | 98,022 |
| TOTAL..... | 590,652 | 203,363 | 6 | 10.63 | 560,046 | 667,679 | 233,084 | 6 | 11.78 | 632,794 |
| Live Stock..... | Number. 149,557 | 14,183 | .. | | Number. 123,536 | 153,585 | 14,571 | .. | | Number. 127,783 |

XV. (A).—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

XV. (B).—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

| Originating on the Company's System. | Tons. | Year 1929. | | Originating on the Company's System. | Number. | Year 1929. | |
|--|----------------|----------------|---------|--------------------------------------|----------------|------------|----------------|
| | | Tons. | Number. | | | Number. | Number. |
| Merchandise— | | | | Horses..... | 268 | | 346 |
| Flour and Bran, Sharps, and other Flour Mill Offal.. | 16,680 | 18,475 | | Cattle..... | 71,510 | | 71,376 |
| Grain..... | 31,992 | 31,444 | | Calves..... | 10,436 | | 8,120 |
| Manure..... | 27,129 | 30,495 | | Sheep..... | 36,602 | | 41,993 |
| Oil Cake and Cattle Foods..... | 22,458 | 24,574 | | Pigs..... | 4,521 | | 5,409 |
| Potatoes..... | 25,321 | 57,838 | | Miscellaneous..... | 199 | | 539 |
| Flax, Tow, Linen and Yarn..... | 16,632 | 18,910 | | | | | |
| Timber..... | 10,127 | 9,128 | | | | | |
| Cement..... | 53,106 | 51,417 | | | | | |
| Coal, Coke, Patent Fuel, &c..... | 161,171 | 175,310 | | | | | |
| Other Minerals— | | | | | | | |
| Iron Ore..... | 84 | 256 | | | | | |
| Sand..... | 20,762 | 14,593 | | | | | |
| Stone for Road Making Purposes..... | 32,412 | 40,389 | | | | | |
| TOTAL..... | 417,874 | 472,829 | | TOTAL..... | 123,536 | | 127,783 |

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.

| | 1921. | 1922. | 1923. | 1924. | 1925. | 1926. | 1927. | 1928. | 1929. | 1930. |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Total Expenditure on Capital Account (No. 4) | £ 3,455,057 | £ 3,460,239 | £ 3,456,081 | £ 3,456,141 | £ 3,465,152 | £ 3,468,730 | £ 3,485,422 | £ 3,506,286 | £ 3,558,339 | £ 3,684,641 |
| Gross Receipts from Businesses carried on by the Company (No. 8)..... | — | 771,162 | 768,461 | 762,396 | 689,481 | 588,230 | 571,975 | 548,052 | 550,702 | 602,185 |
| Revenue Expenditure on ditto (No. 8)..... | — | 708,731 | 651,590 | 652,483 | 622,575 | 599,792 | 562,663 | 538,153 | 538,290 | 628,337 |
| Net Receipts of ditto (No. 8)..... | 88,291 | 62,431 | 116,871 | 109,913 | 66,906 | Dr. 11,562 | 9,312 | 9,899 | 12,412 | Dr. 26,152 |
| Miscellaneous Receipts net (No. 8)..... | 11,080 | 8,763 | 7,078 | 5,676 | 5,395 | 5,963 | 6,583 | 9,200 | 10,684 | 5,852 |
| Total Net Income (No. 8)..... | 99,371 | 71,194 | 123,949 | 115,589 | 72,301 | Dr. 5,599 | 15,895 | 19,099 | 23,096 | Dr. 20,300 |
| Interest, Rentals and other Fixed Charges (No. 9)..... | 1,347 | 1,497 | 1,477 | 1,477 | 1,450 | 1,450 | 1,434 | 1,431 | 1,427 | 1,423 |
| Appropriated for Interest on Capital..... | 100,397 | 89,697 | 122,472 | 114,112 | 70,851 | 2,851 | 14,461 | 17,668 | 21,669 | — |
| Surplus or Deficit..... | — | — | — | — | — | — | — | — | — | — |
| Appropriation to or from Reserve..... | — | 20,000 | — | — | — | 9,900 | — | — | — | — |
| Brought forward from previous year..... | 2,373 | — | — | — | — | — | — | — | — | — |
| Carried forward to next year..... | — | — | — | — | — | — | — | — | — | — |

Examined and approved.
E. TAYLOR

F. L. SMITH,
Accountant of the Committee.

Certificate Respecting the Permanent Way, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other works have, during the past year, been maintained in good working condition and repair.

H. P. STEWART,

Engineer.

5th February, 1931.

Certificate Respecting the Rolling Stock, &c.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools have, during the past year, been maintained in good working order and repair.

H. P. STEWART,

Locomotive Engineer.

5th February, 1931.

(Signed for the Committee)

{ JOHN A. TORRENS,
Chairman of the Committee.
MALCOLM S. SPEIR,
Secretary of the Committee.

Auditors' Certificate.

We hereby certify that the above Yearly Accounts of the Northern Counties Committee contain a full and true Statement of its financial condition.

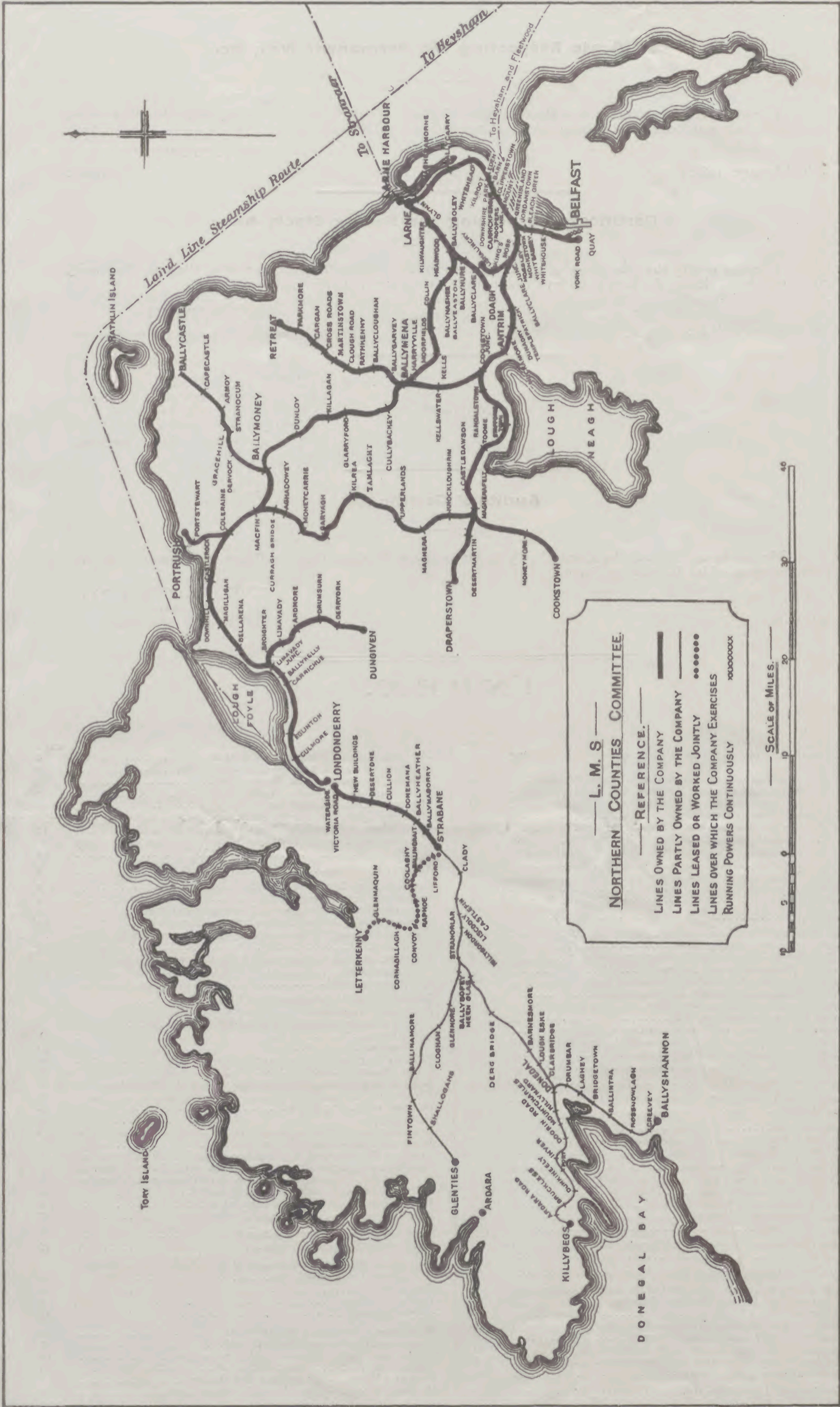
KNOX, CROPPER & CO.,
Auditors.

Chartered Accountants.

6th February, 1931.

I N D E X .

| | PAGE | | PAGE |
|--|------|--|------|
| Abstracts of Receipts and Expenditure in respect of Railway Working— | | Maintenance and Renewal of Rolling Stock..... | 5 |
| A.—Maintenance and Renewal of Way and Works..... | 5 | Merchandise and Mineral Vehicles.—Number..... | 9 |
| B.—Maintenance and Renewal of Rolling Stock— | | Mileage, Demurrage, and Wagon Hire..... | 6 |
| (1) Locomotives; (2) Carriages; (3) Wagons..... | 5 | Mileage of Lines Open for Traffic..... | 8 |
| C.—Locomotive Running Expenses..... | 6 | Mileage of Lines not open for Traffic..... | 8 |
| D.—Traffic Expenses..... | 6 | Mileage of Lines run over by the Company's Engines..... | 8 |
| E.—General Charges..... | 6 | Minerals and Merchandise carried by Goods Trains..... | 12 |
| F.—Expenses of Collection and Delivery of Parcels and Goods..... | 6 | Miscellaneous Receipts and Expenditure in respect of Railway Working..... | 4 |
| H.—Mileage, Demurrage, and Wagon Hire..... | 6 | National Insurance..... | 4 |
| Appropriation of Net Income..... | 3 | Parliamentary Expenses..... | 4 |
| Auditor's Certificate..... | 13 | Passenger Train Receipts..... | 4 |
| Balance Sheet..... | 7 | Passenger Traffic.—Number of Passengers and Receipts..... | 12 |
| Capital Account.—Receipts and Expenditure..... | 2 | Permanent Way.—Miles Maintained and Renewed..... | 10 |
| Capital Expenditure during Year..... | 2 | Principal Classes of Minerals and Merchandise carried by Goods Trains..... | 12 |
| Capital Account.—Estimate of Further Expenditure..... | 3 | Property, &c., not forming part of the Railway or Stations.— | |
| Carriages.—Maintenance and Renewal..... | 6 | Description..... | 10 |
| Carriages.—Number Renewed and Repaired, &c..... | 10 | Rents received..... | 3 |
| Carriages, Number and Seating Accommodation..... | 9 | Railway Freight Rebates—Rate Relief..... | 4 |
| Certificates respecting Permanent Way, &c., and Rolling Stock | 13 | Rail Motor Vehicles:— | |
| Coaching Vehicles.—Number, &c..... | 9 | Number and Seating Accommodation..... | 9 |
| Collection and Delivery of Parcels and Goods, Expenses of..... | 6 | Mileage..... | 11 |
| Collection and Delivery of Parcels and Goods.—Number of | | Number Repaired..... | 10 |
| Horses and Road Vehicles employed..... | 9 | Railway Working.—Receipts and Expenditure..... | 4 |
| Compensation..... | 4 | Rates (Railway)..... | 4 |
| Demurrage and Wagon Hire..... | 6 | Refreshment Rooms and Cars.—Receipts and Expenditure..... | 7 |
| Engines, Steam Locomotive.—Description and number..... | 9 | Renewal of Way and Works..... | 5 |
| Engine Mileage..... | 11 | Renewal of Rolling Stock..... | 5 |
| General Charges..... | 6 | Rents Paid..... | 3 |
| Goods Train Receipts..... | 4 | Rents received, from Houses and Lands..... | 3 |
| Goods Traffic.—Tonnage and Receipts..... | 12 | Rents received.—Other Rents..... | 3 |
| Horses and Road Vehicles employed in the Collection and | | Revenue Receipts and Expenditure of the Whole Undertaking | 3 |
| Delivery of Parcels and Goods and in the conveyance | | Road Vehicles employed in the Collection and Delivery of Parcels | |
| of Passengers.—Number..... | 9 | and Goods, and in the Conveyance of Passengers.—Number | 9 |
| Hotels.—Receipts and Expenditure..... | 7 | Rolling Stock.—Maintenance and Renewal..... | 5 |
| Hotels.—Names and Situation..... | 10 | Rolling Stock.—Number and Description..... | 9 |
| Houses.—Number..... | 10 | Road Transport.—Receipts and Expenditure..... | 7 |
| Interest, Rentals, and other Fixed Charges..... | 3 | Service Vehicles, Railway.—Number..... | 9 |
| Interest received..... | 3 | Summary of Financial Results..... | 12 |
| Jointly Owned Lines.—Capital Expenditure..... | 2 | Tonnage of the Principal Classes of Minerals and Merchandise | |
| Land, Property, &c., not forming part of the Railway or Stations. | | carried by Goods Trains..... | 12 |
| —Acreage of Land and Number of Houses..... | 10 | Traffic Receipts..... | 4 |
| Law Charges..... | 4 | Traffic Expenses..... | 6 |
| Live Stock carried by Goods Trains.—Number..... | 12 | Train Mileage..... | 11 |
| Locomotives.—Maintenance and Renewal..... | 5 | Wagons.—Maintenance and Renewal..... | 5 |
| Locomotives.—Number Renewed and Repaired, &c..... | 10 | Wagons.—Number and Description..... | 9 |
| Locomotives, Steam.—Number and Description..... | 9 | Wagons.—Number Renewed and Repaired, &c..... | 10 |
| Locomotive Running Expenses..... | 6 | Wagon Hire..... | 6 |
| Maintenance and Renewal of Way and Works..... | 5 | Way and Works.—Maintenance and Renewal..... | 5 |
| | | Way and Works.—Quantities of Materials Used..... | 10 |

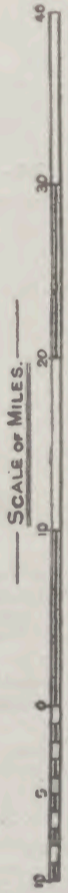


NORTHERN COUNTIES COMMITTEE.

— L. M. S. —

— REFERENCE. —

- LINES OWNED BY THE COMPANY
- - - LINES PARTLY OWNED BY THE COMPANY
- LINES LEASED OR WORKED JOINTLY
- . - . LINES OVER WHICH THE COMPANY EXERCISES RUNNING POWERS CONTINUOUSLY



Sligo, Leitrim, and Northern Counties Railway Company.

REPORT OF DIRECTORS

Statement of Accounts and
Statistical Returns

For YEAR ENDED 31st DECEMBER, 1930.

TO BE SUBMITTED TO THE PROPRIETORS

AT THE

ANNUAL GENERAL MEETING

TO BE HELD AT

RAMSAY'S HOTEL, SLIGO,

On FRIDAY, the 27th day of FEBRUARY, 1931,

At ONE o'clock p.m.

Directors:

SIR JOSSLYN GORE-BOOTH, BART., D.L., CHAIRMAN, Lissadell, Sligo.

CAPTAIN GEORGE HEWSON, D.L., DEPUTY-CHAIRMAN, Dromahair.

H. CAMPBELL PERRY, ESQ., Union Place House, Sligo.

AUDITORS:—

J. HAROLD PIM, F.C.A.,

R. STANLEY STOKES, F.C.A.

} 36 College Green, Dublin.

NOTICE OF MEETING.

Sligo, Leitrim, and Northern Counties Railway Company.

Notice is hereby given that the Annual General Meeting of the Shareholders of this Company will be held on Friday, the 27th day of February, 1931, at One o'clock precisely, at Ramsay's Hotel, Sligo, to receive a Report from the Directors on the affairs of the Company, and for the general business of the Company.

The Transfer Books for C Debenture Stock will be closed from the 14th day of February, 1931, to the 28th day of February, 1931, both days inclusive.

JOSSLYN GORE-BOOTH, *Chairman.*
S. C. LITTLE, *Secretary.*

COMPANY'S OFFICE,
ENNISKILLEN,
3rd February, 1931.

REPORT OF THE DIRECTORS.

TO BE SUBMITTED TO THE SHAREHOLDERS AT THE ANNUAL GENERAL MEETING ON
27TH FEBRUARY, 1931.

The Statement of Accounts and Statistical Returns for the Year ended 31st December, 1930, duly audited and verified, is submitted with this Report.

The following is a summary of the Receipts and Expenditure on Revenue Account:

| | | |
|---|---------|--------------|
| PER ACCOUNT NO. 8. | | |
| Gross Receipts | .. .. . | £39,280 17 0 |
| Expenditure | .. .. . | 32,034 14 1 |
| | | £7,246 2 11 |
| Miscellaneous Receipts (Net) from Rents, Interest &c. | | |
|  | .. .. . | 1,144 7 0 |
| | | £8,390 9 11 |
| PER ACCOUNT NO. 9. | | |
| Add Balance from last Account | .. .. . | 305 16 5 |
| | | £8,696 6 4 |

After payment for amount due for Running Powers, Interest on A. and B. Debenture Stocks, and other fixed charges, there remains £1996 6s. 4d., out of which the Board recommends that a Dividend at the rate of $2\frac{1}{4}$ per cent., for the year be paid on C. Debenture Stock, and that the balance, £219 4s. 11d., be carried forward.

One of the Directors, Captain George Hewson, D.L., retires by rotation, and being eligible, offers himself for re-election.

One of the Auditors, Mr. Pim, also retires and offers himself for re-election.

JOSSLYN GORE-BOOTH, CHAIRMAN.

S. C. LITTLE, SECRETARY.

3rd February, 1931.

Sligo, Leitrim, and Northern Counties Railway Company.

Financial Accounts and Statistical Returns for the Year ended 31st December, 1930.

PART 1.—FINANCIAL ACCOUNTS.

No. 1 (a)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

| Special Acts. | Capital Authorised. | | | Capital Created. | | | Balance. | | |
|---|---------------------|---------------------------|---------|-------------------|---------------------------|---------|-------------------|---------------------------|--------|
| | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| I. 38th and 39th Vic., Cap. 197, 1875 | 200,000 | 100,000 | 300,000 | 200,000 | 100,000 | 300,000 | — | — | — |
| II. Borrowing Powers under Scheme of arrangement, filed 14th July, 1897, and enrolled 6th January, 1898 | — | 190,000 | 190,000 | — | 186,781 | 186,781 | — | 3,219 | 3,219 |
| TOTAL, .. | 200,000 | 290,000 | 490,000 | 200,000 | 286,781 | 486,781 | — | 3,219 | 3,219 |

No. 1 (b)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

NOT APPLICABLE TO THIS COMPANY.

No. 1 (c)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

* NOT APPLICABLE TO THIS COMPANY.

No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a), SHOWING THE PROPORTION ISSUED.

| Description. | Amount created. | Amount issued. | Nominal addition to or deductions from Capital. | Amount on which Dividend is payable. | Amount which does not rank for Dividend until a future date. | Calls in arrear. | Amount uncalled. | Amount unissued. |
|----------------------------------|-----------------|----------------|---|--------------------------------------|--|------------------|------------------|------------------|
| A. or Preference Capital | £ 50,000 | £ 50,000 | £ — | £ 50,000 | £ — | £ — | £ — | £ — |
| Ordinary Capital | 150,000 | 150,000 | — | 150,000 | — | — | — | — |
| TOTAL, .. | £200,000 | 200,000 | — | 200,000 | — | — | — | — |

No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS.

| | Raised by Loans. | Raised by issue of Debenture Stocks. | | | | | | Total raised by Loans and Debenture Stocks. | |
|--|------------------|--------------------------------------|--|------------------------------|-----------------------------|---------------------------------|---------------------------------|---|-------------------------|
| | | Amount of Stocks. | Nominal Additions or Deductions on Conversion. | Existing Amount of Stock. | | | | | |
| | | | | At 3½ per cent. A Cumulative | At 4 per cent. B Cumulative | At 4 per cent. C Non-Cumulative | At 4 per cent. D Non-Cumulative | | Total Debenture Stocks. |
| Existing at 31st December, 1929 .. | £ Nil. | £ 286,781 | £ — | £ 100,000 | £ 40,000 | £ 78,981 | £ 67,800 | £ 286,781 | £ 286,781 |
| Existing at 31st December, 1930 .. | — | 286,781 | — | 100,000 | 40,000 | 78,981 | 67,800 | 286,781 | 286,781 |
| Increase | — | — | — | — | — | — | — | — | — |
| Decrease | — | — | — | — | — | — | — | — | — |
| Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created as per Statement No. 1 (a) .. | | | | | | | | 290,000 | |
| Less—Amount created but not yet available | | | | | | | | £ — | |
| Total amount raised by Loans and Debenture Stocks as above | | | | | | | | 286,781 | |
| Balance being available borrowing powers at 31st December, 1930 | | | | | | | | £ *3,219 | |

* Includes £1,019 C. Debs. and £2,200 D. Debs.

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| Expenditure to date on Principal Works in Progress. | Estimated Further Expenditure. | | |
|---|---|--------------------------------|--------|
| | During the Year ending 31st Dec., 1931. | Subsequently until completion. | Total. |
| £ | £ | £ | £ |
| Lines belonging to the Company open for traffic | Nil | Nil | — |
| Rolling Stock | Nil | Nil | — |
| TOTAL, | £ — | — | — |
| Works not yet commenced and in abeyance .. .. . | .. .. . | .. .. . | — |

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| | £ | £ s. d. |
|--|---------|-------------|
| Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a)) | — | 3,219 0 0 |
| Stock and Share Capital created but not yet received (as per Statement No. 2)— | | |
| Calls in arrear | — | |
| Amounts uncalled | — | |
| Amount unissued | — | |
| Loan Capital created but not yet available (as per Statement No. 3) | — | |
| Available borrowing powers (as per Statement No. 3) | — | 3,219 0 0 |
| Deduct balance at Debit (as per Capital Account No. 4) .. .. . | .. .. . | 2,040 19 10 |
| TOTAL | £ | 1,178 0 2 |

No. 8.—Revenue Receipts and Expenditure of the whole Undertaking.

| | 1930. | 1929. |
|---|-------------|--------|
| | £ s. d. | £ |
| Receipts in respect of Railway Working and of separate businesses carried on by the Company | 39,280 17 0 | 38,861 |
| Expenditure | 32,034 14 1 | 32,576 |
| | 7,246 2 11 | 6,285 |
| Miscellaneous Receipts (Net):— | | |
| Rents from Houses and Lands | 53 5 7 | 81 |
| Other Rents, including Lump-sum Tolls | 26 6 8 | 28 |
| Transfer Fees | 1 15 6 | 1 |
| General Interest | 1,062 19 3 | 1,152 |
| Special Items—Income Tax | — | 945 |
| Total Net Income | 8,390 9 11 | 8,492 |

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

| | | | | | | | | | | | 1929 | | | | | | |
|---|----|----|----|----|----|----|----|-------|----|----|------|----|-------|-------|---|----|-------|
| | | | | | | | | £ | s. | d. | £ | s. | d. | £ | | | |
| Balance brought forward from last year's Account | .. | .. | .. | .. | .. | .. | .. | 305 | 16 | 5 | | | 93 | | | | |
| Net Income (as per Statement No. 8) | .. | .. | .. | .. | .. | .. | .. | 8,390 | 9 | 11 | | | 8,492 | | | | |
| TOTAL | | | | | | | | .. | .. | .. | .. | .. | .. | 8,696 | 6 | 4 | 8,585 |
| Deduct—Interest, Rentals, and other Fixed Charges— | | | | | | | | | | | | | | | | | |
| Chief Rents, Wayleaves, &c., including Lump-sum Tolls | .. | .. | .. | .. | .. | .. | .. | 1,600 | 0 | 0 | | | 1,600 | | | | |
| Interest on Debenture Stocks :— | | | | | | | | | | | | | | | | | |
| A Debentures, 3½ per cent. | .. | .. | .. | .. | .. | .. | .. | 3,500 | 0 | 0 | | | 3,500 | | | | |
| B Debentures, 4 per cent. | .. | .. | .. | .. | .. | .. | .. | 1,600 | 0 | 0 | | | 1,600 | | | | |
| General Interest | .. | .. | .. | .. | .. | .. | .. | — | | | | | — | | | | |
| Special Items | .. | .. | .. | .. | .. | .. | .. | — | | | | | — | | | | |
| TOTAL | | | | | | | | .. | .. | .. | .. | .. | .. | 6,700 | 0 | 0 | 6,700 |
| Balance after payment of Fixed Charges | | | | | | | | .. | .. | .. | .. | .. | .. | 1,996 | 6 | 4 | 1,885 |
| Balance carried to Balance Sheet | | | | | | | | .. | .. | .. | .. | .. | .. | 1,996 | 6 | 4 | 1,885 |
| Less Interest at 2¼ per Cent. on C Debenture Stock | | | | | | | | .. | .. | .. | .. | .. | .. | 1,777 | 1 | 5 | 1,580 |
| Balance carried forward to next year's Account | | | | | | | | .. | .. | .. | .. | .. | .. | 219 | 4 | 11 | 305 |

No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

NOT APPLICABLE TO THIS COMPANY

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

| | 1929 | | £ |
|--|---------|---------|-------|
| | £ s. d. | £ s. d. | |
| Superintendence— | | | |
| Salaries | 558 | 0 | 0 |
| Office Expenses, &c. | 29 | 19 | 4 |
| | | 587 | 19 4 |
| Maintenance of Roads, Bridges and Works— | | | |
| Earthworks | 227 | 10 | 9 |
| Bridges, Tunnels, Culverts, Retaining Walls, and other Works | 182 | 8 | 0 |
| Roads and Fences | 334 | 6 | 5 |
| | | 744 | 5 2 |
| Maintenance of Permanent Way— | | | |
| Renewal of Running Lines— | | | |
| Wages | 722 | 18 | 1 |
| Materials | 1,066 | 17 | 9 |
| Engine Power and Wagon Repairs | 21 | 15 | 4 |
| | | 1,811 | 11 2 |
| Repair of Running Lines and Sidings— | | | |
| Wages | 3,326 | 17 | 2 |
| Materials | 67 | 11 | 6 |
| Engine Power and Wagon Repairs | 9 | 16 | 2 |
| | | 3,404 | 4 10 |
| Maintenance of Signalling | | 106 | 3 5 |
| Maintenance of Telegraphs | | 35 | 17 6 |
| Maintenance of Stations and Buildings— | | | |
| Stations, Depots, and Offices | 276 | 17 | 10 |
| Engine Sheds | 2 | 8 | 10 |
| Carriage Sheds | — | — | — |
| Locomotive Workshops | 7 | 0 | 1 |
| Carriage Workshops | — | — | — |
| Wagon Workshops | 0 | 10 | 5 |
| Other Buildings | 221 | 15 | 0 |
| | | 508 | 12 2 |
| | | 7,198 | 13 7 |
| Transfer to Depreciation Fund | | 488 | 8 10 |
| TOTAL | | £ 7,687 | 2 5 |
| | | | 8,465 |

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1) Locomotives.

| | 1929 | | £ |
|---|---------|---------|-------|
| | £ s. d. | £ s. d. | |
| Superintendence— | | | |
| Salaries | 186 | 5 | 1 |
| Office Expenses | 11 | 14 | 4 |
| | | 197 | 19 5 |
| Complete Renewals— | | | |
| Wages | 84 | 12 | 4 |
| Materials | 1,248 | 19 | 3 |
| | | 1,333 | 11 7 |
| Repairs and Partial Renewals— | | | |
| Wages | 1,097 | 5 | 11 |
| Materials | 433 | 18 | 7 |
| | | 1,531 | 4 6 |
| Purchase of New Locomotives | | — | — |
| Workshop Expenses— | | | |
| Repairs and Renewals of Machinery and Plant | 49 | 18 | 5 |
| Other Expenses | 200 | 6 | 11 |
| | | 250 | 5 4 |
| | | 3,313 | 0 10 |
| Less :—Transfer from Depreciation Fund | | 133 | 11 7 |
| TOTAL | | £ 3,179 | 9 3 |
| | | | 3,706 |

(2) Carriages.

| | 1929 | | £ |
|---|---------|---------|------|
| | £ s. d. | £ s. d. | |
| Superintendence— | | | |
| Salaries | 170 | 1 | 1 |
| Office Expenses | 6 | 10 | 7 |
| | | 176 | 11 8 |
| Complete Renewals— | | | |
| Wages | — | — | — |
| Materials | — | — | — |
| Repairs and Partial Renewals— | | | |
| Wages | 182 | 17 | 10 |
| Materials | 126 | 18 | 6 |
| | | 309 | 16 4 |
| Purchase of New Carriages | | — | — |
| Workshop Expenses— | | | |
| Repairs and Renewals of Machinery and Plant | 8 | 2 | 9 |
| Other Expenses | 49 | 10 | 5 |
| | | 57 | 13 2 |
| | | 544 | 1 2 |
| Less transfer from Depreciation Fund | | — | — |
| TOTAL | | £ 544 | 1 2 |
| | | | 668 |

(3) Wagons

| | 1929 | | £ |
|---|---------|---------|-------|
| | £ s. d. | £ s. d. | |
| Superintendence— | | | |
| Salaries | 170 | 1 | 1 |
| Office Expenses | 6 | 10 | 8 |
| | | 176 | 11 9 |
| Complete Renewals— | | | |
| Wages | — | — | — |
| Materials | — | — | — |
| Repairs and Partial Renewals— | | | |
| Wages | 1,352 | 19 | 11 |
| Materials | 1,207 | 12 | 11 |
| | | 2,560 | 12 10 |
| Purchase of New Wagons | | — | — |
| Workshop Expenses— | | | |
| Repairs and Renewals of Machinery and Plant | 19 | 18 | 6 |
| Other Expenses | 112 | 12 | 6 |
| | | 132 | 11 0 |
| | | 2,869 | 15 7 |
| TOTAL | | £ 2,869 | 15 7 |
| | | | 2,250 |

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

| | | | 1929 | |
|--|-------|-------|-------|-------|
| | £ | s. d. | £ | s. d. |
| Superintendence :— | | | | |
| Salaries | 147 | 7 3 | 147 | |
| Office Expenses | 8 | 15 4 | 13 | |
| | | | 156 | 2 7 |
| Steam Train Working :— | | | | |
| Wages connected with the Running of Locomotive Engines | 3,573 | 3 0 | 3,501 | |
| Fuel | 3,989 | 19 8 | 3,613 | |
| Water | 213 | 1 4 | 230 | |
| Lubricants | 87 | 3 11 | 92 | |
| Other Stores, inc. Clothing | 91 | 11 2 | 78 | |
| Miscellaneous | 38 | 16 0 | 36 | |
| | | | 7,993 | 15 1 |
| | | | 8,149 | 17 8 |
| Deduct Engine Power supplied by the Company | | | 31 | 11 6 |
| | | | 8,118 | 6 2 |
| TOTAL | £ | | 7,645 | |

ABSTRACT D.—TRAFFIC EXPENSES.

| | | | 1929 | |
|--|-------|-------|-------|-------|
| | £ | s. d. | £ | s. d. |
| Salaries and Wages :— | | | | |
| Superintendence | 333 | 18 0 | 334 | |
| Stationmasters and Clerks | 2,648 | 7 10 | 2,612 | |
| Signalmen and Gatemen | 387 | 15 9 | 414 | |
| Ticket Collectors, Policemen, Porters, &c. | 1,532 | 13 5 | 1,496 | |
| Guards | 595 | 7 5 | 588 | |
| | | | 5,498 | 2 5 |
| Fuel, Lighting, Water and General Stores | 122 | 17 5 | 117 | |
| Clothing | 74 | 14 3 | 90 | |
| Printing, Advertising, Stationery, Stamps, and Tickets | 135 | 1 6 | 271 | |
| Wagon Covers, &c. | | | | |
| Expenses of Joint Stations and Junctions | 849 | 13 4 | 875 | |
| Cleansing, Lubricating & Lighting of Vehicles | 175 | 5 2 | 210 | |
| Shunting Expenses (other than Mechanical :— | | | | |
| Wages | 66 | 9 2 | 60 | |
| Other Expenses | | | | |
| | | | 66 | 9 2 |
| Working of Stationery Engines, Hoists, Cranes, &c. | | | | |
| Railway Clearing House Expenses | 390 | 17 3 | 400 | |
| Miscellaneous Expenses | 148 | 6 2 | 115 | |
| TOTAL | £ | | 7,461 | 6 8 |

ABSTRACT E.—GENERAL CHARGES.

| | | | 1929 | |
|--|-------|-------|-------|-------|
| | £ | s. d. | £ | s. d. |
| Directors' Fees voted by Shareholders | 150 | 0 0 | 150 | |
| Auditors and Public Accountants | 64 | 2 0 | 62 | |
| Salaries of Secretary, General Manager, Accountant and Clerks | 1,031 | 10 6 | 1,084 | |
| Office Expenses, ditto ditto | 53 | 7 5 | 81 | |
| Rating Expenses | | | 12 | |
| Fire and Accident Insurance | 62 | 10 1 | 62 | |
| Superannuation Fund and Gratuities to Employees on leaving Service | 12 | 19 4 | 23 | |
| Subscriptions and Donations | 2 | 2 0 | 2 | |
| Miscellaneous Expenses | 86 | 17 4 | 93 | |
| TOTAL | 1,463 | 8 8 | 1,569 | |

ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

NOT APPLICABLE TO THIS COMPANY.

ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

NOT APPLICABLE TO THIS COMPANY.

ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

| | | | | 1929 | | |
|------------------------------|----------|-------------|---------|----------|-------------|---------|
| | Receipts | Expenditure | Balance | Receipts | Expenditure | Balance |
| | £ | s. d. | £ | s. d. | £ | s. d. |
| Mileage and Demurrage— | | | | | | |
| Passenger Train Vehicles | 154 | 11 1 | 2 0 0 | 142 | — | 142 |
| Goods Train Vehicles | 137 | 11 4 | 114 1 7 | 211 | 53 | 158 |
| Hire of— | | | | | | |
| Passenger Train Vehicles | 4 | 4 0 | — | 12 | — | 12 |
| Goods Train Vehicles | — | — | — | — | — | — |
| TOTAL | £ | 296 6 5 | 116 1 7 | 180 4 10 | 365 53 | 312 |

ABSTRACTS J AND ACCOUNTS Nos. 11, 12, 13, 14, 15 and 16.

NOT APPLICABLE TO THIS COMPANY.

PART II.—STATISTICAL RETURNS.**I.—MILEAGE OF LINES.****(A.)—Mileage of Lines Open for Traffic.**

| | Running Lines. | | | | | | Sidings reduced to Single Track | Total of Single Track, including Sidings |
|---------------------------------------|-----------------------------|---------------|--------------|---------------|---|--|---------------------------------|--|
| | Length of Road First Track. | Second Track. | Third Track. | Fourth Track. | Over four Tracks (reduced to Single Track). | Total Miles (reduced to Single Track). | | |
| | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. |
| Lines owned by Company— | | | | | | | | |
| Main and Principal Lines—1930 | 43 12 | — | — | — | — | 43 12 | 2 65 | 45 77 |
| " " " " —1929 | 43 21 | — | — | — | — | 43 21 | 2 65 | 46 6 |

(B.)—Mileage of Lines Authorised but not Open for Traffic.

NOT APPLICABLE TO THIS COMPANY.

(C.)—Mileage of Lines Run Over by the Company's Engines.

| | | | | | | | | |
|--|----|----|----|----|----|----|----|-----------------|
| Lines Owned by the Company | .. | .. | .. | .. | .. | .. | .. | M. Ch. 43 12 |
| " Partly Owned | .. | .. | .. | .. | .. | .. | .. | — |
| " Leased, or Worked by the Company | .. | .. | .. | .. | .. | .. | .. | — |
| " Leased, or Worked Jointly | .. | .. | .. | .. | .. | .. | .. | — |
| " over which the Company exercises Running Powers continuously | .. | .. | .. | .. | .. | .. | .. | 5 23 |
| TOTAL | .. | .. | .. | .. | .. | .. | .. | 48 35 |
| Add:— | | | | | | | | |
| Lines over which the Company exercises Running powers occasionally | .. | .. | .. | .. | .. | .. | .. | — |
| TOTAL | .. | .. | .. | .. | .. | .. | .. | 48 35 |

II.—ROLLING STOCK.**(A.)—Steam Locomotives and Tenders.**

| Description. | Number. | 1929 | |
|-------------------------------|---------|---------|---------|
| | | Number. | Number. |
| Tender Engines:—4—4—0 | 1 | 1 | 1 |
| 0—6—0 | 1 | 1 | 1 |
| Tank Engines:—0—6—4 | 8 | 8 | 8 |
| 0—6—0 | — | — | — |
| | 10 | 10 | 10 |
| Tenders | 2 | 2 | 2 |

(B.)—Rail Motor Vehicles.

NOT APPLICABLE TO THIS COMPANY.

(C.)—Trains Worked by Electric Power.

NOT APPLICABLE TO THIS COMPANY.

(D.)—Coaching Vehicles (other than Electric).

| | Number | Seats or Berths. | | | | 1929 | |
|--|--------|------------------|------------|------------|-------|--------|------------------------|
| | | 1st Class. | 2nd Class. | 3rd Class. | Total | Number | Seats or Berths, Total |
| PASSENGER CARRIAGES. | | | | | | | |
| Carriages of uniform class | 8 | — | — | 360 | 360 | 8 | 360 |
| Composite Carriages | 5 | 56 | 85 | 150 | 291 | 5 | 291 |
| Restaurant Cars | — | — | — | — | — | — | — |
| Miscellaneous | — | — | — | — | — | — | — |
| Total | 13 | 56 | 85 | 510 | 651 | 13 | 651 |
| Sleeping | — | — | — | — | — | — | — |
| Total passenger carriages | 13 | | | | 651 | 13 | 651 |
| OTHER COACHING VEHICLES. | | | | | | | |
| Post Office Vans | — | | | | — | — | — |
| Luggage, Parcel and Brake Vans | — | | | | — | — | — |
| Carriage Trucks | 2 | | | | 2 | 2 | 2 |
| Horse Boxes | 1 | | | | 1 | 1 | 1 |
| Miscellaneous | — | | | | — | — | — |
| Total other Coaching Vehicles | 3 | | | | 3 | 3 | 3 |
| Total Coaching Vehicles | 16 | | | | 16 | 16 | 16 |

(E.)—Merchandise and Mineral Vehicles.

| | Number | 1929 | |
|--|--------|---------|---------|
| | | Number. | Number. |
| Open Wagons— | | | |
| Under 8 tons | — | — | — |
| 8 and up to 12 tons | — | — | — |
| Over 12 and up to 20 tons | — | — | — |
| Over 20 tons (other than special) | — | — | — |
| Covered Wagons— | | | |
| Under 8 tons | 108 | 108 | 108 |
| 8 and up to 12 tons | — | — | — |
| Over 12 and up to 20 tons | — | — | — |
| Over 20 tons | — | — | — |
| Mineral Wagons— | | | |
| Under 8 tons | 41 | 41 | 41 |
| 8 and up to 12 tons | — | — | — |
| Over 12 and up to 20 tons | — | — | — |
| Over 20 tons | — | — | — |
| Special Wagons (for loads of exceptional dimensions and weight) | — | — | — |
| Cattle Trucks | 41 | 41 | 41 |
| Rail and Timber Trucks (including Twin Trucks) | 2 | 2 | 2 |
| Brake Vans | 6 | 6 | 6 |
| Miscellaneous | — | — | — |
| TOTAL | 198 | 198 | 198 |

(F.) Railway Service Vehicles and Horses for Shunting.

| | Number | 1929 | |
|--------------------------------|--------|---------|---------|
| | | Number. | Number. |
| Gasholder Trucks | — | — | — |
| Locomotive Coal Wagons | — | — | — |
| Ballast Wagons | 10 | 10 | 10 |
| Mess and Tool Vans | — | — | — |
| Breakdown Cranes | — | — | — |
| Travelling Cranes | — | — | — |
| Miscellaneous | — | — | — |
| TOTAL | 10 | 10 | 10 |
| Horses for Shunting | — | — | — |

Returns Nos.—III., IV., V., VI., VII., VIII. and IX.

NOT APPLICABLE TO THIS COMPANY.

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A).

| | | | | | | | | | | | | 1929 | | | |
|---|----|----|----|----|----|----|----|----|----|----|----|------|---------|-------|---------|
| Quantities of principal materials used— | | | | | | | | | | | | | | | |
| Ballast | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 800 | c. yds. | 840 | c. yds. |
| | | | | | | | | | | | | M | CH | M | C |
| Fencing | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 4 | 2 | 30 |
| Rails | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 73 | tons | 152 | tons |
| Sleepers | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 985 | | 2,500 | |
| Miles Maintained— | | | | | | | | | | | | M. | CH. | M | C |
| Miles of road | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 43 | 12 | 43 | 21 |
| Miles of road reduced to single track— | | | | | | | | | | | | | | | |
| Running Lines | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 43 | 12 | 43 | 21 |
| Sidings | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 65 | 2 | 65 |
| Miles of track renewed | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 0 | 44 | 1 | 23 |

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

| | | | | | | | | In Company's Workshops. Number. | By Contract. Number. | Total. | 1929 |
|---|----|----|----|----|----|----|----|--|----------------------------|--------|------|
| Locomotives renewed | .. | .. | .. | .. | .. | .. | .. | — | — | — | — |
| Locomotives repaired— | | | | | | | | | | | |
| Heavy Repairs | .. | .. | .. | .. | .. | .. | .. | 3 | 1 | 4 | 5 |
| Light | .. | .. | .. | .. | .. | .. | .. | 37 | — | 37 | 26 |
| Locomotives under or awaiting repair at end of year | | | | | | | | 2 | — | 2 | 3 |
| Coaching Vehicles— | | | | | | | | | | | |
| Carriages renewed | .. | .. | .. | .. | .. | .. | .. | — | — | — | — |
| Carriages repaired— | | | | | | | | | | | |
| Heavy repairs | .. | .. | .. | .. | .. | .. | .. | 4 | — | 4 | 6 |
| Light | .. | .. | .. | .. | .. | .. | .. | 20 | — | 20 | 21 |
| Carriages under or awaiting repair at end of year | | | | | | | | — | — | — | — |
| Others renewed | .. | .. | .. | .. | .. | .. | .. | — | — | — | — |
| Others repaired— | | | | | | | | | | | |
| Heavy repairs | .. | .. | .. | .. | .. | .. | .. | 1 | — | 1 | 3 |
| Light | .. | .. | .. | .. | .. | .. | .. | 4 | — | 4 | 4 |
| Others under or awaiting repair at end of year | | | | | | | | — | — | — | — |
| Wagons renewed— | | | | | | | | | | | |
| Completely renewed | .. | .. | .. | .. | .. | .. | .. | — | — | — | — |
| Partially | .. | .. | .. | .. | .. | .. | .. | 10 | — | 10 | 6 |
| Wagons repaired | | | | | | | | | | | |
| Heavy repairs | .. | .. | .. | .. | .. | .. | .. | 27 | — | 27 | 25 |
| Light | .. | .. | .. | .. | .. | .. | .. | 184 | — | 184 | 194 |
| Wagons under or awaiting repair at end of year | | | | | | | | 5 | — | 5 | 9 |

XII.—ENGINE MILEAGE.

| | 1929. | | | | | | | | | | | | | | | | | | |
|---|-----------------------------|--------|---------|---|--------|---------|----------------|--------|-------|-------------------------------------|--------|---------|--------|--------|---------|-------|--------|-------|---------|
| | Train Miles (Loaded Trains) | | | Total Train Miles (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey) | | | Shunting Miles | | | Other Miles (Assisting, Light, &c.) | | | | | | | | | |
| | Coaching | Goods | Total | Coaching | Goods | Total | Coaching | Goods | Total | Coaching | Goods | Total | | | | | | | |
| A.—MILES RUN IN RELATION TO THE COMPANY'S TRAFFIC RECEIPTS— Over the Company's System by the Company's Engines Over the Company's System by other Companies' Engines TOTAL | 49,093 | 73,489 | 122,582 | 49,093 | 74,121 | 123,214 | 8,603 | 29,481 | 1,454 | 162,752 | 69,169 | 118,419 | 49,250 | 69,598 | 118,848 | 8,615 | 28,127 | 892 | 156,482 |
| B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE— By the Company's Engines over Lines owned, leased, or worked by the Company By the Company's Engines over other Companies' Lines By other Companies' Engines over the Company's Line TOTAL | 43,508 | 66,771 | 110,279 | 43,508 | 67,403 | 110,911 | 4,353 | 23,616 | 2,037 | 140,917 | 62,169 | 105,818 | 43,649 | 62,598 | 106,247 | 4,355 | 22,216 | 2,180 | 134,998 |
| C.—MILES RUN BY THE COMPANY'S ENGINES Steam Tender and Tank Engines— Over Lines owned, leased, or worked by the Company Over all Joint Lines Over other Companies' Lines TOTAL | 49,093 | 73,489 | 122,582 | 49,093 | 74,121 | 123,214 | 8,603 | 29,481 | 2,190 | 163,488 | 69,169 | 118,419 | 49,250 | 69,598 | 118,848 | 8,615 | 28,127 | 2,348 | 157,938 |
| | 49,093 | 73,489 | 122,582 | 49,093 | 74,121 | 123,214 | 8,603 | 29,481 | 2,190 | 163,488 | 69,169 | 118,419 | 49,250 | 69,598 | 118,848 | 8,615 | 28,127 | 2,348 | 157,938 |
| | 49,093 | 73,489 | 122,582 | 49,093 | 74,121 | 123,214 | 8,603 | 29,481 | 2,190 | 163,488 | 69,169 | 118,419 | 49,250 | 69,598 | 118,848 | 8,615 | 28,127 | 2,348 | 157,938 |

XIV.—GOODS TRAFFIC AND RECEIPTS.

| | 1929 | | | | | | | | | | | | | | | | | | |
|----------------------------|------------------|--------|--------|-------------------------|--------|--------|---|--------|--------|----------|--------|--------|-------------------------|--------|--------|---|--------|--------|--------|
| | Tonnage Receipts | | | Average Receipt per Ton | | | Tonnage originating on the Company's System | | | Receipts | | | Average Receipt per ton | | | Tonnage originating on the Company's System | | | |
| | Tons | £ | s. d. | £ | s. d. | Tons | £ | s. d. | Number | £ | s. d. | Tons | £ | s. d. | Number | £ | s. d. | Tons | |
| Merchandise | 48,289 | 18,876 | 7 9.82 | 18,876 | 7 9.82 | 16,923 | 16,923 | 16,923 | 18,553 | 8 6.13 | 43,599 | 43,599 | 17,605 | 17,605 | 17,605 | 17,605 | 17,605 | 17,605 | |
| Coal, Coke and Patent Fuel | 5,996 | 1,523 | 5 0.96 | 1,523 | 5 0.96 | 4,117 | 4,117 | 4,117 | 1,583 | 4 7.62 | 6,831 | 6,831 | 4,727 | 4,727 | 4,727 | 4,727 | 4,727 | 4,727 | |
| Other Minerals | 2,478 | 586 | 4 8.76 | 586 | 4 8.76 | 1,382 | 1,382 | 1,382 | 529 | 4 5.03 | 2,394 | 2,394 | 1,919 | 1,919 | 1,919 | 1,919 | 1,919 | 1,919 | |
| TOTAL | 56,763 | 20,985 | 7 4.73 | 20,985 | 7 4.73 | 22,422 | 22,422 | 22,422 | 20,665 | 7 9.89 | 52,824 | 52,824 | 24,251 | 24,251 | 24,251 | 24,251 | 24,251 | 24,251 | |
| Live Stock | | | | | | | | | | | | | | | | | | | |
| | | 8,243 | | | | | | | 7,049 | | 61,017 | 61,017 | | | | | | | 57,784 |

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

| Class of Passenger | 1929 | | | | | | | | | | | |
|--|----------------------|----------------------------|----------------------------|-------|------------------------|----------------------------|--|----------------------|----------------------------|----------------------------|----------|-------|
| | Number | | Average Fare per Passenger | | Receipts | | Number originating on the Company's System | | Average Fare per Passenger | | Receipts | |
| | Number | Average Fare per Passenger | £ | s. d. | Number | Average Fare per Passenger | £ | s. d. | Number | Average Fare per Passenger | £ | s. d. |
| Ordinary— 1st Class 2nd " 3rd " | 323 806 80,086 | 7 3.68 5 8.57 1 5.77 | 118 230 5,931 | | 407 1,054 77,206 | 7 6.22 5 9.45 1 7.58 | 153 305 6,301 | 261 714 66,684 | | 261 714 66,684 | | |
| Workmen | | | | | | | | | | | | |
| Total | 81,214 | 1 6.56 | 6,279 | | 78,667 | 1 8.62 | 6,759 | 67,659 | | 67,659 | | |
| Season— 1st Class 2nd " 3rd " | 1 14 | | 6 96 | | 1 14 | | 9 113 | 1 14 | | 1 14 | | |

XV. (a).—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAIN.

| Originating on the Company's System. | TONS. | 1929. |
|---|--------|--------|
| Ale and Porter (including empties) | 142 | 160 |
| Bacon and Hams, Butter and Eggs | 2,586 | 2,636 |
| Bricks, Common | 9 | 427 |
| Flour and Bran, Sharps and other Flour Mill Offal | 1,976 | 2,256 |
| Grain | 4,890 | 5,085 |
| Groceries (excluding Bacon, Hams and Butter) | 582 | 678 |
| Manure | 581 | 603 |
| Oil Cake and Cattle Foods | 1,568 | 844 |
| Potatoes | 59 | 50 |
| Timber | 316 | 218 |
| | 12,709 | 12,957 |

XV. (b).—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAIN.

| Originating on the Company's System. | NUMBER | 1929 |
|--------------------------------------|--------|---------|
| | | Number. |
| Horses | 211 | 178 |
| Cattle | 43,245 | 33,649 |
| Calves | 4,674 | 5,472 |
| Sheep | 11,803 | 11,066 |
| Pigs | 6,162 | 7,392 |
| Miscellaneous | 271 | 27 |
| | 66,366 | 57,784 |

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED.

| | 1921 | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 |
|---|---------|---------|---------|---------|---------|------------|---------|---------|---------|---------|
| Total Expenditure on Capital Account (No. 4) .. | 488,873 | 488,873 | 488,873 | 488,873 | 488,873 | 488,873 | 488,873 | 488,873 | 488,873 | 488,873 |
| Gross Receipts from Businesses carried on by the Company | * | 40,158 | 44,541 | 46,184 | 40,763 | 38,098 | 40,145 | 39,809 | 38,861 | 39,281 |
| Revenue Expenditure on do do | * | 36,774 | 37,065 | 40,956 | 39,403 | 38,242 | 35,353 | 33,945 | 32,577 | 32,035 |
| Net Receipts from Businesses carried on by the Company (No. 8) | 7,792 | 3,384 | 7,476 | 5,228 | 1,360 | (Loss) 144 | 4,791 | 5,864 | 6,284 | 7,246 |
| Proportion of Compensation under Irish Railways (Settlement of Claims) Act, 1921 (No. 8) .. | 3,414 | 3,900 | — | — | 5,000 | 6,000 | 1,000 | — | — | — |
| Miscellaneous Receipts net (No. 8) | 651 | 1,232 | 2,652 | 2,803 | 2,021 | 1,639 | 1,542 | 2,496 | 2,208 | 1,144 |
| Total Net Income (No. 8) | 8,443 | 8,516 | 10,128 | 8,031 | 8,381 | 7,495 | 7,333 | 8,360 | 8,492 | 8,390 |
| Interests, Rentals, and other Fixed Charges (No. 9) .. | 6,725 | 6,725 | 6,725 | 6,725 | 6,725 | 6,700 | 6,700 | 6,700 | 6,700 | 6,700 |
| Interest on C Debenture Stock | 1,777 | 1,777 | 3,159 | 1,777 | 1,777 | 790 | 790 | 1,777 | 1,580 | 1,777 |
| Appropriation from Depreciation Funds | 5,689 | — | 5,715 | 643 | 25,865 | 360 | 678 | 500 | 908 | 134 |
| Do. to do. | 1,000 | 18,848 | — | 5,000 | 3,849 | 5,000 | — | — | — | 488 |
| Brought forward from previous year | 755 | 696 | 710 | 954 | 483 | 362 | 367 | 210 | 93 | 306 |
| Carried forward to subsequent year | 696 | 710 | 954 | 483 | 362 | 367 | 210 | 93 | 306 | 219 |

*These items are omitted by the Authority of the Government.

J. A. DEVERS,
Accountant of the Company.

INDEX

CERTIFICATES OF THE RESPONSIBLE OFFICERS AS TO THE UPKEEP OF THE WHOLE OF THE COMPANY'S PROPERTY.

I hereby Certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works, have, during the past year, been maintained in good Working Condition and Repair.

H. E. WYNNE, A.M.I.C.E.,
Engineer.

MANORHAMILTON,
3rd February, 1931.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools, have, during the past year, been maintained in good working Order and Repair.

G. F. EGAN,
Locomotive Superintendent.

MANORHAMILTON,
3rd February, 1931.

(Signed for the Board of Directors)

JOSSLYN GORE-BOOTH,
Chairman of the Company.
S. C. LITTLE.
Secretary of the Company.

AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Accounts contain a full and true Statement of the Financial condition of this Company, and that the Dividend proposed to be declared on the C Debenture Stock is bona-fide due thereon after charging the Revenue of the Year with all expenses which ought in our judgment to be paid thereout.

J. HAROLD PIM,
R. STANLEY STOKES, } *Auditors.*
Chartered Accountants.

Dublin, 30th January, 1931.

INDEX,

| ABSTRACTS, | PAGE | PAGE |
|---|------|---|
| A.—Maintenance and Renewal of Way and Works .. | 8 | Income, Proposed appropriation of Net |
| B.—Maintenance and Renewal of Rolling Stock .. | | Interim Dividends, Statement of |
| (1) Locomotives | 8 | Lines open for Traffic, Mileage of |
| (2) Carriages | 8 | Lines authorised but not open, Mileage of |
| (3) Wagons | 8 | Lines run over by Company's Engines, Mileage of |
| C.—Locomotive Running Expenses | 9 | Live Stock carried by Goods Trains |
| D.—Traffic Expenses | 9 | Locomotives—Maintenance and Renewal of |
| E.—General Charges | 9 | Locomotives and Tenders (Steam) |
| F.—Expenses of Collection and Delivery of Parcels and Goods | 9 | Locomotive Running Expenses |
| G.—Running Powers, Receipts, and Payments | 9 | Maintenance and Renewal of Rolling Stock—Abstract B. .. |
| H.—Mileage, Demurrage, and Wagon Hire | 9 | Maintenance and Renewal of Way and Works—Abstract A. .. |
| Appropriation of Net Income 9 | 6 | MAP |
| Auditor's Certificate | 15 | Merchandise and Mineral Vehicles |
| Balance Sheet General | 10 | Mileage—Engine |
| Capital Account—Receipts and Expenditure | 4 | Mileage of Lines open for Traffic |
| Capital authorised and created by the Company | 3 | Mileage of Lines authorised, but not open |
| Capital authorised and created jointly with another Company .. | 3 | Mileage of Lines run over by Company's Engines |
| Capital authorised and created by some other Company on which the Company either jointly or separately guarantees fixed dividends | 3 | Minerals and Merchandise—Tonnage of principal classes carried by Goods Train |
| Capital Created, showing proportion issued | 3 | Net Income—Proposed Appropriation of 9 |
| Capital Expenditure—Details for the year | 4 | Passenger Traffic and Receipts |
| Capital—Estimate of further expenditure | 5 | Principal Classes of Minerals and Merchandise carried by Goods Trains |
| Capital powers and other Assets available to meet further expenditure on Capital Account | 5 | Proposed appropriation of Net Income |
| Capital raised by Loans and Debenture Stocks | 3 | Rail Motor Vehicles |
| Carriages—Maintenance and Renewal of B (2) | 8 | Railway Service Vehicles and Horses for Shunting |
| Certificates of the Responsible Officers as to the upkeep of the whole of the Company's property | 15 | Railway Working—Receipts and Expenditure |
| Certificate—Auditor's | 15 | RECEIPTS AND EXPENDITURE :— |
| Debenture Stocks—Capital raised by | 3 | On Capital Account |
| Demurrage and Wagon Hire H | 9 | On Revenue Account |
| Dividends, Statement of Interim | 6 | Revenue Receipts and Expenditure of Whole Undertaking .. |
| Electric Power and Light Account 17 | 10 | Rolling Stock—Maintenance and Renewal |
| Engine Mileage | 13 | Rolling Stock—Statistical Returns |
| Engines—Steam Locomotive 11 (A) | 11 | Running Expenses |
| Financial Results summarised | 14 | Share Capital and Stock created, showing proportion issued .. |
| General Balance Sheet | 10 | Subscriptions to other Companies |
| General Charges E | 9 | Summary of Financial Results, Comparison of |
| Goods Traffic and Receipts | 13 | Traffic and Receipts—Passengers and Goods |
| Horses for Shunting | 11 | Trains worked by Electric Power |
| Horses and Road Vehicles employed in collection and delivery of Parcels and Goods, and in the conveyance of Passengers | 11 | Wagons—Maintenance and Renewal B (3) |
| | | Wagon Hire H |
| | | Way and Works—Maintenance and Renewal |
| | | " " " X |



Lines over which the Company exercises Running Powers continuously.

—————

**Sligo, Leitrim and Northern Counties
Railway Company.**

**Report of the Directors,
Statement of Accounts,**

AND

Statistical Returns

For the Year ended 31st December, 1930.

THE STRABANE AND LETTERKENNY RAILWAY COMPANY.

Report of the Directors, STATEMENT OF ACCOUNTS, AND STATISTICAL RETURNS

FOR THE
YEAR ENDING 31st DECEMBER, 1930,

To be submitted to the Proprietors at the
Annual General Meeting of the Company,

To be held in the Offices,

STRABANE RAILWAY STATION,

On TUESDAY, the 17th day of FEBRUARY, 1931,

At 10.45 a.m.

DIRECTORS:

CAPTAIN J. C. HERDMAN, D.L., Sion House, Sion Mills, Co. Tyrone (*Chairman*).
CECIL ROBERT VESEY STONEY, Esq., Oakfield Park, Raphoe, Co. Donegal.

Appointed by Great Northern Railway Company (Ireland):—

R. ASHHURST GRADWELL, Esq., Dowth, Drogheda, Co. Louth.
MAXWELL SCOTT MOORE, Esq., H.M.L., Molenan, Londonderry.

Appointed by London Midland and Scottish Railway Company:—

MAJOR JOHN A. O. W. TORRENS, D.L., Cleggan Lodge, Ballymena, Co. Antrim.
DUDLEY E. B. M'CORKELL, Esq., D.L., Ballyarnett, Londonderry.

REPORT OF DIRECTORS

FOR

YEAR ENDING 31st DECEMBER, 1930.

The Accounts for the year 1930, duly audited, are submitted herewith.

The retiring Auditor is Mr. EDWARD BUCKLEY, F.C.A., who is eligible, and offers himself for re-election.

HENRY FORBES,
SECRETARY.

The Strabane and Letterkenny Railway Company.

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDING
31ST DECEMBER, 1930.PART I.
FINANCIAL ACCOUNTS.

The following Accounts and Abstracts are not applicable to this Company:—

- No. 1 (b) Nominal Capital authorised and created by the Company jointly with some other Company.
 No. 1 (c) Nominal Capital authorised and created by some other Company on which the Company either jointly or separately guarantees fixed Dividends.
 No. 4 (a) Subscriptions to other Companies.
 No. 9 (a) Statement of Interim Dividends paid.
 No. 10 Receipts and Expenditure in respect of Railway Working—
 Abstract A.—Maintenance and Renewal of Way and Works.
 " B.—" " " Rolling Stock. (1)—Locomotives. (2)—Carriages. (3)—Wagons.
 " C.—Locomotive Running Expenses.
 " D.—Traffic Expenses.
 " E.—General Charges.
 " F.—Expenses of Collection and Delivery of Parcels and Goods.
 " G.—Running Powers—Receipts and Payments in respect of Running Power Expenses.
 " H.—Mileage, Demurrage, and Wagon Hire.
 " J.—Jointly Owned and Jointly Leased Lines—Receipts and Expenditure.
 No. 11 Receipts and Expenditure in respect of Omnibuses and other Passenger Vehicles not running on the Railway.
 No. 12 Receipts and Expenditure in respect of Steamboats.
 No. 13 Receipts and Expenditure in respect of Canals.
 No. 14 Receipts and Expenditure in respect of Docks, Harbours, and Wharves.
 No. 15 Receipts and Expenditure in respect of Hotels, and of Refreshment Rooms and Bars where Catering is carried on by the Company.
 No. 16 Receipts and Expenditure in respect of other Separate Businesses carried on by the Company.
 No. 17 Electric Power and Light Account.

| No. 1 (a).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY. | | | | | | | | | |
|---|---------------------|---------------------------|--------------------------------------|-------------------|---------------------------|------------------|-------------------|---|--------|
| Special Acts. | Capital Authorised. | | | Capital Created. | | | Balance. | | |
| | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| I.—Special Acts conferring Capital Powers, which have been fully exercised | 90,000 | 95,000 | 185,000 | 90,000 | 95,000 | 185,000 | ... | ... | ... |
| II.—Special Act conferring Capital Powers, which has not been fully exercised— Strabane, Raphoe, and Convoy Railway (Extension to Letterkenny) Act, 1904 .. | 50,000 | 25,000 | 75,000 | 49,320 | 25,000 | 74,320 | 680 | ... | 680 |
| Total | £ 140,000 | 120,000 | 260,000 | 139,320 | 120,000 | 259,320 | 680 | ... | 680 |
| No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a), SHOWING THE PROPORTION ISSUED. | | | | | | | | | |
| Description. | Amount Created. | Amount Issued. | Amount on which Dividend is Payable. | Calls in Arrear. | Shares Cancelled. | Amount Uncalled. | Amount Unissued. | | |
| | £ | £ | £ | £ | £ | £ | £ | | |
| Ordinary Shares | 121,730 | 121,730 | 120,296 | ... | 250 | 1,184 | ... | | |
| Guaranteed Shares | 17,590 | 17,550 | 17,510 | ... | 40 | ... | 40 | | |
| Total | £ 139,320 | 139,280 | 137,806 | ... | 290 | 1,184 | 40 | | |
| No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS. | | | | | | | | | |
| | | | | | | | | Raised by issue of Debenture Stock at 4 per cent. | |
| | | | | | | | | £ | |
| Existing at 31st December, 1930 | ... | ... | ... | ... | ... | ... | ... | 102,430 | |
| Existing at 31st December, 1929 | ... | ... | ... | ... | ... | ... | ... | 101,500 | |
| Increase | ... | ... | ... | ... | ... | ... | ... | 930 | |
| Decrease | ... | ... | ... | ... | ... | ... | ... | ... | |
| Total Amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created, as per Statement No. 1 (a) | | | | | | | | 120,000 | |
| Total Amount raised by Loans and Debenture Stocks as above | | | | | | | | 102,430 | |
| Balance, being available borrowing powers, at 31st December, 1930 | | | | | | | | £ | 17,570 |

| Dr. | | No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. | | | | | | Cr. | |
|-------------------------------------|---|---|---------------|---------------------------|---|------------------------------|---------------|-----|--|
| To Expenditure. | Amount Expended to 31st December, 1929. | Amount Expended during Year. | Total. | By Receipts. | Amount Received to 31st December, 1929. | Amount Received during Year. | Total. | | |
| | £ s d | £ s d | £ s d | | £ s d | £ s d | £ s d | | |
| Lines open for Traffic | 219,250 18 10 | 927 0 0 | 220,177 18 10 | Shares and Stocks (No. 2) | 137,806 0 0 | ... | 137,806 0 0 | | |
| Rolling Stock | 19,848 2 6 | ... | 19,848 2 6 | Debenture Stock (No. 3) | 101,500 0 0 | 930 0 0 | 102,430 0 0 | | |
| Total Capital expended upon Railway | 239,099 1 4 | 927 0 0 | 240,026 1 4 | | | | | | |
| Total Expenditure | £ 239,099 1 4 | 927 0 0 | 240,026 1 4 | Total Receipts | £ 239,306 0 0 | 930 0 0 | 240,236 0 0 | | |
| To Balance | ... | ... | 209 18 8 | | | | | | |
| Total | ... | ... | £ 240,236 0 0 | Total | ... | ... | £ 240,236 0 0 | | |

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1930.

| | Land and Compensation. | Construction of Way and Stations, Engineering, &c. | Law Charges and Parliamentary Expenses. | Total. |
|------------------------------|------------------------|--|---|-----------|
| | £ s d | £ s d | £ s d | £ s d |
| Sale of Surplus Land | Cr. 3 0 0 | ... | ... | Cr. 3 0 0 |
| Post Office, Lifford Station | ... | 930 0 0 | ... | 930 0 0 |
| Total | 3 0 0 | 930 0 0 | ... | 927 0 0 |

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.
NOT ASCERTAINED.

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| | £ | £ s d |
|---|-------|-------------|
| Stock, Share and Loan Capital authorised but not yet created (as per Statement No. 1 (a)) | 680 | |
| Stock and Share Capital created but not yet received (as per Statement No. 2)— | | |
| Amount Uncalled | 1,184 | |
| Amount Unissued | 40 | |
| | | 1,904 0 0 |
| Available Borrowing Powers (as per Statement No. 3) | | 17,570 0 0 |
| Add—Balance at Credit (as per Capital Account No. 4) | | 209 18 8 |
| Total | £ | 19,683 18 8 |

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

| | Year 1929. | |
|--|-------------|-------|
| | £ s d | £ |
| Receipts in respect of Railway Working, under the Terms of the Irish Railways (Settlement of Claims) Act, 1921 | 6,635 13 11 | ... |
| Expenditure | 3,801 3 4 | ... |
| Net | 2,834 10 7 | 2,832 |
| Miscellaneous Receipts— | | |
| Rents from Houses and Lands | 80 19 9 | 91 |
| Other Rents | 21 6 0 | 22 |
| Transfer Fees | 0 7 6 | ... |
| General Interest | 8 13 3 | 13 |
| Dividends on Guaranteed Shares payable by— | | |
| Donegal County Council | 640 8 0 | 640 |
| Letterkenny Urban District Council | 60 0 0 | 60 |
| | 700 8 0 | |
| Total Net Income | £ 3,646 5 1 | 3,658 |

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

| | Year 1929. | |
|--|---------------|--------|
| | £ s d | £ |
| Debit Balance brought forward from last year's Account | 28,382 1 11 | 27,276 |
| Net Income (as per Statement No. 8) | 3,646 5 1 | 3,659 |
| Total | 24,735 16 10 | 23,617 |
| Interest, Rentals, and other Fixed Charges— | | |
| Chief Rents | 5 0 0 | 5 |
| Interest on Debenture Stock— | | |
| £102,430 at 4 per cent. per annum | 4,097 4 0 | 4,060 |
| Dividends on Guaranteed Shares— | | |
| £17,510 at 4 per cent. per annum | 700 8 0 | 700 |
| | 4,802 12 0 | |
| Debit Balance to next year | £ 29,538 8 10 | 28,382 |

No. 18.—GENERAL BALANCE SHEET.

| Dr. | | Year 1929. | | Cr. | | Year 1929. | |
|---|---------------|------------|---|---------------|--------|------------|--|
| | £ s d | £ | | £ s d | £ | | |
| To Capital Account, Balance at Credit thereof, as per Account No. 4 | 209 18 8 | 207 | By Cash at Bankers and in hand | 76 13 5 | 45 | | |
| „ Unpaid Interest and Dividends | 29,877 11 10 | 28,721 | „ Amount due by Railway Companies and Committees | 514 1 7 | 514 | | |
| „ Accounts payable | 214 9 5 | 177 | „ Accounts Receivable | 350 4 0 | 350 | | |
| „ Miscellaneous Accounts | 177 7 11 | 186 | „ Net Income—Balance at Debit thereof, as per Account No. 9 | 29,538 8 10 | 28,382 | | |
| | £ 30,479 7 10 | 29,291 | | £ 30,479 7 10 | 29,291 | | |

PART II.

STATISTICAL RETURNS.

- I. (B.)—Mileage of Lines authorised but not open for Traffic.
 (C.)—Mileage of Lines run over by the Company's Engines.
- II. (B.)—Rail Motor Vehicles.
 (C.)—Trains Worked by Electrical Power.
 (F.)—Railway Service Vehicles and Horses for Shunting.
- III. Horses and Road Vehicles employed in the Collection and Delivery of Parcels and Goods and in the Conveyance of Passengers.
- IV. Steamboats.
- V. Canals.
- VI. Docks, Harbours, and Wharves.
- VII. Hotels.
- IX. Other Industries.
- X. Maintenance and Renewal of Way and Works (Abstract A.)
- XI. Maintenance and Renewal of Rolling Stock (Abstract B.)

| I.—MILEAGE OF LINES. | | | | | | | | | | | | | | | |
|---|------------------------------|-----|---------------|-----|--|-----|----------------------------------|-----|---|--------------------|---|--------------------|-----|----|-----|
| (A.)—MILEAGE OF LINES OPEN FOR TRAFFIC. | | | | | | | | | | | | | | | |
| RUNNING LINES. | | | | | | | | | | Year 1929. | | | | | |
| | Length of Road, First Track. | | Second Track. | | Total Miles (reduced to Single Track). | | Sidings reduced to Single Track. | | Total of Single Track, including Sidings. | | Total of Single Track, including Sidings. | | | | |
| | M. | Ch. | M. | Ch. | M. | Ch. | M. | Ch. | M. | Ch. | M. | Ch. | | | |
| Lines Owned by Company— | | | | | | | | | | | | | | | |
| Strabane to Letterkenny 19 17 0 24 19 41 1 62 21 23 21 23 | | | | | | | | | | | | | | | |
| <i>Do.</i> <i>Year 1929</i> 19 17 0 24 19 41 1 62 21 23 | | | | | | | | | | | | | | | |
| II.—ROLLING STOCK. | | | | | | | | | | | | | | | |
| (A.)—STEAM LOCOMOTIVES. | | | | | | | | | | | | | | | |
| Description. | | | | | | | | | | Number. | | Year 1929. | | | |
| | | | | | | | | | | | | Number. | | | |
| Tank Engines— | | | | | | | | | | 2 — 6 — 4 | | 3 | | | |
| | | | | | | | | | | | | 3 | | | |
| (D.)—COACHING VEHICLES. | | | | | | | | | | | | | | | |
| | | | | | | | Number. | | Year 1929. | | | | | | |
| | | | | | | | | | Number. | | Seats. | | | | |
| | | | | | | | | | | | Total. | | | | |
| PASSENGER CARRIAGES. | | | | | | | | | | | Total. | | | | |
| Carriages of uniform class | | | | | | | 8 | 450 | | 450 | | 8 | 450 | | |
| Composite Carriages | | | | | | | 5 | 160 | | 208 | | 5 | 208 | | |
| Total | | | | | | | 13 | 48 | | 610 | | 658 | | 13 | 658 |
| Total Passenger Carriages | | | | | | | 13 | | | | | | 13 | | |
| (E.)—MERCHANDISE AND MINERAL VEHICLES. | | | | | | | | | | | | | | | |
| | | | | | | | | | | Number. | | Year 1929. | | | |
| | | | | | | | | | | | | Number. | | | |
| Open Wagons— | | | | | | | | | | | | | | | |
| Under 8 Tons | | | | | | | | | | 10 | | 10 | | | |
| Covered Wagons— | | | | | | | | | | | | | | | |
| Under 8 Tons | | | | | | | | | | 40 | | 40 | | | |
| Total | | | | | | | | | | 50 | | 50 | | | |
| VIII.—LAND PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS. | | | | | | | | | | | | | | | |
| Land. | | | | | | | | | | Acreage. | | Year 1929. | | | |
| | | | | | | | | | | | | Acreage. | | | |
| Agricultural Land | | | | | | | | | | A. R. P. 3 0 29 | | A. R. P. 3 0 29 | | | |
| Houses. | | | | | | | | | | Number. | | Number. | | | |
| Houses and Cottages for Company's Servants | | | | | | | | | | 20 | | 20 | | | |
| Other Houses | | | | | | | | | | 1 | | 1 | | | |

| XIII.—PASSENGER TRAFFIC. | | | | XIV.—GOODS TRAFFIC. | | | |
|--|--|--|--|---|---|--|--|
| Class of Passengers. | Number originating on the Company's System. | Year 1929. | | Tonnage originating on the Company's System. | Tonnage originating on the Company's System. | Year 1929. | |
| | | Number originating on the Company's System. | Number originating on the Company's System. | | | Number originating on the Company's System. | Number originating on the Company's System. |
| Passengers— | | | | | | | |
| 1st Class | 1,495 | 1,653 | | 5,986 | 7,509 | | |
| 3rd Class | 54,190 | 52,167 | | 114 | 244 | | |
| Total | 55,685 | 53,820 | | 826 | 803 | | |
| Season— | | | | | | | |
| 1st Class | 1 | 1 | | | | | |
| 3rd Class | 8 | 10 | | | | | |
| Total | 9 | 11 | | | | | |
| XV. (A).—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS. | | | | XV. (B).—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS. | | | |
| Originating on the Company's System. | Tons. | Year 1929. | | Originating on the Company's System. | Number. | Year 1929. | |
| | | Tons. | Tons. | | | Number. | Number. |
| Merchandise Traffic— | | | | Horses | 93 | 22 | |
| Grain | 2,725 | 3,047 | | Cattle | 3,793 | 3,406 | |
| Potatoes | 1,072 | 1,586 | | Calves | 1,024 | 575 | |
| Eggs | 151 | 229 | | Sheep | 3,770 | 4,939 | |
| Pork | 268 | 232 | | Pigs | 30 | 20 | |
| Mineral Traffic— | | | | Total | 8,710 | 8,962 | |
| Coal | 114 | 244 | | | | | |
| Total, | 4,330 | 5,338 | | | | | |

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.

| | 1921. | 1922. | 1923. | 1924. | 1925. | 1926. | 1927. | 1928. | 1929. | 1930. |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| Total Expenditure on Capital Account (No. 4) ... | 239,081 | 239,081 | 239,103 | 239,103 | 239,103 | 239,103 | 239,099 | 239,099 | 239,099 | 240,026 |
| Net Receipts from Railway Working (No. 8) ... | 2,797 | 2,813 | 2,822 | 2,818 | 2,824 | 2,823 | 2,823 | 2,831 | 2,832 | 2,834 |
| Miscellaneous Receipts Net (No. 8) ... | 726 | 728 | 745 | 750 | 759 | 758 | 755 | 752 | 827 | 812 |
| Total Net Income (No. 8) ... | 3,523 | 3,541 | 3,567 | 3,568 | 3,583 | 3,581 | 3,578 | 3,583 | 3,659 | 3,646 |
| Interest, Rentals, and other Fixed Charges (No. 9) ... | 4,765 | 4,765 | 4,765 | 4,765 | 4,765 | 4,765 | 4,765 | 4,765 | 4,765 | 4,803 |

HENRY FORBES, *Accountant of the Company.*

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I certify that the whole of the Company's Permanent Way, Stations, Buildings, and Other Works have, during the past Year, been maintained in good working condition and repair.

5th January, 1931.

H. P. STEWART,
Engineer
to County Donegal Railways Joint Committee.

CERTIFICATE RESPECTING THE ROLLING STOCK, &c.

I hereby certify that the whole of the Company's Plant, Engines, Carriages, Wagons, etc., have, during the past Year, been maintained in good working order and repair.

5th January, 1931.

GEO. T. GLOVER,
Locomotive Engineer
to County Donegal Railways Joint Committee.

(Signed for the Board of Directors)

J. C. HERDMAN, *Chairman of the Company.*HENRY FORBES, *Secretary of the Company.*

AUDITORS' CERTIFICATE.

We hereby certify we have examined the foregoing Accounts; that they contain a full and true statement of the financial condition of the Company; and that the Revenue Account has been charged with all expenses which, in our judgment, ought to be paid thereout.

19th January, 1931.

EDW. BUCKELY, } *Auditors.*
G. H. TULLOCH, }
Chartered Accountants.

LETTERKENNY

GLENMAQUIN

CORNAGILLAGH

CONVOY

RAPHOE

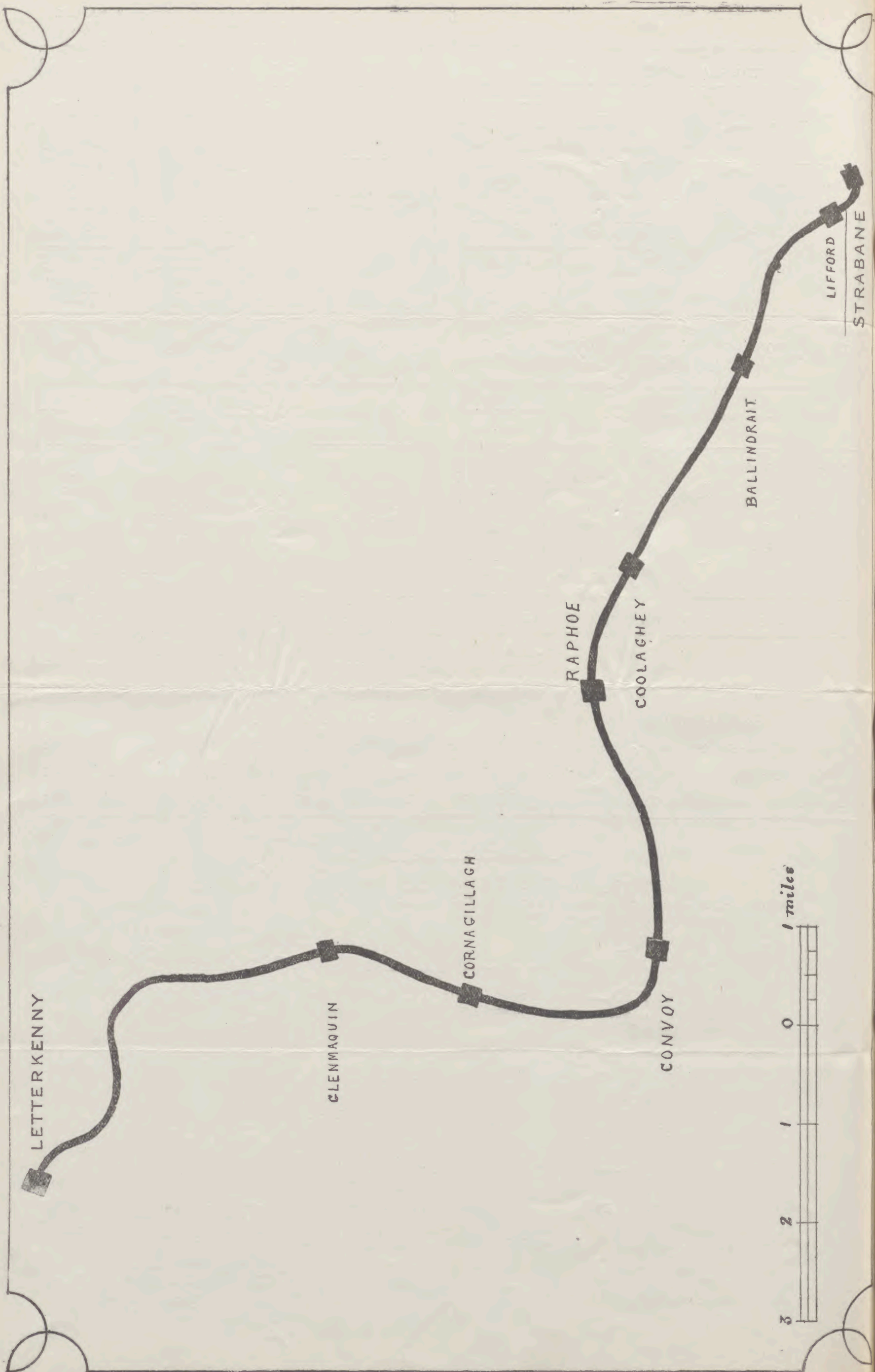
COOLAGHEY

BALLINDRAIT

LIFFORD

STRABANE

1 miles



STRABANE

THE STRABANE AND LETTERKENNY
RAILWAY COMPANY.

Report of the Directors

AND

Statement of Accounts and
Statistical Returns

FOR

YEAR ENDING 31st DECEMBER, 1930.

NOTICE IS HEREBY GIVEN, that the next Annual General Meeting of the Proprietors of the Strabane and Letterkenny Railway Company will be held in the OFFICES, STRABANE STATION, on TUESDAY, the 17th day of FEBRUARY, 1931, at 10.45 a.m., for the purpose of transacting the ordinary business of the Company.

Dated this 22nd day of January, 1931.

HENRY FORBES,
Secretary of the Company.

COMPANY'S OFFICES,
STRABANE,
Co. DONEGAL.

Printed at the Londonderry Sentinel Office.

INDEX.

PART I.

FINANCIAL ACCOUNTS.

| | PAGE. |
|--|-------|
| Capital Authorised and Created, | 2 |
| „ Proportion Issued, | 2 |
| „ Raised by Loans and Debenture Stock, | 2 |
| „ Receipts and Expenditure, | 3 |
| „ Estimate of further Expenditure, | 3 |
| Revenue Receipts and Expenditure of whole Undertaking, | 3 |
| Appropriation of Net Income, | 3 |
| General Balance Sheet, | 3 |

PART II.

STATISTICAL RETURNS.

| | PAGE. |
|---|-------|
| Mileage of Lines open for Traffic, | 4 |
| Rolling Stock— | |
| Number of Engines, Coaches, and Merchandise and Mineral Vehicles, | 4 |
| Land and Property not forming part of Railway or Stations, | 4 |
| Houses, | 4 |
| Passenger Traffic—Number of Passengers, | 5 |
| Goods Traffic—Tonnage, &c., | 5 |
| Tonnage of Principal Traffics carried by Goods Trains, | 5 |
| Live Stock carried by Goods Trains—Numbers, | 5 |
| Summary of Financial Results, | 5 |
| Certificates— | |
| Officers responsible for Maintenance, | 5 |
| Auditors, | 5 |
| Map, | 6 |

CENTRAL LONDON RAILWAY COMPANY

(Incorporated by the Central London Railway Act, 1891.)

OFFICES : 55, BROADWAY, WESTMINSTER, S.W.1.

REPORT OF THE DIRECTORS, TOGETHER WITH FINANCIAL ACCOUNTS AND STATISTICAL RETURNS, FOR THE YEAR ENDED 31st DECEMBER, 1930.

TO BE SUBMITTED TO THE PROPRIETORS AT
AN ORDINARY GENERAL MEETING OF THE
COMPANY, TO BE HELD AT THE CAXTON HALL,
CAXTON STREET, WESTMINSTER, S.W.1, ON
THURSDAY, THE 26TH DAY OF FEBRUARY, 1931,
AT 11 O'CLOCK IN THE FORENOON.

DIRECTORS.

THE RIGHT HONOURABLE LORD ASHFIELD, *Chairman and Managing Director,*

55, Broadway, Westminster, London, S.W. 1.

FRANK PICK, ESQ., *Managing Director,*

55, Broadway, Westminster, London, S.W. 1.

SIR ERNEST CLARK, K.C.B., C.B.E.,

55, Broadway, Westminster, London, S.W. 1.

COLONEL SIR HERBERT JEKYLL, R.E., K.C.M.G.,

Munstead House, Godalming, Surrey.

GENERAL THE HON. SIR HERBERT ALEXANDER LAWRENCE, G.C.B.,

42, Gracechurch Street, E.C. 3.

SIR WALTER ROPER LAWRENCE, BART., G.C.I.E., G.C.V.O., C.B.,

94, Eaton Square, London, S.W. 1.

THE RIGHT HONOURABLE LORD NEWTON, P.C., J.P., D.L.,

75, Eaton Square, London, S.W. 1.

CENTRAL LONDON RAILWAY COMPANY

REPORT OF THE DIRECTORS

TO BE SUBMITTED TO THE PROPRIETORS AT AN ORDINARY GENERAL MEETING OF THE COMPANY, TO BE HELD AT THE CAXTON HALL, CAXTON STREET, WESTMINSTER, S.W. 1, ON THURSDAY, THE 26TH DAY OF FEBRUARY, 1931, AT 11 O'CLOCK IN THE FORENOON.

1. Your Directors submit the Financial Accounts and Statistical Returns for the year ended 31st December, 1930.

| | Year 1930. | Increase + Decrease — Compared with 1929. |
|---|---------------|--|
| | £ | £ £ |
| 2. The Receipts from Railway Working, after the operation of the Common Fund under the terms of the Agreement authorised by the London Electric Railway Companies Facilities Act, 1915, amount to | 502,498 | — 9,912 |
| From which must be deducted Expenditure amounting to | 314,041 | — 18,535 |
| The Net Receipts therefore amount to | | 188,457 + 8,623 |
| Adding Miscellaneous Receipts (Net) from Rents, Interest, etc., amounting to | | 84,201 — 2,735 |
| gives a Total Net Income of | | 272,658 + 5,888 |
| After adding the Balance from last year's Account | | 108,151 + 3,098 |
| there is a total of | | 380,809 + 8,986 |
| Deducting :— | | |
| Interest, Rentals, etc. | 75,737 | — 3,365 |
| Appropriation for Reserve for Contingencies | 21,410 | + 8,440 |
| or together | | 97,147 + 5,075 |
| there remains a Balance of | | 283,662 + 3,911 |
| which after deducting the Dividend on Preference Stock | | 21,600 — |
| leaves a Balance available for Dividend on Ordinary Stock of | | 262,062 + 3,911 |

3. The total sum appropriated to reserves for Contingencies and Renewals was £38,000. Of this sum £16,590 was charged to Expenditure, and £21,410 was appropriated to Reserve for Contingencies.

In 1929, £33,000 was appropriated to reserves for Contingencies and Renewals, of which £20,030 was charged to Expenditure and £12,970 was appropriated to Reserve for Contingencies.

4. An Interim Dividend of $2\frac{1}{2}$ per cent. for the year was paid on the Undivided Ordinary Stock and 2 per cent. for the year on the Preferred Ordinary Stock of the Company in August last. This required £55,300 and leaves £206,762 available, out of which your Directors recommend the payment of final dividends of $2\frac{1}{2}$ per cent. for the year on the Undivided Ordinary Stock, and of 2 per cent. for the year on the Preferred Ordinary Stock. Your Directors also recommend that a dividend of 6 per cent. be paid on the Deferred Ordinary Stock for the whole year. The total dividends therefore for the year 1930 are 5 per cent. on the Undivided Ordinary Stock, 4 per cent. on the Preferred Ordinary Stock and 6 per cent. on the Deferred Ordinary Stock, and a balance of £112,062 is carried forward.

The Dividends for the year 1929 were 5 per cent. on the Undivided Ordinary Stock, 4 per cent. on the Preferred Ordinary Stock and 6 per cent. on the Deferred Ordinary Stock, with a balance of £108,151 carried forward.

The Holders of Assented Stocks would be entitled in respect of the year 1930 to an additional dividend of approximately 0.4 per cent. in excess of the guaranteed dividend of 4 per cent. per annum. The additional dividend for the year 1929 was approximately 0.4 per cent. per annum.

5. The Capital Expenditure during the year amounted to £146,240, of which details are given in account No. 5.

6. Further details in regard to the operations during the year of your Company and the other Companies associated with it in the Common Fund and various items of statistical information are shown in the accompanying Supplement.

7. The Directors retiring by rotation are Colonel Sir Herbert Jekyll, R.E., K.C.M.G., and Sir Walter Roper Lawrence, Bart., G.C.I.E., G.C.V.O., C.B., who, being eligible, offer themselves for re-election.

8. The Auditors, Messrs. Peat, Marwick, Mitchell & Co., also retire, and offer themselves for re-election.

ASHFIELD,

Chairman and Managing Director.

55, BROADWAY, WESTMINSTER, S.W. 1.
12th February, 1931.

Dividend Warrants will be posted on 28th February, 1931.

CENTRAL LONDON RAILWAY.

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR
ENDED 31ST DECEMBER, 1930.

PART I. FINANCIAL ACCOUNTS.

No. 1 (a).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

| Special Acts. | Capital Authorised. | | | Capital Created. | | | Balance. | | |
|---|---------------------|--|-----------|-------------------|---------------------------|-----------|--|---------------------------|-----------|
| | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| I. Special Acts conferring Capital Powers which have been fully exercised | 3,480,000 | 1,534,000 | 5,014,000 | 3,480,000 | 1,534,000 | 5,014,000 | — | — | — |
| II. Special Acts conferring Capital Powers which have not yet been fully exercised— | | | | | | | | | |
| Central London Railway Act, 1913 (Amended by Central London and Metropolitan District Railway Companies (Works) Act, 1920) | 750,000 | — | 750,000 | — | — | — | 750,000 | — | 750,000 |
| Central London Railway Act, 1914 (Amended by Central London and Metropolitan District Railway Companies (Works) Act, 1920) | 372,000 | — | 372,000 | — | — | — | 372,000 | — | 372,000 |
| London Electric, Metropolitan District, Central London, and City and South London Railway Companies Act, 1930 ... | — | 850,000 | 850,000 | — | 850,000 | 850,000 | — | — | — |
| | £ 4,602,000 | 2,384,000 | 6,986,000 | 3,480,000 | 2,384,000 | 5,864,000 | 1,122,000 | — | 1,122,000 |
| London Electric, Metropolitan District, Central London, and City and South London Railway Companies Act, 1930 ... | | Shares and Stock and/or Loans or Debenture Stock (Balance) | * 327,625 | | | | Shares and Stock and/or Loans or Debenture Stock (Balance) | | * 327,625 |
| TOTAL | £ | | 7,313,625 | | | | | | 1,449,625 |

* This item represents powers to raise cash to the extent stated and is therefore subject to variation according to the nominal amount of stock required to be issued to provide authorised money.

No. 1 (b).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

No. 1 (c).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY, ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

Not applicable to this Company.

No. 2.—SHARE CAPITAL AND STOCKS CREATED, AS PER STATEMENT No. 1 (a), SHEWING PROPORTION ISSUED.

| Description. | Amount created. | Amount received (apart from Premiums and Discounts) as per Account No. 4. | Amount issued. | |
|---|-----------------|---|--------------------------------------|-----------|
| | | | Amount on which Dividend is payable. | Total. |
| | £ | £ | £ | £ |
| 4½ per cent. Preference Stock (1902) | 150,000 | 480,000 | 480,000 | 480,000 |
| 4½ per cent. Preference Stock (1909) | 330,000 | | | |
| Undivided Ordinary Stock | 3,000,000 | 1,686,652 | 1,686,652 | 1,686,652 |
| Preferred Ordinary Stock | | 656,674 | 656,674 | 656,674 |
| Deferred Ordinary Stock | | 656,674 | 656,674 | 656,674 |
| TOTAL | £ 3,480,000 | 3,480,000 | 3,480,000 | 3,480,000 |

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1930.

| | Land and Compensation. | | | Construction of Way and Stations, Engineering, &c. | | | Law Charges and Parliamentary Expenses. | | | TOTAL. | | |
|--|------------------------|----|----|--|----|----|---|----|----|-----------|----|----|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. |
| Lines belonging to the Company open for Traffic— | | | | | | | | | | | | |
| Reconstruction of Stations and provision of Escalators | 89,203 | 13 | 5 | 12,440 | 11 | 7 | 3,294 | 12 | 10 | 104,938 | 17 | 10 |
| Alterations to lighting system | — | | | 18,745 | 9 | 7 | — | | | 18,745 | 9 | 7 |
| Proportion of cost of obtaining Act, 1930 | — | | | — | | | 3,731 | 13 | 10 | 3,731 | 13 | 10 |
| Expenses of issue of 5% Redeemable Debenture Stock (1985/1995) ... | — | | | — | | | 52 | 10 | 0 | 52 | 10 | 0 |
| Interest on 5% Redeemable Debenture Stock (1985/1995) during construction, less interest on unexpended proceeds | — | | | 2,340 | 1 | 11 | — | | | 2,340 | 1 | 11 |
| Stamp Duty on additional Capital | — | | | — | | | 1,062 | 10 | 0 | 1,062 | 10 | 0 |
| Miscellaneous Additions and Improvements | 200 | 0 | 0 | 3,013 | 15 | 0 | 26 | 19 | 0 | 3,240 | 14 | 0 |
| Rolling Stock— | | | | | | | | | | 134,111 | 17 | 2 |
| Original cost of equipment displaced | | | | | | | | | | Cr. 1,293 | 0 | 0 |
| Manufacturing and Repairing Works and Plant— | | | | | | | | | | | | |
| Land and Buildings— | | | | | | | | | | | | |
| Original cost of permanent way displaced | | | | | | | | | | Cr. 400 | 0 | 0 |
| Plant and Machinery— | | | | | | | | | | | | |
| Original cost of plant displaced | | | | | | | | | | Cr. 135 | 5 | 0 |
| Total Capital expended upon Railway | | | | | | | | | | 132,283 | 12 | 2 |
| Electric Power Stations, &c.— | | | | | | | | | | | | |
| Increasing the capacity of sub-stations | | | | | | | | | | 13,956 | 11 | 6 |
| TOTAL | | | | | | | | | | £146,240 | 3 | 8 |

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| Expenditure to date on Principal Works in Progress. | | Estimated Further Expenditure. | | |
|---|---|---|--------------------------------|---------|
| | | During the year ending 31st December, 1931. | Subsequently until completion. | Total. |
| £ | Lines belonging to the Company open for Traffic— | £ | £ | £ |
| 104,939 | Reconstruction of Stations and provision of Escalators | 239,000 | 403,000 | 642,000 |
| 18,745 | Alterations to lighting system | 6,000 | — | 6,000 |
| — | Miscellaneous New Works and Additions | 2,000 | — | 2,000 |
| | TOTAL | 247,000 | 403,000 | 650,000 |
| | Works not yet commenced and in abeyance | | £ | — |

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| | | |
|---|---|-----------|
| Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a)) | £ | 1,449,625 |
| Available borrowing powers (as per Statement No. 3) | | — |
| | | 1,449,625 |
| Add—Balance at Credit of Capital Account (No. 4) | | 612,826 |
| TOTAL, subject to note on Statement No. 1 (a) | £ | 2,062,451 |

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

| See Account No. | | *Gross Receipts. | Expenditure. | Net Receipts. | Year 1929. | | |
|-----------------|---|------------------|--------------|---------------|------------------|--------------|---------------|
| | | | | | *Gross Receipts. | Expenditure. | Net Receipts. |
| | | £ s. d. | £ s. d. | £ s. d. | £ | £ | £ |
| 10 | Railway | 502,498 12 11 | 314,041 0 7 | 188,457 12 4 | 512,410 | 332,576 | 179,834 |
| | *After the operation of the Common Fund under the terms of the Agreement authorized by the London Electric Railway Companies' Facilities Act, 1915. | | | | | | |
| | Add—Miscellaneous Receipts (Net)— | | | | | | |
| | Rents from Houses and Lands | | £ s. d. | | £ | | |
| | Other Rents, including Lump-sum Tolls | | 8,561 6 6 | | 7,395 | | |
| | Transfer Fees | | 56,596 11 2 | | 59,362 | | |
| | General Interest | | 29 10 0 | | 34 | | |
| | | | 19,013 14 0 | | 20,145 | | |
| | | | | 84,201 1 8 | | | 86,936 |
| | | | | 272,658 14 0 | | | 266,770 |
| | Deduct—Miscellaneous Charges— | | | | | | |
| | Chief Rents, Wayleaves, etc., including Lump-sum Tolls | | £ s. d. | | £ | | |
| | Expenditure upon New and Improved Works, etc. | | 4,650 0 1 | | 4,712 | | |
| | | | 110 6 6 | | 242 | | |
| | | | | 4,760 6 7 | | | 4,954 |
| | Net Revenue for the year | | £ | 267,898 7 5 | | | 261,816 |

No. 9.—PROPOSED APPROPRIATION OF NET REVENUE.

| | £ s. d. | Year 1929. | |
|--|--------------|--------------|---------|
| | | £ | £ |
| Balance brought forward from last year's Account | 108,150 14 0 | | 105,053 |
| Net Revenue for the Year (as per Statement No. 8) | 267,898 7 5 | | 261,816 |
| Deduct— | | | |
| Income Tax | £ s. d. | £ | |
| Discount and Expenses <i>re</i> issue of Debenture Stocks (annual provision) | 5,000 0 0 | 8,000 | 366,869 |
| Loss on realization of Investments | 827 3 10 | 827 | |
| | | 171 | |
| | | 5,827 3 10 | 8,998 |
| TOTAL | | 376,049 1 5 | 357,871 |
| Deduct— | | | |
| Interest on 4 per cent. Debenture Stock | £ s. d. | £ | |
| Interest on 4½ per cent. Redeemable Debenture Stock (1942/72) | 37,040 0 0 | 37,040 | 65,150 |
| Interest on 5 per cent. Redeemable Debenture Stock (1935)... .. | 20,610 0 0 | 20,610 | |
| | 7,500 0 0 | 7,500 | |
| | | 65,150 0 0 | 65,150 |
| Balance available for Dividends and Reserve | | 305,071 17 7 | 292,721 |
| Appropriation to Reserve for Contingencies (<i>see paragraph 3, page 3</i>) | | 21,410 0 0 | 12,970 |
| Balance available for Dividends... .. | | 283,661 17 7 | 279,751 |
| Dividend on Preference Stock— | | | |
| On 4½ per cent. Preference Stock at the rate of 4½ per cent. per annum | | 21,600 0 0 | 21,600 |
| Balance available for Dividend on Ordinary Stocks... .. | | 262,061 17 7 | 258,151 |
| Dividend on— | | | |
| Undivided Ordinary Stock at the rate of 5 per cent. per annum | £ s. d. | £ | |
| 4 per cent. Preferred Ordinary Stock | 84,332 12 0 | 84,333 | 150,000 |
| Deferred Ordinary Stock at the rate of 6 per cent. per annum | 26,266 19 2 | 26,267 | |
| | 39,400 8 10 | 39,400 | |
| | | 150,000 0 0 | 150,000 |
| Balance carried forward to next year's Account | £ | 112,061 17 7 | 108,151 |

No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

| | £ s. d. | Year 1929. | |
|--|--------------|-------------|---------|
| | | £ | £ |
| Balance available for Dividends and Reserve—Year 1930 (as in Statement No. 9) | 305,071 17 7 | | 292,721 |
| Deduct— | | | |
| Interim dividend paid on £480,000 4½ per cent. Preference Stock at 2½ per cent. | £ s. d. | | |
| Interim dividend paid on £1,686,652 Undivided Ordinary Stock at 2½ per cent. | 10,800 0 0 | 10,800 | 42,166 |
| Interim dividend paid on £656,674 Preferred Ordinary Stock at 2 per cent. | 42,166 6 0 | 42,166 | |
| | 13,133 9 7 | 13,134 | |
| | | 66,099 15 7 | 66,100 |
| Undivided Balance at 31st December, as appearing in Balance Sheet | £ | 238,972 2 0 | 226,621 |

Cr.

No. 10.—RECEIPTS AND EXPENDITURE IN RESPECT OF RAILWAY WORKING.

Dr.

No. 10.—RECEIPTS AND EXPENDITURE IN RESPECT OF RAILWAY WORKING.

Cr.

Dr.

| See Abstract. | To Expenditure. | Year 1929. | Percentage of Total Receipts. | | Year 1929. | By Gross Receipts. | | Year 1929. | Percentage of Total Receipts. | |
|---------------|---|-----------------|-------------------------------|----------|----------------|--------------------|-----------|------------|-------------------------------|-------|
| | | | 1930. | 1929. | | £ s. d. | Per cent. | | 1930. | 1929. |
| A. | Maintenance of Way and Works | £ 40,501 18 5 | 8.06 | 10.14 | £ 362,614 11 5 | Per cent. | £ | 1930. | Per cent. | |
| B. (1) | Maintenance of Rolling Stock | 50,424 11 7 | 10.04 | 8.23 | 377,243 | Per cent. | £ | 1930. | Per cent. | |
| B. (2) | Maintenance of Lifts and Escalators | 18,457 4 5 | 3.67 | 3.48 | 88,026 | Per cent. | £ | 1930. | Per cent. | |
| C. (1) | Electric Train Working | £ 133,818 | | | 39,836 | Per cent. | £ | 1930. | Per cent. | |
| (2) | Lift and Escalator Working | 20,398 14 9 | | | | Per cent. | £ | 1930. | Per cent. | |
| D. | Traffic Expenses | 59,286 11 8 | | | | Per cent. | £ | 1930. | Per cent. | |
| E. | General Charges | 202,371 3 2 | 40.27 | 41.92 | 494,964 14 10 | Per cent. | £ | 1930. | Per cent. | |
| | Law Charges | 15,183 11 0 | 3.02 | 2.90 | 505,105 | Per cent. | £ | 1930. | Per cent. | |
| | Parliamentary Expenses | 356 4 7 | .07 | .05 | | Per cent. | £ | 1930. | Per cent. | |
| | Compensation (Accidents and Losses)— | 20 11 4 | .01 | .27 | | Per cent. | £ | 1930. | Per cent. | |
| | Passengers | £ 110 10 11 | | | | Per cent. | £ | 1930. | Per cent. | |
| | Workmen | 199 4 5 | | | | Per cent. | £ | 1930. | Per cent. | |
| | Damage and Loss of Goods, Property, etc. | 3 19 1 | | | | Per cent. | £ | 1930. | Per cent. | |
| | Rates | 313 14 5 | .06 | .09 | 242 12 11 | Per cent. | £ | 1930. | Per cent. | |
| | Taxes and Tithe Rent Charges | 22,280 16 5 | 4.44 | 4.27 | 7 16 10 | Per cent. | £ | 1930. | Per cent. | |
| | National Insurance— | 102 12 4 | .02 | .03 | | Per cent. | £ | 1930. | Per cent. | |
| | Health, Pensions, etc. | £ 1,335 3 0 | | | | Per cent. | £ | 1930. | Per cent. | |
| | Unemployment | 376 9 6 | | | | Per cent. | £ | 1930. | Per cent. | |
| G. | Running Powers (Balance) | Cr. 37,699 19 7 | Cr. 7.50 | Cr. 6.81 | 495,215 4 7 | Per cent. | £ | 1930. | Per cent. | |
| | Total Expenditure | £ 314,041 0 7 | 62.50 | 64.90 | 505,433 | Per cent. | £ | 1930. | Per cent. | |
| | Net Receipts | 188,457 12 4 | 37.50 | 35.10 | 6,977 | Per cent. | £ | 1930. | Per cent. | |
| | Total | £ 502,498 12 11 | 100.00 | 100.00 | 512,410 | Per cent. | £ | 1930. | Per cent. | |

ABSTRACT A.—MAINTENANCE OF WAY AND WORKS.

| | £ | s. | d. | £ | s. | d. | Year 1929. |
|--|-------|----|----|--------|----|----|------------|
| Superintendence— | | | | | | | £ |
| Salaries | 3,321 | 8 | 10 | | | | 3,209 |
| Office Expenses, etc. | 498 | 9 | 9 | | | | 436 |
| | | | | 3,819 | 18 | 7 | 3,645 |
| Maintenance of Roads, Bridges and Works— | | | | | | | |
| Bridges, Tunnels, Culverts, Retaining Walls and other Works | 1,905 | 10 | 3 | | | | 1,732 |
| Roads and Fences | 141 | 6 | 4 | | | | 87 |
| | | | | 2,046 | 16 | 7 | 1,819 |
| Maintenance of Permanent Way— | | | | | | | |
| Repairs and Partial Renewals— | | | | | | | |
| Wages | 8,092 | 12 | 6 | | | | 7,547 |
| Materials | 4,787 | 19 | 2 | | | | 4,582 |
| | | | | 12,880 | 11 | 8 | 12,129 |
| Maintenance of Signalling | | | | 4,247 | 15 | 10 | 4,206 |
| Maintenance of Telegraphs and Telephones | | | | 522 | 8 | 2 | 484 |
| Maintenance of Electric Track Equipment | | | | 2,029 | 13 | 8 | 2,169 |
| Maintenance of Stations and Buildings— | | | | | | | |
| Stations and Offices | 6,517 | 14 | 1 | | | | 12,158 |
| Car Shops and Depots | 1,637 | 10 | 4 | | | | 1,243 |
| Other Buildings | 93 | 5 | 1 | | | | 53 |
| | | | | 8,248 | 9 | 6 | 13,454 |
| Ventilation | | | | 5,421 | 15 | 7 | 4,805 |
| Transfer to Renewal Account | | | | 39,217 | 9 | 7 | 42,711 |
| | | | | 1,284 | 8 | 10 | 9,252 |
| TOTAL | | | £ | 40,501 | 18 | 5 | 51,963 |

ABSTRACT B (1).—MAINTENANCE OF ROLLING STOCK.

| | £ | s. | d. | £ | s. | d. | Year 1929. |
|---|--------|----|----|--------|----|----|------------|
| Superintendence— | | | | | | | £ |
| Salaries | 1,864 | 6 | 1 | | | | 1,492 |
| Office Expenses | 168 | 9 | 9 | | | | 127 |
| | | | | 2,032 | 15 | 10 | 1,619 |
| Rail Motor Vehicles (Electric)— | | | | | | | |
| Repairs and Partial Renewals... .. | 24,851 | 7 | 10 | | | | 24,840 |
| Transfer to Renewal Account | 3,228 | 15 | 0 | | | | 4,654 |
| | | | | 28,080 | 2 | 10 | 29,494 |
| Coaching Vehicles (other than Rail Motors)— | | | | | | | |
| Repairs and Partial Renewals... .. | 17,085 | 12 | 11 | | | | 8,145 |
| Transfer to Renewal Account | 3,226 | 0 | 0 | | | | 2,932 |
| | | | | 20,311 | 12 | 11 | 11,077 |
| TOTAL | | | £ | 50,424 | 11 | 7 | 42,190 |

ABSTRACT B (2).—MAINTENANCE OF LIFTS AND ESCALATORS.

| | £ | s. | d. | £ | s. | d. | Year 1929. |
|------------------------------------|-------|----|----|--------|----|----|------------|
| Superintendence— | | | | | | | £ |
| Salaries | 906 | 10 | 6 | | | | 819 |
| Office Expenses | 87 | 14 | 10 | | | | 55 |
| | | | | 994 | 5 | 4 | 874 |
| Repairs and Renewals— | | | | | | | |
| Lifts— | | | | | | | |
| Wages | 4,427 | 19 | 7 | | | | 4,332 |
| Materials | 2,366 | 19 | 4 | | | | 1,013 |
| | | | | 6,794 | 18 | 11 | 5,345 |
| Escalators— | | | | | | | |
| Wages | 3,247 | 16 | 6 | | | | 3,050 |
| Materials | 3,198 | 15 | 7 | | | | 1,612 |
| | | | | 6,446 | 12 | 1 | 4,662 |
| Transfer to Renewal Account | | | | 14,235 | 16 | 4 | 10,881 |
| | | | | 4,221 | 8 | 1 | 6,950 |
| TOTAL | | | £ | 18,457 | 4 | 5 | 17,831 |

ABSTRACT C (1).—ELECTRIC TRAIN WORKING.

| | £ | s. | d. | £ | s. | d. | Year 1929. |
|---|-------|----|----|---------|----|----|------------|
| Superintendence— | | | | | | | £ |
| Salaries | 1,830 | 4 | 6 | | | | 1,663 |
| Office Expenses... .. | 256 | 19 | 4 | | | | 216 |
| | | | | 2,087 | 3 | 10 | 1,879 |
| Electric Current (including cost of working Sub-stations) for Running, Lighting and Heating Trains | | | | 52,883 | 5 | 4 | 60,749 |
| Wages of Trainmen (including Clothing) | | | | 47,550 | 0 | 4 | 51,489 |
| Car Cleaning, Depot Expenses and Running Stores | | | | 17,787 | 7 | 3 | 17,597 |
| | | | | 120,307 | 16 | 9 | 131,714 |
| Transfer to Renewal Account | | | | 2,375 | 0 | 0 | 2,104 |
| TOTAL | | | £ | 122,682 | 16 | 9 | 133,818 |

ABSTRACT C (2).—LIFT AND ESCALATOR WORKING.

| | £ | s. | d. | Year 1929. | | |
|------------------------------------|--------|----|----|------------|----|--------|
| | | | | £ | s. | d. |
| Superintendence— | | | | | | |
| Salaries | 599 | 3 | 9 | | | 610 |
| Office Expenses | 72 | 19 | 7 | | | 65 |
| | | | | 672 | 3 | 4 |
| Running Expenses— | | | | | | |
| Lifts— | | | | | | |
| Wages (including Clothing) | 11,465 | 19 | 4 | | | 12,005 |
| Electric Current and Stores | 4,939 | 0 | 2 | | | 5,751 |
| Escalators— | | | | 16,404 | 19 | 6 |
| Wages (including Clothing) | 1,474 | 4 | 11 | | | 1,596 |
| Electric Current and Stores | 1,847 | 7 | 0 | | | 2,148 |
| | | | | 3,321 | 11 | 11 |
| | | | | | | 3,744 |
| TOTAL | | | £ | 20,398 | 14 | 9 |
| | | | | | | 22,175 |

ABSTRACT D.—TRAFFIC EXPENSES.

| | £ | s. | d. | Year 1929. | | |
|---|--------|----|----|------------|----|--------|
| | | | | £ | s. | d. |
| Salaries and Wages— | | | | | | |
| Superintendence | 3,745 | 1 | 2 | | | 3,680 |
| Stationmasters and Clerks | 18,494 | 16 | 6 | | | 17,943 |
| Signalmen | 3,300 | 14 | 0 | | | 3,251 |
| Ticket Collectors, Policemen, Porters, etc. | 18,361 | 6 | 6 | | | 17,784 |
| | | | | 43,901 | 18 | 2 |
| | | | | | | 42,658 |
| Fuel, Lighting, Water, and General Stores | | | | 6,958 | 13 | 4 |
| Clothing | | | | 675 | 17 | 10 |
| Printing, Advertising, Stationery, Stamps, and Tickets | | | | 4,569 | 1 | 8 |
| Passenger Ticket Agents' Commission | | | | 1 | 18 | 1 |
| Miscellaneous Expenses | | | | 2,682 | 2 | 7 |
| | | | | 58,789 | 11 | 8 |
| Transfer to Renewal Account | | | | 500 | 0 | 0 |
| | | | | | | 550 |
| TOTAL | | | £ | 59,289 | 11 | 8 |
| | | | | | | 58,802 |

ABSTRACT E.—GENERAL CHARGES.

| | £ | s. | d. | Year 1929. | | |
|---|-------|----|----|------------|----|--------|
| | | | | £ | s. | d. |
| Directors' Fees | 1,127 | 10 | 0 | | | 1,150 |
| Auditors and Public Accountants | 315 | 0 | 0 | | | 315 |
| Salaries of Managing Director, Secretary, Accountant, and Clerks | 6,176 | 11 | 10 | | | 6,397 |
| Office Expenses, ditto ditto | 385 | 17 | 11 | | | 415 |
| Rating Expenses | 21 | 4 | 11 | | | 23 |
| Fire Insurance | 625 | 19 | 1 | | | 594 |
| Superannuation and Benevolent Funds, Pensions, etc. | 2,696 | 3 | 5 | | | 2,525 |
| Subscriptions and Donations | 49 | 8 | 3 | | | 181 |
| Miscellaneous Expenses | 3,785 | 15 | 7 | | | 3,251 |
| TOTAL | | | £ | 15,183 | 11 | 0 |
| | | | | | | 14,851 |

ABSTRACT G.—RUNNING POWERS—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

| | Receipts. | | | Payments. | | | Balance. | | | Year 1929. | | |
|--------------------------------|-----------|----|----|-----------|----|----|----------|----|----|------------|-----------|----------|
| | | | | | | | | | | Receipts. | Payments. | Balance. |
| | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | £ | £ |
| Passenger Train Traffic | 37,699 | 19 | 7 | — | — | — | 37,699 | 19 | 7 | 34,894 | — | 34,894 |

ABSTRACT H.—MILEAGE, DEMURRAGE AND WAGON HIRE.

Not applicable to this Company.

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF ROAD TRANSPORT.

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS AND WHARVES.

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

No. 17.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

No. 18.—ELECTRIC POWER AND LIGHT ACCOUNT.

Not applicable to this Company.

No. 19.—GENERAL BALANCE SHEET AT 31st DECEMBER, 1930.

| Liabilities. | 1929. | | Assets. | 1929. | |
|--|-------------|-------|---------|--|--------------|
| | £ | s. d. | | £ | s. d. |
| Capital Account, Balance at Credit thereof, as per Account No. 4 | 612,826 | 5 11 | — | Capital Account, Balance at Debit thereof, as per Account No. 4 | — |
| Unpaid Interest and Dividends | 1,179 | 15 8 | 1,153 | Cash at Bankers and in hand | 724,032 7 11 |
| Interest and Dividends payable or accruing and provided for | 28,538 | 11 4 | 26,060 | Investments in Government Securities ... | 504,304 6 5 |
| Amounts due to Railway Companies and Committees | 15,009 | 19 1 | 26,311 | Accounts receivable | 3,495 4 1 |
| Accounts payable | 27,138 | 14 5 | 14,720 | Miscellaneous Accounts | 45,739 14 11 |
| Liabilities Accrued | 7,666 | 19 8 | — | | |
| Miscellaneous Accounts | 9,998 | 4 7 | 9,074 | | |
| Renewal Funds— | | | | | |
| Railway— | £ | s. d. | | | |
| Way and Works | 39,021 | 11 3 | 37,737 | | |
| Rolling Stock | 157,355 | 3 1 | 150,900 | | |
| Other Funds | 90,869 | 17 3 | 83,774 | | |
| | 287,246 | 11 7 | | | |
| Reserve for Contingencies | 48,994 | 9 1 | 36,024 | | |
| Balance available for Dividends and Reserve as shewn in Statement No. 9— | | | | | |
| Dividends | £ | s. d. | | | |
| Reserve | 283,661 | 17 7 | | | |
| | 21,410 | 0 0 | | | |
| | 305,071 | 17 7 | | | |
| Less— | | | | | |
| Interim Dividends paid as shewn in Statement No. 9 (a) | 66,099 | 15 7 | | | |
| | 238,972 | 2 0 | 226,621 | | |
| | £ 1,277,571 | 13 4 | 612,374 | £ 1,277,571 | 13 4 |
| | | | | | 612,374 |

PART II.
STATISTICAL RETURNS

I.—MILEAGE OF LINES.

(A.)—Mileage of Lines Open for Traffic.

| | Running Lines. | | | | | | | | | | Sidings Reduced to Single Track. | | Total of Single Track including Sidings. | | Year 1929. | |
|--------------------------------|------------------------------|-----|---------------|-----|--------------|-----|---------------|-----|--|-----|----------------------------------|-----|--|-----|------------|-----|
| | Length of Road, First Track. | | Second Track. | | Third Track. | | Fourth Track. | | Total Miles (reduced to Single Track). | | M. | Ch. | M. | Ch. | M. | Ch. |
| Lines owned by Company— | M. | Ch. | M. | Ch. | M. | Ch. | M. | Ch. | M. | Ch. | M. | Ch. | M. | Ch. | M. | Ch. |
| Main and Principal Lines— | | | | | | | | | | | | | | | | |
| Liverpool St. to Wood Lane ... | 6 | 70 | 6 | 69 | — | 12 | — | 8 | 13 | 79 | 7 | 48 | 21 | 47 | 21 | 59 |
| TOTAL | 6 | 70 | 6 | 69 | — | 12 | — | 8 | 13 | 79 | 7 | 48 | 21 | 47 | 21 | 59 |
| Total, Year 1929 ... | 6 | 70 | 6 | 69 | — | 12 | — | 8 | 13 | 79 | 7 | 60 | 21 | 59 | — | — |

(B.)—Mileage of Lines Authorised but not open for Traffic.

Not applicable to this Company.

(C.)—Mileage of Lines run over by the Company's Trains.

| | | | | | | | | | | | Year 1929. | | | |
|---|--|--|--|--|--|--|--|--|--|--|------------|-----|----|-----|
| | | | | | | | | | | | M. | Ch. | M. | Ch. |
| Lines owned by the Company | | | | | | | | | | | 6 | 70 | 6 | 70 |
| Lines over which the Company exercises Running Powers continuously | | | | | | | | | | | 4 | 15 | 4 | 15 |
| TOTAL | | | | | | | | | | | 11 | 5 | 11 | 5 |

II.—ROLLING STOCK.

(A.)—Locomotives and Tenders.

Not applicable to this Company.

(B.)—Rail Motor Vehicles.

| Description. | Number of Vehicles. | Seats. | Year 1929. | |
|-----------------------|---------------------|--------|---------------------|--------|
| | | | Number of Vehicles. | Seats. |
| Electric Power | 88 | 2,640 | 88 | 2,640 |
| TOTAL | 88 | 2,640 | 88 | 2,640 |

(C.)—Coaching Vehicles.

| Description. | Number. | Seats. | Year 1929. | |
|-----------------------------|---------|--------|------------|--------|
| | | | Number. | Seats. |
| Passenger Carriages— | | | | |
| Electric Stock— | | | | |
| Carriages of uniform class | 171 | 6,552 | 171 | 6,552 |
| Total Coaching Vehicles ... | 171 | 6,552 | 171 | 6,552 |

(D.)—Merchandise and Mineral Vehicles.

Not applicable to this Company.

(E.)—Service Rolling Stock.

| Description. | Number. | Year 1929. |
|--|-----------|------------|
| | | Number. |
| Locomotives | 1 | 1 |
| Coal, Coke, Ash and Sand Wagons | 2 | 2 |
| Timber, Rail and Sleeper Trucks | 4 | 4 |
| Travelling Crane | 1 | 1 |
| Miscellaneous | 3 | 3 |
| TOTAL | 11 | 11 |

III.—HORSES AND ROAD VEHICLES.

IV.—STEAMBOATS.

V.—CANALS.

VI.—DOCKS, HARBOURS AND WHARVES.

VII.—HOTELS.

Not applicable to this Company.

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

| Land. | Acres. | Year 1929. |
|----------------------------------|---------|------------|
| | | Acres. |
| Urban and Suburban Land | 1,762 | 1,762 |
| Houses. | Number. | Year 1929. |
| | | Number. |
| Other Houses and Cottages | 4 | 4 |

IX.—OTHER BUSINESSES.

Not applicable to this Company.

X.—MAINTENANCE OF WAY AND WORKS (ABSTRACT A.).

| | | Year 1929. |
|---|----------------|---------------|
| Principal Permanent Way materials used— | | |
| Ballast | 197 Cubic Yds. | 28 Cubic Yds. |
| Rails | 276 Tons | 187 Tons |
| Sleepers | 341 | 31 |
| Miles Maintained— | M. Ch. | M. Ch. |
| Miles of Road | 6 70 | 6 70 |
| Miles of Road reduced to Single Track— | | |
| Running Lines | 13 79 | 13 79 |
| Sidings | 7 48 | 7 60 |

XI.—MAINTENANCE OF ROLLING STOCK (ABSTRACT B (I)).

| | In Company's Shops. Number. | By Contractors. Number. | Total. | Year 1929. |
|--|-----------------------------|-------------------------|--------|------------|
| | | | | Total. |
| Rail Motor Vehicles (Electric)— | | | | |
| Heavy Repairs | 54 | — | 54 | 39 |
| Light Repairs | 230 | — | 230 | 185 |
| Under or awaiting repair at end of year | 8 | — | 8 | 4 |
| Coaching Vehicles— | | | | |
| Passenger Carriages— | | | | |
| Heavy Repairs | 107 | — | 107 | 67 |
| Light Repairs | 275 | — | 275 | 182 |
| Under or awaiting repair at end of year | 8 | — | 8 | 3 |

XII.—TRAIN MILEAGE.

| | A—Miles run in Relation to the Company's Total Traffic Receipts. | B—Miles run in Relation to the Company's Total Expenditure. | C—Miles run by the Company's Trains. |
|---|--|---|--------------------------------------|
| | | | Electric Traction. |
| | | | Electric Motor Vehicles. |
| TRAIN MILES (Loaded Trains)— | | | |
| Coaching | 1,959,648 | 1,959,648 | 2,427,981 |
| <i>Year 1929, Coaching</i> | <i>1,962,559</i> | <i>1,962,559</i> | <i>2,412,425</i> |
| TOTAL TRAIN MILES (Including Empty Trains run for Traffic Purposes on either the Forward or Return journey)— | | | |
| Coaching | 1,981,884 | 1,981,884 | 2,468,500 |
| <i>Year 1929, Coaching</i> | <i>1,984,441</i> | <i>1,984,441</i> | <i>2,455,392</i> |
| SHUNTING MILES— | | | |
| Coaching | 88 | 88 | 88 |
| <i>Year 1929, Coaching</i> | <i>89</i> | <i>89</i> | <i>89</i> |
| OTHER MILES (Assisting, Light, etc.) | | | |
| <i>Year 1929</i> | <i>4,942</i> | <i>5,886</i> | <i>5,961</i> |
| TOTAL TRAIN MILES | 1,986,900 | 1,987,927 | 2,474,543 |
| <i>Year 1929</i> | <i>1,989,472</i> | <i>1,990,416</i> | <i>2,461,442</i> |

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

By arrangement with the Ministry of Transport, the figures shewn in the following return relate to the Metropolitan District Railway, the London Electric Railway, the City and South London Railway, the Central London Railway and the London General Omnibus Company, Limited.

| Class of Passenger. | Railways and Omnibuses. | | | Railways only. Number originating on the Railway Companies' Systems. | Year 1929. | | | |
|---------------------|-------------------------|------------|--------------------------------|---|-------------------------|------------|--------------------------------|---|
| | Number. | Receipts. | Average Fare per Passenger. | | Railways and Omnibuses. | | | Railways only. Number originating on the Railway Companies' Systems. |
| | | | | | Number. | Receipts. | Average Fare per Passenger. | |
| Ordinary— | | £ | d. | | | £ | d. | |
| 1st Class | 1,242,133 | 26,180 | 5.06 | 871,470 | 1,307,052 | 27,779 | 5.10 | 923,715 |
| 3rd Class | 1,825,318,753 | 14,273,967 | 1.88 | 243,746,498 | 1,714,033,953 | 13,557,536 | 1.92 | 237,721,724 |
| Workmen | 67,646,764 | 588,029 | 2.09 | 55,032,850 | 65,607,932 | 565,424 | 2.07 | 53,244,781 |
| TOTAL | 1,894,207,650 | 14,888,176 | 1.89 | 299,650,818 | 1,780,948,937 | 14,150,739 | 1.91 | 291,890,220 |
| Season— | | | | | | | | |
| 1st Class | 2,524 | 29,479 | — | 2,197 | 2,541 | 30,511 | — | 2,215 |
| 3rd Class | 106,954 | 892,706 | — | 82,359 | 101,229 | 878,155 | — | 79,465 |
| TOTAL | 109,478 | 922,185 | — | 84,556 | 103,770 | 908,666 | — | 81,680 |

XIV.—GOODS TRAFFIC AND RECEIPTS.

XV. (A.)—TONNAGE OF THE PRINCIPAL CLASSES OF MERCHANDISE AND MINERALS TRAFFIC ORIGINATING ON THE COMPANY'S SYSTEM CARRIED BY GOODS TRAINS.

XV. (B.)—LIVE STOCK TRAFFIC ORIGINATING ON THE COMPANY'S SYSTEM CARRIED BY GOODS TRAINS.

Not applicable to this Company.

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.

| | Account No. | 1927. | 1928. | 1929. | 1930. |
|--|----------------|----------------|----------------|----------------|----------------|
| Total Expenditure on Capital Account | 4 | £ 5,173,962 | £ 5,060,215 | £ 5,079,868 | £ 5,226,109 |
| Gross Receipts from Businesses carried on by the Company | 8 | 573,683 | 573,472 | 512,410 | 502,498 |
| Revenue Expenditure on ditto | 8 | 353,544 | 342,242 | 332,576 | 314,041 |
| Net Receipts of ditto | 8 | 220,139 | 231,230 | 179,834 | 188,457 |
| Miscellaneous Receipts (Net) | 8 | 73,478 | 76,105 | 86,936 | 84,201 |
| Miscellaneous Charges | 8 | 9,961 | 40,925 | 4,954 | 4,760 |
| Net Revenue | 8 | 283,656 | 266,410 | 261,816 | 267,898 |
| Income Tax | 9 | 8,000 | 8,000 | 8,000 | 5,000 |
| Discount and Expenses <i>re</i> issue of Debenture Stocks | 9 | 827 | 827 | 827 | 827 |
| Profit on Realization of Investments | 9 | — | 294 | — | — |
| Loss on Realization of Investments | 9 | — | — | 171 | — |
| Interest on Loans and Debenture Stocks | 9 | 65,150 | 65,150 | 65,150 | 65,150 |
| Dividend on Preference Stock | 9 | 21,600 | 21,600 | 21,600 | 21,600 |
| Balance after payment of Preference Dividend | 9 | 188,079 | 171,127 | 166,068 | 175,321 |
| Dividend on Ordinary Stocks | 9 | 120,000 | 150,000 | 150,000 | 150,000 |
| Rate per cent.— | | | | | |
| Undivided Ordinary... .. | — | 4% | 5% | 5% | 5% |
| Preferred Ordinary | — | 4% | 4% | 4% | 4% |
| Deferred Ordinary | — | 4% | 6% | 6% | 6% |
| Surplus | — | 68,079 | 21,127 | 16,068 | 25,321 |
| Appropriation to Reserve | 9 | 40,000 | 15,000 | 12,970 | 21,410* |
| Balance brought forward from previous year | 9 | 70,847 | 98,926 | 105,053 | 108,151 |
| Balance carried forward to subsequent year | 9 | 98,926 | 105,053 | 108,151 | 112,062 |

* See paragraph 3 of the Report of the Directors.

C. S. LOUCH,

Comptroller and Accountant of the Company.

INDEX

CERTIFICATES OF THE RESPONSIBLE OFFICERS AS TO THE UPKEEP OF THE
COMPANY'S PROPERTY.

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works have, during the past year, been maintained in good working condition and repair.

1st January, 1931.

ARTHUR R. COOPER,
Chief Engineer.

CERTIFICATE RESPECTING THE ROLLING STOCK, &c.

I hereby certify that the whole of the Company's Plant, Rolling Stock, Lifts, Escalators, Machinery, and Tools have, during the past year, been maintained in good working condition and repair.

1st January, 1931.

W. A. AGNEW,
Chief Mechanical Engineer.

(Signed for the Board of Directors)

ASHFIELD,
Chairman of the Company.

JNO. C. MITCHELL,
Secretary of the Company.

AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Financial Accounts contain a full and true statement of the financial condition of the Company, and that the dividends proposed to be declared on the Preference and Ordinary Stocks are *bonâ fide* due thereon, after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout.

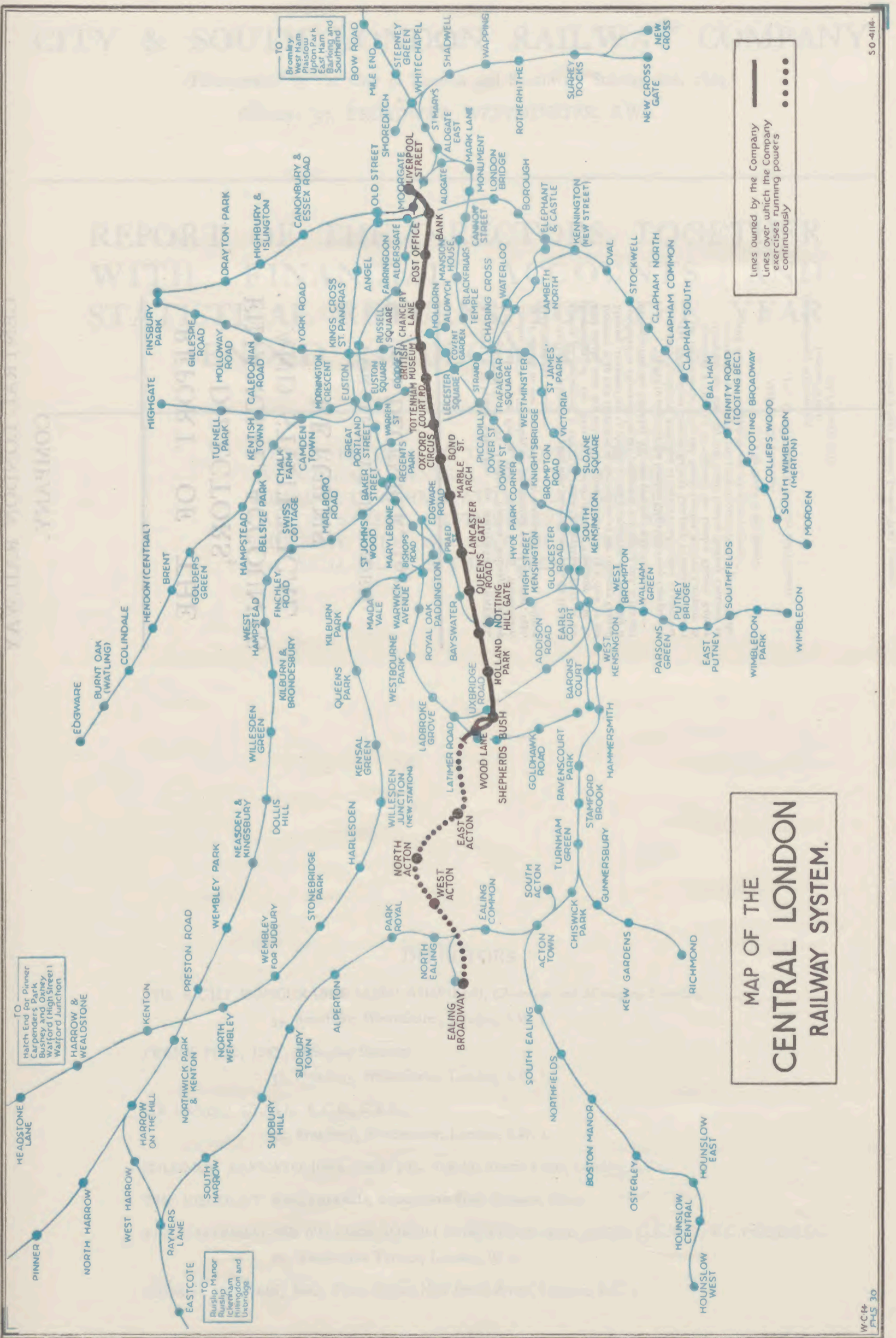
PEAT, MARWICK, MITCHELL & CO.,
DELOITTE, PLENDER, GRIFFITHS & CO., } *Auditors.*

16th February, 1931.

INDEX.

(Arabic Figures refer to Financial Accounts and Roman Figures to Statistical Returns.)

| | Number of Account or Return. | PAGE. | | Number of Account or Return. | PAGE. |
|---|--|-------|--|--|-------|
| AUDITORS' CERTIFICATE | — | 17 | MILEAGE OF ENGINES AND TRAINS | XII | 15 |
| BALANCE SHEET | 19 | 12 | MILEAGE OF LINES | I | 13 |
| CAPITAL— | | | NATIONAL INSURANCE | 10 | 9 |
| Authorized and Created by the Company | 1 (a) | 5 | NET REVENUE— | | |
| Issued | 2 | 5 | Amount of | 8 | 8 |
| Raised by Loans and Debenture Stocks | 3 | 6 | Proposed Appropriation | 9 | 8 |
| Receipts and Expenditure | 4 | 6 | PARLIAMENTARY EXPENSES | 10 | 9 |
| Details of Expenditure for Year | 5 | 7 | PROPOSED APPROPRIATION OF NET REVENUE | 9 | 8 |
| Estimate of further Expenditure | 6 | 7 | | | |
| Powers available to meet further Expenditure | 7 | 7 | | | |
| CARRIAGES— | | | RAIL MOTOR VEHICLES— | | |
| Maintenance Expenditure | 10 (B1) | 9 | Maintenance Expenditure | 10 (B1) | 9 |
| Number and Seating Accommodation | II (C) | 13 | Number and Seating Accommodation | II (B) | 13 |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 14 | Number renewed, Number repaired and Number under or awaiting repair | XI | 14 |
| CERTIFICATES— | | | Mileage | XII | 15 |
| Auditors | — | 17 | RAILWAY— | | |
| Officers responsible for Maintenance | — | 17 | Total Capital expended upon | 4-6 | 6 & 7 |
| COMPENSATION | 10 | 9 | Revenue Receipts and Expenditure | 10 | 9 |
| DIVIDENDS PAYABLE | 9 | 8 | Mileage | I | 13 |
| ELECTRIC POWER AND LIGHT— | | | RATES— | | |
| Capital Expenditure on Power Stations, &c. | 4-6 | 6 & 7 | Railway | 10 | 9 |
| ELECTRIC MOTOR VEHICLES— | | | RENEWAL FUNDS | 19 | 12 |
| Number and Seating Accommodation | II (B) | 13 | RENTS PAID | 8 | 8 |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 14 | RENTS RECEIVED— | | |
| Mileage | XII | 15 | Houses and Land | 8 | 8 |
| ELECTRIC TRAIN WORKING | 10 (C1) | 9 | Other Rents, including Lump-sum Tolls | 8 | 8 |
| ENGINE MILEAGE | XII | 15 | RESERVE FUND | 19 | 12 |
| GENERAL CHARGES | 10 (E) | 9 | REVENUE RECEIPTS AND EXPENDITURE— | | |
| HOUSES. (See Land, Property, &c.) | VIII | 14 | Railway | 10 | 9 |
| INTEREST PAID | 8 & 9 | 8 | Miscellaneous Receipts (Net) | 8 | 8 |
| INTEREST RECEIVED | 8 | 8 | Summary | 8 | 8 |
| INTERIM DIVIDENDS PAID | 9 (a) | 8 | ROLLING STOCK— | | |
| LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS— | | | Capital Expenditure | 4-6 | 6 & 7 |
| Capital Expenditure | 4-6 | 6 & 7 | Maintenance Expenditure | 10 (B1) | 9 |
| Rents received | 8 | 8 | Numbers and Description | II | 13 |
| Acreage of Land and Number of Houses | VIII | 14 | Numbers renewed, Numbers repaired and Numbers under or awaiting repair | XI | 14 |
| LAW CHARGES | 10 | 9 | Mileage of Engines and Trains | XII | 15 |
| LIFT AND ESCALATOR WORKING | 10 (C2) | 9 | RUNNING POWERS— | | |
| MAINTENANCE— | | | Receipts and Payments in respect of | 10 (G) | 9 |
| Of Way and Works | 10 (A) | 9 | Mileage of Lines over which exercised | I (C) | 13 |
| Quantities of principal materials used | X | 14 | SERVICE ROLLING STOCK | II (E) | 14 |
| Miles maintained | X | 14 | SUMMARY OF FINANCIAL RESULTS | XVI | 16 |
| Length of Track renewed | X | 14 | TRAFFIC EXPENSES | 10 (D) | 9 |
| Of Rolling Stock | 10 (B1) | 9 | TRAFFIC RECEIPTS— | | |
| Numbers renewed, Numbers repaired, and Numbers under or awaiting repair | XI | 14 | Railway | 10 | 9 |
| Of Lifts and Escalators | 10 (B2) | 9 | Receipts and Payments in respect of Running Powers | 10 (G) | 9 |
| MANUFACTURING AND REPAIRING WORKS AND PLANT— | | | Passengers carried and average Fare | XIII | 15 |
| Capital Expenditure | 4-6 | 6 & 7 | Passengers originating on the Company's System | XIII | 15 |
| Maintenance of Workshops | 10 (A) | 9 | TRAIN MILEAGE | XII | 15 |



**MAP OF THE
CENTRAL LONDON
RAILWAY SYSTEM.**

— Lines owned by the Company
- - - Lines over which the Company
exercises running powers
continuously

CENTRAL LONDON RAILWAY
COMPANY.

REPORT OF THE
DIRECTORS,
FINANCIAL ACCOUNTS
AND STATISTICAL
RETURNS

FOR THE YEAR ENDED
31st DECEMBER, 1930.

NOTICE is hereby given that the ORDINARY GENERAL MEETING of the Central London Railway Company will be held at the Caxton Hall, Caxton Street, Westminster, London, S.W.1, on Thursday, the twenty-sixth day of February, 1931, at 11 o'clock in the forenoon for the transaction of the ordinary business of the Company.

And notice is hereby also given that, in compliance with the Standing Orders of Parliament, a SPECIAL GENERAL MEETING of the Proprietors of the Central London Railway Company will be held on the same day and at the same place at 11.15 o'clock in the forenoon or so soon thereafter as the business of the Ordinary General Meeting convened at 11 o'clock in the forenoon of the same day is concluded or adjourned for the purpose of considering and, if thought fit, approving the following Bill now pending in Parliament, viz:—

“ A Bill to empower the London Electric Railway Company to construct subways, deviations of railways and works; to empower the Metropolitan District Railway Company to construct works; to empower the City and South London Railway Company to construct a subway; to empower the London Electric Railway Company and the City and South London Railway Company to construct subways and works; and to confer further powers on the said and other Companies and for other purposes.”

By Order of the Board,

ASHFIELD, *Chairman.*

Jno. C. MITCHELL, *Secretary and Treasurer.*

55, Broadway, Westminster,

London, S.W.1.

9th February, 1931.

CITY & SOUTH LONDON RAILWAY COMPANY.

(Incorporated by the City of London and Southwark Subway Act, 1884.)

OFFICES : 55, BROADWAY, WESTMINSTER, S.W.1.

REPORT OF THE DIRECTORS, TOGETHER WITH FINANCIAL ACCOUNTS AND STATISTICAL RETURNS, FOR THE YEAR ENDED 31ST DECEMBER, 1930.

TO BE SUBMITTED TO THE PROPRIETORS AT
AN ORDINARY GENERAL MEETING OF THE
COMPANY, TO BE HELD AT THE CAXTON HALL,
CAXTON STREET, WESTMINSTER, S.W. 1, ON
THURSDAY, THE 26TH DAY OF FEBRUARY,
1931, AT 11 O'CLOCK IN THE FORENOON.

DIRECTORS.

THE RIGHT HONOURABLE LORD ASHFIELD, *Chairman and Managing Director*,
55, Broadway, Westminster, London, S.W. 1.

FRANK PICK, ESQ., *Managing Director*,
55, Broadway, Westminster, London, S.W. 1.

SIR ERNEST CLARK, K.C.B., C.B.E.,
55, Broadway, Westminster, London, S.W. 1.

SOLOMON BARNATO JOEL, ESQ., J.P., 10 & 11, Austin Friars, London, E.C.2.

THE VISCOUNT KNUTSFORD, Kneeworth Hall, Royston, Herts.

FIELD MARSHAL SIR WILLIAM ROBERT ROBERTSON, Bart., G.C.B., G.C.M.G., K.C.V.O., D.S.O.,
88, Westbourne Terrace, London, W. 2.

GEORGE WATSON, ESQ., Friars House, New Broad Street, London, E.C. 2.

CITY & SOUTH LONDON RAILWAY COMPANY

INCORPORATED IN GREAT BRITAIN
BY ACT OF PARLIAMENT IN THE YEAR 1863

REPORT OF THE DIRECTORS TOGETHER
WITH FINANCIAL ACCOUNTS AND
STATEMENT OF AFFAIRS FOR THE YEAR
ENDED 31st MARCH 1900

PRINTED BY
HARRISON AND SONS, ST. MARTIN'S LANE, W.C.
LONDON: 1900

PRINTED BY HARRISON AND SONS, ST. MARTIN'S LANE, W.C.
LONDON: 1900

CITY & SOUTH LONDON RAILWAY COMPANY

REPORT OF THE DIRECTORS

TO BE SUBMITTED TO THE PROPRIETORS AT AN ORDINARY GENERAL MEETING OF THE COMPANY, TO BE HELD AT THE CAXTON HALL, CAXTON STREET, WESTMINSTER, S.W. 1, ON THURSDAY, THE 26TH DAY OF FEBRUARY, 1931, AT 11 O'CLOCK IN THE FORENOON.

1. Your Directors submit the Financial Accounts and Statistical Returns for the year ended 31st December, 1930.

| | Year 1930. | Increase + Decrease — Compared with 1929. |
|---|---------------|--|
| | £ | £ £ |
| 2. The Receipts from Railway Working, after the operation of the Common Fund under the terms of the Agreement authorised by the London Electric Railway Companies Facilities Act, 1915, amount to | 977,880 | + 54,375 |
| From which must be deducted Expenditure amounting to | 578,868 | + 42,467 |
| The Net Receipts therefore amount to | | 399,012 + 11,908 |
| Adding Miscellaneous Receipts (Net) from Rents, Interest, etc., amounting to | | 76,850 — 5,157 |
| gives a Total Net Income of | 475,862 | + 6,751 |
| After adding the Balance from last year's Account | 37,707 | + 1,529 |
| there is a total of | 513,569 | + 8,280 |
| Deducting:— | | |
| Interest, Rentals, etc. | 349,996 | + 3,050 |
| Appropriation for Reserve for Contingencies | 7,436 | + 3,300 |
| or together | | 357,432 + 6,350 |
| there remains a Balance of | 156,137 | + 1,930 |
| which after deducting the Dividends on Preference Stocks | 42,500 | — |
| leaves a Balance available for Dividend on Ordinary Stock of | 113,637 | + 1,930 |

3. The total sum appropriated to reserves for Contingencies and Renewals was £30,000. Of this sum £22,564 was charged to Expenditure, and £7,436 was appropriated to Reserve for Contingencies.

In 1929 £30,000 was appropriated to reserves for Contingencies and Renewals, of which £25,864 was charged to Expenditure, and £4,136 was appropriated to Reserve for Contingencies.

4. An interim dividend of 2½ per cent. for the year was paid on the Consolidated Ordinary Stock of the Company in August last. This required £37,000 and leaves £76,637 still available, out of which your Directors recommend the payment of a final dividend for the year of 2½ per cent. on the Consolidated Ordinary Stock. The total dividend for the year 1930 is therefore 5 per cent. and a balance of £39,637 is carried forward.

The dividend on the Consolidated Ordinary Stock for the year 1929 was 5 per cent. with a balance of £37,707 carried forward.

5. The Capital Expenditure during the year amounted to £14,439, of which details are given in Account No. 5.

6. Further details in regard to the operations during the year of your Company and the other Companies associated with it in the Common Fund and various items of statistical information are shown in the accompanying Supplement.

7. The Director retiring by rotation is Sir Ernest Clark, K.C.B., C.B.E., who, being eligible, offers himself for re-election.

8. The Auditors, Messrs. Deloitte, Plender, Griffiths & Co., also retire and offer themselves for re-election.

ASHFIELD,

Chairman and Managing Director.

55, BROADWAY, WESTMINSTER, S.W. 1.

12th February, 1931.

Dividend Warrants will be posted on 28th February, 1931.

CITY & SOUTH LONDON RAILWAY.

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR
ENDED 31st DECEMBER, 1930.

PART I. FINANCIAL ACCOUNTS.

No. 1 (a).—NOMINAL CAPITAL AUTHORISED AND CREATED BY THE COMPANY.

| Special Acts. | Capital Authorised. | | | Capital Created. | | | Balance. | | |
|---|---------------------|---------------------------|------------|-------------------|---------------------------|------------|-------------------|---------------------------|---------|
| | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| I. Special Acts conferring Capital Powers which have been fully exercised | 1,980,000 | 7,137,000 | 9,117,000 | 1,980,000 | 7,137,000 | 9,117,000 | — | — | — |
| II. Special Acts conferring Capital Powers which have not yet been fully exercised— | | | | | | | | | |
| City and South London Railway Acts, 1903 and 1913 | 1,500,000 | 500,000 | 2,000,000 | 900,000 | 500,000 | 1,400,000 | 600,000 | — | 600,000 |
| TOTAL | £ 3,480,000 | 7,637,000 | 11,117,000 | 2,880,000 | 7,637,000 | 10,517,000 | 600,000 | — | 600,000 |

No. 1 (b).—NOMINAL CAPITAL AUTHORISED AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

No. 1 (c).—NOMINAL CAPITAL AUTHORISED AND CREATED BY SOME OTHER COMPANY, ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

Not applicable to this Company.

No. 2.—SHARE CAPITAL AND STOCKS CREATED, AS PER STATEMENT No. 1 (a), SHEWING PROPORTION ISSUED.

| Description. | Amount created. | Amount received (apart from Premiums and Discounts) as per Account No. 4. | Amount issued. | | Amount unissued. |
|--|-----------------|---|--------------------------------------|-----------|------------------|
| | | | Amount on which Dividend is payable. | Total. | |
| | £ | £ | £ | £ | £ |
| 5 per cent. Preference Stock (1891) | 150,000 | 150,000 | 150,000 | 150,000 | — |
| 5 per cent. Preference Stock (1896) | 200,000 | 200,000 | 200,000 | 200,000 | — |
| 5 per cent. Preference Stock (1901) | 300,000 | 300,000 | 300,000 | 300,000 | — |
| 5 per cent. Preference Stock (1903) | 200,000 | 200,000 | 200,000 | 200,000 | — |
| 5 per cent. Preference Stock (1913) | 550,000 | — | — | — | 550,000 |
| Consolidated Ordinary Stock | 1,480,000 | 1,480,000 | 1,480,000 | 1,480,000 | — |
| TOTAL | £ 2,880,000 | 2,330,000 | 2,330,000 | 2,330,000 | 550,000 |

No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS.

| | Amount received (apart from Premiums and Discounts) as per Account No. 4. | Total raised by Loans and Debenture Stocks. |
|--|--|--|
| Raised by Loans | £ Nil | £ Nil |
| Raised by issue of Debenture Stocks:— | | |
| 4 per cent. Debenture Stock | 1,118,000 | 1,118,000 |
| 4½ per cent. Redeemable Second Debenture Stock (1942/72) | †6,519,000 | 6,519,000 |
| Total Debenture Stocks | 7,637,000 | 7,637,000 |
| Total raised by Loans and Debenture Stocks | | 7,637,000 |
| Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created, as per Statement No. 1 (a) ... | £ | 7,637,000 |
| Total amount raised by Loans and Debenture Stocks as above | | 7,637,000 |
| Balance being available borrowing powers at 31st December, 1930 | £ | — |

† Guaranteed by H.M. Government both as to Principal and Interest under the powers of the Trade Facilities Acts, 1921 and 1922.

Dr. No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. Cr.

| To Expenditure. | Amount expended to 31st December, 1929. | Amount expended during Year (as per Statement No. 5). | Total. | By Receipts. | Amount received to 31st December, 1929. | Amount received during Year. | Total. |
|---|--|---|-----------------|---|--|---------------------------------------|-----------------|
| | £ s. d. | £ s. d. | £ s. d. | | £ s. d. | £ s. d. | £ s. d. |
| Lines open for Traffic ... | 8,388,963 19 0 | 6,188 19 10 | 8,395,152 18 10 | Shares and Stocks (No. 2) | 2,330,000 0 0 | — | 2,330,000 0 0 |
| Rolling Stock | 690,218 4 9 | — | 690,218 4 9 | Debenture Stocks (No. 3) | 7,612,829 0 0 | 24,171 0 0 | 7,637,000 0 0 |
| Manufacturing & Repairing Works and Plant— | | | | | | | |
| Land and Buildings... | 3,420 16 6 | — | 3,420 16 6 | To 31st December, 1930. £ s. d. Premiums on Shares and Stocks | 215,422 0 10 | | |
| Plant and Machinery | 144 10 8 | — | 144 10 8 | | | | |
| Total Capital expended upon Railway | 9,082,747 10 11 | 6,188 19 10 | 9,088,936 10 9 | Discounts on Shares and Stocks | 775,877 9 6 | | |
| Electric Power Stations, &c. | 355,357 0 7 | 6,908 14 10 | 362,265 15 5 | | | | |
| Land, Property, &c., not forming part of the Rail- way or Stations— | | | | | | | |
| Not used in connection with Railway Work- ing | 94,426 11 9 | 1,341 4 5 | 95,767 16 2 | Balance of Premiums and Discounts | Dr. 555,016 19 2 | Dr. 5,438 9 6 | Dr. 560,455 8 8 |
| TOTAL EXPENDITURE £ | 9,532,531 3 3 | 14,438 19 1 | 9,546,970 2 4 | TOTAL RECEIPTS £ | 9,387,812 0 10 | 18,732 10 6 | 9,406,544 11 4 |
| | | | | By Balance | | | 140,425 11 0 |
| TOTAL | | | £ 9,546,970 2 4 | TOTAL | | | £ 9,546,970 2 4 |

No. 4 (a).—SUBSCRIPTIONS TO OTHER UNDERTAKINGS.

Not applicable to this Company.

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1930.

| | Land and Compensation. | | Construction of Way and Stations, Engineering, &c. | | Law Charges and Parliamentary Expenses. | | TOTAL. | | |
|--|------------------------|-------|--|-------|---|------------|--------|--------|-------|
| | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | |
| Lines belonging to the Company open for Traffic— | | | | | | | | | |
| Transferred from Land, Property, &c., not forming part of the Railway or Stations | 568 | 12 3 | — | — | — | — | 568 | 12 3 | |
| Proportion of cost of obtaining Act, 1930 | — | — | — | — | 406 | 16 3 | 406 | 16 3 | |
| Expenses of issue of 4 per cent. Debenture Stock | — | — | — | — | 53 | 19 7 | 53 | 19 7 | |
| Miscellaneous Additions and Improvements | 645 | 0 0 | 4,169 | 17 3 | 344 | 14 6 | 5,159 | 11 9 | |
| Total Capital expended upon Railway | | | | | | | | 6,188 | 19 10 |
| Electric Power Stations, &c.— | | | | | | | | | |
| Miscellaneous Additions and Improvements | | | | | | | 6,908 | 14 10 | |
| Land, Property, &c., not forming part of the Railway or Stations— | | | | | | | | | |
| Not used in connection with Railway Working— | | | | | £ s. d. | | | | |
| Transferred to Lines Open for Traffic | | | | | Cr. | 568 12 3 | | | |
| Car Park and equipment at Morden | | | | | | 458 4 0 | | | |
| Construction of new roadway, &c., at Stockwell | | | | | | 1,451 12 8 | | | |
| | | | | | | | 1,341 | 4 5 | |
| TOTAL | | | | | | | £ | 14,438 | 19 1 |

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| Expenditure to date on Principal Works in Progress. | Estimated Further Expenditure. | | |
|---|---|--------------------------------|--------|
| | During the year ending 31st December, 1931. | Subsequently until completion. | Total. |
| £ | £ | £ | £ |
| Lines belonging to the Company open for Traffic— | | | |
| — Miscellaneous New Works and Additions | 2,000 | — | 2,000 |
| — Electric Power Stations, &c. | 24,000 | 47,000 | 71,000 |
| TOTAL | 26,000 | 47,000 | 73,000 |
| Works not yet commenced and in abeyance | | | — |

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| | | |
|--|---|-----------|
| Stock, Share and Loan Capital authorised but not yet created (as per Statement No. 1 (a)) | £ | 600,000 |
| Stock and Share Capital created but not yet received (as per Statement No. 2)— | | |
| Amount unissued | | 550,000 |
| | | 1,150,000 |
| Available borrowing powers (as per Statement No. 3) | | — |
| | | 1,150,000 |
| Deduct Balance at Debit of Capital Account (No. 4) | | 140,426 |
| TOTAL... .. | £ | 1,009,574 |

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

| Sec Account No. | *Gross Receipts. | Expenditure. | Net Receipts. | Year 1929. | | |
|---|---------------------|--------------|------------------|---------------------|--------------|------------------|
| | | | | *Gross Receipts. | Expenditure. | Net Receipts. |
| 10 | £ s. d. | £ s. d. | £ s. d. | £ | £ | £ |
| Railway *After the operation of the Common Fund under the terms of the Agreement authorised by the London Electric Railway Companies' Facilities Act, 1915. | 977,880 1 10 | 578,868 4 3 | 399,011 17 7 | 923,504 | 536,400 | 387,104 |
| Add—Miscellaneous Receipts (Net)— | | £ s. d. | | £ | | |
| Rents from Houses and Lands | | 11,414 8 4 | | 11,135 | | |
| Other Rents, including Lump-sum Tolls | | 38,898 8 8 | | 42,527 | | |
| Transfer Fees | | 40 10 0 | | 37 | | |
| General Interest | | 26,496 7 4 | | 28,309 | | |
| | | | 76,849 14 4 | | | 82,008 |
| | | | 475,861 11 11 | | | 469,112 |
| Deduct—Miscellaneous Charges— | | £ s. d. | | £ | | |
| Chief Rents, Wayleaves, etc., including Lump-sum Tolls | | 5,768 15 0 | | 5,695 | | |
| Expenditure upon New and Improved Works, etc. | | 3,270 12 2 | | 940 | | 6,635 |
| | | | 9,039 7 2 | | | |
| Net Revenue for the year | | | £ 466,822 4 9 | | | 462,477 |

No. 9.—PROPOSED APPROPRIATION OF NET REVENUE.

| | £ s. d. | Year 1929. | |
|--|--------------|--------------|---------|
| | | £ | £ |
| Balance brought forward from last year's Account | 37,707 12 3 | | 36,178 |
| Net Revenue for the Year (as per Statement No. 8) | 466,822 4 9 | | 462,477 |
| | | 504,529 17 0 | 498,655 |
| Deduct— | | | |
| Discount and expenses <i>re</i> issue of 4½ per cent. Redeemable Second Debenture Stock (1942/72) (annual provision) | 3,204 0 0 | | 3,204 |
| TOTAL | 501,325 17 0 | | 495,451 |
| Deduct— | £ s. d. | £ | |
| Interest on 4 per cent. Debenture Stock | 44,397 14 5 | 43,753 | |
| Interest on 4½ per cent. Redeemable Second Debenture Stock (1942/72) | 293,355 0 0 | 293,355 | |
| | | 337,752 14 5 | 337,108 |
| Balance available for Dividends and Reserve | | 163,573 2 7 | 158,343 |
| Appropriation to Reserve for Contingencies (<i>See paragraph 3, page 3</i>) | | 7,436 0 0 | 4,136 |
| Balance available for Dividends | | 156,137 2 7 | 154,207 |
| Dividends on Preference Stocks— | £ s. d. | £ | |
| On (1891) 5 per cent. Preference Stock at the rate of 5 per cent. per annum... | 7,500 0 0 | 7,500 | |
| On (1896) 5 per cent. Preference Stock at the rate of 5 per cent. per annum... | 10,000 0 0 | 10,000 | |
| On (1901) 5 per cent. Preference Stock at the rate of 5 per cent. per annum... | 15,000 0 0 | 15,000 | |
| On (1903) 5 per cent. Preference Stock at the rate of 5 per cent. per annum... | 10,000 0 0 | 10,000 | 42,500 |
| Balance available for Dividend on Consolidated Ordinary Stock | | 113,637 2 7 | 111,707 |
| Dividend on Consolidated Ordinary Stock at the rate of 5 per cent. per annum | | 74,000 0 0 | 74,000 |
| Balance carried forward to next year's Account | £ 39,637 2 7 | | 37,707 |

No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

| | £ s. d. | Year 1929. | |
|--|---------------|------------|---------|
| | | £ | £ |
| Balance available for Dividends and Reserve—Year 1930 (as in Statement No. 9) | 163,573 2 7 | | 158,344 |
| Deduct— | £ s. d. | | |
| Interim dividend paid on £850,000 5 per cent. Preference Stocks at 2½ per cent. | 21,250 0 0 | 21,250 | |
| Interim dividend paid on £1,480,000 Consolidated Ordinary Stock at 2½ per cent.... | 37,000 0 0 | 37,000 | |
| | | 58,250 0 0 | 58,250 |
| Undivided Balance at 31st December, as appearing in Balance Sheet | £ 105,323 2 7 | | 100,094 |

No. 10.—RECEIPTS AND EXPENDITURE IN RESPECT OF RAILWAY WORKING.

Cr.

| See Abstract. | To Expenditure. | Year 1929. | | Percentage of Total Receipts. | | By Gross Receipts. | Year 1929. | | Percentage of Total Receipts. | | | |
|---------------|--|------------|---------------|-------------------------------|-----------|--------------------|------------|-----------|-------------------------------|-------|-------|-----------|
| | | £ | s. d. | 1930. | Per cent. | | 1930. | Per cent. | £ | s. d. | 1930. | Per cent. |
| | | | | | | | | | | | | |
| A. | Maintenance of Way and Works | 63,395 | 8 10 | 6.48 | 6.34 | ... | ... | ... | ... | ... | ... | |
| B (1). | Maintenance of Rolling Stock | 56,115 | 17 9 | 5.74 | 5.16 | ... | ... | ... | ... | ... | ... | |
| B (2). | Maintenance of Lifts and Escalators | 17,141 | 12 7 | 1.75 | 1.87 | ... | ... | ... | ... | ... | ... | |
| C (1). | Electric Train Working | 215,361 | £ 220,775 0 7 | ... | ... | ... | ... | ... | ... | ... | ... | |
| C (2). | Lift and Escalator Working | 15,610 | 15,975 0 4 | ... | ... | ... | ... | ... | ... | ... | ... | |
| D. | Traffic Expenses | 82,210 | 84,876 10 1 | 32.89 | 33.91 | ... | ... | ... | ... | ... | ... | |
| E. | General Charges | 313,181 | 20,475 6 10 | 2.10 | 2.05 | ... | ... | ... | ... | ... | ... | |
| | Law Charges | 308 | 325 8 3 | .03 | .03 | ... | ... | ... | ... | ... | ... | |
| | Parliamentary Expenses | 1,370 | 18 14 6 | — | .15 | ... | ... | ... | ... | ... | ... | |
| | Compensation (Accidents and Losses)— | | £ s. d. | | | | | | | | | |
| | Passengers | 286 | 149 2 6 | | | ... | ... | ... | ... | ... | ... | |
| | Workmen | 452 | 379 11 6 | | | ... | ... | ... | ... | ... | ... | |
| | Damage and loss of Goods, Property, etc. | 4 | 5 5 11 | | | ... | ... | ... | ... | ... | ... | |
| | Rates | 742 | 533 19 11 | .06 | .08 | ... | ... | ... | ... | ... | ... | |
| | Taxes and Tithe Rent Charges | 10,500 | 10,674 0 5 | 1.09 | 1.14 | ... | ... | ... | ... | ... | ... | |
| | National Insurance— | 12 | 1 9 2 | — | — | ... | ... | ... | ... | ... | ... | |
| | Health, Pensions, etc. | 2,507 | 2,548 17 9 | ... | ... | ... | ... | ... | ... | ... | ... | |
| | Unemployment | 705 | 751 3 1 | ... | ... | ... | ... | ... | ... | ... | ... | |
| | Mileage, Demurrage and Wagon Hire (Balance) | 3,212 | 3,300 0 10 | .34 | .35 | ... | ... | ... | ... | ... | ... | |
| H. | Total Expenditure | 64,693 | 85,259.14 2 | 8.72 | 7.00 | ... | ... | ... | ... | ... | ... | |
| | Net Receipts | 536,400 | 578,868 4 3 | 59.20 | 58.08 | ... | ... | ... | ... | ... | ... | |
| | Total | 387,104 | 399,011 17 7 | 40.80 | 41.92 | ... | ... | ... | ... | ... | ... | |
| | TOTAL | 923,504 | 977,880 1 10 | 100.00 | 100.00 | ... | ... | ... | ... | ... | ... | |
| | Passenger Train Traffic adjusted by agreement with the Ministry of Transport to give effect to the operation of Common Fund— | | £ s. d. | | | ... | ... | ... | ... | ... | ... | |
| | Ordinary Passengers | 697,048 | 697,048 4 1 | ... | ... | ... | ... | ... | ... | ... | ... | |
| | Season Tickets | 138,050 | 138,050 3 4 | ... | ... | ... | ... | ... | ... | ... | ... | |
| | Workmen's Tickets | 141,927 | 141,927 19 2 | ... | ... | ... | ... | ... | ... | ... | ... | |
| | Total Receipts from Passengers | 977,026 | 977,026 6 7 | ... | ... | ... | ... | ... | ... | ... | ... | |
| | Parcels under 2 cwt., and Excess Luggage | 113 | 97 18 11 | ... | ... | ... | ... | ... | ... | ... | ... | |
| | Other Merchandise by Passenger Trains | 271 | 277 10 0 | ... | ... | ... | ... | ... | ... | ... | ... | |
| | Total Passenger Train Receipts | 384 | 375 8 11 | ... | ... | ... | ... | ... | ... | ... | ... | |
| | Total Traffic Receipts | 923,088 | 977,401 15 6 | 99.95 | 99.95 | ... | ... | ... | ... | ... | ... | |
| | Miscellaneous | 416 | 478 6 4 | ... | ... | ... | ... | ... | ... | ... | ... | |
| | TOTAL | 923,504 | 977,880 1 10 | 100.00 | 100.00 | ... | ... | ... | ... | ... | ... | |

ABSTRACT A.—MAINTENANCE OF WAY AND WORKS.

| | £ | s. | d. | £ | s. | d. | Year 1929. |
|--|--------|----|----|---|----|-------------|------------|
| Superintendence— | | | | | | | £ |
| Salaries | 4,459 | 3 | 0 | | | | 4,138 |
| Office Expenses, etc. | 669 | 9 | 2 | | | | 563 |
| | | | | | | 5,128 12 2 | 4,701 |
| Maintenance of Roads, Bridges and Works— | | | | | | | |
| Bridges, Tunnels, Culverts, Retaining Walls and other Works | 3,874 | 8 | 9 | | | | 3,481 |
| Roads and Fences | 260 | 6 | 6 | | | | 160 |
| | | | | | | 4,134 15 3 | 3,641 |
| Maintenance of Permanent Way— | | | | | | | |
| Repairs and Partial Renewals— | | | | | | | |
| Wages | 12,099 | 3 | 11 | | | | 11,251 |
| Materials | 6,687 | 16 | 5 | | | | 6,513 |
| | | | | | | 18,787 0 4 | 17,764 |
| Maintenance of Signalling | | | | | | 9,389 17 10 | 8,410 |
| Maintenance of Telegraphs and Telephones | | | | | | 962 6 8 | 891 |
| Maintenance of Electric Track Equipment | | | | | | 4,086 10 10 | 3,800 |
| Maintenance of Stations and Buildings— | | | | | | | |
| Stations and Offices | 9,968 | 2 | 11 | | | | 9,043 |
| Car Shops and Depots | 758 | 12 | 3 | | | | 649 |
| Other Buildings | 130 | 8 | 7 | | | | 74 |
| | | | | | | 10,857 3 9 | 9,766 |
| Ventilation | | | | | | 3,585 2 0 | 3,051 |
| Transfer to Renewal Account | | | | | | 56,931 8 10 | 52,024 |
| | | | | | | 6,464 0 0 | 6,512 |
| TOTAL | | | £ | | | 63,395 8 10 | 58,536 |

ABSTRACT B (1).—MAINTENANCE OF ROLLING STOCK.

| | £ | s. | d. | £ | s. | d. | Year 1929. |
|--|--------|----|----|---|----|-------------|------------|
| Superintendence— | | | | | | | £ |
| Salaries | 2,502 | 9 | 2 | | | | 1,923 |
| Office Expenses | 226 | 4 | 5 | | | | 164 |
| | | | | | | 2,728 13 7 | 2,087 |
| Rail Motor Vehicles (Electric)— | | | | | | | |
| Repairs and Partial Renewals | 12,001 | 11 | 1 | | | | 12,821 |
| Transfer to Renewal Account | 4,763 | 11 | 7 | | | | 4,867 |
| | | | | | | 16,765 2 8 | 17,688 |
| Add—Locomotive Power supplied to and by the Company (Balance) | 24,169 | 12 | 4 | | | | 19,473 |
| | | | | | | 40,934 15 0 | 37,161 |
| Coaching Vehicles (Other than Rail Motors)— | | | | | | | |
| Repairs and Partial Renewals | 8,223 | 0 | 9 | | | | 4,287 |
| Transfer to Renewal Account | 4,229 | 8 | 5 | | | | 4,135 |
| | | | | | | 12,452 9 2 | 8,422 |
| TOTAL | | | £ | | | 56,115 17 9 | 47,670 |

ABSTRACT B (2).—MAINTENANCE OF LIFTS AND ESCALATORS.

| | £ | s. | d. | £ | s. | d. | Year 1929. |
|------------------------------------|-------|----|----|---|----|-------------|------------|
| Superintendence— | | | | | | | £ |
| Salaries... .. | 1,215 | 9 | 2 | | | | 1,056 |
| Office Expenses | 117 | 15 | 5 | | | | 71 |
| | | | | | | 1,333 4 7 | 1,127 |
| Repairs and Renewals— | | | | | | | |
| Lifts— | | | | | | | |
| Wages | 3,047 | 14 | 1 | | | | 2,837 |
| Materials | 792 | 19 | 5 | | | | 663 |
| | | | | | | 3,840 13 6 | 3,500 |
| Escalators— | | | | | | | |
| Wages | 4,326 | 17 | 7 | | | | 3,087 |
| Materials | 1,351 | 9 | 9 | | | | 1,024 |
| | | | | | | 5,678 7 4 | 4,111 |
| Transfer to Renewal Account | | | | | | 10,852 5 5 | 8,738 |
| | | | | | | 6,289 7 2 | 8,503 |
| TOTAL | | | £ | | | 17,141 12 7 | 17,241 |

ABSTRACT C (1).—ELECTRIC TRAIN WORKING.

| | £ s. d. | | | £ s. d. | | | Year 1929. |
|---|---------|----|----|---------|----|----|------------|
| | £ | s. | d. | £ | s. | d. | £ |
| Superintendence— | | | | | | | |
| Salaries | 2,457 | 17 | 7 | | | | 2,144 |
| Office Expenses | 345 | 1 | 4 | | | | 279 |
| | | | | 2,802 | 18 | 11 | 2,423 |
| Electric Current (including cost of working Sub-stations) for Running, Lighting and Heating Trains | | | | 116,080 | 19 | 7 | 107,088 |
| Wages of Trainmen (including Clothing) | | | | 24,066 | 2 | 9 | 26,907 |
| Car Cleaning, Depôt Expenses and Running Stores | | | | 9,246 | 11 | 10 | 9,407 |
| | | | | 152,196 | 13 | 1 | 145,825 |
| Transfer to Renewal Account | | | | 2,135 | 0 | 0 | 1,987 |
| | | | | 154,331 | 13 | 1 | 147,812 |
| Add—Locomotive Power, etc., supplied to and by the Company (Balance) | | | | 66,443 | 7 | 6 | 67,549 |
| TOTAL | | | £ | 220,775 | 0 | 7 | 215,361 |

ABSTRACT C (2).—LIFT AND ESCALATOR WORKING.

| | £ s. d. | | | £ s. d. | | | Year 1929. |
|------------------------------------|---------|----|----|---------|----|----|------------|
| | £ | s. | d. | £ | s. | d. | £ |
| Superintendence— | | | | | | | |
| Salaries | 803 | 19 | 1 | | | | 787 |
| Office Expenses | 97 | 19 | 8 | | | | 84 |
| Running Expenses— | | | | 901 | 18 | 9 | 871 |
| Lifts— | | | | | | | |
| Wages (including Clothing) | 8,331 | 6 | 6 | | | | 8,615 |
| Electric Current and Stores | 1,988 | 0 | 5 | | | | 1,152 |
| | | | | 10,319 | 6 | 11 | 9,767 |
| Escalators— | | | | | | | |
| Wages (including Clothing) | 2,234 | 2 | 5 | | | | 2,351 |
| Electric Current and Stores | 2,519 | 12 | 3 | | | | 2,621 |
| | | | | 4,753 | 14 | 8 | 4,972 |
| TOTAL | | | £ | 15,975 | 0 | 4 | 15,610 |

ABSTRACT D.—TRAFFIC EXPENSES.

| | £ s. d. | | | £ s. d. | | | Year 1929. |
|---|---------|----|----|---------|----|----|------------|
| | £ | s. | d. | £ | s. | d. | £ |
| Salaries and Wages— | | | | | | | |
| Superintendence | 5,029 | 11 | 8 | | | | 4,745 |
| Stationmasters and Clerks | 25,870 | 1 | 3 | | | | 25,098 |
| Signalmen | 4,248 | 14 | 11 | | | | 4,181 |
| Ticket Collectors, Policemen, Porters, etc. | 25,683 | 6 | 7 | | | | 24,923 |
| | | | | 60,831 | 14 | 5 | 58,947 |
| Fuel, Lighting, Water and General Stores | | | | 10,914 | 9 | 4 | 11,266 |
| Clothing | | | | 937 | 17 | 4 | 1,055 |
| Printing, Advertising, Stationery, Stamps, and Tickets | | | | 6,128 | 2 | 11 | 5,872 |
| Passenger Ticket Agents' Commission | | | | 3 | 12 | 7 | 5 |
| Miscellaneous Expenses | | | | 4,990 | 13 | 6 | 4,015 |
| | | | | 83,806 | 10 | 1 | 81,160 |
| Transfer to Renewal Account | | | | 1,070 | 0 | 0 | 1,050 |
| TOTAL | | | £ | 84,876 | 10 | 1 | 82,210 |

ABSTRACT E.—GENERAL CHARGES.

| | £ s. d. | | | £ s. d. | | | Year 1929. |
|---|---------|----|----|---------|----|----|------------|
| | £ | s. | d. | £ | s. | d. | £ |
| Directors' Fees | 1,527 | 10 | 0 | | | | 1,200 |
| Auditors and Public Accountants | 262 | 10 | 0 | | | | 262 |
| Salaries of Managing Director, Secretary, Accountant, and Clerks | 7,976 | 2 | 5 | | | | 7,954 |
| Office Expenses ditto ditto | 518 | 5 | 6 | | | | 543 |
| Rating Expenses | 27 | 11 | 8 | | | | 30 |
| Fire Insurance | 1,194 | 8 | 2 | | | | 1,114 |
| Superannuation and Benevolent Funds, Pensions, etc. | 3,618 | 19 | 7 | | | | 3,252 |
| Subscriptions and Donations | 67 | 0 | 4 | | | | 233 |
| Miscellaneous Expenses | 5,282 | 19 | 2 | | | | 4,347 |
| TOTAL | | | £ | 20,475 | 6 | 10 | 18,935 |

ABSTRACT G.—RUNNING POWERS—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

Not applicable to this Company.

ABSTRACT H.—MILEAGE, DEMURRAGE AND WAGON HIRE.

| | Receipts. | | | Expenditure. | | | Balance. | | | Year 1929. | | |
|---------------------------------|-----------|----|----|--------------|----|----|----------|----|----|------------|--------------|----------|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. | Receipts. | Expenditure. | Balance. |
| Mileage and Demurrage— | | | | | | | | | | | | |
| Passenger Train Vehicles | — | | | 85,259 | 14 | 2 | 85,259 | 14 | 2 | — | 64,693 | 64,693 |

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF ROAD TRANSPORT.

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS AND WHARVES.

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

No. 17.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

No. 18.—ELECTRIC POWER AND LIGHT ACCOUNT.

Not applicable to this Company.

No. 19.—GENERAL BALANCE SHEET AT 31st DECEMBER, 1930.

| Liabilities. | | 1929. | | Assets. | | 1929. | |
|--|---------|---------|-------|---------|---|---------|--------------|
| | | £ | s. d. | £ | £ | | £ |
| Unpaid Interest and Dividends | | 293 | 19 1 | 285 | Capital Account, balance at debit thereof, as per Account No. 4 | 140,425 | 11 0 144,719 |
| Interest and Dividends payable or accruing and provided for | | 119,451 | 7 11 | 123,176 | Cash at Bankers and in hand | 196,960 | 18 9 262,960 |
| Amount due to Railway Companies and Committees | | 7,504 | 14 1 | 8,717 | Investments in Government Securities | 491,696 | 7 3 386,301 |
| Accounts payable | | 42,303 | 2 2 | 23,050 | Accounts receivable | 104,247 | 11 7 103,763 |
| Liabilities accrued | | 50 | 0 0 | — | Miscellaneous Accounts | 170 | 0 0 120 |
| Miscellaneous Accounts | | 134,809 | 0 1 | 147,863 | | | |
| Renewal Funds— | | | | | | | |
| Railway— | £ | s. | d. | | | | |
| Way and Works | 33,665 | 4 | 3 | 27,201 | | | |
| Rolling Stock | 48,022 | 0 | 0 | 39,029 | | | |
| Other Funds | 63,939 | 6 | 7 | 54,445 | | | |
| | | 145,626 | 10 10 | | | | |
| Reserve for Contingencies | | 378,138 | 11 10 | 374,003 | | | |
| Balance available for Dividends and Reserve as shown in Statement No. 9— | | | | | | | |
| | £ | s. | d. | £ | s. | d. | |
| Dividends | 156,137 | 2 | 7 | | | | |
| Reserve | 7,436 | 0 | 0 | | | | |
| | | 163,573 | 2 7 | | | | |
| Less— | | | | | | | |
| Interim Dividends paid as shown in Statement No. 9 (a) | | 58,250 | 0 0 | | | | |
| | | 105,323 | 2 7 | 100,094 | | | |
| | £ | 933,500 | 8 7 | 897,863 | £ | 933,500 | 8 7 897,863 |

PART II.
STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A.)—Mileage of Lines Open for Traffic.

| | Running Lines. | | | | | Sidings reduced to Single Track. | Total of Single Track, including Sidings. | Year 1929. | |
|---|------------------------------|---------------|--------------|---------------|--|----------------------------------|---|---|---|
| | Length of Road, First Track. | Second Track. | Third Track. | Fourth Track. | Total Miles (reduced to Single Track). | | | Total of Single Track, including Sidings. | Total of Single Track, including Sidings. |
| | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | |
| Lines owned by the Company— Main and Principal Lines— Morden to Euston | 12 49 | 12 49 | — 12 | — 6 | 25 36 | 7 3 | 32 39 | 32 41 | |
| TOTAL | 12 49 | 12 49 | — 12 | — 6 | 25 36 | 7 3 | 32 39 | 32 41 | |
| Total Year 1929 | 12 49 | 12 49 | — 12 | — 6 | 25 36 | 7 5 | 32 41 | — — | |

(B.)—Mileage of Lines Authorised but not open for traffic.

Not applicable to this Company.

(C.)—Mileage of Lines run over by the Company's Trains.

| | Year 1929. | |
|---|------------|--------|
| | M. Ch. | M. Ch. |
| Lines owned by the Company | 12 49 | 12 49 |
| „ over which the Company exercises Running Powers continuously | 15 48 | 15 48 |
| TOTAL | 28 17 | 28 17 |

II.—ROLLING STOCK.

(A.)—Locomotives and Tenders.

Not applicable to this Company.

| (B.)—RAIL MOTOR VEHICLES. | | | | (C.)—COACHING VEHICLES. | | | | | |
|---------------------------|---------------------|--------|---------------------|-------------------------|---|---------|--------|------------|--------|
| Description. | Number of Vehicles. | Seats. | Year 1929. | | Description. | Number. | Seats. | Year 1929. | |
| | | | Number of Vehicles. | Seats. | | | | Number. | Seats. |
| Electric Power | 46 | 1,380 | 46 | 1,380 | Passenger Carriages— Electric Stock— Carriages of Uniform Class ... | 68 | 3,152 | 68 | 3,152 |
| TOTAL | 46 | 1,380 | 46 | 1,380 | TOTAL COACHING VEHICLES ... | 68 | 3,152 | 68 | 3,152 |

(D.)—Merchandise and Mineral Vehicles.

Not applicable to this Company.

(E.)—Service Rolling Stock.

| Description. | Number. | Year 1929. |
|-------------------------|---------|------------|
| | | Number. |
| Travelling Crane | 1 | 1 |
| Miscellaneous | 1 | 1 |
| TOTAL | 2 | 2 |

III.—HORSES AND ROAD VEHICLES.

IV.—STEAMBOATS.

V.—CANALS.

VI.—DOCKS, HARBOURS AND WHARVES.

VII.—HOTELS.

Not applicable to this Company.

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

| Land. | Acres. | Year 1929. |
|---|---------|------------|
| | | Acres. |
| Urban and Suburban Land | 5·065 | 5·070 |
| Houses. | Number. | Year 1929. |
| | | Number. |
| Labouring Class Dwellings | 25 | 25 |
| Houses and Cottages for Company's Servants | — | — |
| Other Houses and Cottages... .. | 18 | 19 |

IX.—OTHER BUSINESSES.

Not applicable to this Company.

X.—MAINTENANCE OF WAY AND WORKS (ABSTRACT A).

| | Year 1929. | |
|---|------------|-----------|
| Principal Permanent Way Materials used— | | |
| Rails | 296 Tons. | 425 Tons. |
| Sleepers | — | 25 |
| Miles maintained— | M. Ch. | M. Ch. |
| Miles of road | 12 49 | 12 49 |
| Miles of road reduced to single track— | | |
| Running Lines | 25 36 | 25 36 |
| Sidings | 7 3 | 7 5 |

XI.—MAINTENANCE OF ROLLING STOCK (ABSTRACT B (I)).

| | In Company's Shops. Number. | By Contractors. Number. | Total. | Year 1929. |
|--|--------------------------------|----------------------------|--------|------------|
| | | | | Total. |
| Rail Motor Vehicles (Electric)— | | | | |
| Heavy Repairs | 27 | — | 27 | 13 |
| Light Repairs | 151 | — | 151 | 145 |
| Under or awaiting repair at end of year | 4 | — | 4 | 5 |
| Coaching Vehicles— | | | | |
| Passenger Carriages— | | | | |
| Heavy Repairs... .. | 35 | — | 35 | 19 |
| Light Repairs | 91 | — | 91 | 62 |
| Under or awaiting repair at end of year | 4 | — | 4 | 5 |

XII.—TRAIN MILEAGE.

| | A—Miles run in relation to the Company's Total Traffic Receipts. | B—Miles run in relation to the Company's Total Expenditure. | C—Miles run by the Company's Trains. | |
|---|--|---|--------------------------------------|--------------------------|
| | | | Electric Traction. | Electric Motor Vehicles. |
| | | | | |
| TRAIN MILES (Loaded Trains)— | | | | |
| Coaching | 3,256,393 | 3,256,393 | 1,058,670 | |
| <i>Year 1929, Coaching</i> | 3,255,099 | 3,255,099 | 1,106,914 | |
| TOTAL TRAIN MILES (Including Empty Trains run for Traffic purposes on either the Forward or Return Journey)— | | | | |
| Coaching | 3,304,227 | 3,304,227 | 1,083,226 | |
| <i>Year 1929, Coaching</i> | 3,302,921 | 3,302,921 | 1,131,489 | |
| SHUNTING MILES— | | | | |
| Coaching | 1,600 | 1,600 | 1,167 | |
| <i>Year 1929, Coaching</i> | 1,699 | 1,699 | 644 | |
| OTHER MILES (Assisting, Light, etc.) | | | | |
| <i>Year 1929</i> | 9,201 | 9,955 | 4,727 | |
| <i>Year 1929</i> | 9,190 | 10,669 | 4,848 | |
| TOTAL TRAIN MILES | 3,315,028 | 3,315,782 | 1,089,120 | |
| <i>Year 1929</i> | 3,313,810 | 3,315,289 | 1,136,981 | |

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

By arrangement with the Ministry of Transport, the figures shewn in the following return relate to the Metropolitan District Railway, the London Electric Railway, the City and South London Railway, the Central London Railway and the London General Omnibus Company, Limited.

| Class of Passenger. | Railways and Omnibuses. | | | Railways only. Number originating on the Railway Companies' Systems. | Year 1929. Railways and Omnibuses. | | | Railways only. Number originating on the Railway Companies' Systems. |
|---------------------|-------------------------|------------|-----------------------------|---|---------------------------------------|------------|-----------------------------|---|
| | Number. | Receipts. | Average Fare per Passenger. | | Number. | Receipts. | Average Fare per Passenger. | |
| | | | | | | | | |
| Ordinary— | | | | | | | | |
| 1st Class | 1,242,133 | 26,180 | 5.06 | 871,470 | 1,307,052 | 27,779 | 5.10 | 923,715 |
| 3rd Class | 1,825,318,753 | 14,273,967 | 1.88 | 243,746,498 | 1,714,033,953 | 13,557,536 | 1.92 | 237,721,724 |
| Workmen | 67,646,764 | 588,029 | 2.09 | 55,032,850 | 65,607,932 | 565,424 | 2.07 | 53,244,781 |
| TOTAL | 1,894,207,650 | 14,888,176 | 1.89 | 299,650,818 | 1,780,948,937 | 14,150,739 | 1.91 | 291,890,220 |
| Season— | | | | | | | | |
| 1st Class | 2,524 | 29,479 | — | 2,197 | 2,541 | 30,511 | — | 2,215 |
| 3rd Class | 106,954 | 892,706 | — | 82,359 | 101,229 | 878,155 | — | 79,465 |
| TOTAL | 109,478 | 922,185 | — | 84,556 | 103,770 | 908,666 | — | 81,680 |

XIV.—GOODS TRAFFIC AND RECEIPTS.

XV. (A.)—TONNAGE OF THE PRINCIPAL CLASSES OF MERCHANDISE AND MINERALS TRAFFIC ORIGINATING ON THE COMPANY'S SYSTEM CARRIED BY GOODS TRAINS.

XV. (B.)—LIVE STOCK TRAFFIC ORIGINATING ON THE COMPANY'S SYSTEM CARRIED BY GOODS TRAINS.

Not applicable to this Company.

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.

| | Account No. | 1927. | 1928. | 1929. | 1930. |
|--|-------------|-----------|-----------|-----------|-----------|
| | | £ | £ | £ | £ |
| Total Expenditure on Capital Account... .. | 4 | 9,523,246 | 9,556,294 | 9,532,531 | 9,546,970 |
| Gross Receipts from Businesses carried on by the Company | 8 | 897,238 | 923,132 | 923,505 | 977,880 |
| Revenue Expenditure on ditto | 8 | 485,338 | 516,320 | 536,401 | 578,868 |
| Net Receipts of ditto | 8 | 411,900 | 406,812 | 387,104 | 399,012 |
| Miscellaneous Receipts (Net) | 8 | 71,004 | 74,084 | 82,008 | 76,850 |
| Miscellaneous Charges | 8 | 7,045 | 11,061 | 6,635 | 9,039 |
| Net Revenue | 8 | 475,859 | 469,835 | 462,477 | 466,822 |
| Income Tax | 9 | 5,018 | — | — | — |
| Discount and Expenses <i>re</i> issue of 4½% Redeemable Debenture Stock (1942/72) | 9 | 3,204 | 3,204 | 3,204 | 3,204 |
| Interest on Loans and Debenture Stocks | 9 | 337,108 | 337,108 | 337,108 | 337,753 |
| Dividends on Preference Stocks | 9 | 42,500 | 42,500 | 42,500 | 42,500 |
| Balance after payment of Preference Dividends | 9 | 88,030 | 87,023 | 79,664 | 83,365 |
| Dividend on Consolidated Ordinary Stock | 9 | 59,200 | 74,000 | 74,000 | 74,000 |
| Rate per cent. | — | 4% | 5% | 5% | 5% |
| Surplus | — | 28,830 | 13,023 | 5,664 | 9,365 |
| Appropriation to Reserve | 9 | 25,000 | 10,000 | 4,136 | 7,436* |
| Balance brought forward from previous year | 9 | 29,327 | 33,156 | 36,178 | 37,707 |
| Balance carried forward to subsequent year | 9 | 33,156 | 36,178 | 37,707 | 39,637 |

* See paragraph 3 of the Report of the Directors.

C. S. LOUCH,

Comptroller and Accountant of the Company.

CERTIFICATES OF THE RESPONSIBLE OFFICERS AS TO THE UPKEEP OF THE COMPANY'S PROPERTY.

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works have, during the past year, been maintained in good working condition and repair.

1st January, 1931.

ARTHUR R. COOPER,
Chief Engineer.

CERTIFICATE RESPECTING THE ROLLING STOCK, &c.

I hereby certify that the whole of the Company's Plant, Rolling Stock, Lifts, Escalators, Machinery, and Tools have, during the past year, been maintained in good working condition and repair.

1st January, 1931.

W. A. AGNEW,
Chief Mechanical Engineer.

(Signed for the Board of Directors)

ASHFIELD,
Chairman of the Company.

JNO. C. MITCHELL,
Secretary of the Company.

AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Financial Accounts contain a full and true statement of the financial condition of the Company; and that the dividends proposed to be declared on the Preference and Ordinary Stocks are *bona fide* due thereon, after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout.

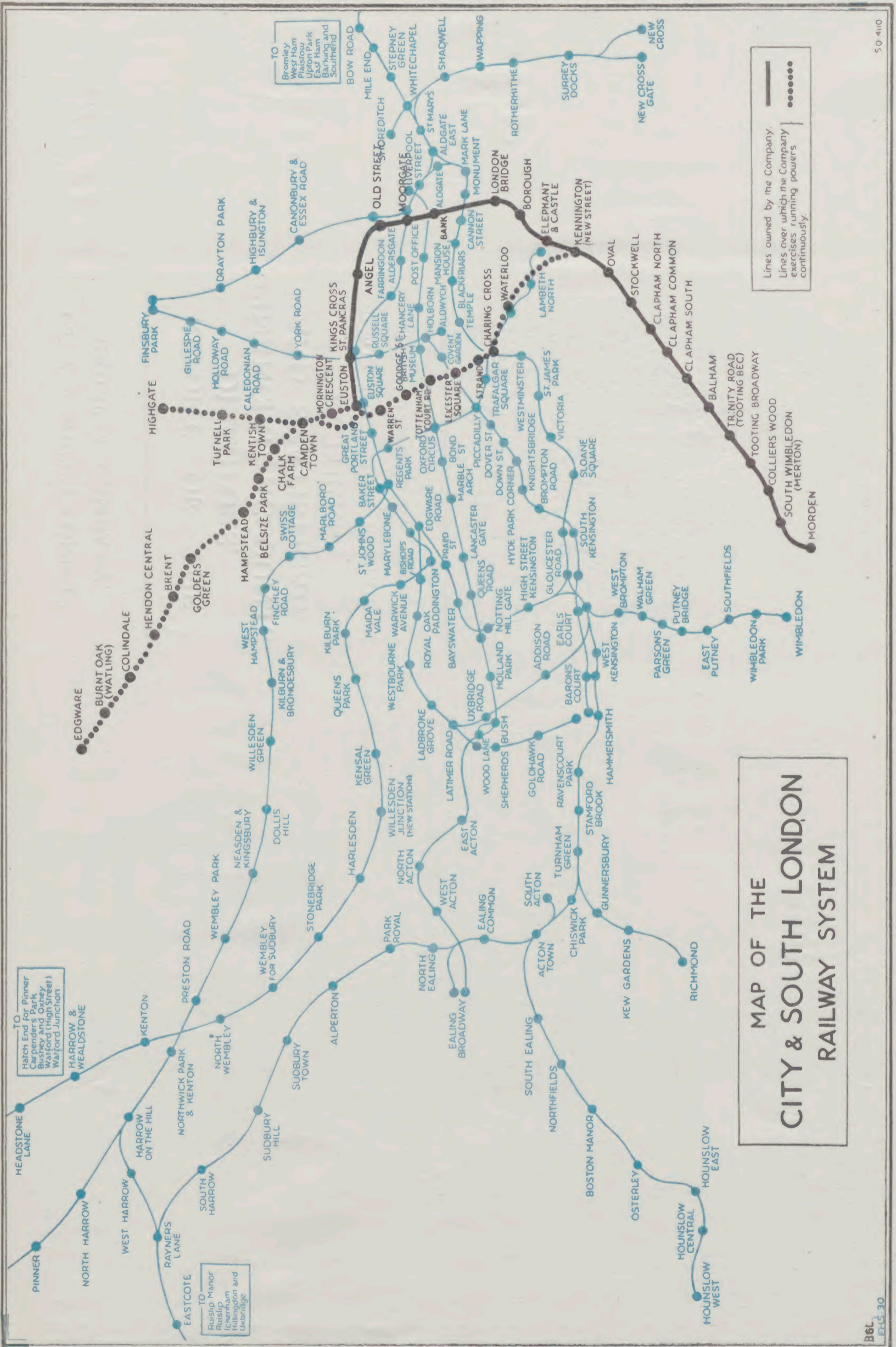
16th February, 1931.

DELOITTE, PLENDER, GRIFFITHS & CO.,
PEAT, MARWICK, MITCHELL & CO., } Auditors.

INDEX.

(Arabic Figures refer to Financial Accounts and Roman Figures to Statistical Returns.)

| | Number of Account or Return. | Page | | Number of Account or Return. | Page |
|--|--|-------|--|--|-------|
| AUDITORS' CERTIFICATE | — | 17 | MILEAGE, DEMURRAGE AND WAGON HIRE | 10 (H) | 9 |
| BALANCE SHEET | 19 | 12 | MILEAGE OF ENGINES AND TRAINS | XII | 15 |
| CAPITAL— | | | MILEAGE OF LINES | I | 13 |
| Authorised and Created by the Company | I (a) | 5 | NATIONAL INSURANCE | 10 | 9 |
| Issued | 2 | 5 | NET REVENUE— | | |
| Raised by Loans and Debenture Stocks | 3 | 6 | Amount of | 8 | 8 |
| Receipts and Expenditure | 4 | 6 | Proposed Appropriation | 9 | 8 |
| Details of Expenditure for Year | 5 | 7 | PARLIAMENTARY EXPENSES | 10 | 9 |
| Estimate of further Expenditure | 6 | 7 | PROPOSED APPROPRIATION OF NET REVENUE | 9 | 8 |
| Powers Available to meet further Expenditure | 7 | 7 | RAIL MOTOR VEHICLES— | | |
| CARRIAGES— | | | Maintenance Expenditure | 10 (B1) | 9 |
| Maintenance Expenditure | 10 (B1) | 9 | Number and Seating Accommodation | II (B) | 13 |
| Mileage, Demurrage and Hire | 10 (H) | 9 | Number renewed, Number repaired and Number under or awaiting repair | XI | 14 |
| Number and Seating Accommodation | II (C) | 13 | CERTIFICATES— | | |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 14 | Auditors | — | 17 |
| CERTIFICATES— | | | Officers responsible for Maintenance | — | 17 |
| Auditors | — | 17 | COMPENSATION | 10 | 9 |
| Officers responsible for Maintenance | — | 17 | DIVIDENDS PAYABLE | 9 | 8 |
| COMPENSATION | 10 | 9 | ELECTRIC POWER AND LIGHT— | | |
| DIVIDENDS PAYABLE | 9 | 8 | Capital Expenditure on Power Stations, etc. | 4—6 | 6 & 7 |
| ELECTRIC POWER AND LIGHT— | | | ELECTRIC MOTOR VEHICLES— | | |
| Capital Expenditure on Power Stations, etc. | 4—6 | 6 & 7 | Number and Seating Accommodation | II (B) | 13 |
| ELECTRIC MOTOR VEHICLES— | | | Number renewed, Number repaired, and Number under or awaiting repair | XI | 14 |
| Number and Seating Accommodation | II (B) | 13 | Mileage | XII | 15 |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 14 | ELECTRIC TRAIN WORKING | 10 (C1) | 9 |
| Mileage | XII | 15 | ENGINE MILEAGE | XII | 15 |
| ELECTRIC TRAIN WORKING | 10 (C1) | 9 | GENERAL CHARGES | 10 (E) | 9 |
| ENGINE MILEAGE | XII | 15 | HOUSES (See Land, Property, etc.) | VIII | 14 |
| GENERAL CHARGES | 10 (E) | 9 | INTEREST PAID | 8 & 9 | 8 |
| HOUSES (See Land, Property, etc.) | VIII | 14 | INTEREST RECEIVED | 8 | 8 |
| INTEREST PAID | 8 & 9 | 8 | INTERIM DIVIDENDS PAID | 9 (a) | 8 |
| INTEREST RECEIVED | 8 | 8 | LAND, PROPERTY, ETC., NOT FORMING PART OF THE RAILWAY OR STATIONS— | | |
| INTERIM DIVIDENDS PAID | 9 (a) | 8 | Capital Expenditure | 4—6 | 6 & 7 |
| LAND, PROPERTY, ETC., NOT FORMING PART OF THE RAILWAY OR STATIONS— | | | Rents Received | 8 | 8 |
| Capital Expenditure | 4—6 | 6 & 7 | Acreage of Land and Number of Houses | VIII | 14 |
| Rents Received | 8 | 8 | LAW CHARGES | 10 | 9 |
| Acreage of Land and Number of Houses | VIII | 14 | LIFT AND ESCALATOR WORKING | 10 (C2) | 9 |
| LAW CHARGES | 10 | 9 | MAINTENANCE— | | |
| LIFT AND ESCALATOR WORKING | 10 (C2) | 9 | Of Way and Works | 10 (A) | 9 |
| MAINTENANCE— | | | Quantities of principal Materials used | X | 14 |
| Of Way and Works | 10 (A) | 9 | Miles maintained | X | 14 |
| Quantities of principal Materials used | X | 14 | Length of Track renewed | X | 14 |
| Miles maintained | X | 14 | Of Rolling Stock | 10 (B1) | 9 |
| Length of Track renewed | X | 14 | Number renewed, Number repaired, and Number under or awaiting repair | XI | 14 |
| Of Rolling Stock | 10 (B1) | 9 | Of Lifts and Escalators | 10 (B2) | 9 |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 14 | MANUFACTURING AND REPAIRING WORKS AND PLANT— | | |
| Of Lifts and Escalators | 10 (B2) | 9 | Capital Expenditure | 4—6 | 6 & 7 |
| MANUFACTURING AND REPAIRING WORKS AND PLANT— | | | Maintenance of Workshops | 10 (A) | 9 |
| Capital Expenditure | 4—6 | 6 & 7 | MILEAGE, DEMURRAGE AND WAGON HIRE | 10 (H) | 9 |
| Maintenance of Workshops | 10 (A) | 9 | MILEAGE OF ENGINES AND TRAINS | XII | 15 |
| MILEAGE, DEMURRAGE AND WAGON HIRE | 10 (H) | 9 | MILEAGE OF LINES | I | 13 |
| MILEAGE OF ENGINES AND TRAINS | XII | 15 | NATIONAL INSURANCE | 10 | 9 |
| MILEAGE OF LINES | I | 13 | NET REVENUE— | | |
| NATIONAL INSURANCE | 10 | 9 | Amount of | 8 | 8 |
| NET REVENUE— | | | Proposed Appropriation | 9 | 8 |
| Amount of | 8 | 8 | PARLIAMENTARY EXPENSES | 10 | 9 |
| Proposed Appropriation | 9 | 8 | PROPOSED APPROPRIATION OF NET REVENUE | 9 | 8 |
| PARLIAMENTARY EXPENSES | 10 | 9 | RAIL MOTOR VEHICLES— | | |
| PROPOSED APPROPRIATION OF NET REVENUE | 9 | 8 | Maintenance Expenditure | 10 (B1) | 9 |
| RAIL MOTOR VEHICLES— | | | Number and Seating Accommodation | II (B) | 13 |
| Maintenance Expenditure | 10 (B1) | 9 | Number renewed, Number repaired and Number under or awaiting repair | XI | 14 |
| Number and Seating Accommodation | II (B) | 13 | Mileage | XII | 15 |
| Number renewed, Number repaired and Number under or awaiting repair | XI | 14 | RAILWAY— | | |
| Mileage | XII | 15 | Total Capital expended upon | 4—6 | 6 & 7 |
| RAILWAY— | | | Revenue Receipts and Expenditure | 10 | 9 |
| Total Capital expended upon | 4—6 | 6 & 7 | Mileage | I | 13 |
| Revenue Receipts and Expenditure | 10 | 9 | RATES— | | |
| Mileage | I | 13 | Railway | 10 | 9 |
| RATES— | | | RENEWAL FUNDS | 19 | 12 |
| Railway | 10 | 9 | RENTS PAID | 8 | 8 |
| RENEWAL FUNDS | 19 | 12 | RENTS RECEIVED— | | |
| RENTS PAID | 8 | 8 | Houses and Land... .. | 8 | 8 |
| RENTS RECEIVED— | | | Other Rents, including Lump-sum Tolls | 8 | 8 |
| Houses and Land... .. | 8 | 8 | RESERVE FUND | 19 | 12 |
| Other Rents, including Lump-sum Tolls | 8 | 8 | REVENUE RECEIPTS AND EXPENDITURE— | | |
| RESERVE FUND | 19 | 12 | Railway | 10 | 9 |
| REVENUE RECEIPTS AND EXPENDITURE— | | | Miscellaneous Receipts (Net) | 8 | 8 |
| Railway | 10 | 9 | Summary | 8 | 8 |
| Miscellaneous Receipts (Net) | 8 | 8 | ROLLING STOCK— | | |
| Summary | 8 | 8 | Capital Expenditure | 4—6 | 6 & 7 |
| ROLLING STOCK— | | | Maintenance Expenditure | 10 (B1) | 9 |
| Capital Expenditure | 4—6 | 6 & 7 | Receipts and Payments for Mileage, Demurrage and Hire | 10 (H) | 9 |
| Maintenance Expenditure | 10 (B1) | 9 | Numbers and Description | II | 13 |
| Receipts and Payments for Mileage, Demurrage and Hire | 10 (H) | 9 | Number renewed, Number repaired and Number under or awaiting repair | XI | 14 |
| Numbers and Description | II | 13 | Mileage of Engines and Trains | XII | 15 |
| Number renewed, Number repaired and Number under or awaiting repair | XI | 14 | RUNNING POWERS— | | |
| Mileage of Engines and Trains | XII | 15 | Mileage of Lines over which exercised | I (C) | 13 |
| RUNNING POWERS— | | | SERVICE ROLLING STOCK | II (E) | 13 |
| Mileage of Lines over which exercised | I (C) | 13 | SUMMARY OF FINANCIAL RESULTS | XVI | 16 |
| SERVICE ROLLING STOCK | II (E) | 13 | TRAFFIC EXPENSES | 10 (D) | 9 |
| SUMMARY OF FINANCIAL RESULTS | XVI | 16 | TRAFFIC RECEIPTS— | | |
| TRAFFIC EXPENSES | 10 (D) | 9 | Railway | 10 | 9 |
| TRAFFIC RECEIPTS— | | | Passengers carried and average Fare | XIII | 15 |
| Railway | 10 | 9 | Passengers originating on the Company's System | XIII | 15 |
| Passengers carried and average Fare | XIII | 15 | TRAIN MILEAGE | XII | 15 |
| Passengers originating on the Company's System | XIII | 15 | | | |
| TRAIN MILEAGE | XII | 15 | | | |



**MAP OF THE
CITY & SOUTH LONDON
RAILWAY SYSTEM**

CITY & SOUTH LONDON
RAILWAY COMPANY.

REPORT OF THE
DIRECTORS,
FINANCIAL ACCOUNTS
AND STATISTICAL
RETURNS

FOR THE YEAR ENDED
31st DECEMBER, 1930.

NOTICE is hereby given that the ORDINARY GENERAL MEETING of the City and South London Railway Company will be held at the Caxton Hall, Caxton Street, Westminster, London, S.W.1, on Thursday, the twenty-sixth day of February, 1931, at 11 o'clock in the forenoon for the transaction of the ordinary business of the Company.

And notice is hereby also given that, in compliance with the Standing Orders of Parliament, a SPECIAL GENERAL MEETING of the Proprietors of the City and South London Railway Company will be held on the same day and at the same place at 11.15 o'clock in the forenoon or as soon thereafter as the business of the Ordinary General Meeting convened for 11 o'clock in the forenoon on the same day is concluded or adjourned for the purpose of considering and, if thought fit, approving the following Bill now pending in Parliament, viz.:—

“A Bill to empower the London Electric Railway Company to construct subways, deviations of railways and works; to empower the Metropolitan District Railway Company to construct works; to empower the City and South London Railway Company to construct a subway; to empower the London Electric Railway Company and the City and South London Railway Company to construct subways and works; and to confer further powers on the said and other Companies and for other purposes.”

By Order of the Board,

ASHFIELD, *Chairman.*

Geo. C. MITCHELL, *Secretary and Treasurer.*

55, Broadway, Westminster,
London, S.W.1.
9th February, 1931.

THE FISHGUARD AND ROSSLARE RAILWAYS AND
HARBOURS COMPANY.

Directors.

THE RT. HON. VISCOUNT CHURCHILL, G.C.V.O., Carlton Club, Pall Mall, London, S.W.1,
Chairman.

SIR WALTER R. NUGENT, BART., Donore, Multyfarnham, Co. Westmeath,
Deputy Chairman.

THE RT. HON. THE EARL OF DUNRAVEN, C.B., D.S.O., Dunraven Castle, St. Bride's Major,
Bridgend, Glam.

MAJOR HUGH A. HENRY, "Keadeen," Newbridge, Co. Kildare.

THE RT. HON. THE EARL OF INCHCAPE, G.C.S.I., G.C.M.G., K.C.I.E., 4, Seamore Place,
Mayfair, W.1.

JOSEPH X. MURPHY, Esq., T.D., Ashurst, Merrion Avenue, Blackrock, Co. Dublin.

SIR S. ERNEST PALMER, BART., 10, Grosvenor Crescent, S.W.1.

NOTICE IS HEREBY GIVEN that the next HALF-YEARLY
ORDINARY MEETING of the Proprietors of this Company
will be held at the principal Office of the Company, Paddington
Station, London, W.2, on Friday, the Twenty-fifth day of July
next, at One o'clock in the Afternoon, for the general purposes of
business.

The Transfer Books will be closed from the Nineteenth day
of July until after the Meeting.

CHURCHILL, *Chairman.*

F. C. HOCKRIDGE, *Secretary.*

PADDINGTON STATION, W.2,

10th July, 1930.

THE FISHGUARD AND ROSSLARE RAILWAYS AND HARBOURS COMPANY.

STATEMENTS OF ACCOUNT FOR THE HALF-YEAR ENDED 30th JUNE, 1930.

No. 1.—STATEMENT OF CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

| ACTS OF PARLIAMENT. | CAPITAL AUTHORISED. | | | CAPITAL CREATED. | | | BALANCE. | | |
|---|---------------------|---------------------------|-----------|-------------------|---------------------------|-----------|-------------------|---------------------------|--------|
| | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| Fishguard Bay Railway and Pier Act, 1893 | 120,000 | 40,000 | 160,000 | 120,000 | 40,000 | 160,000 | ... | ... | ... |
| The Fishguard and Rosslare Railways and Harbours Act, 1894 ... | 60,000 | 20,000 | 80,000 | 60,000 | 20,000 | 80,000 | ... | ... | ... |
| The Fishguard and Rosslare Railways and Harbours (Steam Vessels) Act, 1895..... | 50,000 | 12,500 | 62,500 | 50,000 | 12,500 | 62,500 | ... | ... | ... |
| The Fishguard and Rosslare Railways and Harbours Act, 1898 ... | 891,500 | 250,000 | 1,141,500 | 891,500 | 250,000 | 1,141,500 | ... | ... | ... |
| The Fishguard and Rosslare Railways and Harbours Act, 1899 ... | 1,250,000 | 500,000 | 1,750,000 | 1,250,000 | 500,000 | 1,750,000 | ... | ... | ... |
| The Fishguard and Rosslare Railways and Harbours Act, 1914 ... | 300,000 | 150,000 | 450,000 | 300,000 | 150,000 | 450,000 | ... | ... | ... |
| TOTAL..... | £ 2,671,500 | 972,500 | 3,644,000 | 2,671,500 | 972,500 | 3,644,000 | ... | ... | ... |

No. 2.—STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

| DESCRIPTION. | Amount created. | Amount issued. | Calls in arrear. | Amount uncalled. | Amount unissued. |
|---|-----------------|----------------|------------------|------------------|------------------|
| | £ | £ | £ | £ | £ |
| New Guaranteed 3½% Preference Stock | 1,371,500 | 1,237,664 | ..... | ..... | 133,836 |
| New 3½% Preference Stock, 1914..... | 300,000 | 220,994 | ..... | ..... | 79,006 |
| New Guaranteed Ordinary Shares..... | 428,500 | 428,500 | ..... | ..... | ..... |
| Ordinary Shares of £10 each..... | 180,000 | 180,000 | ..... | ..... | ..... |
| New Ordinary Shares (created under Section 59, Act 1898)..... | 391,500 | 391,500 | ..... | ..... | ..... |
| | £ 2,671,500 | 2,458,658 | ..... | ..... | 212,842 |

No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

| | | |
|--|----------|---------|
| Existing at 30th June, 1930 | £ | 794,500 |
| Existing at 31st December, 1929..... | £ | 794,500 |
| Increase ..... |  | ..... |
| Decrease ..... |  | ..... |
| Total Amount authorised to be raised by Loans in respect of Capital created, as per Statement No. 1..... | | 972,500 |
| Less—Amount created, but not yet available | £150,000 | |
| Reduction of Borrowing Powers in respect of Interest on New Guaranteed Preference Stock, paid out of Capital | 20,179 | |
| | | 170,179 |
| Total Amount raised by Debenture Stock, as above | | 802,321 |
| | | 794,500 |
| Balance, being available Borrowing Powers at 30th June, 1930..... | £ | 7,821 |

Dr.

No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Cr.

| TO EXPENDITURE— | Amount Expended to 31st December, 1929. | | Amount Expended during Half-Year. | | Total. | | BY RECEIPTS— | Amount Received to 31st December, 1929. | | Amount Received during Half-Year. | | Total. | |
|-------------------------------------|---|-------|-----------------------------------|-------|-----------|-------|--------------------------------------|---|-------|-----------------------------------|------------|-------------|-------|
| | £ | s. d. | £ | s. d. | £ | s. d. | | £ | s. d. | £ | s. d. | £ | s. d. |
| On Lines and Works open for Traffic | | | | | | | Shares and Stocks, per Account No. 2 | 2,458,658 | 0 0 | ... | | 2,458,658 | 0 0 |
| In Ireland ... | 1,704,864 | 12 5 | ... | | 1,704,864 | 12 5 | Debenture Stock, per Account No. 3 | 794,500 | 0 0 | ... | | 794,500 | 0 0 |
| In England... Cr. | 1,156,845 | 19 9 | 125 0 0 | | 1,156,720 | 19 9 | Premiums on Shares and Stock..... | 4,375 | 7 2 | ... | | 4,375 | 7 2 |
| Steamboats ... | 226,135 | 4 11 | 130,102 | 5 0 | 356,238 | 9 11 | Discounts on Shares and Stock..... | Dr. 42,998 | 5 0 | ... | Dr. 42,998 | 5 0 | |
| Coaling Barges | 4,997 | 0 0 | ... | | 4,997 | 0 0 | | £ 3,214,535 | 2 2 | ... | | £ 3,214,535 | 2 2 |
| | | | | | | | By Balance..... | | | | | 8,285 | 19 11 |
| | £ 3,092,843 | 17 1 | 129,977 | 5 0 | 3,222,821 | 2 1 | | | | | | £ 3,222,821 | 2 1 |

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 30th JUNE, 1930.

| | | | |
|---|-----|---------|-------|
| On Lines and Works open for Traffic— | | £ | s. d. |
| Fishguard Harbour—Royalties on Stone quarried | Cr. | 125 | 0 0 |
| Steamboats—Purchase of S.S. "St. Patrick"..... | | 130,102 | 5 0 |
| | £ | 129,977 | 5 0 |

No. 7.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| | |
|-------------------------------------|-----|
| Lines and Works open for Traffic :— | £ |
| Fishguard Harbour, &c. | 786 |

No. 8.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE, as per No. 7.

| | £ | s. | d. | £ | s. | d. |
|---|---------|----|----|---------|----|----|
| Stock and Share Capital created, but not yet received, per Statement No. 2 :— | | | | | | |
| Amount unissued | | | | 212,842 | 0 | 0 |
| Loan Capital created, but not yet available, per Statement No. 3 | 150,000 | 0 | 0 | | | |
| Available Borrowing Powers, per Statement No. 3 | 7,821 | 0 | 0 | | | |
| | | | | 157,821 | 0 | 0 |
| | | | | 370,663 | 0 | 0 |
| Capital Account, Balance at Debit thereof, per Statement No. 4 | | | | 8,285 | 19 | 11 |
| | | | | £ | | |
| | | | | 362,377 | 0 | 1 |

Dr. No. 9.—REVENUE ACCOUNT. Cr.

| Dr. | | £ | s. | d. | Cr. | |
|--|--------|----|----|--|--------|-----|
| To Directors' and Auditors' Fees | 54 | 13 | 0 | By Amount provided under the Guarantee of the Great Western and Great Southern Railways Companies..... | 39,564 | 2 6 |
| To Salary of Secretary and Office Expenses ... | 79 | 4 | 2 | | | |
| To Balance carried to Net Revenue Account No. 10 | 39,430 | 5 | 4 | | | |
| | £ | | | | £ | |
| | | | | | 39,564 | 2 6 |

Dr. No. 10.—NET REVENUE ACCOUNT. Cr.

| Dr. | | £ | s. | d. | Cr. | |
|--|--------|----|----|---|--------|-----|
| To Interest on Debenture Stock at 3½% per ann. | 13,903 | 15 | 0 | By Balance brought from Revenue Account No. 9 | 39,430 | 5 4 |
| To Dividend on New Guaranteed 3½% Preference Stock | 21,659 | 2 | 5 | | | |
| To Dividend on New 3½% Preference Stock, 1914 | 3,867 | 7 | 11 | | | |
| | £ | | | | £ | |
| | | | | | 39,430 | 5 4 |

No Dividend is declared on the Ordinary Shares as they are held by the parties guaranteeing the interest on the capital represented by such shares.

Dr. No. 13.—GENERAL BALANCE-SHEET. Cr.

| Dr. | | £ | s. | d. | Cr. | |
|---|--------|----|----|--|--------|-------|
| To Unpaid Dividends..... | 106 | 6 | 3 | By Capital Account, Balance at Debit thereof, per Statement No. 4..... | 8,285 | 19 11 |
| To Interest and Dividends accruing and provided for | 30,558 | 9 | 1 | By Cash at Bankers and in hand..... | 18,611 | 15 9 |
| To Temporary Loans..... | 6,376 | 19 | 11 | By Amounts due by other Companies..... | 29,463 | 1 8 |
| To Sundry Creditors and Credit Balances..... | 20,943 | 10 | 9 | By Sundry Outstanding Accounts | 1,624 | 8 8 |
| | £ | | | | £ | |
| | | | | | 57,985 | 6 0 |

No. 14.—MILEAGE STATEMENT.

| | Half-year ended 30th June, 1930. | |
|---------------------------------|----------------------------------|--------------------|
| | Miles authorised. | Miles constructed. |
| Lines owned by the Company..... | 107 | 105 |

CHURCHILL, *Chairman.*

F. C. HOCKRIDGE, *Secretary.*

AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Accounts and Balance Sheet contain a full and true statement of the financial condition of this Company.

WM. PLENDER, } *Auditors.*
JOSEPH WM. DYAS, }

PADDINGTON STATION,
10th July, 1930.

THE FISHGUARD AND ROSSLARE
RAILWAYS AND HARBOURS
COMPANY.

Statement of Accounts

FOR THE

Half-Year ended 30th June, 1930.

THE FISHGUARD AND ROSSLARE RAILWAYS AND
HARBOURS COMPANY.

Directors.

THE RT. HON. VISCOUNT CHURCHILL, G.C.V.O., Carlton Club, Pall Mall, London, S.W.1,
Chairman.

SIR WALTER R. NUGENT, BART., Donore, Multyfarnham, Co. Westmeath,
Deputy Chairman.

THE RT. HON. THE EARL OF DUNRAVEN, C.B., D.S.O., Dunraven Castle, St. Bride's Major,
Bridgend, Glam.

MAJOR HUGH A. HENRY, "Keadeen," Newbridge, Co. Kildare.

THE RT. HON. THE EARL OF INCHCAPE, G.C.S.I., G.C.M.G., K.C.I.E., 4, Seamore Place,
Mayfair, W.1.

JOSEPH X. MURPHY, Esq., T.D., Ashurst, Merrion Avenue, Blackrock, Co. Dublin.

SIR S. ERNEST PALMER, BART., 10, Grosvenor Crescent, S.W.1.

NOTICE IS HEREBY GIVEN that the next HALF-YEARLY
ORDINARY MEETING of the Proprietors of this Company
will be held at the principal Office of the Company, Paddington
Station, London, W.2, on Wednesday, the Eleventh day of February
next, at One o'clock in the Afternoon, for the general purposes of
business, and to elect an Auditor in the place of one retiring by rotation.

The Transfer Books will be closed from the Fifth day
of February until after the Meeting.

CHURCHILL, *Chairman.*

F. C. HOCKRIDGE, *Secretary.*

PADDINGTON STATION, W.2,

27th January, 1931.

THE FISHGUARD AND ROSSLARE RAILWAYS AND HARBOURS COMPANY.

STATEMENTS OF ACCOUNT FOR THE HALF-YEAR ENDED 31st DECEMBER, 1930.

No. 1.—STATEMENT OF CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

| ACTS OF PARLIAMENT. | CAPITAL AUTHORISED. | | | CAPITAL CREATED. | | | BALANCE. | | |
|---|---------------------|---------------------------|-----------|-------------------|---------------------------|-----------|-------------------|---------------------------|--------|
| | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| Fishguard Bay Railway and Pier Act, 1893 | 120,000 | 40,000 | 160,000 | 120,000 | 40,000 | 160,000 | ... | ... | ... |
| The Fishguard and Rosslare Railways and Harbours Act, 1894 ... | 60,000 | 20,000 | 80,000 | 60,000 | 20,000 | 80,000 | ... | ... | ... |
| The Fishguard and Rosslare Railways and Harbours (Steam Vessels) Act, 1895..... | 50,000 | 12,500 | 62,500 | 50,000 | 12,500 | 62,500 | ... | ... | ... |
| The Fishguard and Rosslare Railways and Harbours Act, 1898 ... | 891,500 | 250,000 | 1,141,500 | 891,500 | 250,000 | 1,141,500 | ... | ... | ... |
| The Fishguard and Rosslare Railways and Harbours Act, 1899 ... | 1,250,000 | 500,000 | 1,750,000 | 1,250,000 | 500,000 | 1,750,000 | ... | ... | ... |
| The Fishguard and Rosslare Railways and Harbours Act, 1914 ... | 300,000 | 150,000 | 450,000 | 300,000 | 150,000 | 450,000 | ... | ... | ... |
| TOTAL..... | £2,671,500 | 972,500 | 3,644,000 | 2,671,500 | 972,500 | 3,644,000 | ... | ... | ... |

No. 2.—STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

| DESCRIPTION. | Amount created. | Amount issued. | Calls in arrear. | Amount uncalled. | Amount unissued. |
|---|-----------------|----------------|------------------|------------------|------------------|
| | £ | £ | £ | £ | £ |
| New Guaranteed 3½% Preference Stock | 1,371,500 | 1,237,664 | ..... | ..... | 133,836 |
| New 3½% Preference Stock, 1914..... | 300,000 | 220,994 | ..... | ..... | 79,006 |
| New Guaranteed Ordinary Shares..... | 428,500 | 428,500 | ..... | ..... | ..... |
| Ordinary Shares of £10 each..... | 180,000 | 180,000 | ..... | ..... | ..... |
| New Ordinary Shares (created under Section 59, Act 1898)..... | 391,500 | 391,500 | ..... | ..... | ..... |
| | £ 2,671,500 | 2,458,658 | ..... | ..... | 212,842 |

No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

| | | |
|--|----------|---------|
| Existing at 31st December, 1930..... | £ | 794,500 |
| Existing at 30th June, 1930..... | £ | 794,500 |
| Increase ..... | ..... | ..... |
| Decrease ..... | ..... | ..... |
| Total Amount authorised to be raised by Loans in respect of Capital created, as per Statement No. 1..... | £ | 972,500 |
| Less—Amount created, but not yet available | £150,000 | |
| Reduction of Borrowing Powers in respect of Interest on New Guaranteed Preference Stock, paid out of Capital | 20,179 | |
| | | 170,179 |
| Total Amount raised by Debenture Stock, as above | | 802,321 |
| | | 794,500 |
| Balance, being available Borrowing Powers at 31st December, 1930..... | £ | 7,821 |

Dr.

No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Cr.

| To EXPENDITURE— | Amount Expended to 30th June, 1930. | | Amount Expended during Half-Year. | | Total. | | BY RECEIPTS— | Amount Received to 30th June, 1930. | | Amount Received during Half-Year. | | Total. | |
|-------------------------------------|-------------------------------------|-------|-----------------------------------|---------|-----------|-------|--------------------------------------|-------------------------------------|-------|-----------------------------------|-------|------------|-------|
| | £ | s. d. | £ | s. d. | £ | s. d. | | £ | s. d. | £ | s. d. | £ | s. d. |
| On Lines and Works open for Traffic | | | | | | | Shares and Stocks, per Account No. 2 | 2,458,658 | 0 0 | ... | | 2,458,658 | 0 0 |
| In Ireland ... | 1,704,864 | 12 5 | ... | | 1,704,864 | 12 5 | Debenture Stock, per Account No. 3 | 794,500 | 0 0 | ... | | 794,500 | 0 0 |
| In England... Cr. | 1,156,720 | 19 9 | 125 0 0 | | 1,156,595 | 19 9 | Premiums on Shares and Stock..... | 4,375 | 7 2 | ... | | 4,375 | 7 2 |
| Steamboats ... | 356,238 | 9 11 | ... | | 356,238 | 9 11 | Discounts on Shares and Stock..... | Dr. 42,998 | 5 0 | ... | Dr. | 42,998 | 5 0 |
| Coaling Barges | 4,997 | 0 0 | ... | | 4,997 | 0 0 | | £3,214,535 | 2 2 | ... | | 3,214,535 | 2 2 |
| | | | | | | | By Balance..... | | | | | 8,160 | 19 11 |
| | £3,222,821 | 2 1 | Cr. | 125 0 0 | 3,222,696 | 2 1 | | | | | | £3,222,696 | 2 1 |

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 31st DECEMBER, 1930.

| | | |
|---|-----|---------|
| On Lines and Works open for Traffic— | £ | s. d. |
| Fishguard Harbour—Royalties on Stone quarried | Cr. | 125 0 0 |

No. 7.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| | |
|-------------------------------------|-----|
| Lines and Works open for Traffic :— | £ |
| Fishguard Harbour, &c. | 786 |

No. 8.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE, as per No. 7.

| | £ | s. | d. | £ | s. | d. |
|---|---------|----|----|---------|---------|-----|
| Stock and Share Capital created, but not yet received, per Statement No. 2 :— | | | | | | |
| Amount unissued | | | | 212,842 | 0 | 0 |
| Loan Capital created, but not yet available, per Statement No. 3 | 150,000 | 0 | 0 | | | |
| Available Borrowing Powers, per Statement No. 3 | 7,821 | 0 | 0 | | | |
| | | | | 157,821 | 0 | 0 |
| | | | | 370,663 | 0 | 0 |
| Capital Account, Balance at Debit thereof, per Statement No. 4 | | | | 8,160 | 19 | 11 |
| | | | | £ | 362,502 | 0 1 |

No. 9.—REVENUE ACCOUNT.

| Dr. | £ | s. | d. | Cr. | £ | s. | d. | |
|--|--------|--------|----|-----|--|--------|--------|------|
| To Directors' and Auditors' Fees | | 54 | 13 | 0 | By Amount provided under the Guarantee of the Great Western and Great Southern Railways Companies..... | 39,572 | 10 | 8 |
| To Salary of Secretary and Office Expenses ... | | 87 | 12 | 4 | | | | |
| To Balance carried to Net Revenue Account No. 10. | 39,430 | 5 | 4 | | | | | |
| | £ | 39,572 | 10 | 8 | | £ | 39,572 | 10 8 |

No. 10.—NET REVENUE ACCOUNT.

| Dr. | £ | s. | d. | Cr. | £ | s. | d. |
|--|--------|--------|-----|---|--------|--------|-----|
| To Interest on Debenture Stock at 3½% per ann. | 13,903 | 15 | 0 | By Balance brought from Revenue Account No. 9 | 39,430 | 5 | 4 |
| To Dividend on New Guaranteed 3½% Preference Stock | 21,659 | 2 | 5 | | | | |
| To Dividend on New 3½% Preference Stock, 1914 | 3,867 | 7 | 11 | | | | |
| | £ | 39,430 | 5 4 | | £ | 39,430 | 5 4 |

No Dividend is declared on the Ordinary Shares as they are held by the parties guaranteeing the interest on the capital represented by such shares.

No. 13.—GENERAL BALANCE-SHEET.

| Dr. | £ | s. | d. | Cr. | £ | s. | d. | |
|--|--------|--------|-----|--|--|--------|-----|----|
| To Unpaid Dividends..... | | 98 | 6 | 8 | By Capital Account, Balance at Debit thereof, per Statement No. 4..... | 8,160 | 19 | 11 |
| To Interest and Dividends accruing and provided for, less tax..... | 30,558 | 9 | 1 | By Cash at Bankers and in hand..... | 1,249 | 1 | 8 | |
| To Temporary Loans..... | 6,376 | 19 | 11 | By Amounts due by other Companies..... | 30,137 | 16 | 9 | |
| To Sundry Creditors..... | 7,387 | 8 | 8 | By Sundry Outstanding Accounts | 4,873 | 6 | 0 | |
| | £ | 44,421 | 4 4 | | £ | 44,421 | 4 4 | |

No. 14.—MILEAGE STATEMENT.

| | Half-year ended 31st December, 1930. | |
|---------------------------------|--------------------------------------|--------------------|
| | Miles authorised. | Miles constructed. |
| Lines owned by the Company..... | 107 | 105 |

CHURCHILL, *Chairman.*

F. C. HOCKRIDGE, *Secretary.*

AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Accounts and Balance Sheet contain a full and true statement of the financial condition of this Company.

WM. PLENDER, }
JOSEPH WM. DYAS } *Auditors.*

PADDINGTON STATION,
15th January, 1931.

THE FISHGUARD AND ROSSLARE
RAILWAYS AND HARBOURS
COMPANY.

Statement of Accounts

FOR THE

Half-Year ended 31st December, 1930.

GREAT WESTERN RAILWAY COMPANY.

DIRECTORS.

THE RT. HON. VISCOUNT CHURCHILL, G.C.V.O., Carlton Club, Pall Mall, S.W. 1, CHAIRMAN.

SIR S. ERNEST PALMER, BART., 10, Grosvenor Crescent, S.W. 1, DEPUTY-CHAIRMAN.

MAJOR THE HON. JOHN J. ASTOR, M.P., 18, Carlton House Terrace, S.W. 1.

SIR PERCY E. BATES, BART., G.B.E., Hinderton Hall, Neston, Cheshire.

SIR JOHN CADMAN, G.C.M.G., Westfield, West Hill, Highgate, N. 6.

THE HON. EDWARD C. G. CADOGAN, C.B., M.P., 11, Ilchester Place, Kensington, W. 14.

LAURENCE CURRIE, Esq., 42, Gracechurch Street, E.C. 3.

DAVID DAVIES, Esq., Plas Dinam, Llandinam, Montgomeryshire.

THE RT. HON. LORD DULVERTON, O.B.E., Batsford Park, Moreton-in-Marsh, Glos.

THE RT. HON. THE EARL OF DUNRAVEN, C.B., D.S.O., Dunraven Castle, St. Bride's Major, Bridgend, Glam.

THE RT. HON. LORD GLANELY, 12, Hill Street, Mayfair, W. 1.

CHARLES J. HAMBRO, Esq., 18, New Cavendish Street, W. 1.

THE RT. HON. SIR ROBERT HORNE, G.B.E., K.C. M.P., 72, Devonshire House, W. 1.

THE RT. HON. THE EARL OF INCHCAPE, G.C.S.I., G.C.M.G., K.C.I.E., 4, Seamore Place, Mayfair, W. 1.

SIR HENRY MATHER JACKSON, BART., C.B.E., St. Mary's Hill, Abergavenny, Mon.

CYRIL E. LLOYD, Esq., Broome, near Stourbridge, Worcestershire.

GEOFFREY F. LUTTRELL, Esq., Dunster Castle, Somerset.

HAROLD MACMILLAN, Esq., 14, Chester Square, S.W. 1.

THE RT. HON. LORD MILDMAY OF FLETE, Flete, Ermington, Devon.

THE RT. HON. THE EARL OF MOUNT EDGCUMBE, Mount Edgcumbe, Plymouth.

LT.-COL. WYNDHAM R. PORTAL, M.V.O., D.S.O., Kingsclere House, near Newbury, Berks.

SIR HENRY B. ROBERTSON, Palé, Llandderfel, North Wales.

SIR WILLIAM JAMES THOMAS, BART., Birchwood Grange, Penylan, Cardiff.

THE RT. HON. JOHN W. WILSON, Perrycroft, Malvern.

SIR H. L. WATKIN WILLIAMS-WYNN, BART., C.B., Wynnstay, Ruabon.

The Dividend Warrants will be posted on the 2nd proximo.

REPORT OF THE DIRECTORS

To be submitted to the Proprietors at the Annual General Meeting to be held at the Company's Offices, Paddington Station, on Wednesday, the 25th day of February, 1931, at 11.30 a.m.

1. The Financial Accounts and Statistical Returns for the year ended 31st December, 1930, are presented with this Report.

The following is a summary of the Receipts and Expenditure on Revenue Account for 1930, compared with the preceding year :—

| Per Account No. 8. | 1930. | 1929. |
|--|-------------|-------------|
| Receipts of Railway, etc. | £34,346,867 | £36,184,053 |
| Expenditure | 28,226,477 | 29,208,791 |
| | £6,120,390 | £6,975,262 |
| Company's proportion of Net Revenue of jointly owned and jointly leased Lines | 151,526 | 151,783 |
| Miscellaneous receipts (net) from rents, interest, etc. | 1,401,591 | 1,733,198 |
| | £7,673,507 | £8,860,243 |
| Deduct :— | | |
| Miscellaneous charges for interest, rents, etc. | 686,361 | 661,599 |
| Net Revenue for the Year | £6,987,146 | £8,198,644 |
| Per Account No. 9. | | |
| Balance brought from last year's Account | 186,227 | 104,630 |
| Profit on realisation of Investments | 150,488 | ... |
| | £7,323,861 | £8,303,274 |
| Deduct :— | | |
| Interest on Loans and Debenture Stocks | 1,549,692 | 1,549,679 |
| Balance available for Dividends | £5,774,169 | £6,753,595 |
| Deduct :— | | |
| Dividends on Rent Charge, Guaranteed and Preference Stocks | 3,347,638 | 3,347,638 |
| Balance available for Dividend on Ordinary Stock | £2,426,531 | £3,405,957 |

The interim dividend of £2 : 5 : 0 per cent., which was paid on the Ordinary Stock for the half-year ended the 30th June, 1930, absorbed £965,919. This leaves a balance of £1,460,612 which will admit of the payment of a dividend of £3 : 5 : 0 per cent. for the half-year ended the 31st December, 1930, making £5 : 10 : 0 per cent. for the year, with a balance carried forward of £65,396.

The dividends paid on the Ordinary Stock for the year 1929 were £2 : 15 : 0 per cent. for the half-year ended the 30th June and £4 : 15 : 0 per cent. for the half-year ended the 31st December, making £7 : 10 : 0 per cent. for the year, with a balance of £186,227 carried forward.

2. The net receipts shew a considerable decrease compared with the previous year, due to the serious depression in trade which was general throughout the country during the greater part of the period under review. The further economies which have been effected during the year have to some extent offset the loss of revenue.

3. The voluntary deduction of 2½ per cent. from fees, salaries and wages ceased on the 12th May last and in accordance with the terms of the arrangement the rates of pay and conditions of service of the staff covered by the National Agreements remained undisturbed for six months thereafter. At the expiration of that period the Railway Companies put forward their claim for a general reduction in salaries and wages and the revision of the conditions of service. This is now being considered by the National Wages Board.

4. Good progress is being made with the whole of the works, including those set out below, in respect of which H.M. Government have agreed to give the Company financial assistance under the provisions of the Development (Loan Guarantees and Grants) Act, 1929 :—

Additional facilities at Paddington Station.
 Remodelling of Bristol (Temple Meads) Station and widening of line to Portishead Junction.
 Improvements at Cardiff General Station, including quadrupling of line between Cardiff and Ely.
 Enlargement of Taunton Station and quadrupling of line between Cogload Junction and Norton Fitzwarren.
 Quadrupling of line between Olton and Rowington Junction.
 Reconstruction of goods depot and modernisation of locomotive repair shops at Wolverhampton.
 Extension of automatic train control and installation of light signalling.
 Deviations between Westbury and Frome.
 Additional accommodation for marshalling wagons at Banbury, Severn Tunnel Junction and Rogerstone.
 Improvements to engine sheds at Pantyffynnon, Treherbert, Radyr, etc., and remodelling of workshops at Swindon and Cardiff.
 Additional accommodation at St. Austell and Hockley.
 Modernisation of mechanical appliances at the South Wales Docks.

The doubling of the line between Scorrier and Redruth and between Bugle and Goonbarrow Junction has already been completed and brought into use.

During the past year the following further schemes have been approved by H.M. Government for grants under the Development (Loan Guarantees and Grants) Act, 1929, and these have all been commenced :—

Improved working facilities between Didcot and Swindon and between Norton Fitzwarren and Newton Abbot.
 Quadrupling of lines near Bristol, between Filton Junction and Stapleton Road and between Dr. Day's Bridge Junction and South Wales Junction.
 Additional accommodation at Paignton, Small Heath, Soho, Swansea, Trowbridge and Lye.
 Improvement of locomotive depots at Landore, Merthyr and Kidderminster.

5. The Railway Rates Tribunal have made their second annual review of the standard and exceptional charges and have decided that the present fares, rates and charges shall remain in force for the year ending 30th June, 1931.

6. By an Order which took effect on the 2nd October last the Minister of Transport directed that the Company's dock dues and charges at South Wales Ports should remain at 60 per cent. above the 1913 level, but that the coal tipping and weighing charge should be reduced from 6d. to 5½d. per ton.

7. The first year's working of the scheme in connection with the partial de-rating of railways, whereby the relief accruing to the Companies is passed on in the form of rebates from freight charges on certain selected traffics, ended on the 30th September last. As the result of their review of the scheme, the Railway Rates Tribunal have increased the rebates to be allowed during the period 1st December, 1930, to 30th September, 1931. Various increases have also been made by the Company in the rebates allowed from dock charges.

8. The Railways (Valuation for Rating) Act, 1930, which received the Royal Assent on the 10th July, 1930, provides for the ascertainment of the net annual value of the Company's undertaking as a whole upon the basis of the net receipts, and the apportionment of that annual value among the numerous rating areas. The task of making the necessary valuations, which become operative on the 1st April, 1931, devolves upon the Railway Assessment Authority set up under the Act, and their proposals will receive our close attention.

9. The co-ordination of rail and road services has been continued during the past year and the Directors are satisfied that the policy adopted by the Company has been justified.

10. The Royal Commission which was appointed in 1928 to investigate the problems of transport in Great Britain, has recently issued its final report. The recommendations contained in the earlier reports of the Commission have to a great extent been given effect to in the Road Traffic Act of last year, and its further recommendations are receiving the careful consideration of the Railway Companies.

11. In conformity with the Standing Orders of Parliament and in pursuance of notice which has been given to this effect the following Bill will be submitted for the consideration of the Proprietors at a Special General Meeting to be held after the Annual General Meeting :—

“ A Bill for conferring further powers upon the Great Western Railway Company and for other purposes.”

By this Bill powers are sought to construct a short connecting railway at Cardiff and a widening of the Newquay Branch Railway at Bugle, to carry out various minor works and to acquire lands, to make permanent provision as to the rates and charges leviable at the Company's docks, to authorise agreements as to the pooling of mineral wagons, and for other purposes.

12. The Directors deeply regret to have to record the loss, during the past year, of the services of three of their colleagues on the Board, by the death of Mr. Graeme B. Forrester and the resignations of Lt.-Col. Sir H. Arthur Yorke, C.B., and Mr. Joseph Shaw, K.C.

Sir John Cadman, G.C.M.G., Mr. Charles J. Hambro and Mr. Geoffrey F. Luttrell have been elected Directors of the Company to fill the vacancies.

13. The Directors retiring by rotation are :—

The Rt. Hon. Viscount Churchill, G.C.V.O.
 Sir John Cadman, G.C.M.G.
 Laurence Currie, Esq.
 David Davies, Esq.
 Harold Macmillan, Esq.
 The Rt. Hon. Lord Mildmay of Flete.
 The Rt. Hon. The Earl of Mount Edgumbe.
 Sir H. L. Watkin Williams-Wynn, Bart., C.B.

The necessary notices of their candidature have been given, and they are eligible for re-election.

14. In pursuance of the Bye-Law of the 30th August, 1867, it will be the duty of the Proprietors to appoint the Audit Committee for the ensuing year. The following gentlemen, being duly qualified, have been nominated for election, viz. :—

Sir George Lewis Barstow, K.C.B., 36, Sussex Gardens, W.2.
 John Hedges, Esq., Ditton Mount, Ditton Court Road, Westcliff-on-Sea.
 Sir W. Edgar Horne, Bart., 110, Mount Street, W.1.
 Reginald J. R. Loxdale, Esq., Castle Hill, Llanilar, Aberystwyth.
 The Rt. Hon. Viscount Tredegar, C.B.E., Tredegar Park, Newport, Mon.

The Proprietors will regret to learn of the death, in November last, of Lt.-Col. Henry H. Heywood-Lonsdale, D.S.O., who for many years served as a member of the Audit Committee.

CHURCHILL,
 Chairman.

PADDINGTON STATION,
 11th February, 1931.

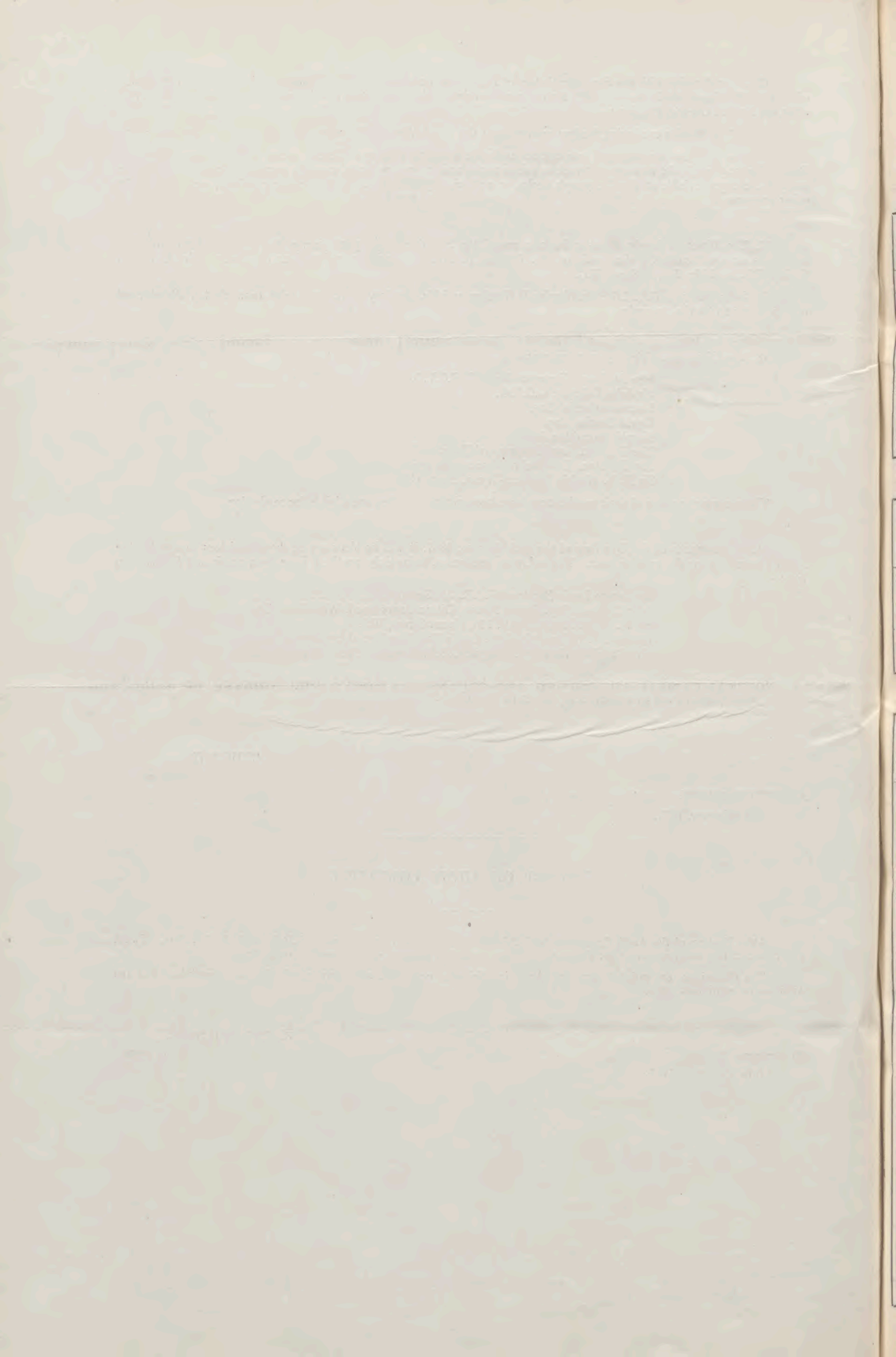
REPORT OF AUDIT COMMITTEE.

At a Meeting of the Audit Committee held this day, the Rt. Hon. Lord Plender, G.B.E., and the Rt. Hon. Edward Shortt, K.C., the Auditors, with Mr. Cope attended and gave full explanations in regard to the Accounts.

The Committee are satisfied that the Audit is efficiently conducted and recommend that the appointment of the Auditors be continued.

R. J. R. LOXDALE,
 Chairman.

PADDINGTON STATION,
 11th February, 1931.



GREAT WESTERN RAILWAY.

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED 31st DECEMBER, 1930.

PART I. FINANCIAL ACCOUNTS.

No. 1 (a).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

| Special Acts. | Capital Authorised. | | | Capital Created. | | | Balance. | | |
|---|---------------------|---------------------------|-------------|-------------------|---------------------------|-------------|-------------------|---------------------------|-----------|
| | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. |
| I. Special Acts conferring Capital Powers which have been fully exercised— | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| Great Western Railway &c. Acts, 1899 to 1923 ... | 83,168,797 | 30,115,802 | 113,284,599 | 83,168,797 | 30,115,802 | 113,284,599 | ... | ... | ... |
| II. Special Acts conferring Capital Powers which have not yet been fully exercised— | | | | | | | | | |
| Great Western Railway Act, 1914 | 1,000,000 | 333,000 | 1,333,000 | 1,000,000 | ... | 1,000,000 | ... | 333,000 | 333,000 |
| Railways Act, 1921— | | | | | | | | | |
| Great Western Railway (Western Group) Preliminary Amalgamation Scheme, 1922 ... | 16,103,311 | 8,231,982 | 24,335,293 | 16,103,311 | 7,600,619 | 23,703,930 | ... | 631,363 | 631,363 |
| Great Western and Barry Railway Companies' Preliminary Amalgamation Scheme, 1922 ... | 6,904,630 | 1,425,660 | 8,330,290 | 6,904,630 | 1,135,660 | 8,040,290 | ... | 290,000 | 290,000 |
| Great Western Railway (Western Group) Preliminary Absorption Scheme (No. 1), 1922 ... | 4,291,726 | 1,280,718 | 5,572,444 | 4,291,726 | 1,029,218 | 5,320,944 | ... | 251,500 | 251,500 |
| Great Western Railway Act, 1925 | 5,000,000 | 1,666,000 | 6,666,000 | 1,092,730 | ... | 1,092,730 | 3,907,270 | 1,666,000 | 5,573,270 |
| TOTAL | £ 116,468,464 | 43,053,162 | 159,521,626 | 112,561,194 | 39,881,299 | 152,442,493 | 3,907,270 | 3,171,863 | 7,079,133 |

No. 1 (b).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

| Special Acts. | Capital Authorised. | | | Capital Created. | | | Balance. | | |
|---|---------------------|---------------------------|---------|-------------------|---------------------------|---------|-------------------|---------------------------|--------|
| | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. |
| Great Western, Bristol & Exeter, and South Devon Railway Companies (Cornwall & West Cornwall Railways) Act, 1871. | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| Great Western, Bristol & Exeter and South Devon Railway Companies 4½% Joint Rent Charge Stock | £800,533 | | | | | | | | |
| West Cornwall Guaranteed 5% Stock | 81,860 | | | | | | | | |
| (Dividends guaranteed jointly with the Bristol & Exeter, and South Devon Railway Companies, which are now merged in the Great Western undertaking.) | 882,393 | ... | 882,393 | 882,393 | ... | 882,393 | ... | ... | ... |

No. 1 (c).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY, ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

| Special Acts. | Capital Authorised. | | | Capital Created. | | | Balance. | | |
|--|---------------------|---------------------------|-----------|-------------------|---------------------------|-----------|-------------------|---------------------------|--------|
| | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. |
| West London Extension Railway Act, 1859. (Jointly with London Midland & Scottish Railway Co.) | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| West London Railway First Class Preference Shares at 3½% ... | £64,000 | | | | | | | | |
| West London Railway Second Class Preference Shares at 6% ... | 15,200 | | | | | | | | |
| West London Railway Ordinary Shares at 2% | 101,180 | | | | | | | | |
| Birkenhead Railway Vesting Act, 1861. (Jointly with London Midland & Scottish Railway Co.) | 180,380 | ... | 180,380 | 180,380 | ... | 180,380 | ... | ... | ... |
| Birkenhead Railway Perpetual Preference Stock at 4½% ... | £474,178 | | | | | | | | |
| Birkenhead Railway Consolidated Stock at 4% | 1,941,506 | | | | | | | | |
| Great Western Railway (Further Powers) Act, 1866. (Jointly with London Midland & Scottish Railway Co.) | 2,415,684 | ... | 2,415,684 | 2,415,684 | ... | 2,415,684 | ... | ... | ... |
| Tenbury Railway Shares at 4½% | 30,000 | ... | 30,000 | 30,000 | ... | 30,000 | ... | ... | ... |
| Great Western Railway (Various Powers) Act, 1867. (Jointly with Metropolitan Railway Co.) | | | | | | | | | |
| Hammersmith & City Railway 5% Guaranteed Preference Shares 1864 | £60,000 | | | | | | | | |
| Hammersmith & City Railway 5% Guaranteed Preference Shares 1865 | *100,000 | | | | | | | | |
| Hammersmith & City Railway 5½% Guaranteed Ordinary Stock | 180,000 | | | | | | | | |
| * Includes £6,000 uncalled. | 340,000 | ... | 340,000 | 340,000 | ... | 340,000 | ... | ... | ... |
| London & North Western (Additional Powers) Act, 1870. (Jointly with London Midland & Scottish Railway Co.) | | | | | | | | | |
| Shrewsbury & Hereford Railway Rent Charge Stock at 6% ... | £625,000 | | | | | | | | |
| Shrewsbury & Hereford Railway Rent Charge Stock at 4½% ... | 50,000 | | | | | | | | |
| Fishguard & Rosslare Railways & Harbours Act, 1903. (Also Acts of 1893, 1894, 1895, 1898 and 1899.) (Jointly with Great Southern Railways Co.) | 675,000 | ... | 675,000 | 675,000 | ... | 675,000 | ... | ... | ... |
| Fishguard & Rosslare Railways & Harbours 3½% Guaranteed Debenture Stock (a) | £822,500 | | | | | | | | |
| Fishguard & Rosslare Railways & Harbours New Guaranteed 3½% Preference Stock (b) | 1,371,500 | | | | | | | | |
| Fishguard & Rosslare Railways & Harbours 3½% Guaranteed Ordinary Shares | 1,000,000 | | | | | | | | |
| (a) £28,000 unissued. | 2,371,500 | 822,500 | 3,194,000 | 2,371,500 | 822,500 | 3,194,000 | ... | ... | ... |
| (b) £133,836 unissued. | | | | | | | | | |
| Fishguard & Rosslare Railways & Harbours Act, 1914. (Separately by Great Western Railway.) | | | | | | | | | |
| Fishguard & Rosslare Railways & Harbours Borrowing Powers (a) | £150,000 | | | | | | | | |
| Fishguard & Rosslare Railways & Harbours New 3½% Preference Stock, 1914 (b) | 300,000 | | | | | | | | |
| (a) Unissued. | 300,000 | 150,000 | 450,000 | 300,000 | 150,000 | 450,000 | ... | ... | ... |
| (b) £79,006 unissued. | | | | | | | | | |
| TOTAL | £ 6,312,564 | 972,500 | 7,285,064 | 6,312,564 | 972,500 | 7,285,064 | ... | ... | ... |

No. 2.—SHARE CAPITAL AND STOCKS CREATED, AS PER STATEMENT No. 1 (a), SHEWING PROPORTION ISSUED.

| Description. | Amount created. | Amount received (apart from Premiums and Discounts) as per Account No. 4. | Nominal additions or deductions. | Amount issued. | Amount unissued. |
|--|-----------------|---|----------------------------------|--------------------------------------|------------------|
| | | | | Amount on which Dividend is payable. | |
| | £ | £ | £ | £ | £ |
| Five per cent. Rent Charge Stock | 7,710,151 | 7,792,038 | 83,797 | 7,708,241 | 1,910 |
| Five per cent. Consolidated Guaranteed Stock | 24,202,217 | 21,843,811 | 1,972,726 | 23,816,537 | 385,680 |
| Five per cent. Consolidated Preference Stock | 29,714,504 | 31,446,009 | 2,018,025 | 29,427,984 | 286,520 |
| Five per cent. Redeemable Preference Stock (1950) | 6,000,000 | 6,000,000 | ... | 6,000,000 | ... |
| Consolidated Ordinary Stock | 44,934,322 | 48,176,537 | 5,246,805 | 42,929,732 | 2,004,590 |
| TOTAL ... | £ 112,561,194 | 115,258,395 | 5,375,901 | 109,882,494 | 2,678,700 |

No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS.

| | Amount received (apart from Premiums and Discounts) as per Account No. 4. | Nominal deductions. | Total raised by Loans and Debenture Stocks. |
|--|---|---------------------|---|
| | | | |
| Raised by Loans at 3½ per cent. | 47,300 | ... | 47,300 |
| Raised by issue of Debenture Stocks— | | | |
| 2½ per cent. Debenture Stock | 1,804,149 | 77,112 | 1,727,037 |
| 4 per cent. Debenture Stock | 25,812,748 | 533,434 | 25,279,314 |
| 4¼ per cent. Debenture Stock | 1,009,494 | ... | 1,009,494 |
| 4½ per cent. Debenture Stock | 4,629,317 | ... | 4,629,317 |
| 5 per cent. Debenture Stock | 4,849,455 | ... | 4,849,455 |
| TOTAL DEBENTURE STOCKS | £ 38,105,163 | 610,546 | 37,494,617 |
| Total raised by Loans and Debenture Stocks | | £ | 37,541,917 |
| Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created as per Statement No. 1 (a) | | £ | 39,881,299 |
| Less—Amount created but not yet available | | 749,377 | |
| Capitalised value of Rent Charges and Annuities, in accordance with section 5 of the Lands Clauses Consolidation Acts Amendment Act, 1860 | | 148,840 | |
| Total deductions | | | 898,217 |
| Total amount raised by Loans and Debenture Stocks as above | | | 38,983,082 |
| Balance being available borrowing powers at 31st December, 1930 | | £ | 37,541,917 |
| | | | 1,441,165 |

No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

| Dr. | No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. | | | | | | | Cr. | | | | | | | | | | | |
|--|---|----|----|---|----|----|--------------|--------------|---|------------------------------|--------------|------------------------------|---|-----|--------|-------------|--------------|----|---|
| To Expenditure. | Amount expended to 31st December, 1929. | | | Amount expended during Year as per Statement No. 5. | | | Total. | By Receipts. | Amount received to 31st December, 1929. | | | Amount received during Year. | | | Total. | | | | |
| | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | |
| Lines open for Traffic ... | 119,775,403 | 4 | 4 | 912,138 | 5 | 6 | 120,687,541 | 9 | 10 | Shares and Stocks (No. 2) | 115,258,395 | 0 | 0 | ... | | 115,258,395 | 0 | 0 | |
| Lines not open for Traffic— | | | | | | | | | | | | | | | | | | | |
| New Lines ... | 17,481 | 3 | 6 | 9,018 | 9 | 10 | 26,499 | 13 | 4 | Loans (No. 3) ... | 47,300 | 0 | 0 | ... | | 47,300 | 0 | 0 | |
| Existing Lines—Widenings of and additions thereto ... | 3,264 | 17 | 1 | <i>Cr.</i> 3,264 | 17 | 1 | ... | | | Debenture Stocks (No. 3) ... | 38,104,763 | 0 | 0 | 400 | 0 | 38,105,163 | 0 | 0 | |
| Lines leased and Lines jointly leased, other than "J" Joint Lines ... | 8,989 | 8 | 1 | 11 | 0 | 6 | 9,000 | 8 | 7 | | | | | | | | | | |
| Rolling Stock ... | 20,517,018 | 15 | 8 | 289,165 | 18 | 0 | 20,806,184 | 13 | 8 | | | | | | | | | | |
| Manufacturing and Repairing Works and Plant— | | | | | | | | | | | | | | | | | | | |
| Land and Buildings ... | 2,352,352 | 14 | 1 | 80,730 | 10 | 4 | 2,433,083 | 4 | 5 | | | | | | | | | | |
| Plant and Machinery ... | 1,448,230 | 17 | 8 | 71,542 | 14 | 8 | 1,519,773 | 12 | 4 | | | | | | | | | | |
| Total Capital expended upon Railway ... | 144,122,741 | 0 | 5 | 1,359,342 | 1 | 9 | 145,482,083 | 2 | 2 | | | | | | | | | | |
| Horses ... | 147,221 | 9 | 0 | <i>Cr.</i> 22,041 | 5 | 0 | 125,180 | 4 | 0 | | | | | | | | | | |
| Road Vehicles— | | | | | | | | | | | | | | | | | | | |
| Parcels and Goods Road Vehicles ... | 776,649 | 14 | 11 | 96,143 | 15 | 10 | 872,793 | 10 | 9 | | | | | | | | | | |
| Passenger Road Vehicles ... | 103,758 | 1 | 8 | <i>Cr.</i> 35,036 | 12 | 10 | 68,721 | 8 | 10 | | | | | | | | | | |
| Garages, Stables, etc. ... | 202,335 | 3 | 6 | 2,864 | 3 | 9 | 205,199 | 7 | 3 | | | | | | | | | | |
| Steamboats, etc. ... | 472,057 | 18 | 10 | <i>Cr.</i> 964 | 0 | 0 | 471,093 | 18 | 10 | | | | | | | | | | |
| Canals ... | 781,817 | 2 | 3 | <i>Cr.</i> 149 | 0 | 0 | 781,668 | 2 | 3 | | | | | | | | | | |
| Docks, Harbours and Wharves ... | 20,943,968 | 18 | 8 | 2,566 | 15 | 2 | 20,946,535 | 13 | 10 | | | | | | | | | | |
| Hotels ... | 180,761 | 14 | 4 | 572 | 0 | 10 | 181,333 | 15 | 2 | | | | | | | | | | |
| Electric Power Stations, etc. ... | 513,914 | 6 | 9 | 2,781 | 2 | 7 | 516,695 | 9 | 4 | | | | | | | | | | |
| Land, Property, etc., not forming part of the Railway or Stations— | | | | | | | | | | | | | | | | | | | |
| Used in connection with Railway working ... | 182,989 | 0 | 10 | 1,375 | 0 | 0 | 184,364 | 0 | 10 | | | | | | | | | | |
| Not used in connection with Railway working ... | 2,925,307 | 14 | 6 | 29,968 | 10 | 11 | 2,955,276 | 5 | 5 | | | | | | | | | | |
| Lines jointly owned (Abstract "J") ... | 323,679 | 6 | 8 | <i>Cr.</i> 1,199 | 18 | 2 | 322,569 | 8 | 6 | | | | | | | | | | |
| Subscriptions to other Undertakings (for details, see Statement No. 4 (a)) ... | 2,372,209 | 16 | 3 | 79,770 | 2 | 11 | 2,451,979 | 19 | 2 | | | | | | | | | | |
| Stamp Duty, etc., on Additional Capital ... | 56,001 | 0 | 0 | ... | | | 56,001 | 0 | 0 | | | | | | | | | | |
| Parliamentary Powers ... | 8,532 | 11 | 10 | ... | | | 8,532 | 11 | 10 | | | | | | | | | | |
| TOTAL EXPENDITURE ... | £174,113,945 | 0 | 5 | 1,516,082 | 17 | 9 | £175,630,027 | 18 | 2 | TOTAL RECEIPTS ... | £167,258,037 | 16 | 8 | 417 | 10 | 0 | 167,258,455 | 6 | 8 |
| | | | | | | | | | | By Balance ... | | | | | | | 8,371,572 | 11 | 6 |
| | | | | | | | | | | TOTAL ... | | | | | | | £175,630,027 | 18 | 2 |

No. 4 (a).—SUBSCRIPTIONS TO OTHER UNDERTAKINGS.

| Name. | Amount. | Nature of Security or Investment. | | |
|---|---------|-----------------------------------|----|---|
| | £ s. d. | | | |
| Railway Companies— | | | | |
| Fishguard and Rosslare Railways and Harbours ... | 794,500 | 0 | 0 | 3½ per cent. Guaranteed Debenture Stock. |
| " " " " " " " ... | 220,994 | 0 | 0 | New 3½ per cent. Preference Stock, 1914. |
| " " " " " " " ... | 500,000 | 0 | 0 | 3½ per cent. Guaranteed Ordinary Shares. |
| London and North Eastern Railway ... | 280,359 | 11 | 11 | Great Central Railway Act, 1897, Section 67. |
| Joint Committees— | | | | |
| Hammersmith and City Railway ... | 56,500 | 0 | 0 | Great Western Railway (Additional Powers) Act, 1871. |
| Road Transport Companies— | | | | |
| Western National Omnibus Co., Ltd. ... | 409,856 | 4 | 4 | 6 per cent. Cumulative Preference Shares and Ordinary Shares. |
| Western Welsh Omnibus Co., Ltd. ... | 138,520 | 2 | 11 | Ordinary Shares. |
| Other Companies— | | | | |
| Penarth Pontoon, Slipway and Ship Repairing Co., Ltd. ... | 37,750 | 0 | 0 | 4 per cent. Mortgage Debentures. |
| Swindon Water Board ... | 13,500 | 0 | 0 | Swindon Water Annuities. |
| TOTAL ... | £ | 2,451,979 | 19 | 2 |

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1930.

| | Land and Compensation. | | | Construction of Way and Stations, Engineering, &c. | | | Law Charges and Parliamentary Expenses. | | | TOTAL. | | | | |
|---|------------------------|-----|-----|--|-----|-----|---|-----|-----|------------|-----|-----------|----|---|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. | | |
| Lines belonging to the Company open for Traffic— | | | | | | | | | | | | | | |
| Improvements to Permanent Way and Goods Depots—Paddington, Acton and South Lambeth | 4,575 | 0 | 0 | 59,748 | 18 | 0 | ... | ... | ... | 64,323 | 18 | 0 | | |
| Additional Accommodation in South Wales—Barry, Carmarthen, Newport, etc. | 1,111 | 14 | 10 | 34,901 | 12 | 8 | 132 | 5 | 0 | 36,145 | 12 | 6 | | |
| Birkenhead—Improvement of Goods Accommodation | ... | ... | ... | 19,024 | 8 | 7 | 126 | 0 | 0 | 19,150 | 8 | 7 | | |
| Additional Passenger and Goods Accommodation at Brentford, Exeter, Keynsham, Morris Cowley, Newnham Bridge, Northolt, Worcester, etc. | 1,287 | 0 | 0 | 40,908 | 9 | 9 | 42 | 4 | 8 | 42,237 | 14 | 5 | | |
| New Sidings and Works at Bullo Pill, Greenford, Newbury, Oxford, Warwick, Wolverhampton, etc. | 2,215 | 0 | 0 | 18,545 | 4 | 2 | 72 | 13 | 8 | 20,832 | 17 | 10 | | |
| Engine Sheds at Abercynon, Cardiff, Newport, etc. | ... | ... | ... | 11,724 | 7 | 10 | ... | ... | ... | 11,724 | 7 | 10 | | |
| Improvements to Bridges and Viaducts at Carmarthen, Falmouth Branch, West Acton, etc. | 2,815 | 0 | 0 | 35,000 | 9 | 1 | 103 | 9 | 1 | 37,918 | 18 | 2 | | |
| Minerals, Land, and Additional Accommodation at sundry places | 1,438 | 19 | 9 | 12,501 | 8 | 0 | 201 | 17 | 8 | 14,142 | 5 | 5 | | |
| Additional Powers, 1930—Sundry Lines and Works... | ... | ... | ... | ... | ... | ... | 5,745 | 11 | 4 | 5,745 | 11 | 4 | | |
| Works approved by H.M. Government for grant under Development (Loan Guarantees and Grants) Act, 1929— | | | | | | | | | | | | | | |
| Bristol—Station Improvements, Widening, etc. | 13,699 | 0 | 0 | 18,176 | 17 | 0 | 589 | 8 | 8 | 32,465 | 5 | 8 | | |
| Cardiff—Station Improvements, Widening, etc. | 48 | 3 | 0 | 21,409 | 2 | 10 | 6 | 6 | 0 | 21,463 | 11 | 10 | | |
| Olton to Rowington Junction—Widening Line | 5,142 | 1 | 4 | 22,592 | 10 | 6 | 559 | 9 | 3 | 28,294 | 1 | 1 | | |
| Paddington—New Parcels Depot, Station Improvements, etc. | 106,270 | 17 | 2 | 45,645 | 11 | 9 | 2,745 | 15 | 3 | 154,662 | 4 | 2 | | |
| Taunton—Station Improvements, Widening, etc. | 9,472 | 13 | 3 | 22,347 | 9 | 3 | 556 | 12 | 3 | 32,376 | 14 | 9 | | |
| Widening between Scorrier and Redruth (including amount transferred from "Lines not open for Traffic") | 155 | 0 | 0 | 16,071 | 4 | 0 | 17 | 3 | 4 | 16,243 | 7 | 4 | | |
| Additional Passenger and Goods Accommodation at Hockley, Paignton, St. Austell, Small Heath, Wolverhampton, etc. | 15,132 | 12 | 0 | 102,206 | 1 | 10 | 288 | 12 | 6 | 117,627 | 6 | 4 | | |
| New Sidings and Works at Banbury, Rogerstone, Severn Tunnel Junction, etc. | 4,322 | 0 | 0 | 119,182 | 4 | 0 | 234 | 2 | 6 | 123,738 | 6 | 6 | | |
| Extension of Automatic Train Control and Improvement of Signalling | ... | ... | ... | 43,285 | 0 | 3 | ... | ... | ... | 43,285 | 0 | 3 | | |
| Engine Sheds at Landore, Pantyffynnon, Radyr, Treherbert, etc. | 1,665 | 0 | 0 | 104,852 | 5 | 10 | 65 | 18 | 7 | 106,583 | 4 | 5 | | |
| Land transferred from "Land, Property, etc., not forming part of the Railway or Stations" | 3,991 | 10 | 0 | ... | ... | ... | 20 | 4 | 0 | 4,011 | 14 | 0 | | |
| Land transferred to "Land, Property, etc., not forming part of the Railway or Stations" | Cr. 20,585 | 2 | 1 | ... | ... | ... | Cr. 249 | 2 | 10 | Cr. 20,834 | 4 | 11 | | |
| Lines belonging to the Company not open for Traffic— | | | | | | | | | | | | | | |
| New Lines— | | | | | | | | | | | | | | |
| Callington Light | Cr. 209 | 15 | 8 | ... | ... | ... | ... | ... | ... | Cr. 209 | 15 | 8 | | |
| Windsor and Ascot | Cr. 65 | 18 | 1 | ... | ... | ... | ... | ... | ... | Cr. 65 | 18 | 1 | | |
| Works approved by H.M. Government for grant under Development (Loan Guarantees and Grants) Act, 1929— | | | | | | | | | | | | | | |
| Westbury and Frome—Deviation Lines | 2,936 | 0 | 0 | 6,266 | 0 | 2 | 92 | 3 | 5 | 9,294 | 3 | 7 | | |
| Existing Lines, Widening of and Additions thereto— | | | | | | | | | | | | | | |
| Transferred to "Lines open for Traffic"—Scorrier to Redruth | Cr. 55 | 0 | 0 | Cr. 3,199 | 7 | 1 | Cr. 10 | 10 | 0 | ... | ... | Cr. 3,264 | 17 | 1 |
| Lines leased and Lines jointly leased (other than "J" Joint Lines)— | | | | | | | | | | | | | | |
| Weymouth and Portland | ... | ... | ... | ... | ... | ... | 11 | 0 | 6 | ... | ... | 11 | 0 | 6 |
| Rolling Stock— | | | | | | | | | | | | | | |
| Locomotives— | | | | | | | | | | | | | | |
| Works approved by H.M. Government for grant under Development (Loan Guarantees and Grants) Act, 1929— | | | | | | | | | | | | | | |
| Automatic Train Control Equipment | ... | ... | ... | ... | ... | ... | ... | ... | ... | 30,911 | 17 | 0 | | |
| Coaching Vehicles— | | | | | | | | | | | | | | |
| 10 Restaurant Cars | ... | ... | ... | ... | ... | ... | £ | s. | d. | 29,908 | 4 | 5 | | |
| 1 Kitchen Car | ... | ... | ... | ... | ... | ... | 3,911 | 8 | 1 | ... | ... | ... | | |
| 10 Milk Vans | ... | ... | ... | ... | ... | ... | 11,549 | 1 | 8 | ... | ... | ... | | |
| Improvements to Coaching Stock | ... | ... | ... | ... | ... | ... | 194,437 | 4 | 2 | 239,805 | 18 | 4 | | |
| Merchandise and Mineral Vehicles—1 120-ton Trolley | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4,806 | 4 | 2 | | |
| Containers | ... | ... | ... | ... | ... | ... | ... | ... | ... | 13,641 | 18 | 6 | | |
| Manufacturing and Repairing Works and Plant— | | | | | | | | | | | | | | |
| Land and Buildings— | | | | | | | | | | | | | | |
| Swindon, etc. | ... | ... | ... | ... | ... | ... | ... | ... | ... | 36,865 | 11 | 7 | | |
| Works approved by H.M. Government for grant under Development (Loan Guarantees and Grants) Act, 1929— | | | | | | | | | | | | | | |
| Cardiff, Swindon and Wolverhampton | ... | ... | ... | ... | ... | ... | ... | ... | ... | 43,864 | 18 | 9 | | |
| Plant and Machinery— | | | | | | | | | | | | | | |
| Swindon, etc. | ... | ... | ... | ... | ... | ... | ... | ... | ... | 61,720 | 16 | 8 | | |
| Works approved by H.M. Government for grant under Development (Loan Guarantees and Grants) Act, 1929— | | | | | | | | | | | | | | |
| Cardiff, Swindon and Wolverhampton | ... | ... | ... | ... | ... | ... | ... | ... | ... | 9,821 | 18 | 0 | | |
| TOTAL CAPITAL EXPENDED UPON RAILWAY | | | | | | | | | | | | | | |
| 1,359,342 1 9 | | | | | | | | | | | | | | |
| Horses | | | | | | | | | | | | | | |
| Cr. 22,041 5 0 | | | | | | | | | | | | | | |
| Road Vehicles— | | | | | | | | | | | | | | |
| Parcels and Goods Road Vehicles— | | | | | | | | | | | | | | |
| Additional Motor Vehicles, etc. | ... | ... | ... | ... | ... | ... | ... | ... | ... | 96,143 | 15 | 10 | | |
| Passenger Road Vehicles— | | | | | | | | | | | | | | |
| Motor Vehicles sold to Western Welsh Omnibus Co., Ltd., etc. | ... | ... | ... | ... | ... | ... | ... | ... | ... | Cr. 35,036 | 12 | 10 | | |
| Garages, Stables, etc. | | | | | | | | | | | | | | |
| Land transferred to "Land, Property, etc., not forming part of the Railway or Stations" | ... | ... | ... | ... | ... | ... | £ | s. | d. | 4,314 | 3 | 9 | | |
| ... | ... | ... | ... | ... | ... | ... | Cr. 1,450 | 0 | 0 | 2,864 | 3 | 9 | | |
| Steamboats, etc.—S.S. "Sir John Hawkins," etc. | | | | | | | | | | | | | | |
| Cr. 964 0 0 | | | | | | | | | | | | | | |
| Canals—Stratford-on-Avon, etc. | | | | | | | | | | | | | | |
| Cr. 149 0 0 | | | | | | | | | | | | | | |
| Docks, Harbours and Wharves— | | | | | | | | | | | | | | |
| Barry, Cardiff, etc. | ... | ... | ... | ... | ... | ... | £ | s. | d. | Cr. 3,872 | 4 | 10 | | |
| Works approved by H.M. Government for grant under Development (Loan Guarantees and Grants) Act, 1929— | | | | | | | | | | | | | | |
| Cardiff, Newport and Swansea | ... | ... | ... | ... | ... | ... | 6,439 | 0 | 0 | 2,566 | 15 | 2 | | |
| Hotels—Tregenna Castle, St. Ives, etc. | | | | | | | | | | | | | | |
| 572 0 10 | | | | | | | | | | | | | | |
| Electric Power Stations—Park Royal | | | | | | | | | | | | | | |
| 2,781 2 7 | | | | | | | | | | | | | | |
| Land, Property, etc., not forming part of the Railway or Stations— | | | | | | | | | | | | | | |
| Used in connection with Railway Working | | | | | | | | | | | | | | |
| Land transferred from "Lines belonging to the Company open for Traffic" | ... | ... | ... | ... | ... | ... | £ | s. | d. | Cr. 98 | 0 | 0 | | |
| Land transferred from "Garages, Stables, etc." | ... | ... | ... | ... | ... | ... | 1,450 | 0 | 0 | 1,375 | 0 | 0 | | |
| Not used in connection with Railway Working | | | | | | | | | | | | | | |
| Land and Houses for Staff | ... | ... | ... | ... | ... | ... | 6,319 | 8 | 6 | 7,855 | 1 | 6 | | |
| Land transferred from "Lines belonging to the Company open for Traffic" | ... | ... | ... | ... | ... | ... | 20,811 | 4 | 11 | ... | ... | ... | | |
| Land utilised during 1930 for Railway purposes— | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| Transferred to "Lines belonging to the Company open for Traffic" | ... | ... | ... | ... | ... | ... | Cr. 4,011 | 14 | 0 | ... | ... | ... | | |
| Land sold, etc. | ... | ... | ... | ... | ... | ... | Cr. 1,005 | 10 | 0 | 29,968 | 10 | 11 | | |
| Lines jointly owned (Abstract "J")— | | | | | | | | | | | | | | |
| Severn and Wye | ... | ... | ... | ... | ... | ... | ... | ... | ... | Cr. 1,109 | 18 | 2 | | |
| Subscriptions to other Undertakings— | | | | | | | | | | | | | | |
| Western National Omnibus Co., Ltd. | ... | ... | ... | ... | ... | ... | £ | s. | d. | 21,500 | 0 | 0 | | |
| Western Welsh Omnibus Co., Ltd. | ... | ... | ... | ... | ... | ... | 58,520 | 2 | 11 | ... | ... | ... | | |
| Penarth Pontoon Slipway and Ship Repairing Co., Ltd. | ... | ... | ... | ... | ... | ... | Cr. 250 | 0 | 0 | 79,770 | 2 | 11 | | |
| TOTAL | | | | | | | | | | | | | | |
| £ 1,516,082 17 9 | | | | | | | | | | | | | | |

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| Expenditure to date on Principal Works in Progress. | | Estimated Further Expenditure. | | |
|---|--|---|--------------------------------|------------------|
| | | During the Year ending 31st December, 1931. | Subsequently until completion. | Total. |
| £ | Lines belonging to the Company open for Traffic— | £ | £ | £ |
| 9,537 | Acton—Additional Siding Accommodation | 17,000 | 38,000 | 55,000 |
| 27,206 | South Lambeth Goods Depot—Enlargement | 29,000 | 56,000 | 85,000 |
| | Additional Passenger and Goods Accommodation at Birkenhead, Bristol, Carmarthen, Keynsham, Park Royal, Pwllheli, Tyseley, Wootton Bassett, etc. | 60,000 | 117,000 | 177,000 |
| | New Sidings and Works at Brentford, Bullo Pill, Oxford, Plymouth, Weymouth, Wolverhampton, etc. | 81,000 | 42,000 | 123,000 |
| | Engine Sheds at Reading, etc. | 29,000 | 12,000 | 41,000 |
| | Works approved by H.M. Government for grant under Development (Loan Guarantees and Grants) Act, 1929— | | | |
| 31,989 | Bristol—Station Improvements, Widening, etc. | 67,000 | 973,000 | 1,040,000 |
| 21,464 | Cardiff—Station Improvements, Widening, etc. | 115,000 | 495,000 | 610,000 |
| 28,294 | Olton to Rowington Junction—Widening Line | 138,000 | 194,000 | 332,000 |
| 164,785 | Paddington—New Parcels Depot, Station Improvements, etc. | 276,000 | 281,000 | 557,000 |
| 32,342 | Taunton—Station Improvements, Widening, etc. | 145,000 | 122,000 | 267,000 |
| 8,579 | Improvements between Didcot and Wootton Bassett | 155,000 | 122,000 | 277,000 |
| 1,296 | Improvements between Norton Fitzwarren and Newton Abbot | 72,000 | 57,000 | 129,000 |
| | Additional Passenger and Goods Accommodation at Birmingham, Paignton, St. Austell, Small Heath, Swansea, Wolverhampton, etc. | 194,000 | 116,000 | 310,000 |
| | New Sidings and Works at Banbury, Rogerstone, Severn Tunnel Junction, etc. | 60,000 | ... | 60,000 |
| | Extension of Automatic Train Control and Improvement of Signalling | 77,000 | ... | 77,000 |
| | Engine Sheds at Cardiff, Kidderminster, Landore, Plymouth, Treherbert, etc. | 109,000 | 88,000 | 197,000 |
| | Lines belonging to the Company not open for Traffic— | | | |
| | New Lines— | | | |
| | Works approved by H.M. Government for grant under Development (Loan Guarantees and Grants) Act, 1929— | | | |
| 9,294 | Westbury and Frome—Deviation Lines | 109,000 | 51,000 | 160,000 |
| | Rolling Stock— | | | |
| | 10 Additional Dining Car Sets | 73,000 | ... | 73,000 |
| | Works approved by H.M. Government for grant under Development (Loan Guarantees and Grants) Act, 1929— | | | |
| 30,912 | Automatic Train Control Equipment | 77,000 | ... | 77,000 |
| | Manufacturing and Repairing Works and Plant— | | | |
| | Swindon—New Scrap Yard, etc. | 69,000 | 41,000 | 110,000 |
| | Works approved by H.M. Government for grant under Development (Loan Guarantees and Grants) Act, 1929— | | | |
| | Additions and Improvements to Workshops— | | | |
| | Cardiff, Swindon and Wolverhampton | 99,000 | 66,000 | 165,000 |
| | Road Vehicles | 87,000 | ... | 87,000 |
| | Docks, Harbours and Wharves— | | | |
| | Improvements at Docks in South Wales, etc. | 25,000 | 6,000 | 31,000 |
| | Works approved by H.M. Government for grant under Development (Loan Guarantees and Grants) Act, 1929— | | | |
| 6,439 | Modernisation of Docks in South Wales | 450,000 | 1,724,000 | 2,174,000 |
| | TOTAL | £ 2,613,000 | 4,601,000 | 7,214,000 |
| | Works not yet commenced and in abeyance | ... | ... | £ 230,000 |

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| | | |
|--|-------------|------------------|
| Stock, Share and Loan Capital authorised but not yet created (as per Statement No. 1 (a)) | £ 7,079,133 | £ |
| Stock and Share Capital created but not yet received (as per Statement No. 2)— | | |
| Amount unissued | 2,678,700 | 9,757,833 |
| Loan Capital created but not yet available (as per Statement No. 3) | 749,377 | |
| Available borrowing powers (as per Statement No. 3) | 1,441,165 | 2,190,542 |
| | | 11,948,375 |
| Deduct—Balance at Debit of Capital Account (No. 4) | | 8,371,573 |
| TOTAL | £ | 3,576,802 |

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

| See Account No. | | Gross Receipts. | | Expenditure. | | Net Receipts. | | Year 1929. | | |
|-----------------|---|-------------------|------------|-------------------|------------|---------------|------------------|-------------------|-------------------|--------------------|
| | | £ | s. d. | £ | s. d. | £ | s. d. | Gross Receipts. | Expenditure. | Net Receipts. |
| 10 | Railway | 29,589,917 | 18 7 | 23,617,213 | 7 5 | 5,972,704 | 11 2 | 31,028,475 | 24,308,541 | 6,719,934 |
| 11 | Road Transport | 74,926 | 5 10 | 77,998 | 6 7 | Dr. 3,072 | 0 9 | 110,167 | 133,352 | Dr. 23,185 |
| 12 | Steamboats | 334,470 | 8 3 | 321,785 | 11 10 | | | 338,406 | 342,113 | Dr. 3,707 |
| 13 | Canals | 15,546 | 0 2 | 50,845 | 5 5 | Dr. 35,299 | 5 3 | 16,278 | 48,209 | Dr. 31,931 |
| 14 | Docks, Harbours and Wharves | 2,761,612 | 15 10 | 2,356,558 | 15 2 | | | 3,086,147 | 2,542,615 | 543,532 |
| 15 | Hotels, Refreshment Rooms and Cars where catering is carried on by the Company | 670,770 | 4 1 | 621,362 | 15 11 | | | 682,058 | 624,583 | 57,475 |
| 16 | Collection and Delivery of Parcels and Goods | 899,623 | 12 8 | 1,180,712 | 19 11 | Dr. 281,089 | 7 3 | 922,522 | 1,209,378 | Dr. 286,856 |
| | TOTAL | 34,346,867 | 5 5 | 28,226,477 | 2 3 | | | 36,184,053 | 29,208,791 | 6,975,262 |
| | Add—Jointly owned and jointly leased Lines—Company's proportion of Net Revenue (as per Abstract "J") | | | | | | 151,526 | 0 4 | | 151,783 |
| | Miscellaneous Receipts (Net)— | | | | | | | | | |
| | Rents from Houses and Lands | | | 196,750 | 9 4 | | | | 190,502 | |
| | Rents from Hotels | | | 725 | 8 5 | | | | 841 | |
| | Other Rents, including Lump-sum Tolls | | | 157,237 | 7 10 | | | | 152,498 | |
| | Interest and Dividends from Investments in other Undertakings— | | | | | | | | | |
| | Fishguard and Rosslare Railways and Harbours Company | 53,042 | 5 10 | | | | | 53,042 | | |
| | Hammersmith and City Railway Joint Committee... .. | 2,260 | 0 0 | | | | | 2,260 | | |
| | London and North Eastern Railway Company | 9,812 | 11 8 | | | | | 9,813 | | |
| | Penarth Pontoon, Slipway and Ship Repairing Company, Ltd. | 1,510 | 0 0 | | | | | 1,520 | | |
| | Swindon Water Board | 1,350 | 0 0 | | | | | 1,350 | | |
| | Western National Omnibus Company, Ltd. | 19,533 | 16 11 | | | | | 12,373 | | |
| | Transfer Fees | | | 87,508 | 14 5 | | | | 80,358 | |
| | General Interest | | | 2,600 | 12 6 | | | | 2,551 | |
| | 2½ per cent. Deduction from Directors' Fees, Salaries and Wages | | | 777,820 | 16 1 | | | | 833,418 | |
| | Grants received from His Majesty's Treasury under Development (Loan Guarantees and Grants) Act, 1929 | | | 171,898 | 13 2 | | | | 473,030 | |
| | | | | 7,049 | 3 11 | | | | | |
| | | | | | | | 1,401,591 | 5 8 | | 1,733,198 |
| | Deduct—Miscellaneous Charges— | | | | | | 7,673,507 | 9 2 | | 8,860,243 |
| | Interest on Superannuation and other Funds | | | 294,056 | 12 4 | | | | 265,437 | |
| | Rent Charges and Annuities | | | 19,468 | 7 8 | | | | 19,468 | |
| | Chief Rents, Wayleaves, etc., including Lump-sum Tolls | | | 133,717 | 9 7 | | | | 137,816 | |
| | Rent of Leased and Worked Undertakings and Guaranteed Interest— | | | | | | | | | |
| | Birkenhead | 49,499 | 2 5 | | | | | 49,499 | | |
| | Easton and Church Hope | 758 | 16 11 | | | | | 759 | | |
| | Fishguard and Rosslare Railways and Harbours | 53,174 | 7 6 | | | | | 53,170 | | |
| | Great Western and Great Central Railways Joint Committee | 43,750 | 0 0 | | | | | 43,750 | | |
| | Hammersmith and City | 10,944 | 13 2 | | | | | 10,708 | | |
| | Herefordshire and Gloucestershire Canal | 5,000 | 0 0 | | | | | 5,000 | | |
| | Ludgershall and Tidworth | 1,437 | 3 6 | | | | | 1,437 | | |
| | Shrewsbury and Hereford (including Tenbury) | 20,550 | 0 0 | | | | | 20,550 | | |
| | Shrewsbury and Welshpool | 6,000 | 0 0 | | | | | 6,000 | | |
| | Southern Railway (Victoria Station and Pimlico Railway Section) | 2,130 | 0 0 | | | | | 2,130 | | |
| | Vale of Towy | 1,500 | 0 0 | | | | | 1,500 | | |
| | West Cornwall | 40,116 | 19 8 | | | | | 40,117 | | |
| | West London | 900 | 0 0 | | | | | 900 | | |
| | West London Extension | 1,107 | 14 8 | | | | | 1,108 | | |
| | Weymouth and Portland | 2,250 | 0 0 | | | | | 2,250 | | |
| | | | | 239,118 | 17 10 | | | | 238,878 | |
| | | | | | | | 686,361 | 7 5 | | 661,599 |
| | NET REVENUE FOR THE YEAR | | | | | | 6,987,146 | 1 9 | | £ 8,198,644 |

No. 9.—PROPOSED APPROPRIATION OF NET REVENUE.

| | £ | s. d. | Year 1929. | |
|--|------------------|------------|------------|------------------|
| | | | £ | £ |
| Balance brought forward from last year's Account | 186,227 | 4 6 | | 104,630 |
| Net Revenue for the Year (as per Statement No. 8) | 6,987,146 | 1 9 | | 8,198,644 |
| Profit on Realisation of Investments | 150,487 | 15 1 | | ... |
| TOTAL | 7,323,861 | 1 4 | | 8,303,274 |
| Deduct—Interest on Loans | 1,655 | 10 0 | | 1,656 |
| Interest on Debenture Stocks— | | | | |
| At 2½ per cent. per annum | 43,175 | 18 6 | | 43,176 |
| At 4 per cent. per annum | 1,011,172 | 11 2 | | 1,011,173 |
| At 4½ per cent. per annum | 42,903 | 9 10 | | 42,903 |
| At 4½ per cent. per annum | 208,319 | 5 4 | | 208,319 |
| At 5 per cent. per annum | 242,465 | 5 0 | | 242,452 |
| | 1,548,036 | 9 10 | | 1,548,023 |
| | 1,549,691 | 19 10 | | 1,549,679 |
| Balance available for Dividends | 5,774,169 | 1 6 | | 6,753,595 |
| Dividends on Rent Charge, Guaranteed, and Preference Stocks— | | | | |
| 5 per cent. Rent Charge Stock | 385,412 | 1 0 | | 385,412 |
| 5 per cent. Consolidated Guaranteed Stock | 1,190,826 | 17 0 | | 1,190,827 |
| 5 per cent. Consolidated Preference Stock | 1,471,399 | 4 0 | | 1,471,399 |
| 5 per cent. Redeemable Preference Stock (1950)... .. | 300,000 | 0 0 | | 300,000 |
| | 3,347,638 | 2 0 | | 3,347,638 |
| Balance available for Dividend on Ordinary Stock | 2,426,530 | 19 6 | | 3,405,957 |
| Dividend on Consolidated Ordinary Stock at the rate of 5½ per cent. per annum | 2,361,135 | 5 2 | | 3,219,730 |
| Balance carried forward to next year's Account | 65,395 | 14 4 | | 186,227 |

No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

| | £ | s. d. | Year 1929. | |
|---|-----------|-------|------------|-----------|
| | | | £ | £ |
| Balance available for Dividends, Year 1930 (as in Statement No. 9) | 5,774,169 | 1 6 | | 6,753,595 |
| Deduct—Interim Dividends paid— | | | | |
| On Five per cent. Rent Charge Stock at 2½ per cent. | 192,706 | 0 6 | | 192,706 |
| On Five per cent. Consolidated Guaranteed Stock at 2½ per cent. | 595,413 | 8 6 | | 595,413 |
| On Five per cent. Consolidated Preference Stock at 2½ per cent. | 735,699 | 12 0 | | 735,700 |
| On Five per cent. Redeemable Preference Stock (1950) at 2½ per cent. | 150,000 | 0 0 | | 150,000 |
| On Consolidated Ordinary Stock at 2¼ per cent. | 965,918 | 19 5 | | 1,180,567 |
| | 2,639,738 | 0 5 | | 2,854,386 |
| Undivided Balance at 31st December, as appearing in Balance Sheet | 3,134,431 | 1 1 | | 3,899,209 |

ABSTRACT A.—MAINTENANCE OF WAY AND WORKS.

| | | £ s. d. | | £ s. d. | | Year 1929. |
|---|-----|-----------|------|-----------|-------|------------|
| | | | | | | £ |
| Superintendence— | | | | | | |
| Salaries | ... | 174,294 | 8 4 | | | 175,492 |
| Office Expenses, etc. | ... | 23,719 | 9 3 | | | 23,619 |
| | | | | 198,013 | 17 7 | 199,111 |
| Maintenance of Roads, Bridges and Works— | | | | | | |
| Earthworks | ... | 67,182 | 8 6 | | | 136,519 |
| Bridges, Tunnels, Culverts, Retaining Walls and other Works | ... | 398,453 | 0 6 | | | 542,723 |
| Roads and Fences | ... | 107,588 | 9 1 | | | 136,793 |
| Maintenance of Permanent Way— | | | | 573,223 | 18 1 | 816,035 |
| Complete Renewals— | | | | | | |
| Wages | ... | 195,154 | 19 2 | | | 166,504 |
| Materials | ... | 599,221 | 10 2 | | | 488,475 |
| Engine Power and Wagon Maintenance | ... | 29,646 | 1 8 | | | 23,693 |
| | | | | 824,022 | 11 0 | 678,672 |
| Repairs and Partial Renewals— | | | | | | |
| Wages | ... | 1,081,893 | 12 9 | | | 1,157,888 |
| Materials | ... | 204,420 | 13 3 | | | 311,430 |
| Engine Power and Wagon Maintenance | ... | 29,714 | 18 0 | | | 30,338 |
| | | | | 1,316,029 | 4 0 | 1,499,656 |
| | | | | 2,140,051 | 15 0 | 2,178,328 |
| Maintenance of Signalling | ... | | | 317,881 | 0 6 | 322,157 |
| Maintenance of Telegraphs and Telephones | ... | | | 85,827 | 13 1 | 95,521 |
| Maintenance of Electric Track Equipment | ... | | | 4,214 | 7 0 | 1,412 |
| Maintenance of Stations and Buildings— | | | | | | |
| Stations, Depots and Offices | ... | 394,865 | 6 0 | | | 398,281 |
| Engine Sheds | ... | 76,272 | 2 6 | | | 47,557 |
| Carriage Sheds | ... | 4,526 | 17 9 | | | 4,744 |
| Locomotive Workshops | ... | 60,628 | 10 3 | | | 32,880 |
| Carriage Workshops | ... | 9,237 | 6 3 | | | 9,964 |
| Wagon Workshops | ... | 9,718 | 15 3 | | | 10,173 |
| Other Buildings | ... | 28,667 | 6 1 | | | 31,359 |
| | | | | 583,916 | 4 1 | 534,958 |
| | | | | 3,903,128 | 15 4 | 4,147,522 |
| Transfer from Renewal Funds | ... | | | 256,564 | 17 11 | 101,143 |
| TOTAL | | | £ | 3,646,563 | 17 5 | 4,046,379 |

ABSTRACT B.—MAINTENANCE OF ROLLING STOCK.

| | | £ s. d. | | £ s. d. | | Year 1929. |
|--|-----|-----------|------|-----------|-------|-------------|
| | | | | | | £ |
| Superintendence— | | | | | | |
| Salaries | ... | 111,001 | 1 1 | | | 111,518 |
| Office Expenses, etc. | ... | 13,263 | 14 9 | | | 11,297 |
| | | | | 124,264 | 15 10 | 122,815 |
| Locomotives and Tenders (Steam)— | | | | | | |
| Complete Renewals— | | | | | | |
| In the Company's Shops | ... | 335,990 | 7 2 | | | 427,326 |
| By Contractors | ... | 362,813 | 7 8 | | | 172,396 |
| | | | | 698,803 | 14 10 | 599,722 |
| Repairs and Partial Renewals | ... | 1,703,369 | 2 11 | | | 1,856,861 |
| | | | | 2,402,172 | 17 9 | 2,456,583 |
| Transfer from Renewal Funds | ... | | | 311,848 | 14 10 | 205,996 |
| | | | | 2,090,324 | 2 11 | 2,250,587 |
| Deduct—Engine Power supplied to and by the Company (Balance) | | 90,867 | 8 3 | | | 96,040 |
| | | | | 1,999,456 | 14 8 | 2,154,547 |
| Rail Motor Vehicles (Steam)— | | | | | | |
| Repairs and Partial Renewals | ... | 10,318 | 0 10 | | | 8,754 |
| Transfer to Renewal Fund | ... | 3,764 | 0 0 | | | 3,847 |
| | | | | 14,082 | 0 10 | 12,601 |
| Deduct—Engine Power supplied to and by the Company (Balance) | | 126 | 13 4 | | | 437 |
| | | | | 13,955 | 7 6 | 12,164 |
| Rail Motor Vehicles (Electric)— | | | | | | |
| Repairs and Partial Renewals | ... | 3,123 | 8 8 | | | 3,225 |
| Transfer to Renewal Fund | ... | | | | | 3,378 |
| | | | | 3,123 | 8 8 | 6,603 |
| Coaching Vehicles (other than Rail Motors)— | | | | | | |
| Complete Renewals— | | | | | | |
| In the Company's Shops | ... | 316,368 | 1 1 | | | 397,718 |
| Repairs and Partial Renewals | ... | 778,614 | 16 4 | | | 745,983 |
| | | | | 1,094,982 | 17 5 | 1,143,701 |
| Transfer from Renewal Funds | ... | | | 11,195 | 1 1 | 86,285 |
| | | | | 1,083,787 | 16 4 | 1,057,416 |
| Merchandise and Mineral Vehicles— | | | | | | |
| Complete Renewals— | | | | | | |
| In the Company's Shops | ... | 407,139 | 3 3 | | | 166,072 |
| Repairs and Partial Renewals | ... | 494,692 | 7 8 | | | 485,873 |
| | | | | 901,831 | 10 11 | 651,945 |
| Transfer from Renewal Funds | ... | | | 151,114 | 3 3 | Dr. 110,690 |
| | | | | 750,717 | 7 8 | 762,635 |
| TOTAL | | | £ | 3,975,305 | 10 8 | 4,116,180 |

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

| | £ s. d. | | Year 1929. | |
|--|-----------|-------|--------------------|-------------|
| | £ | s. d. | £ | s. d. |
| Superintendence— | | | | |
| Salaries | 111,096 | 2 6 | | |
| Office Expenses | 12,230 | 13 2 | | |
| | | | 123,326 | 15 8 |
| Steam Train Working— | | | | |
| Wages connected with the Running of Steam Locomotives | 3,516,621 | 5 6 | | |
| Fuel | 1,725,665 | 0 4 | | |
| Water | 115,755 | 9 9 | | |
| Lubricants | 47,854 | 3 10 | | |
| Other Stores, including Clothing | 96,105 | 9 3 | | |
| Miscellaneous | 44,410 | 10 9 | | |
| | | | 5,546,411 | 19 5 |
| Electric Train Working— | | | | |
| Wages connected with the Running of Electric Locomotives and Motors | 4,025 | 14 3 | | |
| Electric Current... .. | 37,987 | 9 9 | | |
| Lubricants | 98 | 13 6 | | |
| Other Stores, including Clothing | 79 | 13 1 | | |
| | | | 42,191 | 10 7 |
| | | | 5,711,930 | 5 8 |
| Deduct—Engine Power supplied to and by the Company (Balance) | | | 252,380 | 6 2 |
| | | | | |
| TOTAL | | | £ 5,459,549 | 19 6 |

ABSTRACT D.—TRAFFIC EXPENSES.

| | £ s. d. | | Year 1929. | |
|--|-----------|-------|--------------------|--------------|
| | £ | s. d. | £ | s. d. |
| Salaries and Wages— | | | | |
| Superintendence | 613,280 | 6 8 | | |
| Stationmasters and Clerks | 1,426,148 | 10 10 | | |
| Signalmen and Crossing Keepers | 868,632 | 7 11 | | |
| Ticket Collectors, Policemen, Porters, etc. | 2,160,324 | 18 7 | | |
| Guards | 759,642 | 10 0 | | |
| | | | 5,828,028 | 14 0 |
| Fuel, Lighting, Water and General Stores | | | 220,184 | 14 5 |
| Clothing | | | 80,283 | 0 7 |
| Printing, Advertising, Stationery, Stamps and Tickets | | | 250,888 | 9 1 |
| Wagon Covers, etc. | | | 72,888 | 15 9 |
| Expenses of Joint Stations and Junctions | | | 6,332 | 17 9 |
| Cleansing, Lubricating and Lighting of Vehicles | | | 311,915 | 19 3 |
| Shunting Expenses (other than Mechanical)— | | | | |
| Wages | 680,374 | 9 9 | | |
| Other Expenses | 9,862 | 15 8 | | |
| | | | 690,237 | 5 5 |
| Working of Stationary Engines, Hoists, Cranes, etc. | | | 98,895 | 0 3 |
| Railway Clearing Houses Expenses | | | 110,933 | 2 9 |
| Passenger Ticket Agents' Commission | | | 35,517 | 4 3 |
| Transshipment by Road Vehicles | | | 308,137 | 8 1 |
| Miscellaneous Expenses | | | 65,585 | 6 5 |
| | | | 8,079,827 | 18 0 |
| Transfer to Renewal Funds | | | 6,729 | 12 11 |
| | | | | |
| TOTAL | | | £ 8,086,557 | 10 11 |

ABSTRACT E.—GENERAL CHARGES.

| | £ s. d. | | Year 1929. | |
|--|---------|-------|--------------------|------------|
| | £ | s. d. | £ | s. d. |
| Directors' Fees voted by Proprietors | 25,000 | 0 0 | | |
| Fees paid to, and Expenses of, Directors on Joint Committees not included in Abstract "J" | 486 | 14 3 | | |
| Auditors and Public Accountants | 3,000 | 0 0 | | |
| Salaries of Secretary, General Manager, Accountant and Clerks | 222,284 | 13 2 | | |
| Office Expenses, ditto ditto ditto | 29,379 | 18 2 | | |
| Rating Expenses | 5,586 | 5 5 | | |
| Fire Insurance | | | | |
| Superannuation and Benevolent Funds, Pensions, etc. | 859,130 | 2 6 | | |
| Subscriptions and Donations | 4,819 | 11 0 | | |
| Miscellaneous Expenses | 33,934 | 17 0 | | |
| | | | 1,183,622 | 1 6 |
| Deduct—Proportion transferred to Accounts Nos. 11 to 18 | | | 167,306 | 0 0 |
| | | | | |
| TOTAL | | | £ 1,016,316 | 1 6 |

ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

| | Receipts. | | | Payments. | | | Balance. | | |
|--------------------------------|------------------|------------|---------------|------------|--------------------|-------------|----------------|---------------|--------------------|
| | Year 1929. | | | Year 1929. | | | Year 1929. | | |
| | Receipts. | Payments. | Balance. | Receipts. | Payments. | Balance. | Receipts. | Payments. | Balance. |
| | £ | s. d. | £ | s. d. | £ | s. d. | £ | £ | £ |
| Passenger Train Traffic | 85,951 | 9 1 | 56,026 | 15 7 | Cr. 29,924 | 13 6 | 87,707 | 52,658 | Cr. 35,049 |
| Goods Train Traffic | 105,811 | 11 11 | 32,807 | 5 10 | Cr. 73,004 | 6 1 | 105,230 | 35,503 | Cr. 69,727 |
| TOTAL | £ 191,763 | 1 0 | 88,834 | 1 5 | Cr. 102,928 | 19 7 | 192,937 | 88,161 | Cr. 104,776 |

ABSTRACT H.—MILEAGE, DEMURRAGE AND WAGON HIRE.

| | Receipts. | | | Expenditure. | | | Balance. | | |
|---------------------------------|----------------|--------------|---------------|--------------|---------------|-------------|--------------|---------------|---------------|
| | Year 1929. | | | Year 1929. | | | Year 1929. | | |
| | Receipts. | Expenditure. | Balance. | Receipts. | Expenditure. | Balance. | Receipts. | Expenditure. | Balance. |
| | £ | s. d. | £ | s. d. | £ | s. d. | £ | £ | £ |
| Mileage and Demurrage— | | | | | | | | | |
| Passenger Train Vehicles | 7,368 | 7 6 | 1,930 | 18 0 | Cr. 5,437 | 9 6 | 6,459 | 1,979 | Cr. 4,480 |
| Goods Train Vehicles | 955 | 7 6 | 62,986 | 4 6 | | | 1,387 | 66,192 | 64,805 |
| Hire of— | | | | | | | | | |
| Passenger Train Vehicles | 840 | 14 3 | | | Cr. 840 | 14 3 | 852 | | Cr. 852 |
| Goods Train Vehicles | 61 | 2 4 | 6,001 | 3 10 | | | 122 | 6,151 | 6,029 |
| TOTAL | £ 9,225 | 11 7 | 70,918 | 6 4 | 61,692 | 14 9 | 8,820 | 74,322 | 65,502 |

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

| | Great Western and Great Central Railways Joint Committee. | London Midland and Scottish and Great Western Railways Joint Committee (Severn and Wye and Severn Bridge Railway). | Total. | | Year 1929. |
|---|---|--|---------------------|-----------|----------------|
| | | | £ | s. d. | £ |
| GROSS RECEIPTS. | | | | | |
| Railway Working— | | | | | |
| Passenger Train Traffic | 294,945 18 4 | 4,307 14 10 | 299,253 13 2 | | 302,034 |
| Goods Train Traffic | 298,312 16 6 | 93,208 17 4 | 391,521 13 10 | | 400,520 |
| Miscellaneous | 2,194 18 0 | 288 13 1 | 2,483 11 1 | | 2,296 |
| Total | 595,453 12 10 | 97,805 5 3 | 693,258 18 1 | | 704,850 |
| Docks, Harbours and Wharves | | 3,609 9 0 | 3,609 9 0 | | 3,018 |
| Collection and Delivery of Parcels and Goods | 5,218 8 9 | 667 4 3 | 5,885 13 0 | | 5,989 |
| Total Receipts | £ 600,672 1 7 | 102,081 18 6 | 702,754 0 1 | | 713,857 |
| EXPENDITURE. | | | | | |
| Railway Working— | | | | | |
| Maintenance of Way and Works | 56,623 5 9 | 28,697 17 8 | 85,321 3 5 | | 87,184 |
| Locomotive Running Expenses | 5,385 12 4 | 30,716 7 4 | 36,101 19 8 | | 40,567 |
| Traffic Expenses | 49,929 18 2 | 24,981 12 6 | 74,911 10 8 | | 75,966 |
| General Charges | 2,428 7 1 | 2,114 4 9 | 4,542 11 10 | | 4,669 |
| Law Charges | 19 11 | Cr. 46 5 5 | Cr. 45 5 6 | | 482 |
| Compensation (Accidents and Losses) | 1,438 6 3 | 119 0 6 | 1,557 6 9 | | 1,323 |
| Rates | 764 18 8 | 857 8 5 | 1,622 7 1 | | 5,630 |
| Railway Freight Rebates Fund—Rate Relief | 2,560 13 8 | 2,805 7 9 | 5,366 1 5 | | 1,283 |
| Taxes and Tithe Rent Charges | 90 17 6 | 42 17 1 | 133 14 7 | | 132 |
| Government Duty | | | | | 265 |
| National Insurance | 819 0 6 | 443 6 9 | 1,262 7 3 | | 1,244 |
| Running Powers | 186,078 8 0 | | 186,078 8 0 | | 190,340 |
| Mileage, Demurrage and Wagon Hire | | 2,421 5 2 | 2,421 5 2 | | 2,904 |
| Total | 306,120 7 10 | 93,153 2 6 | 399,273 10 4 | | 411,989 |
| Docks, Harbours and Wharves | | 4,291 7 4 | 4,291 7 4 | | 3,526 |
| Collection and Delivery of Parcels and Goods | 6,773 16 0 | 769 19 10 | 7,543 15 10 | | 8,221 |
| Total Expenditure | £ 312,894 3 10 | 98,214 9 8 | 411,108 13 6 | | 423,736 |
| Net Receipts from— | | | | | |
| Railway | 289,333 5 0 | 4,652 2 9 | 293,985 7 9 | | 292,361 |
| Docks, Harbours and Wharves | | Dr. 681 18 4 | Dr. 681 18 4 | Dr. 508 | |
| Collection and Delivery of Parcels and Goods | Dr. 1,555 7 3 | Dr. 102 15 7 | Dr. 1,658 2 10 | Dr. 2,232 | |
| Total | 287,777 17 9 | 3,867 8 10 | 291,645 6 7 | | 290,121 |
| Miscellaneous Receipts (Net) | 11,131 7 3 | 3,315 4 5 | 14,446 11 8 | | 16,482 |
| <i>Deduct</i> —Miscellaneous Charges | 298,909 5 0 | 7,182 13 3 | 306,091 18 3 | | 306,603 |
| Net Revenue | £ 298,909 5 0 | 4,142 15 9 | 303,052 0 9 | | 303,567 |
| Net Revenue—Company's proportion | £ 149,454 12 6 | 2,071 7 10 | 151,526 0 4 | | 151,783 |
| <i>Ditto ditto Year 1929</i> | £ 149,331 17 10 | 2,451 10 10 | 151,783 8 8 | | ... |

Dr. No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF ROAD TRANSPORT. Cr.

| To Expenditure. | Year 1929. | | By Gross Receipts. | Year 1929. | |
|---|-----------------|------------|------------------------------|-----------------|-------------|
| | £ | s. d. | | £ | |
| Superintendence | 3,490 | 10 8 | Passenger Services— | | |
| Maintenance of Buildings | 1,073 | 4 2 | Passengers | 42,188 | 18 11 |
| Maintenance of Motor Vehicles | 15,366 | 9 1 | Other Receipts | 1,146 | 16 8 |
| Traffic Expenses | 45,706 | 19 11 | Goods Services | 31,292 | 6 2 |
| Hire of Vehicles | 80 | 11 8 | Hire of Vehicles— | | |
| General Charges | 2,368 | 0 0 | Passenger | 150 | 0 0 |
| Rates | 101 | 11 11 | Miscellaneous | 148 | 4 1 |
| Railway Freight Rebates Fund—Rate Relief | | | Total Receipts | 74,926 | 5 10 |
| Licence Duty | 4,952 | 19 7 | Balance | 3,072 | 0 9 |
| Miscellaneous | 3,045 | 12 8 | TOTAL | £ 77,998 | 6 7 |
| | 76,185 | 19 8 | | | |
| Transfer to Renewal Fund | 1,925 | 2 10 | | | |
| <i>Deduct</i> — | 78,111 | 2 6 | | | |
| Road Transport for and by other | | | | | |
| Railway Companies and Accounts | 112 | 15 11 | | | |
| TOTAL | £ 77,993 | 6 7 | | | |

Dr. **No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.** Cr.

| To Expenditure. | Year 1929. | | By Gross Receipts. | Year 1929. | |
|--|------------------|------------|--------------------|----------------------|------------------------------|
| | £ | s. d. | | £ | £ |
| Salaries and Wages | 120,050 | 8 10 | 116,225 | Passengers | 136,325 15 8 |
| Fuel | 70,387 | 2 11 | 63,824 | Parcels | 36,908 2 11 |
| Stores, Lubricants, Water, etc. | 10,291 | 6 6 | 9,454 | Mails | 12,608 8 11 |
| Renewals | ... | ... | 14,425 | Merchandise | 106,304 6 5 |
| Repairs | 30,608 | 12 8 | 33,881 | Live Stock | 22,937 0 10 |
| Insurance | 10,542 | 16 10 | 8,514 | Miscellaneous | 19,386 13 6 |
| Harbour, Pier and Light Dues | 34,029 | 3 5 | 34,207 | | |
| General Charges | 11,604 | 0 0 | 10,590 | | |
| Miscellaneous | 14,836 | 0 8 | 14,740 | | |
| Working Expenses | 302,349 | 11 10 | 305,860 | | |
| Transfer to Renewal Fund | 19,436 | 0 0 | 36,253 | | |
| Total Expenditure | 321,785 | 11 10 | 342,113 | | |
| Balance | 12,684 | 16 5 | Dr. 3,707 | | |
| TOTAL | £ 334,470 | 8 3 | 338,406 | TOTAL | £ 334,470 8 3 338,406 |

Dr. **No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.** Cr.

| To Expenditure. | Year 1929. | | By Gross Receipts. | Year 1929. | |
|---|-----------------|------------|--------------------|-----------------------------|----------------------------|
| | £ | s. d. | | £ | £ |
| Superintendence | 2,979 | 18 7 | 2,786 | Tolls | 2,509 10 11 |
| Wages of Toll Clerks, Lock-keepers, etc. | 812 | 19 6 | 933 | Wharfage and Cranage | 8 19 3 |
| Maintenance of Canals | 41,422 | 1 0 | 38,893 | Rents (Net Receipts) | 6,003 10 10 |
| Water Supply | 1,833 | 8 0 | 1,879 | Miscellaneous | 7,023 19 2 |
| General Charges | 592 | 0 0 | 569 | | |
| Rates | 476 | 18 9 | 1,665 | Total Receipts | 15,546 0 2 |
| Rate Relief Fund | 1,428 | 14 5 | 325 | Balance | 35,299 5 3 |
| Miscellaneous | 1,299 | 5 2 | 1,159 | | |
| TOTAL | £ 50,845 | 5 5 | 48,209 | TOTAL | £ 50,845 5 5 48,209 |

Dr. **No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS AND WHARVES.** Cr.

| To Expenditure. | Year 1929. | | By Gross Receipts. | Year 1929. | |
|--|--------------------|--------------|--------------------|-----------------------------------|------------------------------------|
| | £ | s. d. | | £ | £ |
| Superintendence | 67,369 | 17 5 | 68,927 | Harbour Dues | 23,086 1 0 |
| Maintenance of— | | | | Light Dues | 728 6 5 |
| Docks, Harbours and Wharves | 140,929 | 17 5 | 148,996 | Dock Dues— | |
| Dock Railways | 88,792 | 6 8 | 92,744 | On Ships | £ 680,454 15 1 |
| Cranes, Hoists and Tips | 257,930 | 18 9 | 210,414 | On Goods | 586,561 5 1 |
| Buildings | 20,792 | 11 10 | 23,966 | On Passengers | 9,745 17 1 |
| Dredging, including Maintenance of Dredging Plant | 79,175 | 18 1 | 81,715 | | |
| Operating Expenses— | | | | Wharf and Pier Dues | 9,078 10 9 |
| Docks, Harbours and Wharves | 180,200 | 7 3 | 187,747 | Dock Railways | 134,044 3 2 |
| Dock Railways | 295,185 | 18 11 | 304,070 | Graving Docks | 15,047 18 4 |
| Cranes, Hoists, Tips and other Services | 780,246 | 8 6 | 826,369 | Warehousing | 14,305 6 1 |
| General Charges | 95,434 | 0 0 | 96,908 | Cranage and other Services | 1,131,922 15 5 |
| Rates | 47,663 | 12 2 | 139,769 | Rents (Net Receipts) | 85,703 18 5 |
| Rate Relief Fund | 143,415 | 7 0 | 30,193 | Miscellaneous | 70,933 19 0 |
| Miscellaneous | 101,868 | 1 1 | 94,972 | | |
| Transfer to Renewal Fund | 2,299 005 5 1 | 2,306,790 | | | |
| Total Expenditure | 2,356,558 15 2 | 2,542,615 | | | |
| Balance | 405,054 0 8 | 543,532 | | | |
| TOTAL | £ 2,761,612 | 15 10 | 3,086,147 | TOTAL | £ 2,761,612 15 10 3,086,147 |

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, REFRESHMENT ROOMS AND CARS, WHERE CATERING IS CARRIED ON BY THE COMPANY.

Dr. **No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, REFRESHMENT ROOMS AND CARS, WHERE CATERING IS CARRIED ON BY THE COMPANY.** Cr.

| To Expenditure. | Year 1929. | | By Gross Receipts. | Year 1929. | |
|---|------------------|------------|--------------------|---|------------------------------|
| | £ | s. d. | | £ | £ |
| Salaries and Wages | 133,808 | 12 7 | 127,120 | Total Receipts from Hotels, and from Sale of Provisions, etc., in Refreshment Rooms and Cars | 670,770 4 1 |
| Provisions, Wines and Spirits consumed | 336,744 | 7 7 | 348,896 | | 682,058 |
| Maintenance of Hotels and Refreshment Rooms, and of Fittings, Furniture, etc., of Refreshment Cars | 43,498 | 14 1 | 46,086 | | |
| Heating and Lighting of Hotels and Refreshment Rooms | 18,007 | 9 8 | 16,775 | | |
| Rents | 19,426 | 11 1 | 19,431 | | |
| General Charges | 23,208 | 0 0 | 21,295 | | |
| Rates | 10,691 | 13 5 | 10,984 | | |
| Licence Duty | 3,843 | 5 4 | 3,691 | | |
| Miscellaneous | 32,134 | 2 2 | 30,305 | | |
| Total Expenditure | 621,362 15 11 | 624,583 | | | |
| Balance | 49,407 8 2 | 57,475 | | | |
| TOTAL | £ 670,770 | 4 1 | 682,058 | TOTAL | £ 670,770 4 1 682,058 |

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

| Dr. | | | Year 1929. | | | By Gross Receipts. | | | Year 1929. | | |
|--|--------------------|-----------|------------|------------------|--------------------------------|--------------------|-----------|-----------|------------------|---|--|
| To Expenditure. | | | £ | s. | d. | £ | £ | s. | d. | £ | |
| Superintendence | 23,754 | 13 | 9 | 20,570 | Passenger Train Traffic | 65,787 | 7 | 9 | 66,825 | | |
| Maintenance of Buildings | 14,665 | 12 | 2 | 13,653 | Goods Train Traffic | 826,561 | 15 | 0 | 853,661 | | |
| Maintenance of Motor Vehicles | 113,729 | 12 | 8 | 77,717 | Miscellaneous | 7,274 | 9 | 11 | 2,036 | | |
| Maintenance of Horses | 189,660 | 17 | 11 | 208,604 | | | | | | | |
| Maintenance of Horse Vehicles | 46,476 | 5 | 1 | 44,699 | | | | | | | |
| Traffic Expenses | 718,864 | 9 | 0 | 691,460 | | | | | | | |
| Amounts paid for Hired Cartage | 229,750 | 5 | 3 | 264,629 | | | | | | | |
| General Charges | 31,140 | 0 | 0 | 28,696 | | | | | | | |
| Rates | 2,170 | 6 | 0 | 5,176 | | | | | | | |
| Railway Freight Rebates Fund—Rate Relief | 5,483 | 1 | 11 | 1,256 | | | | | | | |
| Licence Duty | 51,311 | 8 | 10 | 41,560 | | | | | | | |
| Miscellaneous | 29,000 | 6 | 6 | 27,111 | | | | | | | |
| | 1,456,006 | 19 | 1 | 1,425,131 | | | | | | | |
| Transfer to Renewal Fund | 30,575 | 15 | 8 | 40,473 | Total Receipts | 899,623 | 12 | 8 | 922,522 | | |
| | 1,486,582 | 14 | 9 | 1,465,604 | Balance | 281,089 | 7 | 3 | 286,856 | | |
| Deduct—Cartage for and by other Railway Companies and Accounts... .. | 305,869 | 14 | 10 | 256,226 | | | | | | | |
| TOTAL | £ 1,180,712 | 19 | 11 | 1,209,378 | TOTAL | £ 1,180,712 | 19 | 11 | 1,209,378 | | |

No. 17.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.
Not applicable to this Company.
No. 18.—ELECTRIC POWER AND LIGHT ACCOUNT.

| Dr. | | | Year 1929. | | | Year 1929. | | | Cr. | | |
|---|----------|-------|------------|---------------|----------|------------|---------------|-------------------|-----------------|-------------------|-----------------|
| | | | £ | s. | d. | £ | £ | s. | d. | Number of Units. | £ |
| Superintendence— | £ | s. d. | £ | s. d. | £ | | | | | | |
| Salaries | 3,703 | 7 | 8 | | 3,425 | | | | | | |
| Office Expenses | 422 | 18 | 9 | | 377 | | | | | | |
| Generation— | | | | 4,126 | 6 | 5 | | | | | |
| Maintenance of Buildings | 658 | 2 | 4 | | 1,148 | | | | | | |
| Maintenance of Plant, Machinery and Tools | 7,010 | 17 | 10 | | 10,513 | | | | | | |
| Maintenance of Feeders, Cables and Accessories | 390 | 2 | 11 | | 1,194 | | | | | | |
| Salaries and Wages | 11,747 | 11 | 3 | | 12,105 | | | | | | |
| Fuel, including Carriage, etc. Oil, Waste, Water and Stores | 23,851 | 18 | 6 | | 22,409 | | | | | | |
| | 1,592 | 3 | 2 | | 1,445 | | | | | | |
| Distribution— | | | | 45,250 | 16 | 0 | | | | | |
| Maintenance of Sub-Stations | 1,396 | 2 | 7 | | 1,620 | | | | | | |
| Maintenance of Feeders, Mains and Apparatus | 1,617 | 8 | 9 | | 1,461 | | | | | | |
| Maintenance of Meters, Switches, Fuses, etc. | 452 | 14 | 6 | | 511 | | | | | | |
| Salaries and Wages | 5,874 | 11 | 0 | | 5,706 | | | | | | |
| | | | | 9,340 | 16 | 10 | | | | | |
| General Charges | | | | 2,960 | 0 | 0 | | | | | |
| Rates | | | | 1,683 | 18 | 7 | | | | | |
| Railway Freight Rebates Fund—Rate Relief | | | | 5,062 | 2 | 4 | | | | | |
| Miscellaneous | | | | 663 | 12 | 10 | | | | | |
| | | | | 69,087 | 13 | 0 | | | | | |
| Transfer to Renewal Fund | | | | 14,468 | 11 | 5 | | | | | |
| TOTAL | £ | | | 83,556 | 4 | 5 | 90,825 | 16,204,440 | £ 83,556 | 4 | 5 |
| | | | | | | | | | | 15,772,400 | £ 90,825 |

No. 19.—GENERAL BALANCE SHEET AT 31st DECEMBER, 1930.

| Liabilities. | | | 1929. | | | Assets. | | | 1929. | | |
|---|------------------|----------|----------|---------------------|--|------------|----|----|------------|---|--|
| | | | £ | s. | d. | £ | £ | s. | d. | £ | |
| Unpaid Interest and Dividends | 81,097 | 14 | 6 | 85,252 | Capital Account, Balance at Debit thereof, as per Account No. 4 | 8,371,572 | 11 | 6 | 6,855,907 | | |
| Interest and Dividends payable or accruing and provided for | 643,927 | 11 | 6 | 664,262 | Cash at Bankers and in hand | 8,540,533 | 2 | 0 | 5,221,491 | | |
| Amount due to Railway Companies and Committees | 522,523 | 6 | 0 | 710,159 | Investments in Government Securities | 10,406,561 | 6 | 4 | 17,010,212 | | |
| Savings Banks | 2,257,101 | 2 | 3 | 2,130,360 | Investments in Stocks and Shares held by the Company, not charged as Capital Expenditure:— | | | | | | |
| Superannuation and Provident Funds | 2,315,475 | 18 | 3 | 2,217,406 | (a) Transport Undertakings | 1,291,712 | 17 | 7 | 1,066,858 | | |
| Reserve for Superannuation and Pensions | 5,382,790 | 0 | 2 | 4,941,849 | (b) Other Undertakings | 70,403 | 0 | 0 | 70,408 | | |
| Accounts payable | 1,097,863 | 7 | 1 | 1,429,911 | | | | | | | |
| Liabilities accrued | 541,719 | 3 | 4 | 538,960 | Parliamentary Deposits | 17,927 | 17 | 5 | 17,928 | | |
| Miscellaneous Accounts | 359,395 | 15 | 10 | 312,442 | Stock of Stores and Materials | 3,768,847 | 5 | 1 | 3,400,399 | | |
| Compensation for Accidents Account | 381,500 | 0 | 0 | 381,500 | Outstanding Traffic Accounts | 2,511,974 | 18 | 2 | 2,892,675 | | |
| Forged Transfers Fund | 14,290 | 8 | 6 | 13,871 | Amount due by Railway Companies and Committees | 298,713 | 13 | 8 | 77,324 | | |
| Fire Insurance Fund | 803,334 | 1 | 6 | 797,847 | Amount due by Railway Clearing Houses | 135,577 | 12 | 6 | 121,349 | | |
| Renewal Funds:— | | | | | Accounts receivable | 422,802 | 12 | 1 | 391,639 | | |
| Railway— | | | | | Advances to Building Societies and Staff for Housing | 1,245,479 | 2 | 1 | 1,247,279 | | |
| Way and Works | 6,209,640 | 5 | 8 | 6,466,205 | Miscellaneous Accounts | 410,096 | 5 | 3 | 368,574 | | |
| Rolling Stock | 4,637,697 | 1 | 11 | 5,108,091 | Deposit under Road Traffic Act, 1930 | 15,000 | 0 | 0 | ... | | |
| Other Funds | 1,042,797 | 5 | 9 | 1,046,843 | | | | | | | |
| Steamboats | | | | 11,890,134 | | | | | | | |
| Other Businesses | | | | 712,920 | | | | | | | |
| Contingency Fund | | | | 4,058,358 | | | | | | | |
| General Reserve Fund | | | | 2,610,339 | | | | | | | |
| Balance available for Dividends as shewn in Statement No. 9:— | 5,774,169 | 1 | 6 | 700,000 | | | | | | | |
| | | | | 700,000 | | | | | | | |
| Less—Interim Dividends paid as shewn in Statement No. 9 (a) | 2,639,738 | 0 | 5 | 6,753,595 | | | | | | | |
| | | | | | | | | | | | |
| | | | | 3,134,431 | | | | | | | |
| | | | | 3,899,209 | | | | | | | |
| | | | | £ 37,507,202 | | | | | | | |
| | | | | 38,742,043 | | | | | | | |

PART II.
STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A.)—Mileage of Lines Open for Traffic.

| | Running Lines. | | | | | | Sidings reduced to Single Track. | Total of Single Track, including Sidings. | Year 1929. | | | | | | | | | |
|--|------------------------------|---------------|--------------|---------------|---|--|----------------------------------|---|------------|-----|---|----|-------|----|-------|----|-------|-----|
| | Length of Road. First Track. | Second Track. | Third Track. | Fourth Track. | Over four Tracks (reduced to Single Track). | Total Miles (reduced to Single Track). | | | M. | Ch. | Total of Single Track, including Sidings. | | | | | | | |
| | M. | CH. | M. | CH. | M. | CH. | M. | CH. | M. | Ch. | | | | | | | | |
| Lines owned by Company— | | | | | | | | | | | | | | | | | | |
| Main and Principal Lines— | | | | | | | | | | | | | | | | | | |
| London to Penzance, via Bristol, and via Frome Swindon to Fishguard via Severn Tunnel, and via Gloucester | 427 | 55 | 427 | 22 | 84 | 35 | 67 | 46 | 52 | 36 | 1,059 | 34 | 344 | 57 | 1,404 | 11 | 1,399 | 62 |
| Didcot to Birmingham and Chester | 354 | 10 | 341 | 77 | 61 | 21 | 43 | 49 | 22 | 2 | 822 | 79 | 301 | 26 | 1,124 | 25 | 1,123 | 73 |
| Oxford to Worcester and Wolverhampton | 148 | 9 | 148 | 9 | 34 | 56 | 16 | 54 | 16 | 56 | 364 | 24 | 182 | 35 | 546 | 59 | 545 | 45 |
| Whitchurch to Aberystwyth | 85 | 12 | 85 | 12 | 3 | 72 | 1 | 20 | 30 | | 175 | 66 | 68 | 0 | 243 | 66 | 243 | 0 |
| Ruabon to Barmouth and Pwllheli | 95 | 60 | 25 | 13 | 1 | 6 | | 26 | 8 | | 122 | 33 | 35 | 33 | 157 | 66 | 153 | 7 |
| Newport to Blaenavon, Ebbw Vale and Brecon Cardiff to Rhymney, Merthyr and Aberdare | 86 | 8 | 12 | 72 | 1 | 34 | | 4 | ... | | 100 | 38 | 19 | 58 | 120 | 16 | 120 | 24 |
| Cheltenham to Stratford-on-Avon and Birmingham | 87 | 24 | 57 | 72 | 14 | 79 | 9 | 43 | 6 | 39 | 176 | 17 | 63 | 0 | 239 | 17 | 239 | 20 |
| Worcester to Newport | 80 | 25 | 78 | 5 | 33 | 44 | 21 | 41 | 7 | 8 | 220 | 43 | 161 | 57 | 382 | 20 | 382 | 25 |
| Pontypool Road to Swansea | 55 | 42 | 55 | 41 | 1 | 36 | | 39 | 22 | | 113 | 20 | 18 | 6 | 131 | 26 | 131 | 27 |
| Chippenham to Weymouth | 69 | 75 | 67 | 61 | 3 | 67 | 1 | 23 | 1 | 39 | 144 | 25 | 33 | 63 | 178 | 8 | 177 | 58 |
| Taunton to Barnstaple | 49 | 2 | 47 | 68 | 8 | 14 | 2 | 46 | 1 | 19 | 108 | 69 | 75 | 0 | 183 | 69 | 180 | 16 |
| Cheltenham to Banbury (King's Sutton) | 52 | 58 | 52 | 58 | 1 | 20 | 18 | | 31 | | 107 | 25 | 21 | 63 | 129 | 8 | 129 | 5 |
| Andoversford to Andover (Red Posts) | 44 | 21 | 2 | 16 | 15 | | ... | | ... | | 46 | 52 | 4 | 67 | 51 | 39 | 51 | 39 |
| | 43 | 62 | 11 | 59 | 5 | | 5 | | ... | | 55 | 51 | 6 | 39 | 62 | 10 | 62 | 10 |
| | 60 | 24 | 21 | 64 | 43 | | 4 | | ... | | 82 | 55 | 15 | 45 | 98 | 20 | 97 | 58 |
| Total of Main and Principal Lines | 1,740 | 7 | 1,436 | 9 | 250 | 67 | 165 | 18 | 108 | 50 | 3,700 | 71 | 1,351 | 69 | 5,052 | 60 | 5,041 | 69 |
| Minor and Branch Lines— | | | | | | | | | | | | | | | | | | |
| London and Penzance | 660 | 35 | 141 | 36 | 7 | 16 | 2 | 52 | 1 | 9 | 812 | 68 | 248 | 25 | 1,061 | 13 | 1,056 | 52 |
| Swindon and Fishguard | 562 | 21 | 122 | 66 | 22 | 66 | 12 | 77 | 12 | 59 | 733 | 49 | 478 | 44 | 1,212 | 13 | 1,209 | 57 |
| Didcot, Birmingham and Chester | 104 | 14 | 60 | 58 | 2 | 29 | | 66 | 10 | | 168 | 17 | 62 | 60 | 230 | 77 | 228 | 31 |
| Oxford, Worcester and Wolverhampton | 159 | 32 | 30 | 35 | 2 | 14 | | 32 | ... | | 192 | 33 | 66 | 30 | 258 | 63 | 257 | 25 |
| Whitchurch and Aberystwyth | 158 | 69 | 7 | 4 | 15 | | ... | | ... | | 166 | 8 | 32 | 75 | 199 | 3 | 188 | 43 |
| Ruabon, Barmouth and Pwllheli | 25 | 54 | 1 | 69 | 17 | | 10 | | 2 | | 27 | 72 | 6 | 6 | 33 | 78 | 33 | 58 |
| Newport, Blaenavon, Ebbw Vale and Brecon Cardiff, Rhymney, Merthyr and Aberdare | 29 | 66 | 16 | 47 | 2 | 35 | 63 | | 16 | | 49 | 67 | 30 | 69 | 80 | 56 | 80 | 52 |
| Cheltenham, Stratford-on-Avon and Birmingham Worcester and Newport | 74 | 55 | 46 | 61 | 11 | 17 | 5 | 74 | 8 | 72 | 147 | 39 | 145 | 34 | 292 | 73 | 293 | 40 |
| Pontypool Road and Swansea | 7 | 49 | 1 | 8 | ... | | ... | | ... | | 8 | 57 | 1 | 77 | 10 | 54 | 10 | 54 |
| Chippenham and Weymouth | 77 | 48 | 4 | 16 | 34 | | ... | | ... | | 82 | 18 | 16 | 67 | 99 | 5 | 98 | 58 |
| | 76 | 41 | 23 | 65 | 54 | | 16 | | 7 | | 101 | 23 | 27 | 19 | 128 | 42 | 128 | 6 |
| | 18 | 21 | 61 | | ... | | ... | | ... | | 19 | 2 | 2 | 75 | 21 | 77 | 22 | 3 |
| Total | 3,695 | 32 | 1,893 | 55 | 300 | 44 | 189 | 8 | 131 | 65 | 6,210 | 44 | 2,472 | 10 | 8,682 | 54 | 8,649 | 68 |
| Jointly owned Lines other than those included in Abstract "J"—(Company's share of Ownership)— | | | | | | | | | | | | | | | | | | |
| Birkenhead to Chester and Warrington and Branches | 28 | 0 | 22 | 2 | 5 | 21 | 4 | 27 | 67 | | 60 | 37 | 23 | 45 | 84 | 2 | 84 | 2 |
| Shrewsbury and Hereford and Branches | 36 | 0 | 30 | 75 | 2 | 4 | 40 | | 17 | | 69 | 56 | 14 | 70 | 84 | 46 | 84 | 11 |
| Shrewsbury and Welshpool | 10 | 38 | 2 | 58 | ... | | ... | | ... | | 13 | 16 | 1 | 33 | 14 | 49 | 14 | 29 |
| Sundry | 25 | 71 | 12 | 39 | 2 | 49 | 2 | 10 | 5 | 2 | 48 | 11 | 31 | 45 | 79 | 56 | 79 | 53 |
| Total | 100 | 29 | 68 | 14 | 9 | 74 | 6 | 77 | 6 | 6 | 191 | 40 | 71 | 33 | 262 | 73 | 262 | 15 |
| Total miles of Lines owned and Company's share of Lines jointly owned, other than those included in Abstract "J" | | | | | | | | | | | | | | | | | | |
| | 3,795 | 61 | 1,961 | 69 | 310 | 38 | 196 | 5 | 137 | 71 | 6,402 | 4 | 2,543 | 43 | 8,945 | 47 | 8,912 | 3 |
| <i>Ditto ditto Year 1929</i> | 3,786 | 32 | 1,960 | 22 | 309 | 56 | 195 | 77 | 136 | 29 | 6,388 | 56 | 2,523 | 27 | 8,912 | 3 | ... | ... |
| Lines leased or worked— | | | | | | | | | | | | | | | | | | |
| By the Company— | | | | | | | | | | | | | | | | | | |
| Ludgershall and Tidworth | 2 | 32 | 43 | | 1 | | | | | | 2 | 76 | 2 | 36 | 5 | 32 | 5 | 32 |
| Total | 2 | 32 | 43 | | 1 | | | | | | 2 | 76 | 2 | 36 | 5 | 32 | 5 | 32 |
| Jointly with other Companies, other than those included in Abstract "J" (Company's share of ownership)— | | | | | | | | | | | | | | | | | | |
| Sundry | 5 | 30 | 63 | | 3 | | | | | | 6 | 16 | 1 | 78 | 8 | 14 | 8 | 13 |
| Total miles of Lines leased or worked, and Company's share of Lines jointly leased or worked, other than those included in Abstract "J" | | | | | | | | | | | | | | | | | | |
| | 7 | 62 | 1 | 26 | 4 | | | | | | 9 | 12 | 4 | 34 | 13 | 46 | 13 | 45 |
| GRAND TOTAL | 3,803 | 43 | 1,963 | 15 | 310 | 42 | 196 | 5 | 137 | 71 | 6,411 | 16 | 2,547 | 77 | 8,959 | 13 | 8,925 | 48 |
| <i>Ditto Year 1929</i> | 3,794 | 13 | 1,961 | 49 | 309 | 60 | 195 | 77 | 136 | 29 | 6,397 | 68 | 2,527 | 60 | 8,925 | 48 | ... | ... |

I.—MILEAGE OF LINES—*continued.*

(B.)—Mileage of Lines Authorised but not Open for Traffic.

| | Miles Authorised. | | Miles Constructed and not Open for Traffic. | | Miles under Construction. | | Miles not Commenced or in Abeyance. | |
|------------------------------------|-------------------|-----|---|-----|---------------------------|-----|-------------------------------------|-----|
| | Length of Road. | | Length of Road. | | Length of Road. | | Length of Road. | |
| | M. | CH. | M. | CH. | M. | CH. | M. | CH. |
| Lines owned by the Company— | | | | | | | | |
| New Lines— | | | | | | | | |
| Clydach, Pontardawe and Cwmgorse | 6 | 42 | ... | ... | ... | ... | 6 | 42 |
| Clydach Valley | 6 | 66 | ... | ... | ... | ... | 6 | 66 |
| Westbury and Frome—Deviation Lines | 4 | 29 | ... | ... | 4 | 29 | ... | ... |
| TOTAL | 17 | 57 | ... | ... | 4 | 29 | 13 | 28 |
| <i>Ditto</i> Year 1929 | 12 | 59 | ... | ... | ... | ... | 12 | 59 |
| Widenings and Additions | | | | | | | | |
| <i>Ditto</i> Year 1929 | 1 | 47 | ... | ... | 1 | 47 | ... | ... |

(C.)—Mileage of Lines Run Over by the Company's Engines.

| | M. | CH. | Year 1929. | |
|--|-------|-----|------------|-----|
| | | | M. | CH. |
| Lines owned by the Company | 3,695 | 32 | 3,686 | 3 |
| <i>Deduct</i> —not worked by the Company | 2 | 6 | 2 | 6 |
| | | | 3,683 | 77 |
| Lines partly owned | 243 | 46 | 243 | 46 |
| Lines leased or worked by the Company... | 2 | 32 | 2 | 32 |
| Lines leased or worked jointly | 52 | 22 | 52 | 22 |
| Lines over which the Company exercises Running Powers continuously | 163 | 33 | 163 | 33 |
| TOTAL | 4,154 | 79 | 4,145 | 49 |
| Add— • Lines over which the Company exercises Running Powers occasionally | | | 71 | 71 |
| TOTAL | 4,155 | 70 | 4,146 | 40 |

II.—ROLLING STOCK.

(A.)—Locomotives and Tenders.

| Description. | Wheel Type. | Number. | Empty Weight. Tons. | Year 1929. | |
|-----------------------------------|-------------|---------|------------------------|------------|--|
| | | | | Number. | |
| Steam Tender Locomotives— | 4 - 6 - 0 | 301 | 21,222 | 281 | |
| | 4 - 4 - 0 | 250 | 11,986 | 276 | |
| | 2 - 8 - 0 | 144 | 9,542 | 150 | |
| | 2 - 6 - 0 | 403 | 22,861 | 404 | |
| | 2 - 4 - 0 | 20 | 770 | 25 | |
| | 0 - 8 - 0 | ... | ... | 1 | |
| | 0 - 6 - 0 | 305 | 10,440 | 296 | |
| | | 1,423 | | 1,433 | |
| Steam Tank Locomotives— | 4 - 4 - 2 | 28 | 1,666 | 30 | |
| | 2 - 8 - 0 | 195 | 13,032 | 175 | |
| | 2 - 6 - 2 | 324 | 17,335 | 305 | |
| | 2 - 4 - 2 | 26 | 1,303 | 35 | |
| | 2 - 4 - 0 | 87 | 2,790 | 99 | |
| | 0 - 8 - 2 | 2 | 116 | 5 | |
| | 0 - 6 - 2 | 491 | 24,618 | 508 | |
| | 0 - 6 - 0 | 1,152 | 40,350 | 1,132 | |
| | 0 - 4 - 4 | 2 | 74 | 3 | |
| | 0 - 4 - 2 | 106 | 3,147 | 121 | |
| | 0 - 4 - 0 | 25 | 598 | 25 | |
| | | 2,438 | | 2,438 | |
| Total Locomotives | | 3,861 | 181,850 | 3,871 | |
| Tenders for Steam Locomotives ... | | 1,453 | | 1,467 | |

(B.)—Rail Motor Vehicles.

| Description. | Number of Vehicles. | Seats. | | Year 1929. | |
|-----------------------|---------------------|------------|--------|---------------------|--------------|
| | | 3rd Class. | Total. | Number of Vehicles. | Seats Total. |
| Steam Power | 33 | 1,841 | 1,841 | 39 | 2,199 |
| Electric Power | 20 | 760 | 760 | 20 | 760 |
| TOTAL | 53 | 2,601 | 2,601 | 59 | 2,959 |

(C.)—Coaching Vehicles.

| Description. | Number. | Seats or Berths. | | | Year 1929. | |
|--|---------|------------------|------------|---------|------------|------------------------|
| | | 1st Class. | 3rd Class. | Total. | Number. | Seats or Berths Total. |
| PASSENGER CARRIAGES— | | | | | | |
| Steam Stock— | | | | | | |
| Carriages of uniform class | 4,736 | 7,552 | 258,760 | 266,312 | 4,796 | 267,571 |
| Composite Carriages | 1,810 | 30,518 | 64,386 | 94,904 | 1,806 | 92,993 |
| Restaurant Cars | 103 | 1,684 | 2,819 | 4,503 | 104 | 4,529 |
| Total | 6,649 | 39,754 | 325,965 | 365,719 | 6,706 | 365,093 |
| Electric Stock— | | | | | | |
| Carriages of uniform class | 20 | ... | 960 | 960 | 20 | 960 |
| Composite Carriages | 20 | 480 | 480 | 960 | 20 | 960 |
| Total | 40 | 480 | 1,440 | 1,920 | 40 | 1,920 |
| Sleeping Cars | 26 | 166 | 276 | 442 | 15 | 224 |
| Total Passenger Carriages | 6,715 | | | 368,081 | 6,761 | 367,237 |
| OTHER COACHING VEHICLES— | | | | | | |
| Post Office Vans | 37 | | | | 40 | |
| Luggage, Parcel, Milk, Fruit and Brake Vans | 1,619 | | | | 1,632 | |
| Fish Vans and Trucks | 364 | | | | 364 | |
| Carriage Trucks | 314 | | | | 331 | |
| Horse Boxes | 790 | | | | 819 | |
| Miscellaneous | 31 | | | | 32 | |
| Total Other Coaching Vehicles | 3,155 | | | | 3,218 | |
| Total Coaching Vehicles | 9,870 | | | | 9,979 | |

(D.)—Merchandise and Mineral Vehicles.

| Description. | Number. | Year 1929. | |
|---|---------|------------|--|
| | | Number. | |
| Open Wagons— | | | |
| Under 8 tons | 7 | 8 | |
| 8 tons and under 10 tons | 181 | 226 | |
| 10 tons and under 12 tons | 39,722 | 42,764 | |
| 12 tons | 12,258 | 10,012 | |
| Over 12 tons and under 20 tons | 791 | 776 | |
| 20 tons and over (other than special) | 1 | 1 | |
| | 52,960 | 53,787 | |
| Covered Wagons— | | | |
| Under 8 tons | 1,211 | 1,162 | |
| 8 tons and under 10 tons | 11 | 12 | |
| 10 tons and under 12 tons | 14,422 | 14,477 | |
| 12 tons | 5,912 | 5,326 | |
| Over 12 tons and under 20 tons | 6 | 6 | |
| 20 tons and over | 8 | 8 | |
| | 21,570 | 20,991 | |
| Mineral Wagons— | | | |
| 10 tons and under 12 tons | 168 | 172 | |
| 12 tons | 501 | 501 | |
| 20 tons and over | 971 | 971 | |
| | 1,640 | 1,644 | |
| Special Wagons | 1,022 | 797 | |
| Cattle Trucks | 3,250 | 3,208 | |
| Rail and Timber Trucks (including Twin Trucks) | 2,885 | 2,933 | |
| Brake Vans | 2,382 | 2,380 | |
| TOTAL | 85,709 | 85,740 | |

(E.)—Service Rolling Stock.

| Description. | Number. | Year 1929. |
|---|---------|------------|
| | | Number. |
| Locomotives | 9 | 9 |
| Ballast Wagons and Ballast Brake Vans ... | 2,411 | 2,524 |
| Breakdown Cranes | 40 | 40 |
| Coal, Coke, Ash and Sand Wagons | 4,889 | 4,861 |
| Gasholder Trucks | 114 | 114 |
| Mess and Tool Vans | 268 | 259 |
| Timber, Rail and Sleeper Trucks | 378 | 381 |
| Travelling Cranes | 170 | 176 |
| Miscellaneous | 617 | 618 |
| TOTAL | 8,896 | 8,982 |

III.—HORSES AND ROAD VEHICLES.

| Description. | Number. | Year 1929. |
|----------------------------------|--------------|--------------|
| | | Number. |
| Parcels and Goods Road Vehicles— | | |
| Motors | 1,324 | 1,148 |
| Horse Wagons and Carts | 4,038 | 4,013 |
| Miscellaneous | 114 | 96 |
| TOTAL | 5,476 | 5,257 |
| Passenger Road Vehicles— | | |
| Motors | 73 | 108 |
| Horses for Road Vehicles | 2,372 | 2,574 |
| Horses for Shunting | 77 | 96 |

IV.—STEAMBOATS.

| Description. | Date of Construction. | Indicated Horse-Power. | Net Registered Tonnage. |
|--|-----------------------|------------------------|-------------------------|
| Owned by the Company— | | | |
| Steamboats over 250 tons net— | | | |
| Sir John Hawkins... .. | 1929 | 1,700 | 359 |
| St. Julien | 1925 | 4,350 | 780 |
| St. Helier | 1925 | 4,350 | 780 |
| Roebuck | 1925 | 1,350 | 307 |
| Sambur | 1925 | 1,350 | 311 |
| Great Southern | 1902 | 3,250 | 502 |
| Great Western | 1902 | 3,250 | 501 |
| TOTAL | (Number.) 7 | 19,600 | 3,540 |
| <i>Do. Year 1929</i> | 7 | 19,600 | 3,540 |
| Steamboats of 250 tons net and under | (Number.) 8 | 4,890 | 612 |
| TOTAL Steamboats owned by the Company | 15 | 24,490 | 4,152 |
| <i>Do. do. Year 1929</i> | 15 | 24,490 | 4,152 |
| Worked but not owned by the Company— | | | |
| Steamboats over 250 tons net— | | | |
| St. Patrick... .. | 1930 | 4,720 | 792 |
| St. Andrew... .. | 1908 | 8,000 | 1,015 |
| St. David | 1906 | 8,000 | 1,006 |
| TOTAL Steamboats worked but not owned by the Company | (Number.) 3 | 20,720 | 2,813 |
| <i>Do. do. Year 1929</i> | 2 | 17,500 | 2,021 |

V.—CANALS.

| Name. | Length. | |
|-------------------------------|---------------------------------|-----------|
| | M. | Ch. |
| Owned by the Company— | | |
| Brecon | 33 | 34 |
| Bridgwater and Taunton | 14 | 68 |
| Grand Western | 11 | 28 |
| Kennet and Avon | 86 | 50 |
| Monmouthshire | 19 | 64 |
| Stourbridge Extension | 2 | 24 |
| Stover | 1 | 69 |
| Stratford-on-Avon | 25 | 33 |
| Swansea | 15 | 55 |
| Jointly owned by the Company— | | |
| Kensington | Total Length. M. Ch. — 33 | |
| Company's proportion | | 11 |
| TOTAL LENGTH | 211 | 36 |

VI.—DOCKS, HARBOURS, AND WHARVES.

| Situation. | Length of Quay. (Feet.) |
|--------------------------------|-----------------------------|
| Owned by the Company— | |
| Aberdovey | 960 |
| Barry | 25,840 |
| Brentford | 3,194 |
| Bridgwater | 2,155 |
| Briton Ferry | 2,584 |
| Burry Port | 504 |
| Cardiff | 37,630 |
| Dunball | 1,025 |
| Llanelly | 1,520 |
| Newport | 25,028 |
| Penarth | 9,476 |
| Plymouth | 7,510 |
| Port Talbot | 10,785 |
| Swansea | 32,572 |
| Jointly leased by the Company— | |
| Chelsea | Total Length. (Feet.) 1,390 |
| Company's proportion | 695 |
| Worked by the Company— | |
| Fishguard | 1,793 |
| TOTAL LENGTH | 163,271 |

VII.—HOTELS.

| Name. | Situation. |
|--------------------------------------|---------------|
| Owned and worked by the Company— | |
| Manor House | North Bovey. |
| Great Western Royal | Paddington. |
| Tregenna Castle | St. Ives. |
| Owned but not worked by the Company— | |
| George and Railway | Bristol. |
| Marine | Penarth Dock. |
| Great Western | Taunton. |
| Worked but not owned by the Company— | |
| Fishguard Bay | Fishguard. |

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

| Land. | Acres. | Year 1929. |
|---|--------|------------|
| | | Acres. |
| Agricultural Land | 3,238 | 3,222 |
| Urban and Suburban Land | 1,668 | 1,670 |
| Houses. | | Number. |
| Labouring Class Dwellings | 304 | 302 |
| Houses and Cottages for Company's Servants | 2,179 | 2,170 |
| Other Houses and Cottages | 1,385 | 1,373 |

IX.—OTHER BUSINESSES.

Not applicable to this Company.

X.—MAINTENANCE OF WAY AND WORKS (ABSTRACT A).

| | | | | | | | | | | | | | Year 1929. | |
|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----------------------|----------------------|
| Principal Permanent Way Materials used— | | | | | | | | | | | | | | |
| Ballast | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 367,240 Cubic Yards. | 391,801 Cubic Yards. |
| Rails | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 38,039 Tons. | 36,007 Tons. |
| Sleepers | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 844,494 | 828,964 |
| Miles maintained— | | | | | | | | | | | | | | |
| Miles of road | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3,761 | 3,752 |
| Miles of road reduced to single track— | | | | | | | | | | | | | | |
| Running Lines | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 6,306 | 6,293 |
| Sidings | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2,248 | 2,234 |
| Length of track renewed | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | M. 326 | Ch. 4 |
| | | | | | | | | | | | | | M. 265 | Ch. 46 |

XI.—MAINTENANCE OF ROLLING STOCK (ABSTRACT B).

| | | | | | | | | | | | In Company's Shops. | By Contractors. | Total. | Year 1929. Total. |
|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---------------------------|--------------------|---------|----------------------|
| | | | | | | | | | | | Number. | Number. | | |
| Locomotives (Steam)— | | | | | | | | | | | | | | |
| Renewals | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 99 | 129 | 228 | 182 |
| Heavy Repairs | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1,111 | ... | 1,111 | 1,238 |
| Light Repairs | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1,562 | ... | 1,562 | 1,658 |
| Under or awaiting repair at end of year | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 339 | ... | 339 | 445 |
| Rail Motor Vehicles (Steam)— | | | | | | | | | | | | | | |
| Heavy Repairs | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 12 | ... | 12 | 16 |
| Light Repairs | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 140 | ... | 140 | 141 |
| Under or awaiting repair at end of year | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 11 | ... | 11 | 15 |
| Rail Motor Vehicles (Electric)— | | | | | | | | | | | | | | |
| Heavy Repairs | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | 1 | 2 |
| Light Repairs | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 142 | ... | 142 | 144 |
| Under or awaiting repair at end of year | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | 1 | 1 |
| Coaching Vehicles— | | | | | | | | | | | | | | |
| Passenger Carriages— | | | | | | | | | | | | | | |
| Renewals | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 229 | ... | 229 | 173 |
| Heavy Repairs | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2,088 | ... | 2,088 | 2,076 |
| Light Repairs | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 10,204 | ... | 10,204 | 12,703 |
| Under or awaiting repair at end of year | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 472 | ... | 472 | 680 |
| Other Coaching Vehicles— | | | | | | | | | | | | | | |
| Renewals | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 47 | ... | 47 | 3 |
| Heavy Repairs | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 815 | ... | 815 | 813 |
| Light Repairs | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4,402 | ... | 4,402 | 5,027 |
| Under or awaiting repair at end of year | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 265 | ... | 265 | 294 |
| Merchandise and Mineral Vehicles— | | | | | | | | | | | | | | |
| Renewals | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3,188 | ... | 3,188 | 1,482 |
| Heavy Repairs | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 13,326 | ... | 13,326 | 15,200 |
| Light Repairs | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 197,321 | ... | 197,321 | 187,972 |
| Under or awaiting repair at end of year | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3,977 | ... | 3,977 | 4,365 |

XII.—ENGINE MILEAGE.

| | A.—MILES RUN IN RELATION TO THE COMPANY'S TOTAL TRAFFIC RECEIPTS. | B.—MILES RUN IN RELATION TO THE COMPANY'S TOTAL EXPENDITURE. | C.—MILES RUN BY THE COMPANY'S ENGINES. | | | |
|---|---|--|--|--------------------------|--------------------|------------|
| | | | Steam Locomotives. | Electric Traction. | Steam Rail Motors. | TOTAL. |
| | | | | Electric Motor Vehicles. | | |
| TRAIN MILES (Loaded Trains)— | | | | | | |
| Coaching | 39,598,180 | 39,557,941 | 38,751,781 | 360,059 | 423,109 | 39,534,949 |
| Goods | 22,167,877 | 22,118,467 | 22,281,484 | ... | ... | 22,281,484 |
| Total | 61,766,057 | 61,676,408 | 61,033,265 | 360,059 | 423,109 | 61,816,433 |
| <i>Year 1929—</i> | | | | | | |
| Coaching | 39,311,130 | 39,219,747 | 38,346,710 | 361,553 | 515,548 | 39,223,811 |
| Goods | 22,686,055 | 22,632,488 | 22,779,482 | ... | ... | 22,779,482 |
| Total | 61,997,185 | 61,852,235 | 61,126,192 | 361,553 | 515,548 | 62,003,293 |
| TOTAL TRAIN MILES (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey)— | | | | | | |
| Coaching | 40,733,871 | 40,688,863 | 39,862,350 | 365,711 | 436,243 | 40,664,304 |
| Goods | 24,360,078 | 24,307,014 | 24,483,135 | ... | ... | 24,483,135 |
| Total | 65,093,949 | 64,995,877 | 64,345,485 | 365,711 | 436,243 | 65,147,439 |
| <i>Year 1929—</i> | | | | | | |
| Coaching | 40,456,364 | 40,360,172 | 39,459,612 | 367,168 | 532,531 | 40,359,311 |
| Goods | 25,069,637 | 25,014,032 | 25,154,961 | ... | ... | 25,154,961 |
| Total | 65,526,001 | 65,374,204 | 64,614,573 | 367,168 | 532,531 | 65,514,272 |
| SHUNTING MILES— | | | | | | |
| Coaching | 2,714,395 | 2,717,742 | 2,707,779 | 6,583 | 479 | 2,714,841 |
| Goods | 19,357,290 | 19,316,036 | 21,264,282 | ... | ... | 21,264,282 |
| Total | 22,071,685 | 22,033,778 | 23,972,061 | 6,583 | 479 | 23,979,123 |
| <i>Year 1929—</i> | | | | | | |
| Coaching | 2,702,447 | 2,705,627 | 2,683,551 | 6,233 | 720 | 2,690,504 |
| Goods | 20,074,814 | 20,022,615 | 22,017,297 | ... | ... | 22,017,297 |
| Total | 22,777,261 | 22,728,242 | 24,700,848 | 6,233 | 720 | 24,707,801 |
| OTHER MILES (Assisting, Light, etc.) | | | | | | |
| | 5,240,952 | 7,545,601 | 7,513,842 | 125 | 5,079 | 7,519,046 |
| <i>Ditto Year 1929</i> | 5,462,804 | 7,607,637 | 7,541,213 | 183 | 6,428 | 7,547,824 |
| TOTAL ENGINE MILES | 92,406,586 | 94,575,256 | 95,831,388 | 372,419 | 441,801 | 96,645,608 |
| <i>Ditto Year 1929</i> | 93,766,066 | 95,710,083 | 96,856,634 | 373,584 | 539,679 | 97,769,897 |

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

| Class of Passenger. | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Company's System. | Year 1929. | | | |
|---------------------|--------------------|-------------------|-----------------------------|---|--------------------|-------------------|-----------------------------|---|
| | | | | | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Company's System. |
| Ordinary— | | £ | s. d. | | | £ | s. d. | |
| 1st Class | 1,254,576 | 599,403 | 9 6-67 | 1,055,388 | 1,335,682 | 634,321 | 9 5-97 | 1,158,960 |
| 3rd „ | 95,052,966 | 7,378,933 | 1 6-63 | 81,978,116 | 101,516,165 | 7,812,819 | 1 6-47 | 88,172,929 |
| Workmen | 28,427,745 | 319,723 | 2-70 | 23,994,370 | 29,487,382 | 333,631 | 2-72 | 25,188,917 |
| TOTAL | 124,735,287 | £8,298,059 | 1 3-97 | 107,027,874 | 132,339,229 | £8,780,771 | 1 3-92 | 114,520,806 |
| Season— | | £ | | | | £ | | |
| 1st Class | 5,523 | 153,546 | — | 4,397 | 6,028 | 164,947 | — | 4,723 |
| 3rd „ | 71,006 | 568,229 | — | 64,328 | 70,965 | 576,004 | — | 64,269 |

XIV.—GOODS TRAFFIC AND RECEIPTS.

| | Tonnage. | Receipts. | Average Receipt per Ton. | Tonnage originating on the Company's System. | Year 1929. | | | |
|--|-------------------|--------------------|--------------------------|--|-------------------|--------------------|--------------------------|--|
| | | | | | Tonnage. | Receipts. | Average Receipt per Ton. | Tonnage originating on the Company's System. |
| | Tons. | £ | s. d. | Tons. | Tons. | £ | s. d. | Tons. |
| Merchandise (excluding Classes 1-6) | 13,561,456 | 7,985,446 | 11 9-32 | 9,676,984 | 14,030,966 | 8,322,855 | 11 10-36 | 10,159,661 |
| Minerals and Merchandise (Classes 1-6) | 11,126,399 | 2,439,491 | 4 4-62 | 8,259,136 | 12,975,438 | 2,827,379 | 4 4-30 | 9,868,933 |
| Coal, Coke, and Patent Fuel | 50,451,643 | 6,199,690 | 2 5-49 | 42,098,945 | 54,808,939 | 6,503,986 | 2 4-48 | 45,588,488 |
| TOTAL | 75,139,498 | £16,624,627 | 4 5-10 | 60,035,065 | 81,815,343 | £17,654,220 | 4 3-79 | 65,617,082 |
| | Number. | £ | | Number originating on the Company's System. | Number. | £ | | Number originating on the Company's System. |
| Live Stock | 3,320,535 | 354,881 | — | 2,665,631 | 3,394,166 | 322,757 | — | 2,772,782 |

XV. (A).—TONNAGE OF THE PRINCIPAL CLASSES OF MERCHANDISE AND MINERALS TRAFFIC ORIGINATING ON THE COMPANY'S SYSTEM CARRIED BY GOODS TRAINS.

| | Tons. | Year 1929. | |
|--|-------------------|-------------------|-------|
| | | Tons. | Tons. |
| Bricks, Blocks and Tiles | 569,083 | 595,148 | |
| Cement and Lime | 664,246 | 653,697 | |
| Creosote, Tar and Pitch | 231,259 | 255,539 | |
| Grain, Flour and Milling Offals | 1,189,929 | 1,131,345 | |
| Gravel and Sand | 349,775 | 297,253 | |
| Iron and Steel Blooms, Billets, Ingots, etc. | 762,021 | 1,031,010 | |
| Iron and Steel Scrap | 640,390 | 812,671 | |
| Iron and Steel, other descriptions | 1,399,182 | 1,690,423 | |
| Iron Ore | 908,053 | 1,805,804 | |
| Iron, Pig | 328,979 | 469,621 | |
| Limestone and Chalk | 389,177 | 372,882 | |
| Manure, Packed | 178,796 | 175,809 | |
| Oil Cake | 152,382 | 165,971 | |
| Road Making and Road Repairing Material | 1,672,433 | 1,599,784 | |
| Round Timber, including Mining | 1,186,954 | 1,209,224 | |
| Timber, other than Round | 281,140 | 286,740 | |
| Vegetables | 192,764 | 164,821 | |
| TOTAL | 11,096,563 | 12,717,742 | |

XV. (B).—LIVE STOCK TRAFFIC ORIGINATING ON THE COMPANY'S SYSTEM CARRIED BY GOODS TRAINS.

| | Number. | Year 1929. | |
|------------------------|------------------|------------------|---------|
| | | Number. | Number. |
| Horses | 15,389 | 15,869 | |
| Cattle | 574,037 | 523,919 | |
| Calves | 123,398 | 127,632 | |
| Sheep and Lambs | 1,419,827 | 1,561,065 | |
| Pigs | 531,842 | 543,168 | |
| Miscellaneous | 1,138 | 1,129 | |
| TOTAL | 2,665,631 | 2,772,782 | |

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.

| | Account No. | 1927. | 1928. | 1929. | 1930. |
|---|-------------|-------------|-------------|-------------|-------------|
| | | £ | £ | £ | £ |
| Total Expenditure on Capital Account | 4 | 172,716,435 | 173,290,104 | 174,113,945 | 175,630,028 |
| Gross Receipts from Businesses carried on by the Company | 8 | 37,079,012 | 35,527,544 | 36,184,053 | 34,346,867 |
| Revenue Expenditure on ditto | 8 | 30,016,268 | 29,408,172 | 29,208,791 | 28,226,477 |
| Net Receipts of ditto | 8 | 7,062,744 | 6,119,372 | 6,975,262 | 6,120,390 |
| “J” Joint Lines—Company's proportion of Net Revenue | 8 | 160,604 | 142,380 | 151,783 | 151,526 |
| Miscellaneous Receipts (Net) | 8 | 1,214,652 | 1,425,262 | 1,733,198 | 1,401,591 |
| Miscellaneous Charges | 8 | 614,073 | 629,891 | 661,599 | 686,361 |
| Net Revenue | 8 | 7,823,927 | 7,057,123 | 8,198,644 | 6,987,146 |
| Profit on Realisation of Investments | 9 | 91,955 | 9,641 | ... | 150,488 |
| Interest on Loans and Debenture Stocks | 9 | 1,549,458 | 1,549,621 | 1,549,679 | 1,549,692 |
| Dividends on Rent Charge, Guaranteed and Preference Stocks | 9 | 3,347,638 | 3,347,638 | 3,347,638 | 3,347,638 |
| Balance after Payment of Preference Dividends | 9 | 3,018,786 | 2,169,505 | 3,301,327 | 2,240,304 |
| Dividend on Ordinary Stock | 9 | 2,972,332 | 2,123,095 | 3,219,730 | 2,361,135 |
| Rate per cent. | | 7% | 5% | 7½% | 5½% |
| Surplus or Deficit | | 46,454 | 46,410 | 81,597 | 120,831 |
| Balance brought forward from previous year | 9 | 11,766 | 58,220 | 104,630 | 186,227 |
| Balance carried forward to subsequent year | 9 | 58,220 | 104,630 | 186,227 | 65,396 |

Certificate respecting the Permanent Way, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings and other Works, have, during the past year, been maintained in good working condition and repair, and that the Canals of the Company have been maintained in reasonable working order and repair during the same period.

R. CARPMAEL, *Chief Engineer.*

27th January, 1931.

Certificate respecting the Rolling Stock, &c.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools, have, during the past year, been maintained in good working condition and repair.

C. B. COLLETT, *Chief Mechanical Engineer.*

28th January, 1931.

Certificate respecting the Steamboats, &c.

We hereby certify that the whole of the Company's Steamboats, Ferry Boats, Marine Workshops and Plant, have, during the past year, been maintained in good working condition and repair.

W. J. THOMAS, *Marine Manager.*

C. S. PAGE, *Chief Docks Manager.*

26th January, 1931.

Certificate respecting the Docks, Harbours, &c.

I hereby certify that the whole of the Company's Docks, Buildings and other Works in connection therewith, have, during the past year, been maintained in good working condition and repair.

R. CARPMAEL, *Chief Engineer.*

27th January, 1931.

(Signed for the Board of Directors) { CHURCHILL, *Chairman of the Company.*
F. R. E. DAVIS, *Secretary of the Company.*

Auditors' Certificate.

We hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Company, and that the Dividends proposed to be declared on the several Stocks and Shares are *bona fide* due thereon, after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout.

PLENDER }
EDWARD SHORTT } *Auditors.*

11th February, 1931.

Examined and Approved, 11th February, 1931.

DELOITTE, PLENDER, GRIFFITHS & CO.,
Chartered Accountants,

5, LONDON WALL BUILDINGS,
FINSBURY CIRCUS, E.C.

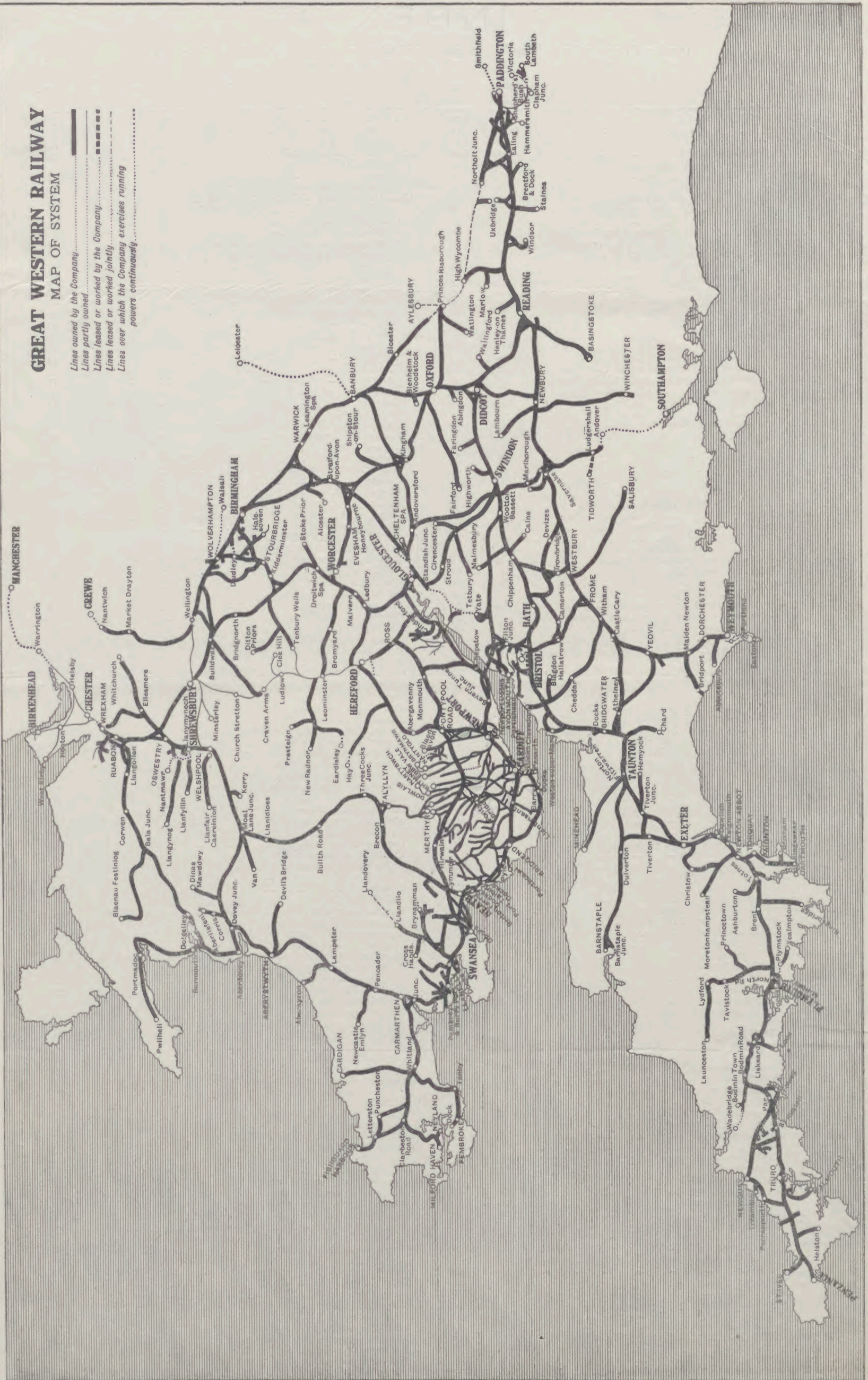
INDEX.

(Arabic Figures refer to Financial Accounts and Roman Figures to Statistical Returns.)

| | NUMBER OF ACCOUNT OR RETURN. | PAGE. | | NUMBER OF ACCOUNT OR RETURN. | PAGE. |
|--|------------------------------|--------|---|------------------------------|--------|
| AUDITORS' CERTIFICATE | — | 24 | MILEAGE, DEMURRAGE AND WAGON HIRE | 10 (H) | 11, 13 |
| BALANCE SHEET | 19 | 16 | MILEAGE OF ENGINES AND TRAINS | XII | 22 |
| CANALS :— | | | MILEAGE OF LINES | I | 17, 18 |
| Capital Expenditure | 4-6 | 7-9 | NATIONAL INSURANCE | 10 | 11 |
| Revenue Receipts and Expenditure | 13 | 15 | NET REVENUE :— | | |
| Name and Length | V | 20 | Amount of | 8 | 10 |
| CAPITAL :— | | | Proposed Appropriation | 9 | 10 |
| Authorised and Created by the Company | 1 (a) | 5 | Parliamentary Expenses | 10 | 11 |
| Authorised and Created by the Company jointly with some other Company | 1 (b) | 5 | Proposed Appropriation of Net Revenue | 9 | 10 |
| Authorised and Created by some other Company, on which the Company either jointly or separately guarantees fixed dividends | 1 (c) | 5 | RAIL MOTOR VEHICLES :— | | |
| Issued | 2 | 6 | Maintenance Expenditure | 10 (B) | 11, 12 |
| Raised by Loans and Debenture Stocks | 3 | 6 | Number and Seating Accommodation | II (B) | 19 |
| Receipts and Expenditure | 4 | 7 | Number renewed, Number repaired, and Number under or awaiting repair | XI | 21 |
| Details of Expenditure for Year | 5 | 8 | Mileage | XII | 22 |
| Estimate of further Expenditure | 6 | 9 | RAILWAY :— | | |
| Powers Available to meet further Expenditure | 7 | 9 | Total Capital expended upon | 4-6 | 7-9 |
| CARRIAGES :— | | | Revenue Receipts and Expenditure | 10 | 11 |
| Maintenance Expenditure | 10 (B) | 11, 12 | Mileage | I | 17 |
| Mileage, Demurrage and Hire | 10 (H) | 11, 13 | RAILWAY FREIGHT REBATES (ANTICIPATION) FUND :— | | |
| Number and Seating Accommodation | II (C) | 19 | Deficiency | 10 | 11 |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 21 | RATE RELIEF :— | | |
| CERTIFICATES :— | | | Railway | 10 | 11 |
| Auditors | — | 24 | Road Transport | 11 | 14 |
| Officers responsible for Maintenance | — | 24 | Canals | 13 | 15 |
| COLLECTION AND DELIVERY OF PARCELS AND GOODS :— | | | Docks | 14 | 15 |
| Receipts and Expenditure | 16 | 16 | Collection and Delivery of Parcels and Goods | 16 | 16 |
| COMPENSATION | 10 | 11 | Electric Power Stations | 18 | 16 |
| DIVIDENDS PAYABLE | 9 | 10 | RATES :— | | |
| DIVIDENDS RECEIVED | 8 | 10 | Railway | 10 | 11 |
| DOCKS, HARBOURS AND WHARVES :— | | | Road Transport | 11 | 14 |
| Capital Expenditure | 4-6 | 7-9 | Canals | 13 | 15 |
| Revenue Receipts and Expenditure | 14 | 15 | Docks | 14 | 15 |
| Situation and Length of Quay | VI | 20 | Hotels | 15 | 15 |
| ELECTRIC POWER AND LIGHT :— | | | Collection and Delivery of Parcels and Goods | 16 | 16 |
| Capital Expenditure on Power Stations, &c. | 4-6 | 7-9 | Electric Power Stations | 18 | 16 |
| Cost of Generation and Distribution | 18 | 16 | RATES TRIBUNAL EXPENSES | 10 | 11 |
| Number of Units supplied | 18 | 16 | REFRESHMENT ROOMS AND CARS :— | | |
| ELECTRIC MOTOR VEHICLES :— | | | Revenue Receipts and Expenditure (see HOTELS). | | |
| Number and Seating Accommodation | II (B) | 19 | RENEWAL FUNDS | 19 | 16 |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 21 | RENTS PAID | 8 | 10 |
| Mileage | XII | 22 | RENTS RECEIVED :— | | |
| ENGINE MILEAGE | XII | 22 | Houses and Land | 8 | 10 |
| GARAGES, STABLES, &c. | 4-5 | 7-8 | Hotels | 8 | 10 |
| GENERAL CHARGES | 10 (E) | 11, 13 | Canals | 13 | 15 |
| GOVERNMENT DUTY | 10 (E) | 11 | Docks, Harbours and Wharves | 14 | 15 |
| HARBOURS (see DOCKS). | | | Other Rents, including Lump-sum Tolls | 8 | 10 |
| HORSES :— | | | RESERVE FUND | 19 | 16 |
| FOR ROAD VEHICLES :— | | | REVENUE RECEIPTS AND EXPENDITURE :— | | |
| Number | III | 20 | Railway | 10 | 11 |
| Cost of Maintenance :— | | | Road Transport | 11 | 14 |
| For Collection and Delivery | 16 | 16 | Steamboats | 12 | 15 |
| FOR SHUNTING :— | | | Canals | 13 | 15 |
| Number | III | 20 | Docks, Harbours and Wharves | 14 | 15 |
| HOTELS :— | | | Hotels, Refreshment Rooms and Cars | 15 | 15 |
| Capital Expenditure | 4-6 | 7-9 | Collection and Delivery of Parcels and Goods | 16 | 16 |
| Revenue Receipts and Expenditure | 15 | 15 | Other separate Businesses | 17 | 16 |
| Rents received from | 8 | 10 | Jointly owned and jointly leased lines | 8 (J) | 10, 14 |
| Name and Situation | VII | 20 | Miscellaneous Receipts (Net) | 8 | 10 |
| HOUSES (see LAND, PROPERTY, &c.). | | | Summary | 8 | 10 |
| INTEREST PAID | 8, 9 | 10 | ROAD TRANSPORT :— | | |
| INTEREST RECEIVED | 8 | 10 | Revenue Receipts and Expenditure | 11 | 14 |
| INTERIM DIVIDENDS PAID | 9 (a) | 10 | ROAD VEHICLES :— | | |
| JOINT LINES :— | | | Capital Expenditure | 4-6 | 7-9 |
| Capital Expenditure | 4-6 | 7-9 | Cost of Maintenance :— | | |
| Revenue Receipts and Expenditure | 8 (J) | 10, 14 | For Collection and Delivery | 16 | 16 |
| LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS :— | | | For Road Transport | 11 | 14 |
| Capital Expenditure | 4-6 | 7-9 | Number | III | 20 |
| Rents Received | 8 | 10 | ROLLING STOCK :— | | |
| Acreage of Land and Number of Houses | VIII | 20 | Capital Expenditure | 4-6 | 7-9 |
| LAW CHARGES | 10 | 11 | Maintenance Expenditure | 10 (B) | 11, 12 |
| LEASED LINES :— | | | Receipts and Payments for Mileage, Demurrage and Hire | 10 (H) | 11, 13 |
| Capital Expenditure | 4-6 | 7-9 | Numbers and Description | II | 19 |
| Rent and Guaranteed Interest | 8 | 10 | Numbers renewed, Numbers repaired, and Numbers under or awaiting repair | XI | 21 |
| Mileage | I | 17, 18 | Mileage of Engines and Trains | XII | 22 |
| LICENCE DUTY :— | | | RUNNING POWERS :— | | |
| Road Transport Vehicles | 11 | 14 | Receipts and Payments in respect of | 10 (G) | 11, 13 |
| Hotels, etc. | 15 | 15 | Mileage of Lines over which exercised | I (C) | 18 |
| Collection and Delivery Vehicles | 16 | 16 | SERVICE ROLLING STOCK | II (E) | 19 |
| LOCOMOTIVES :— | | | STEAMBOATS :— | | |
| Maintenance Expenditure | 10 (B) | 11, 12 | Capital Expenditure | 4-6 | 7-9 |
| Running Expenses | 10 (C) | 11, 13 | Revenue Receipts and Expenditure | 12 | 15 |
| Number and Description | II (A) | 19 | Date of Construction, Indicated Horse Power and Net Registered Tonnage | IV | 20 |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 21 | SUBSCRIPTIONS TO OTHER UNDERTAKINGS :— | | |
| Mileage | XII | 22 | Amount and Nature of Security or Investment | 4 (a) | 7 |
| MAINTENANCE :— | | | Interest and Dividends | 8 | 10 |
| Of Way and Works | 10 (A) | 11, 12 | SUMMARY OF FINANCIAL RESULTS | XVI | 23 |
| Quantities of principal Materials used | X | 21 | TRAFFIC EXPENSES | 10 (D) | 11, 13 |
| Miles maintained | X | 21 | TRAFFIC RECEIPTS :— | | |
| Length of Track renewed | X | 21 | Railway | 10 | 11 |
| Of Rolling Stock | 10 (B) | 11, 12 | Receipts and Payments in respect of Running Powers | 10 (G) | 11, 13 |
| Numbers renewed, Numbers repaired, and Numbers under or awaiting repair | XI | 21 | Passengers carried and average Fare | XIII | 23 |
| Of Horses, Horse Vehicles, and Motor Vehicles | 11, 16 | 14, 16 | Passengers originating on the Company's System | XIII | 23 |
| Buildings for Road Transport and Collection and Delivery | 11, 16 | 14, 16 | Goods carried and average Receipt per ton | XIV | 23 |
| Steamboats | 12 | 15 | Goods originating on the Company's System | XIV | 23 |
| Canals | 13 | 15 | Principal classes of Merchandise and Minerals Traffic originating on the Company's System | XV (A) | 23 |
| Docks, Harbours and Wharves | 14 | 15 | Live Stock Traffic originating on the Company's System | XV (B) | 23 |
| Hotels, Refreshment Rooms, etc. | 15 | 15 | Joint Lines | 8 (J) | 10, 14 |
| Electric Power Stations, &c. | 18 | 16 | Steamboats | 12 | 15 |
| MANUFACTURING AND REPAIRING WORKS AND PLANT :— | | | TRAIN MILEAGE | XII | 22 |
| Capital Expenditure | 4-6 | 7-9 | WAGONS :— | | |
| Maintenance of Workshops | 10 (A) | 11, 12 | Maintenance Expenditure | 10 (B) | 11, 12 |
| | | | Mileage, Demurrage and Hire | 10 (H) | 11, 13 |
| | | | Number and Description | II (D) | 19 |
| | | | Number renewed, Number repaired, and Number under or awaiting repair | XI | 21 |

GREAT WESTERN RAILWAY MAP OF SYSTEM

- Lines owned by the Company
- Lines partly owned
- Lines leased or worked by the Company
- Lines leased or worked jointly
- Lines over which the Company exercises running powers continuously



UNITED STATES DEPARTMENT OF THE INTERIOR

BUREAU OF LAND MANAGEMENT

OFFICE OF THE ASSISTANT ATTORNEY GENERAL

WASHINGTON, D. C. 20540

REPLY TO THE FOLLOWING ADDRESS

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
WASHINGTON, D. C. 20540

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
WASHINGTON, D. C. 20540

GREAT WESTERN RAILWAY
COMPANY.

REPORT OF THE DIRECTORS
AND
FINANCIAL ACCOUNTS AND
STATISTICAL RETURNS
FOR THE YEAR ENDED
31st DECEMBER, 1930.

ANNUAL GENERAL MEETING,
Wednesday, 25th February, 1931.

Waterlow & Sons Limited, London Wall, London.

GREAT WESTERN RAILWAY COMPANY.—Notice is hereby given that the Annual General Meeting of the Proprietors of this Company will be held in London, at Paddington Station, on Wednesday, the 25th day of February, 1931, at half past eleven o'clock in the morning, for the general purposes of business.

And Notice is hereby also given that a Special General Meeting of the Proprietors will be held at Paddington Station on the same day at twelve o'clock noon—or as soon thereafter as the said Annual General Meeting is concluded or adjourned—when the following Bill will be submitted for the consideration and, if thought fit, for the approval of such meeting, viz. :—

“ A Bill for conferring further powers upon the Great Western Railway Company and for other purposes.”

CHURCHILL, Chairman.
F. R. E. DAVIS, Secretary.

Paddington Station, London, W.2, 9th February, 1931.

THE ISLE OF MAN RAILWAY COMPANY.

Sixty-first Ordinary General Meeting, 4th March, 1931.

Board of Directors:

ALBERT HUGH TEARE, Esq., J.P., Cronkbrae, Ramsey, Isle of Man.
Chairman.

ALFRED PETER PENKETH, Esq., Sea View Villa, Port Soderick, Isle of Man,
Deputy-Chairman.

JOHN WILLIAM HYDE, Esq., Bay House, Castletown, Isle of Man.

ARTHUR BINNS CROOKALL, Esq., J.P., M.H.K., Woodlands, Douglas, Isle of Man,

ROBERT QUINE HAMPTON, Esq., Eaveswood, Cronkbourn Road, Douglas, Isle of Man.

Advocates:

Messrs. COWLEY, KNEALE & CO., Douglas, Isle of Man.

Bankers:

Messrs GLYN, MILLS, & CO., London.

THE ISLE OF MAN BANK, LIMITED, Isle of Man.

Secretary and Manager:

Mr. A. M. SHEARD.

Auditors:

Messrs TURQUAND, YOUNGS & CO., Coleman Street, London.

Offices:

STATION BUILDINGS, DOUGLAS, ISLE OF MAN.

REPORT of the Directors to the Sixty-first Ordinary General Meeting of the Proprietors, to be held at the Company's Offices, in Douglas, on the 4th day of March, 1931, at 10-30 o'clock in the forenoon.

The Accounts and Balance Sheet for the year ending the 31st December, 1930, duly audited, are herewith presented.

CAPITAL ACCOUNT.

The amount of paid-up Share and Loan Capital and Debenture Stock is as follows:—

| | | | | | | |
|---|-------------------|-----|-----|----------|----|---|
| Ordinary Shares | (Statement No. 2) | .. | .. | £140,000 | 0 | 0 |
| Preference Shares | (Statement No. 2) | ... | ... | 50,000 | 0 | 0 |
| Debenture Stock | (Statement No. 3) | .. | ... | 174,310 | 0 | 0 |
| Premiums on issue of Shares and Debenture Stock (Statement No 4) | | | | 4,532 | 6 | 6 |
| | | | | £368,842 | 6 | 6 |
| And the amount received for sale of Interest in Road Service Undertakings | ... | ... | ... | 86,231 | 9 | 7 |
| | | | | £455,073 | 16 | 1 |

The Expenditure on Capital Account to the 31st December, 1930 (including purchase of Road Service Undertakings) amounted to £455,924 9s. 4d. or £850 13s. 3d. more than the receipts, as set forth in Statement No. 4.

In June last, a new Company was formed in the name of "Isle of Man Road Services Limited," to which the Road Service Undertakings were transferred; the Railway— as Shareholders in the new Company—still retaining its interest in road transport.

REVENUE ACCOUNT.

The Receipts and Disbursements of the Company during the past year have been as follows :—

| RECEIPTS | |
|--|--------------|
| Passengers | £31,387 4 8 |
| Parcels, Horses, Carriages, &c. | 5,226 16 4 |
| Mails | 600 0 0 |
| Merchandise, Minerals, &c. | 9,979 1 8 |
| Rents, &c. | 1,032 18 0 |
| Transfer Fees | 7 10 0 |
| | £48,233 10 8 |
| DISBURSEMENTS. | |
| Working Expenses | £38,619 11 9 |
| Rates, Taxes, and other Charges | 1,539 0 0 |
| | £40,158 11 9 |

These figures, when compared with 1929, show a decrease in Receipts of £2,121 16s. 3d., and a decrease in Disbursements of £2,842 4s. 0d.

The average receipts per mile of line per week amounted to £20 0s. 0d., and the expenses to £16 13s. 0d.

During the year 604,457 passengers travelled over the lines of Railway, and the train mileage has been 263,060 miles.

As indicated in the last Report, steps were taken by the Directors which enabled the Company to increase the basis of the third class fares, which had been fixed at one penny per mile since the inception of the railway, and whilst the depressed state of industry on the mainland had a marked effect on the number of visitors to the Island, resulting in a decreased number of passengers being carried last season over the railway, the revenue was compensated to a satisfactory extent by the adjusted basis of the fares.

The quantity of Merchandise and Minerals conveyed amounted to 42,105 tons.

A further length of over 6½ furlongs of main line has been re-laid with 60 lbs. section of steel rails and improved fastenings during the year.

In September last an Interim Dividend on the Preference Share Capital, at the rate of 5 per cent. per annum for the half-year ended 30th June, was paid.

The balance standing to the credit of Net Revenue Account, after charging that Account with all preferential claims, including the interim dividend paid in September last, as per Statement No. 8, is £3,843 12s. 1d., out of which the Directors recommend the payment of Dividends for the half-year ended the 31st December last, at the rate of 5 per cent. per annum on the Preference Share Capital, and at the rate of one per cent. per annum on the paid-up Ordinary Share Capital of the Company for the year, and they recommend that the balance of £1,193 12s. 1d. should be carried forward to the next Account.

The Permanent Way, Stations, Buildings, and Rolling Stock have been efficiently maintained during the past year, and are now in good condition.

The Directors have to report, with deep regret, the death, on the 26th March last, of their late colleague, Mr. William Henry Kitto, J.P., who had been a member of the Board for the past eleven years. The vacancy on the Board has been filled by the appointment of Mr. Robert Quine Hampton, of Douglas.

The two Directors retiring by rotation at the ensuing General Meeting are Mr. Arthur Binns Crookall, J.P., M.H.K., and Mr. Robert Quine Hampton, both of whom are eligible, and offer themselves for re-election.

If you cannot attend the meeting, the Directors request that you sign and return the enclosed Proxy Form before 10-30 a.m. on the Monday (2nd March) previous to the meeting, in accordance with Rule 74. The signing of the Proxy does not prevent you attending the meeting and voting in person.

(By Order),

Douglas, 4th February, 1931.

A. M. SHEARD, SECRETARY.

No. 7.—REVENUE ACCOUNT.

For the Year ending 31st December, 1930.

Dr. Cr.

| Year ending 31st Dec., 1929. | | | | Year ending 31st Dec., 1929. | | | |
|------------------------------|---|--------------|--------------|-------------------------------------|------------|--------------|-------|
| £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. |
| EXPENDITURE. | | | | RECEIPTS. | | | |
| 6,688 11 8 | To Maintenance of Way & Works ... See Abstract A. ... | 6,185 12 2 | 33,674 2 2 | By Passengers... .. | 31,387 4 8 | | |
| 11,616 3 9 | Locomotive Power ... See Abstract B. ... | 10,437 3 2 | 5,414 17 0 | Parcels, Horses, Carriages, &c. ... | 5,226 16 4 | | |
| 2,132 18 8 | Carriage and Wagon Repairs ... See Abstract C. ... | 1,859 15 8 | 600 0 0 | Mails | 600 0 0 | | |
| 18,207 1 3 | Traffic Expenses See Abstract D. ... | 16,876 4 7 | | | | 37,214 1 0 | |
| 2,849 18 10 | General Charges See Abstract E. ... | 3,260 16 2 | | | | | |
| 48 9 4 | Law and Professional Charges... .. | 73 5 6 | 9,803 15 10 | Merchandise, Minerals, &c. | | 9,979 1 8 | |
| 16 15 4 | Compensations and Losses | | 850 4 5 | Rents, &c. | | 1,032 18 0 | |
| 1,440 16 11 | Rates and Taxes | 1,465 14 6 | 12 7 6 | Transfer Fees | | 7 10 0 | |
| 43,000 15 9 | | 40,158 11 9 | | | | | |
| 7,354 11 2 | Balance carried to Net Revenue Account (No. 8) ... | 8,074 18 11 | | | | | |
| £50,355 6 11 | | £48,233 10 8 | £50,355 6 11 | | | £48,233 10 8 | |

No. 8.—NET REVENUE ACCOUNT.

Dr. Cr.

| Year ending 31st Dec., 1929. | | | | Year ending 31st Dec., 1929. | | | |
|------------------------------|--|--------------|-------------|--|-------|--------------|-------|
| £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. |
| 6,972 8 0 | To Interest on Debenture Stock | 6,972 8 0 | 130 6 0 | By Balance from Last Year's Account | | 1,069 11 8 | |
| 1,250 0 0 | Interim Dividend on Preference Shares, at 5 per cent. per annum | 1,250 0 0 | 3,527 8 10 | Interest received on Investments | | 3,521 13 3 | |
| 197 18 0 | Rent Charges | 197 18 0 | 7,354 11 2 | Balance from Revenue Account, No. 7 | | 8,074 18 11 | |
| 272 8 4 | General Interest Account | 402 5 9 | | | | | |
| 2,319 11 8 | Balance carried to General Balance Sheet No. 11 ... | 3,843 12 1 | | | | | |
| £11,012 6 0 | | £12,666 3 10 | £11,012 6 0 | | | £12,666 3 10 | |

No. 9.—PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

| Year ending 31st Dec., 1929. | | | | | | | |
|------------------------------|--|-----------|-------|-----------|-------|------------|-------------|
| £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. |
| 2,319 11 8 | Balance available for Dividend as per Account No. 8 | | | | | 3,843 12 1 | |
| 1,250 0 0 | Dividend on 5 per cent. Preference Share Capital for the Half-year ended 31st December, 1930 | 1,250 0 0 | | | | | |
| | Dividend on Ordinary Share Capital for the year ended 31st December, 1930, at the rate of One per cent. per annum | | | 1,400 0 0 | | | |
| | | | | | | 2,650 0 0 | |
| £1,069 11 8 | Balance to next year | | | | | | £1,193 12 1 |

No. 10. ABSTRACTS.

| Year ending 31st Dec., 1929. | | | | Year ending 31st Dec., 1929. | | | |
|---|--|-------------|-------------|--|-------|-------------|-------|
| £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. |
| A. MAINTENANCE OF WAY AND WORKS. | | | | B. LOCOMOTIVE POWER. | | | |
| 570 14 2 | Office Expenses and General Superintendence ... | 472 16 1 | 437 16 6 | Office Expenses and General Superintendence ... 423 7 4 | | | |
| MAINTENANCE OF PERMANENT WAY. | | | | RUNNING EXPENSES. | | | |
| 2,471 19 9 | Wages £2,439 6 3 | 3,107 7 8 | 5,132 10 3 | Wages connected with working of Locomotive Engines £4,545 5 8 | | | |
| 696 3 10 | Materials 668 1 5 | | 3,845 9 0 | Coal and Coke 3,620 7 5 | | | |
| | | | 354 11 2 | Water and Gas 357 14 10 | | | |
| 2,636 12 7 | Repairs of Roads, Bridges, Fences, &c. | 2,355 14 3 | 250 8 10 | Oil, Grease, Cleaners', and other stores 226 14 4 | | | |
| 313 1 4 | Repairs and Renewals of Stations, Buildings, &c., | 249 14 2 | | REPAIRS AND RENEWALS. | | | |
| | | | | Wages £948 15 9 | | | |
| | | | | Materials 314 17 10 | | | |
| £6,688 11 8 | | £6,185 12 2 | £11,616 3 9 | 1,263 13 7 | | | |
| C. REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS. | | | | D. TRAFFIC EXPENSES. | | | |
| CARRIAGES— | | | | Wages, &c. | | £14,180 9 5 | |
| 216 2 0 | Office Expenses and General Superintendence £209 0 8 | 1,289 2 7 | 15,248 5 5 | Fuel, Lighting, Water, and General Stores | | | |
| 1,026 10 4 | Wages 783 13 3 | | 665 18 4 | Clothing 319 17 0 | | | |
| 271 3 0 | Materials 246 8 8 | | 256 15 1 | Horses, Harness, Provender, &c. 830 16 10 | | | |
| | | | 897 18 5 | Wagon Covers 31 10 7 | | | |
| | | | 105 4 0 | Printing and Stationery 717 6 11 | | | |
| WAGONS— | | | | Miscellaneous Expenses 179 13 11 | | | |
| 215 13 9 | Office Expenses and General Superintendence 208 12 2 | 620 13 1 | 803 12 11 | | | | |
| 293 8 10 | Wages 297 2 7 | | 229 7 1 | | | | |
| 110 0 9 | Materials 114 18 4 | | | | | | |
| | | | | | | | |
| £2,132 18 8 | | £1,859 15 8 | £18,207 1 3 | | | | |
| E. GENERAL CHARGES. | | | | | | | |
| | Directors (voted at General Meeting of 11th March, 1930) ... | | 525 0 0 | | | | |
| | Auditors | | 105 0 0 | | | | |
| | Salaries of Secretary and Manager, and Clerks in General Offices and Superannuation | | 1,268 5 2 | | | | |
| | Office Expenses, including Printing, Stationery, &c. | | 204 9 2 | | | | |
| | Travelling Expenses | | 43 4 7 | | | | |
| | Insurance | | 818 9 3 | | | | |
| | Electric Telegraph and Telephone Maintenance. | | 239 4 0 | | | | |
| | SPECIAL EXPENDITURE— | | | | | | |
| | Subscription to Hospital, &c. | | 57 4 0 | | | | |
| | | | | | | | |
| | 125 10 9 | | | | | | |
| | £2,849 18 10 | | £3,260 16 2 | | | | |

SECRETARYS OFFICE

Isle of Man Railway Company.

No. 24
G. L. FILYS.

STATEMENT OF ACCOUNTS

AND

BALANCE SHEET

For the Year ending 31st December, 1930

ISLE OF MAN RAILWAY COMPANY.

NOTICE IS HEREBY GIVEN that the next **ORDINARY GENERAL MEETING** of the **ISLE OF MAN RAILWAY COMPANY** will be held at the Company's Offices, Station Buildings, Douglas, on **WEDNESDAY**, the 4th day of March, 1931, at 10-30 o'clock in the forenoon, precisely, for the purpose of transacting the General Business of the Company.

By Order,

A. M. SHEARD,

Secretary.

Station Buildings,
Douglas, Isle of Man,
4th February, 1931.

Brown & Sons, Ltd., Printers, Douglas.

LONDON ELECTRIC RAILWAY COMPANY.

(Incorporated by the Brompton and Piccadilly Circus Railway Act, 1897.)

OFFICES : 55, BROADWAY, WESTMINSTER, S.W. 1.

REPORT OF THE DIRECTORS, TOGETHER WITH FINANCIAL ACCOUNTS AND STATISTICAL RETURNS, FOR THE YEAR ENDED 31st DECEMBER, 1930.

TO BE SUBMITTED TO THE PROPRIETORS AT
AN ORDINARY GENERAL MEETING OF THE
COMPANY, TO BE HELD AT THE CAXTON
HALL, CAXTON STREET, WESTMINSTER, S.W. 1,
ON THURSDAY, THE 26TH DAY OF FEBRUARY,
1931, AT 11 O'CLOCK IN THE FORENOON.

DIRECTORS.

THE RIGHT HONOURABLE LORD ASHFIELD, *Chairman and Managing Director*,
55, Broadway, Westminster, London, S.W. 1.

THE RIGHT HONOURABLE LORD FARRER, *Deputy Chairman*,
Abinger Hall, Dorking.

FRANK PICK, ESQ., *Managing Director*,
55, Broadway, Westminster, London, S.W. 1.

SIR ERNEST CLARK, K.C.B., C.B.E.,
55, Broadway, Westminster, London, S.W. 1.

FIELD MARSHAL SIR WILLIAM ROBERT ROBERTSON, Bart., G.C.B., G.C.M.G., K.C.V.O., D.S.O.,
88, Westbourne Terrace, London, W. 2.

LONDON ELECTRIC RAILWAY COMPANY

Annual Report and Accounts for the year ended 31st December 1933

REPORT OF THE DIRECTORS TOGETHER
WITH FINANCIAL ACCOUNTS AND
STATISTICAL STATEMENTS FOR THE YEAR
ENDED 31st DECEMBER 1933

TO BE READ AT A MEETING OF THE BOARD
OF DIRECTORS HELD AT THE COMPANY'S
OFFICES, 10, ABchurch Lane, LONDON, E.C. 4,
ON 14th JANUARY 1934

DIRECTORS

THE DIRECTORS OF THE COMPANY ARE:

Mr. J. H. B. ...

Mr. ...

Mr. ...

Mr. ...

Mr. ...

Mr. ...

Mr. ...

Mr. ...

Mr. ...

SUPPLEMENT TO THE ANNUAL ACCOUNTS AND RETURNS FOR THE YEAR 1930 IN RESPECT OF THE COMMON FUND COMPANIES

METROPOLITAN DISTRICT RAILWAY COMPANY.
LONDON ELECTRIC RAILWAY COMPANY.
CITY & SOUTH LONDON RAILWAY COMPANY.
CENTRAL LONDON RAILWAY COMPANY.
LONDON GENERAL OMNIBUS COMPANY LTD.

1. These Companies are associated together in a Common Fund established under the terms of an agreement of the 3rd May, 1928, authorized by the London Electric Railway Companies' Facilities Act, 1915.

2. The results for the Common Fund Companies for the year 1930 are shown below in comparison with the results for the year 1929. A comparative statement of the individual Companies' results appears in Table 2, page 5.

| | 1930. £ | 1929. £ | Increase + Decrease - £ |
|---|------------|------------|-------------------------------|
| Traffic Receipts, etc.... | 15,848,088 | 15,097,593 | + 750,495 |
| Expenditure ... | 12,888,762 | 12,288,230 | + 600,532 |
| Net Receipts ... | 2,959,326 | 2,809,363 | + 149,963 |
| Miscellaneous Receipts (Net) ... | 1,028,586 | 1,080,001 | - 51,415 |
| Total Net Income ... | 3,987,912 | 3,889,364 | + 98,548 |
| <i>Deduct—</i> | | | |
| Interest, Rentals, etc. ... | 1,739,652 | 1,724,302 | + 15,350 |
| ‡ Appropriations to Reserve for Contingencies and Renewals ... | 624,746 | 547,659 | + 77,087 |
| Dividends on Rent Charge, Guaranteed and Preference Stocks ... | 466,977 | 466,977 | — |
| Total Deductions ... | 2,831,375 | 2,738,938 | + 92,437 |
| BALANCE, BEING AVAILABLE COMMON FUND ... | 1,156,537 | 1,150,426 | + 6,111 |
| Add balances from last year's accounts ... | 483,786 | 460,507 | + 23,279 |
| Total amount available for dividends on ordinary stocks and shares and for other purposes ... | 1,640,323 | 1,610,933 | + 29,390 |
| Amount paid in dividends on ordinary stocks and shares representing an average rate of 5.74 per cent. in 1930, compared with 5.69 per cent. in 1929 ... | 1,136,018 | 1,127,147 | + 8,871 |
| Balances carried forward to next year's accounts ... | 504,305 | 483,786 | + 20,519 |

‡ See paragraph 4.

3. The Gross Revenue for the year of the five Companies associated in the Common Fund was £16,876,674 as indicated above. From this is to be deducted the Revenue Liabilities as defined in the Common Fund Agreement, namely, expenditure chargeable to revenue, rents, rent charges, dividends on rent charge stocks and other fixed charges, interest on debentures and loans, dividends on guaranteed and preference stocks and appropriations to depreciation and reserve, amounting to £15,720,137, leaving a Common Fund as defined by the agreement of £1,156,537. The shares of the five Companies in the Common Fund were as follows:—

| | Percentage Shares in Common Fund. | 1930. £ | 1929. £ | Increase + Decrease - £ |
|---|--------------------------------------|------------|------------|-------------------------------|
| Metropolitan District Railway Company ... | 14.35 | 165,968 | 165,091 | + 877 |
| London Electric Railway Company ... | 41.38 | 478,558 | 476,029 | + 2,529 |
| City & South London Railway Company ... | 6.56 | 75,930 | 75,529 | + 401 |
| Central London Railway Company ... | 13.31 | 153,911 | 153,098 | + 813 |
| London General Omnibus Company Ltd. ... | 24.40 | 282,170 | 280,679 | + 1,491 |
| | 100.00 | 1,156,537 | 1,150,426 | + 6,111 |

The percentage shares of the Companies are unchanged.

4. The total sum appropriated to reserves for contingencies and renewals was £923,727. Of this sum £298,981 was charged to Expenditure, and £624,746 was appropriated to Reserves for Contingencies and Renewals.

In 1929 £813,357 was appropriated to reserves for contingencies and renewals, of which £265,698 was charged to Expenditure and £547,659 was appropriated to Reserves for Contingencies and Renewals.

5. The accumulated Reserves of the Common Fund Companies for Contingencies and Renewals and Sinking Fund for Debenture Stock now amount to £6,854,625. In addition, the Trustees of the Lots Road Power House Depreciation Fund hold £265,103 as Reserve.

6. The total Capital of the Common Fund Companies amounts to £72,381,014 as shown in Table 1, page 4. In addition the Capital of the Lots Road Power House Joint Committee amounts to £3,850,000.

7. The following statement is a summary as at 31st December, 1930, of the Assets and Liabilities of the Common Fund Companies collectively:—

| | | |
|--|-----------|--------------------|
| CAPITAL EXPENDITURE ON RAILWAYS, ROLLING STOCK, EQUIPMENT, ETC. ... | £ | 65,281,697 |
| FLOATING ASSETS— | £ | |
| Cash at Bankers | | 7,397,575 |
| Investments | | 5,425,547 |
| Sundry Debtors and Debit Balances | | 1,816,701 |
| Stock of Stores and Materials and Work in progress | | 1,047,369 |
| | | <u>15,687,192</u> |
| <i>Deduct:—</i> | | |
| CURRENT LIABILITIES— | £ | |
| Temporary Loan | 1,000,000 | |
| Interest and Dividends payable or accruing and provided for | 590,471 | |
| Sundry Creditors and Credit Balances | 2,897,718 | |
| | | <u>4,488,189</u> |
| NET FLOATING ASSETS | | <u>11,199,003</u> |
| TOTAL CAPITAL EXPENDITURE PLUS NET FLOATING ASSETS | | <u>£76,480,700</u> |
| <i>This sum is represented by:—</i> | | |
| CAPITAL LOANS, STOCKS AND SHARES (NET) | £ | 68,282,830 |
| RESERVES for Contingencies and Renewals and Sinking Fund for Debenture Stock... .. | | 6,854,625 |
| BALANCES OF REVENUE— | £ | |
| Proposed final dividends (gross) | 838,940 | |
| Carried forward | 504,305 | |
| | | <u>1,343,245</u> |
| TOTAL AS ABOVE | | <u>£76,480,700</u> |

8. Under the powers conferred by the London Electric, Metropolitan District, Central London and City and South London Railway Companies Act, 1930, the London Electric Railway Company created and issued £8,450,000 of 5 per cent. Redeemable Debenture Stock 1985-95 and the Central London Railway Company created and issued £850,000 of similar stock. The proceeds will be used for effecting extensions and improvements to their existing railway systems. The Companies are to receive Grants from H.M. Treasury under the terms of the Development (Loan Guarantees and Grants) Act, 1929. These Grants, which will cover a period of 15 years from the 31st March, 1931, will be made by half-yearly payments at the rate of 3 per cent. per annum on the actual amounts expended up to an aggregate maximum of £9,917,000 on the construction (as apart from land, etc.) of the new works and on equipment.

During the period of construction the interest on the Debenture Stocks, less a sum equal to the amount of the Grant received for that period, will be charged to Capital. Thereafter the interest on the Debenture Stocks will become a Revenue Liability.

The Metropolitan District Railway Company created and issued £250,000 5 per cent. Redeemable Debenture Stock 1933-43, and the City & South London Railway Company issued £24,171 4 per cent. Debenture Stock, for general capital purposes.

9. A contract has been placed for the construction of four miles of tube railway, required by the extension of the London Electric Railway from Finsbury Park to Cockfosters; the working shafts have been completed and the driving of the running tunnels is proceeding satisfactorily. Work on the London Electric Railway section of the western extension from Hammersmith has been started; the excavation of the site purchased by the Metropolitan District Railway at Northfields for a Rolling Stock Depot has been commenced. The reconstruction of the stations, including the installation of escalators at Holborn, Hyde Park Corner and Leicester Square on the London Electric Railway and at Marble Arch on the Central London Railway is in hand. Tenders have been invited by the London Electric Railway Company for the additional rolling stock which will be required in connection with the extensions referred to above. Tenders will be invited shortly for the completion of the Southgate Extension railway to Cockfosters; the reconstruction of stations and the provision of escalators at Kings Cross, Russell Square, Dover Street, Knightsbridge, Edgware Road, Kentish Town and Warren Street on the London Electric Railway, and Sloane Square on the Metropolitan District Railway.

The Metropolitan District Railway Company's stations at Hounslow West and Sudbury Town are in course of reconstruction to meet modern traffic requirements. Other stations on the Western Extension are to be rebuilt.

All these works are part of the programme of new works in respect of which the Companies are to receive Grants from H.M. Treasury.

10. Miscellaneous new works and improvements executed during the year comprise the following:—

Further improvements have been carried out at the Metropolitan District Railway Company's Acton Works with a view to more efficient and economical working.

A new depot and offices have been constructed by the Metropolitan District Railway Company at Parsons Green for the Building Department of the London General Omnibus Company, Limited, which undertakes the repair and, so far as minor works are concerned, the construction of buildings for all companies.

The programme for the rehabilitation and renewal of the rolling stock of the Metropolitan District and London Electric Railways has been completed and this, with improvements in signalling, has enabled a general speeding-up of the train services.

Sixty-two new cars have been ordered by the London Electric Railway Company for the through service between the Company's Elephant & Castle Station and Watford Station (London Midland & Scottish Railway).

11. Various improvements have been carried out by the London General Omnibus Company, Limited at its Chiswick Works.

The work of modernising the existing garages of the London General Omnibus Company, Limited, has been continued during the year. A new garage has been opened by that Company at Harrow Weald and the old garage at Upton Park is being replaced by a larger and more modern one. A new garage is also in course of construction at Old Ford.

Orders have been placed to date for 888 S.T. type and 1,051 L.T. type omnibuses. Of these, 614 S.T. type and 174 L.T. type were completed during the year, leaving 274 S.T. type and 877 L.T. type to be received during the year 1931.

12. The total amount expended by the Common Fund Companies on New Works and Improvements during the year was £2,895,000. The principal items of expenditure were:—

| | | £ |
|--|--|-----------|
| Western Extension | (M.D.R.) | 20,000 |
| New Depot and Offices at Parsons Green for Building Department ... | (M.D.R.) | 55,000 |
| Southgate Extension | (L.E.R.) | 350,000 |
| Western Extension—Piccadilly Line | (L.E.R.) | 53,000 |
| Rolling Stock | (M.D.R. & L.E.R.) | 134,000 |
| Reconstruction of Stations and provision of Escalators (M.D.R., L.E.R. & C.L.R.) | | 206,000 |
| Electric Sub-Stations | (M.D.R., L.E.R., C. & S.L.R. & C.L.R.) | 85,000 |
| Motor Omnibuses and Equipment | (L.G.O.) | 1,504,000 |
| New Garages and Extensions to existing Garages... .. | (L.G.O.) | 242,000 |
| Plant, Machinery and Furniture | (L.G.O.) | 40,000 |

13. The further expenditure of the Common Fund Companies on Capital Account is estimated at £13,184,000. Particulars are as follows:—

| | | £ |
|--|--------------------------------|-----------|
| Western Extension | (M.D.R.) | 1,594,000 |
| Southgate Extension | (L.E.R.) | 3,231,000 |
| Western Extension—Piccadilly Line | (L.E.R.) | 379,000 |
| New Works on Piccadilly Line | (L.E.R.) | 157,000 |
| Rolling Stock | (M.D.R. & L.E.R.) | 1,242,000 |
| Reconstruction of Stations and provision of Escalators ... (M.D.R., L.E.R. & C.L.R.) | | 3,019,000 |
| Electric Sub-Stations | (M.D.R., L.E.R. & C. & S.L.R.) | 1,251,000 |
| Motor Omnibuses and Miscellaneous Vehicles | (L.G.O.) | 2,014,000 |
| New Garages and Extensions to existing Garages... .. | (L.G.O.) | 212,000 |
| Miscellaneous | (All Companies) | 85,000 |

14. The Bill promoted in the last Session of Parliament by the London Electric, Metropolitan District, Central London and City & South London Railway Companies, which was submitted to and approved by the Proprietors at the Special General Meetings held on the 6th February, 1930, received the Royal Assent on the 4th June, 1930.

The Bill of the London County Council promoted in the last Session of Parliament seeking powers to erect a new bridge over the River Thames at Charing Cross (which was approved by the proprietors of the Metropolitan District and London Electric Railway Companies at the meetings referred to in the preceding paragraph) was rejected in Committee.

The following Bill will be submitted for the consideration of the Proprietors of the London Electric Railway Company, the Metropolitan District Railway Company, the City and South London Railway Company and the Central London Railway Company, at Special General Meetings to be held immediately after the Ordinary Meetings:—

“A Bill to empower the London Electric Railway Company to construct subways, deviations of railways and works; to empower the Metropolitan District Railway Company to construct works; to empower the City and South London Railway Company to construct a subway; to empower the London Electric Railway Company and the City and South London Railway Company to construct subways and works; and to confer further powers on the said and other Companies and for other purposes.”

Parliamentary notice has been published of the intention of His Majesty's Government to introduce a Bill for the establishment of a Transport Board for the London Traffic Area.

For the METROPOLITAN DISTRICT RAILWAY COMPANY.
LONDON ELECTRIC RAILWAY COMPANY.
CITY & SOUTH LONDON RAILWAY COMPANY.
CENTRAL LONDON RAILWAY COMPANY.
LONDON GENERAL OMNIBUS COMPANY, LTD.

C. S. LOUCH,
Comptroller and Accountant.

ASHFIELD,
Chairman and Managing Director.

JNO. C. MITCHELL,
Secretary and Treasurer.

55, BROADWAY,
WESTMINSTER, LONDON, S.W.1.
12th February, 1931.

(1.)—COMPARATIVE STATEMENT OF CAPITAL RAISED AND OUTSTANDING, YEAR 1930, COMPARED WITH 1929.

| | Metropolitan District Railway. | | London Electric Railway. | | City & South London Railway. | | Central London Railway. | | TOTAL RAILWAYS. | | London General Omnibus Company Limited. | | TOTAL. | |
|---|--------------------------------|--------------------------|--------------------------|--------------------------|------------------------------|--------------------------|-------------------------|--------------------------|-----------------|--------------------------|---|--------------------------|-------------|--------------------------|
| | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - |
| | | | | | | | | | | | | | | |
| 3% Consolidated Rent Charge Stock ... | 2,116,666 | ... | ... | ... | ... | ... | ... | ... | 2,116,666 | ... | ... | ... | 2,116,666 | ... |
| 4% Midland Rent Charge Stock ... | 350,000 | ... | ... | ... | ... | ... | ... | ... | 350,000 | ... | ... | ... | 350,000 | ... |
| 4% Prior Lien Debenture Stock ... | 744,586 | ... | ... | ... | ... | ... | ... | ... | 744,586 | ... | ... | ... | 744,586 | ... |
| 6% Debenture Stock ... | 1,211,625 | ... | ... | ... | ... | ... | ... | ... | 1,211,625 | ... | ... | ... | 1,211,625 | ... |
| 4% Debenture Stock ... | 1,624,200 | ... | 1,118,000 + | 24,171 | ... | ... | 926,000 | ... | 8,964,200 + | 24,171 | ... | ... | 8,964,200 + | 24,171 |
| 4½% First Debenture Stock ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2,240,479 | - 70,777 | 2,240,479 | - 70,777 |
| 5% Redeemable Debenture Stock ... | 1,500,000 | + 250,000 | ... | ... | ... | 150,000 | ... | ... | 1,650,000 + | 250,000 | ... | ... | 1,650,000 + | 250,000 |
| * 5% Redeemable Debenture Stock ... | ... | ... | ... | ... | ... | ... | 850,000 + | 850,000 | 9,300,000 + | 9,300,000 | ... | ... | 9,300,000 + | 9,300,000 |
| * 4½% Redeemable Debenture Stock ... | ... | ... | ... | ... | ... | ... | 458,000 | ... | 458,000 | ... | ... | ... | 458,000 | ... |
| * 4½% Redeemable Second Debenture Stock ... | ... | ... | ... | ... | ... | ... | ... | ... | 12,125,000 | ... | ... | ... | 12,125,000 | ... |
| 5% Cumulative Income Debenture Stock ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3,250,000 | ... | 3,250,000 | ... |
| 4% Guaranteed Stock ... | 1,435,747 | ... | ... | ... | ... | ... | ... | ... | 1,435,747 | ... | ... | ... | 1,435,747 | ... |
| 4% Loan from L.M. & S.R. Co. ... | ... | ... | ... | ... | ... | ... | ... | ... | 831,101 | ... | ... | ... | 831,101 | ... |
| 5½% Loan from Prudential Assurance Co. Ltd. | 437,000 | + 90,000 | ... | ... | ... | ... | ... | ... | 437,000 + | 90,000 | ... | ... | 437,000 + | 90,000 |
| 4½% First Preference Stock ... | 9,419,824 | + 340,000 | 20,183,101 | + 8,450,000 | 7,637,000 | + 24,171 | 2,384,000 | + 850,000 | 39,623,925 | + 9,664,171 | 5,490,479 | - 70,777 | 45,114,404 | + 9,593,394 |
| 5% Preference Stock ... | 1,500,000 | ... | ... | ... | ... | ... | 480,000 | ... | 1,980,000 | ... | ... | ... | 1,980,000 | ... |
| 5% Second Preference Stock ... | 1,470,000 | ... | 850,000 | ... | ... | ... | ... | ... | 850,000 | ... | ... | ... | 850,000 | ... |
| 4% Preference Stock ... | ... | ... | ... | ... | ... | ... | ... | ... | 1,470,000 | ... | ... | ... | 1,470,000 | ... |
| Ordinary Stocks and Shares ... | 2,970,000 | ... | 850,000 | ... | ... | ... | 480,000 | ... | 3,173,670 | ... | ... | ... | 3,173,670 | ... |
| GRAND TOTAL ... | 15,624,824 | + 340,000 | 32,684,711 | + 8,450,000 | 9,967,000 | + 24,171 | 5,864,000 | + 850,000 | 64,140,535 | + 9,664,171 | 8,240,479 | - 70,777 | 72,381,014 | + 9,593,394 |

† This Debenture Stock forms part of the Stock issued or to be issued for effecting extensions and improvements to the existing railway systems. The Companies are to receive Grants from H.M. Treasury under the terms of the Development (Loan Guarantees and Grants) Act, 1929. These Grants which will cover a period of fifteen years from 31st March, 1931, will be made by half-yearly payments at the rate of 3 per cent. per annum on the actual amounts expended by the London Electric, Metropolitan District and Central London Railway Companies up to an aggregate maximum of £9,917,000 on the construction (as apart from land, etc.) of the new works and on equipment. During the period of construction the interest on the Debenture Stocks, less a sum equal to the amount of the Grant received for that period, will be charged to Capital. Thereafter the interest on the Debenture Stocks will become a Revenue Liability.

* Guaranteed by H.M. Government both as to Principal and Interest under the powers of the Trade Facilities Acts, 1921 and 1922.

(2.)—COMPARATIVE STATEMENT OF RESULTS, YEAR 1930, COMPARED WITH 1929.

| | Metropolitan District Railway. | | London Electric Railway. | | City & South London Railway. | | Central London Railway. | | TOTAL RAILWAYS. | | London General Omnibus Company Limited. | | TOTAL. | |
|--|--------------------------------|--------------------------|--------------------------|--------------------------|------------------------------|--------------------------|-------------------------|--------------------------|-----------------|--------------------------|---|--------------------------|------------|--------------------------|
| | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - |
| | | | | | | | | | | | | | | |
| Traffic Receipts, etc., after the operation of the Common Fund under the terms of the agreement authorized by the London Electric Railway Companies' Facilities Act 1915 | 1,464,893 | - 140,646 | 2,353,173 | - 7,040 | 977,880 | + 54,375 | 502,499 | - 9,911 | 5,298,445 | - 103,222 | 10,549,643 | + 853,717 | 15,848,088 | + 750,495 |
| Expenditure | 941,800 | - 122,211 | 1,263,603 | - 5,481 | 578,868 | + 42,467 | 314,041 | - 18,535 | 3,098,312 | - 103,760 | 9,790,450 | + 704,202 | 12,888,762 | + 600,532 |
| Net Receipts | 523,093 | - 18,435 | 1,089,570 | - 1,559 | 399,012 | + 11,908 | 188,458 | + 8,624 | 2,200,133 | + 538 | 759,193 | + 149,425 | 2,959,326 | + 149,963 |
| Miscellaneous Receipts (Net) | 334,837 | + 26,913 | 154,872 | - 31,877 | 76,850 | - 5,157 | 84,201 | - 2,735 | 650,760 | - 12,856 | 377,826 | - 38,559 | 1,028,586 | - 51,415 |
| Net Income | 857,930 | + 8,478 | 1,244,442 | - 33,436 | 475,862 | + 6,751 | 272,659 | + 5,889 | 2,850,893 | - 12,318 | 1,137,019 | + 110,866 | 3,987,912 | + 98,548 |
| Interest, Rentals, etc. | 370,985 | + 11,232 | 578,084 | - 4,943 | 349,996 | + 3,050 | 75,738 | - 3,364 | 1,374,803 | + 5,975 | 364,849 | + 9,375 | 1,739,652 | + 15,350 |
| Balance | 486,945 | - 2,754 | 666,358 | - 28,493 | 125,866 | + 3,701 | 196,921 | + 9,253 | 1,476,090 | - 18,293 | 772,170 | + 101,491 | 2,248,260 | + 83,198 |
| Appropriations to Reserve for Contingencies and Renewals | 45,947 | - 3,631 | 60,853 | - 31,022 | 7,436 | + 3,300 | 21,410 | + 8,440 | 134,746 | - 22,913 | 490,000 | + 100,000 | * 624,746 | + 77,087 |
| Balance | 441,898 | + 877 | 605,505 | + 2,529 | 118,430 | + 401 | 175,511 | + 813 | 1,341,344 | + 4,620 | 282,170 | + 1,491 | 1,623,514 | + 6,111 |
| Dividends on Rent Charge, Guaranteed and Preference Stocks | 275,930 | - | 126,947 | - | 42,500 | - | 21,600 | - | 466,977 | - | - | - | 466,977 | - |
| Balance | 165,968 | + 877 | 478,558 | + 2,529 | 75,930 | + 401 | 153,911 | + 813 | 874,367 | + 4,620 | 282,170 | + 1,491 | 1,156,537 | + 6,111 |
| Add Balances from last year's Accounts | 48,108 | + 3,341 | 186,784 | + 9,632 | 37,707 | + 1,529 | 108,151 | + 3,098 | 380,750 | + 17,600 | 103,036 | + 5,679 | 483,786 | + 23,279 |
| Total amount available for dividends on Ordinary Stocks and Shares | 214,076 | + 4,218 | 665,342 | + 12,161 | 113,637 | + 1,930 | 262,062 | + 3,911 | 1,255,117 | + 22,220 | 385,206 | + 7,170 | 1,640,323 | + 29,390 |
| Dividends on Ordinary Stocks and Shares | 161,750 | - | 466,397 | - | 74,000 | - | 150,000 | - | 852,147 | - | 283,871 | + 8,871 | 1,136,018 | + 8,871 |
| Rate per cent. per annum | 5 | - | 5 | - | 5 | - | 5 | - | 5 | - | 8 | - | 5.74 | + .05 |
| Balances carried forward to next year's Accounts | 52,326 | + 4,218 | 198,945 | + 12,161 | 39,637 | + 1,930 | 112,062 | + 3,911 | 402,970 | + 22,220 | 101,335 | - 1,701 | 504,305 | + 20,519 |

* See paragraph 4, page 1.

SUBSIDIARY COMPANIES OF THE LONDON AND SUBURBAN TRACTION COMPANY, LIMITED.
MISCELLANEOUS STATISTICS, YEAR 1930, COMPARED WITH 1929.

| | Metropolitan Electric Tramways, Ltd. | | London United Tramways, Ltd. | | South Metropolitan Electric Tramways and Lighting Co., Ltd. | | TOTAL TRAMWAYS. | | Tramways (M.E.T.) Omnibus Co., Ltd. | | TOTAL. | |
|---|--------------------------------------|--------------------------|------------------------------|--------------------------|---|--------------------------|-----------------|--------------------------|-------------------------------------|--|-------------|--------------------------|
| | 1930. | Increase + Decrease — | 1930. | Increase + Decrease — | 1930. | Increase + Decrease — | 1930. | Increase + Decrease — | 1930. | Increase + Decrease — | 1930. | Increase + Decrease — |
| Passengers carried— | | | | | | | | | | | | |
| Ordinary | 101,098,109 | + 9,113,698 | 60,541,019 | — 371,330 | 13,760,897 | + 757,532 | 175,400,025 | + 9,499,900 | 141,214,836 | + 9,535,637 | 316,614,861 | + 19,935,537 |
| Workmen | 21,759,203 | — 618,773 | 10,820,556 | + 232,608 | 1,554,061 | + 73,659 | 34,133,820 | — 312,506 | ... | ... | 34,133,820 | — 312,506 |
| TOTAL | 122,857,312 | + 8,494,925 | 71,361,575 | — 138,722 | 15,314,958 | + 831,191 | 209,533,845 | + 9,187,394 | 141,214,836 | + 9,535,637 | 350,748,681 | + 18,723,031 |
| Average daily number of Passengers carried | 363,483 | + 25,133 | 211,129 | — 410 | 45,311 | + 2,460 | 619,923 | + 27,183 | 417,795 | + 28,212 | 1,937,718 | + 55,395 |
| Route Miles owned or leased | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. |
| Route Miles run over by Companies' Trams | 53 65 | ... | 45 56 | ... | 13 7 | ... | 112 48 | ... | ... | ... | 112 48 | ... |
| Road Miles run over by Company's Omnibuses | 70 79 | ... | 48 77 | — 2 67 | 12 77 | ... | 132 73 | — 2 67 | ... | The Omnibuses are worked in conjunction with the London General Omnibus Company's fleet. | 132 73 | — 2 67 |
| Number of Tramway Depots | 5 | ... | 5 | ... | 3 | ... | 13 | ... | ... | ... | 13 | ... |
| Number of Car Miles run in relation to Passenger Receipts | 12,800,234 | + 462,342 | 7,241,149 | + 247,607 | 1,554,530 | + 61,600 | 21,595,913 | + 771,639 | 15,489,893 | + 808,621 | 37,085,806 | + 1,580,260 |
| Number of Car Miles run by Companies' Trams or Omnibuses | 12,815,599 | + 494,343 | 7,156,515 | + 244,581 | 1,417,784 | + 61,165 | 21,389,898 | + 800,089 | 15,489,893 | + 808,621 | 36,879,791 | + 1,608,710 |
| Number of Cars or Omnibuses owned | 314 | ... | 189 | ... | 52 | ... | 555 | ... | 333 | + 18 | 888 | + 18 |

LONDON ELECTRIC RAILWAY COMPANY

REPORT OF THE DIRECTORS

TO BE SUBMITTED TO THE PROPRIETORS AT AN ORDINARY GENERAL MEETING OF THE COMPANY TO BE HELD AT THE CAXTON HALL, CAXTON STREET, WESTMINSTER, S.W. 1, ON THURSDAY, THE 26th DAY OF FEBRUARY, 1931, AT 11 O'CLOCK IN THE FORENOON.

1. Your Directors submit the Financial Accounts and Statistical Returns for the year ended 31st December, 1930.

| | Year 1930. | Increase+ Decrease— Compared with 1929. |
|---|-----------------|--|
| | £ | £ |
| 2. The Receipts from Railway Working, after the operation of the Common Fund under the terms of the Agreement authorised by the London Electric Railway Companies Facilities Act, 1915, amount to | 2,353,173 | — 7,040 |
| From which must be deducted Expenditure amounting to | 1,263,603 | — 5,481 |
| The Net Receipts therefore amount to | 1,089,570 | — 1,559 |
| Adding Miscellaneous Receipts (Net) from Rents, Interest, etc., amounting to | 154,872 | — 31,877 |
| gives a Total Net Income of | 1,244,442 | — 33,436 |
| After adding the Balance from last year's Account | 186,784 | + 9,632 |
| there is a total of | 1,431,226 | — 23,804 |
| Deducting :— | | |
| Interest, Rentals, etc. | 578,084 | — 4,943 |
| Appropriation to Reserve for Contingencies | 60,853 | — 31,022 |
| or together | 638,937 | — 35,965 |
| there remains a Balance of | 792,289 | + 12,161 |
| which after deducting the Dividend on Preference Stock | 126,947 | — |
| leaves a Balance available for Dividend on Consolidated Ordinary Stock of | <u>£665,342</u> | <u>+ 12,161</u> |

3. The total sum appropriated to reserves for Contingencies and Renewals was £187,000. Of this sum £126,147 was charged to Expenditure, and £60,853 was appropriated to Reserve for Contingencies.

In 1929 £186,332 was appropriated to reserves for Contingencies and Renewals, of which £94,457 was charged to Expenditure and £91,875 was appropriated to Reserve for Contingencies.

4. An interim dividend of 2½ per cent. for the year was paid on the Consolidated Ordinary Stock of the Company in August last. This required £233,199 and leaves £432,143 still available, out of which your Directors recommend the payment of a final dividend for the year of 2½ per cent. on the Consolidated Ordinary Stock. The total dividend for the year 1930 is therefore 5 per cent. and a balance of £198,945 is carried forward.

The dividend on the Consolidated Ordinary Stock for the year 1929 was 5 per cent. with a balance of £186,784 carried forward.

5. The Capital Expenditure during the year amounted to £703,558, of which details are given in Account No. 5.

6. Further details in regard to the operations during the year of your Company and the other Companies associated with it in the Common Fund and various items of statistical information are shown in the accompanying Supplement.

7. Your Directors deeply regret to record the death on the 19th January, 1931, of one of their colleagues, Mr. C. J. Cater Scott, who joined the Board in 1919. His counsel and advice will be greatly missed.

The Director retiring by rotation is The Rt. Hon. Lord Farrer, who, being eligible, offers himself for re-election.

8. The Auditors, Messrs. Peat, Marwick, Mitchell & Co., also retire, and offer themselves for re-election.

PROXIES.—A form of Proxy is enclosed for the signature of Proprietors who may be unable to attend the Meeting. It is requested that the Proxies be signed and returned to the Secretary, 55, Broadway, Westminster, S.W. 1, so that they may be received not later than 11 a.m. on Tuesday, the 24th February, 1931.

ASHFIELD,

Chairman and Managing Director.

55, BROADWAY, WESTMINSTER, S.W.1.

12th February, 1931.

Dividend Warrants will be posted on 28th February, 1931.

LONDON ELECTRIC RAILWAY.

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED 31st DECEMBER, 1930.

PART I. FINANCIAL ACCOUNTS.

No. 1 (a).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

| Special Acts. | Capital Authorised. | | | Capital Created. | | | Balance. | | |
|---|---|---------------------------|------------|-------------------|---------------------------|------------|---|---------------------------|------------|
| | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| I. Special Acts conferring capital powers which have been fully exercised— London Electric Railway, etc. Acts, 1893 to 1923 | 14,276,330 | 10,902,000 | 25,178,330 | 14,276,330 | 10,902,000 | 25,178,330 | — | — | — |
| London Electric, Metropolitan District, Central London and City and South London Railway Companies Act, 1930 | — | 8,450,000 | 8,450,000 | — | 8,450,000 | 8,450,000 | — | — | — |
| | 14,276,330 | 19,352,000 | 33,628,330 | 14,276,330 | 19,352,000 | 33,628,330 | — | — | — |
| II. Special Acts conferring capital powers which have not yet been fully exercised— London Electric and Metropolitan District Railway Companies Act, 1926. | Shares and Stock and/or Loans or Second Debenture Stock. | | *1,000,000 | — | | — | Shares and Stock and/or Loans or Second Debenture Stock. | | *1,000,000 |
| London Electric, Metropolitan District, Central London and City and South London Railway Companies Act, 1930. | Shares and Stock and/or Loans or Debenture Stock (balance). | | * 2,125 | — | | — | Shares and Stock and/or Loans or Debenture Stock (balance). | | * 2,125 |
| | TOTAL ... £ | | 34,630,455 | TOTAL ... £ | | 33,628,330 | TOTAL ... £ | | 1,002,125 |

* These items represent powers to raise cash to the extent stated and are therefore subject to variation according to the nominal amount of stock required to be issued to provide authorised money.

No. 1 (b).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

No. 1 (c).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY, ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

Not applicable to this Company.

No. 2.—SHARE CAPITAL AND STOCKS CREATED, AS PER STATEMENT No. 1 (a), SHEWING PROPORTION ISSUED.

| Description. | Amount Created. | Amount received (apart from Premiums and Discounts) as per Account No. 4. | Amount Issued. | | Amount Unissued. |
|--|-----------------|---|--------------------------------------|------------|------------------|
| | | | Amount on which Dividend is payable. | Total. | |
| | £ | £ | £ | £ | £ |
| Four per cent. Preference Stock | 4,826,330 | 3,173,670 | 3,173,670 | 3,173,670 | †1,652,660 |
| Consolidated Ordinary Stock | 9,327,940 | 9,327,940 | 9,327,940 | 9,327,940 | — |
| Ordinary Shares of £10 each | 122,060 | — | — | — | 122,060 |
| TOTAL | 14,276,330 | 12,501,610 | 12,501,610 | 12,501,610 | 1,774,720 |

† Under Section 30 of the London Electric and Metropolitan District Railway Companies Act, 1926, a General Meeting may sanction the issue of the whole or any part of this stock with a fixed preferential dividend at a higher rate than 4 per cent. per annum.

No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS.

| | Amount received (apart from Premiums and Discounts) as per Account No. 4. | Total raised by Loans and Debenture Stocks. |
|---|--|---|
| Raised by Loans | £ Nil | £ Nil |
| Raised by issue of Debenture Stocks :— | | |
| Four per cent. Debenture Stock | 5,296,000 | 5,296,000 |
| Five per cent. Redeemable Debenture Stock, 1985/95 | 8,450,000 | 8,450,000 |
| Four and a half per cent. Redeemable Second Debenture Stock, 1942/72 | †5,606,000 | 5,606,000 |
| TOTAL DEBENTURE STOCKS | 19,352,000 | 19,352,000 |
| Total raised by Loans and Debenture Stocks | £ | 19,352,000 |
| Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created as per statement No. 1 (a) ... | | 19,352,000 |
| Total amount raised by Loans and Debenture Stocks as above | | 19,352,000 |
| Balance being available borrowing powers at 31st December, 1930 | | — |

† Guaranteed by H.M. Government both as to Principal and Interest under the powers of the Trade Facilities Acts, 1921 and 1922.

Dr. No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Cr.

| To Expenditure. | Amount expended to 31st December, 1929. | Amount expended during year (as per State- ment No. 5). | Total. | By Receipts. | Amount received to 31st December, 1929. | Amount received during year. | Total. |
|--|--|---|-----------------|---|--|---------------------------------------|-------------------|
| | £ s. d. | £ s. d. | £ s. d. | | £ s. d. | £ s. d. | £ s. d. |
| Lines open for Traffic ... | 20,379,008 8 8 | 106,851 1 10 | 20,485,859 10 6 | Shares and Stocks (No. 2) | 12,501,610 0 0 | — | 12,501,610 0 0 |
| Lines not open for Traffic New Lines | 19,573 16 7 | 403,316 1 1 | 422,889 17 8 | Debenture Stocks (No. 3) | 10,902,000 0 0 | 8,450,000 0 0 | 19,352,000 0 0 |
| Rolling Stock | 3,875,445 0 3 | 137,362 17 2 | 4,012,807 17 5 | | | | |
| Manufacturing and Repairing Works and Plant— | | | | To 31st Dec., 1930. | | | |
| Land and Buildings ... | 60,669 17 2 | — | 60,669 17 2 | £ s. d. | | | |
| Plant and Machinery... | 28,889 13 10 | Cr. 547 4 0 | 28,342 9 10 | Discounts on Shares & Stocks | 157,906 0 0 | | |
| Total Capital expended upon Railway... | 24,363,586 16 6 | 646,982 16 1 | 25,010,569 12 7 | Discounts on De- benture Stocks | 969,059 18 4 | | |
| Electric Power Stations, etc. | 533,513 7 11 | 56,132 18 11 | 589,646 6 10 | Total Discounts ... | Dr. 739,840 18 4 | Dr. 387,125 0 0 | Dr 1,126,965 18 4 |
| Land, Property, etc., not forming part of the Railway or Stations— | | | | Loan from London Mid- land and Scottish Rail- way Company under the Agreement of 20th June, 1912, sanctioned by the London Electric Railway Act, 1912 ... | 831,100 14 10 | — | 831,100 14 10 |
| Not used in connection with Railway working | 40,325 18 5 | 442 8 9 | 40,768 7 2 | Total Receipts ... | 23,494,869 16 6 | 8,062,875 0 0 | 31,557,744 16 6 |
| Total Expenditure ... | 24,937,426 2 10 | 703,558 3 9 | 25,640,984 6 7 | | | | |
| To Balance | | | 5,916,760 9 11 | | | | |
| TOTAL | | £ | 31,557,744 16 6 | TOTAL | £ | | 31,557,744 16 6 |

No. 4 (a).—SUBSCRIPTIONS TO OTHER UNDERTAKINGS.

Not applicable to this Company.

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1930.

| | Land and Compensation. | | Construction of Way and Stations, Engineering, etc. | | Law Charges and Parliamentary Expenses. | | TOTAL. | |
|---|------------------------|-------|---|-------|---|-------|---------|--------------|
| | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. |
| Lines belonging to the Company open for Traffic— | | | | | | | | |
| Reconstruction of Stations and provision of Escalators ... | 9,949 | 12 6 | 69,537 | 17 1 | 536 | 6 5 | 80,023 | 16 0 |
| Miscellaneous Additions and Improvements ... | 6,759 | 12 6 | 20,229 | 14 1 | 280 | 8 0 | 27,269 | 14 7 |
| Transferred to Land, Property, etc., not forming part of the Railway or Stations ... | Cr. 440 | 3 9 | — | — | Cr. 250 | — | Cr. 442 | 8 9 |
| | | | | | | | | 106,851 1 10 |
| Lines belonging to the Company not open for Traffic— | | | | | | | | |
| New Lines— | | | | | | | | |
| Southgate Extension ... | 92,661 | 18 6 | 208,236 | 8 0 | 5,036 | 12 2 | 305,934 | 18 8 |
| Western Extension—Piccadilly Line ... | 33,198 | 1 2 | 14,285 | 1 0 | 1,561 | 8 0 | 49,044 | 10 2 |
| Interest on 5% Redeemable Debenture Stock during construction, less interest on unexpended proceeds | — | — | 29,009 | 13 4 | — | — | 29,009 | 13 4 |
| Proportion of cost of obtaining Act, 1930 ... | — | — | — | — | 8,764 | 8 11 | 8,764 | 8 11 |
| Stamp Duty on additional Capital ... | — | — | — | — | 10,562 | 10 0 | 10,562 | 10 0 |
| | | | | | | | | 403,316 1 1 |
| Rolling Stock— | | | | | | | | |
| 43 Motor Cars | | | | | £ | s. d. | £ | s. d. |
| 12 Control Trailer Cars | | | | | 234,768 | 8 0 | | |
| 20 Trailer Cars | | | | | | | | |
| Deduct— | | | | | | | | |
| Original Cost of Rolling Stock withdrawn from service— | | | | | | | | |
| 29 Motor Cars | | | | | | | | |
| 6 Control Trailer Cars | | | | | 97,084 | 2 3 | | |
| 9 Trailer Cars | | | | | | | 137,684 | 5 9 |
| Miscellaneous Additions and Improvements ... | | | | | | | Cr. 321 | 8 7 |
| | | | | | | | | 137,362 17 2 |
| Manufacturing and Repairing Works and Plant— | | | | | | | | |
| Plant and Machinery ... | | | | | | | | Cr. 547 4 0 |
| | | | | | | | | 646,982 16 1 |
| Electric Power Stations, etc.— | | | | | | | | |
| Sub-Station at Hendon ... | | | | | | | 33,097 | 2 8 |
| High Tension Cables ... | | | | | | | 20,214 | 15 9 |
| Miscellaneous Additions and Improvements ... | | | | | | | 2,821 | 0 6 |
| | | | | | | | | 56,132 18 11 |
| Land, Property, etc., not forming part of the Railway or Stations— | | | | | | | | |
| Not used in connection with Railway working— | | | | | | | | |
| Transferred from Lines belonging to the Company open for Traffic ... | | | | | | | | 442 8 9 |
| TOTAL | | | | | | | £ | 703,558 3 9 |

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| Expenditure to date on Principal Works in Progress. | | Estimated Further Expenditure. | | |
|---|---|---|--------------------------------|-----------|
| | | During the year ending 31st Dec., 1931. | Subsequently until completion. | TOTAL. |
| £ | | £ | £ | £ |
| 147,485 | Lines belonging to the Company open for Traffic— | | | |
| — | Reconstruction of Stations and provision of Escalators... | 961,000 | 1,176,000 | 2,137,000 |
| — | New Works on Piccadilly Line ... | 57,000 | 100,000 | 157,000 |
| | Miscellaneous New Works and Additions ... | 36,000 | — | 36,000 |
| 349,494 | Lines belonging to the Company not open for Traffic— | | | |
| 52,549 | Southgate Extension ... | 1,651,000 | 1,580,000 | 3,231,000 |
| 30,968 | Western Extension—Piccadilly Line ... | 339,000 | 40,000 | 379,000 |
| 1,661 | Rolling Stock ... | 295,000 | 716,000 | 1,011,000 |
| | Electric Power Stations, etc. ... | 512,000 | 95,000 | 607,000 |
| | TOTAL | £ 3,851,000 | 3,707,000 | 7,558,000 |
| | Works not yet commenced and in abeyance ... | | | — |

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| | |
|---|-------------|
| Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a))... | £ 1,002,125 |
| Stock and Share Capital created but not yet received (as per Statement No. 2)— | |
| Amount unissued ... | 1,774,720 |
| Available borrowing powers (as per Statement No. 3) ... | — |
| | 2,776,845 |
| Add—Balance at Credit of Capital Account (No. 4) ... | 5,916,760 |
| TOTAL, subject to Note on Statement No. 1 (a) ... | £ 8,693,605 |

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

| See Account No. | | *Gross Receipts. | Expenditure. | Net Receipts. | Year 1929. | | |
|-----------------|--|-------------------|-----------------|------------------|------------------|--------------|---------------|
| | | | | | *Gross Receipts. | Expenditure. | Net Receipts. |
| 10 | Railway | £ 2,353,172 16 11 | £ 1,263,603 8 3 | £ 1,089,569 8 8 | £ 2,360,213 | £ 1,269,084 | £ 1,091,129 |
| | * After the operation of the Common Fund under the terms of the Agreement authorised by the London Electric Railway Companies' Facilities Act, 1915. | | | | | | |
| | Add—Miscellaneous Receipts (Net):— | | £ s. d. | | | £ | |
| | Rents from Houses and Lands | | 14,403 9 2 | | | 16,252 | |
| | Other Rents, including Lump-sum Tolls | | 167,220 5 11 | | | 170,487 | |
| | Transfer Fees | | 144 16 0 | | | 156 | |
| | General Interest | Dr. | 26,896 2 9 | | | Dr. 146 | |
| | | | | 154,872 8 4 | | | 186,749 |
| | | | | 1,244,441 17 0 | | | 1,277,878 |
| | Deduct—Miscellaneous Charges:— | | £ s. d. | | | £ | |
| | Rent Charges | | 10,211 10 0 | | | 10,211 | |
| | Chief Rents, Wayleaves, etc., including Lump-sum Tolls | | 28,152 3 1 | | | 28,344 | |
| | Rent of Leased and Worked Undertakings and Guaranteed Interest— | | | | | | |
| | Proportion of Rent <i>re</i> Lots Road Power House (Net) | | 39,552 3 3 | | | 40,021 | |
| | Interest on Loan from L.M. & S. Rly. <i>re</i> Queen's Park Extension | | 33,244 0 6 | | | 33,244 | |
| | Expenditure upon New and Improved Works, etc. | | 3,688 7 0 | | | 4,159 | |
| | | | | 114,848 3 10 | | | 115,979 |
| | Net Revenue for the Year | | | £ 1,129,593 13 2 | | | £ 1,161,899 |

No. 9.—PROPOSED APPROPRIATION OF NET REVENUE.

| | £ s. d. | Year 1929. | |
|---|----------------|------------|---|
| | | £ | £ |
| Balance brought forward from last year's Account | 186,784 4 10 | 177,152 | |
| Net Revenue for the Year (as per Statement No. 8) | 1,129,593 13 2 | 1,161,899 | |
| | 1,316,377 18 0 | 1,339,051 | |
| Add:—Profit on realisation of Investments | 3,812 4 6 | — | |
| | 1,320,190 2 6 | 1,339,051 | |
| Deduct:— | | | |
| Discount and Expenses <i>re</i> issue of 4½ per cent. Redeemable Second Debenture Stock 1942/72 (annual provision) | 2,938 0 0 | 2,938 | |
| TOTAL | 1,317,252 2 6 | 1,335,113 | |
| Deduct:— | £ s. d. | £ | |
| Interest on 4 per cent. Debenture Stock | 211,840 0 0 | 211,840 | |
| Interest on 4½ per cent. Redeemable Second Debenture Stock, 1942/72 | 252,270 0 0 | 252,270 | |
| | 464,110 0 0 | 464,110 | |
| Balance available for Dividends and Reserve | 853,142 2 6 | 872,003 | |
| Appropriation to Reserve for Contingencies (<i>see paragraph 3, page 3</i>) | 60,853 0 0 | 91,875 | |
| Balance available for Dividends | 792,289 2 6 | 780,128 | |
| Dividend on Preference Stock— | | | |
| On 4 per cent. Preference Stock at the rate of 4 per cent. per annum | 126,946 16 0 | 126,947 | |
| Balance available for Dividend on Consolidated Ordinary Stock | 665,342 6 6 | 653,181 | |
| Dividend on— | | | |
| Consolidated Ordinary Stock at the rate of 5 per cent. per annum | 466,397 0 0 | 466,397 | |
| Balance carried forward to next year's Account | £ 198,945 6 6 | 186,784 | |

No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

| | £ s. d. | Year 1929. | |
|--|---------------|------------|---------|
| | | £ | £ |
| Balance available for Dividends and Reserve—Year 1930 (as in Statement No. 9) | 853,142 2 6 | | 872,003 |
| Deduct— | | | |
| Interim dividend paid on £3,173,670 4 per cent. Preference Stock at 2 per cent. | £ 63,473 8 0 | 63,473 | |
| Interim dividend paid on £9,327,940 Consolidated Ordinary Stock at 2½ per cent. | 233,198 10 0 | 233,199 | 296,672 |
| Undivided balance at 31st December, as appearing in Balance Sheet | £ 556,470 4 6 | | 575,331 |

| See Abstract | To Expenditure. | Year 1929. | | Percentage of Total Receipts. | | By Gross Receipts. | | Year 1929. | | Percentage of Total Receipts. | |
|--------------|--|------------|-------|-------------------------------|----------|--------------------|-------|------------|-------|-------------------------------|-----------|
| | | £ | s. d. | 1930. | 1929. | £ | s. d. | £ | s. d. | 1930. | 1929. |
| A | Maintenance of Way and Works | 160,111 | 2 4 | 6.80 | 7.07 | ... | ... | ... | ... | Per cent. | Per cent. |
| B (1) | Maintenance of Rolling Stock | 272,500 | 17 2 | 11.58 | 8.32 | ... | ... | ... | ... | Per cent. | Per cent. |
| B (2) | Maintenance of Lifts and Escalators | 46,953 | 2 3 | 2.00 | 3.34 | ... | ... | ... | ... | Per cent. | Per cent. |
| C (1) | Electric Train Working | 475,719 | | | | ... | ... | ... | ... | Per cent. | Per cent. |
| C (2) | Lift and Escalator Working | 60,483 | | | | ... | ... | ... | ... | Per cent. | Per cent. |
| D | Traffic Expenses | 217,491 | | | | ... | ... | ... | ... | Per cent. | Per cent. |
| E | General Charges | 729,317 | 4 11 | 30.99 | 31.93 | ... | ... | ... | ... | Per cent. | Per cent. |
| | Law Charges | 49,541 | 6 8 | 2.11 | 1.97 | ... | ... | ... | ... | Per cent. | Per cent. |
| | Parliamentary Expenses | 3,649 | 2 2 | .16 | .13 | ... | ... | ... | ... | Per cent. | Per cent. |
| | Compensation (Accidents and Losses)— | 214 | 16 0 | .01 | .06 | ... | ... | ... | ... | Per cent. | Per cent. |
| | Passengers | 738 | | | | ... | ... | ... | ... | Per cent. | Per cent. |
| | Workmen | 1,045 | | | | ... | ... | ... | ... | Per cent. | Per cent. |
| | Damage and Loss of Goods, Property, etc. | 10 | | | | ... | ... | ... | ... | Per cent. | Per cent. |
| | Rates | 1,255 | 3 7 | .05 | .08 | ... | ... | ... | ... | Per cent. | Per cent. |
| | Taxes and Tithe Rent Charges | 78,081 | 3 7 | 3.32 | 3.30 | ... | ... | ... | ... | Per cent. | Per cent. |
| | National Insurance— | | | | | ... | ... | ... | ... | Per cent. | Per cent. |
| | Health, Pensions, etc. | 5,799 | | | | ... | ... | ... | ... | Per cent. | Per cent. |
| | Unemployment | 1,633 | | | | ... | ... | ... | ... | Per cent. | Per cent. |
| H | Mileage, Demurrage and Wagon Hire (Balance) | 7,542 | 19 11 | .32 | .31 | ... | ... | ... | ... | Per cent. | Per cent. |
| | Total Expenditure | Cr. 85,576 | 0 9 | Cr. 3.64 | Cr. 2.74 | ... | ... | ... | ... | Per cent. | Per cent. |
| | Net Receipts | 1,263,603 | 8 3 | 53.70 | 53.77 | ... | ... | ... | ... | Per cent. | Per cent. |
| | Total | 1,089,569 | 8 8 | 46.30 | 46.23 | ... | ... | ... | ... | Per cent. | Per cent. |
| | Total | 2,353,172 | 16 11 | 100.00 | 100.00 | ... | ... | ... | ... | Per cent. | Per cent. |
| | Total | 2,360,213 | | 100.00 | 100.00 | ... | ... | ... | ... | Per cent. | Per cent. |
| | Total | 2,353,172 | 16 11 | 100.00 | 100.00 | ... | ... | ... | ... | Per cent. | Per cent. |
| | Total | 2,360,213 | | 100.00 | 100.00 | ... | ... | ... | ... | Per cent. | Per cent. |
| | Total | 2,353,172 | 16 11 | 100.00 | 100.00 | ... | ... | ... | ... | Per cent. | Per cent. |
| | Total | 2,360,213 | | 100.00 | 100.00 | ... | ... | ... | ... | Per cent. | Per cent. |

ABSTRACT A.—MAINTENANCE OF WAY AND WORKS.

| | £ | s. | d. | £ | s. | d. | Year 1929. |
|--|--------|----|----|---------|----|----|------------|
| Superintendence— | | | | | | | £ |
| Salaries | 11,196 | 10 | 9 | | | | 10,682 |
| Office Expenses, etc. | 1,680 | 12 | 6 | | | | 1,454 |
| | | | | 12,877 | 3 | 3 | 12,136 |
| Maintenance of Roads, Bridges and Works— | | | | | | | |
| Bridges, Tunnels, Culverts, Retaining Walls and Other Works | 8,742 | 7 | 9 | | | | 7,983 |
| Roads and Fences | 1,099 | 8 | 0 | | | | 406 |
| | | | | 9,841 | 15 | 9 | 8,389 |
| Maintenance of Permanent Way— | | | | | | | |
| Repairs and Partial Renewals— | | | | | | | |
| Wages | 29,998 | 6 | 5 | | | | 27,602 |
| Materials | 14,337 | 10 | 8 | | | | 15,742 |
| | | | | 44,335 | 17 | 1 | 43,344 |
| Maintenance of Signalling | | | | 23,291 | 2 | 10 | 20,422 |
| Maintenance of Telegraphs and Telephones | | | | 2,443 | 2 | 11 | 2,262 |
| Maintenance of Electric Track Equipment | | | | 9,983 | 10 | 5 | 9,275 |
| Maintenance of Stations and Buildings— | | | | | | | |
| Stations and offices | 30,092 | 16 | 11 | | | | 30,816 |
| Car Shops and Depots | 7,813 | 8 | 10 | | | | 5,885 |
| Other Buildings | 348 | 8 | 0 | | | | 197 |
| | | | | 38,254 | 13 | 9 | 36,898 |
| Ventilation | | | | 12,849 | 3 | 8 | 8,593 |
| | | | | 153,876 | 9 | 8 | 141,319 |
| Transfer to Renewal Account | | | | 6,234 | 12 | 8 | 25,505 |
| | | | | 160,111 | 2 | 4 | 166,824 |
| TOTAL | | | £ | | | | |

ABSTRACT B (1).—MAINTENANCE OF ROLLING STOCK.

| | £ | s. | d. | £ | s. | d. | Year 1929. |
|---|---------|----|----|---------|----|----|------------|
| Superintendence— | | | | | | | £ |
| Salaries | 6,283 | 18 | 1 | | | | 4,964 |
| Office Expenses | 567 | 19 | 4 | | | | 424 |
| | | | | 6,851 | 17 | 5 | 5,388 |
| Rail Motor Vehicles (Electric)— | | | | | | | |
| Complete Renewals— | | | | | | | |
| Original cost of rolling stock withdrawn from service, less realisations | 60,670 | 1 | 11 | | | | 186,950 |
| Repairs and Partial Renewals | 108,533 | 17 | 10 | | | | 106,778 |
| | 169,203 | 19 | 9 | | | | 293,728 |
| Transfer to Renewal Account | 11,051 | 10 | 6 | | | | 152,672 |
| | 180,255 | 10 | 3 | | | | 141,056 |
| Deduct—Locomotive Power supplied to and by the Company (Balance) | 24,285 | 0 | 11 | | | | 19,473 |
| | | | | 155,970 | 9 | 4 | 121,583 |
| Coaching Vehicles (other than Rail Motors)— | | | | | | | |
| Complete Renewals— | | | | | | | |
| Original cost of rolling stock withdrawn from service, less realisations | 25,200 | 0 | 9 | | | | 211,620 |
| Repairs and Partial Renewals | 73,264 | 16 | 9 | | | | 39,764 |
| | 98,464 | 17 | 6 | | | | 251,384 |
| Transfer to Renewal Account | 11,213 | 12 | 11 | | | | 181,937 |
| | | | | 109,678 | 10 | 5 | 69,447 |
| TOTAL | | | £ | | | | |

ABSTRACT B (2).—MAINTENANCE OF LIFTS AND ESCALATORS.

| | | | | | | Year 1929. | | |
|--|--|--------|----|----|--------|------------|----|--------|
| | | £ | s. | d. | £ | s. | d. | £ |
| Superintendence— | | | | | | | | |
| Salaries | | 3,053 | 10 | 7 | | | | 2,727 |
| Office Expenses | | 295 | 15 | 9 | | | | 183 |
| | | | | | 3,349 | 6 | 4 | 2,910 |
| Repairs and Renewals— | | | | | | | | |
| Lifts— | | | | | | | | |
| Wages | | 12,872 | 17 | 3 | | | | 14,027 |
| Materials | | 3,171 | 5 | 7 | | | | 3,244 |
| | | | | | 16,044 | 2 | 10 | 17,271 |
| Escalators— | | | | | | | | |
| Wages | | 8,026 | 16 | 0 | | | | 6,981 |
| Materials | | 3,127 | 11 | 10 | | | | 12,452 |
| | | | | | | | | |
| Original Cost of Lifts withdrawn from service, less realisations | | | | | | | | |
| | | | | | | | | |
| | | | | | 11,154 | 7 | 10 | 19,433 |
| | | | | | 9,700 | 5 | 3 | 26,878 |
| Transfer to Renewal Account | | | | | | | | |
| | | | | | | | | |
| | | | | | 40,248 | 2 | 3 | 66,492 |
| | | | | | 6,705 | 0 | 0 | 12,343 |
| TOTAL | | | | | 46,953 | 2 | 3 | 78,835 |

ABSTRACT C (1).—ELECTRIC TRAIN WORKING.

| | | | | | | Year 1929. | | |
|--|--|-------|----|----|---------|------------|----|---------|
| | | £ | s. | d. | £ | s. | d. | £ |
| Superintendence :— | | | | | | | | |
| Salaries | | 6,205 | 0 | 7 | | | | 5,567 |
| Office Expenses | | 832 | 0 | 2 | | | | 689 |
| | | | | | 7,037 | 0 | 9 | 6,256 |
| Electric Current (including cost of working Sub-stations) for Running, Lighting and Heating Trains | | | | | 216,590 | 14 | 9 | 228,424 |
| Wages of Trainmen (including Clothing) | | | | | 214,829 | 13 | 8 | 230,880 |
| Car Cleaning, Depot Expenses and Running Stores | | | | | 79,153 | 2 | 5 | 77,508 |
| Transfer to Renewal Account | | | | | 517,610 | 11 | 7 | 543,068 |
| | | | | | 480 | 0 | 0 | 200 |
| Deduct—Locomotive Power, etc., supplied to and by the Company (Balance) | | | | | 518,090 | 11 | 7 | 543,268 |
| | | | | | 66,751 | 14 | 2 | 67,549 |
| TOTAL | | | | | 451,338 | 17 | 5 | 475,719 |

ABSTRACT C (2).—LIFT AND ESCALATOR WORKING.

| | | | | | | Year 1929. | | |
|-----------------------------|--|--------|----|----|--------|------------|----|--------|
| | | £ | s. | d. | £ | s. | d. | £ |
| Superintendence :— | | | | | | | | |
| Salaries | | 2,025 | 19 | 11 | | | | 2,041 |
| Office Expenses | | 239 | 3 | 4 | | | | 208 |
| | | | | | 2,265 | 3 | 3 | 2,249 |
| Running Expenses— | | | | | | | | |
| Lifts— | | | | | | | | |
| Wages (including Clothing) | | 36,685 | 17 | 6 | | | | 40,499 |
| Electric Current and Stores | | 10,688 | 15 | 9 | | | | 10,160 |
| | | | | | 47,374 | 13 | 3 | 50,659 |
| Escalators— | | | | | | | | |
| Wages (including Clothing) | | 3,544 | 8 | 6 | | | | 3,493 |
| Electric Current and Stores | | 3,955 | 17 | 2 | | | | 4,082 |
| | | | | | 7,500 | 5 | 8 | 7,575 |
| TOTAL | | | | | 57,140 | 2 | 2 | 60,483 |

ABSTRACT D.—TRAFFIC EXPENSES.

| | Year 1929. | | |
|--|------------|---------|----------------|
| | £ | s. | d. |
| Salaries and Wages— | | | |
| Superintendence | 12,710 | 12 | 11 |
| Stationmasters and Clerks | 69,100 | 6 | 1 |
| Signalmen | 9,683 | 8 | 6 |
| Ticket Collectors, Policemen, Porters, etc. | 68,601 | 10 | 4 |
| | | 160,095 | 17 10 |
| Fuel, Lighting, Water and General Stores | | 28,658 | 5 2 |
| Clothing | | 2,472 | 12 1 |
| Printing, Advertising, Stationery, Stamps and Tickets | | 15,312 | 4 10 |
| Expenses of Joint Stations and Junctions | | Cr. 509 | 18 8 |
| Passenger Ticket Agents' Commission | | 8 | 6 1 |
| Miscellaneous Expenses | | 12,227 | 13 2 |
| | | 218,265 | 0 6 |
| Transfer to Renewal Account | | 2,573 | 4 10 |
| | | 220,838 | 5 4 |
| TOTAL | | | 217,491 |

ABSTRACT E.—GENERAL CHARGES.

| | Year 1929. | | |
|--|------------|--------|---------------|
| | £ | s. | d. |
| Directors' Fees | 2,168 | 7 | 1 |
| Auditors and Public Accountants | 525 | 0 | 0 |
| Salaries of Managing Director, Secretary, Accountant and Clerks | 22,751 | 15 | 7 |
| Office Expenses ditto. ditto. | 1,693 | 10 | 5 |
| Rating Expenses | 71 | 12 | 0 |
| Fire Insurance | 2,730 | 10 | 8 |
| Superannuation and Benevolent Funds, Pensions, etc. | 9,087 | 13 | 0 |
| Subscriptions and Donations | 167 | 10 | 11 |
| Miscellaneous Expenses | 14,896 | 12 | 7 |
| | | 54,092 | 12 3 |
| Deduct—Proportion transferred to Account No. 18 | 4,551 | 5 | 7 |
| | | 49,541 | 6 8 |
| TOTAL | | | 46,464 |

ABSTRACT G.—RUNNING POWERS—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

Not applicable to this Company.

ABSTRACT H.—MILEAGE, DEMURRAGE AND WAGON HIRE.

| | Receipts. | | | Expenditure. | | | Balance. | | | Year 1929. | | |
|---------------------------------|-----------|----|----|--------------|----|--------|----------|----|--------|------------|--------------|----------|
| | | | | | | | | | | Receipts. | Expenditure. | Balance. |
| | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | £ | £ |
| Mileage and Demurrage— | | | | | | | | | | | | |
| Passenger Train Vehicles | 85,576 | 9 | 8 | 8 | 11 | 85,576 | 0 | 9 | 64,693 | 5 | 64,688 | |
| TOTAL | 85,576 | 9 | 8 | 8 | 11 | 85,576 | 0 | 9 | 64,693 | 5 | 64,688 | |

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF ROAD TRANSPORT.

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS AND WHARVES.

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, REFRESHMENT ROOMS AND CARS, WHERE CATERING IS CARRIED ON BY THE COMPANY.

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

No. 17.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

Not applicable to this Company.

PART II.
STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A.)—Mileage of Lines Open for Traffic.

| | Running Lines. | | | | | Sidings Reduced to Single Track. | Total of Single Track including Sidings. | Year 1929. | | |
|---|---------------------------------------|------------------|-----------------|------------------|---|--|--|---|-----|-----|
| | Length of Road. First Track. | Second Track. | Third Track. | Fourth Track. | Total Miles (reduced to Single Track). | | | Total of Single Track including Sidings. | | |
| | | | | | | | | M. | Ch. | M. | Ch. |
| Lines owned by Company— | M. | Ch. | M. | Ch. | M. | Ch. | M. | Ch. | M. | Ch. |
| Main and Principal Lines— | | | | | | | | | | |
| Elephant and Castle to Queens Park | 7 | 2 | 7 | 2 | — | 2 | 14 | 7 | 16 | 78 |
| Southern end of Crossover at Finsbury Park Station to Junction with District Railway at Barons Court | 8 | 13 | 8 | 12 | — | 3 | 16 | 25 | 19 | 32 |
| Edgware to Kennington | 12 | 47 | 12 | 47 | — | 7 | 26 | 19 | 33 | 49 |
| Camden Town (South) Junction to Highgate ... | 2 | 3 | 2 | 2 | — | — | 4 | 8 | 4 | 30 |
| Euston to Junction with Edgware Line | — | 76 | — | 73 | — | — | 1 | 69 | 1 | 69 |
| Camden (City) Junction to Junction with Highgate Line | — | 2 | — | 5 | — | — | — | 7 | — | 7 |
| Total of Main and Principal Lines | 30 | 63 | 30 | 61 | — | 13 | 62 | 55 | 76 | 25 |
| Minor and Branch Lines— | | | | | | | | | | |
| Holborn to Aldwych | — | 40 | — | 30 | — | — | — | 70 | — | 70 |
| Total | 31 | 23 | 31 | 11 | — | 13 | 63 | 45 | 77 | 15 |
| <i>Ditto—Year 1929</i> | 31 | 23 | 31 | 11 | — | 13 | 63 | 45 | 77 | 15 |
| Lines leased or worked— | | | | | | | | | | |
| By the Company— | | | | | | | | | | |
| Southern end of Crossover at Finsbury Park Station to Dead end of tunnel at Finsbury Park ... | — | 14 | — | 14 | — | — | — | 32 | — | 40 |
| Total | — | 14 | — | 14 | — | — | — | 32 | — | 40 |
| GRAND TOTAL | 31 | 37 | 31 | 25 | — | 13 | 63 | 77 | 77 | 55 |
| <i>Ditto—Year 1929</i> | 31 | 37 | 31 | 25 | — | 13 | 63 | 77 | 77 | 55 |

(B.)—Mileage of Lines Authorised but not Open for Traffic.

| | Miles Authorised. | | Miles Constructed and not Open for Traffic. | | Miles under Construction. | | Miles not Commenced, or in Abeyance. | |
|--|----------------------|-----|--|-----|------------------------------|-----|--|-----|
| | Length of Road. | | Length of Road. | | Length of Road. | | Length of Road. | |
| | M. | Ch. | M. | Ch. | M. | Ch. | M. | Ch. |
| Lines Owned by the Company— | M. | Ch. | M. | Ch. | M. | Ch. | M. | Ch. |
| New Lines— | | | | | | | | |
| Western Extension—Piccadilly Line | — | 40 | — | — | — | 40 | — | — |
| Southgate Extension | 7 | 54 | — | — | 7 | 54 | — | — |
| TOTAL | 8 | 14 | — | — | 8 | 14 | — | — |
| <i>Ditto—Year 1929</i> | — | 40 | — | — | — | — | — | 40 |

I.—MILEAGE OF LINES—*continued.*

(C.)—Mileage of Lines run over by the Company's Trains.

| | Year 1929. | |
|---|------------|-----|
| | M. | Ch. |
| Lines owned by the Company | 31 | 23 |
| „ leased or worked by the Company | - | 14 |
| „ over which the Company exercises Running Powers continuously | 27 | 4½ |
| TOTAL | 58 | 41½ |

II.—ROLLING STOCK.

(A.)—Locomotives and Tenders.

Not applicable to this Company.

(B.)—Rail Motor Vehicles.

| Description. | Number of Vehicles. | Seats. | Year 1929. | |
|-----------------------|---------------------|--------|---------------------|--------|
| | | | Number of Vehicles. | Seats. |
| Electric Power | 416 | 12,538 | 402 | 12,260 |
| TOTAL | 416 | 12,538 | 402 | 12,260 |

(C.)—Coaching Vehicles.

| Description. | Number. | Seats. | Year 1929. | |
|--|---------|--------|------------|--------|
| | | | Number. | Seats. |
| Passenger Carriages Electric Stock— | | | | |
| Carriages of Uniform Class | 625 | 29,088 | 608 | 28,248 |
| Total Coaching Vehicles | 625 | 29,088 | 608 | 28,248 |

(D.)—Merchandise and Mineral Vehicles.

Not applicable to this Company.

(E.)—Service Rolling Stock.

| Description. | Number. | Year 1929. |
|-------------------------|---------|------------|
| | | Number. |
| Locomotives | 16 | 10 |
| Ballast Wagons | 11 | 15 |
| Travelling Crane | 1 | 1 |
| Miscellaneous | 2 | 2 |
| TOTAL | 30 | 28 |

III.—HORSES AND ROAD VEHICLES.

IV.—STEAMBOATS.

V.—CANALS.

VI.—DOCKS, HARBOURS AND WHARVES.

VII.—HOTELS.

Not applicable to this Company.

VIII.—LAND, PROPERTY, ETC., NOT FORMING PART OF THE RAILWAY OR STATIONS.

| Land. | Acres. | Year 1929. |
|----------------------------------|---------|------------|
| | | Acres. |
| Urban and Suburban Land | 21.29 | 21.29 |
| Houses. | Number. | Year 1929. |
| | | Number. |
| Labouring Class Dwellings | 39 | 39 |
| Other Houses and Cottages | 8 | 7 |

IX.—OTHER BUSINESSES.

Not applicable to this Company.

X.—MAINTENANCE OF WAY AND WORKS (ABSTRACT A).

| | | | | Year 1929. | |
|---|-----|--------------|-----|----------------|-----|
| Principal Permanent Way materials used— | | | | | |
| Ballast | ... | 784 cu. yds. | | 1,193 cu. yds. | |
| | | M. | Ch. | M. | Ch. |
| Fencing | ... | — | 2½ | — | — |
| Rails | ... | 722 Tons. | | 689 Tons. | |
| Sleepers | ... | 1,575 | | 481 | |
| Miles maintained— | | | | | |
| Miles of road | ... | M. | Ch. | M. | Ch. |
| | | 32 | 7 | 32 | 7 |
| Miles of road reduced to single track— | | | | | |
| Running Lines | ... | 65 | 21 | 65 | 21 |
| Sidings | ... | 14 | 6 | 14 | 6 |

XI.—MAINTENANCE OF ROLLING STOCK (ABSTRACT B (1)).

| | In Company's Shops. Number. | By Contractors. Number. | Total. | Year 1929. |
|---|--------------------------------|----------------------------|--------|------------|
| | | | | Total. |
| Rail Motor Vehicles (Electric)— | | | | |
| Renewals | — | 22 | 22 | 147 |
| Heavy Repairs | 148 | — | 148 | 74 |
| Light Repairs | 1,664 | — | 1,664 | 2,031 |
| Under or awaiting repair at end of year | 40 | — | 40 | 35 |
| Coaching Vehicles— | | | | |
| Passenger Carriages— | | | | |
| Renewals | — | — | — | 216 |
| Heavy Repairs | 257 | — | 257 | 139 |
| Light Repairs | 1,039 | — | 1,039 | 1,301 |
| Under or awaiting repair at end of year | 35 | — | 35 | 18 |

XII.—TRAIN MILEAGE.

| | A.—Miles run in Relation to the Company's Total Traffic Receipts. | B.—Miles run in Relation to the Company's Total Expenditure. | C.—Miles run by the Company's Trains. |
|--|---|--|--|
| | | | Electric Traction. Electric Motor Vehicles. |
| Train Miles. (Loaded Trains)— | | | |
| Coaching | 7,728,159 | 7,728,159 | 9,934,431 |
| Year 1929 | | | |
| Coaching | 7,676,115 | 7,676,115 | 9,824,300 |
| Total Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey):— | | | |
| Coaching | 7,901,556 | 7,901,556 | 10,131,242 |
| Year 1929 | | | |
| Coaching | 7,843,836 | 7,843,836 | 10,015,268 |
| Shunting Miles— | | | |
| Coaching | 12,409 | 12,409 | 12,842 |
| Year 1929 | | | |
| Coaching | 16,623 | 16,623 | 17,678 |
| Other Miles. (Assisting, Light, etc.) | | | |
| Year 1929 | 28,644 | 38,655 | 43,799 |
| | 29,000 | 43,671 | 49,363 |
| Total Train Miles | | | |
| | 7,942,609 | 7,952,620 | 10,187,883 |
| Year 1929 | 7,889,459 | 7,904,130 | 10,082,309 |

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

By arrangement with the Ministry of Transport, the figures shewn in the following return relate to the Metropolitan District Railway, the London Electric Railway, the City and South London Railway, the Central London Railway and the London General Omnibus Company, Limited.

| Class of Passenger. | Railways and Omnibuses. | | | Railways only. | Year 1929. | | | |
|---------------------|-------------------------|------------|-----------------------------|---|-------------------------|------------|-----------------------------|---|
| | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Railway Companies' Systems. | Railways and Omnibuses. | | | Railways only. |
| | | | | | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Railway Companies' Systems. |
| Ordinary— | | £ | d. | | | £ | d. | |
| 1st Class | 1,242,133 | 26,180 | 5.06 | 871,470 | 1,307,052 | 27,779 | 5.10 | 923,715 |
| 3rd Class | 1,825,318,753 | 14,273,967 | 1.88 | 243,746,498 | 1,714,033,953 | 13,557,536 | 1.92 | 237,721,724 |
| Workmen | 67,646,764 | 588,029 | 2.09 | 55,032,850 | 65,607,932 | 565,424 | 2.07 | 53,244,781 |
| TOTAL | 1,894,207,650 | 14,888,176 | 1.89 | 299,650,818 | 1,780,948,937 | 14,150,739 | 1.91 | 291,890,220 |
| Season— | | | | | | | | |
| 1st Class | 2,524 | 29,479 | — | 2,197 | 2,541 | 30,511 | — | 2,215 |
| 3rd Class | 106,954 | 892,706 | — | 82,359 | 101,229 | 878,155 | — | 79,465 |
| TOTAL | 109,478 | 922,185 | — | 84,556 | 103,770 | 908,666 | — | 81,680 |

XIV.—GOODS TRAFFIC AND RECEIPTS.

XV. (A.)—TONNAGE OF THE PRINCIPAL CLASSES OF MERCHANDISE AND MINERALS TRAFFIC ORIGINATING ON THE COMPANY'S SYSTEM CARRIED BY GOODS TRAINS.

XV. (B.)—LIVE STOCK TRAFFIC ORIGINATING ON THE COMPANY'S SYSTEM CARRIED BY GOODS TRAINS.

Not applicable to this Company.

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.

| | Account No. | 1927. | 1928. | 1929. | 1930. |
|--|-------------|------------|------------|------------|------------|
| | | £ | £ | £ | £ |
| Total Expenditure on Capital Account | 4 | 23,240,990 | 24,094,133 | 24,937,426 | 25,640,984 |
| Gross Receipts from Businesses carried on by the Company | 8 | 2,174,173 | 2,302,744 | 2,360,213 | 2,353,173 |
| Revenue Expenditure on ditto | 8 | 1,193,070 | 1,284,831 | 1,269,084 | 1,263,603 |
| Net Receipts of ditto | 8 | 981,103 | 1,017,913 | 1,091,129 | 1,089,570 |
| Miscellaneous Receipts (Net) | 8 | 241,293 | 227,284 | 186,749 | 154,872 |
| Miscellaneous Charges | 8 | 113,652 | 115,053 | 115,979 | 114,848 |
| Net Revenue | 8 | 1,108,744 | 1,130,144 | 1,161,899 | 1,129,594 |
| Profit or Loss on Realisation of Investments | 9 | — | 701 | — | 3,812 |
| Discount and Expenses <i>re</i> issue of 4½ per cent. Redeemable Second Debenture Stock 1942/72 | 9 | 2,938 | 2,938 | 2,938 | 2,938 |
| Income Tax | 9 | 9,045 | — | — | — |
| Interest on Loans and Debenture Stocks, etc. | 9 | 464,110 | 464,110 | 464,110 | 464,110 |
| Dividend on Preference Stock | 9 | 126,947 | 126,947 | 126,947 | 126,947 |
| Balance after Payment of Preference Dividend | 9 | 505,704 | 535,448 | 567,994 | 539,411 |
| Dividend on Consolidated Ordinary Stock | 9 | 373,118 | 466,397 | 466,397 | 466,397 |
| Rate per cent. | — | 4 % | 5 % | 5 % | 5 % |
| Surplus | — | 132,586 | 69,051 | 101,507 | 73,014 |
| Appropriation to Reserve | 9 | 75,000 | 50,000 | 91,875 | 60,853* |
| Balance brought forward from previous year | 9 | 100,515 | 158,101 | 177,152 | 186,784 |
| Balance carried forward to subsequent year | 9 | 158,101 | 177,152 | 186,784 | 198,945 |

*See paragraph 3 of the Report of the Directors.

C. S. LOUCH,
Comptroller and Accountant of the Company.

CERTIFICATES OF THE RESPONSIBLE OFFICERS AS TO THE UPKEEP OF THE COMPANY'S PROPERTY.

CERTIFICATE RESPECTING THE PERMANENT WAY, ETC.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings and other Works have, during the past year, been maintained in good working condition and repair.

ARTHUR R. COOPER,
Chief Engineer.

1st January, 1931.

CERTIFICATE RESPECTING THE ROLLING STOCK, ETC.

I hereby certify that the whole of the Company's Plant, Rolling Stock, Lifts, Escalators, Machinery and Tools have, during the past year, been maintained in good working condition and repair.

W. A. AGNEW,
Chief Mechanical Engineer.

1st January, 1931.

(Signed for the Board of Directors)

ASHFIELD,
Chairman of the Company

JNO. C. MITCHELL,
Secretary of the Company.

AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Financial Accounts contain a full and true statement of the financial condition of the Company; and that the dividends proposed to be declared on the Preference Stock and Consolidated Ordinary Stock are *bonâ fide* due thereon, after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout.

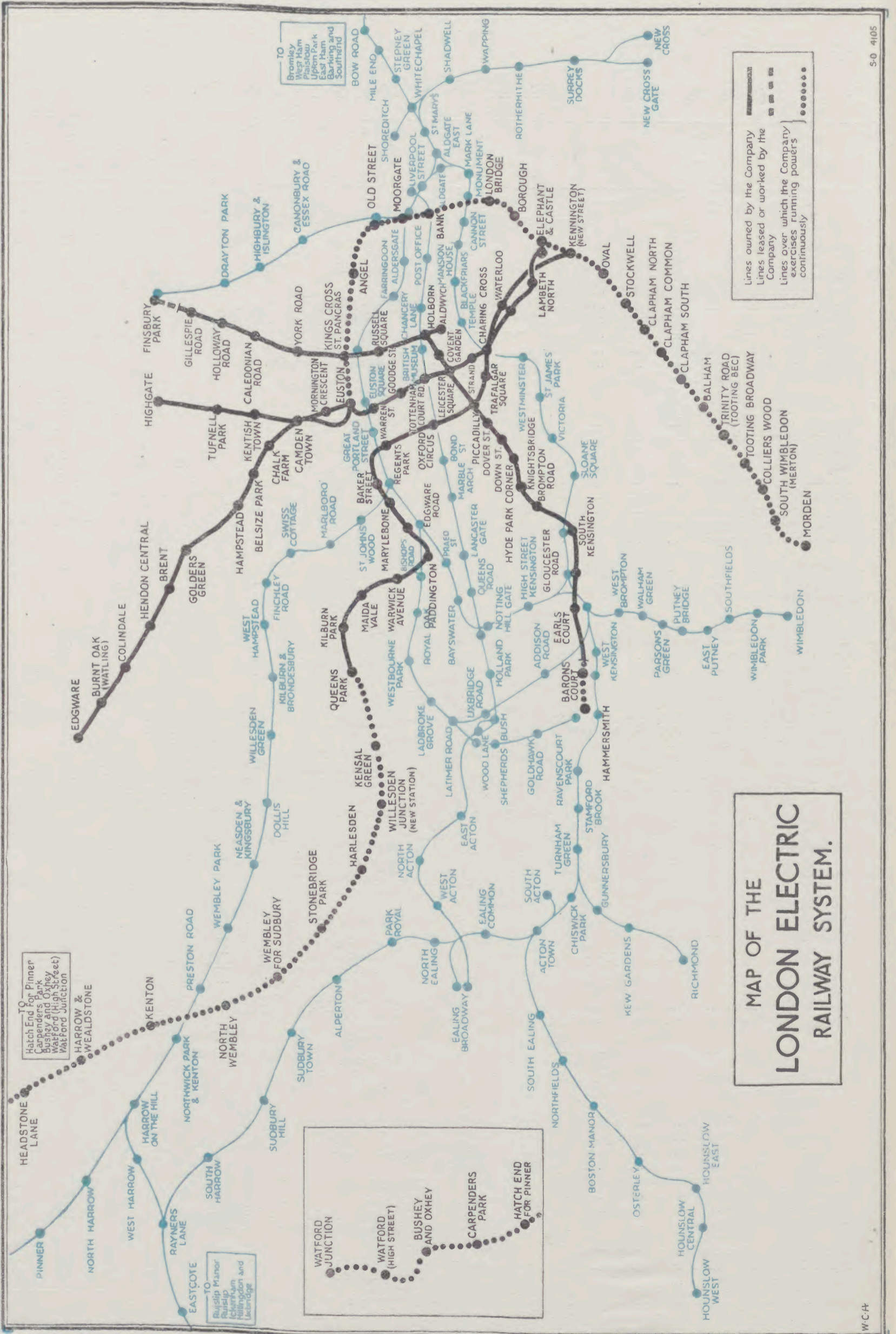
PEAT, MARWICK, MITCHELL & CO.,
DELOITTE, PLENDER, GRIFFITHS & CO., } *Auditors.*

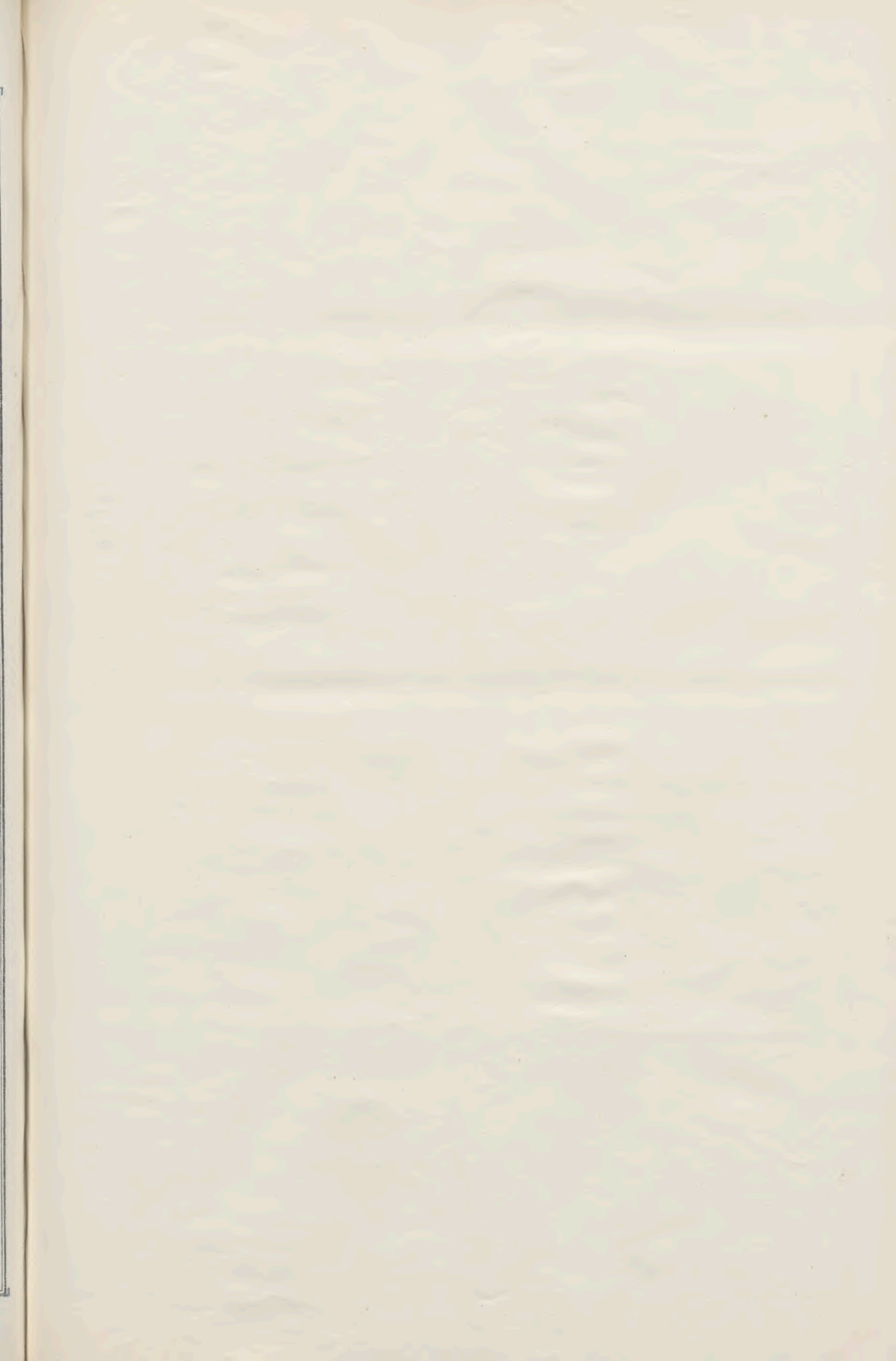
16th February, 1931.

INDEX.

(Arabic Figures refer to Financial Accounts and Roman Figures to Statistical Returns.)

| | Number of Account or Return. | Page. | | Number of Account or Return. | Page. |
|---|--|-------|--|--|--------|
| AUDITORS' CERTIFICATE | — | 18 | MILEAGE, DEMURRAGE AND WAGON HIRE | 10 (H) | 9, 12 |
| BALANCE SHEET | 19 | 13 | MILEAGE OF TRAINS | XII | 16 |
| CAPITAL :— | | | MILEAGE OF LINES | I | 14, 15 |
| Authorised and Created by the Company | 1 (a) | 5 | NATIONAL INSURANCE | 10 | 9 |
| Issued | 2 | 5 | NET REVENUE :— | | |
| Raised by Loans and Debenture Stocks | 3 | 6 | Amount of | 8 | 8 |
| Receipts and Expenditure | 4 | 6 | Proposed Appropriation | 9 | 8 |
| Details of Expenditure for Year | 5 | 7 | PARLIAMENTARY EXPENSES | 10 | 9 |
| Estimate of further Expenditure | 6 | 7 | PROPOSED APPROPRIATION OF NET REVENUE | 9 | 8 |
| Powers Available to meet further Expenditure | 7 | 7 | RAIL MOTOR VEHICLES :— | | |
| CERTIFICATES :— | | | Maintenance Expenditure | 10 (B.1) | 9, 10 |
| Auditors | — | 18 | Number and Seating Accommodation | II (B) | 15 |
| Officers responsible for Maintenance | — | 18 | Number renewed, Number repaired, and Number under or awaiting repair | XI | 16 |
| COACHING VEHICLES :— | | | Mileage | XII | 16 |
| Maintenance Expenditure | 10 (B.1) | 9, 10 | RAILWAY :— | | |
| Mileage, Demurrage and Wagon Hire | 10 (H) | 9, 12 | Total Capital expended upon | 4—6 | 6, 7 |
| Number and Seating Accommodation | II (C) | 15 | Revenue Receipts and Expenditure | 10 | 9 |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 16 | Mileage | I | 14, 15 |
| COMPENSATION | 10 | 9 | RATES :— | | |
| DIVIDENDS PAYABLE | 9 | 8 | Railway | 10 | 9 |
| ELECTRIC POWER AND LIGHT :— | | | Electric Power Stations | 18 | 13 |
| Capital Expenditure on Power Stations, etc. | 4—6 | 6, 7 | RENEWAL FUNDS | 19 | 13 |
| Cost of Generation and Distribution | 18 | 13 | RENTS PAID | 8 | 8 |
| Number of Units supplied | 18 | 13 | RENTS RECEIVED :— | | |
| ELECTRIC MOTOR VEHICLES :— | | | Houses and Lands | 8 | 8 |
| Number and Seating Accommodation | II (B) | 15 | Other Rents, including Lump-sum Tolls | 8 | 8 |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 16 | RESERVE FUND | 19 | 13 |
| Mileage | XII | 16 | REVENUE RECEIPTS AND EXPENDITURE :— | | |
| ELECTRIC TRAIN WORKING | 10 (C.1) | 9, 11 | Railway | 10 | 9 |
| GENERAL CHARGES | 10 (E) | 9, 12 | Miscellaneous Receipts (Net) | 8 | 8 |
| HOUSES (See Land, Property, etc.) | | | Summary | 8 | 8 |
| INTEREST PAID | 8, 9 | 8 | ROLLING STOCK :— | | |
| INTEREST RECEIVED | 8 | 8 | Capital Expenditure | 4—6 | 6, 7 |
| INTERIM DIVIDENDS PAID | 9 (a) | 8 | Maintenance Expenditure | 10 (B.1) | 9, 10 |
| LAND, PROPERTY, ETC., NOT FORMING PART OF THE RAILWAY OR STATIONS :— | | | Receipts and Payments for Mileage, Demurrage and Wagon Hire | 10 (H) | 12 |
| Capital Expenditure | 4—6 | 6, 7 | Numbers and Description | II | 15 |
| Rents Received | 8 | 8 | Mileage of Engines and Trains | XII | 16 |
| Acreage of Land and Number of Houses | VIII | 15 | RUNNING POWERS :— | | |
| LAW CHARGES | 10 | 9 | Mileage of Lines over which exercised | I (C) | 15 |
| LIFT AND ESCALATOR WORKING | 10 (C.2) | 9, 11 | SERVICE ROLLING STOCK | II (E) | 15 |
| MAINTENANCE :— | | | SUMMARY OF FINANCIAL RESULTS | XVI | 17 |
| Of Way and Works | 10 (A) | 9, 10 | TRAFFIC EXPENSES | 10 (D) | 9, 12 |
| Quantities of principal Materials used | X | 16 | TRAFFIC RECEIPTS :— | | |
| Miles maintained | X | 16 | Railway | 10 | 9 |
| Of Rolling Stock | 10 (B.1) | 9, 10 | Passengers carried and average Fare | XIII | 17 |
| Numbers renewed, Numbers repaired, and Numbers under or awaiting repair | XI | 16 | Passengers originating on the Company's System | XIII | 17 |
| Of Lifts and Escalators | 10 (B.2) | 9, 11 | TRAIN MILEAGE | XII | 16 |
| Of Electric Power Stations, etc. | 18 | 13 | | | |
| MANUFACTURING AND REPAIRING WORKS AND PLANT :— | | | | | |
| Capital Expenditure | 4—6 | 6, 7 | | | |
| Maintenance of Workshops | 10 (A) | 10 | | | |





LONDON ELECTRIC RAILWAY
COMPANY.

REPORT OF THE
DIRECTORS,
FINANCIAL ACCOUNTS
AND STATISTICAL
RETURNS
FOR THE YEAR ENDED
31st DECEMBER, 1930.

NOTICE is hereby given that the ORDINARY GENERAL MEETING of the London Electric Railway Company will be held at the Caxton Hall, Caxton Street, Westminster, London, S.W.1, on Thursday, the twenty-sixth day of February, 1931, at 11 o'clock in the forenoon for the transaction of the ordinary business of the Company.

And notice is hereby also given that, in compliance with the Standing Orders of Parliament, a SPECIAL GENERAL MEETING of the Proprietors of the London Electric Railway Company will be held on the same day and at the same place at 11.15 o'clock in the forenoon or so soon thereafter as the business of the Ordinary General Meeting convened for 11 o'clock in the forenoon on the same day is concluded or adjourned for the purpose of considering and, if thought fit, approving the following Bill now pending in Parliament, viz. :—

“ A Bill to empower the London Electric Railway Company to construct subways, deviations of railways and works; to empower the Metropolitan District Railway Company to construct works; to empower the City and South London Railway Company to construct a subway; to empower the London Electric Railway Company and the City and South London Railway Company to construct subways and works; and to confer further powers on the said and other Companies and for other purposes.”

By Order of the Board,

ASHFIELD, *Chairman*,
Jno. C. MITCHELL, *Secretary and Treasurer*.

55, Broadway, Westminster,
London, S.W.1.
9th February, 1931.

**London Midland and Scottish Railway
Company.**

FINANCIAL ACCOUNTS

AND

STATISTICAL RETURNS

FOR THE

YEAR ENDED

31st DECEMBER, 1930.

London Midland and Scottish Railway Company.

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED 31ST DECEMBER, 1930.

PART I. FINANCIAL ACCOUNTS.

No. 1 (a).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

| Special Acts. | Capital Authorised. | | | Capital Created. | | | Balance. | | |
|---|----------------------|---------------------------|--------------------|--------------------|---------------------------|--------------------|-------------------|---------------------------|-------------------|
| | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| I. Special Acts conferring capital powers which have been fully exercised .. | 395,109 | 194,899 | 590,008 | 395,109 | 194,899 | 590,008 | .... | .... | .... |
| II. Special Acts conferring capital powers which have not yet been fully exercised : | | | | | | | | | |
| The North Western, Midland, and West Scottish Group Amalgamation Scheme, 1923 | 312,231,103 | 111,313,247 | 423,544,350 | 310,031,103 | 109,067,658 | 419,098,761 | 2,200,000 | 2,245,589 | 4,445,589 |
| The London Midland and Scottish Railway (New Capital) Act, 1925 | 7,500,000 | 2,500,000 | 10,000,000 | .... | .... | .... | 7,500,000 | 2,500,000 | 10,000,000 |
| TOTAL .. | £ 320,126,212 | 114,008,146 | 434,134,358 | 310,426,212 | 109,262,557 | 419,688,769 | 9,700,000 | 4,745,589 | 14,445,589 |

No. 1 (b).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

NOT APPLICABLE TO THIS COMPANY.

No. 1 (c).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY, ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

| Special Acts. | Capital Authorised. | | | Capital Created. | | | Balance. | | |
|---|---------------------|---------------------------|-------------------|-------------------|---------------------------|-------------------|-------------------|---------------------------|----------------|
| | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| London and Birmingham Railway and Birmingham Canal Arrangement Act, 1846 : Birmingham Canal Consolidated Stock at 4% West London Extension Railway Act, 1859. <i>(Jointly in moieties with the Great Western Railway Company) :—</i> West London Railway First Class Preference Shares at 3½% .. £64,000 West London Railway Second Class Preference Shares at 6% .. 15,200 West London Railway Ordinary Shares at 2% 101,180 | 2,439,575 | .... | 2,439,575 | 2,439,575 | .... | 2,439,575 | .... | .... | .... |
| 180,380 | .... | 180,380 | 180,380 | .... | 180,380 | .... | .... | .... | .... |
| Birkenhead Railway (Vesting) Act, 1861. <i>(Jointly in moieties with the Great Western Railway Company) :—</i> Birkenhead Railway Perpetual Preference Stock at 4½% .. £474,178 Birkenhead Railway Consolidated Stock at 4% 1,941,506 | 2,415,684 | .... | 2,415,684 | 2,415,684 | .... | 2,415,684 | .... | .... | .... |
| Great Western Railway (Further Powers) Act, 1866. <i>(Jointly in moieties with the Great Western Railway Company) :—</i> Tenbury Railway Shares at 4½% 30,000 | 30,000 | .... | 30,000 | 30,000 | .... | 30,000 | .... | .... | .... |
| London and North Western Railway (Additional Powers) Act, 1870. <i>(Jointly in moieties with the Great Western Railway Company) :—</i> Shrewsbury and Hereford Railway Rent Charge Stock at 6% .. £625,000 Shrewsbury and Hereford Railway Rent Charge Stock at 4½% 50,000 | 675,000 | .... | 675,000 | 675,000 | .... | 675,000 | .... | .... | .... |
| Forth Bridge Railway Acts, 1873, 1882, 1888, and 1890, and North British Railway Order Confirmation Act, 1908. <i>(Jointly with the London and North Eastern Railway Company :—London Midland and Scottish Railway Company's proportion, 32½%) :—</i> Interest and Dividend guaranteed in respect of Capital issued, i.e. :— Forth Bridge Railway Debenture Stock at 4% £723,333 Forth Bridge Railway Stock at 4% .. 2,325,000 | 2,425,000 | 808,332 | 3,233,332 | 2,325,000 | 774,999 | 3,099,999 | 100,000 | 33,333 | 133,333 |
| Midland and Great Northern Railway Companies (Eastern and Midlands Railway) Act, 1893. <i>(Jointly in moieties with the London and North Eastern Railway Company) :—</i> Midland and Great Northern Joint Line Rent Charge Stock at 3% 1,200,000 | 1,200,000 | .... | 1,200,000 | 1,200,000 | .... | 1,200,000 | .... | .... | .... |
| Whitechapel and Bow Railway Acts, 1897, 1900, 1902, and 1905, and London, Tilbury, and Southend Railway Act, 1898. <i>(Jointly in moieties with the Metropolitan District Railway Company) :—</i> Interest guaranteed in respect of Capital issued, i.e. :— Whitechapel and Bow Railway Debenture Stock at 4% £350,000 | .... | 379,000 | 379,000 | .... | 379,000 | 379,000 | .... | .... | .... |
| TOTAL .. | £ 9,365,639 | 1,187,332 | 10,552,971 | 9,265,639 | 1,153,999 | 10,419,638 | 100,000 | 33,333 | 133,333 |

LONDON MIDLAND & SCOTTISH RAILWAY COMPANY.

DIRECTORS.

CHAIRMAN.—SIR JOSIAH CHARLES STAMP, G.B.E., Tantallon, Park Hill Road, Shortlands, Kent.

DEPUTY-CHAIRMAN.—EDWARD BROCKLEHURST FIELDEN, Esq., M.P., Dobroyd Castle, Todmorden, Lancs.

SIR ALAN GARRETT ANDERSON, K.B.E., The Manor, Notgrove,
Gloucestershire.SIR JOHN FIELD BEALE, K.B.E., 5, Fenchurch Avenue,
London, E.C. 3.

GUSTAV BEHRENS, Esq., 20, Chepstow Street, Manchester.

CHARLES BOOTH, Esq., Elmhurst, Aigburth, Liverpool.

MAJOR RALPH GEORGE CAMPBELL GLYN, M.C., M.P.,
22, Manchester Square, London, W. 1.SIR WILLIAM GUY GRANET, G.B.E., 80, Lombard Street,
London, E.C. 3.THE HON. ARTHUR HENRY HOLLAND-HIBBERT, Munden,
near Watford, Herts.WILLIAM LIONEL HICHENS, Esq., 3, Central Buildings,
Westminster, London, S.W. 1.

JOSEPH BRUCE ISMAY, Esq., 15, Hill Street, Mayfair, London, W. 1.

CHARLES KER, Esq., LL.D., C.A., 120, St. Vincent Street, Glasgow.

GENERAL THE HON. SIR HERBERT ALEXANDER LAWRENCE,
G.C.B., 42, Gracechurch Street, London, E.C. 3.JAMES WHITEFORD MURRAY, Esq., 27, West George Street,
Glasgow.

ALBERT EVANS PULLAR, Esq., Durn, Perth.

FREDERIC JAMES RAMSDEN, Esq., Abbots Wood, Furness Abbey.

SIR THOMAS ROYDEN, Bart., C.H., Cunard Building, Liverpool.

RT. HON. WALTER RUNCIMAN, M.P., 8, Barton Street, London,
S.W. 1.SIR EDWIN FORSYTH STOCKTON, Lloyds Bank Buildings,
53, King Street, Manchester.GEORGE REGINALD THOMAS TAYLOR, Esq., Allerton Manor,
Chapel Allerton, Leeds.

DOUGLAS VICKERS, Esq., Sheffield.

ALFRED HAROLD WIGGIN, Esq., Bordesley Hall, Alvechurch,
near Birmingham.

SIR ISAAC THOMAS WILLIAMS, Oakdene, St. Margarets, Middlesex.

REPORT OF THE DIRECTORS

To be submitted to the Proprietors at the Annual General Meeting to be held at Euston Station, London, N.W. 1, on Friday, the twenty-seventh day of February, 1931, at 11.30 a.m.

An abridged Statement of Accounts is attached showing the results for the year ended 31st December, 1930. After adding Profit on realisation of Securities, Reserve for Income Tax now released, and an appropriation of £279,106 from General Reserve, the amount available for Interest and Dividends is £14,796,746. After meeting Interest and Dividends on the Debenture, Guaranteed and Preference Stocks, there is a balance available for Ordinary Dividend amounting to £1,904,048.

DIVIDEND.

The Interim Dividend of £1 0s. 0d. per cent. paid on the Ordinary Stock in August last, absorbed £952,024, and the balance of £952,024 will admit of the payment of a final dividend of £1 0s. 0d. per cent., making £2 0s. 0d. per cent. for the year.

The Dividend on the Ordinary Stock for 1929 was £4 10s. 0d. per cent., and the sum of £211,655 was carried forward.

During the year there has been a decline in the Company's traffic receipts of £4,952,922, there being a decrease of £1,505,613 in the passenger section, of £2,621,871 in merchandise and livestock, and of £825,438 in coal and coke.

The loss of traffic is principally due to the unprecedented depression in trade, particularly in the areas covered by the Company's system, and to road competition.

Economies and reductions in Railway working expenses have amounted to £2,080,735, without paying regard to the effect of the special deduction of 2½ per cent. on Salaries and Wages up to May, 1930.

ROAD MOTOR POWERS.

The arrangements referred to last year in connection with the exercise by the Company of their Road Motor Powers have been further developed with satisfactory results to the Company. They have led to a substantial measure of co-ordination especially in regard to branch lines traffic.

DEVELOPMENT (LOAN GUARANTEES AND GRANTS) ACT, 1929.

Since the last report some of the schemes submitted to the Treasury have been withdrawn, or are in abeyance, or under revision to meet changing circumstances, and others have been submitted for grant, the total cost of the works which are being proceeded with under the Act being estimated at approximately £1,800,000, of which approximately £1,270,000 ranks for interest grants.

RAILWAY ELECTRIFICATION.

The Main Line Electrification Committee set up by the Government has not yet issued its report.

ROYAL COMMISSION ON TRANSPORT.

The final report of the Royal Commission on the subject of the co-ordination and development of Transport has been issued, and the Commission has found it impossible to suggest any positive solution at present of the problem of securing the co-ordinated working and development of all the available means of transport. The report is receiving consideration.

CO-ORDINATION OF LONDON PASSENGER TRANSPORT.

The Government have under consideration the complete consolidation, under public ownership, of the various passenger transport agencies in the London Traffic Area, and the establishment of a London Passenger Transport Authority.

It is considered necessary that the suburban lines of the main line Companies should be brought within the scope of any scheme for the co-ordination of London transport and measures are being taken to ensure that as far as possible provision shall be made for protecting the Company's interests in the contemplated Government Bill.

ADMINISTRATION.

The Directors have to report with deep regret the death, on the 31st October last, of their much esteemed colleague Mr. Francis Hamilton Wedgwood. Mr. Wedgwood came forward as a Director from the former North Staffordshire Railway Company, and his judgment and ability have been of the highest value to the amalgamated Company.

Consequent on the retirement of Sir Henry Fowler from the position of Chief Mechanical Engineer, Mr. E. J. H. Lemon has been appointed Chief Mechanical Engineer with charge of both the Locomotive and the Carriage and Wagon Workshops.

Mr. W. A. Ree, Chief Stores Superintendent, has been obliged to retire owing to ill-health, and has been succeeded by Mr. W. K. Wallace.

Mr. P. M. Payne, Rating Agent, has also retired and has been succeeded by Mr. H. J. Burcham.

STAFF MATTERS.

On the expiry of the Agreement with the Trade Unions in regard to the 2½ per-cent. deduction from salaries and wages, the Companies submitted proposals to the Trade Unions for modifications of rates of pay and conditions of service of Salaried and Wages Staff.

The Companies' proposals were rejected by the Unions who submitted counter proposals, and the respective claims were referred to the Central Wages Board.

As no agreement could be reached, the parties referred their claims to the National Wages Board, and that body commenced proceedings on the 19th January. It is anticipated their findings will be published this month.

The Government have introduced into Parliament, the Hours of Industrial Employment Bill, and having regard to its possible effect on the Company's finances the progress of the Bill will be closely watched.

PARLIAMENTARY BUSINESS.

The Company are promoting a Bill in the present Session of Parliament for the purpose of obtaining powers for the construction of various works for the improvement of the Undertaking and to obtain power to raise additional capital by the issue of Debenture Stock not exceeding the sum of Five Million Pounds, and for other purposes.

Application has also been made to the Secretary for Scotland for a Provisional Order to extend the time limited for the construction of certain works and the acquisition of certain lands, and for other purposes.

The Bill and Order for the above purposes will be submitted to the Proprietors for their consideration at a Special General Meeting to be held for the purpose on the 3rd March.

The various Bills and Orders affecting the Company's interests which have been deposited by other parties will receive the attention they demand.

RETIRING DIRECTORS.

The Directors retiring by rotation are:—

Gustav Behrens, Esq.
 Charles Booth, Esq.
 Edward Brocklehurst Fielden, Esq., M.P.
 The Hon. Arthur Henry Holland-Hibbert.
 Joseph Bruce Ismay, Esq.
 Albert Evans Pullar, Esq.
 Rt. Hon. Walter Runciman, M.P.
 Sir Josiah Charles Stamp, G.B.E.

who are eligible and with the exception of Mr. Behrens offer themselves for re-election. Mr. Behrens has been a Railway Director for 45 years and his experience and energy have been of the greatest value to the Company.

RETIRING AUDITOR.

The Auditor retiring by rotation is Frederic Ditchfield Morris, Esq., who is eligible for re-election.

The Dividend Warrants for the 5% Redeemable Preference Stock have already been posted; those for the other Stocks will be posted on 3rd March to the last known address of each Proprietor, unless instructions have been received to the contrary.

Any Proprietor who desires to have a copy of the full accounts for the year 1930 will be supplied with one on application to the Secretary or at the Annual Meeting.

JOSIAH CHARLES STAMP, *Chairman.*

EUSTON STATION, LONDON,

11th February, 1931.

SUMMARY OF ANNUAL ACCOUNTS AND RETURNS, 1930.

CAPITAL ACCOUNT AT 31ST DECEMBER, 1930.

The Net Capital Expenditure during the Year amounted to £3,772,880 of which £2,527,104 was in respect of the acquisition of interests in Omnibus undertakings referred to in last year's Report.

| | |
|---|--------------|
| This makes the aggregate capital expenditure a sum of | £452,281,721 |
| During the year £1,500,000 5% Redeemable Debenture Stock was issued, making the aggregate Capital Receipts a sum of ... | £429,776,825 |
| leaving a balance temporarily met out of the surplus funds held by the Company of | £22,504,806 |
| Further Capital Expenditure is proposed amounting to but no further issue of Capital is immediately involved thereby. | £6,389,000 |

RESULTS OF WORKING.

The results of working the Company's undertaking for the Year 1930, together with the proposed dividends, compared with 1929, are :—

| | 1930. | 1929. | Increase.* | Decrease. |
|--|-------------------|-------------------|---------------|------------------|
| | £ | £ | £ | £ |
| Receipts | 68,241,425 | 73,195,264 | — | 4,953,839 |
| Expenditure (subject to deduction included below*) | 56,073,830 | 58,154,565 | — | 2,080,735 |
| NET RAILWAY RECEIPTS | 12,167,595 | 15,040,699 | — | 2,873,104 |
| OTHER RECEIPTS (NET) | 8,842 | Dr. 5,992 | 14,834 | — |
| Road Transport | 132,935 | 193,223 | — | 60,288 |
| Steamboats | Dr. 15,531 | Dr. 16,221 | 690 | — |
| Canals | Dr. 66,724 | Dr. 96,890 | 30,166 | — |
| Docks, Harbours and Wharves | 376,649 | 422,851 | — | 46,202 |
| Hotels, Refreshment Rooms and Cars | Dr. 630,754 | Dr. 787,635 | 156,881 | — |
| Collection and Delivery of Parcels and Goods | 3,697 | 4,352 | — | 655 |
| Limestone Quarry | 133,287 | 196,289 | — | 63,002 |
| Joint Lines | 1,001,139 | 1,015,431 | — | 14,292 |
| Rents Receivable, less Rents Payable | Dr. 167,884 | 74,448 | — | 242,332 |
| Interest Credits, less Debits | 77,957 | 45,710 | 32,247 | — |
| Sundry Items | 405,083 | 1,089,018 | — | 683,935 |
| *Amount of 2½ per cent. deduction from Fees and from Salaries and Wages of all Departments (to May, 1930) | 13,426,291 | 17,175,283 | — | 3,748,992 |
| NET REVENUE FOR THE YEAR | (3.12%) | (4.01%) | — | — |
| Add—Brought forward from last year | 211,655 | 159,035 | 52,620 | — |
| Appropriation from Reserve | 13,637,946 | 17,334,318 | — | 3,696,372 |
| Profit on realisation of Investments | 279,106 | ..... | 279,106 | — |
| Reserve for Income Tax released | 391,694 | ..... | 391,694 | — |
| Deduct—Carried forward to next year | 488,000 | ..... | 488,000 | — |
| TOTAL INTEREST AND DIVIDEND PAID AND PROPOSED | 14,796,746 | 17,122,663 | — | 2,325,917 |
| Viz. :— | | | | |
| Interest on Debenture Stocks | 4,418,314 | 4,364,170 | 54,144 | — |
| Dividend on Guaranteed and Preference Stocks | 8,474,383 | 8,474,383 | — | — |
| Dividend on Ordinary Stock | 1,904,049 (2%) | 4,284,110 (4½%) | — | 2,380,061 |
| | £14,796,746 | £17,122,663 | — | £2,325,917 |

RAILWAY RECEIPTS.

During the year 440 million Passengers, including Season Ticket Holders, were conveyed over the Railway, this figure being 21 millions less than the number in 1929, and the receipts from Passengers which amounted to £20,370,294 were £1,393,323 less than in 1929.

Receipts from Parcels, Mails, etc., traffic conveyed by Passenger train amounted to £6,846,900, and were £112,290 less than in 1929.

Goods train traffic realised £40,368,765 or £3,447,309 less than in 1929. The tonnage of traffic conveyed was 139,645,965 tons, being 9,686,626 tons less than in 1929.

These losses are attributable for the most part to depression in trade in the areas served by the Company, but also to the effects of road competition.

RAILWAY WORKING EXPENSES.

| Railway Working Expenditure was as under :— | 1930. | 1929. | Decrease. |
|---|-------------|-------------|------------|
| | £ | £ | £ |
| Maintenance of Way and Works | 7,192,010 | 7,675,107 | 483,097 |
| „ „ Rolling Stock | 9,881,818 | 10,288,804 | 406,986 |
| Locomotive Running Expenses | 13,647,434 | 14,078,362 | 430,928 |
| Traffic Expenses | 20,261,589 | 20,807,298 | 545,709 |
| General Charges | 2,048,371 | 2,092,918 | 44,547 |
| Rates and Railway Freight Rebates Fund | 2,683,018 | 2,141,764 | 541,254 |
| Compensation (Accidents and Losses) | 454,563 | 529,330 | 74,767 |
| National Insurance | 479,811 | 488,490 | 8,679 |
| Miscellaneous | 25,216 | 52,492 | 27,276 |
| | £56,073,830 | £58,154,565 | £2,080,735 |

This saving of £2,081,000, following upon savings of £3,290,000 in 1929 and 1928, has been effected without reduction of the standard of maintenance and has been accompanied by improvements in the services afforded to the public.

A great part of the aggregate saving since 1927 represents the fruition of improvements which have been in hand for several years and fully justifies the heavy expenditure on renewal and modernization which has been incurred. In these re-arrangements and economies your Directors have had the fullest support of all grades of the staff and their co-operation has been a material factor.

DISPOSAL OF TOTAL RECEIPTS FROM ALL BUSINESSES.

The approximate allocation of the Company's receipts from all businesses for 1930 was :—

| | Amount. | Amount per £. |
|---|------------|---------------|
| | £ | s. d. |
| Wages | 42,800,000 | 11 2 |
| Coal | 5,100,000 | 1 4 |
| Other Material | 10,100,000 | 2 8 |
| Rates and Sundry Items, less Miscellaneous Receipts | 5,000,000 | 1 4 |
| Total | 63,000,000 | 16 6 |
| Less :—Appropriations from Reserve, etc., and Carry Forward brought in | 1,400,000 | 4 |
| | 61,600,000 | 16 2 |
| Interest and Dividends on Capital | 14,800,000 | 3 10 |
| | 76,400,000 | 20 0 |

STATISTICAL DATA.

The total mileage of the Company's lines and sidings at 31st December, 1930, was 19,410, an increase of 51 miles compared with a year ago. During 1930, 555 miles of running line were completely renewed and on this and other track maintenance 93,094 tons of new rails and 1,539,058 new sleepers were used.

The numbers of rolling stock and those under and awaiting repair at 31st December of each year since amalgamation have been:—

| | LOCOMOTIVES. | | COACHING VEHICLES. | | MERCHANDISE AND MINERAL VEHICLES. | |
|-------------|--------------|---------------------------|--------------------|---------------------------|-----------------------------------|---------------------------|
| | Number. | Under or awaiting repair. | Number. | Under or awaiting repair. | Number. | Under or awaiting repair. |
| 1923 | 10,292 | 1,958 | 27,261 | 3,062 | 302,558 | 14,006 |
| 1924 | 10,246 | 1,856 | 27,101 | 2,676 | 308,122 | 13,159 |
| 1925 | 10,205 | 1,375 | 26,991 | 2,554 | 308,287 | 11,847 |
| 1926 | 10,159 | 1,345 | 27,877 | 2,769 | 307,549 | 12,252 |
| 1927 | 10,128 | 877 | 27,957 | 2,398 | 305,453 | 11,864 |
| 1928 | 9,871 | 605 | 28,045 | 2,204 | 297,068 | 12,070 |
| 1929 | 9,800 | 554 | 27,148 | 1,970 | 297,963 | 11,109 |
| 1930 | 9,319 | 377 | 26,631 | 1,831 | 292,537 | 10,345 |

The stock at 31st December, 1930 includes 80 Locomotives, 40 Carriages and 1,428 Merchandise and Mineral Vehicles transferred from the ownership of the Somerset & Dorset Joint Committee and Cheshire Lines Committee. The stock also includes 430 Locomotives stored in serviceable condition.

TRAIN WORKING.

The mileage run by the Company's locomotives was:—

| | 1930. | 1929. | Increase. | Decrease. |
|----------------------------------|--------------------|--------------------|---------------|-------------------------|
| STEAM TRACTION. | | | | |
| <i>Passenger—</i> | | | | |
| Trains | 87,372,348 | 87,130,923 | 241,425 | — |
| Shunting | 7,742,795 | 7,780,827 | — | 38,032 |
| Assisting, Light, etc. | 7,630,247 | 8,028,847 | — | 398,600 |
| Total | 102,745,390 | 102,940,597 | — | 195,207 |
| <i>Goods—</i> | | | | |
| Trains | 58,830,438 | 60,952,174 | — | 2,121,736 |
| Shunting | 41,212,635 | 43,383,814 | — | 2,171,179 |
| Assisting, Light, etc. | 17,548,166 | 18,933,467 | — | 1,385,301 |
| Total | 117,591,239 | 123,269,455 | — | 5,678,216 |
| ELECTRIC TRACTION | 6,901,196 | 6,802,844 | 98,352 | — |
| TOTAL ENGINE MILES | 227,237,825 | 233,012,896 | — | 5,775,071 = 2.5% |
| TOTAL ENGINE HOURS | 25,985,883 | 27,348,611 | — | 1,362,728 = 5.0% |

From 1st January, 1930 the Engine Power for the Somerset Joint Committee has been provided by the Company, and the above 1930 figures include 879,569 Passenger and 861,103 Goods Miles run, and 194,065 Engine Hours worked on behalf of that Committee.

SALARIES AND WAGES.

As a result of the economies, re-arrangements, and improved efficiency, the total payments for salaries and wages, including lodging, etc., allowances show a reduction for the year (52 weeks) of £1,038,000. There has been no appreciable variation in the rates of remuneration, other than the 2½ per cent. deduction not reflected in this comparison. These payments do not relate to revenue expenditure only but also embrace capital and renewal fund expenditure and manufacture of materials for stock.

The number of employees at 1st January, 1930 was 247,263, and at 31st December, 1930 was 233,575.

BALANCE SHEET.

| LIABILITIES. | | Year 1930. | Year 1929. | ASSETS. | | Year 1930. | Year 1929. |
|--|---|-------------|-------------|---|-----------|-------------|-------------|
| | | £ | £ | | | £ | £ |
| Unpaid Interest and Dividends | | 68,411 | 68,755 | Capital Account, Balance at Debit thereof ... | | 22,504,806 | 20,232,016 |
| Interest and Dividends payable or accruing and provided for | | 1,671,848 | 1,714,164 | Cash at Bankers and in hand | | 4,986,023 | 10,212,027 |
| Amount due to Railway Companies and Committees | | 1,096,879 | 941,769 | Investments in Government Securities ... | | 16,676,626 | 17,302,117 |
| Savings Bank | | 7,449,342 | 7,228,773 | Investments in Stocks and Shares held by the Company, and Advances to other Companies, not charged as Capital Expenditure:— | | | |
| Superannuation and Provident Funds ... | | 23,855,355 | 23,154,346 | (a) Transport Undertakings ... | 1,527,541 | | 1,549,816 |
| Reserve for Superannuation and Pensions ... | | 2,754,082 | 2,727,430 | (b) Other Undertakings ... | 2,641,776 | | 2,709,888 |
| Accounts payable | | 3,962,707 | 4,158,923 | | | 4,169,317 | 4,259,704 |
| Liabilities accrued | | 1,502,552 | 1,556,960 | Stock of Stores and Materials | | 9,161,386 | 8,620,172 |
| Miscellaneous Accounts | | 1,550,845 | 1,365,273 | Outstanding Traffic Accounts | | 5,804,837 | 6,682,607 |
| Compensation for Accidents Account ... | | 150,000 | 150,000 | Amount due by Railway Companies and Committees | | 252,166 | 166,499 |
| Forged Transfers Fund | | 30,000 | 29,899 | Amount due by Railway Clearing Houses ... | | 487,778 | 317,310 |
| Fire Insurance Fund | | 1,011,562 | 1,011,562 | Accounts Receivable | | 1,202,565 | 938,461 |
| Renewal Funds:— | | | | Advances to Staff for Housing | | 1,398,865 | 1,311,380 |
| Railway:— | | | | Miscellaneous Accounts | | 3,552,506 | 2,874,435 |
| Way and Works | £ | 2,551,828 | 2,880,606 | | | | |
| Rolling Stock | | 6,472,921 | 7,206,145 | Suspense Accounts:— | | | |
| Other Funds | | 1,987,931 | 1,919,077 | Road Motor Purchases | £ | | |
| | | | | Account | 501,943 | | 661,740 |
| Steamboats | | 11,012,680 | 12,005,828 | Deposit under Road Traffic Act, 1930 | 15,000 | | |
| Other Businesses | | 2,482,618 | 2,722,879 | | | 516,943 | 661,740 |
| Works and Equipment Maintenance Fund ... | | 1,611,450 | 1,547,141 | | | | |
| General Reserve Fund | | 2,743,530 | 3,515,921 | | | | |
| | | 2,570,831 | 2,849,937 | | | | |
| Balance available for Dividends ... | £ | 10,378,432 | 12,970,148 | | | | |
| Less—Interim Dividends paid ... | | 5,189,216 | 6,141,240 | | | | |
| | | 5,189,216 | 6,828,908 | | | | |
| | | £70,713,908 | £73,578,468 | | | £70,713,908 | £73,578,468 |

COPY OF AUDITORS' CERTIFICATE AS APPENDED TO THE FULL ACCOUNTS AND RETURNS.

We hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Company, and that the Dividends proposed to be declared on the several Stocks are *bona fide* due thereon, after charging the Revenue of the year with all expenses which ought in our judgment to be paid thereout.

F. D. MORRIS,
N. E. WATERHOUSE, } Auditors.

EUSTON STATION, LONDON,
11th February, 1931.

J. C. STAMP,
Chairman.

No. 2.—SHARE CAPITAL AND STOCKS CREATED, AS PER STATEMENT No. 1 (a), SHEWING PROPORTION ISSUED.

| DESCRIPTION. | Amount created. | Amount received (apart from Premiums and Discounts) as per Account No. 4. | Nominal additions or deductions. | Amount issued. | |
|---|----------------------|---|----------------------------------|--------------------------------------|------------------|
| | | | | Amount on which Dividend is Payable. | Amount unissued. |
| | £ | £ | £ | £ | £ |
| 4 per cent. Guaranteed Stock | 40,692,916 | 33,241,343 | 7,451,573 | 40,692,916 | .... |
| 4 per cent. Preference Stock | 118,908,762 | 115,599,563 | 3,309,199 | 118,908,762 | .... |
| 5 per cent. Redeemable Preference Stock (to be redeemed at par on 30th June, 1955) .. | 15,488,106 | 9,699,132 | .... | 9,699,132 | 5,788,974 |
| 4 per cent. Preference Stock (1923) | 40,133,987 | 142,240,104 | 6,903,676 | 40,133,987 | .... |
| Ordinary Stock | 95,202,441 | | | 95,202,441 | .... |
| TOTAL.. .. . | £ 310,426,212 | 300,780,142 | 3,857,096 | 304,637,238 | 5,788,974 |

No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS.

| | Amount received (apart from Premiums and Discounts) as per Account No. 4. | Nominal additions or deductions. | Total raised by Loans and Debenture Stocks. |
|---|---|----------------------------------|---|
| | £ | £ | £ |
| Raised by Loans | Nil | Nil | Nil |
| Raised by issue of Debenture Stocks :— | | | |
| 4 per cent. Debenture Stock | 107,030,418 | 5,239,349 | 101,791,069 |
| 5 per cent. Redeemable Debenture Stock (to be redeemed at par on 15th May, 1952) | 7,350,550 | .... | 7,350,550 |
| Total Debenture Stocks | 114,380,968 | 5,239,349 | 109,141,619 |
| Total raised by Loans and Debenture Stocks | | | 109,141,619 |
| Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created as per Statement No. 1 (a) | | | 109,262,557 |
| <i>Less—Capitalised value of Rent Charges, Annuities, or Feu Duties, in accordance with Section 5 of the Lands Clauses Consolidation Acts Amendment Act, 1860</i> | | | 29,749 |
| Total amount raised by Loans and Debenture Stocks as above | | | 109,141,619 |
| Balance being available borrowing powers at 31st December, 1930 | | | £ 91,189 |

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1930.

| | Land and Compensation. | Construction of Way and Stations, Engineering, etc. | Law Charges and Parliamentary Expenses. | TOTAL. | |
|---|------------------------|---|---|-------------|------------------|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| LINES BELONGING TO THE COMPANY OPEN FOR TRAFFIC:— | | | | | |
| Widening—Longbridge to Barnt Green, Transferred from "Lines not open for Traffic" | | | | 245,027 | 3 9 |
| Passenger Station Accommodation at Blackpool, Heathway, Southend, Tilbury, Tredgar, Upney, etc. | 6,552 17 3 | 65,397 14 1 | 244 4 2 | 72,194 | 15 6 |
| Goods Accommodation at Beswick, Birmingham (Curzon Street), Cambridge, Camden, Ettingshall Road, Goole, Great Bridge, Stoke, etc. | 25,605 16 7 | 130,611 18 6 | 438 17 10 | 165,656 | 12 11 |
| Sidings and Works at Beeston, Chaddesden, Crofton, Manchester, Northampton, Rossington Main Colliery, Speke, Washwood Heath, etc. | 42,345 5 0 | 279,913 0 2 | 1,669 13 9 | 323,927 | 18 11 |
| Engine Sheds at Carlton, Cudworth, Toton, etc. | 1,226 0 0 | 44,470 16 3 | 40 5 0 | 45,746 | 1 3 |
| Track Circuits, Telephones and Telegraphs | | 38,826 19 9 | | 38,826 | 19 9 |
| Purchase of Mineral Rights | 361 13 0 | 1 12 0 | 1 0 0 | 364 | 5 0 |
| Transferred from "Manufacturing and Repairing Works and Plant" | | | | 8,343 | 3 9 |
| Transferred from "Electric Power Stations, etc." | | | | 14,017 | 17 2 |
| Transferred to "Land, Property, etc., Not used in connection with Railway Working" | | | | Cr. 43,387 | 19 6 |
| | | | | | 871,116 18 6 |
| LINES BELONGING TO THE COMPANY NOT OPEN FOR TRAFFIC:— | | | | | |
| New Lines:— | | | | | |
| Farnfield Curve | 700 0 0 | 24,825 15 9 | 74 5 8 | 25,600 | 1 5 |
| Mid-Nottinghamshire Railway | 3,152 0 0 | 6,821 9 6 | 130 8 0 | 10,109 | 17 6 |
| Mid-Nottinghamshire Joint Railway | | 60,000 0 0 | | 60,000 | 0 0 |
| Existing Lines—Widenings of and Additions thereto:— | | | | | |
| Broadholme to Ambergate | 1,257 0 0 | 21,615 5 7 | 94 6 8 | 22,966 | 12 3 |
| Barking to Uppinster | 1,823 0 0 | 45,659 18 11 | 100 12 8 | 47,649 | 11 7 |
| Longbridge to Barnt Green | | 21,704 13 6 | | 21,704 | 13 6 |
| Mirfield | | 30,664 15 4 | | 30,664 | 15 4 |
| Sundry Widenings | 105 0 0 | | 12 18 6 | 117 | 18 6 |
| Transferred to "Lines Open for Traffic"—Longbridge to Barnt Green | | | | Cr. 245,627 | 3 9 |
| Transferred from "Land, Property, etc., Not used in connection with Railway Working" | | | | 2,155 | 1 6 |
| | | | | | Cr. 120,368 11 1 |
| ROLLING STOCK:— | | | | | |
| Locomotive Stock:— | | | | | |
| Improvements | | | 21,032 17 4 | | |
| 80 Locomotives transferred from Somerset Joint Committee | | | 190,699 12 2 | | |
| | | | | 211,732 | 9 6 |
| Electric Rail Motor Vehicles:—2 Vehicles | | | | | |
| | | | | 7,180 | 12 10 |
| Coaching Vehicles:— | | | | | |
| Improvements | | | 22,898 6 9 | | |
| 40 Vehicles transferred from Somerset Joint Committee | | | 18,677 13 7 | | |
| | | | | 38,576 | 0 4 |
| Merchandise and Mineral Vehicles:— | | | | | |
| Improvements | | | 62,335 17 4 | | |
| 57 Vehicles transferred from Somerset Joint Committee | | | 7,594 4 5 | | |
| 1,371 Vehicles transferred from Cheshire Lines Committee | | | 135,176 7 3 | | |
| Containers | | | 22,120 15 2 | | |
| | | | | 227,227 | 4 2 |
| Service Rolling Stock:— | | | | | |
| Improvements | | | 1,574 19 3 | | |
| 114 Vehicles transferred from Somerset Joint Committee | | | 5,294 0 0 | | |
| 2 Steam Travelling Cranes | | | 3,033 0 0 | | |
| | | | | 9,901 | 19 3 |
| | | | | | 492,618 6 1 |
| MANUFACTURING AND REPAIRING WORKS AND PLANT:— | | | | | |
| Permanent Way Workshops: Greenhill, Muirhouse, etc. | | | | 19,332 | 4 9 |
| Locomotive, Carriage and Wagon Workshops: Crewe, Derby, Horwich, St. Rollox, etc. | | | | Cr. 113,380 | 13 0 |
| Machinery and Plant transferred from Somerset Joint Committee | | | | 12,134 | 10 10 |
| Transferred to "Lines open for Traffic" | | | | Cr. 8,343 | 3 9 |
| Transferred from "Docks, Harbours and Wharves" | | | | 452 | 0 0 |
| Transferred from "Land, Property, etc., Not used in connection with Railway Working" | | | | 1,226 | 0 0 |
| | | | | | Cr. 88,579 1 2 |
| TOTAL CAPITAL EXPENDED UPON RAILWAY | | | | | |
| | | | | | 1,250,497 11 3 |
| ROAD VEHICLES:— | | | | | |
| Parcels and Goods Road Vehicles:—Motor Vehicles | | | | 78,147 | 3 10 |
| Passenger Road Vehicles:—Motor Omnibuses | | | | 53,772 | 17 4 |
| GARAGES, STABLES, ETC. | | | | 722 | 6 11 |
| STEAMBOATS, ETC.:—Improvements | | | | 9,858 | 3 4 |
| MARINE WORKSHOPS AND PLANT | | | | 250 | 0 0 |
| CANALS:— | | | | | |
| Mineral Support, etc. | | | | 700 | 13 4 |
| Transferred to "Land, Property, etc., Not used in connection with Railway Working" | | | | Cr. 800 | 0 0 |
| | | | | | Cr. 99 6 8 |
| DOCKS, HARBOURS AND WHARVES:— | | | | | |
| Additional Accommodation at Fleetwood, Garston, Grangemouth, Tilbury, etc. | | | | 27,344 | 16 6 |
| Dredging Plant and Tugs displaced at Barrow, Fleetwood and Garston | | | | Cr. 67,998 | 0 0 |
| Transferred to "Manufacturing and Repairing Works and Plant" | | | | Cr. 452 | 0 0 |
| | | | | | Cr. 41,105 3 6 |
| HOTELS:— | | | | | |
| Additional Accommodation at Bradford, Glasgow, Turnberry, etc. | | | | 39,683 | 12 5 |
| Land transferred to "Land, Property, etc., Not used in connection with Railway Working" | | | | Cr. 379 | 0 0 |
| | | | | | 39,304 12 5 |
| ELECTRIC POWER STATIONS, ETC.:— | | | | | |
| Plant displaced at Acton, Stonebridge Park, etc. | | | | Cr. 1,511 | 5 1 |
| Transferred to "Lines Open for Traffic" | | | | Cr. 14,017 | 17 2 |
| | | | | | Cr. 15,529 2 3 |
| LAND, PROPERTY, ETC., NOT FORMING PART OF THE RAILWAY OR STATIONS:— | | | | | |
| Used in connection with Railway Working:— | | | | | |
| Additional Office Accommodation, London | | | | 6,649 | 4 7 |
| Transferred from "Land, Property, etc., Not used in connection with Railway Working" | | | | 148,687 | 15 1 |
| | | | | | 155,336 10 8 |
| Not used in connection with Railway Working:— | | | | | |
| Houses for Staff | | | | 6,069 | 17 5 |
| Land and Property sold, etc. | | | | Cr. 178,061 | 3 9 |
| Transferred from "Lines open for Traffic" | | | | 43,387 | 19 6 |
| Transferred to "Lines not open for Traffic:—Existing Lines, Widenings of and Additions thereto" | | | | Cr. 2,155 | 1 6 |
| Transferred to "Manufacturing and Repairing Works and Plant" | | | | Cr. 1,226 | 0 0 |
| Transferred from "Canals" | | | | 800 | 0 0 |
| Transferred from "Hotels" | | | | 379 | 0 0 |
| Transferred to "Land, Property, etc., Used in connection with Railway Working" | | | | Cr. 148,687 | 15 1 |
| | | | | | Cr. 279,493 3 5 |
| LINES JOINTLY OWNED (ABSTRACT "J"):— | | | | | |
| Cheshire Lines | | | | Cr. 121,465 | 18 7 |
| Great Central & North Staffordshire Joint Line | | | | 675 | 18 8 |
| Manchester South Junction and Altrincham Railway | | | | 60,090 | 4 10 |
| Midland & Great Northern Joint Railways | | | | 10,553 | 3 11 |
| Severn and Wye and Severn Bridge Joint Line | | | | Cr. 1,109 | 18 2 |
| Somerset Joint Line | | | | Cr. 129,970 | 2 11 |
| South Yorkshire Joint Line | | | | Cr. 333 | 14 10 |
| | | | | | Cr. 181,765 7 1 |
| LINES JOINTLY LEASED (ABSTRACT "J"):— | | | | | |
| Great Central and Midland Joint Lines | | | | 72 | 10 10 |
| Oldham, Ashton and Guide Bridge Junction Railway | | | | 625 | 0 0 |
| | | | | | 697 10 10 |
| SUBSCRIPTIONS TO OTHER UNDERTAKINGS:— | | | | | |
| David MacBrayne (1928), Limited | | | | 46,500 | 0 0 |
| W. Alexander & Sons, Limited | | | | 225,000 | 0 0 |
| Birmingham and Midland Motor Omnibus Company, Limited | | | | 623,423 | 10 0 |
| Crosville Motor Services, Limited | | | | 340,625 | 0 0 |
| Cumberland Motor Services, Limited | | | | 77,715 | 1 5 |
| Eastern National Omnibus Company, Limited | | | | 146,308 | 11 7 |
| Highland Transport Company, Limited | | | | 17,464 | 14 0 |
| Lincolnshire Road Car Company, Limited | | | | 4,330 | 15 7 |
| North Western Road Car Company, Limited | | | | 201,096 | 6 0 |
| Ortona Motor Company, Limited | | | | 19,361 | 16 2 |
| Peterborough Electric Traction Company, Limited | | | | 9,105 | 0 2 |
| Ribble Motor Services, Limited | | | | 380,290 | 7 6 |
| Scottish Motor Traction Company, Limited | | | | 106,124 | 11 10 |
| Trent Motor Traction Company, Limited | | | | 96,732 | 0 6 |
| West Yorkshire Road Car Company, Limited | | | | 125,588 | 15 0 |
| Yorkshire Traction Company, Limited | | | | 65,067 | 8 8 |
| Yorkshire (Woollen District) Electric Tramways, Limited | | | | 88,870 | 6 10 |
| | | | | | 2,573,604 5 3 |
| STAMP DUTY ON ADDITIONAL CAPITAL | | | | | 1,875 0 0 |
| COUNTY DUBLIN RAILWAYS JOINT COMMITTEE | | | | | 995 6 3 |
| NORTHERN COUNTIES RAILWAY (IRELAND) | | | | | 120,302 0 11 |
| | | | | | 3,772,879 15 1 |

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| Expenditure to date on Principal Works in Progress. | | Estimated Further Expenditure. | | |
|---|---|---|--------------------------------|--------------------|
| | | During the Year ending 31st December, 1931. | Subsequently until completion. | TOTAL. |
| £ | | £ | £ | £ |
| | LINES BELONGING TO THE COMPANY OPEN FOR TRAFFIC:— | | | |
| | Passenger Station Accommodation at Blackpool (Squires Gate), Glasgow (Croftfoot), Heathway, Southend, Upney, etc. | 147,000 | 6,000 | 153,000 |
| | Goods Accommodation at Birmingham (Curzon Street), Camden, Etingshall Road, Finchley Road, Great Bridge, Haydon Square, Stoke, etc. | 600,000 | 249,000 | 849,000 |
| | Sidings and Works at Beeston, Bromley, Bromsgrove, Crofton, Dove Holes, Hazel Grove, Liverpool (Stanley), Spring Vale, Stoke, Victoria Park, etc. . . | 657,000 | 487,000 | 1,144,000 |
| | Engine Sheds at Carlton, Cricklewood, Toton, Wakefield, Wellingboro', etc. . . | 194,000 | 63,000 | 257,000 |
| | Track Circuits, Telephones and Telegraphs | 214,000 | 177,000 | 391,000 |
| | Purchase of Mineral Rights | 25,000 | .... | 25,000 |
| | | 1,837,000 | 982,000 | 2,819,000 |
| | LINES BELONGING TO THE COMPANY NOT OPEN FOR TRAFFIC:— | | | |
| | New Lines:— | | | |
| 45,631 | Farnsfield Curve | 8,000 | .... | 8,000 |
| 13,242 | Mid-Nottinghamshire Railway | 21,000 | .... | 21,000 |
| 86,500 | Mid-Nottinghamshire Joint Railway | 76,000 | .... | 76,000 |
| | | 105,000 | .... | 105,000 |
| | Existing Lines—Widenings of and Additions thereto:— | | | |
| 49,922 | Barking to Upminster | 463,000 | 70,000 | 533,000 |
| 24,803 | Broadholme to Ambergate | 92,000 | 8,000 | 100,000 |
| 30,665 | Mirfield | 85,000 | 13,000 | 98,000 |
| | Sundry Widenings | 2,000 | .... | 2,000 |
| | | 642,000 | 91,000 | 733,000 |
| | ROLLING STOCK:— | | | |
| | Locomotives | 34,000 | 92,000 | 126,000 |
| | Rail Motor Vehicles | 69,000 | 90,000 | 159,000 |
| | Coaching Vehicles | 122,000 | 51,000 | 173,000 |
| | Merchandise and Mineral Vehicles | 20,000 | 1,000 | 21,000 |
| | Service Rolling Stock | 30,000 | .... | 30,000 |
| | | 275,000 | 234,000 | 509,000 |
| | MANUFACTURING AND REPAIRING WORKS AND PLANT:— | | | |
| | Permanent Way Workshops | 30,000 | .... | 30,000 |
| | Locomotive Workshops | 28,000 | 37,000 | 65,000 |
| | Carriage and Wagon Workshops | 20,000 | .... | 20,000 |
| | | 78,000 | 37,000 | 115,000 |
| | ROAD VEHICLES:— | | | |
| | Parcels and Goods Road Motors | 73,000 | .... | 73,000 |
| | Passenger Road Motors | 32,000 | .... | 32,000 |
| | | 105,000 | .... | 105,000 |
| | DOCKS, HARBOURS AND WHARVES:— | | | |
| | Additional Accommodation, etc., at Ayr, Fleetwood, Grangemouth, Troon, etc. . . | 114,000 | 480,000 | 594,000 |
| | HOTELS:— | | | |
| | Additional Accommodation at Bradford (Midland Hotel), Edinburgh (Caledonian Hotel), Manchester (Midland Hotel), etc. | 45,000 | .... | 45,000 |
| | ELECTRIC POWER STATIONS, ETC.:— | | | |
| | Additional Accommodation at various places | 22,000 | 18,000 | 40,000 |
| | LAND, PROPERTY, ETC., NOT FORMING PART OF THE RAILWAY OR STATIONS:— | | | |
| | Not used in connection with Railway Working:— | | | |
| | Houses for Staff | 37,000 | 36,000 | 73,000 |
| | LINES JOINTLY OWNED (ABSTRACT "J"):— | | | |
| | Cheshire Lines | 2,000 | .... | 2,000 |
| | Manchester South Junction and Altrincham Railway | 151,000 | 11,000 | 162,000 |
| | Midland and Great Northern Joint Railways | 6,000 | .... | 6,000 |
| | | 159,000 | 11,000 | 170,000 |
| | SUBSCRIPTIONS TO OTHER UNDERTAKINGS:— | | | |
| | Road Transport Undertakings | 950,000 | .... | 950,000 |
| | NORTHERN COUNTIES RAILWAY (IRELAND) | 49,000 | 82,000 | 131,000 |
| | TOTAL | £ 4,418,000 | 1,971,000 | 6,389,000 |
| | WORKS NOT YET COMMENCED AND IN ABEYANCE | | | £ 1,134,000 |

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| | £ | £ |
|---|-----------|----------------------|
| Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a)) :— | | |
| Shares and Stock | 9,700,000 | |
| Loans or Debenture Stock | 4,745,589 | 14,445,589 |
| Stock and Share Capital created but not yet received (as per Statement No. 2) | | 5,788,974 |
| Available Borrowing Powers (as per Statement No. 3) | | 91,189 |
| Balance at Debit of Capital Account (No. 4) | | 20,325,752 |
| | | 22,504,896 |
| TOTAL | £ | Dr. 2,179,144 |

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

| See Account No. | | GROSS RECEIPTS. | | EXPENDITURE. | | NET RECEIPTS. | | Year 1929. | | |
|-----------------|---|-----------------|-------|--------------|-------|---------------|-------|-----------------|--------------|---------------|
| | | £ | s. d. | £ | s. d. | £ | s. d. | Gross Receipts. | Expenditure. | Net Receipts. |
| 10 | Railway | 68,241,425 | 0 9 | 56,073,830 | 7 4 | 12,167,594 | 13 5 | 73,195,264 | 58,154,565 | 15,040,699 |
| 11 | Road Transport | 220,513 | 16 11 | 211,671 | 14 6 | 8,842 | 2 5 | 63,955 | 69,947 | Dr. 5,992 |
| 12 | Steamboats | 1,518,829 | 15 10 | 1,385,895 | 6 0 | 132,934 | 9 10 | 1,615,385 | 1,422,163 | 193,222 |
| 13 | Canals | 140,045 | 8 6 | 155,576 | 8 9 | Dr. 15,531 | 0 3 | 141,937 | 158,159 | Dr. 16,222 |
| 14 | Docks, Harbours and Wharves | 964,709 | 9 2 | 1,031,433 | 18 7 | Dr. 66,724 | 9 5 | 965,810 | 1,062,700 | Dr. 96,890 |
| 15 | Hotels, Refreshment Rooms and Cars where Catering is carried on by the Company | 3,088,238 | 2 9 | 2,711,588 | 13 5 | 376,649 | 9 4 | 3,286,184 | 2,863,333 | 422,851 |
| 16 | Collection and Delivery of Parcels and Goods | 2,235,943 | 12 8 | 2,866,697 | 7 6 | Dr. 630,753 | 14 10 | 2,354,391 | 3,142,025 | Dr. 787,634 |
| 17 | Limestone Quarry | 35,395 | 17 2 | 31,698 | 14 9 | 3,697 | 2 5 | 38,122 | 33,770 | 4,352 |
| | TOTAL.. .. . | 76,445,101 | 3 9 | 64,468,392 | 10 10 | 11,976,798 | 12 11 | 81,661,048 | 66,906,662 | 14,754,386 |
| | Add—Jointly owned and jointly leased Lines—Company's proportion of Net Revenue (as per Abstract "J") | | | | | 133,287 | 1 6 | | | 196,289 |
| | Miscellaneous Receipts (Net):— | | | £ | s. d. | | | £ | £ | |
| | Rents from Houses and Lands | | | 909,696 | 4 1 | | | | 882,518 | |
| | Rents from Hotels | | | 1,256 | 7 7 | | | | 1,668 | |
| | Other Rents, including Lump-sum Tolls | | | 402,007 | 6 10 | | | | 431,027 | |
| | Interest and Dividends from Investments in other Undertakings:— | | | | | | | | | |
| | County Donegal Railways Joint Committee | | £ | 8,787 | 12 5 | | | | 11,175 | |
| | Great Northern Railway (Ireland) | | | 152 | 0 0 | | | | 152 | |
| | Great Southern Railways | | | 10,146 | 1 11 | | | | 12,009 | |
| | Great Western Railway | | | 4,276 | 16 1 | | | | 4,277 | |
| | London and North Eastern Railway | | | 11,477 | 7 6 | | | | 11,436 | |
| | London Electric Railway | | | 33,344 | 0 6 | | | | 33,344 | |
| | Midland and Great Northern Rys. Jt. Committee | | | 16,020 | 7 8 | | | | 16,020 | |
| | Somerset Joint Committee | | | 64,559 | 5 4 | | | | 64,559 | |
| | Tottenham and Hampstead Joint Committee | | | 35,200 | 7 6 | | | | 35,200 | |
| | David MacBrayne (1928), Limited | | | 4,417 | 16 6 |  |  |  | ..... |  |
| | W. Alexander & Sons, Limited | | | 10,020 | 11 0 |  |  |  | ..... |  |
| | Birmingham and Midland Motor Omnibus Company, Limited | | | 12,000 | 0 0 |  |  |  | ..... |  |
| | Cumberland Motor Services, Limited | | | 2,524 | 4 11 |  |  |  | ..... |  |
| | Eastern National Omnibus Company, Limited | | | 3,916 | 12 0 |  |  |  | ..... |  |
| | Highland Transport Company, Limited | | | 304 | 9 2 |  |  |  | ..... |  |
| | Lincolnshire Road Car Company, Limited | | | 242 | 6 11 |  |  |  | ..... |  |
| | North Western Road Car Company, Limited | | | 9,955 | 4 0 |  |  |  | ..... |  |
| | Ortona Motor Company, Limited | | | 684 | 2 5 |  |  |  | ..... |  |
| | Peterborough Electric Traction Company, Limited | | | 95 | 11 2 |  |  |  | ..... |  |
| | Ribble Motor Services, Limited | | | 14,557 | 16 8 |  |  |  | ..... |  |
| | Scottish Motor Traction Company, Limited | | | 13,761 | 15 2 |  |  |  | ..... |  |
| | Trent Motor Traction Company, Limited | | | 3,263 | 4 9 |  |  |  | ..... |  |
| | West Yorkshire Road Car Company, Limited | | | 2,486 | 18 0 |  |  |  | ..... |  |
| | Yorkshire Traction Company, Limited | | | 2,009 | 12 2 |  |  |  | ..... |  |
| | Yorkshire (Woollen District) Electric Tramways, Limited | | | 2,187 | 18 8 |  |  |  | ..... |  |
| | Transfer Fees | | | 266,392 | 2 5 | | | | 188,172 | |
| | General Interest | | | 7,387 | 11 10 | | | | 8,002 | |
| | Great Western Railway Company: Moiety of Shrewsbury and Welshpool and Vale of Toway Dividends | | | 937,961 | 18 0 | | | | 1,144,073 | |
| | London and North Eastern Railway Company: Moiety of Dundee and Arbroath Railway Guaranteed Interest | | | 7,500 | 0 0 | | | | 7,500 | |
| | Metropolitan District Railway Company (Richmond Extension) | | | 12,839 | 6 8 | | | | 12,839 | |
| | Northern Counties Railway (Ireland) | | | 9,625 | 0 0 | | | | 9,250 | |
| | Amount of 2½% deduction from Salaries, Wages, and Fees | | | Dr. 21,723 | 0 3 | | | | 21,669 | |
| | Grants received from H.M. Treasury under Development (Loan Guarantees and Grants) Act, 1929 | | | 405,082 | 15 10 | | | | 1,089,018 | |
| | | | | 2,474 | 6 9 |  |  |  | ..... |  |
| | | | | | | 2,940,499 | 19 9 | | | 3,795,736 |
| | Deduct—Miscellaneous Charges:— | | | | | 15,050,495 | 14 2 | | | 18,746,411 |
| | Interest on Superannuation and other Funds | | | 1,105,846 | 6 6 | | | | 1,069,625 | |
| | Rent Charges (or Fen Duties) and Annuities | | | 87,534 | 5 9 | | | | 85,540 | |
| | Chief Rents, Wayleaves, etc., including Lump-sum Tolls | | | 224,285 | 12 10 | | | | 214,241 | |
| | Rents of Leased and Worked Undertakings and Guaranteed Interest:— | | | | | | | | | |
| | Birkenhead Railway | | £ | 49,499 | 2 5 | | | | 49,499 | |
| | Birmingham Canal | | | 41,797 | 8 6 | | | | 36,937 | |
| | Bridgwater Railway | | | 800 | 0 0 | | | | 800 | |
| | Great Central and Midland Joint Lines | | | 35,000 | 0 0 | | | | 35,000 | |
| | Midland and Great Northern Joint Railways | | | 18,000 | 0 0 | | | | 18,000 | |
| | Richmond Extension Line | | | 14,000 | 0 0 | | | | 14,000 | |
| | Shrewsbury and Hereford Railway | | | 19,875 | 0 0 | | | | 19,875 | |
| | Tenbury Railway | | | 675 | 0 0 | | | | 675 | |
| | Tottenham and Hampstead Joint Line | | | 19,712 | 4 2 | | | | 19,712 | |
| | West London Railway | | | 2,007 | 14 8 | | | | 2,008 | |
| | | | | | | 201,366 | 9 9 | | | 196,506 |
| | Discount on Redeemable Stocks—Proportion | | | 5,172 | 0 0 | | | | 5,216 | |
| | | | | | | 1,624,204 | 14 10 | | | 1,571,128 |
| | NET REVENUE FOR THE YEAR | | | £ | | 13,426,290 | 19 4 | | | 17,175,283 |

No. 9.—PROPOSED APPROPRIATION OF NET REVENUE.

| | £ | s. | d. | Year 1929. | |
|---|-------------------|----------|----------|------------|-------------------|
| | | | | £ | £ |
| Balance brought forward from last year's Account | 211,654 | 18 | 4 | | 159,035 |
| Net Revenue for the Year (as per Statement No. 8) | 13,426,290 | 19 | 4 | | 17,175,283 |
| Profit on realisation of Investments | 391,693 | 17 | 11 |  | .... |
| Reserve for Income Tax released | 488,000 | 0 | 0 |  | .... |
| Appropriation from General Reserve | 279,106 | 5 | 8 |  | .... |
| TOTAL | 14,796,746 | 1 | 3 | | 17,334,318 |
| <i>Deduct—Interest on Debenture Stocks :—</i> | | | | | |
| | £ | s. | d. | | |
| 4 per cent. Debenture Stock | 4,071,642 | 15 | 2 | 4,071,643 | |
| 5 per cent. Redeemable Debenture Stock | 346,671 | 5 | 8 | 292,527 | |
| | 4,418,314 | 0 | 10 | | 4,364,170 |
| Balance available for Dividends | 10,378,432 | 0 | 5 | | 12,970,148 |
| <i>Dividends on Guaranteed and Preference Stocks :—</i> | | | | | |
| | £ | s. | d. | £ | |
| 4 per cent. Guaranteed Stock | 1,627,716 | 12 | 10 | 1,627,717 | |
| 4 per cent. Preference Stock | 4,756,350 | 9 | 8 | 4,756,350 | |
| 5 per cent. Redeemable Preference Stock (1955) | 484,956 | 12 | 0 | 484,957 | |
| 4 per cent. Preference Stock (1923) | 1,605,359 | 9 | 6 | 1,605,359 | |
| | 8,474,383 | 4 | 0 | | 8,474,383 |
| Balance available for Dividend on Ordinary Stock | 1,904,048 | 16 | 5 | | 4,495,765 |
| Dividend on Ordinary Stock at the rate of 2 per cent. per annum | 1,904,048 | 16 | 5 | (4½%) | 4,284,110 |
| Balance carried forward to next year's Account | £ | | | | 211,655 |

No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

| | £ | s. | d. | Year 1929. | |
|---|------------|-----------|----|----------------|------------|
| | | | | £ | £ |
| Balance available for Dividends—Year 1930 (as in Statement No. 9) | 10,378,432 | 0 | 5 | | 12,970,148 |
| <i>Deduct—Interim Dividends paid :—</i> | | | | | |
| | £ | s. | d. | | |
| 4 per cent. Guaranteed Stock @ 2 per cent. | 813,858 | 6 | 5 | 813,858 | |
| 4 per cent. Preference Stock @ 2 per cent. | 2,378,175 | 4 | 10 | 2,378,175 | |
| 5 per cent. Redeemable Preference Stock (1955) @ 2½ per cent. | 242,478 | 6 | 0 | 242,478 | |
| 4 per cent. Preference Stock (1923) @ 2 per cent. | 802,679 | 14 | 9 | 802,680 | |
| Ordinary Stock @ 1 per cent. | 952,024 | 8 | 2 | 1,904,049 (2%) | |
| | 5,189,216 | 0 | 2 | | 6,141,240 |
| Undivided Balance at 31st December, 1930, as appearing in Balance Sheet | £ | 5,189,216 | 0 | 3 | 6,828,908 |

| See Abstract. | TO EXPENDITURE. | | | Year 1929. | | | Percentage of Total Receipts. | | BY GROSS RECEIPTS. | | | Year 1929. | | Percentage of Total Receipts. | |
|---------------|--|----|---------|--------------|----|----|-------------------------------|---------|--------------------|----|----|------------|---------|-------------------------------|-----------|
| | £ | s. | d. | £ | s. | d. | 1930. | 1929. | £ | s. | d. | 1930. | 1929. | Per Cent. | Per Cent. |
| | | | | | | | | | | | | | | | |
| A | Maintenance of Way and Works | .. | .. | 7,192,009 | 14 | 7 | 10.54 | 10.49 | .. | .. | .. | 10.54 | 10.49 | .. | .. |
| B | Maintenance of Rolling Stock | .. | .. | 9,881,817 | 12 | 9 | 14.48 | 14.06 | .. | .. | .. | 14.48 | 14.06 | .. | .. |
| C | Locomotive Running Expenses | .. | £ s. d. | 13,647,433 | 17 | 5 | 20.00 | 19.23 | .. | .. | .. | 20.00 | 19.23 | .. | .. |
| D | Traffic Expenses | .. | .. | 20,261,589 | 5 | 9 | 28.69 | 28.43 | .. | .. | .. | 28.69 | 28.43 | .. | .. |
| E | General Charges | .. | .. | 34,885,660 | .. | .. | 49.69 | 47.66 | .. | .. | .. | 49.69 | 47.66 | .. | .. |
| | Law Charges | .. | .. | 2,092,918 | .. | .. | 3.00 | 2.86 | .. | .. | .. | 3.00 | 2.86 | .. | .. |
| | Parliamentary Expenses | .. | .. | 66,189 | 13 | 3 | .10 | .08 | .. | .. | .. | .10 | .08 | .. | .. |
| | Railway Rates Tribunal Expenses | .. | .. | 23,659 | 9 | 5 | .03 | .03 | .. | .. | .. | .03 | .03 | .. | .. |
| | Compensation (Accidents and Losses):— | .. | .. | 4,944 | 18 | 8 | .01 | .01 | .. | .. | .. | .01 | .01 | .. | .. |
| | Passengers | .. | £ s. d. | .. | .. | .. | .02 | .04 | .. | .. | .. | .02 | .04 | .. | .. |
| | Workmen | .. | .. | 12,295 | 3 | 0 | .21 | .23 | .. | .. | .. | .21 | .23 | .. | .. |
| | Damage and Loss of Goods, Property, etc. | .. | .. | 142,466 | 2 | 5 | .44 | .45 | .. | .. | .. | .44 | .45 | .. | .. |
| | Rates.. | .. | .. | 299,801 | 19 | 4 | .67 | .72 | .. | .. | .. | .67 | .72 | .. | .. |
| | Railway Freight Rebates Fund—Rate Relief | .. | .. | 530,450 | 9 | 3 | .78 | 2.39 | .. | .. | .. | .78 | 2.39 | .. | .. |
| | Railway Freight Rebates (Anticipation) Fund—Deficiency | .. | .. | 1,552,567 | 6 | 5 | 2.27 | .54 | .. | .. | .. | 2.27 | .54 | .. | .. |
| | Taxes and Tithes Rent Charges | .. | .. | 217 | 12 | 5 | .... | .02 | .. | .. | .. | .... | .02 | .. | .. |
| | Government Duty | .. | .. | 6,291 | 3 | 7 | .01 | .01 | .. | .. | .. | .01 | .01 | .. | .. |
| | National Insurance:— | .. | .. | .. | .. | .. | .... | .03 | .. | .. | .. | .... | .03 | .. | .. |
| | Health, Pensions, etc. | .. | .. | 374,867 | 5 | 3 | .55 | .52 | .. | .. | .. | .55 | .52 | .. | .. |
| | Unemployment | .. | .. | 104,954 | 6 | 0 | .15 | .15 | .. | .. | .. | .15 | .15 | .. | .. |
| G | Running Powers (Balance) | .. | .. | 479,811 | 11 | 3 | .70 | .67 | .. | .. | .. | .70 | .67 | .. | .. |
| | Mileage, Demurrage and Wagon Hire (Balance) | .. | .. | Cr. 64,754 | 4 | 8 | Cr. .09 | Cr. .09 | .. | .. | .. | Cr. .09 | Cr. .09 | .. | .. |
| | Miscellaneous | .. | .. | Cr. 52,368 | 12 | 3 | Cr. .08 | Cr. .06 | .. | .. | .. | Cr. .08 | Cr. .06 | .. | .. |
| | TOTAL EXPENDITURE | .. | .. | 41,036 | 5 | 11 | .06 | .03 | .. | .. | .. | .06 | .03 | .. | .. |
| | NET RECEIPTS | .. | .. | 56,073,830 | 7 | 4 | 82.17 | 79.45 | .. | .. | .. | 82.17 | 79.45 | .. | .. |
| | TOTAL | .. | .. | 12,167,694 | 13 | 5 | 17.83 | 20.55 | .. | .. | .. | 17.83 | 20.55 | .. | .. |
| | TOTAL | .. | .. | £ 68,241,425 | 0 | 9 | 100.00 | 100.00 | .. | .. | .. | 100.00 | 100.00 | .. | .. |
| | BY GROSS RECEIPTS. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Ordinary Passengers:— | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | First Class | .. | .. | 1,562,032 | 18 | 0 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Second Class | .. | .. | 205 | 1 | 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Third Class | .. | .. | 14,987,163 | 4 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Season Tickets:— | .. | .. | 16,549,401 | 4 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | First Class | .. | .. | 817,899 | 15 | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Second Class | .. | .. | 2,530 | 15 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Third Class | .. | .. | 1,836,338 | 13 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Workmen's Tickets | .. | .. | 1,164,123 | 13 | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total Receipts from Passengers | .. | .. | 20,370,294 | 2 | 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Parcels under 2 cwt. and Excess Luggage | .. | .. | 3,470,245 | 0 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Other Merchandise by Passenger Trains | .. | .. | 1,597,053 | 17 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Mails and Parcels Post | .. | .. | 1,779,601 | 4 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total Passenger Train Receipts | .. | .. | 27,217,194 | 4 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | GOODS TRAIN TRAFFIC:— | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Merchandise (excluding Classes 1-6) | .. | .. | 20,124,196 | 8 | 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Minerals and Merchandise (Classes 1-6) | .. | .. | 6,087,838 | 4 | 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Coal, Coke, and Patent Fuel | .. | .. | 13,362,625 | 1 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Live Stock | .. | .. | 794,105 | 14 | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total Goods Train Receipts | .. | .. | 40,368,765 | 9 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | TOTAL TRAFFIC RECEIPTS | .. | .. | 67,585,959 | 13 | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Miscellaneous | .. | .. | 655,465 | 7 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | TOTAL | .. | .. | £ 68,241,425 | 0 | 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. |

ABSTRACT A.—MAINTENANCE OF WAY AND WORKS.

| | | | | | | | | | | | £ | | s. d. | | Year 1929. | |
|---|--|--|--|--|--|--|--|--|--|--|-----------|----|-------|-----------|------------|-----------|
| | | | | | | | | | | | £ | s. | d. | £ | s. | d. |
| Superintendence :— | | | | | | | | | | | | | | | | |
| Salaries | | | | | | | | | | | 395,931 | 6 | 2 | | | 406,908 |
| Office Expenses, etc. | | | | | | | | | | | 48,727 | 12 | 4 | | | 50,002 |
| | | | | | | | | | | | | | | 444,658 | 18 | 6 |
| Maintenance of Roads, Bridges, and Works :— | | | | | | | | | | | | | | | | |
| Earthworks | | | | | | | | | | | 107,021 | 4 | 11 | | | 104,652 |
| Bridges, Tunnels, Culverts, Retaining Walls and other Works | | | | | | | | | | | 534,089 | 13 | 1 | | | 555,892 |
| Roads and Fences | | | | | | | | | | | 290,329 | 0 | 4 | | | 291,517 |
| | | | | | | | | | | | | | | 931,439 | 18 | 4 |
| Maintenance of Permanent Way :— | | | | | | | | | | | | | | | | |
| Complete Renewals— | | | | | | | | | | | | | | | | |
| Wages | | | | | | | | | | | 365,171 | 15 | 4 | | | 357,618 |
| Materials | | | | | | | | | | | 981,340 | 13 | 8 | | | 873,513 |
| Engine Power and Wagon Maintenance | | | | | | | | | | | 67,679 | 17 | 11 | | | 65,828 |
| | | | | | | | | | | | | | | 1,414,192 | 6 | 11 |
| Repairs and Partial Renewals— | | | | | | | | | | | | | | | | |
| Wages | | | | | | | | | | | 2,382,196 | 12 | 11 | | | 2,500,617 |
| Materials | | | | | | | | | | | 660,063 | 3 | 0 | | | 668,488 |
| Engine Power and Wagon Maintenance | | | | | | | | | | | 111,315 | 0 | 6 | | | 123,411 |
| | | | | | | | | | | | | | | 3,153,574 | 16 | 5 |
| Maintenance of Signalling .. .. . |  |  |  |  |  |  |  |  |  |  | ..... |  |  | 585,350 | 16 | 1 |
| Maintenance of Telegraphs and Telephones .. .. . |  |  |  |  |  |  |  |  |  |  | ..... |  |  | 202,505 | 7 | 3 |
| Maintenance of Electric Track Equipment .. .. . |  |  |  |  |  |  |  |  |  |  | ..... |  |  | 24,867 | 15 | 1 |
| Maintenance of Stations and Buildings :— | | | | | | | | | | | | | | | | |
| Stations, Depôts, and Offices | | | | | | | | | | | 711,525 | 19 | 5 | | | 829,818 |
| Engine Sheds | | | | | | | | | | | 128,541 | 5 | 2 | | | 140,890 |
| Carriage Sheds | | | | | | | | | | | 17,845 | 11 | 8 | | | 18,462 |
| Locomotive Workshops | | | | | | | | | | | 50,370 | 17 | 6 | | | 58,637 |
| Carriage Workshops | | | | | | | | | | | 30,185 | 4 | 11 | | | 38,854 |
| Wagon Workshops | | | | | | | | | | | 24,966 | 17 | 6 | | | 25,927 |
| Other Buildings | | | | | | | | | | | 51,460 | 19 | 10 | | | 65,514 |
| | | | | | | | | | | | | | | 1,014,896 | 16 | 0 |
| Transfer from Renewal Account | | | | | | | | | | | | | | 7,771,486 | 14 | 7 |
| | | | | | | | | | | | | | | 579,477 | 0 | 0 |
| | | | | | | | | | | | | | | | | 359,240 |
| | | | | | | | | | | | | | | | | 7,178,102 |
| | | | | | | | | | | | | | | 7,771,486 | 14 | 7 |
| | | | | | | | | | | | | | | 579,477 | 0 | 0 |
| | | | | | | | | | | | | | | | | 8,034,347 |
| | | | | | | | | | | | | | | | | 359,240 |
| | | | | | | | | | | | | | | | | 7,675,107 |
| TOTAL | | | | | | | | | | | £ | | | 7,192,009 | 14 | 7 |

ABSTRACT B.—MAINTENANCE OF ROLLING STOCK.

| | | | | | | | | | | | £ | | s. d. | | Year 1929. | |
|--|--|--|--|--|--|--|--|--|--|--|-----------|----|-------|-----------|------------|-----------|
| | | | | | | | | | | | £ | s. | d. | £ | s. | d. |
| Superintendence :— | | | | | | | | | | | | | | | | |
| Salaries | | | | | | | | | | | 360,973 | 3 | 0 | | | 348,966 |
| Office Expenses | | | | | | | | | | | 47,249 | 15 | 5 | | | 47,069 |
| | | | | | | | | | | | | | | 408,222 | 18 | 5 |
| Locomotives and Tenders (Steam) :— | | | | | | | | | | | | | | | | |
| Complete Renewals— | | | | | | | | | | | | | | | | |
| In the Company's Shops | | | | | | | | | | | 662,540 | 7 | 9 | | | 840,262 |
| By Contractors | | | | | | | | | | | 297,821 | 14 | 2 | | | 142,176 |
| | | | | | | | | | | | | | | 960,362 | 1 | 11 |
| Repairs and Partial Renewals | | | | | | | | | | | 3,843,413 | 4 | 11 | | | 3,932,025 |
| | | | | | | | | | | | 4,803,775 | 6 | 10 | | | 4,914,463 |
| Transfer from Renewal Account | | | | | | | | | | | 71,935 | 0 | 0 | | | 58,219 |
| | | | | | | | | | | | 4,731,840 | 6 | 10 | | | 4,856,244 |
| Deduct—Engine Power supplied to and by the Company (Balance) | | | | | | | | | | | 169,769 | 1 | 5 | | | 146,247 |
| | | | | | | | | | | | | | | 4,562,071 | 5 | 5 |
| Rail Motor Vehicles (Steam) :— | | | | | | | | | | | | | | | | |
| Complete Renewals— | | | | | | | | | | | | | | | | |
| In the Company's Shops .. .. . |  |  |  |  |  |  |  |  |  |  | ..... |  |  |  |  | Cr. 348 |
| Repairs and Partial Renewals | | | | | | | | | | | 8,728 | 12 | 2 | | | 7,430 |
| | | | | | | | | | | | 8,728 | 12 | 2 | | | 7,032 |
| Transfer to Renewal Account | | | | | | | | | | | 4,000 | 0 | 0 | | | 5,348 |
| | | | | | | | | | | | | | | 12,728 | 12 | 2 |
| Rail Motor Vehicles (Electric) :— | | | | | | | | | | | | | | | | |
| Complete Renewals— | | | | | | | | | | | | | | | | |
| In the Company's Shops | | | | | | | | | | | 4,595 | 2 | 1 |  |  | ..... |
| By Contractors | | | | | | | | | | | 16,067 | 0 | 0 | | | 69,246 |
| | | | | | | | | | | | 20,662 | 2 | 1 | | | 69,246 |
| Repairs and Partial Renewals | | | | | | | | | | | 133,132 | 6 | 0 | | | 115,237 |
| | | | | | | | | | | | 153,794 | 8 | 1 | | | 184,483 |
| Transfer to Renewal Account | | | | | | | | | | | 39,167 | 0 | 0 | | | Cr. 4,246 |
| | | | | | | | | | | | | | | 192,961 | 8 | 1 |
| Coaching Vehicles (other than Rail Motors) :— | | | | | | | | | | | | | | | | |
| Complete Renewals— | | | | | | | | | | | | | | | | |
| In the Company's Shops | | | | | | | | | | | 1,198,385 | 8 | 3 | | | 1,129,803 |
| By Contractors | | | | | | | | | | | 120,747 | 4 | 1 | | | 201,374 |
| | | | | | | | | | | | 1,319,132 | 12 | 4 | | | 1,331,177 |
| Repairs and Partial Renewals | | | | | | | | | | | 1,518,911 | 4 | 2 | | | 1,528,952 |
| | | | | | | | | | | | 2,838,043 | 16 | 6 | | | 2,860,129 |
| Transfer from Renewal Account | | | | | | | | | | | 546,690 | 0 | 0 | | | 386,321 |
| | | | | | | | | | | | | | | 2,291,353 | 16 | 6 |
| Merchandise and Mineral Vehicles :— | | | | | | | | | | | | | | | | |
| Complete Renewals— | | | | | | | | | | | | | | | | |
| In the Company's Shops | | | | | | | | | | | 1,204,144 | 15 | 9 | | | 1,371,790 |
| By Contractors | | | | | | | | | | | 137,165 | 12 | 1 | | | 122,636 |
| | | | | | | | | | | | 1,341,310 | 7 | 10 | | | 1,494,426 |
| Repairs and Partial Renewals | | | | | | | | | | | 1,455,335 | 4 | 4 | | | 1,402,015 |
| | | | | | | | | | | | 2,796,645 | 12 | 2 | | | 2,896,441 |
| Transfer from Renewal Account | | | | | | | | | | | 382,166 | 0 | 0 | | | 380,144 |
| | | | | | | | | | | | | | | 2,414,479 | 12 | 2 |
| | | | | | | | | | | | | | | | | 2,516,297 |
| TOTAL | | | | | | | | | | | £ | | | 9,881,817 | 12 | 9 |

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

| | £ s. d. | | Year 1929. | |
|--|-----------|-------|------------|-------|
| | £ | s. d. | £ | s. d. |
| Superintendence :— | | | | |
| Salaries | 315,819 | 4 7 | 319,347 | |
| Office Expenses | 20,185 | 15 4 | 20,571 | |
| | | | 336,004 | 19 11 |
| Steam Train Working :— | | | | |
| Wages connected with the Running of Steam Locomotives | 7,865,571 | 3 0 | 8,081,058 | |
| Fuel | 4,683,007 | 5 6 | 4,808,669 | |
| Water | 343,239 | 14 3 | 369,529 | |
| Lubricants | 114,466 | 19 2 | 118,113 | |
| Other Stores, including Clothing | 229,686 | 8 3 | 220,775 | |
| Miscellaneous | 147,749 | 4 8 | 145,588 | |
| | | | 13,383,720 | 14 10 |
| Electric Train Working :— | | | | |
| Wages connected with the Running of Electric Motors | 80,696 | 5 2 | 81,529 | |
| Electric Current | 359,359 | 7 9 | 340,381 | |
| Lubricants | 3,498 | 15 0 | 3,549 | |
| Other Stores, including Clothing | 1,564 | 9 2 | 1,469 | |
| Miscellaneous | 4,470 | 11 2 | 3,688 | |
| | | | 449,589 | 8 3 |
| | | | 14,169,315 | 3 0 |
| Transfer from Renewal Account | | | 26,521 | 0 0 |
| | | | 14,142,794 | 3 0 |
| Deduct—Engine Power supplied to and by the Company (Balance) | | | 495,360 | 5 7 |
| TOTAL | £ | | 13,647,433 | 17 5 |

ABSTRACT D.—TRAFFIC EXPENSES.

| | £ s. d. | | Year 1929. | |
|---|-----------|-------|------------|-------|
| | £ | s. d. | £ | s. d. |
| Salaries and Wages :— | | | | |
| Superintendence | 1,161,325 | 19 9 | 1,184,087 | |
| Station Masters and Clerks | 4,897,919 | 18 7 | 4,956,217 | |
| Signalmen and Crossing Keepers | 2,149,189 | 8 5 | 2,171,817 | |
| Ticket Collectors, Policemen, Porters, etc. | 4,716,778 | 11 8 | 4,856,888 | |
| Guards | 1,716,509 | 14 7 | 1,787,110 | |
| | | | 14,641,723 | 13 0 |
| Fuel, Lighting, Water and General Stores | 604,178 | 8 3 | 648,050 | |
| Clothing | 168,190 | 1 8 | 157,006 | |
| Printing, Advertising, Stationery, Stamps and Tickets | 601,750 | 8 11 | 716,009 | |
| Wagon Covers, etc. | 209,374 | 1 3 | 243,812 | |
| Expenses of Joint Stations and Junctions | 25,221 | 4 9 | 21,353 | |
| Cleansing, Lubricating and Lighting of Vehicles | 857,238 | 11 8 | 882,994 | |
| Shunting Expenses (other than Mechanical) :— | | | | |
| Wages | 1,571,468 | 14 5 | 1,579,332 | |
| Other Expenses | 26,488 | 0 7 | 31,377 | |
| | | | 1,597,956 | 15 0 |
| Working of Stationary Engines, Hoists, Cranes, etc. | 451,558 | 8 6 | 476,207 | |
| Coal, etc., Tipping Expenses | 52,415 | 19 1 | 40,899 | |
| Railway Clearing Houses Expenses | 215,807 | 17 6 | 249,216 | |
| Passenger Ticket Agents' Commission | 109,614 | 12 1 | 118,123 | |
| Transhipment by Road Vehicles | 600,962 | 14 10 | 567,459 | |
| Miscellaneous Expenses | 155,159 | 9 3 | 139,249 | |
| | | | 20,291,152 | 5 9 |
| Transfer from Renewal Account | | | 29,563 | 0 0 |
| TOTAL | £ | | 20,261,589 | 5 9 |

ABSTRACT E.—GENERAL CHARGES.

| | £ s. d. | | Year 1929. | |
|---|-----------|-------|------------|-------|
| | £ | s. d. | £ | s. d. |
| Directors' Fees voted by Proprietors | 35,000 | 0 0 | 35,000 | |
| Fees paid to, and Expenses of, Directors on Joint Committees not included in Abstract "J" | 324 | 0 0 | 641 | |
| Auditors and Public Accountants | 4,704 | 15 0 | 4,705 | |
| Salaries of Secretary, General Manager, Accountant, and Clerks | 509,035 | 14 5 | 528,505 | |
| Office Expenses ditto ditto | 54,548 | 15 1 | 60,390 | |
| Rating Expenses | 21,890 | 5 4 | 23,186 | |
| Fire Insurance | 61,245 | 11 0 | 46,845 | |
| Superannuation and Benevolent Funds, Pensions, etc. | 1,472,671 | 1 4 | 1,497,508 | |
| Subscriptions and Donations | 49,643 | 16 3 | 50,753 | |
| Miscellaneous Expenses | 96,286 | 0 5 | 98,037 | |
| | 2,305,349 | 18 10 | 2,345,570 | |
| Deduct—Proportion transferred to Accounts Nos. 11 to 18 | 256,979 | 0 0 | 252,652 | |
| TOTAL | £ | | 2,048,370 | 18 10 |

ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

| | Receipts. | | | Payments. | | | Balance. | | | | |
|---------------------------------|------------|-------|---------|------------|------------|-------|------------|---------|------------|---------|------------|
| | Year 1929. | | | Year 1929. | | | Year 1929. | | | | |
| | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | | |
| Passenger Train Traffic | 89,795 | 1 0 | 44,005 | 5 5 | Cr. 45,789 | 15 7 | 70,328 | 24,751 | Cr. 45,577 | | |
| Goods Train Traffic | 162,444 | 4 6 | 143,479 | 15 5 | Cr. 18,964 | 9 1 | 156,587 | 139,836 | Cr. 16,751 | | |
| TOTAL | £ | | 252,239 | 5 6 | 187,485 | 0 10 | Cr. 64,754 | 4 8 | 226,915 | 164,587 | Cr. 62,328 |

ABSTRACT H.—MILEAGE, DEMURRAGE AND WAGON HIRE.

| | Receipts. | | | Expenditure. | | | Balance. | | | | |
|----------------------------------|------------|-------|--------|--------------|------------|-------|------------|--------|------------|--------|------------|
| | Year 1929. | | | Year 1929. | | | Year 1929. | | | | |
| | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | | |
| Mileage and Demurrage :— | | | | | | | | | | | |
| Passenger Train Vehicles | 58,206 | 15 4 | 30,037 | 18 5 | Cr. 28,168 | 16 11 | 69,282 | 32,264 | Cr. 37,018 | | |
| Goods Train Vehicles | 31,044 | 11 2 | 11,506 | 2 10 | Cr. 19,538 | 8 4 | 24,171 | 20,279 | Cr. 3,892 | | |
| Hire of :— | | | | | | | | | | | |
| Passenger Train Vehicles | 3,628 | 2 2 | .... | .... | Cr. 3,628 | 2 2 | 987 | 1,730 | 743 | | |
| Goods Train Vehicles | 2,893 | 4 10 | 1,860 | 0 0 | Cr. 1,033 | 4 10 | 6,803 | 3,562 | Cr. 3,241 | | |
| TOTAL | £ | | 95,772 | 13 6 | 43,404 | 1 3 | Cr. 52,368 | 12 3 | 101,243 | 57,835 | Cr. 43,408 |

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

| | CHESHIRE LINES COMMITTEE. | GREAT CENTRAL AND MIDLAND JOINT LINES. | GREAT CENTRAL AND NORTH STAFFORDSHIRE RAILWAY COMMITTEE. | GREAT CENTRAL, HULL & BARNSELEY, AND MIDLAND COMMITTEE. | MANCHESTER, SOUTH JUNCTION, AND ALTRINCHAM RAILWAY COMPANY. | METHLEY RAILWAY JOINT COMMITTEE. | MIDLAND AND GREAT NORTHERN RAILWAYS JOINT COMMITTEE. |
|---|------------------------------|--|---|--|--|-------------------------------------|--|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| GROSS RECEIPTS. | | | | | | | |
| Railway Working— | | | | | | | |
| Passenger Train Traffic | 597,743 2 1 | 94,595 14 1 | 11,595 9 10 | .... | 135,606 19 1 | 3,529 12 0 | 175,388 6 2 |
| Goods Train Traffic | 1,024,914 13 8 | 203,635 8 3 | 23,690 2 7 | 20,749 7 11 | 52,052 7 0 | 16,520 0 11 | 423,806 3 3 |
| Miscellaneous | 19,880 3 5 | 1,228 18 9 | 875 16 1 | 71 2 0 | 1,792 11 3 | 15 6 | 2,422 15 0 |
| Total | 1,642,537 19 2 | 299,460 1 1 | 36,161 8 6 | 20,820 9 11 | 189,451 17 4 | 20,050 8 5 | 601,617 4 5 |
| Steamboats .. .. . | .... | .... | .... | .... | .... | .... | .... |
| Docks, Harbours and Wharves .. .. . | .... | .... | .... | .... | .... | .... | .... |
| Collection and Delivery of Parcels and Goods | 29,059 19 9 | 2,586 0 0 | 2,259 9 0 | .... | 1,610 14 5 | .... | 12,303 10 11 |
| TOTAL RECEIPTS | £ 1,671,597 18 11 | 302,046 1 1 | 38,420 17 6 | 20,820 9 11 | 191,062 11 9 | 20,050 8 5 | 613,920 15 4 |
| EXPENDITURE. | | | | | | | |
| Railway Working— | | | | | | | |
| Maintenance of Way and Works | 229,031 5 2 | 43,104 4 2 | 11,687 2 4 | 3,506 15 1 | 24,868 5 9 | 5,690 19 6 | 121,827 0 11 |
| Maintenance of Rolling Stock | 62,142 11 0 | .... | .... | .... | 7,409 11 4 | .... | 51,547 10 2 |
| Locomotive Running Expenses | 513,073 18 3 | 83,573 4 7 | 19,899 10 1 | 3,560 8 1 | 34,967 12 6 | .... | 133,812 17 4 |
| Traffic Expenses | 665,751 8 4 | 52,856 11 2 | 15,866 12 4 | 2,001 1 10 | 36,284 17 6 | 3,732 13 9 | 199,822 9 1 |
| General Charges | 40,228 16 2 | 2,222 4 8 | 1,102 9 7 | 244 17 9 | 4,690 11 1 | 106 1 2 | 13,198 15 5 |
| Law Charges | 1,196 5 8 | 249 15 0 | 9 15 6 | .... | 172 6 1 | Cr. 12 7 | 480 5 3 |
| Parliamentary Expenses | 665 2 8 | 30 13 9 | .... | .... | 31 5 5 | .... | .... |
| Compensation (Accidents and Losses) | 5,281 19 0 | 697 2 10 | 150 15 1 | 436 11 5 | 140 17 2 | 34 1 5 | 3,272 17 0 |
| Rates | 8,779 9 10 | 1,807 19 3 | 187 10 2 | 6 8 1 | 1,782 13 6 | 129 14 4 | 2,309 14 9 |
| Railway Freight Rebates Fund— Rate Relief | 24,288 6 3 | 4,998 3 7 | 535 14 5 | 15 2 8 | 4,563 19 1 | 417 0 0 | 6,733 9 10 |
| Taxes and Tithe Rent Charges | 253 9 2 | 35 16 5 | 13 13 5 | 8 12 1 | 10 2 0 | 3 4 10 | 263 11 5 |
| Government Duty .. .. . | .... | .... | .... | .... | .... | .... | .... |
| National Insurance | 9,180 0 5 | 661 5 8 | 193 4 7 | 37 3 10 | 626 2 10 | 87 2 3 | 5,424 19 6 |
| Running Powers (<i>Balance</i>) | Cr. 8,566 6 7 | 963 1 11 | .... | .... | 11,600 19 0 | 10,611 16 7 | Cr. 2,620 14 2 |
| Mileage, Demurrage and Wagon Hire (<i>Balance</i>) | 84,282 8 2 | 27,026 9 2 | 4,290 19 1 | 178 16 4 | 2,326 14 8 | .... | 28,783 16 2 |
| Miscellaneous .. .. . | .... | .... | .... | .... | .... | .... | 23 19 0 |
| Total | 1,635,588 13 6 | 218,226 12 2 | 53,937 6 7 | 9,995 17 2 | 129,475 17 11 | 20,812 1 3 | 564,880 11 8 |
| Steamboats .. .. . | .... | .... | .... | .... | .... | .... | .... |
| Docks, Harbours and Wharves .. .. . | .... | .... | .... | .... | .... | .... | .... |
| Collection and Delivery of Parcels and Goods | 42,495 12 8 | 3,195 7 6 | 3,840 14 7 | .... | 2,125 13 5 | .... | 12,350 19 10 |
| TOTAL EXPENDITURE | £ 1,678,084 6 2 | 221,421 19 8 | 57,778 1 2 | 9,995 17 2 | 131,601 11 4 | 20,812 1 3 | 577,231 11 6 |
| Net Receipts from— | | | | | | | |
| Railway | 6,949 5 8 | 81,233 8 11 | Dr. 17,775 18 1 | 10,824 12 9 | 59,975 19 5 | Dr. 761 12 10 | 36,736 12 9 |
| Steamboats .. .. . | .... | .... | .... | .... | .... | .... | .... |
| Docks, Harbours and Wharves .. .. . | .... | .... | .... | .... | .... | .... | .... |
| Collection and Delivery of Parcels and Goods | Dr. 13,435 12 11 | Dr. 609 7 6 | Dr. 1,581 5 7 | .... | Dr. 514 19 0 | .... | Dr. 47 8 11 |
| Total | Dr. 6,486 7 3 | 80,624 1 5 | Dr. 19,357 3 8 | 10,824 12 9 | 59,461 0 5 | Dr. 761 12 10 | 36,689 3 10 |
| Miscellaneous Receipts (Net) | 73,094 12 4 | 4,750 17 1 | 626 18 1 | 141 9 4 | 11,189 10 11 | 211 3 2 | 1,720 2 1 |
| <i>Deduct</i> :— | 66,608 5 1 | 85,374 18 6 | Dr. 18,730 5 7 | 10,966 2 1 | 70,650 11 4 | Dr. 550 9 8 | 38,409 5 11 |
| Miscellaneous Charges | 20,211 0 9 | 512 1 5 | 102 0 0 | .... | 882 12 4 | .... | 2,896 15 1 |
| NET REVENUE | £ 46,397 4 4 | 84,862 17 1 | Dr. 18,832 5 7 | 10,966 2 1 | 69,767 19 0 | Dr. 550 9 8 | 35,512 10 10 |
| NET REVENUE—Company's proportion £ | 15,465 14 9 | 42,431 8 7 | Dr. 9,416 2 10 | 3,655 7 4 | 34,883 19 6 | Dr. 183 9 10 | 17,756 5 5 |
| <i>Ditto ditto Year 1929</i> £ | <i>50,124 17 6</i> | <i>45,333 4 2</i> | <i>Dr. 6,719 4 9</i> | <i>3,130 9 1</i> | <i>46,548 7 2</i> | <i>428 5 2</i> | <i>26,869 5 7</i> |

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.—Continued.

| | OLDHAM, ASHTON- UNDER-LYNE, AND GUIDE BRIDGE JUNCTION RAILWAY COMPANY. | SEVERN AND WYE AND SEVERN BRIDGE RAILWAY. | SOMERSET JOINT COMMITTEE. | SOUTH YORKSHIRE JOINT LINE COMMITTEE | WHITECHAPEL AND BOW RAILWAY JOINT COMMITTEE. | TOTAL | Year 1929. Total. |
|---|--|---|------------------------------|--|--|-----------------------|----------------------|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ |
| GROSS RECEIPTS. | | | | | | | |
| Railway Working— | | | | | | | |
| Passenger Train Traffic | 10,273 12 11 | 4,307 14 10 | 123,687 19 5 | 579 18 9 | 177,718 8 6 | 1,335,026 17 8 | 1,442,381 |
| Goods Train Traffic.. .. . | 12,774 5 11 | 93,208 17 4 | 211,440 14 1 | 125,955 4 11 | .... | 2,208,747 5 10 | 2,361,054 |
| Miscellaneous | 793 0 4 | 288 13 1 | 533 2 5 | 15 0 9 | 275 6 1 | 28,177 4 8 | 31,988 |
| Total | 23,840 19 2 | 97,805 5 3 | 335,661 15 11 | 126,550 4 5 | 177,993 14 7 | 3,571,951 8 2 | 3,835,423 |
| Steamboats .. .. . | .... | .... | 6,416 18 3 | .... | .... | 6,416 18 3 | 7,319 |
| Docks, Harbours and Wharves .. .. . | .... | 3,609 9 0 | 1,402 12 4 | .... | .... | 5,012 1 4 | 4,436 |
| Collection and Delivery of Parcels and Goods .. .. . | .... | 667 4 3 | 4,716 7 0 | 222 15 9 | .... | 53,426 1 1 | 53,082 |
| TOTAL RECEIPTS | £ 23,840 19 2 | 102,081 18 6 | 348,197 13 6 | 126,773 0 2 | 177,993 14 7 | 3,636,806 8 10 | 3,900,260 |
| EXPENDITURE. | | | | | | | |
| Railway Working— | | | | | | | |
| Maintenance of Way and Works | 9,669 11 4 | 28,697 17 8 | 66,236 0 10 | 16,887 13 8 | 11,705 1 2 | 572,911 17 7 | 585,646 |
| Maintenance of Rolling Stock .. .. . | .... | .... | 4,292 17 2 | .... | 8,659 6 2 | 134,051 15 10 | 233,234 |
| Locomotive Running Expenses | 1,864 2 11 | 30,716 7 4 | 134,728 16 9 | 11 9 1 | 29,083 17 3 | 985,292 4 2 | 983,763 |
| Traffic Expenses | 11,313 10 8 | 24,981 12 6 | 89,563 2 1 | 9,877 11 5 | 21,198 4 6 | 1,133,249 15 2 | 1,168,169 |
| General Charges | 484 18 6 | 2,114 4 9 | 10,353 18 1 | 360 8 6 | 2,067 13 6 | 77,174 19 2 | 79,910 |
| Law Charges.. .. . | 151 0 1 | Cr. 46 5 5 | 354 3 6 | 271 8 10 | 7 11 4 | 2,845 13 3 | 3,618 |
| Parliamentary Expenses .. .. . | .... | .... | .... | .... | 4 14 11 | 731 16 9 | 642 |
| Compensation (Accidents and Losses) | 3 12 7 | 119 0 6 | 2,543 1 11 | 18 10 10 | 50 5 2 | 12,748 14 11 | 13,965 |
| Rates | 64 6 8 | 857 8 5 | 2,573 13 9 | 301 4 0 | 10,055 1 10 | 28,855 4 7 | 71,346 |
| Railway Freight Rebates Fund— Rate Relief | 228 4 11 | 2,805 7 9 | 7,638 9 10 | 686 9 4 | .... | 52,910 7 8 | 14,217 |
| Taxes and Tithe Rent Charges | 11 2 | 42 17 1 | 49 18 7 | 30 16 3 | .... | 712 12 5 | 717 |
| Government Duty .. .. . | .... | .... | .... | .... | .... | .... | 861 |
| National Insurance | 168 9 3 | 443 6 9 | 1,551 13 3 | 208 19 1 | 403 17 7 | 18,986 5 0 | 20,580 |
| Running Powers (<i>Balance</i>) | 6,267 13 5 | .... | .... | 21,496 11 2 | .... | 39,753 1 4 | 32,295 |
| Mileage, Demurrage and Wagon Hire (<i>Balance</i>) .. .. . | .... | 2,421 5 2 | 28,851 9 9 | Cr. 1 17 6 | 13,705 0 9 | 191,865 1 9 | 145,265 |
| Miscellaneous .. .. . | .... | .... | .... | .... | .... | 23 19 0 | 27 |
| Total | 30,216 1 6 | 93,153 2 6 | 348,737 5 6 | 50,149 4 8 | 96,940 14 2 | 3,252,113 8 7 | 3,354,245 |
| Steamboats .. .. . | .... | .... | 5,693 9 0 | .... | .... | 5,693 9 0 | 6,291 |
| Docks, Harbours and Wharves .. .. . | .... | 4,291 7 4 | 917 17 10 | .... | .... | 5,209 5 2 | 4,393 |
| Collection and Delivery of Parcels and Goods .. .. . | .... | 769 19 10 | 4,168 19 4 | 211 17 8 | .... | 69,159 4 10 | 73,010 |
| TOTAL EXPENDITURE | £ 30,216 1 6 | 98,214 9 8 | 359,517 11 8 | 50,361 2 4 | 96,940 14 2 | 3,332,175 7 7 | 3,437,939 |
| Net Receipts from— | | | | | | | |
| Railway | Dr. 6,375 2 4 | 4,652 2 9 | Dr. 13,075 9 7 | 76,400 19 9 | 81,053 0 5 | 319,837 19 7 | 481,178 |
| Steamboats .. .. . | .... | .... | 723 9 3 | .... | .... | 723 9 3 | 1,028 |
| Docks, Harbours and Wharves .. .. . | .... | Dr. 681 18 4 | 484 14 6 | .... | .... | Dr. 197 3 10 | 43 |
| Collection and Delivery of Parcels and Goods .. .. . | .... | Dr. 102 15 7 | 547 7 8 | 10 18 1 | .... | Dr. 15,733 3 9 | Dr. 19,928 |
| Total | Dr. 6,375 2 4 | 3,867 8 10 | Dr. 11,319 18 2 | 76,411 17 10 | 81,053 0 5 | 304,631 1 3 | 462,321 |
| Miscellaneous Receipts (Net) | 3,190 14 0 | 3,315 4 5 | 3,447 0 11 | 1,263 6 1 | 6,059 1 5 | 109,009 19 10 | 113,875 |
| <i>Deduct</i> — Miscellaneous Charges | Dr. 3,184 8 4 | 7,182 13 3 | Dr. 7,872 17 3 | 77,675 3 11 | 87,112 1 10 | 413,641 1 1 | 576,196 |
| NET REVENUE.. .. . | £ Dr. 5,325 10 3 | 4,142 15 9 | Dr. 74,228 5 6 | 77,227 7 10 | 71,016 19 0 | 300,957 4 11 | 462,515 |
| NET REVENUE—Company's proportion | £ Dr. 2,662 15 2 | 2,071 7 11 | Dr. 37,114 2 9 | 30,890 19 1 | 35,508 9 6 | 133,287 1 6 | 196,239 |
| <i>Ditto ditto Year 1929</i> | £ Dr. 3,040 12 8 | 2,451 10 9 | Dr. 36,902 7 9 | 32,508 4 11 | 35,556 17 3 | 196,288 16 5 | — |

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS AND WHARVES.

| Dr. | | | Cr. | | | |
|---|-------------|-------|--------------------|----------------------------------|------------------|-----------|
| To Expenditure. | Year 1929. | | By Gross Receipts. | Year 1929. | | |
| | £ | s. d. | | £ | s. d. | |
| Superintendence | 42,773 | 14 4 | 43,084 | Harbour Dues | 66,467 14 0 | 74,045 |
| Maintenance of:— | | | | Light Dues | 2,612 17 1 | 2,811 |
| Docks, Harbours and Wharves | 77,205 | 11 10 | 65,135 | Dock Dues:— | | |
| Dock Railways | 29,819 | 6 9 | 40,283 | On Ships | 83,331 9 3 | 80,405 |
| Cranes, Hoists and Tips | 51,689 | 1 10 | 43,201 | On Goods | 127,057 7 6 | 122,890 |
| Buildings | 23,776 | 15 9 | 11,186 | On Passengers | 22 8 8 | 351 |
| Dredging, including Maintenance of Dredging Plant | 175,621 | 11 6 | 139,377 | Wharf and Pier Dues | 14,350 12 10 | 13,065 |
| Operating Expenses:— | | | | Dock Railways | 175,187 18 4 | 183,475 |
| Docks, Harbours and Wharves | 60,091 | 6 1 | 60,045 | Graving Docks | 12,144 17 3 | 11,981 |
| Dock Railways | 200,803 | 3 7 | 210,318 | Warehousing | 13,404 12 2 | 10,673 |
| Cranes, Hoists, Tips and other Services | 299,690 | 13 9 | 320,975 | Crane and other Services | 423,199 8 10 | 419,482 |
| General Charges | 28,957 | 0 0 | 27,616 | Rents (Net receipts) | 26,576 11 8 | 25,874 |
| Rates | 14,582 | 18 0 | 47,850 | Miscellaneous | 20,353 11 7 | 20,158 |
| Rate Relief Fund | 43,853 | 18 8 | 11,124 | Total Receipts | 964,709 9 2 | 965,810 |
| Miscellaneous | 56,601 | 16 6 | 42,997 | Balance | 66,724 9 5 | 96,890 |
| | 1,105,466 | 18 7 | 1,063,191 | | | |
| Transfer from Renewal Account | 74,033 | 0 0 | 491 | TOTAL | £ 1,031,433 18 7 | 1,062,700 |
| TOTAL | £ 1,031,433 | 18 7 | 1,062,700 | | | |

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

| Dr. | | | Cr. | | | | |
|--|-------------|-------|--------------------|---|---------------|-----------|-----------|
| To Expenditure. | Year 1929. | | By Gross Receipts. | Year 1929. | | | |
| | £ | s. d. | | £ | s. d. | | |
| Salaries and Wages | 635,971 | 5 3 | 647,928 | Total Receipts from Hotels and from Sale of Provisions, etc., in Refreshment Rooms and Cars | 3,088,238 2 9 | 3,286,184 | |
| Provisions, Wines and Spirits consumed | 1,310,256 | 4 3 | 1,410,069 | | | | |
| Maintenance of Hotels and Refreshment Rooms, and of Fittings, Furniture, etc., of Refreshment Cars | 232,633 | 15 6 | 269,925 | | | | |
| Heating and Lighting of Hotels and Refreshment Rooms | 96,274 | 3 3 | 94,976 | | | | |
| Rents | 32,365 | 4 10 | 34,535 | | | | |
| General Charges | 92,698 | 0 0 | 93,964 | | | | |
| Rates | 70,465 | 14 3 | 72,681 | | | | |
| Licence Duty | 9,822 | 15 0 | 9,963 | | | | |
| Miscellaneous | 221,413 | 11 1 | 236,223 | | | | |
| | 2,701,900 | 13 5 | 2,870,264 | | | | |
| Transfer to Renewal Account | 9,688 | 0 0 | Cr. 6,931 | | | | |
| Total Expenditure | 2,711,588 | 13 5 | 2,863,333 | | | | |
| Balance | 376,649 | 9 4 | 422,851 | | | | |
| TOTAL | £ 3,088,238 | 2 9 | 3,286,184 | TOTAL | £ 3,088,238 | 2 9 | 3,286,184 |

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

| Dr. | | | Cr. | | | | |
|--|-------------|-------|--------------------|---------------------------------|----------------|-----------|-----------|
| To Expenditure. | Year 1929. | | By Gross Receipts. | Year 1929. | | | |
| | £ | s. d. | | £ | s. d. | | |
| Superintendence | 41,386 | 18 3 | 48,862 | Passenger Train Traffic | 102,083 19 3 | 104,693 | |
| Maintenance of Buildings | 34,758 | 1 8 | 37,026 | Goods Train Traffic | 2,133,859 13 5 | 2,249,698 | |
| Maintenance of Motor Vehicles | 178,245 | 11 2 | 212,715 | | | | |
| Maintenance of Horses | 559,945 | 11 9 | 680,028 | Total Receipts | 2,235,943 12 8 | 2,354,391 | |
| Maintenance of Horse Vehicles | 172,414 | 8 10 | 163,156 | Balance | 630,753 14 10 | 787,634 | |
| Traffic Expenses | 1,861,083 | 16 1 | 1,880,398 | | | | |
| Amounts paid for Hired Cartage | 354,902 | 1 0 | 415,644 | | | | |
| General Charges | 67,115 | 0 0 | 67,321 | | | | |
| Rates | 7,957 | 12 5 | 28,456 | | | | |
| Railway Freight Rebates Fund—Rate Relief | 23,827 | 10 10 | 6,579 | | | | |
| Licence Duty | 78,029 | 4 9 | 74,185 | | | | |
| Miscellaneous | 71,781 | 1 6 | 104,564 | | | | |
| | 3,451,446 | 18 3 | 3,718,934 | | | | |
| Transfer to Renewal Account | 32,476 | 0 0 | Cr. 5,070 | | | | |
| | 3,483,922 | 18 3 | 3,713,864 | | | | |
| Deduct—Cartage for and by other Railway Companies and Accounts | 617,225 | 10 9 | 571,839 | | | | |
| TOTAL | £ 2,866,697 | 7 6 | 3,142,025 | TOTAL | £ 2,866,697 | 7 6 | 3,142,025 |

No. 17.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

| Dr. | | | | | | | | Cr. | | | | | |
|---------------------|----|----|----|------------|-------|--------------------|---------------------|-----|----|------------|--------|------|--------|
| To Expenditure. | | | | Year 1929. | | By Gross Receipts. | | | | Year 1929. | | | |
| | | | | £ | s. d. | £ | | | | | £ | | |
| Limestone Quarry :— | | | | | | | Limestone Quarry :— | | | | | | |
| Working Expenses | .. | .. | .. | 30,636 | 14 9 | 32,680 | Total Receipts | .. | .. | .. | 35,395 | 17 2 | 38,122 |
| General Charges | .. | .. | .. | 1,062 | 0 0 | 1,090 | | | | | | | |
| Total Expenditure | .. | .. | .. | 31,698 | 14 9 | 33,770 | | | | | | | |
| Balance | .. | .. | .. | 3,697 | 2 5 | 4,352 | | | | | | | |
| TOTAL | .. | .. | £ | 35,395 | 17 2 | 38,122 | TOTAL | .. | .. | £ | 35,395 | 17 2 | 38,122 |

No. 18.—ELECTRIC POWER AND LIGHT ACCOUNT.

| Dr. | | | | | | | | Cr. | | | | | | |
|--|----|----|----|------------|-------|---------|---------------------|-----|-------|------------------|---------|-------|-------------|---------|
| | | | | Year 1929. | | | | | | Year 1929. | | | | |
| | | | | £ | s. d. | £ | Number of Units. | £ | s. d. | Number of Units. | £ | | | |
| Superintendence :— | | | | | | | Current supplied :— | | | | | | | |
| Salaries | .. | .. | .. | 13,764 | 4 7 | 14,863 | For Traction | .. | .. | 97,085,424 | 296,880 | 13 9 | 95,929,113 | 300,041 |
| Office Expenses | .. | .. | .. | 928 | 5 8 | 1,083 | „ Power | .. | .. | 16,713,615 | 36,591 | 4 11 | 16,840,527 | 39,117 |
| | | | | | | 14,692 | „ Lighting | .. | .. | 8,241,875 | 29,368 | 14 10 | 8,599,083 | 33,320 |
| | | | | | | 15,946 | To other Consumers | .. | .. | 1,221,479 | 7,797 | 16 11 | 1,071,348 | 8,243 |
| Generation :— | | | | | | | | | | | | | | |
| Maintenance of Buildings | .. | .. | .. | 2,649 | 14 2 | 2,903 | | | | | | | | |
| Maintenance of Plant, Machinery and Tools | .. | .. | .. | 33,933 | 5 2 | 56,823 | | | | | | | | |
| Maintenance of Feeders, Cables and Accessories | .. | .. | .. | 123 | 15 2 | 59 | | | | | | | | |
| Salaries and Wages | .. | .. | .. | 34,021 | 10 0 | 38,886 | | | | | | | | |
| Fuel, including Carriage, etc. | .. | .. | .. | 103,236 | 5 11 | 100,341 | | | | | | | | |
| Oil, Waste, Water and Stores | .. | .. | .. | 2,057 | 19 10 | 2,484 | | | | | | | | |
| | | | | | | 176,022 | | | | | | | | |
| | | | | | | 201,496 | | | | | | | | |
| Distribution :— | | | | | | | | | | | | | | |
| Maintenance of Sub-Stations | .. | .. | .. | 17,447 | 19 1 | 16,165 | | | | | | | | |
| Maintenance of Feeders, Mains and Apparatus | .. | .. | .. | 2,288 | 1 11 | 2,583 | | | | | | | | |
| Maintenance of Meters, Switches, Fuses, etc. | .. | .. | .. | 887 | 5 4 | 574 | | | | | | | | |
| Salaries and Wages | .. | .. | .. | 34,437 | 0 10 | 36,203 | | | | | | | | |
| | | | | | | 55,060 | | | | | | | | |
| | | | | | | 55,525 | | | | | | | | |
| General Charges | .. | .. | .. | 10,801 | 0 0 | 10,584 | | | | | | | | |
| Rates | .. | .. | .. | 3,704 | 6 8 | 12,679 | | | | | | | | |
| Railway Freight Rebates Fund—Rate Relief | .. | .. | .. | 11,224 | 19 10 | 2,917 | | | | | | | | |
| Miscellaneous | .. | .. | .. | 1,751 | 16 3 | 1,560 | | | | | | | | |
| | | | | | | 273,257 | | | | | | | | |
| | | | | | | 300,707 | | | | | | | | |
| Transfer to Renewal Account | .. | .. | .. | 97,381 | 0 0 | 80,014 | | | | | | | | |
| TOTAL | .. | .. | £ | 370,638 | 10 5 | 380,721 | TOTAL | .. | .. | 123,262,393 | 370,638 | 10 5 | 122,440,071 | 380,721 |

No. 19.—GENERAL BALANCE SHEET AT 31st DECEMBER, 1930.

| LIABILITIES. | | Year 1929. | | ASSETS. | | Year 1929. | |
|--|-------------------|-----------------|------------|---|-------------------|----------------|------------|
| | £ s. d. | £ | | £ s. d. | £ | | |
| Unpaid Interest and Dividends | 68,411 10 9 | 68,755 | | Capital Account, Balance at Debit thereof as per Account No. 4 | 22,504,895 10 6 | | 20,232,016 |
| Interest and Dividends payable or accruing and provided for | 1,671,847 11 8 | 1,714,164 | | Cash at Bankers and in hand | 4,986,022 16 0 | | 10,212,027 |
| Amount due to Railway Companies and Committees | 1,096,879 2 5 | 941,769 | | Investments in Government Securities .. | 16,676,626 0 4 | | 17,302,117 |
| Savings Bank | 7,449,342 9 11 | 7,228,773 | | Investments in Stocks and Shares held by the Company, and Advances to other Companies, not charged as Capital Expenditure:— | | | |
| Superannuation and Provident Funds | 23,855,355 3 11 | 23,154,346 | | (a) Transport Undertakings | 1,527,541 0 10 | | 1,549,813 |
| Reserve for Superannuation and Pensions .. | 2,754,082 4 8 | 2,727,430 | | (b) Other Undertakings | 2,641,775 11 4 | | 2,709,888 |
| Accounts payable | 3,962,707 6 4 | 4,158,923 | | | | 4,169,316 12 2 | 4,259,704 |
| Liabilities accrued | 1,502,552 6 3 | 1,556,960 | | Stock of Stores and Materials | 9,161,385 10 0 | | 8,620,172 |
| Miscellaneous Accounts | 1,550,844 13 11 | 1,365,273 | | Outstanding Traffic Accounts | 5,804,837 5 0 | | 6,682,607 |
| Compensation for Accidents Account | 150,000 0 0 | 150,000 | | Amount due by Railway Companies and Committees | 252,166 9 2 | | 166,499 |
| Forged Transfers Fund | 30,000 0 0 | 29,899 | | Amount due by Railway Clearing Houses .. | 487,778 2 11 | | 317,310 |
| Fire Insurance Fund | 1,011,561 19 6 | 1,011,562 | | Accounts Receivable | 1,202,565 9 7 | | 938,461 |
| Renewal Funds:— | | | | Advances to Staff for Housing | 1,398,864 16 10 | | 1,311,380 |
| Railway:— | | | | Miscellaneous Accounts | 3,552,506 3 6 | | 2,874,435 |
| Way and Works | 2,551,828 3 1 | 2,880,606 | | Road Motor Purchases Account | 501,943 7 10 | | 661,740 |
| Rolling Stock | 6,472,920 17 6 | 7,206,145 | | Deposit under Road Traffic Act, 1930 | 15,000 0 0 |  | .... |
| Other Funds | 1,987,930 14 11 | 1,919,077 | | | | | |
| | | 11,012,679 15 6 | 12,005,828 | | | | |
| Steamboats | 2,482,617 14 8 | 2,722,879 | | | | | |
| Other Businesses | 1,611,449 13 7 | 1,547,141 | | | | | |
| Works and Equipment Maintenance Fund .. | 2,743,529 14 11 | 3,515,921 | | | | | |
| General Reserve Fund | 2,570,830 15 7 | 2,849,937 | | | | | |
| Balance available for Dividends, as shown in Statement No. 9 | 10,378,432 0 5 | 12,970,148 | | | | | |
| Less—Interim Dividends paid, as shown in Statement No. 9 (a) | 5,189,216 0 2 | 6,141,240 | | | | | |
| | | 5,189,216 0 3 | 6,828,908 | | | | |
| | £ 70,713,908 3 10 | 73,578,468 | | | £ 70,713,908 3 10 | | 73,578,468 |

PART II.
STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A).—Mileage of Lines Open for Traffic.

| | Running Lines. | | | | | | Sidings reduced to Single Track. | Total of Single Track, including Sidings. | Year 1929. | | | | | | | | | |
|--|------------------------------|---------------|--------------|---------------|---|--|----------------------------------|---|------------|------|---|----|-------|------|--------|----|--------|----|
| | Length of Road. First Track. | Second Track. | Third Track. | Fourth Track. | Over four Tracks (reduced to Single Track). | Total Miles (reduced to Single Track). | | | M. | Ch. | Total of Single Track, including Sidings. | M. | Ch. | | | | | |
| Lines owned by Company:— | | | | | | | | | | | | | | | | | | |
| Main and Principal Lines— | | | | | | | | | | | | | | | | | | |
| London (Euston) and Carlisle | 398 | 60 | 398 | 56 | 184 | 7 | 163 | 22 | 76 | 33 | 1,221 | 18 | 502 | 67 | 1,724 | 5 | 1,714 | 62 |
| London (St. Pancras) and Carlisle | 532 | 55 | 522 | 28 | 216 | 45 | 207 | 59 | 67 | 39 | 1,546 | 66 | 844 | 54 | 2,391 | 40 | 2,380 | 30 |
| London, Southend and Shoeburyness | 54 | 50 | 54 | 41 | 7 | 1 | 5 | 67 | 2 | 55 | 124 | 54 | 61 | 16 | 185 | 70 | 185 | 38 |
| Crewe and Shrewsbury | 32 | 27 | 32 | 27 | 1 | 55 | | 79 | | 29 | 67 | 57 | 17 | 66 | 85 | 43 | 85 | 43 |
| Crewe and Holyhead | 105 | 31 | 104 | 55 | 36 | 61 | 36 | 11 | 7 | 11 | 290 | 9 | 70 | 16 | 360 | 25 | 360 | 22 |
| Crewe, Manchester and Leeds | 95 | 1 | 94 | 70 | 32 | 38 | 31 | 58 | 16 | 7 | 270 | 14 | 103 | 73 | 374 | 7 | 374 | 21 |
| Derby to Bristol | 132 | 7 | 132 | 7 | 23 | 17 | 19 | 43 | 6 | 70 | 313 | 64 | 206 | 50 | 520 | 34 | 509 | 76 |
| Burton, Stoke and Manchester | 93 | 45 | 93 | 45 | 4 | 3 | 3 | 24 | 2 | 31 | 196 | 68 | 73 | 35 | 270 | 23 | 270 | 23 |
| Ambergate and Sheffield to Manchester | 71 | 57 | 71 | 57 | 8 | 0 | 5 | 79 | 1 | 53 | 159 | 6 | 60 | 42 | 219 | 48 | 219 | 6 |
| Liverpool, Manchester and Goole | 257 | 58 | 257 | 58 | 96 | 6 | 84 | 23 | 50 | 38 | 746 | 23 | 403 | 13 | 1,149 | 36 | 1,149 | 24 |
| Manchester, Blackburn and Colne | 58 | 69 | 58 | 69 | 12 | 48 | 7 | 26 | 2 | 66 | 140 | 38 | 99 | 19 | 239 | 57 | 240 | 10 |
| Liverpool, Southport and Blackburn | 51 | 16 | 51 | 15 | 5 | 48 | 3 | 52 | 2 | 33 | 114 | 4 | 42 | 74 | 156 | 78 | 156 | 79 |
| Preston, Blackpool and Fleetwood | 43 | 41 | 43 | 39 | 13 | 26 | 11 | 61 | 7 | 45 | 119 | 52 | 50 | 51 | 170 | 23 | 170 | 23 |
| Carlisle, Perth and Dundee | 200 | 68 | 198 | 73 | 17 | 17 | 10 | 79 | 8 | 0 | 435 | 77 | 287 | 3 | 723 | 0 | 723 | 30 |
| Gretna Junction and Glasgow | 118 | 44 | 118 | 44 | 3 | 52 | 3 | 0 | 4 | 45 | 248 | 25 | 67 | 68 | 316 | 13 | 316 | 13 |
| Glasgow and Edinburgh | 71 | 61 | 66 | 23 | 8 | 10 | 5 | 57 | 12 | 51 | 164 | 42 | 87 | 27 | 251 | 69 | 252 | 43 |
| Glasgow to Dumbarton, Greenock and Girvan | 151 | 8 | 146 | 53 | 20 | 24 | 14 | 3 | 7 | 16 | 339 | 24 | 184 | 77 | 524 | 21 | 524 | 26 |
| Perth and Aberdeen | 92 | 45 | 89 | 49 | 3 | 15 | 1 | 61 | 1 | 14 | 188 | 24 | 40 | 64 | 229 | 8 | 229 | 8 |
| Perth, Inverness and Wick | 368 | 59 | 75 | 13 | 4 | 13 | 1 | 1 | | 41 | 449 | 47 | 63 | 59 | 513 | 26 | 513 | 26 |
| Total of Main and Principal Lines | 2,931 | 2 | 2,611 | 22 | 698 | 6 | 618 | 5 | 278 | 37 | 7,136 | 72 | 3,268 | 74 | 10,405 | 66 | 10,375 | 43 |
| Minor and Branch Lines— | | | | | | | | | | | | | | | | | | |
| London District | 132 | 35 | 73 | 62 | 8 | 54 | 6 | 71 | 1 | 61 | 223 | 43 | 140 | 58 | 364 | 21 | 363 | 67 |
| Northampton District | 418 | 43 | 234 | 22 | 3 | 42 | 1 | 20 | | 57 | 658 | 24 | 122 | 72 | 781 | 16 | 779 | 45 |
| Birmingham District | 252 | 25 | 186 | 13 | 9 | 1 | 5 | 15 | 1 | 6 | 453 | 60 | 165 | 66 | 619 | 46 | 618 | 63 |
| Derby District | 325 | 47 | 185 | 78 | 4 | 19 | 2 | 14 | | 12 | 518 | 10 | 269 | 44 | 787 | 54 | 790 | 3 |
| Crewe District | 250 | 31 | 145 | 58 | 2 | 28 | | 38 | | 5 | 399 | 0 | 83 | 36 | 482 | 36 | 482 | 36 |
| Liverpool and Manchester District | 386 | 0 | 336 | 73 | 26 | 69 | 19 | 24 | 8 | 51 | 777 | 57 | 557 | 49 | 1,335 | 26 | 1,322 | 66 |
| North Wales District | 166 | 76 | 41 | 49 | 1 | 27 | | 60 | | 39 | 211 | 11 | 46 | 49 | 257 | 60 | 254 | 38 |
| South Wales and Bristol District | 230 | 41 | 93 | 42 | 2 | 9 | | 6 |  | .... | 326 | 18 | 132 | 4 | 458 | 22 | 458 | 44 |
| Leeds and Sheffield District | 233 | 72 | 137 | 40 | 5 | 8 | 1 | 42 | | 8 | 378 | 10 | 216 | 14 | 594 | 24 | 588 | 5 |
| Preston and Carlisle District | 329 | 3 | 184 | 63 | 4 | 31 | 2 | 64 | 3 | 25 | 524 | 26 | 258 | 42 | 782 | 68 | 783 | 63 |
| Edinburgh and Dumfries District | 256 | 39 | 46 | 70 | 1 | 74 | | 56 | | 9 | 306 | 8 | 73 | 52 | 379 | 60 | 379 | 62 |
| Glasgow District | 454 | 19 | 239 | 62 | 7 | 5 | 3 | 26 | 1 | 39 | 705 | 71 | 431 | 47 | 1,137 | 38 | 1,138 | 49 |
| Perth District | 281 | 19 | 33 | 76 | 1 | 20 | | 31 | | 6 | 316 | 72 | 77 | 19 | 394 | 11 | 394 | 8 |
| Inverness District | 128 | 32 | 2 | 55 | .... | .... | .... | .... | .... | .... | 131 | 7 | 15 | 29 | 146 | 36 | 146 | 36 |
| Total | 6,777 | 4 | 4,554 | 65 | 775 | 73 | 662 | 72 | 296 | 35 | 13,067 | 9 | 5,860 | 15 | 18,927 | 24 | 18,876 | 68 |
| Jointly owned Lines, other than those included in Abstract "J" (Company's share of Ownership)— | | | | | | | | | | | | | | | | | | |
| Axholme Joint Railway | 13 | 72 | | 46 | .... | .... | .... | .... |  | .... | 14 | 38 | 3 | 63 | 18 | 21 | 18 | 21 |
| Birkenhead to Chester and Warrington and Branches | 28 | 1 | 22 | 1 | 5 | 20 | 4 | 25 | 68 | .... | 60 | 35 | 23 | 44 | 83 | 79 | 83 | 79 |
| Dundee and Arbroath Joint Railway | 11 | 38 | 8 | 44 | | 66 | | 6 | .... | .... | 20 | 74 | 9 | 21 | 30 | 15 | 30 | 36 |
| Great Northern and London & North Western Joint Committee | 22 | 44 | 21 | 1 | | 11 | | 7 | .... | .... | 43 | 63 | 5 | 77 | 49 | 60 | 49 | 60 |
| Shrewsbury and Hereford and Branches | 36 | 0 | 30 | 74 | 2 | 4 | | 41 | 17 | .... | 69 | 56 | 14 | 70 | 84 | 46 | 84 | 10 |
| Shrewsbury and Welshpool | 10 | 38 | 2 | 58 | .... | .... | .... | .... | .... | .... | 13 | 16 | 1 | 33 | 14 | 49 | 14 | 29 |
| Swinton and Knottingley Railway | 9 | 7 | 9 | 7 | | 23 | | 18 | .... | .... | 18 | 55 | 4 | 2 | 22 | 57 | 22 | 57 |
| Other Joint Lines | 44 | 28 | 27 | 29 | 5 | 52 | 4 | 68 | 11 | 40 | 93 | 57 | 79 | 51 | 173 | 28 | 173 | 28 |
| Total | 175 | 68 | 122 | 20 | 14 | 16 | 10 | 5 | 12 | 45 | 334 | 74 | 142 | 41 | 477 | 35 | 477 | 0 |
| Total miles of Lines owned and Company's share of Lines jointly owned, other than those included in Abstract "J" | 6,952 | 72 | 4,677 | 5 | 790 | 9 | 672 | 77 | 309 | 0 | 13,402 | 3 | 6,002 | 56 | 19,404 | 59 | 19,353 | 68 |
| Ditto ditto Year 1929 | 6,954 | 3 | 4,677 | 61 | 786 | 21 | 670 | 12 | 308 | 25 | 13,396 | 42 | 5,957 | 26 | 19,353 | 68 | — | — |
| Lines Leased or Worked— | | | | | | | | | | | | | | | | | | |
| By the Company— | | | | | | | | | | | | | | | | | | |
| Wishaw Estate Railway | 2 | 67 | | 40 | .... | .... | .... | .... |  | .... | 3 | 27 | | 79 | 4 | 26 | 4 | 26 |
| Nantyglo and Blaina | | 22 | | 12 | .... | .... | .... | .... |  | .... |  | 34 | | 10 | | 44 | | 44 |
| Brookley Lane Depôt | | 16 | .... | .... | .... | .... | .... | .... |  | .... |  | 16 | .... | .... |  | 16 | | 16 |
| Total | 3 | 25 | | 52 | .... | .... | .... | .... |  | .... | 3 | 77 | | 9 | 5 | 6 | 5 | 6 |
| GRAND TOTAL | 6,956 | 17 | 4,677 | 57 | 790 | 9 | 672 | 77 | 309 | 0 | 13,406 | 0 | 6,003 | 65 | 19,409 | 65 | 19,358 | 74 |
| Ditto Year 1929 | 6,957 | 28 | 4,678 | 33 | 786 | 21 | 670 | 12 | 308 | 25 | 13,400 | 39 | 5,958 | 35 | 19,358 | 74 | — | — |

II.—ROLLING STOCK.

(A.)—Locomotives and Tenders.

| Description. | Wheel Type. | Number. | Empty Weight. Tons. | Year 1929. | |
|----------------------------------|-------------|---------|---------------------|------------|-------------------------|
| | | | | Number. | Seats or Berths. Total. |
| Steam Tender Locomotives .. | 4-6-0 | 878 | 55,890 | 882 | |
| | 4-4-2 | 13 | 686 | 19 | |
| | 4-4-0 | 1,041 | 54,205 | 1,138 | |
| | 4-2-2 | 1 | 38 | 1 | |
| | 2-8-0 | 43 | 2,849 | 38 | |
| | 2-6-0 | 241 | 14,367 | 146 | |
| | 2-4-0 | 109 | 3,945 | 150 | |
| | 0-10-0 | 1 | 68 | 1 | |
| | 0-8-0 | 818 | 44,539 | 856 | |
| | 0-6-0 | 3,190 | 124,681 | 3,411 | |
| | 0-4-2 | 5 | 161 | 18 | |
| Steam Tank Locomotives .. | | 6,340 | | | 6,660 |
| | 4-6-4 | 24 | 1,865 | 25 | |
| | 4-6-2 | 59 | 3,950 | 59 | |
| | 4-4-2 | 156 | 8,645 | 157 | |
| | 4-4-0 | 13 | 514 | 13 | |
| | 2-6-4 | 77 | 5,247 | 77 | |
| | 2-6-2 | 21 | 1,213 | | |
| | 2-4-2 | 437 | 19,007 | 484 | |
| | 2-4-0 | 9 | 297 | 13 | |
| | 0-8-4 | 30 | 2,070 | 30 | |
| | 0-8-2 | 30 | 1,793 | 30 | |
| | 0-8-0 | 6 | 303 | 6 | |
| | 0-6-4 | 64 | 3,719 | 64 | |
| | 0-6-2 | 352 | 13,813 | 378 | |
| | 0-6-0 | 1,222 | 44,809 | 1,320 | |
| | 0-4-4 | 332 | 14,189 | 353 | |
| | 0-4-2 | 14 | 404 | 16 | |
| | 0-4-0 | 100 | 2,064 | 109 | |
| "Garratt" Locomotives | 2-6-0-0-6-2 | 33 | 3,861 | | 3,134 |
| Total Steam Locomotives .. | | 9,319 | | | 9,797 |
| Petrol Tank Locomotives .. | 0-4-0 | .... |  |  | 3 |
| Total Locomotives | | 9,319 | 429,192 | | 9,800 |
| Tenders for Steam Locomotives .. | | 6,340 | — | | 6,660 |

(B.)—Rail Motor Vehicles.

| Description. | Number of Vehicles. | Seats. | | | Year 1929. | |
|-------------------|---------------------|------------|------------|--------|---------------------|---------------|
| | | 1st Class. | 3rd Class. | Total. | Number of Vehicles. | Seats. Total. |
| Steam Power .. | 29 | .... | 1,456 | 1,456 | 29 | 1,444 |
| Electric Power .. | 305 | 180 | 18,106 | 18,286 | 310 | 18,458 |
| TOTAL | 334 | 180 | 19,562 | 19,742 | 339 | 19,902 |

(D.)—Merchandise and Mineral Vehicles.

| Description. | Number. | Year 1929. | |
|--|---------|------------|-------------------------|
| | | Number. | Seats or Berths. Total. |
| Open Wagons :— | | | |
| Under 8 tons | 395 | | 593 |
| 8 tons and under 10 tons .. | 35,738 | | 40,054 |
| 10 tons and under 12 tons .. | 50,903 | | 51,199 |
| 12 tons | 70,813 | | 66,008 |
| Over 12 tons and under 20 tons | 1,723 | | 1,781 |
| 20 tons and over (other than special) | 1,491 | 161,063 | 1,172 |
| Covered Wagons :— | | | |
| Under 8 tons | 1,069 | | 1,221 |
| 8 tons and under 10 tons .. | 9,720 | | 9,417 |
| 10 tons and under 12 tons .. | 16,084 | | 16,313 |
| 12 tons | 13,446 | | 10,602 |
| Over 12 tons and under 20 tons | 45 | | 45 |
| 20 tons and over | 20 | | 20 |
| Mineral Wagons :— | | | |
| Under 8 tons | 24 | | 33 |
| 8 tons and under 10 tons .. | 12,653 | | 14,334 |
| 10 tons and under 12 tons .. | 8,396 | | 14,070 |
| 12 tons | 41,997 | | 40,188 |
| Over 12 tons and under 20 tons | 4,117 | | 7,334 |
| 20 tons and over | 1,555 | 68,742 | 1,502 |
| Special Wagons | 1,554 | | 1,483 |
| Cattle Trucks | 7,976 | | 7,803 |
| Rail and Timber Trucks (including Twin Trucks) | 7,149 | | 7,304 |
| Brake Vans | 5,669 | | 5,487 |
| TOTAL | 292,537 | | 297,963 |

(C.)—Coaching Vehicles.

| Description. | Number. | Seats or Berths. | | | | Year 1929. | |
|---|---------|------------------|------------|------------|-----------|------------|-------------------------|
| | | 1st Class. | 2nd Class. | 3rd Class. | Total. | Number. | Seats or Berths. Total. |
| PASSENGER CARRIAGES. | | | | | | | |
| Steam Stock :— | | | | | | | |
| Carriages of uniform class .. | 13,739 | 45,227 | 2,416 | 766,491 | 814,134 | 14,054 | 815,470 |
| Composite Carriages | 4,657 | 82,236 | 102 | 167,346 | 249,684 | 4,655 | 246,156 |
| Restaurant Cars | 188 | 2,161 | .... | 3,186 | 5,347 | 178 | 5,138 |
| Total | 18,584 | 129,624 | 2,518 | 937,023 | 1,069,165 | 18,887 | 1,066,764 |
| Electric Stock :— | | | | | | | |
| Carriages of uniform class .. | 254 | 3,784 | .... | 15,385 | 19,169 | 264 | 19,649 |
| Composite Carriages | 158 | 4,691 | .... | 4,554 | 9,245 | 160 | 9,341 |
| Total | 412 | 8,475 | .... | 19,939 | 28,414 | 424 | 28,990 |
| Sleeping Cars | 206 | 1,394 | .... | 2,330 | 3,724 | 121 | 1,458 |
| Total Passenger Carriages .. | 19,202 | | | | 1,101,303 | 19,432 | 1,097,212 |
| OTHER COACHING VEHICLES. | | | | | | | |
| Post Office Vans | 100 | | | | | 102 | |
| Luggage, Parcel, Milk, Fruit and Brake Vans | 2,898 | | | | | 3,040 | |
| Fish Vans and Trucks | 992 | | | | | 1,089 | |
| Carriage Trucks | 1,668 | | | | | 1,703 | |
| Horse Boxes | 1,292 | | | | | 1,302 | |
| Miscellaneous | 145 | | | | | 141 | |
| Total other Coaching Vehicles | 7,095 | | | | | 7,377 | |
| TOTAL COACHING VEHICLES | 26,297 | | | | | 26,809 | |

(E.)—Service Rolling Stock.

| Description. | Number. | Year 1929. |
|---|---------|------------|
| | | Number. |
| Locomotives | 40 | 41 |
| Ballast Wagons and Ballast Brake Vans | 5,242 | 5,376 |
| Breakdown Cranes | 74 | 74 |
| Coal, Coke, Ash and Sand Wagons | 11,760 | 12,151 |
| Gasholder Trucks | 109 | 97 |
| Mess and Tool Vans | 528 | 520 |
| Timber, Rail and Sleeper Trucks | 876 | 864 |
| Travelling Cranes | 362 | 363 |
| Miscellaneous | 681 | 670 |
| TOTAL | 19,672 | 20,156 |

III.—HORSES AND ROAD VEHICLES.

| Description. | Number. | Year 1929. |
|----------------------------------|---------|------------|
| | | Number. |
| Parcels and Goods Road Vehicles— | | |
| Motors | 1,840 | 1,775 |
| Horse Wagons and Carts | 17,663 | 17,439 |
| Total | 19,503 | 19,214 |
| Passenger Road Vehicles— | | |
| Motors | 102 | 54 |
| Horses for Road Vehicles | 8,723 | 9,187 |
| Horses for Shunting | 229 | 244 |

IV.—STEAMBOATS.

| Name. | Date of Construction. | Indicated Horse-power. | Net Registered Tonnage. |
|---|-----------------------|------------------------|-------------------------|
| Owned by the Company— | | | |
| Steamboats over 250 tons net— | | | |
| “Calder” | 1930 | 1,950 | 445 |
| “Slieve Bloom” | 1930 | 2,800 | 492 |
| “Duke of Rothesay” | 1928 | 8,100 | 1,493 |
| “Duke of Argyll” | 1928 | 8,100 | 1,493 |
| “Duke of Lancaster” | 1928 | 8,100 | 1,497 |
| “Glen Sannox” | 1925 | 4,200 | 267 |
| “Rye” | 1924 | 1,800 | 427 |
| “Hebble” | 1924 | 1,800 | 425 |
| “Don” | 1924 | 1,800 | 424 |
| “Dearne” | 1924 | 1,800 | 427 |
| “Slieve Donard” | 1921 | 3,000 | 432 |
| “Scotia” | 1921 | 16,000 | 1,388 |
| “Cambria” | 1921 | 16,000 | 1,390 |
| “Hibernia” | 1920 | 16,000 | 1,408 |
| “Anglia” | 1920 | 16,000 | 1,409 |
| “Duke of Abercorn” | 1919 | 6,855 | 902 |
| “Rother” | 1914 | 1,800 | 403 |
| “Princess Victoria” | 1912 | 6,000 | 702 |
| “Ouse” | 1911 | 1,932 | 419 |
| “Alt” | 1911 | 1,850 | 419 |
| “Hodder” | 1910 | 1,850 | 421 |
| “Spennithorne” | 1908 | 850 | 425 |
| “Slieve Gallion” | 1907 | 3,000 | 428 |
| “Saltmarshe” | 1907 | 700 | 461 |
| “Douglas” | 1907 | 1,430 | 418 |
| “Rawcliffe” | 1906 | 700 | 518 |
| “Mersey” | 1906 | 2,300 | 438 |
| “Irwell” | 1906 | 2,300 | 440 |
| “Slieve Bawn” | 1905 | 3,250 | 449 |
| “Princess Maid” | 1904 | 6,000 | 687 |
| “Slieve More” | 1904 | 3,000 | 438 |
| “Mellifont” | 1903 | 3,812 | 459 |
| “Snowdon” | 1902 | 2,750 | 429 |
| “Duke of Connaught” | 1902 | 5,655 | 962 |
| “Nidd” | 1900 | 1,100 | 457 |
| “South Stack” | 1900 | 2,750 | 411 |
| “River Ribble” | 1891 | 1,700 | 497 |
| “Wharfe” | 1890 | 1,600 | 363 |
| “Liberty” | 1890 | 1,500 | 382 |
| “Equity” | 1888 | 1,500 | 426 |
| “Derwent” | 1888 | 1,120 | 418 |
| “Wenning” | 1887 | 1,070 | 377 |
| | Number. | | |
| Total | 42 | 175,824 | 26,566 |
| Ditto Year 1929 | 43 | 179,515 | 26,585 |
| Steamboats of 250 tons net and under— | | | |
| Total | 17 | 12,845 | 2,192 |
| Total Steamboats owned by the Company | 59 | 188,669 | 28,758 |
| Ditto Year 1929 | 60 | 192,360 | 28,777 |
| Jointly owned by the Company— | | | |
| Steamboats of 250 tons net and under | 5 | 3,275 | 588 |
| Ditto Year 1929 | 5 | 3,275 | 588 |
| Company's proportion : one-half | | | |

V.—CANALS.

| Name. | Length. | |
|--|---------------|-----|
| | M. | Ch. |
| Owned by the Company— | | |
| Ashby Canal | 29 | 75 |
| Coalport Canal | 1 | 17 |
| Cromford Canal | 16 | 79 |
| Forth and Clyde Canal | 38 | 74 |
| Huddersfield Canal | 23 | 49 |
| Lancaster Canal | 73 | 47 |
| Manchester, Bolton, and Bury Canal | 15 | 76 |
| Monkland Canal | 13 | 20 |
| Shropshire Union Canal | 194 | 3 |
| St. Helens Canal | 16 | 33 |
| Trent and Mersey Canal | 117 | 28 |
| Ulverston Canal | 1 | 28 |
| | Total length. | |
| | M. | Ch. |
| Jointly owned by the Company— | | |
| Kensington Canal | — | 33 |
| Company's proportion : one-third | | 11 |
| Total Length | 542 | 60 |

VI.—DOCKS, HARBOURS AND WHARVES.

| Name. | Length of Quay. |
|---|-----------------|
| | Feet. |
| Owned by the Company— | |
| Ayr Harbour | 7,560 |
| Barrow Harbour and Docks | 19,602 |
| Bowling Harbour | 1,200 |
| Deganwy Wharf | 660 |
| Fairlie Pier | 280 |
| Fleetwood :— | |
| Fleetwood Harbour | 4,068 |
| Wyre Docks | 5,244 |
| Foryd Wharf | 324 |
| Garston Docks | 8,016 |
| Gourock Pier | 2,286 |
| Grangemouth Docks | 16,092 |
| Gravesend Floating Stages | 321 |
| Heysham Harbour | 4,100 |
| Holyhead Harbour | 7,908 |
| Kentallen Pier | 64 |
| Kyle of Lochalsh Pier | 835 |
| Largs Harbour | 630 |
| Morecambe Harbour | 2,110 |
| Oban Pier | 1,100 |
| Poplar Docks | 3,291 |
| Renfrew Wharf | 350 |
| Stranraer East Pier | 1,190 |
| Tilbury Floating Stage | 300 |
| Troon Harbour | 6,160 |
| Wemyss Bay Pier | 1,304 |
| Widnes Dock | 894 |
| | Total length. |
| | feet. |
| Jointly leased by the Company— | 1,390 |
| Chelsea Dock | |
| Company's proportion : one-half | 695 |
| Total Length | 96,584 |

VII.—HOTELS.

| Name. | Situation. |
|---|------------------------------------|
| Owned and worked by the Company (28)— | |
| Station Hotel | Ayr. |
| Queen's Hotel | Birmingham, New Street Station. |
| Station Hotel | Bletchley. |
| Midland Hotel | Bradford. |
| Crewe Arms Hotel | Crewe. |
| Midland Hotel | Derby. |
| Dornoch Hotel | Dornoch. |
| Station Hotel | Dumfries. |
| Caledonian Hotel | Edinburgh, Princes Street Station. |
| Furness Abbey Hotel | Furness Abbey. |
| Central Hotel | Glasgow, Central Station. |
| St. Enoch Hotel | Glasgow, St. Enoch Station. |
| Gleneagles Hotel | Gleneagles. |
| Station Hotel | Holyhead. |
| Station Hotel | Inverness. |
| Queen's Hotel | Keighley. |
| Station Hotel | Kyle of Lochalsh. |
| Queen's Hotel | Leeds. |
| North Western Hotel | Liverpool, Lime Street Station. |
| Exchange Hotel | Liverpool, Exchange Station. |
| Adelphi Hotel | Liverpool. |
| Euston Hotel | London, Euston Station. |
| Midland Grand Hotel | London, St. Pancras Station. |
| Midland Hotel | Manchester. |
| Midland Hotel | Morecambe. |
| Park Hotel | Preston. |
| Highland Hotel | Strathpeffer. |
| Turnberry Hotel | Turnberry. |
| Jointly owned by the Company— | |
| Station Hotel — Company's proportion : two-thirds | Perth. |
| Owned but not worked by the Company (4)— | |
| Station Hotel | Achnasheen. |
| Queen's Hotel | Alderley Edge. |
| Churnet Valley Hotel | Leek. |
| North Stafford Hotel | Stoke. |

VIII.—LAND, PROPERTY, etc., NOT FORMING PART OF THE RAILWAY OR STATIONS.

| Land. | Acres. | Year 1929. |
|--|--------|------------|
| | | Acres. |
| Agricultural Land | 9,143 | 9,225 |
| Urban and Suburban Land | 2,555 | 2,595 |
| | | Year 1929. |
| | | Number. |
| Houses. | | |
| Labouring Class Dwellings | 1,940 | 1,940 |
| Houses and Cottages for Company's Servants | 12,063 | 12,075 |
| Other Houses and Cottages | 11,375 | 11,422 |

IX.—OTHER BUSINESSES.

| Industry. | Situation. |
|--------------------------|----------------------------|
| Limestone Quarry | Caldon Low, Staffordshire. |

X.—MAINTENANCE OF WAY AND WORKS (ABSTRACT A).

| | Year 1929. | |
|---|------------|-----------|
| Principal Permanent Way materials used— | | |
| Ballast <i>Cubic Yards</i> | 593,900 | 551,719 |
| Rails <i>Tons</i> | 93,094 | 89,441 |
| Sleepers <i>Number</i> | 1,539,058 | 1,548,509 |
| Miles maintained— | M. Ch. | M. Ch. |
| Miles of road | 6,931 19 | 6,932 32 |
| Miles of road reduced to single track— | | |
| Running Lines | 13,373 9 | 13,367 50 |
| Sidings | 5,813 24 | 5,768 64 |
| Length of track renewed | 555 3 | 529 10 |

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

| | In Company's Shops. | By Contractors. | Total. | Year 1929. |
|---|---------------------|-----------------|---------|------------|
| | Number. | Number. | | Total. |
| Locomotives (Steam)— | | | | |
| Renewals | 153 | 34 | 187 | 225 |
| Heavy Repairs | 3,288 | .... | 3,288 | 3,573 |
| Light Repairs | 4,509 | .... | 4,509 | 4,065 |
| Under or awaiting repair at end of year | 377 | .... | 377 | 554 |
| Rail Motor Vehicles (Steam)— | | | | |
| Heavy Repairs | 17 | .... | 17 | 11 |
| Light Repairs | 22 | .... | 22 | 35 |
| Under or awaiting repair at end of year | 5 | .... | 5 | 8 |
| Rail Motor Vehicles (Electric)— | | | | |
| Renewals .. .. . | .... | .... | .... | 11 |
| Heavy Repairs | 106 | .... | 106 | 149 |
| Light Repairs | 1,128 | .... | 1,128 | 1,191 |
| Under or awaiting repair at end of year | 30 | .... | 30 | 39 |
| Coaching Vehicles :— | | | | |
| Passenger Carriages— | | | | |
| Renewals | 647 | 5 | 652 | 600 |
| Heavy Repairs | 1,015 | .... | 1,015 | 2,896 |
| Light Repairs | 10,544 | .... | 10,544 | 8,596 |
| Under or awaiting repair at end of year | 1,369 | .... | 1,369 | 1,400 |
| Other Coaching Vehicles— | | | | |
| Renewals | 177 | 60 | 237 | 339 |
| Heavy Repairs | 490 | .... | 490 | 839 |
| Light Repairs | 3,003 | .... | 3,003 | 2,460 |
| Under or awaiting repair at end of year | 427 | .... | 427 | 523 |
| Merchandise and Mineral Vehicles— | | | | |
| Renewals | 9,875 | 812 | 10,687 | 13,599 |
| Heavy Repairs | 19,253 | .... | 19,253 | 20,396 |
| Light Repairs | 527,534 | .... | 527,534 | 526,938 |
| Under or awaiting repair at end of year | 10,345 | .... | 10,345 | 11,109 |

XII.—ENGINE MILEAGE.

| | A—Miles run in relation to the Company's Total Traffic Receipts. | B—Miles run in relation to the Company's Total Expenditure. | C—Miles run by the Company's Engines. | | | | Total. |
|--|--|---|---------------------------------------|--|--------------------|--------------------------|--------------------|
| | | | Steam Locomotives. | Electric Traction. Electric Motor Vehicles. | Steam Rail Motors. | Any other form of Power. | |
| TRAIN MILES (Loaded Trains):— | | | | | | | |
| Coaching | 88,966,759 | 88,993,686 | 84,105,109 | 6,469,405 | 492,528 | .... | 91,067,042 |
| Goods | 51,054,263 | 51,233,687 | 52,398,634 | .... | 850 | .... | 52,399,493 |
| Total | 140,021,022 | 140,227,373 | 136,503,743 | 6,469,405 | 493,387 | .... | 143,466,535 |
| Year 1929 :— | | | | | | | |
| Coaching | 89,305,844 | 89,333,248 | 83,708,622 | 6,380,875 | 579,460 | 1,728 | 90,670,685 |
| Goods | 53,125,253 | 53,289,294 | 54,066,378 | .... | 399 | .... | 54,066,777 |
| Total | 142,431,097 | 142,622,542 | 137,775,000 | 6,380,875 | 579,859 | 1,728 | 144,737,462 |
| TOTAL TRAIN MILES (including Empty Trains run for Traffic Purposes on either the Forward or Return Journey):— | | | | | | | |
| Coaching | 92,002,654 | 92,030,379 | 86,854,582 | 6,819,943 | 517,766 | .... | 94,192,291 |
| Goods | 57,355,497 | 57,554,218 | 58,820,579 | .... | 850 | .... | 58,830,438 |
| Total | 149,358,151 | 149,584,597 | 145,684,161 | 6,819,943 | 518,625 | .... | 153,022,729 |
| Year 1929 :— | | | | | | | |
| Coaching | 92,422,705 | 92,451,115 | 86,522,965 | 6,721,851 | 606,178 | 1,780 | 93,852,774 |
| Goods | 59,848,368 | 60,036,340 | 60,951,775 | .... | 399 | .... | 60,952,174 |
| Total | 152,271,073 | 152,487,455 | 147,474,740 | 6,721,851 | 606,577 | 1,780 | 154,804,948 |
| SHUNTING MILES :— | | | | | | | |
| Coaching | 7,729,551 | 7,728,104 | 7,742,795 | 41,454 | .... | .... | 7,784,249 |
| Goods | 39,966,067 | 39,988,366 | 41,201,844 | .... | 1,679 | 9,112 | 41,212,635 |
| Total | 47,695,618 | 47,716,470 | 48,944,639 | 41,454 | 1,679 | 9,112 | 48,996,884 |
| Year 1929 :— | | | | | | | |
| Coaching | 7,789,139 | 7,787,585 | 7,780,827 | 42,008 | .... | .... | 7,822,835 |
| Goods | 42,299,343 | 42,333,796 | 43,375,982 | .... | 1,291 | 6,541 | 43,383,814 |
| Total | 50,088,482 | 50,121,381 | 51,156,809 | 42,008 | 1,291 | 6,541 | 51,206,649 |
| OTHER MILES (Assisting, Light, etc.) | | | | | | | |
| Ditto Year 1929 | 17,687,448 | 24,782,708 | 25,173,394 | 39,799 | 4,327 | 692 | 25,218,212 |
| Ditto Year 1929 | 19,548,975 | 26,729,613 | 26,954,926 | 38,985 | 4,834 | 2,554 | 27,001,299 |
| TOTAL ENGINE MILES | 214,741,217 | 222,083,775 | 219,802,194 | 6,901,196 | 524,631 | 9,804 | 227,237,825 |
| Ditto Year 1929 | 221,908,530 | 229,338,449 | 225,586,475 | 6,802,844 | 612,702 | 10,875 | 233,012,896 |

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

| Class of Passenger. | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Company's System. | Year 1929. | | | |
|---------------------|--------------------|-------------------|-----------------------------|---|--------------------|-------------------|-----------------------------|---|
| | | | | | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Company's System. |
| Ordinary— | | £ | s. d. | | | £ | s. d. | |
| 1st Class | 4,582,014 | 1,562,033 | 6 9-82 | 4,303,875 | 5,014,673 | 1,681,928 | 6 8-50 | 4,713,630 |
| 2nd „ | 10,955 | 205 | 0 4-49 | 5,814 | 11,396 | 236 | 0 4-97 | 6,092 |
| 3rd „ | 205,083,197 | 14,987,163 | 1 5-54 | 192,269,890 | 214,593,483 | 15,929,344 | 1 5-82 | 201,269,385 |
| Workmen | 89,229,982 | 1,164,124 | 0 3-13 | 86,132,102 | 96,128,106 | 1,253,405 | 0 3-13 | 93,154,028 |
| TOTAL.. .. . | 298,906,148 | 17,713,525 | 1 2-22 | 282,711,681 | 315,747,658 | 18,864,913 | 1 2-34 | 299,143,135 |
| Season— | | | | | | | | |
| 1st Class | 29,163 | 817,900 | — | 26,839 | 32,129 | 926,614 | — | 29,484 |
| 2nd „ | 521 | 2,531 | — | 12 | 550 | 2,683 | — | 10 |
| 3rd „ | 205,111 | 1,836,338 | — | 195,723 | 209,880 | 1,969,407 | — | 200,324 |
| TOTAL.. .. . | 234,795 | 2,656,769 | — | 222,574 | 242,559 | 2,898,704 | — | 229,818 |

XIV.—GOODS TRAFFIC AND RECEIPTS.

| | Tonnage. | Receipts. | Average Receipt per Ton. | Tonnage originating on the Company's System. | Year 1929. | | | |
|--|--------------------|-------------------|--------------------------|--|--------------------|-------------------|--------------------------|--|
| | | | | | Tonnage. | Receipts. | Average Receipt per Ton. | Tonnage originating on the Company's System. |
| Merchandise (excluding Classes 1-6) | Tons. 29,738,322 | £ 20,124,196 | s. d. 13 6-41 | Tons. 19,375,922 | Tons. 31,974,036 | £ 21,979,116 | s. d. 13 8-98 | Tons. 20,966,127 |
| Minerals and Merchandise (Classes 1-6) | 29,501,399 | 6,087,838 | 4 1-53 | 23,767,695 | 32,621,463 | 6,829,706 | 4 2-25 | 26,425,903 |
| Coal, Coke and Patent Fuel | 80,406,244 | 13,362,625 | 3 3-89 | 65,618,073 | 84,737,092 | 14,188,063 | 3 4-18 | 69,412,636 |
| TOTAL.. .. . | 139,645,965 | 39,574,659 | 5 8-01 | 108,761,690 | 149,332,591 | 42,996,885 | 5 9-10 | 116,804,666 |
| | Number. | £ | | Number originating on the Company's System. | Number. | £ | | Number originating on the Company's System. |
| Live Stock | 8,953,457 | 794,106 | — | 6,748,192 | 9,586,312 | 819,139 | — | 7,274,130 |

XV (A).—TONNAGE OF THE PRINCIPAL CLASSES OF MERCHANDISE AND MINERALS TRAFFIC ORIGINATING ON THE COMPANY'S SYSTEM CARRIED BY GOODS TRAINS.

XV (B).—LIVE STOCK TRAFFIC ORIGINATING ON THE COMPANY'S SYSTEM CARRIED BY GOODS TRAINS.

| | Tons. | Year 1929. |
|--|-------------------|-------------------|
| | | Tons. |
| Bricks, Blocks and Tiles | 1,987,540 | 1,973,749 |
| Cement and Lime | 1,245,871 | 1,225,084 |
| Creosote, Tar and Pitch | 844,350 | 865,669 |
| Grain, Flour and Milling Offals | 1,127,354 | 1,165,641 |
| Gravel and Sand | 1,228,472 | 1,291,237 |
| Iron and Steel Blooms, Billets, Ingots, etc. | 889,958 | 1,075,728 |
| Iron and Steel Scrap | 1,485,553 | 1,806,680 |
| Iron and Steel, other descriptions | 3,241,277 | 3,733,712 |
| Iron Ore | 4,084,906 | 4,939,020 |
| Iron, Pig | 1,497,831 | 2,138,103 |
| Limestone and Chalk | 2,318,473 | 2,662,925 |
| Manure, packed | 437,560 | 524,022 |
| Oil Cake | 320,027 | 337,099 |
| Road Making and Road Repairing Material | 3,804,596 | 3,869,870 |
| Round Timber, including Mining | 376,658 | 404,985 |
| Timber, other than Round | 779,962 | 820,767 |
| Vegetables | 458,173 | 446,572 |
| TOTAL | 26,128,561 | 29,280,863 |

| | Number. | Year 1929. |
|-------------------------|------------------|------------------|
| | | Number. |
| Horses | 16,964 | 20,804 |
| Cattle | 1,429,500 | 1,449,311 |
| Calves | 128,976 | 153,957 |
| Sheep and Lambs | 4,755,591 | 5,185,974 |
| Pigs | 415,466 | 461,282 |
| Miscellaneous.. .. . | 1,695 | 2,802 |
| TOTAL | 6,748,192 | 7,274,130 |

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.

| | Account No. | 1927. | 1928. | 1929. | 1930. |
|--|-------------|-------------|-------------|-------------|-------------|
| | | £ | £ | £ | £ |
| Total Expenditure on Capital Account | 4 | 445,735,937 | 447,123,996 | 448,508,841 | 452,281,721 |
| Gross Receipts from Businesses carried on by the Company | 8 | 86,332,602 | 82,258,063 | 81,661,048 | 76,445,101 |
| Revenue Expenditure on ditto | 8 | 70,299,782 | 67,558,562 | 66,906,662 | 64,468,392 |
| Net Receipts of ditto | 8 | 16,032,820 | 14,699,501 | 14,754,386 | 11,976,709 |
| "J." Joint Lines—Company's proportion of Net Revenue | 8 | 191,600 | 165,556 | 196,289 | 133,287 |
| Miscellaneous Receipts (Net) | 8 | 2,547,859 | 2,945,350 | 3,795,736 | 2,940,500 |
| Miscellaneous Charges | 8 | 1,461,588 | 1,539,586 | 1,571,128 | 1,624,205 |
| Net Revenue | 8 | 17,310,691 | 16,270,821 | 17,175,283 | 13,426,291 |
| Appropriation from General Reserve, etc. | 9 | .... | .... | .... | 1,158,800 |
| Interest on Debenture Stocks | 9 | 4,255,574 | 4,364,170 | 4,364,170 | 4,418,314 |
| Dividends on Guaranteed and Preference Stocks | 9 | 8,474,253 | 8,474,278 | 8,474,383 | 8,474,383 |
| Balance after Payment of Preference Dividends | 9 | 4,580,864 | 3,432,373 | 4,336,730 | 1,692,394 |
| Dividend on Ordinary Stock | 9 | 4,522,116 | 3,332,086 | 4,284,110 | 1,904,049 |
| Rate per cent. .. .. . | .... | 4½% | 3½% | 4½% | 2% |
| Surplus or Deficit .. .. . | .... | 58,748 | 100,287 | 52,620 | 211,655 |
| Balance brought forward from previous year | 9 | .... | 58,748 | 159,035 | 211,655 |
| Balance carried forward to subsequent year | 9 | 58,748 | 159,035 | 211,655 | .... |

E. TAYLOR, *Accountant of the Company.*

Examined and approved.

PRICE, WATERHOUSE & CO., *Chartered Accountants.*

CERTIFICATES OF THE RESPONSIBLE OFFICERS AS TO THE UPKEEP OF THE COMPANY'S PROPERTY.

CERTIFICATE RESPECTING THE PERMANENT WAY, &C.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, Canals, Docks and other Works have, during the past year, been maintained in good working condition and repair.

A. NEWLANDS, *Chief Civil Engineer.*

11th February, 1931.

CERTIFICATE RESPECTING THE ROLLING STOCK, &C.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools, so far as relate to my Department, have, during the past year, been maintained in good working condition and repair.

E. J. H. LEMON, *Chief Mechanical Engineer.*

11th February, 1931.

CERTIFICATE RESPECTING THE STEAMBOATS, &C.

I hereby certify that the whole of the Company's Steamboats, Ferry Boats, Marine Workshops and Plant, have, during the past year, been maintained in good working condition and repair.

M. BEASLEY, *Chief Marine Superintendent.*

11th February, 1931.

(Signed for the Board of Directors) { J. C. STAMP, *Chairman of the Company.*
O. GLYNNE ROBERTS, *Secretary of the Company.*

AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Company, and that the Dividends proposed to be declared on the several Stocks are *bona fide* due thereon after charging the Revenue of the year with all expenses which ought in our judgment to be paid thereout.

F. D. MORRIS, }
N. E. WATERHOUSE, } *Auditors.*

INDEX.

(Arabic Figures refer to Financial Accounts and Roman Figures to Statistical Returns.)

| | NUMBER OF ACCOUNT OR RETURN. | PAGE. | | NUMBER OF ACCOUNT OR RETURN. | PAGE. |
|--|------------------------------|-------|--|------------------------------|-------|
| AUDITORS' CERTIFICATE | — | 25 | MANUFACTURING AND REPAIRING WORKS AND PLANT:— | | |
| BALANCE SHEET | 19 | 17 | Capital Expenditure | 4-6 | 4-6 |
| CANALS:— | | | Maintenance of Workshops | 10 (A) | 10 |
| Capital Expenditure... .. | 4-5 | 4-5 | MILEAGE, DEMURRAGE AND WAGON HIRE | 10 (H) | 11 |
| Revenue Receipts and Expenditure | 13 | 14 | MILEAGE OF ENGINES AND TRAINS... .. | XII | 23 |
| Name and Length | V | 21 | MILEAGE OF LINES | I | 18-19 |
| CAPITAL:— | | | NATIONAL INSURANCE | 10 | 9 |
| Authorised and Created by the Company... .. | 1 (a) | 2 | NET REVENUE:— | | |
| Authorised and Created by the Company jointly with some other Company | 1 (b) | 2 | Amount of | 8 | 7 |
| Authorised and Created by some other Company on which the Company either jointly or separately guarantees fixed dividends | 1 (c) | 2 | Proposed Appropriation | 9 | 8 |
| Issued | 2 | 3 | PARLIAMENTARY EXPENSES | 10 | 9 |
| Raised by Loans and Debenture Stocks | 3 | 3 | PROPOSED APPROPRIATION OF NET REVENUE | 9 | 8 |
| Receipts and Expenditure | 4 | 4 | RAIL MOTOR VEHICLES:— | | |
| Details of Expenditure for Year | 5 | 5 | Maintenance Expenditure | 10 (B) | 10 |
| Estimate of further Expenditure | 6 | 6 | Number and Seating Accommodation | II (B) | 20 |
| Powers Available to meet further Expenditure | 7 | 6 | Number renewed, Number repaired, and Number under or awaiting repair | XI | 22 |
| CARRIAGES:— | | | Mileage | XII | 23 |
| Maintenance Expenditure | 10 (B) | 10 | RAILWAY:— | | |
| Mileage, Demurrage and Hire | 10 (H) | 11 | Total Capital expended upon | 4-6 | 4-6 |
| Number and Seating Accommodation | II (C) | 20 | Revenue Receipts and Expenditure | 10 | 9 |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 22 | Mileage | I | 18-19 |
| CERTIFICATES:— | | | RATE RELIEF:— | | |
| Auditors | — | 25 | Railway | 10 | 9 |
| Officers responsible for Maintenance | — | 25 | Road Transport | 11 | 14 |
| COLLECTION AND DELIVERY OF PARCELS AND GOODS:— | | | Canals | 13 | 14 |
| Receipts and Expenditure | 16 | 15 | Docks | 14 | 15 |
| COMPENSATION | 10 | 9 | Collection and Delivery of Parcels and Goods | 16 | 15 |
| DIVIDENDS PAYABLE | 9 | 8 | Electric Power Stations | 18 | 16 |
| DIVIDENDS RECEIVED | 8 | 7 | RATES:— | | |
| DOCKS, HARBOURS AND WHARVES:— | | | Railway | 10 | 9 |
| Capital Expenditure... .. | 4-6 | 4-6 | Road Transport | 11 | 14 |
| Revenue Receipts and Expenditure | 14 | 15 | Canals | 13 | 14 |
| Situation and Length of Quay | VI | 21 | Docks | 14 | 15 |
| ELECTRIC POWER AND LIGHT:— | | | Hotels | 15 | 15 |
| Capital Expenditure on Power Stations, etc. | 4-5 | 4-5 | Collection and Delivery of Parcels and Goods... .. | 16 | 15 |
| Cost of Generation and Distribution | 18 | 16 | Electric Power Stations | 18 | 16 |
| Number of Units supplied | 18 | 16 | RATES TRIBUNAL EXPENSES | 10 | 9 |
| ELECTRIC MOTOR VEHICLES:— | | | REFRESHMENT ROOMS AND CARS:— | | |
| Number and Seating Accommodation | II (B) | 20 | Revenue Receipts and Expenditure (see HOTELS). | | |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 22 | RENEWAL FUNDS | 19 | 17 |
| Mileage | XII | 23 | RENTS PAID | 8 | 7 |
| ENGINE MILEAGE | XII | 23 | RENTS RECEIVED:— | | |
| GARAGES, STABLES, etc. | 4-6 | 4-6 | Houses and Land... .. | 8 | 7 |
| GENERAL CHARGES | 10 (E) | 11 | Hotels | 8 | 7 |
| GOVERNMENT DUTY... .. | 10 | 9 | Canals | 13 | 14 |
| HARBOURS (see Docks). | | | Docks, Harbours and Wharves | 14 | 15 |
| HORSES:— | | | Other Rents, including Lump-sum Tolls | 8 | 7 |
| FOR ROAD VEHICLES:— | | | RESERVE FUND | 19 | 17 |
| Number | III | 21 | REVENUE RECEIPTS AND EXPENDITURE:— | | |
| Cost of Maintenance:— | | | Railway | 10 | 9 |
| For Collection and Delivery | 16 | 15 | Road Transport | 11 | 14 |
| For Road Transport | 11 | 14 | Steamboats... .. | 12 | 14 |
| FOR SHUNTING:— | | | Canals | 13 | 14 |
| Number | III | 21 | Docks, Harbours and Wharves | 14 | 15 |
| HOTELS:— | | | Hotels, Refreshment Rooms and Cars | 15 | 15 |
| Capital Expenditure | 4-6 | 4-6 | Collection and Delivery of Parcels and Goods... .. | 16 | 15 |
| Revenue Receipts and Expenditure | 15 | 15 | Other separate Businesses | 17 | 16 |
| Rents Received from | 8 | 7 | Jointly owned and jointly leased lines | 8 (J) | 12-13 |
| Name and Situation... .. | VII | 21 | Miscellaneous Receipts (Net) | 8 | 7 |
| HOUSES (see LAND, PROPERTY, etc.). | | | Summary | 8 | 7 |
| INTEREST PAID | 8, 9 | 7-8 | ROAD TRANSPORT:— | | |
| INTEREST RECEIVED | 8 | 7 | Revenue Receipts and Expenditure | 11 | 14 |
| INTERIM DIVIDENDS PAID | 9 (a) | 8 | ROAD VEHICLES:— | | |
| JOINT LINES:— | | | Capital Expenditure | 4-6 | 4-6 |
| Capital Expenditure... .. | 4-6 | 4-6 | Cost of Maintenance:— | | |
| Revenue Receipts and Expenditure | 8 (J) | 12-13 | For Collection and Delivery | 16 | 15 |
| LAND, PROPERTY, etc., NOT FORMING PART OF THE RAILWAY OR STATIONS:— | | | For Road Transport | 11 | 14 |
| Capital Expenditure... .. | 4-6 | 4-6 | Number | III | 21 |
| Rents Received | 8 | 7 | ROLLING STOCK:— | | |
| Acreeage of Land and Number of Houses | VIII | 21 | Capital Expenditure | 4-6 | 4-6 |
| LAW CHARGES... .. | 10 | 9 | Maintenance Expenditure | 10 (B) | 10 |
| LEASED LINES:— | | | Receipts and Payments for Mileage, Demurrage and Hire | 10 (H) | 11 |
| Capital Expenditure... .. | 4-6 | 4-6 | Number and Description | II | 20 |
| Rent and Guaranteed Interest | 8 | 7 | Number renewed, Number repaired, and Number under or awaiting repair | XI | 22 |
| Mileage | I | 18 | Mileage of Engines and Trains | XII | 23 |
| LICENCE DUTY:— | | | RUNNING POWERS:— | | |
| Road Transport Vehicles | 11 | 14 | Receipts and Payments in respect of | 10 (G) | 11 |
| Hotels, etc. | 15 | 15 | Mileage of Lines over which exercised | I (C) | 19 |
| Collection and Delivery Vehicles | 16 | 15 | SERVICE ROLLING STOCK | II (E) | 20 |
| LIMESTONE QUARRY:— | | | STEAMBOATS:— | | |
| Capital Expenditure... .. | 4 | 4 | Capital Expenditure | 4-5 | 4-5 |
| Revenue Receipts and Expenditure | 17 | 16 | Revenue Receipts and Expenditure | 12 | 14 |
| Name and Situation | IX | 22 | Date of Construction, Indicated Horse Power and Net Registered Tonnage | IV | 21 |
| LOCOMOTIVES:— | | | SUBSCRIPTIONS TO OTHER UNDERTAKINGS:— | | |
| Maintenance Expenditure | 10 (B) | 10 | Amount and Nature of Security or Investment | 4 (a) | 4 |
| Running Expenses | 10 (C) | 11 | Interest and Dividends | 8 | 7 |
| Number and Description | II (A) | 20 | SUMMARY OF FINANCIAL RESULTS | XVI | 25 |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 22 | TRAFFIC EXPENSES | 10 (D) | 11 |
| Mileage | XII | 23 | TRAFFIC RECEIPTS:— | | |
| MAINTENANCE:— | | | Railway | 10 | 9 |
| Of Way and Works | 10 (A) | 10 | Receipts and Payments in respect of Running Powers | 10 (G) | 11 |
| Quantities of principal Materials used | X | 22 | Passengers carried and average Fare | XIII | 24 |
| Miles maintained | X | 22 | Passengers originating on the Company's System | XIII | 24 |
| Length of Track renewed... .. | X | 22 | Goods carried and average Receipt per ton | XIV | 24 |
| Of Rolling Stock | 10 (B) | 10 | Goods originating on the Company's System | XIV | 24 |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 22 | Principal classes of Merchandise and Minerals Traffic originating on the Company's System | XV (A) | 24 |
| Of Horses, Horse Vehicles, and Motor Vehicles | 11, 16 | 14-15 | Live Stock Traffic originating on the Company's System... .. | XV (B) | 24 |
| Buildings for Road Transport and Collection and Delivery | 11, 16 | 14-15 | Joint Lines... .. | 8 (J) | 12-13 |
| Steamboats | 12 | 14 | Steamboats... .. | 12 | 14 |
| Canals | 13 | 14 | TRAIN MILEAGE | XII | 23 |
| Docks, Harbours and Wharves | 14 | 15 | WAGONS:— | | |
| Hotels, Refreshment Rooms, etc. | 15 | 15 | Maintenance Expenditure | 10 (B) | 10 |
| Electric Power Stations, etc. | 18 | 16 | Mileage, Demurrage and Hire | 10 (H) | 11 |
| | | | Number and Description... .. | II (D) | 20 |
| | | | Number renewed, Number repaired, and Number under or awaiting repair | XI | 22 |



**LONDON MIDLAND AND SCOTTISH RAILWAY
Map of the System**

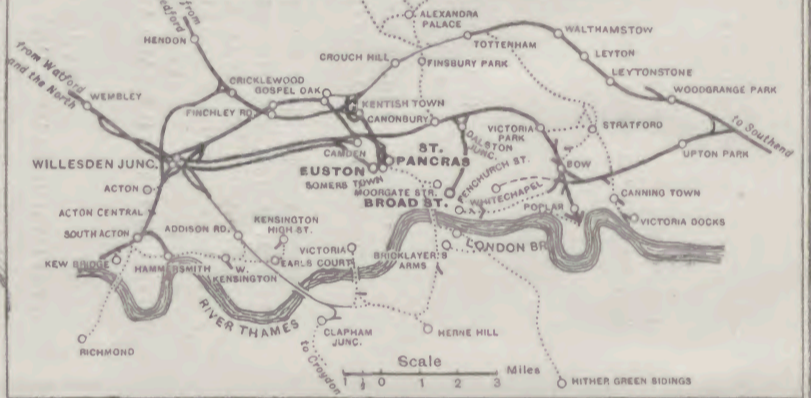
Scale
10 5 0 5 10 15 20 25 30 35 40 Miles

- LINES OWNED BY THE COMPANY
- LINES PARTLY OWNED
- LINES LEASED OR WORKED JOINTLY
- LINES OVER WHICH THE COMPANY EXERCISES RUNNING POWERS CONTINUOUSLY
- LINES OVER WHICH JOINT COMMITTEES EXERCISE RUNNING POWERS CONTINUOUSLY

MAP OF RAILWAYS IN NORTHERN IRELAND



ENLARGED MAP OF LONDON AREA



ENLARGED MAP OF LIVERPOOL & MANCHESTER AREA



London Midland & Scottish Railway
Company.

FINANCIAL ACCOUNTS

AND

STATISTICAL RETURNS

FOR THE YEAR ENDED

31st DECEMBER, 1930.

[Copy of Advertisement.]

LONDON MIDLAND AND SCOTTISH RAILWAY
COMPANY.

NOTICE IS HEREBY GIVEN that the ORDINARY GENERAL MEETING of the LONDON MIDLAND AND SCOTTISH RAILWAY COMPANY will be held at EUSTON STATION, LONDON, N.W., ON FRIDAY, the 27th FEBRUARY, 1931, at 11.30 a.m. precisely, for the transaction of the general business of the Company.

JOSIAH CHARLES STAMP, Chairman.

OWEN GLYNNNE ROBERTS, Secretary.

Euston Station, London, N.W.1,
12th February, 1931.

ANNUAL MEETING ... 27th February, at 11.30 a.m.
DIVIDEND PAYABLE 4th March.

LONDON AND NORTH EASTERN RAILWAY COMPANY.

DIRECTORS.

WILLIAM WHITELAW, Esq., Hatton House, Kirknewton, Midlothian (CHAIRMAN).

THE RT. HON. LORD FARINGDON, C.H., 18, Arlington Street, S.W. 1 (DEPUTY-CHAIRMAN).

LIEUT.-COL. THE RT. HON. LORD AILWYN, D.S.O., M.C.,
Honingham, Norfolk.

HUBERT THOMAS BAILEY, Esq., 29, Prince's Gate Court, Kensington,
S.W.7.

SIR CHARLES COUPAR BARRIE, K.B.E., 50, Parliament Street,
Whitehall, S.W.1.

THE HON. RUPERT EVELYN BECKETT, 34, Grosvenor Street, W.1.

SIR HUGH BELL, BART., C.B., Mount Grace Priory, near Northallerton.

A. HAROLD BIBBY, Esq., D.S.O., 26, Chapel Street, Liverpool.

OLIVER ROBERT HAWKE BURY, Esq., 43, Threadneedle Street, E.C.2.

THE HON. ERIC B. BUTLER-HENDERSON, Winwick Manor, Rugby.

MAJOR WILLIAM HENTON CARVER, M.P., The Croft, North Cave,
East Yorkshire.

WALTER B. GAIR, Esq., Kestrel Grove, Bushey Heath, Herts.

ALEXANDER REITH GRAY, Esq., Upper Quay, Aberdeen.

THE RT. HON. VISCOUNT GREY OF FALLODON, K.G.,
Falloodon, Christon Bank, Northumberland.

THE MOST HON. THE MARQUESS OF LONDONDERRY, K.G., P.C.,
M.V.O., Wynyard Park, Stockton-on-Tees.

RONALD W. MATTHEWS, Esq., Aston Hall, near Sheffield.

ANDREW K. MCCOSH, Esq., Rochsoles, Airdrie.

LIEUT.-COL. THE HON. ARTHUR CECIL MURRAY, C.M.G., D.S.O.,
Elibank, Walkerburn, Peeblesshire.

SIR CHRISTOPHER THOMAS NEEDHAM, Fair Oak, West Didsbury,
Lancashire.

SIR JOHN H. B. NOBLE, BART., Ardkinglas, Inveraray, Argyllshire.

CLARENCE D. SMITH, Esq., Loughbrow, Hexham, Northumberland.

FREDERICK LIDDELL STEEL, Esq., Ranton Abbey, Stafford.

COLONEL CHARLES W. TROTTER, C.B., Barton Hartshorne,
Buckingham.

WALTER KENNEDY WHIGHAM, Esq., 8, Crosby Square, E.C.3.

SIR MURROUGH JOHN WILSON, K.B.E., Cliffe Hall, via Pierce-
bridge, S.O., Co. Durham.

No. 8.

FEBRUARY, 1931.

REPORT OF THE DIRECTORS

To be submitted to the Proprietors at the Ordinary General Meeting to be held in the Wharncliffe Rooms at the Hotel Great Central, Marylebone, London, N.W. 1, on Friday, the 6th day of March, 1931, at **11.30 a.m.**

1. The Financial Accounts and Statistical Returns for the year ended 31st December, 1930, have been prepared in the form prescribed by the Railway Companies (Accounts and Returns) Act, 1911, as modified under Order of the Minister of Transport, dated 27th December, 1928. For reasons of economy, however, only a limited number of the Accounts and Returns with the full details have been printed. An abridged form is being circulated to the Proprietors summarising the results of working the railway and the ancillary businesses of the Company, together with statistical data. A full copy of the Accounts will be supplied on application to the Secretary.

2. The Receipts on Capital Account for the year amounted to £1,992,087, and the Expenditure to £2,835,971.

Capital Expenditure for the current year is estimated at £2,427,000, mainly in respect of improved accommodation at Passenger and Goods Stations and in Marshalling Yards and Sidings, and for widenings of and additions to existing lines and electrification of the Manchester South Junction and Altrincham Railway.

3. The Net Revenue for the year, £11,168,750, together with the balance brought forward from last year, £81,302, profit on realisation of investments of £122,567, and the appropriation of £100,000 from General Reserve amounted to £11,472,619.

4. After providing for all Fixed Charges, and the payment in full of all the Guaranteed and Preference Stocks, there remains a balance of £185,949 which will permit of a dividend of one quarter of one per cent. on the 5 per cent. Preferred Ordinary Stock, leaving a balance of £80,047 to be carried forward.

The Directors propose that the Dividends shall be payable by warrant on the 12th March next, and that warrants shall be posted on the 11th March.

5. Three years ago the Directors were advised that the Fire Insurance Fund was too small in view of the risks attaching to the Company's property. They accordingly resolved to place the insurance of the greater part of the property, including all the larger risks, with Insurance Companies, and time has proved the wisdom of this decision.

They are now advised that a Fund of £500,000 is ample in respect of the risks which are still held by the Company, and they have therefore transferred £602,049 from the Fire Insurance Fund to the General Reserve Fund, raising it to £1,592,620.

6. The Directors have to record that the arrangements which were made in October and November, 1929, with the various organisations representative of the Company's staff, terminated on the 12th November, 1930. New proposals made by the Company and these organisations are now before the National Wages Board.

7. As foreshadowed in the last Annual Report, the Company has now entered into working agreements with fifteen important omnibus undertakings operating in the Company's territory and in which it has acquired a financial interest.

8. Satisfactory progress has been made in the development of improved facilities taken in hand as a result of the remission of Passenger Duty granted under the Finance Act of 1929.

9. Negotiations with the Treasury under the terms of the Development (Loan Guarantees and Grants) Act, 1929 have led to the Company undertaking the construction of new works to the value of £2,146,639, upon which grants of interest varying in amount have been made by the Treasury. Other works amounting to £484,900 are at the present time under the consideration of the Committee appointed to deal with these applications.

10. Work has commenced upon the construction of the new Fish Dock at Grimsby, authorised by the Grimsby Corporation Act, 1929. The Contract for the construction of the Dock has been let to Sir Lindsay Parkinson & Co. Ltd., and the first sod was cut by Lord Faringdon on the 5th November, 1930.

11. The new Steamers "PRAGUE" and "AMSTERDAM" were placed in the Harwich Continental Service on 1st March, 1930, and 26th April, 1930, respectively. The s.s. "ROULERS" was withdrawn from the Service on 6th March, 1930, and subsequently sold.

An order has been placed for a new paddle Steamer to be named the "JEANIE DEANS" for service on the Firth of Clyde to supplement the present Fleet.

12. In accordance with the provisions of the Railways Act, 1921 the Railway Rates Tribunal reviewed in May, 1930, the results of Railway working for the year 1929, when evidence as to future prospects for traffic was given, both by the Railway Companies and by Traders Associations. The Tribunal expressed the view that no modification of the present charges would enable the Railway Companies to earn their respective Standard Revenues, and therefore confirmed the operation of our present rates and charges for a further year.

13. The operation of the first year to 30th September, 1930 of the Railway Freight Rebates Scheme was reviewed by the Railway Rates Tribunal in November, 1930. The Tribunal, after considering the various estimates and other matters before them, increased the rebate on Agricultural Traffics from 10 per cent. to 12½ per cent., on Coal, Coke and Patent Fuel for export from 25 per cent. to 27½ per cent., and on other Selected Traffics from 10 per cent. to 15 per cent.

14. In the last Session of Parliament the London Electric Railway Company deposited a Bill providing for an extension of the Piccadilly Tube northwards from Finsbury Park to Cockfosters, a distance of about 7½ miles. The extension lies for the most part in territory served by the Company's Great Northern Section, and will be in direct competition with the suburban system of the Company. In view of the extent to which the Company's revenue would be affected, the Bill was opposed by the Company in Parliament, but the opposition was unsuccessful, and the Bill received the Royal Assent on 4th June, 1930.

15. The Bills promoted by the Company in the last Session of Parliament for general powers in connection with their undertaking, for the levying of adequate charges at the Company's Docks in England and authorising the sale by the Company of their Queen's Dock at Hull to the Hull Corporation, have received the Royal Assent.

16. The provisions relating to general powers in connection with the Company's undertaking in Scotland which were contained in the Provisional Order promoted by the Company have also received the Royal Assent.

17. The powers proposed by the Provisional Order with respect to the charges to be levied at the Company's Docks in Scotland were disallowed but an Order has since been made by the Minister of Transport, under his statutory powers, whereby the existing charges at those Docks are continued until the 31st December next and the future position is receiving the consideration of your Directors.

18. A Bill has been introduced into Parliament in the present Session to confer various general powers upon the Company in connection with their undertaking.

19. A number of Bills and Orders affecting the interests of the Company have been deposited and these are receiving the consideration of your Directors.

20. The Directors deeply regret to have to announce the death on 28th January of Colonel William Johnson Galloway, one of their colleagues. Colonel Galloway joined the Board of the Great Eastern Railway in 1903, and rendered valuable service to that Company, and to the London & North Eastern Company, especially in connection with the Steamships Department.

21. The Directors also report that Colonel Charles W. Trotter, C.B., has decided on account of his health not to seek re-election. Colonel Trotter was previously Chairman of the Hull & Barnsley Railway Company, and has been a Railway Director since 1908; since October, 1924, he has acted as Chairman of the Property Committee and has rendered conspicuous service in that and other capacities.

22. The undermentioned Directors will retire by rotation at the forthcoming Annual General Meeting, and being eligible, offer themselves for re-election, viz. :—

WILLIAM WHITELAW, ESQ.
THE HON. E. B. BUTLER-HENDERSON.
WALTER B. GAIR, ESQ.
THE RT. HON. VISCOUNT GREY OF
FALLODON, K.G.

THE MOST HON. THE MARQUESS OF
LONDONDERRY, K.G., P.C., M.V.O.
RONALD W. MATTHEWS, ESQ.
ANDREW K. MCCOSH, ESQ.

23. Notice has been given by the undermentioned Proprietors of the Company of their intention to move the respective Resolutions following :—

MR. WILLIAM WHITELAW.

(1) That the number of Directors shall be reduced from 26 to 24 such reduction to take effect at a date to be fixed by the Directors and to be a date not later than the date of the Annual Meeting of the Proprietors of the Company in 1932 and subsequently to be further reduced to 22 such last reduction to take effect at a date also to be fixed by the Directors and to be a date not later than the date of the Annual Meeting in 1933.

(2) That the amount of £25,000 voted under the Resolution of the Proprietors of 22nd February, 1923, for remuneration of the Directors shall, as from 1st January, 1931, be reduced to £21,000.

MR. WALTER SPYER.

(1) That the number of Directors be reduced from 26 to the Statutory minimum of 16.

(2) That the Resolution passed by the Proprietors on the 22nd day of February, 1923, fixing the Remuneration of the Directors at the sum of £25,000 with reasonable personal expenses incurred in attending the Meetings of the Board and the Committees be rescinded and that in lieu thereof the following resolution be passed, viz. :—

That the Remuneration of the Directors be fixed at the sum of £16,000 to be divided amongst the respective Directors at the discretion of the Board.

MR. BEN IVINSON.

(1) That the London & North Eastern Railway Company should re-consider the general policy with regard to the manufacture of their Standard Locomotives and Rolling Stock.

(2) That powers be sought by the Company in the next ensuing Session of Parliament to amend Section 38 of the North Eastern, Eastern, and East Scottish Group Amalgamation Scheme, 1922, so that the minimum number of Directors mentioned in that Section be reduced from sixteen to six.

24. The Directors much regret to have to report the death of Mr. John Kenneth Foster, a member of the Audit Committee. The Directors recommend that Mr. Harry George Younger of Kittoes, Bishopsteignton, South Devon, be appointed to fill the vacancy.

25. Sir Gilbert F. Garnsey, K.B.E., F.C.A., one of the Auditors, will retire, and being eligible, offers himself for re-election. The recommendation of the Audit Committee is appended hereto.

By Order of the Board,

MARYLEBONE,

20th February, 1931.

WILLIAM WHITELAW,

Chairman.

REPORT OF THE PROCEEDINGS OF THE AUDIT COMMITTEE.

At the Meeting of the Audit Committee of the London & North Eastern Railway Company, held at Liverpool Street Station, London, E.C.2, on the 11th February, 1931.

It was resolved :—

To recommend to the Proprietors at the Annual General Meeting to be held on the 6th March, 1931, that Sir Gilbert F. Garnsey, K.B.E., F.C.A., be re-elected an Auditor of the Company.

LANSDOWNE,

Chairman.

LONDON AND NORTH EASTERN RAILWAY COMPANY.

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED 31ST DECEMBER, 1930

PART I. FINANCIAL ACCOUNTS.

No. 1 (a).—Nominal Capital authorised, and created by the Company.

| SPECIAL ACTS. | CAPITAL AUTHORISED. | | | CAPITAL CREATED. | | | BALANCE. | | |
|--|---------------------|---------------------------|-------------|-------------------|---------------------------|-------------|-------------------|---------------------------|------------|
| | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| I. SPECIAL ACTS CONFERRING CAPITAL POWERS WHICH HAVE BEEN FULLY EXERCISED | 5,028,551 | 8,722,895 | 13,751,446 | 5,028,551 | 8,722,895 | 13,751,446 | ... | ... | ... |
| II. SPECIAL ACTS CONFERRING CAPITAL POWERS WHICH HAVE NOT YET BEEN FULLY EXERCISED:— | | | | | | | | | |
| North Eastern, Eastern and East Scottish Group Amalgamation Scheme, 1922 ... | 269,237,195 | 115,419,472 | 384,656,667 | 254,384,853 | 108,710,992 | 363,095,845 | 14,852,342 | 6,708,480 | 21,560,822 |
| London and North Eastern Railway Act, 1924 | 3,600,000 | 1,200,000 | 4,800,000 | ... | ... | ... | 3,600,000 | 1,200,000 | 4,800,000 |
| London and North Eastern Railway Act, 1925 | 1,400,000 | 700,000 | 2,100,000 | ... | ... | ... | 1,400,000 | 700,000 | 2,100,000 |
| London and North Eastern Railway (Works) Act, 1930 | ... | 3,000,000 | 3,000,000 | ... | 3,000,000 | 3,000,000 | ... | ... | ... |
| | ... | *4,300,000 | 4,300,000 | ... | ... | ... | ... | *4,300,000 | 4,300,000 |
| TOTAL | 279,265,746 | 133,342,367 | 412,608,113 | 259,413,404 | 120,433,887 | 379,847,291 | 19,852,342 | 12,908,480 | 32,760,822 |

* This item represents powers to raise cash to the extent stated and is therefore subject to variation, according to the Nominal Amount of the stock required to be issued to provide authorised moneys.

No. 1 (b). Nominal Capital authorised, and created by the Company jointly with some other Company. (Not applicable to this Company.)

No. 1 (c).—Nominal Capital authorised, and created by some other Company, on which the Company either jointly or separately guarantees fixed Dividends.

| SPECIAL ACTS. | CAPITAL AUTHORISED. | | | CAPITAL CREATED. | | | BALANCE. | | |
|--|---------------------|---------------------------|-----------|-------------------|---------------------------|------------|-------------------|---------------------------|---------|
| | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| <i>Midland and Great Northern Railways Joint Committee:—</i> (Jointly in moieties with the London Midland and Scottish Railway Company.) Midland and Great Northern Railway Companies (Eastern and Midlands Railway) Act, 1893 | 1,200,000 | ... | 1,200,000 | 1,200,000 | ... | 1,200,000 | ... | ... | ... |
| <i>Forth Bridge Railway Company:—</i> (Jointly with London Midland and Scottish Railway Company—London and North Eastern Railway Company's proportion 67½%.) Forth Bridge Railway Acts, 1873, 1882, 1888, 1890 | 2,325,000 | 774,999 | 3,099,999 | 2,325,000 | 774,999 | *3,099,999 | ... | ... | ... |
| North British Railway Order Confirmation Act, 1908 | 100,000 | 33,333 | 133,333 | ... | ... | ... | 100,000 | 33,333 | 133,333 |
| *N.B.—Interest and dividend guaranteed only in respect of Capital issued, viz., £8,048,333. | | | | | | | | | |
| <i>Dundee and Arbroath Joint Railway:—</i> (Jointly in moieties with the London Midland and Scottish Railway Company.) North British Railway (Dundee and Arbroath Joint Line) Act, 1879 | 590,375 | 41,273 | 631,648 | 590,375 | 41,273 | 631,648 | ... | ... | ... |
| <i>Humber Graving Dock and Engineering Co. Ltd.:—</i> (Interest at 4% on the Share Capital of the Humber Graving Dock and Engineering Co. Ltd. for the time being issued, guaranteed by the London and North Eastern Railway Company.) Humber Commercial Railway and Dock Act, 1908 | 150,000 | 75,000 | 225,000 | 150,000 | 75,000 | 225,000 | ... | ... | ... |
| TOTAL | 4,365,375 | 924,605 | 5,289,980 | 4,265,375 | 891,272 | 5,156,647 | 100,000 | 33,333 | 133,333 |

No. 2.—Share Capital and Stocks created, as per Statement No. 1 (a), shewing proportion issued.

| DESCRIPTION. | Amount created. | Amount received (apart from Premiums and Discounts) as per Account No. 4. | | Nominal additions or deductions. | Amount Issued. | |
|---|-----------------|---|---------|----------------------------------|----------------|-----------|
| | | £ | £ s. d. | | £ | £ |
| 4 per cent. First Guaranteed Stock | 33,066,831 | 29,881,552 | 0 5 | 3,124,861 19 7 | 33,006,414 | 60,417 |
| 4 per cent. Second Guaranteed Stock | 27,696,989 | 24,612,201 | 19 2 | 3,084,787 0 10 | 27,696,989 | ... |
| 4 per cent. First Preference Stock | 48,222,669 | 45,596,801 | 6 0 | 2,625,867 14 0 | 48,222,669 | ... |
| 5 per cent. Redeemable Preference Stock (1955) | 6,000,000 | 4,014,400 | 0 0 | ... | 4,014,400 | 1,985,600 |
| 4 per cent. Second Preference Stock | 66,142,180 | 44,218,350 | 6 0 | 21,923,829 14 0 | 66,142,180 | ... |
| 5 per cent. Preferred Ordinary Stock | 42,360,925 | 41,408,658 | 11 9 | 952,266 8 3 | 42,360,925 | ... |
| Deferred Ordinary Stock | 35,923,810 | 32,240,519 | 5 5 | 3,683,290 14 7 | 35,923,810 | ... |
| TOTAL | £ 259,413,404 | 221,972,483 | 8 9 | 35,394,903 11 3 | 257,367,387 | 2,046,017 |

No. 3.—Capital raised by Loans and Debenture Stocks.

| | Amount received (apart from Premiums and Discounts) as per Account No. 4. | Nominal additions or deductions. | Total raised by Loans and Debenture Stocks. |
|--|---|----------------------------------|---|
| | £ s. d. | £ s. d. | £ s. d. |
| Raised by Loans | Nil. | Nil. | Nil. |
| Raised by issue of Debenture Stocks :— | | | |
| 3 per cent. Debenture Stock | 54,664,864 5 1 | 12,858,128 14 11 | 67,522,993 0 0 |
| 4 per cent. Debenture Stock | 37,044,435 9 7 | 3,875,888 10 5 | 40,920,324 0 0 |
| 5 per cent. Redeemable Debenture Stock (1947) | 7,740,570 0 0 | ... | 7,740,570 0 0 |
| 4½ per cent. Sinking Fund Debenture Stock | 2,213,430 0 0 | ... | 2,213,430 0 0 |
| TOTAL DEBENTURE STOCKS | 101,663,299 14 8 | 16,734,017 5 4 | 118,397,317 0 0 |
| TOTAL RAISED BY LOANS AND DEBENTURE STOCKS | | | 118,397,317 0 0 |
| Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created as per Statement No. 1 (a) | | | 120,433,887 0 0 |
| Add Further amounts authorised to be raised :— | | | |
| Under the North Eastern, Eastern and East Scottish Group Amalgamation Scheme, 1922 :— | | | |
| Section 23 (a)—Balance of Borrowing Powers | | | 511,952 0 0 |
| Section 23 (b)—In respect of Issue of 5 per cent. Redeemable Preference Stock (1955) | | | 1,338,133 0 0 |
| Under the London & North Eastern Railway (Works) Act, 1930 | | | 4,300,000 0 0 |
| Less :— | | | 126,583,972 0 0 |
| Capitalised value of Rent Charges, Annuities, or Feu Duties, in accordance with Section 5 of the Lands Clauses Consolidation Acts Amendment Act, 1860 | £ 884,702 12 11 | | |
| 5 per cent. Redeemable Debenture Stock created in terms of the Grimsby Corporation (Dock, etc.) Act, 1929 | 1,250,000 0 0 | | |
| 4½ per cent. Sinking Fund Debenture Stock (Amount Uncalled) | 786,570 0 0 | | |
| TOTAL AMOUNT RAISED BY LOANS AND DEBENTURE STOCKS AS ABOVE | | | 118,397,317 0 0 |
| BALANCE BEING AVAILABLE BORROWING POWERS AT 31ST DECEMBER, 1930 | | | £ 5,265,382 7 1 |

No. 5.—Details of Capital Expenditure for Year ended 31st December, 1930.

| | Land and Compensation. | Construction of Way and Stations, Engineering, &c. | Law Charges, and Parliamentary Expenses. | Total. |
|---|------------------------|--|--|------------------------|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| LINES BELONGING TO THE COMPANY OPEN FOR TRAFFIC:— | | | | |
| New Lines:— | | | | |
| Transferred from Lines belonging to the Company not open for Traffic:— | | | | |
| Haverton Hill—Connecting Line | ... | ... | 57 4 9 | 7,664 14 8 |
| Passenger and Goods Accommodation at Bow Creek, Clacton-on-Sea, Ely, Glasgow, Hull, Manchester, etc. | 350 0 0 | 56,465 0 1 | ... | 56,872 4 10 |
| Sidings and Works at Bishops Cleeve, Dinting and Mottram, Doncaster, Ferme Park, Galeshead, Hartlepool, Hattersley Tunnel, Hornsey, Liverpool Street, Spalding, Stratford, Temple Mills, etc. | 13,346 0 0 | 290,456 15 10 | 934 3 1 | 304,736 18 11 |
| Locomotive Depot Improvements at Frodingham, Hornsey, King's Cross, Langwith, Thornton, etc. | 2,800 0 0 | 43,058 15 4 | 38 18 4 | 45,897 13 8 |
| Mineral support, Land, etc., Bolsover, Crow Park, Edmondstone, Glasgow, etc. | 14,869 14 10 | ... | 5,001 8 2 | 19,871 3 0 |
| Transferred from Manufacturing and Repairing Works and Plant—Land and Buildings | ... | ... | ... | 8,564 13 6 |
| Transferred from Garages, Stables, etc. | ... | ... | ... | 714 19 5 |
| Transferred from Electric Power Stations | ... | ... | ... | 19,454 15 2 |
| Transferred from Land, Property, etc. Not used in connection with Railway Working | ... | ... | ... | 108,224 6 6 |
| Transferred from Land Property, etc. Used in connection with Railway Working | ... | ... | ... | Cr. 18,000 0 0 |
| Transferred to Manufacturing and Repairing Work and Plant—Plant and Machinery | ... | ... | ... | Cr. 4,014 11 0 |
| | | | | 549,986 18 8 |
| LINES BELONGING TO THE COMPANY NOT OPEN FOR TRAFFIC:— | | | | |
| New Lines:— | | | | |
| Blidworth Colliery—Branch Line | ... | Cr. 3,533 19 0 | ... | Cr. 3,533 19 0 |
| Haverton Hill—Connecting Line | ... | 1,454 14 1 | ... | 1,454 14 1 |
| Mid-Nottinghamshire Joint Railways Act, 1926—Railways Nos. 3-7 | ... | 60,000 0 0 | ... | 60,000 0 0 |
| Mid-Nottinghamshire Joint Railways Act, 1926—Railway No. 10 | 925 0 0 | 2,902 3 0 | 81 14 6 | 3,908 17 6 |
| Transferred to Lines belonging to the Company Open for Traffic:— | ... | ... | ... | ... |
| Haverton Hill—Connecting Line | ... | ... | ... | Cr. 7,664 14 8 |
| | | | | 54,164 17 11 |
| Existing Lines—Widenings of and additions thereto:— | | | | |
| Copper Mills Junction to Temple Mills—Widening | ... | 2,957 3 5 | ... | 2,957 3 5 |
| Inverkeilor to Usan—Widening | 71 10 0 | 3,599 1 4 | 13 14 10 | 3,684 6 2 |
| Mexborough East Junction to Denaby Colliery Signal Box—Widening | ... | 13,428 11 5 | ... | 13,428 11 5 |
| York to Northallerton—Widening | 805 11 7 | 13,571 11 8 | 44 17 2 | 14,422 0 5 |
| Romford Junction to Romford Factory—Widening | 1,800 0 0 | 130,562 10 0 | 72 1 2 | 132,434 11 2 |
| Land Purchases, etc. | 425 0 0 | ... | 49 1 8 | 474 1 8 |
| Transferred from Land, Property, etc. Not used in connection with Railway Working | ... | ... | ... | 6,723 0 0 |
| | | | | 174,123 14 3 |
| ROLLING STOCK:— | | | | |
| Locomotives:— | | | | |
| Reduction in Locomotives | ... | ... | ... | Cr. 83,172 0 0 |
| Rail Motor Vehicles:— | | | | |
| 5 Steam Rail Cars, less 1 Petrol Electric Car withdrawn | ... | ... | ... | 21,333 6 4 |
| Coaching Vehicles:— | | | | |
| 14 Sleeping Cars | ... | ... | ... | 50,927 7 1 |
| Reduction in Coaching Stock | ... | ... | ... | Cr. 127,504 18 8 |
| Wagons:— | | | | |
| 2,740 Wagons transferred from Cheshire Lines Committee | ... | ... | ... | 270,352 14 6 |
| 26 Wagons | ... | ... | ... | 4,189 19 0 |
| 25 Containers | ... | ... | ... | 2,429 5 2 |
| Reduction in Wagon Stock | ... | ... | ... | Cr. 110,562 0 0 |
| Service Vehicles:— | | | | |
| 1 Sentinel Locomotive | ... | ... | ... | 1,325 0 0 |
| 2 Steam Travelling Cranes, etc. | ... | ... | ... | 3,026 14 11 |
| 6 Miscellaneous Rail Service Vehicles | ... | ... | ... | 790 4 6 |
| | | | | 5,141 19 5 |
| | | | | 33,135 12 10 |
| MANUFACTURING AND REPAIRING WORKS AND PLANT:— | | | | |
| Land and Buildings:— | | | | |
| Bo'ness, Stratford, Temple Mills, etc. | ... | ... | ... | 14,347 14 5 |
| Transferred to Lines belonging to the Company Open for Traffic | ... | ... | ... | Cr. 8,564 13 6 |
| Plant and Machinery:— | | | | |
| Darlington, Doncaster, Gorton, Stratford, etc. | ... | ... | ... | 99,458 16 11 |
| Transferred from Lines belonging to the Company Open for Traffic | ... | ... | ... | 4,014 11 0 |
| | | | | 103,473 7 11 |
| | | | | 920,667 12 6 |
| ROAD VEHICLES:— | | | | |
| Parcels and Goods Road Vehicles:— | | | | |
| Motor Vehicles less Vehicles withdrawn | ... | ... | ... | 62,311 0 8 |
| Horse Vehicles withdrawn | ... | ... | ... | Cr. 3,195 1 9 |
| Transferred from Passenger Road Vehicles | ... | ... | ... | 1,509 10 0 |
| | | | | 60,625 8 11 |
| Passenger Road Vehicles:— | | | | |
| Motor Vehicles, less Vehicles withdrawn | ... | ... | ... | 24,592 2 8 |
| Motor Vehicles sold to Associated Road Transport Companies | ... | ... | ... | Cr. 60,062 5 2 |
| Transferred to Parcels and Goods Road Vehicles | ... | ... | ... | Cr. 1,509 10 0 |
| | | | | Cr. 36,979 12 6 |
| GARAGES, STABLES, ETC.:— | | | | |
| Garages sold and displaced | ... | ... | ... | Cr. 4,860 10 2 |
| Transferred to Lines belonging to the Company Open for Traffic | ... | ... | ... | Cr. 714 19 5 |
| | | | | Cr. 5,575 9 7 |
| STEAMBOATS, ETC.:— | | | | |
| Purchase of S.S. "Amsterdam" and S.S. "Prague" | ... | ... | ... | 459,847 18 4 |
| Sale of S.S. "Roulers" | ... | ... | ... | Cr. 72,510 14 6 |
| Improvements to Steamboats | ... | ... | ... | 2,319 8 10 |
| | | | | 389,656 12 8 |
| CANALS:— | | | | |
| Displaced works at Grantham, Manchester, and Land Sales, etc., at Peak Forest | ... | ... | ... | Cr. 5,176 8 1 |
| DOCKS, HARBOURS AND WHARVES:— | | | | |
| Grimby Docks—Installation of Electrical Cranes | ... | ... | ... | 43,971 11 3 |
| Hull, Victoria Dock—Additional Sidings and Storage Ground for Timber Traffic | ... | ... | ... | 12,864 10 11 |
| Inningham—Additional Movable Cranes | ... | ... | ... | 14,330 2 1 |
| Parkeston Quay—Crane Equipment | ... | ... | ... | 59,342 16 7 |
| Grimby Docks—Sale of Land | ... | ... | ... | Cr. 18,000 0 0 |
| Hull—Sale of Property | ... | ... | ... | Cr. 10,000 0 0 |
| Sundry Works, etc. | ... | ... | ... | 5,855 15 2 |
| | | | | 108,364 16 0 |
| HOTELS:— | | | | |
| York—New Laundry | ... | ... | ... | 18,062 16 0 |
| Extension of Buildings and Additional Equipment, etc. | ... | ... | ... | 6,767 16 4 |
| | | | | 24,830 12 4 |
| ELECTRIC POWER STATIONS, ETC.:— | | | | |
| Closing of Power Stations consequent upon bulk supply, etc. | ... | ... | ... | Cr. 13,964 0 0 |
| Parkeston Quay—Additional Generating Set—Balance | ... | ... | ... | Cr. 4,106 18 2 |
| Transferred to Lines belonging to the Company Open for Traffic | ... | ... | ... | Cr. 19,454 15 2 |
| | | | | Cr. 37,525 13 4 |
| LAND, PROPERTY, ETC., NOT FORMING PART OF RAILWAY OR STATIONS:— | | | | |
| USED IN CONNECTION WITH RAILWAY WORKING:— | | | | |
| Marylebone—New Offices | ... | ... | ... | 34,423 4 5 |
| Transferred to Lines belonging to the Company Open for Traffic | ... | ... | ... | 18,000 0 0 |
| Transferred to Land, Property, etc.—Not Used in connection with Railway Working | ... | ... | ... | Cr. 7,761 11 0 |
| | | | | 44,661 13 5 |
| NOT USED IN CONNECTION WITH RAILWAY WORKING:— | | | | |
| Land Sales, etc. | ... | ... | ... | Cr. 100,791 11 11 |
| Transferred to Lines belonging to the Company Open for Traffic | ... | ... | ... | Cr. 108,224 6 6 |
| Transferred to Lines belonging to the Company. Not open for Traffic—Widenings | ... | ... | ... | Cr. 6,723 0 0 |
| Transferred from Land, Property, etc.—Used in connection with Railway Working | ... | ... | ... | 7,761 11 0 |
| | | | | Cr. 207,977 7 5 |
| LINES JOINTLY OWNED (ABSTRACT "J"):— | | | | |
| Cheshire Lines Committee | ... | ... | ... | Cr. 242,931 17 1 |
| Manchester South Junction and Altrincham Railway | ... | ... | ... | 60,090 4 10 |
| Midland and Great Northern Joint Committee | ... | ... | ... | 10,558 4 0 |
| Other Joint Lines | ... | ... | ... | Cr. 1,861 7 9 |
| | | | | Cr. 174,144 16 0 |
| LINES JOINTLY LEASED (ABSTRACT "J"):— | | | | |
| Metropolitan and Great Central Joint Committee | ... | ... | ... | 704 6 5 |
| Oldham, Ashton and Guide Bridge Railway | ... | ... | ... | 625 0 0 |
| Great Central and Midland Joint Committee | ... | ... | ... | 72 10 10 |
| | | | | 1,401 17 3 |
| SUBSCRIPTIONS TO OTHER UNDERTAKINGS:— | | | | |
| Alexander W. and Sons, Ltd. | ... | ... | ... | 225,000 0 0 |
| Currie and Company (Newcastle), Ltd. | ... | ... | ... | 85,611 1 2 |
| Eastern Counties Road Car Company, Ltd. | ... | ... | ... | 114,238 19 0 |
| Eastern National Omnibus Company, Ltd. | ... | ... | ... | 146,308 11 7 |
| East Yorkshire Motor Services, Ltd. | ... | ... | ... | 100,169 15 6 |
| Lincolnshire Road Car Company, Ltd. | ... | ... | ... | 17,321 8 8 |
| Northern General Transport Company, Ltd. | ... | ... | ... | 415,957 13 4 |
| North Western Road Car Company, Ltd. | ... | ... | ... | 100,548 3 0 |
| Ortona Motor Company, Ltd. | ... | ... | ... | 77,447 4 7 |
| Peterboro' Electric Traction Company, Ltd. | ... | ... | ... | 18,208 15 1 |
| Scottish Motor Traction Company, Ltd. | ... | ... | ... | 106,124 14 11 |
| Trent Motor Traction Company, Ltd. | ... | ... | ... | 48,366 13 0 |
| West Yorkshire Road Car Company, Ltd. | ... | ... | ... | 125,586 5 0 |
| Yorkshire Traction Company, Ltd. | ... | ... | ... | 65,068 1 2 |
| Yorkshire (Woolen District) Electric Tramways, Ltd. | ... | ... | ... | 44,435 15 5 |
| | | | | 1,690,393 1 5 |
| STAMP DUTY, ETC., ON ADDITIONAL CAPITAL | | | | |
| | | | | 62,748 15 4 |
| TOTAL | | | | £2,835,971 2 11 |

No. 6.—Estimate of further Expenditure on Capital Account.

| Expenditure to date on Principal Works in Progress. | | Estimated further Expenditure. | | |
|---|--|---|--------------------------------|-------------|
| | | During the year ending 31st Dec., 1931. | Subsequently until completion. | Total. |
| £ | | £ | £ | £ |
| ... | LINES BELONGING TO THE COMPANY OPEN FOR TRAFFIC :— | | | |
| ... | Passenger and Goods Accommodation at Bow Creek, Clacton-on-Sea, Hull, etc. | 142,000 | 92,000 | 234,000 |
| | Sidings and Works :— | | | |
| 17,221 | Dinting and Mottram, New Marshalling Yard | 151,000 | 92,000 | 243,000 |
| 27,683 | Doncaster, Improvements to Down Empties Mineral Yard | 26,000 | ... | 26,000 |
| 1,003,352 | Enfield to Stevenage, Loop Line | ... | 81,000 | 81,000 |
| 18,854 | Ferne Park, Down Marshalling Yard | 32,000 | ... | 32,000 |
| 487 | Stratford and Norton Folgate, Bulk Supply of Electricity | 25,000 | ... | 25,000 |
| 592 | Whitemoor, Down Marshalling Yard | 140,000 | 134,000 | 274,000 |
| 3,915 | Woodford and Hinton, Additional Siding Accommodation | 21,000 | ... | 21,000 |
| | Miscellaneous Works | 317,000 | 5,000 | 322,000 |
| | Locomotive Depots :— | | | |
| ... | Cambridge, Improvements | 56,000 | 32,000 | 88,000 |
| 11,730 | Frodingham, New Depot | 92,000 | ... | 92,000 |
| 121 | York, Improvements | 24,000 | ... | 24,000 |
| 2,075 | Thornton, New Depot | 39,000 | 52,000 | 91,000 |
| ... | Miscellaneous Works | 70,000 | ... | 70,000 |
| | | 1,135,000 | 488,000 | 1,623,000 |
| | LINES BELONGING TO THE COMPANY NOT OPEN FOR TRAFFIC :— | | | |
| | New Lines :— | | | |
| 51,659 | Blidworth Colliery, Branch Line | ... | 27,000 | 27,000 |
| 90,554 | Mid-Nottinghamshire Joint Rlys. Act, 1926 | 82,000 | 1,000 | 83,000 |
| | | 82,000 | 28,000 | 110,000 |
| | Existing Lines—Widenings of and additions thereto :— | | | |
| 2,957 | Copper Mills Junction to Temple Mills, Widening | 25,000 | ... | 25,000 |
| 3,599 | Inverkeilor to Usan, Widening | 66,000 | 5,000 | 71,000 |
| ... | Montrose to Hillside, Widening | 25,000 | 3,000 | 28,000 |
| 13,429 | Mexborough East Junction to Denaby Colliery Signal Box, Widening | 11,000 | ... | 11,000 |
| 130,562 | Romford Junction to Romford Factory, Widening | 83,000 | ... | 83,000 |
| 13,572 | York to Northallerton, Widening | 122,000 | 139,000 | 261,000 |
| | | 332,000 | 147,000 | 479,000 |
| | MANUFACTURING AND REPAIRING WORKS AND PLANT :— | | | |
| ... | Stratford, Re-organisation of Carriage Works | 10,000 | 5,000 | 15,000 |
| ... | New Machinery, etc. | 17,000 | ... | 17,000 |
| | | 27,000 | 5,000 | 32,000 |
| | ROLLING STOCK :— | | | |
| ... | Converting Vehicles from Gas to Electric Lighting, etc. | 26,000 | ... | 26,000 |
| | ROAD VEHICLES :— | | | |
| ... | Parcels and Goods Road Vehicles | 33,000 | ... | 33,000 |
| ... | Passenger Road Vehicles | 10,000 | ... | 10,000 |
| | | 43,000 | ... | 43,000 |
| ... | GARAGES, STABLES, ETC. | 1,000 | 9,000 | 10,000 |
| ... | STEAMBOATS, ETC. | 55,000 | ... | 55,000 |
| | DOCKS, HARBOURS AND WHARVES :— | | | |
| ... | Additional Accommodation at Grimsby, Hull, Middlesbro', etc. | 211,000 | 149,000 | 360,000 |
| | HOTELS :— | | | |
| ... | Additional Accommodation at Colchester, etc. | 1,000 | ... | 1,000 |
| | LINES JOINTLY OWNED (ABSTRACT "J") :— | | | |
| ... | Cheshire Lines Committee | 5,000 | ... | 5,000 |
| ... | Manchester South Junction & Altrincham Railway | 151,000 | 11,000 | 162,000 |
| ... | Midland & Great Northern Joint Committee | 6,000 | ... | 6,000 |
| | | 162,000 | 11,000 | 173,000 |
| | LINES JOINTLY LEASED (ABSTRACT "J") :— | | | |
| ... | Metropolitan and Great Central Joint Committee | 12,000 | ... | 12,000 |
| | SUBSCRIPTIONS TO OTHER UNDERTAKINGS :— | | | |
| ... | Road Transport Undertakings | 340,000 | ... | 340,000 |
| | TOTAL | £ 2,427,000 | 837,000 | 3,264,000 |
| ... | WORKS NOT YET COMMENCED AND IN ABEYANCE | ... | ... | £ 6,138,000 |

No. 7.—Capital Powers and other Assets available to meet further Expenditure on Capital Account.

| | | | | | | |
|---|------------|----|----|--------------|----|----|
| STOCK, SHARE, AND LOAN CAPITAL AUTHORISED BUT NOT YET CREATED (AS PER STATEMENT No. 1 (a)) | £ | s. | d. | £ | s. | d. |
| | 32,760,822 | 0 | 0 | | | |
| Deduct AMOUNT OF AVAILABLE BORROWING POWERS INCLUDED IN ACCOUNT No. 1(a) (SEE STATEMENT No. 3):— | | | | | | |
| NORTH EASTERN, EASTERN AND EAST SCOTTISH GROUP AMALGAMATION SCHEME, 1922— | £ | s. | d. | | | |
| SECTION 23 (a) | 511,952 | 0 | 0 | | | |
| SECTION 23 (b) IN RESPECT OF ISSUE OF 5 PER CENT. REDEEMABLE PREFERENCE STOCK (1955) | 1,338,133 | 0 | 0 | | | |
| LONDON & NORTH EASTERN RAILWAY (WORKS) ACT, 1930 | 4,300,000 | 0 | 0 | | | |
| | 6,150,085 | 0 | 0 | | | |
| STOCK AND SHARE CAPITAL CREATED BUT NOT YET RECEIVED (AS PER STATEMENT No. 2)— | | | | 26,610,737 | 0 | 0 |
| AMOUNT UNISSUED | | | | 2,046,017 | 0 | 0 |
| LOAN CAPITAL CREATED BUT NOT YET RECEIVED (AS PER STATEMENT No. 3)—AMOUNT UNCALLED | | | | 786,570 | 0 | 0 |
| AVAILABLE BORROWING POWERS (AS PER STATEMENT No. 3) | | | | 5,265,382 | 7 | 1 |
| Deduct BALANCE AT DEBIT OF CAPITAL ACCOUNT (No. 4) | | | | 34,708,706 | 7 | 1 |
| | | | | 16,109,943 | 7 | 9 |
| TOTAL | | | | £ 18,598,762 | 19 | 4 |

No. 8.—Revenue Receipts and Expenditure of the whole Undertaking.

| See Account No. | | Gross Receipts. | | Expenditure. | | Net Receipts. | | YEAR 1929. | | | |
|---|--|-----------------|-------|---------------|-------|----------------|-------|-----------------|--------------|---------------|--|
| | | £ | s. d. | £ | s. d. | £ | s. d. | Gross Receipts. | Expenditure. | Net Receipts. | |
| 10 | RAILWAY | 52,390,710 | 0 7 | 41,863,042 | 3 3 | 10,527,667 | 17 4 | 55,561,094 | 43,282,641 | 12,278,453 | |
| 11 | ROAD TRANSPORT | 111,946 | 14 9 | 108,868 | 10 8 | 3,078 | 4 1 | 82,928 | 100,158 | Dr. 17,230 | |
| 12 | STEAMBOATS | 985,736 | 8 3 | 888,071 | 7 2 | 97,665 | 1 1 | 998,049 | 866,575 | 131,474 | |
| 13 | CANALS | 39,781 | 19 8 | 62,855 | 8 0 | Dr. 23,073 | 8 4 | 87,680 | 57,824 | Dr. 20,144 | |
| 14 | DOCKS, HARBOURS AND WHARVES | 3,058,167 | 3 6 | 2,851,610 | 2 5 | 206,557 | 1 1 | 3,227,995 | 3,029,728 | 198,267 | |
| 15 | HOTELS, REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY ... | 1,993,892 | 12 1 | 1,818,619 | 1 7 | 175,273 | 10 6 | 2,089,891 | 1,880,104 | 209,787 | |
| 16 | COLLECTION AND DELIVERY OF PARCELS AND GOODS | 1,245,173 | 19 8 | 1,613,033 | 0 2 | Dr. 367,859 | 0 6 | 1,297,818 | 1,678,483 | Dr. 380,665 | |
| | TOTAL | £ 59,825,408 | 18 6 | 49,206,099 | 13 3 | 10,619,309 | 5 3 | 63,295,455 | 50,895,513 | 12,399,942 | |
| Add:— | | | | | | | | | | | |
| JOINTLY OWNED AND JOINTLY LEASED LINES—Company's proportion of Net Revenue (as per Abstract "J") | | | | | | 340,257 8 9 | | | | 443,628 | |
| MISCELLANEOUS RECEIPTS (NET):— | | | | £ s. d. | | | | £ | | | |
| Rents from Houses and Lands | | | | 561,339 7 4 | | | | 547,535 | | | |
| Rents from Hotels | | | | 1,085 0 0 | | | | 1,142 | | | |
| Other Rents, including Lump-sum Tolls | | | | 327,039 7 2 | | | | 328,055 | | | |
| Interest and Dividends from Investments in other Undertakings:— | | | | | | | | | | | |
| Metropolitan Railway Company | | £ s. d. | | 2,000 0 0 | | | | £ 2,000 | | | |
| Metropolitan and Great Central Joint Committee ... | | | | 780 0 0 | | | | 780 | | | |
| Corporation of Boston | | | | 1,665 0 0 | | | | 1,665 | | | |
| River Wear Commissioners Funded Debt | | | | 3,511 10 0 | | | | 3,543 | | | |
| Hull & Netherlands Steamship Company Ltd. ... | | | | 16,020 0 0 | | | | 18,420 | | | |
| Humber Graving Dock and Engineering Company Ltd. | | | | 600 0 0 | | | | 600 | | | |
| Alexander, W. & Sons, Ltd. | | | | 12,666 0 0 | | | | ... | | | |
| Eastern Counties Road Car Company Ltd. | | | | 5,396 13 0 | | | | ... | | | |
| Eastern National Omnibus Company Ltd. | | | | 5,416 11 11 | | | | ... | | | |
| East Yorkshire Motor Services Ltd. | | | | 4,126 17 0 | | | | ... | | | |
| Lincolnshire Road Car Company Ltd. | | | | 969 4 5 | | | | ... | | | |
| Northern General Transport Company Ltd. | | | | 13,420 8 2 | | | | ... | | | |
| North Western Road Car Company Ltd. | | | | 4,977 12 0 | | | | ... | | | |
| Ortona Motor Company Ltd. | | | | 2,736 9 7 | | | | ... | | | |
| Peterborough Electric Traction Company Ltd. ... | | | | 500 4 11 | | | | ... | | | |
| Scottish Motor Traction Company Ltd. | | | | 16,387 17 5 | | | | ... | | | |
| Trent Motor Traction Company Ltd. | | | | 1,466 7 3 | | | | ... | | | |
| United Automobile Services Ltd. | | | | 13,148 11 0 | | | | 2,728 | | | |
| West Yorkshire Road Car Company Ltd. | | | | 2,486 17 0 | | | | ... | | | |
| Yorkshire Traction Company Ltd. | | | | 2,146 12 4 | | | | ... | | | |
| Yorkshire (Woollen District) Electric Tramways Ltd. | | | | 1,093 19 7 | | | | ... | | | |
| | | | | 111,516 15 7 | | | | | | 29,736 | |
| Transfer Fees | | | | 5,964 0 0 | | | | | | 6,202 | |
| General Interest | | | | 74,800 16 5 | | | | | | 152,779 | |
| Cheshire Lines Committee (North Liverpool Lines Guarantee Fund) ... | | | | 11,000 0 0 | | | | | | 22,500 | |
| Metropolitan Railway (Great Northern and City Railway)—Rent, &c. ... | | | | 15,273 14 0 | | | | | | 15,274 | |
| Great Northern Piccadilly & Brompton Railway—Rent, &c. | | | | 9,739 10 0 | | | | | | 9,740 | |
| Grants received from His Majesty's Treasury under Development (Loan Guarantees and Grants) Act, 1929 | | | | 1,320 19 0 | | | | | | ... | |
| | | | | | | 1,119,079 9 6 | | | | 1,112,963 | |
| Deduct:— | | | | | | | | | | | |
| | | | | | | 12,078,646 3 6 | | | | 13,956,533 | |
| MISCELLANEOUS CHARGES:— | | | | £ s. d. | | | | £ | | | |
| Interest on Superannuation and other Funds | | | | 350,213 17 9 | | | | 333,240 | | | |
| Rent Charges (or Feu Duties) and Annuities | | | | 57,551 19 9 | | | | 57,602 | | | |
| Chief Rents, Wayleaves, &c., including Lump-sum Tolls | | | | 138,447 4 3 | | | | 138,780 | | | |
| Rent of Leased and Worked Undertakings and Guaranteed Interest:— | | | | | | | | | | | |
| Midland & Great Northern Joint Line:— | | £ s. d. | | | | | | £ | | | |
| Western Section—Interest on Capital | | | | 16,020 7 8 | | | | 16,020 | | | |
| Eastern Section—Interest on Capital | | | | 18,000 0 0 | | | | 18,000 | | | |
| Great Central & Midland Joint Committee | | | | 35,000 0 0 | | | | 35,000 | | | |
| Great Western & Great Central Railways Joint C'tee | | | | 43,750 0 0 | | | | 43,750 | | | |
| Metropolitan Railway (Canfield Place to Harrow) ... | | | | 20,000 0 0 | | | | 20,000 | | | |
| Humber Graving Dock & Engineering Company Ltd. | | | | 4,495 18 2 | | | | 4,640 | | | |
| London Midland & Scottish Railway Company (Dundee & Arbroath Joint Railway) | | | | 12,839 6 8 | | | | 12,839 | | | |
| East London Railway Joint Committee | | | | 6,820 16 0 | | | | 6,948 | | | |
| Fosdyke Navigation | | | | 9,645 5 4 | | | | 9,645 | | | |
| Witham Navigation | | | | 10,545 0 0 | | | | 10,545 | | | |
| | | | | 177,116 13 10 | | | | | | 177,387 | |
| Forth Bridge Railway Company | | | | 176,754 9 8 | | | | | | 178,461 | |
| Great Western Railway, Interest on Advance (Banbury Branch) | | | | 9,812 11 8 | | | | | | 9,813 | |
| | | | | | | 909,896 16 11 | | | | 895,283 | |
| NET REVENUE FOR THE YEAR | | £ | | | | 11,168,749 6 7 | | | | 13,061,250 | |

No. 9.—Proposed Appropriation of Net Revenue.

| | £ | s. | d. | YEAR 1929. | |
|--|-------------------|----------|----------|---------------------|-------------------|
| | | | | £ | £ |
| BALANCE BROUGHT FORWARD FROM LAST YEAR'S ACCOUNT | 81,302 | 2 | 10 | | 27,025 |
| NET REVENUE FOR THE YEAR (AS PER STATEMENT NO. 8)... .. | 11,168,749 | 6 | 7 | | 13,061,250 |
| PROFIT ON REALISATION OF INVESTMENTS | 122,567 | 14 | 10 | | ... |
| APPROPRIATION FROM GENERAL RESERVE | 100,000 | 0 | 0 | | ... |
| TOTAL | 11,472,619 | 4 | 3 | | 13,088,275 |
| <i>Deduct :—</i> | | | | | |
| | £ | s. | d. | £ | |
| Interest on Loans | 25,165 | 0 | 0 | 50,330 | |
| Interest on 3 per cent. Debenture Stock | 2,025,689 | 15 | 10 | 2,025,690 | |
| Interest on 4 per cent. Debenture Stock | 1,636,812 | 19 | 2 | 1,636,813 | |
| Interest on 5 per cent. Redeemable Debenture Stock (1947) | 368,673 | 3 | 8 | 296,096 | |
| Interest on London Midland and Scottish Railway (Midland) Loan | 9,687 | 10 | 0 | 9,687 | |
| West Hartlepool Primary Charges | 1,097 | 10 | 0 | 1,098 | |
| Discount, &c., on Redeemable Preference Stock (Proportion) | 2,423 | 10 | 0 | 2,423 | |
| Do. Redeemable Debenture Stock (Proportion) | 13,670 | 0 | 0 | 10,558 | |
| | | | | 4,083,219 | 4,032,695 |
| BALANCE AVAILABLE FOR DIVIDENDS AND GENERAL RESERVE | 7,389,399 | 15 | 7 | | 9,055,580 |
| APPROPRIATION TO GENERAL RESERVE | ... | | | | 500,000 |
| BALANCE AVAILABLE FOR DIVIDENDS | 7,389,399 | 15 | 7 | | 8,555,580 |
| <i>DIVIDENDS ON GUARANTEED AND PREFERENCE STOCKS :—</i> | | | | | |
| | £ | s. | d. | £ | |
| 4 per cent. First Guaranteed Stock | 1,320,256 | 11 | 2 | 1,320,257 | |
| 4 per cent. Second Guaranteed Stock | 1,107,879 | 11 | 2 | 1,107,879 | |
| 4 per cent. First Preference Stock | 1,928,906 | 15 | 2 | 1,928,907 | |
| 5 per cent. Redeemable Preference Stock (1955) | 200,720 | 0 | 0 | 200,720 | |
| 4 per cent. Second Preference Stock | 2,645,687 | 4 | 0 | 2,645,687 | |
| TOTAL | 7,203,450 | 1 | 6 | | 7,203,450 |
| BALANCE AVAILABLE FOR DIVIDEND ON ORDINARY STOCK | 185,949 | 14 | 1 | | 1,352,130 |
| <i>DIVIDEND ON :—</i> | | | | | |
| | £ | s. | d. | | |
| 5 per cent. Preferred Ordinary Stock at the rate of 5s. 0d. per cent. per annum | 105,902 | 6 | 3 | (@ 3%) 1,270,828 | |
| Deferred Ordinary Stock | Nil. | | | Nil. | |
| | | | | 105,902 | 1,270,828 |
| BALANCE CARRIED FORWARD TO NEXT YEAR'S ACCOUNT | 80,047 | 7 | 10 | | 81,302 |

No. 9(a).—Statement of Interim Dividends paid.

| | £ | s. | d. | YEAR 1929. | |
|--|-----------|----|----|------------|-----------|
| | | | | £ | £ |
| BALANCE AVAILABLE FOR DIVIDENDS AND GENERAL RESERVE—YEAR 1930 (as in Statement No. 9) | 7,389,399 | 15 | 7 | | 9,055,580 |
| <i>Deduct :—</i> | | | | | |
| <i>INTERIM DIVIDENDS PAID :—</i> | | | | | |
| | £ | s. | d. | | |
| 4 per cent. First Guaranteed Stock at 2 per cent. | 660,128 | 5 | 7 | 660,128 | |
| 4 per cent. Second Guaranteed Stock at 2 per cent. | 553,939 | 15 | 7 | 553,940 | |
| 4 per cent. First Preference Stock at 2 per cent. | 964,453 | 7 | 7 | 964,453 | |
| 5 per cent. Redeemable Preference Stock (1955) at 2½ per cent. | 100,360 | 0 | 0 | 100,360 | |
| | | | | 2,278,881 | 2,278,881 |
| UNDIVIDED BALANCE AT 31ST DECEMBER AS APPEARING IN BALANCE SHEET | 5,110,518 | 6 | 10 | | 6,776,699 |

No. 10.—Receipts and Expenditure in respect of Railway Working.

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No. 10.—Receipts and Expenditure in respect of Railway Working.

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| See Abstract | To EXPENDITURE. | | YEAR 1929. | | Percentage of Total Receipts. | | BY GROSS RECEIPTS. | | YEAR 1929. | | Percentage of Total Receipts. | |
|--------------|--|------------|-------------|------------|-------------------------------|-----------|--------------------|-------|------------|------------|-------------------------------|------------|
| | £ | s. d. | £ | s. d. | 1930. | Per cent. | £ | s. d. | £ | s. d. | 1930. | Per cent. |
| | | | | | | | | | | | | |
| A. | MAINTENANCE OF WAY AND WORKS | ... | 5,565,784 | 0 8 | 6,015,405 | 10·62 | 10·83 | ... | ... | 997,910 | 18 2 | 999,374 |
| B. | MAINTENANCE OF ROLLING STOCK | ... | 8,343,953 | 5 9 | 8,938,504 | 15·93 | 16·09 | ... | ... | 141,865 | 12 2 | 135,309 |
| C. | LOCOMOTIVE RUNNING EXPENSES | 10,293,901 | 14 1 | 10,418,666 | 47·35 | 45·13 | ... | ... | ... | 10,138,470 | ... | 11,333,153 |
| D. | TRAFFIC EXPENSES | 14,513,928 | 8 6 | 14,653,196 | 2·35 | 2·24 | ... | ... | ... | 500,799 | 1 3 | 541,592 |
| E. | GENERAL CHARGES | ... | 1,227,869 | 12 5 | 1,246,000 | 0·07 | 0·07 | ... | ... | 490,091 | 18 4 | 501,046 |
| | LAW CHARGES | ... | 39,030 | 8 8 | 41,352 | 0·02 | 0·01 | ... | ... | 1,116,036 | 1 9 | 1,150,085 |
| | PARLIAMANTARY EXPENSES | ... | 9,846 | 1 7 | 3,454 | 0·01 | 0·01 | ... | ... | 2,106,927 | 1 4 | 2,192,673 |
| | RAILWAY RATES TRIBUNAL EXPENSES | ... | 3,922 | 2 6 | 3,874 | 0·01 | 0·01 | ... | ... | 694,632 | 19 10 | 730,682 |
| | COMPENSATION (ACCIDENTS AND LOSSES):— | £ s. d. | ... | ... | ... | ... | ... | ... | ... | 13,484,184 | 1 2 | 14,256,508 |
| | Passengers | 14,223 | 19 5 | 33,911 | 0·47 | 0·51 | ... | ... | ... | 2,347,111 | 2 8 | 2,336,322 |
| | Workmen | 102,557 | 4 5 | 105,499 | 0·75 | 2·17 | ... | ... | ... | 1,652,642 | 7 10 | 1,648,020 |
| | Damage and Loss of Goods, Property, &c. | 126,420 | 17 0 | 145,486 | 2·12 | 0·45 | ... | ... | ... | 3,999,753 | 10 6 | 3,964,342 |
| | RATES | ... | 243,202 | 0 10 | 284,896 | 0·01 | 0·01 | ... | ... | 884,406 | 3 10 | 856,243 |
| | RAILWAY FREIGHT REBATES FUND— | ... | 393,701 | 12 6 | 1,207,471 | 0·03 | 0·03 | ... | ... | 18,368,343 | 15 6 | 19,097,093 |
| | RATE RELIEF | ... | 1,111,282 | 19 5 | 251,413 | 0·73 | 0·72 | ... | ... | 33,584,082 | 5 9 | 35,985,016 |
| | RAILWAY FREIGHT REBATES (ANTICIPATION) FUND— | ... | ... | ... | ... | ... | ... | ... | ... | 51,952,426 | 1 3 | 55,082,109 |
| | DEFICIENCY | ... | ... | 40,594 | 0·09 | 0·08 | ... | ... | ... | 438,283 | 19 4 | 478,985 |
| | TAXES AND TITHES RENT CHARGES | ... | 7,101 | 13 11 | 7,256 | 79·91 | 77·90 | ... | ... | 52,390,710 | 0 7 | 55,561,094 |
| | GOVERNMENT DUTY | ... | ... | 17,970 | 20·09 | 22·10 | ... | ... | ... | ... | ... | ... |
| | NATIONAL INSURANCE:— | £ s. d. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | Health, Pensions, &c. | 296,932 | 16 7 | 303,627 | 100·00 | 100·00 | ... | ... | ... | ... | ... | ... |
| | Unemployment | 87,377 | 18 9 | 96,133 | ... | ... | ... | ... | ... | ... | ... | ... |
| G. | RUNNING POWERS | ... | Cr. 93,211 | 5 11 | Cr. 85,536 | 0·18 | 0·15 | ... | ... | ... | ... | ... |
| H. | MILEAGE, DEMURAGE AND WAGON HIRE | ... | Cr. 229,518 | 0 11 | Cr. 204,977 | 0·44 | 0·37 | ... | ... | ... | ... | ... |
| | MISCELLANEOUS | ... | 47,936 | 13 11 | 43,343 | 0·09 | 0·08 | ... | ... | ... | ... | ... |
| | TOTAL EXPENDITURE | ... | 41,863,042 | 3 3 | 43,282,641 | 79·91 | 77·90 | ... | ... | ... | ... | ... |
| | NET RECEIPTS | ... | 10,527,667 | 17 4 | 12,278,463 | 20·09 | 22·10 | ... | ... | ... | ... | ... |
| | TOTAL | ... | 52,390,710 | 0 7 | 55,561,094 | 100·00 | 100·00 | ... | ... | ... | ... | ... |

Abstract A.—Maintenance of Way and Works.

| | £ | s. | d. | £ | s. | d. | YEAR 1929. |
|--|-----------|----|----|-------------|----|----|------------|
| SUPERINTENDENCE :— | | | | | | | |
| Salaries | 308,496 | 0 | 0 | | | | £ 311,406 |
| Office Expenses, etc. | 33,408 | 6 | 8 | | | | 34,775 |
| | | | | 341,904 | 6 | 8 | 346,181 |
| MAINTENANCE OF ROADS, BRIDGES AND WORKS :— | | | | | | | |
| Earthworks | 158,467 | 16 | 5 | | | | 183,301 |
| Bridges, Tunnels, Culverts, Retaining Walls and other Works | 377,434 | 10 | 7 | | | | 363,275 |
| Roads and Fences | 218,308 | 4 | 2 | | | | 243,486 |
| | | | | 754,210 | 11 | 2 | 790,062 |
| MAINTENANCE OF PERMANENT WAY :— | | | | | | | |
| Complete Renewals :— | | | | | | | |
| Wages | 197,024 | 4 | 8 | | | | 226,717 |
| Materials | 413,648 | 19 | 2 | | | | 439,920 |
| Engine Power and Wagon Maintenance | 40,824 | 7 | 2 | | | | 37,189 |
| | | | | 651,497 | 11 | 0 | 703,826 |
| Repairs and Partial Renewals :— | | | | | | | |
| Wages | 1,844,682 | 18 | 5 | | | | 1,887,110 |
| Materials | 614,377 | 14 | 0 | | | | 706,675 |
| Engine Power and Wagon Maintenance | 66,596 | 10 | 5 | | | | 66,732 |
| | | | | 2,525,657 | 2 | 10 | 2,660,517 |
| MAINTENANCE OF SIGNALLING | | | | | | | |
| | | | | 567,406 | 7 | 8 | 570,457 |
| MAINTENANCE OF TELEGRAPHS AND TELEPHONES | | | | | | | |
| | | | | 129,160 | 18 | 1 | 140,877 |
| MAINTENANCE OF ELECTRIC TRACK EQUIPMENT | | | | | | | |
| | | | | 10,341 | 1 | 11 | 13,773 |
| MAINTENANCE OF STATIONS AND BUILDINGS :— | | | | | | | |
| Stations, Depots and Offices | 545,327 | 13 | 3 | | | | 571,860 |
| Engine Sheds | 83,967 | 17 | 5 | | | | 73,219 |
| Carriage Sheds | 4,614 | 17 | 7 | | | | 3,679 |
| Locomotive Workshops | 34,978 | 2 | 0 | | | | 36,010 |
| Carriage Workshops | 27,085 | 14 | 6 | | | | 16,878 |
| Wagon Workshops | 14,367 | 14 | 6 | | | | 12,073 |
| Other Buildings | 31,610 | 3 | 11 | | | | 36,358 |
| | | | | 741,952 | 3 | 2 | 750,077 |
| | | | | 5,722,130 | 2 | 6 | 5,975,770 |
| Transfer to or from Renewal or Suspense Account | | | | Cr. 156,346 | 1 | 10 | 39,635 |
| TOTAL | | | | £ 5,565,784 | 0 | 8 | 6,015,405 |

Abstract B.—Maintenance of Rolling Stock.

| | £ | s. | d. | £ | s. | d. | YEAR 1929. |
|---|-------------|------|------|-------------|----|----|-------------|
| SUPERINTENDENCE :— | | | | | | | |
| Salaries | 285,448 | 6 | 11 | | | | £ 280,714 |
| Office Expenses | 37,799 | 16 | 9 | | | | 40,231 |
| | | | | 323,248 | 3 | 8 | 320,945 |
| LOCOMOTIVES AND TENDERS (STEAM) :— | | | | | | | |
| Complete Renewals :— | | | | | | | |
| In the Company's Shops... .. | £ 282,323 | s. 5 | d. 8 | | | | 361,164 |
| By Contractors | 30,875 | 17 | 6 | | | | 87,717 |
| | | | | 313,199 | 3 | 2 | 448,881 |
| Repairs and Partial Renewals | 3,413,105 | 4 | 6 | | | | 3,532,975 |
| | | | | 3,726,304 | 7 | 8 | 3,981,856 |
| Transfer to or from Renewal or Suspense Account | Cr. 8,292 | 13 | 3 | | | | 5,555 |
| | | | | 3,718,011 | 14 | 5 | 3,987,411 |
| Deduct Engine Power supplied to and by the Company (Balance) | Cr. 232,216 | 8 | 8 | | | | Cr. 247,843 |
| | | | | 3,485,795 | 5 | 9 | 3,739,568 |
| LOCOMOTIVES (ELECTRIC) :— | | | | | | | |
| Repairs and Partial Renewals | | | | 1,549 | 5 | 2 | 1,959 |
| RAIL MOTOR VEHICLES (STEAM) :— | | | | | | | |
| Repairs and Partial Renewals | 35,285 | 13 | 2 | | | | 19,297 |
| Transfer to Renewal or Suspense Account | 17,741 | 0 | 0 | | | | 10,380 |
| | | | | 53,026 | 13 | 2 | 29,677 |
| RAIL MOTOR VEHICLES (ELECTRIC) :— | | | | | | | |
| Repairs and Partial Renewals | 19,521 | 8 | 7 | | | | 16,801 |
| Transfer to Renewal or Suspense Account | 8,615 | 0 | 0 | | | | 9,141 |
| | | | | 28,136 | 8 | 7 | 25,942 |
| COACHING VEHICLES (OTHER THAN RAIL MOTORS) :— | | | | | | | |
| Complete Renewals :— | | | | | | | |
| In the Company's Shops... .. | £ 441,736 | s. 1 | d. 0 | | | | 471,312 |
| By Contractors | 162,275 | 15 | 3 | | | | 291,447 |
| | | | | 604,011 | 16 | 3 | 762,759 |
| Repairs and Partial Renewals | 1,393,762 | 5 | 5 | | | | 1,484,355 |
| | | | | 1,997,774 | 1 | 8 | 2,247,114 |
| Transfer from Renewal or Suspense Account | Cr. 28,720 | 12 | 1 | | | | Cr. 121,999 |
| | | | | 1,969,053 | 9 | 7 | 2,125,115 |
| MERCHANDISE AND MINERAL VEHICLES :— | | | | | | | |
| Complete Renewals :— | | | | | | | |
| In the Company's Shops... .. | £ 529,347 | s. 2 | d. 8 | | | | 729,855 |
| By Contractors | 223,179 | 13 | 6 | | | | 119,250 |
| | | | | 752,526 | 16 | 2 | 849,105 |
| Repairs and Partial Renewals | 1,733,282 | 7 | 3 | | | | 1,714,108 |
| | | | | 2,485,809 | 3 | 5 | 2,563,213 |
| Transfer to or from Renewal or Suspense Account | Cr. 2,665 | 3 | 7 | | | | 132,085 |
| | | | | 2,483,143 | 19 | 10 | 2,695,298 |
| TOTAL | | | | £ 8,343,953 | 5 | 9 | 8,938,504 |

Abstract C.—Locomotive Running Expenses.

| | | £ s. d. | | £ s. d. | | YEAR 1929. |
|---|--|-----------|------|--------------|------|-------------|
| | | £ s. d. | | £ s. d. | | £ |
| SUPERINTENDENCE :— | | | | | | |
| Salaries... | | 251,738 | 12 1 | | | 246,843 |
| Office Expenses | | 25,067 | 10 2 | | | 27,346 |
| | | | | 276,806 | 2 3 | 274,189 |
| STEAM TRAIN WORKING :— | | | | | | |
| Wages connected with the Running of Steam Locomotives | | 6,444,941 | 9 1 | | | 6,470,745 |
| Fuel ... | | 3,527,032 | 5 11 | | | 3,624,686 |
| Water ... | | 263,213 | 2 10 | | | 284,901 |
| Lubricants ... | | 88,128 | 0 8 | | | 89,622 |
| Other Stores, including Clothing | | 165,993 | 0 5 | | | 187,888 |
| Miscellaneous ... | | 98,288 | 15 7 | | | 107,462 |
| | | | | 10,587,596 | 14 6 | 10,765,304 |
| ELECTRIC TRAIN WORKING :— | | | | | | |
| Wages connected with the Running of Electric Locomotives and Motors | | 16,901 | 11 6 | | | 16,811 |
| Electric Current | | 45,635 | 8 1 | | | 43,204 |
| Lubricants | | 438 | 18 8 | | | 680 |
| Other Stores, including Clothing | | 200 | 12 4 | | | 306 |
| Miscellaneous | | 1,899 | 6 0 | | | 1,859 |
| | | | | 65,075 | 16 7 | 62,860 |
| Transfer to or from Renewal or Suspense Account | | | | 10,929,478 | 13 4 | 11,102,853 |
| | | | | 13,373 | 5 2 | Cr. 8,505 |
| | | | | 10,942,851 | 18 6 | 11,093,848 |
| Deduct :—Engine Power supplied to and by the Company (Balance) | | | | Cr. 648,950 | 4 5 | Cr. 675,182 |
| TOTAL | | | | £ 10,293,901 | 14 1 | 10,418,666 |

Abstract D.—Traffic Expenses.

| | | £ s. d. | | £ s. d. | | YEAR 1929. |
|---|--|-----------|------|--------------|------|------------|
| | | £ s. d. | | £ s. d. | | £ |
| SALARIES AND WAGES :— | | | | | | |
| Superintendence | | 1,156,052 | 7 0 | | | 1,142,769 |
| Stationmasters and Clerks | | 2,964,721 | 13 7 | | | 2,977,922 |
| Signalmen and Crossing Keepers | | 1,601,406 | 2 5 | | | 1,595,426 |
| Ticket Collectors, Policemen, Porters, etc. | | 3,463,287 | 2 7 | | | 3,534,373 |
| Guards | | 1,307,780 | 2 9 | | | 1,327,988 |
| | | | | 10,493,247 | 8 4 | 10,578,478 |
| FUEL, LIGHTING, WATER AND GENERAL STORES | | | | 484,219 | 12 3 | 481,588 |
| CLOTHING | | | | 112,527 | 12 0 | 122,759 |
| PRINTING, ADVERTISING, STATIONERY, STAMPS AND TICKETS | | | | 487,389 | 14 9 | 529,248 |
| WAGON COVERS, ETC. | | | | 199,323 | 3 2 | 182,436 |
| EXPENSES OF JOINT STATIONS AND JUNCTIONS | | | | Cr. 17,995 | 0 8 | Cr. 15,999 |
| CLEANSING, LUBRICATING AND LIGHTING OF VEHICLES | | | | 540,302 | 15 2 | 570,046 |
| SHUNTING EXPENSES (OTHER THAN MECHANICAL) :— | | | | | | |
| Wages | | 1,160,505 | 6 0 | | | 1,170,002 |
| Other Expenses | | 40,610 | 7 6 | | | 41,573 |
| | | | | 1,201,115 | 13 6 | 1,211,575 |
| WORKING OF STATIONARY ENGINES, HOISTS, CRANES, ETC. | | | | 234,162 | 15 4 | 238,023 |
| RAILWAY CLEARING HOUSES EXPENSES | | | | 199,924 | 10 3 | 179,468 |
| PASSENGER TICKET AGENTS' COMMISSION | | | | 69,549 | 18 5 | 73,160 |
| TRANSHIPMENT BY ROAD VEHICLES | | | | 370,202 | 3 1 | 365,832 |
| MISCELLANEOUS EXPENSES | | | | 136,541 | 16 5 | 122,803 |
| | | | | 14,510,512 | 2 0 | 14,639,417 |
| Transfer to Renewal or Suspense Account | | | | 3,416 | 6 6 | 13,779 |
| TOTAL | | | | £ 14,513,928 | 8 6 | 14,653,196 |

Abstract E.—General Charges.

| | | £ s. d. | | £ s. d. | | YEAR 1929. |
|---|--|---------|--|-------------|------|------------|
| | | £ s. d. | | £ s. d. | | £ |
| DIRECTORS' FEES VOTED BY PROPRIETORS | | | | 24,771 | 12 8 | 24,375 |
| FEES PAID TO, AND EXPENSES OF, DIRECTORS ON JOINT COMMITTEES NOT INCLUDED IN ABSTRACT "J" | | | | 208 | 0 0 | 859 |
| AUDITORS AND PUBLIC ACCOUNTANTS | | | | 2,618 | 14 0 | 2,509 |
| SALARIES OF SECRETARY, GENERAL MANAGER, ACCOUNTANT, AND CLERKS | | | | 499,670 | 1 9 | 504,800 |
| OFFICE EXPENSES ditto ditto | | | | 57,876 | 8 11 | 62,551 |
| RATING EXPENSES | | | | 10,208 | 18 3 | 10,753 |
| FIRE INSURANCE | | | | 76,093 | 8 0 | 81,597 |
| SUPERANNUATION AND BENEVOLENT FUNDS, PENSIONS, ETC. | | | | 684,636 | 18 9 | 686,807 |
| SUBSCRIPTIONS AND DONATIONS | | | | 6,556 | 2 4 | 6,470 |
| MISCELLANEOUS EXPENSES | | | | 41,858 | 7 9 | 41,634 |
| | | | | 1,404,498 | 12 5 | 1,421,855 |
| Deduct :—PROPORTION TRANSFERRED TO ACCOUNTS NOS. 11 TO 18 | | | | 176,629 | 0 0 | 175,855 |
| TOTAL | | | | £ 1,227,869 | 12 5 | 1,246,000 |

Abstract G.—Running Powers.—Receipts and Payments in respect of Running Power Expenses.

| | Receipts. | | Payments. | | Balance. | | YEAR 1929. | | |
|-------------------------|-----------|---------|-----------|---------|-----------|-----------|------------|------|------------|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | Receipts. | Payments. | Balance. | | |
| | £ | s. | d. | £ | s. | d. | £ | £ | £ |
| PASSENGER TRAIN TRAFFIC | 110,935 | 9 7 | | 63,291 | 5 3 | | Cr. 47,644 | 4 4 | Cr. 48,731 |
| GOODS TRAIN TRAFFIC | 150,942 | 16 11 | | 105,375 | 15 4 | | Cr. 45,567 | 1 7 | Cr. 36,805 |
| TOTAL | £ 261,878 | 6 6 | | 168,667 | 0 7 | | Cr. 93,211 | 5 11 | Cr. 85,536 |

Abstract H.—Mileage, Demurrage and Wagon Hire.

| | Receipts. | | Expenditure. | | Balance. | | YEAR 1929. | | |
|--------------------------|-----------|---------|--------------|---------|-----------|--------------|-------------|------|-------------|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | Receipts. | Expenditure. | Balance. | | |
| | £ | s. | d. | £ | s. | d. | £ | £ | £ |
| MILEAGE AND DEMURRAGE :— | | | | | | | | | |
| Passenger Train Vehicles | 33,375 | 17 4 | | 19,410 | 14 7 | | Cr. 13,965 | 2 9 | Cr. 14,281 |
| Goods Train Vehicles | 195,511 | 4 0 | | 13,567 | 16 8 | | Cr. 181,943 | 7 4 | Cr. 158,994 |
| HIRE OF :— | | | | | | | | | |
| Passenger Train Vehicles | 13,723 | 2 5 | | 381 | 2 10 | | Cr. 13,341 | 19 7 | Cr. 11,602 |
| Goods Train Vehicles | 37,594 | 0 6 | | 17,326 | 9 3 | | Cr. 20,267 | 11 3 | Cr. 20,100 |
| TOTAL | £ 280,204 | 4 3 | | 50,686 | 3 4 | | Cr. 229,518 | 0 11 | Cr. 204,977 |

| | Cheshire Lines Committee. | Great Central and Midland Joint Lines. | Great Central Hull & Barnsley and Midland Committee. | Great Central and North Staffordshire Railway Committee. | Great Western and Great Central Railways Joint Committee. | Manchester South Junction and Altrincham Railway Company. |
|--|------------------------------|---|--|---|---|--|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| GROSS RECEIPTS. | | | | | | |
| RAILWAY WORKING :— | | | | | | |
| Passenger Train Traffic | 597,743 2 1 | 94,595 14 1 | ... | 11,595 9 10 | 294,945 18 4 | 135,606 19 1 |
| Goods Train Traffic | 1,024,914 13 8 | 203,635 8 3 | 20,749 7 11 | 23,690 2 7 | 298,312 16 6 | 52,052 7 0 |
| Miscellaneous | 19,880 3 5 | 1,228 18 9 | 71 2 0 | 875 16 1 | 2,194 18 0 | 1,792 11 3 |
| TOTAL | 1,642,537 19 2 | 299,460 1 1 | 20,820 9 11 | 36,161 8 6 | 595,453 12 10 | 189,451 17 4 |
| ROAD TRANSPORT | ... | ... | ... | ... | ... | ... |
| COLLECTION AND DELIVERY OF PARCELS AND GOODS... | 29,059 19 9 | 2,586 0 0 | ... | 2,259 9 0 | 5,218 8 9 | 1,610 14 5 |
| TOTAL RECEIPTS ... £ | 1,671,597 18 11 | 302,046 1 1 | 20,820 9 11 | 38,420 17 6 | 600,672 1 7 | 191,062 11 9 |
| EXPENDITURE. | | | | | | |
| RAILWAY WORKING :— | | | | | | |
| Maintenance of Way and Works | 229,031 5 2 | 43,104 4 2 | 3,506 15 1 | 11,687 2 4 | 56,623 5 9 | 24,868 5 9 |
| Maintenance of Rolling Stock | 62,142 11 0 | ... | ... | ... | ... | 7,409 11 4 |
| Locomotive Running Expenses | 513,073 18 3 | 83,573 4 7 | 3,560 8 1 | 19,899 10 1 | 5,385 12 4 | 34,967 12 6 |
| Traffic Expenses | 665,751 8 4 | 52,856 11 2 | 2,001 1 10 | 15,866 12 4 | 49,929 18 2 | 36,284 17 6 |
| General Charges | 40,228 16 2 | 2,222 4 8 | 244 17 9 | 1,102 9 7 | 2,428 7 1 | 4,690 11 1 |
| Law Charges | 1,196 5 8 | 249 15 0 | ... | 9 15 6 | 19 11 | 172 6 1 |
| Parliamentary Expenses | 665 2 8 | 30 13 9 | ... | ... | ... | 31 5 5 |
| Compensation (Accidents and Losses) | 5,281 19 0 | 697 2 10 | 436 11 5 | 150 15 1 | 1,438 6 3 | 140 17 2 |
| Rates | 8,779 9 10 | 1,807 19 3 | 6 8 1 | 187 10 2 | 764 18 8 | 1,782 13 6 |
| Railway Freight Rebates Fund— Rate Relief | 24,288 6 3 | 4,998 3 7 | 15 2 8 | 535 14 5 | 2,560 13 8 | 4,563 19 1 |
| Taxes and Tithe Rent Charges | 253 9 2 | 35 16 5 | 8 12 1 | 13 13 5 | 90 17 6 | 10 2 0 |
| Government Duty | ... | ... | ... | ... | ... | ... |
| National Insurance | 9,180 0 5 | 661 5 8 | 37 3 10 | 193 4 7 | 819 0 6 | 626 2 10 |
| Running Powers | Cr. 8,566 6 7 | 963 1 11 | ... | ... | 186,078 8 0 | 11,600 19 0 |
| Mileage, Demurrage and Wagon Hire | 84,282 8 2 | 27,026 9 2 | 178 16 4 | 4,290 19 1 | ... | 2,326 14 8 |
| Miscellaneous | ... | ... | ... | ... | ... | ... |
| TOTAL | 1,635,588 13 6 | 218,226 12 2 | 9,995 17 2 | 53,937 6 7 | 306,120 7 10 | 129,475 17 11 |
| ROAD TRANSPORT | ... | ... | ... | ... | ... | ... |
| COLLECTION AND DELIVERY OF PARCELS AND GOODS... | 42,495 12 8 | 3,195 7 6 | ... | 3,840 14 7 | 6,773 16 0 | 2,125 13 5 |
| TOTAL EXPENDITURE ... £ | 1,678,084 6 2 | 221,421 19 8 | 9,995 17 2 | 57,778 1 2 | 312,894 3 10 | 131,601 11 4 |
| NET RECEIPTS FROM :— | | | | | | |
| Railway... .. | 6,949 5 8 | 81,233 8 11 | 10,824 12 9 | Dr. 17,775 18 1 | 289,333 5 0 | 59,975 19 5 |
| Road Transport | ... | ... | ... | ... | ... | ... |
| Collection and Delivery of Parcels and Goods ... | Dr. 13,435 12 11 | Dr. 609 7 6 | ... | Dr. 1,581 5 7 | Dr. 1,555 7 3 | Dr. 514 19 0 |
| TOTAL | Dr. 6,486 7 3 | 80,624 1 5 | 10,824 12 9 | Dr. 19,357 3 8 | 287,777 17 9 | 59,461 0 5 |
| <i>Add :—</i> | | | | | | |
| JOINTLY OWNED AND JOINTLY LEASED LINES—Joint Committee's proportion of Net Revenue | ... | ... | ... | ... | ... | ... |
| MISCELLANEOUS RECEIPTS (NET) | 73,094 12 4 | 4,750 17 1 | 141 9 4 | 626 18 1 | 11,131 7 3 | 11,189 10 11 |
| ... | 66,608 5 1 | 85,374 18 6 | 10,966 2 1 | Dr. 18,730 5 7 | 298,909 5 0 | 70,650 11 4 |
| <i>Deduct :—</i> MISCELLANEOUS CHARGES | 20,211 0 9 | 512 1 5 | ... | 102 0 0 | ... | 882 12 4 |
| NET REVENUE | 46,397 4 4 | 84,862 17 1 | 10,966 2 1 | Dr. 18,832 5 7 | 298,909 5 0 | 69,767 19 0 |
| NET REVENUE—COMPANY'S PROPORTION ... £ | 30,931 9 7 | 42,431 8 6 | 7,310 14 9 | Dr. 9,416 2 9 | 149,454 12 6 | 34,883 19 6 |
| <i>Ditto ditto Year 1929</i> £ | 100,250 | 45,333 | 6,261 | Dr. 6,719 | 149,332 | 46,548 |

Jointly Leased Lines.—Receipts and Expenditure.

| Methley Railway Joint Committee. | Metropolitan and Great Central Joint Committee. | Midland and Great Northern Railways Joint Committee. | Norfolk and Suffolk Joint Railways Committee. | Oldham, Ashton-under-Lyne and Gulde Bridge Junction Railway Company. | South Yorkshire Joint Line Committee. | TOTAL. | YEAR 1929 TOTAL. |
|-------------------------------------|--|--|--|--|---|----------------|---------------------|
| £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ |
| 3,529 12 0 | 269,190 17 10 | 175,388 6 2 | 12,155 0 5 | 10,273 12 11 | 579 18 9 | 1,605,604 11 6 | 1,702,763 |
| 16,520 0 11 | 102,004 1 5 | 423,806 3 3 | 4,451 12 7 | 12,774 5 11 | 125,955 4 11 | 2,308,866 4 11 | 2,451,405 |
| 15 6 | 1,610 0 4 | 2,422 15 0 | 244 10 8 | 793 0 4 | 15 0 9 | 31,129 12 1 | 34,793 |
| 20,050 8 5 | 372,804 19 7 | 601,617 4 5 | 16,851 3 8 | 23,840 19 2 | 126,550 4 5 | 3,945,600 8 6 | 4,188,961 |
| ... | 44 14 9 | ... | ... | ... | ... | 44 14 9 | ... |
| ... | 4,594 9 6 | 12,303 10 11 | 661 12 0 | ... | 222 15 9 | 58,517 0 1 | 58,391 |
| 20,050 8 5 | 377,444 3 10 | 613,920 15 4 | 17,512 15 8 | 23,840 19 2 | 126,773 0 2 | 4,004,162 3 4 | 4,247,352 |
| 5,690 19 6 | 74,054 12 10 | 121,827 0 11 | 14,810 13 11 | 9,669 11 4 | 16,887 13 8 | 611,761 10 5 | 617,256 |
| ... | ... | 51,547 10 2 | ... | ... | ... | 121,099 12 6 | 177,057 |
| ... | 16,705 14 8 | 133,812 17 4 | 609 17 10 | 1,864 2 11 | 11 9 1 | 813,464 7 8 | 836,481 |
| 3,732 13 9 | 57,282 8 7 | 199,822 9 1 | 7,982 5 11 | 11,313 10 8 | 9,877 11 5 | 1,112,701 8 9 | 1,134,954 |
| 106 1 2 | 4,455 17 3 | 13,198 15 5 | 270 14 4 | 484 18 6 | 360 8 6 | 69,794 1 6 | 71,939 |
| Cr. 12 7 | 38 11 4 | 480 5 3 | 9 8 3 | 151 0 1 | 271 8 10 | 2,579 3 4 | 2,807 |
| ... | ... | ... | ... | ... | ... | 727 1 10 | 638 |
| 34 1 5 | 1,753 14 9 | 3,272 17 0 | 25 9 10 | 3 12 7 | 18 10 10 | 13,253 18 2 | 12,402 |
| 129 14 4 | 2,219 0 11 | 2,309 14 9 | 162 15 4 | 64 6 8 | 301 4 0 | 18,515 15 6 | 58,278 |
| 417 0 0 | 5,605 2 7 | 6,733 9 10 | 415 6 8 | 228 4 11 | 686 9 4 | 51,047 13 0 | 13,885 |
| 3 4 10 | 104 7 11 | 263 11 5 | 32 18 9 | 11 2 | 30 16 3 | 848 0 11 | 855 |
| ... | ... | ... | ... | ... | ... | ... | 1,366 |
| 87 2 3 | 848 11 6 | 5,424 19 6 | 160 7 9 | 168 9 3 | 208 19 1 | 18,415 7 2 | 18,523 |
| 10,611 16 7 | 112,898 2 7 | Cr. 2,620 14 2 | 4,333 13 4 | 6,267 13 5 | 21,496 11 2 | 343,063 5 3 | 342,339 |
| ... | ... | 28,783 16 2 | ... | ... | Cr. 1 17 6 | 146,887 6 1 | 106,981 |
| ... | ... | 23 19 0 | ... | ... | ... | 23 19 0 | 21 |
| 20,812 1 3 | 275,966 4 11 | 564,880 11 8 | 28,813 11 11 | 30,216 1 6 | 50,149 4 8 | 3,324,182 11 1 | 3,395,782 |
| ... | 36 4 11 | ... | ... | ... | ... | 36 4 11 | ... |
| ... | 5,652 7 1 | 12,350 19 10 | 434 13 9 | ... | 211 17 8 | 77,081 2 6 | 81,482 |
| 20,812 1 3 | 281,654 16 11 | 577,231 11 6 | 29,248 5 8 | 30,216 1 6 | 50,361 2 4 | 3,401,299 18 6 | 3,477,264 |
| Dr. 761 12 10 | 96,838 14 8 | 36,736 12 9 | Dr. 11,962 8 3 | Dr. 6,375 2 4 | 76,400 19 9 | 621,417 17 5 | 793,179 |
| ... | 8 9 10 | ... | ... | ... | ... | 8 9 10 | ... |
| ... | Dr. 1,057 17 7 | Dr. 47 8 11 | 226 18 3 | ... | 10 18 1 | Dr. 18,564 2 5 | Dr. 23,091 |
| Dr. 761 12 10 | 95,789 6 11 | 36,689 3 10 | Dr. 11,735 10 0 | Dr. 6,375 2 4 | 76,411 17 10 | 602,862 4 10 | 770,088 |
| ... | ... | Dr. 5,631 2 1 | ... | ... | ... | Dr. 5,631 2 1 | Dr. 3,674 |
| 211 3 2 | 14,404 16 8 | 7,351 4 2 | 473 5 11 | 3,190 14 0 | 1,263 6 1 | 127,829 5 0 | 129,831 |
| Dr. 550 9 8 | 110,194 3 7 | 38,409 5 11 | Dr. 11,262 4 1 | Dr. 3,184 8 4 | 77,675 3 11 | 725,060 7 9 | 896,245 |
| ... | 51,735 4 9 | 2,896 15 1 | ... | 2,141 1 11 | 447 16 1 | 78,928 12 4 | 78,927 |
| Dr. 550 9 8 | 58,458 18 10 | 35,512 10 10 | Dr. 11,262 4 1 | Dr. 5,325 10 3 | 77,227 7 10 | 646,131 15 5 | 817,318 |
| Dr. 366 19 10 | 29,229 9 5 | 17,756 5 5 | Dr. 5,631 2 0 | Dr. 2,662 15 1 | 46,336 8 9 | 340,257 8 9 | ... |
| 857 | 32,850 | 26,869 | Dr. 3,674 | Dr. 3,041 | 48,762 | ... | 443,628 |

Dr. No. 11.—Receipts and Expenditure in respect of Road Transport.

| To Expenditure. | YEAR 1929. | | By Gross Receipts. | YEAR 1929. | |
|---|------------|-------|-----------------------|------------|-------|
| | £ | s. d. | | £ | s. d. |
| Superintendence | 2,435 | 7 2 | Passenger Services :— | | |
| Maintenance of Buildings | 2,043 | 8 11 | Passengers | 88,354 | 6 11 |
| Maintenance of Motor Vehicles | 23,997 | 11 5 | Other Receipts | 1,067 | 0 5 |
| Maintenance of Horses | 1,483 | 7 3 | Goods Services | 22,237 | 5 10 |
| Maintenance of Horse Vehicles | 273 | 3 3 | Hire of Vehicles :— | | |
| Traffic Expenses | 64,766 | 14 2 | Passenger | 156 | 3 0 |
| Hire of Vehicles | 523 | 12 0 | Miscellaneous | 131 | 18 7 |
| General Charges | 2,624 | 0 0 | | | |
| Rates | 422 | 3 0 | | | |
| Licence Duty | 6,667 | 10 5 | | | |
| Miscellaneous | 4,550 | 8 3 | | | |
| | 109,787 | 5 10 | | | |
| Transfer to Renewal or Suspense Account ... | 13,777 | 18 3 | | | |
| Deduct :— | 123,565 | 4 1 | | | |
| (a) Road Transport for and by other Rail- way Companies and Accounts... .. | Cr. 14,166 | 4 9 | | | |
| (b) Balance of payments to or by other undertakings under working agree- ments in respect of working expenses | Cr. 530 | 8 8 | | | |
| Total Expenditure | 108,868 | 10 8 | | | |
| Balance | 3,078 | 4 1 | | | |
| TOTAL £ | 111,946 | 14 9 | TOTAL £ | 111,946 | 14 9 |

Dr. No. 12.—Receipts and Expenditure in respect of Steamboats.

| To Expenditure. | YEAR 1929. | | By Gross Receipts. | YEAR 1929. | |
|--|------------|-------|----------------------|------------|-------|
| | £ | s. d. | | £ | s. d. |
| Salaries and Wages | 363,007 | 9 5 | Passengers | 542,314 | 5 5 |
| Fuel... .. | 152,102 | 9 1 | Parcels | 73,045 | 7 3 |
| Stores, Lubricants, Water, etc. | 25,421 | 5 10 | Mails | 22,891 | 1 1 |
| Repairs | 73,838 | 2 7 | Merchandise... .. | 322,995 | 18 3 |
| Insurance | 20,000 | 0 0 | Live Stock | 8,377 | 18 2 |
| Harbour, Pier and Light Dues | 70,431 | 12 4 | Miscellaneous | 16,111 | 18 1 |
| General Charges | 23,103 | 0 0 | | | |
| Miscellaneous | 66,851 | 14 3 | | | |
| | 794,755 | 13 6 | | | |
| Working Expenses | 93,315 | 13 8 | | | |
| Transfer to Renewal or Suspense Account... | | | | | |
| Total Expenditure | 888,071 | 7 2 | | | |
| Balance | 97,665 | 1 1 | | | |
| TOTAL £ | 985,736 | 8 3 | TOTAL £ | 985,736 | 8 3 |

Dr. No. 13.—Receipts and Expenditure in respect of Canals.

| To Expenditure. | YEAR 1929. | | By Gross Receipts. | YEAR 1929. | |
|--|------------|-------|-----------------------------|------------|-------|
| | £ | s. d. | | £ | s. d. |
| Superintendence | 511 | 6 10 | Tolls | 10,941 | 5 6 |
| Wages of Toll Clerks, Lock-keepers, etc. ... | 4,757 | 18 8 | Wharfage and Cranage | 193 | 2 8 |
| Maintenance of Canals | 43,083 | 9 4 | Rents (Net Receipts) | 15,124 | 3 5 |
| Water Supply | 2,193 | 14 8 | Miscellaneous | 13,523 | 8 1 |
| General Charges | 932 | 0 0 | | | |
| Rates | 2,587 | 0 11 | Total Receipts | 39,781 | 19 8 |
| Rate Relief Fund | 4,393 | 12 10 | Balance | 23,073 | 8 4 |
| Miscellaneous | 4,396 | 4 9 | | | |
| | 62,855 | 8 0 | TOTAL £ | 62,855 | 8 0 |

Dr. No. 14.—Receipts and Expenditure in respect of Docks, Harbours and Wharves.

| To Expenditure. | YEAR 1929. | | By Gross Receipts. | YEAR 1929. | |
|---|------------|-------|-----------------------------------|------------|-------|
| | £ | s. d. | | £ | s. d. |
| Superintendence | 84,201 | 10 10 | Harbour Dues | 30,891 | 8 7 |
| Maintenance of :— | | | Light Dues | 5,298 | 12 1 |
| Docks, Harbours and Wharves | 199,125 | 17 4 | Dock Dues :— | | |
| Dock Railways | 80,585 | 16 5 | On Ships | 512,512 | 7 11 |
| Cranes, Hoists and Tips | 130,714 | 17 8 | On Goods | 332,348 | 12 9 |
| Buildings | 60,684 | 10 8 | On Passengers | 620 | 17 6 |
| Dredging, including Maintenance of Dredging Plant | 138,230 | 15 1 | Wharf and Pier Dues | 128,429 | 11 6 |
| Operating Expenses :— | | | Dock Railways | 597,722 | 13 11 |
| Docks, Harbours and Wharves | 187,426 | 12 9 | Graving Docks | 54,159 | 9 7 |
| Dock Railways | 867,098 | 9 9 | Warehousing | 47,035 | 2 3 |
| Cranes, Hoists, Tips and other Services ... | 598,834 | 6 8 | Cranage and other Services | 1,124,919 | 1 4 |
| General Charges | 71,674 | 0 0 | Rents (Net Receipts) | 109,705 | 2 8 |
| Rates | 35,946 | 15 8 | Miscellaneous | 114,524 | 3 5 |
| Rate Relief Fund | 111,618 | 10 3 | | | |
| Miscellaneous | 126,449 | 4 5 | | | |
| | 2,692,591 | 7 6 | | | |
| Transfer to Renewal or Suspense Account ... | 159,018 | 14 11 | | | |
| Total Expenditure | 2,851,610 | 2 5 | | | |
| Balance | 206,557 | 1 1 | | | |
| TOTAL £ | 3,058,167 | 3 6 | TOTAL £ | 3,058,167 | 3 6 |

No. 15.—Receipts and Expenditure in respect of Hotels, Refreshment Rooms and Cars, where catering is carried on by the Company.

| Dr. | | YEAR 1929. | | By Gross Receipts. | | YEAR 1929. | | | | |
|--|-------------------------|------------------|---|--------------------|-----------|------------|---|-------|----------------|-----------|
| To Expenditure. | £ s. d. | £ | £ | £ s. d. | £ | £ | £ | | | |
| Salaries and Wages | 338,114 18 0 | 332,359 | Total Receipts from Hotels and from Sale of Provisions, etc., in Refreshment Rooms and Cars | 1,993,892 12 1 | 2,089,891 | | | | | |
| Provisions, Wines, and Spirits consumed | 1,023,829 18 5 | 1,081,455 | | | | | | | | |
| Maintenance of Hotels and Refreshment Rooms, and of Fittings, Furniture, etc., of Refreshment Cars | 150,492 4 2 | 149,610 | | | | | | | | |
| Heating and Lighting of Hotels and Refreshment Rooms | 59,406 14 4 | 58,724 | | | | | | | | |
| Rents | 46,838 10 6 | 48,702 | | | | | | | | |
| General Charges | 46,731 0 0 | 46,867 | | | | | | | | |
| Rates | 41,491 9 9 | 43,200 | | | | | | | | |
| Licence Duty | 9,112 6 8 | 8,708 | | | | | | | | |
| Miscellaneous | 109,900 3 7 | 116,590 | | | | | | | | |
| Transfer from Renewal or Suspense Account | Cr. 7,298 3 10 | Cr. 6,111 | | | | | | | | |
| Total Expenditure | 1,818,619 1 7 | 1,880,104 | | | | | | TOTAL | 1,993,892 12 1 | 2,089,891 |
| Balance | 175,273 10 6 | 209,787 | | | | | | | | |
| TOTAL | £ 1,993,892 12 1 | 2,089,891 | | | | | | | | |

No. 16.—Receipts and Expenditure in respect of Collection and Delivery of Parcels and Goods.

| Dr. | | YEAR 1929. | | By Gross Receipts. | | YEAR 1929. | |
|--|------------------------|------------------|-------------------------|------------------------|------------------|------------|---|
| To Expenditure. | £ s. d. | £ | £ | £ s. d. | £ | £ | £ |
| Superintendence | 22,980 3 9 | 21,240 | Passenger Train Traffic | 79,757 17 7 | 81,493 | | |
| Maintenance of Buildings | 18,040 16 5 | 19,695 | | | | | |
| Maintenance of Motor Vehicles | 40,021 14 3 | 35,386 | | | | | |
| Maintenance of Horses | 349,766 8 3 | 400,576 | | | | | |
| Maintenance of Horse Vehicles | 97,747 4 4 | 108,660 | | | | | |
| Traffic Expenses | 1,027,701 16 2 | 1,030,603 | | | | | |
| Amounts paid for Hired Cartage | 295,360 9 8 | 313,817 | | | | | |
| General Charges | 29,183 0 0 | 29,105 | | | | | |
| Rates | 4,023 13 3 | 15,150 | | | | | |
| Railway Freight Rebates Fund— Rate Relief | 14,313 13 3 | 2,818 | | | | | |
| Licence Duty | 28,479 18 3 | 24,267 | | | | | |
| Miscellaneous | 39,721 0 8 | 38,872 | | | | | |
| Transfer to Renewal or Suspense Account | 55,040 1 9 | 39,942 | | | | | |
| Deduct—Cartage for and by other Railway Companies and Accounts | Cr. 409,346 19 10 | Cr. 401,648 | | | | | |
| Total Expenditure | 1,613,033 0 2 | 1,678,483 | Total Receipts | 1,245,173 19 8 | 1,297,818 | | |
| | | | Balance | 367,859 0 6 | 380,665 | | |
| TOTAL | £ 1,613,033 0 2 | 1,678,483 | TOTAL | £ 1,613,033 0 2 | 1,678,483 | | |

No. 17.—Receipts and Expenditure in respect of other Separate Businesses carried on by the Company. (Not applicable to this Company.)

No. 18.—Electric Power and Light Account.

| Dr. | | YEAR 1929. | | By Gross Receipts. | | YEAR 1929. | | | | | | |
|--|-----------------------|----------------|--------------------|--------------------|----------------------|-------------------|----------------|--------------------|-----------|-------------|-----------|--------|
| To Expenditure. | £ s. d. | £ | £ | No. of Units. | £ s. d. | No. of Units. | £ | | | | | |
| SUPERINTENDENCE:— | | | | | | | | | | | | |
| Salaries | 4,469 1 8 | 4,694 | CURRENT SUPPLIED:— | 690,666 | 2,194 8 11 | 715,148 | 2,561 | | | | | |
| Office Expenses | 547 14 9 | 410 | | | | | | | | | | |
| | | 5,016 16 5 | | | | | | | | | | |
| GENERATION:— | | | | | | | | | | | | |
| Maintenance of Buildings | 627 13 1 | 1,064 | | | | | | For Traction | 6,543,092 | 37,180 2 10 | 6,674,920 | 39,056 |
| Maintenance of Plant, Machinery and Tools | 7,419 8 7 | 9,453 | | | | | | Power | 6,296,091 | 34,543 18 1 | 6,516,991 | 38,650 |
| Maintenance of Feeders, Cables and Accessories | 80 12 4 | 84 | | | | | | Lighting | 4,310,976 | 27,743 2 4 | 3,977,824 | 29,413 |
| Salaries and Wages | 14,717 8 0 | 17,128 | | | | | | To other Consumers | | | | |
| Fuel, including Carriage, etc. | 33,096 19 9 | 32,028 | | | | | | | | | | |
| Oil, Waste, Water and Stores | 1,488 3 11 | 2,076 | | | | | | | | | | |
| | | 57,430 5 8 | | | | | | | | | | |
| DISTRIBUTION:— | | | | | | | | | | | | |
| Maintenance of Sub-Stations | 274 0 11 | 629 | | | | | | | | | | |
| Maintenance of Feeders, Mains and Apparatus | 3,424 6 11 | 3,582 | | | | | | | | | | |
| Maintenance of Meters, Switches, Fuses, etc. | 1,006 6 0 | 1,177 | | | | | | | | | | |
| Salaries and Wages | 4,770 16 5 | 5,623 | | | | | | | | | | |
| | | 9,475 10 3 | | | | | | | | | | |
| GENERAL CHARGES | | 2,382 0 0 | | | | | | | | | | |
| RATES | | 2,278 9 7 | | | | | | | | | | |
| RAILWAY FREIGHT REBATES FUND— Rate Relief | | 4,491 12 6 | | | | | | | | | | |
| MISCELLANEOUS | | 2,741 17 9 | | | | | | | | | | |
| | | 83,816 12 2 | | | | | | | | | | |
| Transfer to Renewal or Suspense Account | 17,845 0 0 | 19,161 | | | | | | | | | | |
| TOTAL | £ 101,661 12 2 | 109,680 | TOTAL | 17,840,825 | £101,661 12 2 | 17,884,883 | 109,680 | | | | | |

No. 19.—General Balance Sheet at 31st December, 1930.

| Liabilities. | | Year 1929. | | Assets. | | Year 1930. | |
|--|-----------------|--------------|-------|------------|---|------------|-------------------|
| | | £ | s. d. | £ | | | £ |
| UNPAID INTEREST AND DIVIDENDS | | 66,281 | 14 9 | 70,600 | CAPITAL ACCOUNT, BALANCE AT DEBIT THEREOF, AS | | |
| INTEREST AND DIVIDENDS PAYABLE OR ACCRUING | | | | | PER ACCOUNT NO. 4 | | 16,109,943 7 9 |
| AND PROVIDED FOR | | 1,482,673 | 5 2 | 1,558,785 | CASH AT BANKERS AND IN HAND | | 8,122,841 18 11 |
| AMOUNT DUE TO RAILWAY COMPANIES AND | | | | | INVESTMENTS IN GOVERNMENT SECURITIES | | 4,461,742 4 7 |
| COMMITTEES | | 1,461,129 | 19 5 | 1,504,314 | INVESTMENTS IN STOCKS AND SHARES HELD BY | | |
| SAVINGS BANKS | | 6,778,351 | 12 9 | 6,567,757 | THE COMPANY, AND ADVANCES TO OTHER | | |
| SUPERANNUATION AND PROVIDENT | £ s. d. | | | | COMPANIES, NOT CHARGED AS CAPITAL | | |
| FUNDS | 11,570,942 2 6 | | | 11,091,595 | EXPENDITURE :— | | |
| Deduct :—AMOUNT INVESTED | 4,440,556 12 9 | | | 4,279,492 | TRANSPORT UNDERTAKINGS... .. | | 36,092 10 0 |
| | | 7,130,385 | 9 9 | 6,812,103 | OTHER UNDERTAKINGS | | 78,704 10 0 |
| N.B.R. SUPERANNUATION FUND RESERVE | | 407,719 | 7 9 | 369,194 | | | 114,797 0 0 |
| RESERVE FOR SUPERANNUATION AND PENSIONS | | 771,837 | 10 1 | 728,287 | STOCK OF STORES AND MATERIALS | | 6,519,938 15 11 |
| ACCOUNTS PAYABLE | | 2,481,793 | 13 6 | 2,359,944 | OUTSTANDING TRAFFIC ACCOUNTS | | 4,650,489 9 6 |
| LIABILITIES ACCRUED | | 1,613,599 | 18 5 | 2,123,005 | AMOUNT DUE BY RAILWAY COMPANIES AND | | |
| MISCELLANEOUS ACCOUNTS | | 1,548,309 | 13 8 | 1,589,586 | COMMITTEES | | 702,286 4 9 |
| CASUALTY FUND | | 180,785 | 11 6 | 184,768 | AMOUNT DUE BY RAILWAY CLEARING HOUSES | | 104,153 18 3 |
| FIRE INSURANCE FUND | | 500,000 | 0 0 | 1,102,123 | ACCOUNTS RECEIVABLE | | 675,625 3 4 |
| STEAMBOAT INSURANCE FUND | | 523,735 | 6 10 | 524,262 | ADVANCES TO BUILDING SOCIETIES AND STAFF FOR | | |
| RENEWAL FUNDS :— | | | | | HOUSING | | 815,435 15 3 |
| RAILWAY :— | £ s. d. | | | | MISCELLANEOUS ACCOUNTS | | 3,924,964 16 10 |
| WAY AND WORKS | 6,170,103 10 10 | | | 6,380,438 | ROAD MOTOR TRANSPORT SUSPENSE | | 101,714 5 7 |
| ROLLING STOCK | 1,295,529 17 0 | | | 1,459,250 | UNIFICATION OF BRAKES SUSPENSE | | 119,484 12 3 |
| OTHER FUNDS | 1,654,005 19 8 | | | 1,592,573 | DEPOSIT UNDER ROAD TRAFFIC ACT, 1930 | | 18,667 18 5 |
| | | 9,119,639 | 7 6 | 9,432,261 | | | |
| STEAMBOATS | | 1,767,240 | 17 5 | 1,740,361 | | | |
| OTHER BUSINESSES | | 3,745,261 | 2 5 | 3,546,563 | | | |
| CONTINGENCY FUND | | 160,202 | 13 7 | 148,691 | | | |
| GENERAL RESERVE FUND | | 1,592,620 | 0 0 | 590,571 | | | |
| BALANCE AVAILABLE FOR DIVIDENDS | £ s. d. | | | | | | |
| AND GENERAL RESERVE AS SHEWN | | | | | | | |
| IN STATEMENT NO. 9 | 7,389,399 15 7 | | | 9,055,580 | | | |
| DIVIDENDS | 7,389,399 15 7 | | | 8,555,580 | | | |
| RESERVE | | | | 500,000 | | | |
| Less :—INTERIM DIVIDENDS PAID AS | | | | | | | |
| SHEWN IN STATEMENT NO. 9 (A) | 2,278,881 8 9 | | | 2,278,881 | | | |
| | | 5,110,518 | 6 10 | 6,776,699 | | | |
| | | £ 46,442,085 | 11 4 | 47,729,874 | | | £ 46,442,085 11 4 |
| | | | | | | | 47,729,874 |

PART II. STATISTICAL RETURNS.

I.—Mileage of Lines.

(A).—MILEAGE OF LINES OPEN FOR TRAFFIC.

| | RUNNING LINES. | | | | | | | Sidings reduced to Single Track. | Total of Single Track, including Sidings. | Year 1929. Total of Single Track, including Sidings. |
|---|------------------------------|---------------|--------------|---------------|---|--|----------|----------------------------------|---|---|
| | Length of Road. First Track. | Second Track. | Third Track. | Fourth Track. | Over four Tracks (reduced to Single Track). | Total Miles (reduced to Single Track). | | | | |
| | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | | | | |
| LINES OWNED BY THE COMPANY:— | | | | | | | | | | |
| MAIN AND PRINCIPAL LINES:— | | | | | | | | | | |
| London (King's Cross) to York, Newcastle, Berwick, Edinburgh, Dundee, Aberdeen, Craigellachie and Elgin | 547 28 | 511 34 | 157 39 | 140 72 | 116 65 | 1,473 78 | 626 27 | 2,100 25 | 2,098 28 | |
| London (Marylebone) to Nottingham, Sheffield and Manchester ... | 191 46 | 191 46 | 34 2 | 25 19 | 15 71 | 458 24 | 245 37 | 703 61 | 702 74 | |
| London (Liverpool Street) to Cambridge, Ely, Hunstanton, Lincoln and Doncaster (Black Carr Junction) | 217 77 | 209 65 | 15 59 | 12 58 | 16 1 | 472 20 | 198 47 | 670 67 | 666 79 | |
| London (Liverpool Street) to Yarmouth and Lowestoft, and to Norwich and Cromer via Ipswich | 199 16 | 192 36 | 17 18 | 13 31 | 9 35 | 431 56 | 175 6 | 606 62 | 605 65 | |
| Ely to Norwich, Yarmouth, Lowestoft and Harwich | 139 46 | 112 14 | 2 30 | 1 8 | 37 | 255 55 | 53 73 | 309 48 | 309 34 | |
| Peterborough to Lincoln and Grimsby via Boston | 105 67 | 105 67 | 2 68 | 1 50 | 1 46 | 217 58 | 57 68 | 275 46 | 275 26 | |
| Grantham to Nottingham | 22 24 | 22 24 | 4 54 | 3 25 | 1 26 | 53 73 | 15 75 | 69 68 | 69 68 | |
| Sheffield to Grimsby and Cleethorpes | 66 18 | 66 18 | 9 76 | 8 11 | 3 49 | 154 12 | 61 61 | 215 73 | 215 68 | |
| Chesterfield to Lincoln and Barnetby | 67 25 | 67 3 | 1 12 | 49 | — | 136 9 | 28 46 | 164 55 | 164 55 | |
| Penistone to Barnetby | 56 9 | 56 9 | 19 11 | 17 58 | 7 64 | 156 71 | 120 6 | 276 77 | 276 30 | |
| Doncaster to Wakefield, Leeds and Bradford | 47 31 | 47 31 | 15 55 | 9 18 | 4 68 | 124 43 | 89 40 | 214 3 | 214 5 | |
| Hull to Doncaster | 14 6 | 14 6 | 1 3 | 65 | 46 | 30 46 | 6 13 | 36 59 | 36 59 | |
| Hull (Alexandra Dock) to Stairfoot | 55 77 | 55 77 | 3 29 | 1 57 | 2 78 | 119 78 | 79 48 | 199 46 | 199 58 | |
| York to Normanton | 21 55 | 21 55 | 18 49 | 12 1 | 1 49 | 70 49 | 19 38 | 90 7 | 90 7 | |
| Leeds to Hull | 51 25 | 51 25 | 21 72 | 20 25 | 13 67 | 158 54 | 61 20 | 219 74 | 219 70 | |
| Hull to Scarborough | 50 2 | 50 2 | 1 18 | 22 | 13 | 101 57 | 18 17 | 119 74 | 119 74 | |
| Leeds to Sunderland and Newcastle | 101 55 | 101 55 | 11 36 | 8 49 | 3 33 | 226 68 | 143 73 | 370 61 | 371 28 | |
| York to Scarborough | 41 79 | 41 79 | 2 25 | 1 40 | 1 47 | 89 30 | 22 10 | 111 40 | 111 40 | |
| Darlington to Saltburn | 27 38 | 27 33 | 18 41 | 9 49 | 19 77 | 97 78 | 84 49 | 182 47 | 181 79 | |
| Ferryhill to Pelaw via Leamside | 18 6 | 18 6 | 2 21 | 1 60 | 46 | 40 59 | 13 5 | 53 64 | 53 64 | |
| Newcastle to Carlisle | 59 54 | 59 54 | 7 59 | 5 50 | 1 50 | 134 27 | 68 39 | 202 66 | 202 70 | |
| Edinburgh to Carlisle | 93 38 | 93 38 | 2 11 | 39 | 32 | 189 78 | 32 34 | 222 32 | 222 30 | |
| Edinburgh to Glasgow, Fort William and Mallaig | 206 37 | 69 59 | 6 61 | 1 76 | 1 26 | 286 19 | 78 11 | 364 30 | 364 27 | |
| Edinburgh to Perth | 32 34 | 32 34 | 1 38 | 61 | 29 | 67 36 | 16 47 | 84 3 | 84 3 | |
| Aberdeen to Ballater | 42 63 | 12 6 | 15 | — | — | 55 4 | 11 13 | 66 17 | 66 17 | |
| TOTAL OF MAIN AND PRINCIPAL LINES | 2,477 76 | 2,231 76 | 369 22 | 299 33 | 226 15 | 5,604 62 | 2,328 23 | 7,933 5 | 7,924 38 | |
| MINOR AND BRANCH LINES—(IN DISTRICTS):— | | | | | | | | | | |
| London Suburban | 168 33 | 104 28 | 11 76 | 7 9 | 4 53 | 296 39 | 200 61 | 497 20 | 496 21 | |
| Hitchin, Peterborough, Doncaster and Lincolnshire | 227 64 | 123 19 | 70 | 48 | 47 | 353 8 | 61 68 | 414 76 | 423 34 | |
| Leicester, Nottingham and Derby | 130 77 | 109 2 | 9 75 | 3 56 | 11 18 | 264 68 | 111 74 | 376 62 | 379 64 | |
| Doncaster, Leeds and Keighley | 55 29 | 55 22 | 71 | 34 | — | 111 76 | 43 58 | 155 54 | 155 59 | |
| Sheffield and Manchester | 149 0 | 139 67 | 5 78 | 2 53 | 41 | 297 79 | 110 37 | 408 36 | 408 7 | |
| Chelmsford, Southend, Ipswich, Yarmouth and Cromer | 208 0 | 48 23 | 47 | 33 | — | 257 23 | 52 57 | 310 0 | 309 11 | |
| Bishops Stortford, Cambridge and King's Lynn | 179 66 | 75 45 | 2 42 | 1 8 | 39 | 259 40 | 73 55 | 333 15 | 357 19 | |
| Mark's Tey to Hunstanton and Wells | 160 1 | 15 77 | 40 | 1 | — | 176 39 | 36 47 | 213 6 | 213 35 | |
| Hull, York and Darlington | 513 64 | 285 78 | 11 30 | 7 28 | 9 2 | 827 42 | 225 32 | 1,052 74 | 1,058 76 | |
| Bishop Auckland, Newcastle and Northumberland | 395 20 | 252 31 | 17 69 | 10 78 | 2 71 | 679 29 | 199 55 | 879 4 | 903 73 | |
| Edinburgh and Carlisle | 315 46 | 62 38 | 4 17 | 1 42 | 3 | 383 66 | 94 29 | 478 15 | 478 30 | |
| Glasgow | 197 22 | 77 15 | 4 25 | 2 13 | 31 | 281 26 | 137 11 | 418 37 | 418 40 | |
| Fife | 180 9 | 64 17 | 2 0 | 26 | 6 | 246 58 | 49 19 | 295 77 | 303 15 | |
| Branch lines North of Aberdeen | 207 16 | 14 50 | 2 1 | 3 | — | 222 10 | 45 22 | 267 32 | 267 61 | |
| Goods and Colliery Lines (i.e., Lines not used for Passenger traffic) | 727 70 | 226 67 | 25 51 | 15 62 | 42 10 | 1,038 20 | 1,428 4 | 2,466 24 | 2,399 32 | |
| TOTAL | 6,294 33 | 3,887 15 | 468 14 | 353 47 | 298 16 | 11,301 45 | 5,199 12 | 16,500 57 | 16,497 55 | |
| JOINTLY OWNED LINES, OTHER THAN THOSE INCLUDED IN ABSTRACT "J"—(COMPANY'S SHARE OF OWNERSHIP):— | | | | | | | | | | |
| Axholme Joint Railway | 13 72 | 47 | — | — | — | 14 39 | 3 62 | 18 21 | 18 21 | |
| Dundee and Arbroath Joint Railway | 11 38 | 8 43 | 67 | 6 | — | 20 74 | 9 22 | 30 16 | 30 37 | |
| Great Northern & London & North Western Joint Committee | 22 44 | 21 2 | 11 | 7 | — | 43 64 | 5 77 | 49 61 | 49 61 | |
| Swinton and Knottingley Railway | 9 7 | 9 7 | 22 | 19 | — | 18 55 | 4 1 | 22 56 | 22 56 | |
| Minor Jointly Owned Lines | 18 27 | 15 45 | 2 21 | 1 74 | 4 23 | 42 30 | 42 45 | 84 75 | 84 76 | |
| TOTAL | 75 28 | 54 64 | 3 41 | 2 26 | 4 23 | 140 22 | 65 47 | 205 69 | 206 11 | |
| TOTAL MILES OF LINES OWNED AND COMPANY'S SHARE OF LINES JOINTLY OWNED, OTHER THAN THOSE INCLUDED IN ABSTRACT "J" | | | | | | | | | | |
| | 6,369 61 | 3,941 79 | 471 55 | 355 73 | 302 39 | 11,441 67 | 5,264 59 | 16,706 46 | 16,703 66 | |
| Ditto ditto Year 1929 | 6,380 43 | 3,948 47 | 470 18 | 356 5 | 299 3 | 11,454 36 | 5,249 30 | 16,703 66 | — | |
| LINES LEASED OR WORKED:— | | | | | | | | | | |
| BY THE COMPANY:— | | | | | | | | | | |
| Forth Bridge Railway | 4 16 | 4 16 | 31 | 31 | 6 | 9 20 | 69 | 10 9 | 10 9 | |
| Metropolitan Railway (Canfield Place to Harrow) | 7 3 | 7 3 | — | — | — | 14 6 | 2 | 14 8 | 14 8 | |
| TOTAL | 11 19 | 11 19 | 31 | 31 | 6 | 23 26 | 71 | 24 17 | 24 17 | |
| JOINTLY WITH OTHER COMPANIES, OTHER THAN THOSE INCLUDED IN ABSTRACT "J" (COMPANY'S SHARE OF OWNERSHIP) | | | | | | | | | | |
| | 58 | 57 | 14 | — | — | 1 49 | 4 | 1 53 | 1 53 | |
| TOTAL MILES OF LINES LEASED OR WORKED AND COMPANY'S SHARE OF LINES JOINTLY LEASED OR WORKED, OTHER THAN THOSE INCLUDED IN ABSTRACT "J" | | | | | | | | | | |
| | 11 77 | 11 76 | 45 | 31 | 6 | 24 75 | 75 | 25 70 | 25 70 | |
| GRAND TOTAL | 6,381 58 | 3,953 75 | 472 20 | 356 24 | 302 45 | 11,466 62 | 5,265 54 | 16,732 36 | 16,729 56 | |
| Ditto Year 1929 | 6,392 40 | 3,960 43 | 470 63 | 356 36 | 299 9 | 11,479 31 | 5,250 25 | 16,729 56 | — | |

II.—Rolling Stock.

(A).—LOCOMOTIVES AND TENDERS.

| DESCRIPTION. | Wheel Type. | Number. | Empty Weight. Tons. | Year 1929. | |
|---|-------------|--------------|------------------------|------------|--------------|
| | | | | Number. | Weight. |
| STEAM TENDER LOCOMOTIVES :— | | | | | |
| | 4-6-4 | 1 | 97 | ... | ... |
| | 4-6-2 | 75 | 6,290 | 67 | ... |
| | 4-6-0 | 324 | 20,891 | 317 | ... |
| | 4-4-2 | 239 | 15,528 | 239 | ... |
| | 4-4-0 | 864 | 41,382 | 898 | ... |
| | 2-8-2 | 2 | 180 | 2 | ... |
| | 2-8-0 | 467 | 31,580 | 467 | ... |
| | 2-6-0 | 174 | 10,896 | 165 | ... |
| | 2-4-0 | 57 | 2,121 | 60 | ... |
| | 0-8-0 | 353 | 20,251 | 360 | ... |
| | 0-6-0 | 2,150 | 88,957 | 2,166 | ... |
| | | | 4,706 | | 4,741 |
| STEAM TANK LOCOMOTIVES :— | | | | | |
| | 4-8-0 | 15 | 960 | 15 | ... |
| | 4-6-2 | 74 | 4,923 | 74 | ... |
| | 4-4-4 | 45 | 3,127 | 45 | ... |
| | 4-4-2 | 163 | 8,537 | 163 | ... |
| | 4-4-0 | 8 | 249 | 9 | ... |
| | 2-6-4 | 20 | 1,483 | 20 | ... |
| | 2-6-2 | 9 | 600 | ... | ... |
| | 2-4-2 | 283 | 12,368 | 295 | ... |
| | 2-2-4 | 4 | 146 | 4 | ... |
| | 0-8-4 | 4 | 297 | 4 | ... |
| | 0-8-2 | 15 | 899 | 24 | ... |
| | 0-6-4 | 9 | 497 | 9 | ... |
| | 0-6-2 | 726 | 35,868 | 728 | ... |
| | 0-6-0 | 943 | 32,509 | 964 | ... |
| | 0-4-4 | 171 | 7,292 | 180 | ... |
| | 0-4-2 | 4 | 94 | 4 | ... |
| | 0-4-0 | 116 | 2,316 | 98 | ... |
| | 2-8-8-2 | 1 | 139 | 1 | ... |
| | | | 2,610 | | 2,637 |
| TOTAL STEAM LOCOMOTIVES | | 7,316 | | | 7,378 |
| ELECTRIC LOCOMOTIVES :— | | | | | |
| | 0-4-4-0 | 12 | 856 | 12 | ... |
| | 4-6-4 | 1 | 110 | 1 | ... |
| | | | 13 | | 13 |
| PETROL POWER (SHUNTING MOTORS) ... | | | | | |
| | | 2 | 16 | | 2 |
| TOTAL LOCOMOTIVES ... | | 7,331 | 351,259 | | 7,393 |
| TENDERS FOR STEAM LOCOMOTIVES ... | | | | | |
| | | 4,747 | — | | 4,788 |

(B).—RAIL MOTOR VEHICLES.

| DESCRIPTION. | Number of Vehicles | Seats. | | | Year 1929. | |
|---------------------------|--------------------|------------|--------------|--------------|--------------------|--------------|
| | | 1st Class. | 3rd Class. | Total. | Number of Vehicles | Seats Total. |
| Steam Power ... | 85 | ... | 5,107 | 5,107 | 80 | 4,759 |
| Electric Power ... | 87 | 622 | 4,038 | 4,660 | 87 | 4,660 |
| Petrol Power ... | 1 | ... | 40 | 40 | 1 | 40 |
| Petrol Electric Power ... | 2 | ... | 98 | 98 | 3 | 146 |
| TOTAL ... | 175 | 622 | 9,283 | 9,905 | 171 | 9,605 |

(C).—COACHING VEHICLES.

| DESCRIPTION. | Number. | Seats or Berths. | | | | Year 1929. | |
|---|---------------|------------------|---------------|----------------|----------------|---------------|------------------------|
| | | 1st Class. | 2nd Class. | 3rd Class. | Total. | Number. | Seats or Berths Total. |
| PASSENGER CARRIAGES. | | | | | | | |
| Steam Stock :— | | | | | | | |
| Carriages of uniform class ... | 10,108 | 29,265 | 35,290 | 499,368 | 563,923 | 10,209 | 567,462 |
| Composite Carriages | 2,951 | 52,386 | 13,958 | 79,831 | 146,175 | 3,001 | 147,373 |
| Restaurant Cars ... | 223 | 2,421 | 192 | 3,950 | 6,563 | 218 | 6,374 |
| Total ... | 13,282 | 84,072 | 49,440 | 583,149 | 716,661 | 13,428 | 721,209 |
| Electric Stock :— | | | | | | | |
| Carriages of uniform class ... | 55 | ... | ... | 3,784 | 3,784 | 55 | 3,784 |
| Sleeping Cars ... | 112 | 623 | ... | 1,376 | 1,999 | 98 | 1,676 |
| Total Passenger Carriages | 13,449 | | | | 722,444 | 13,581 | 726,669 |
| OTHER COACHING VEHICLES. | | | | | | | |
| Post Office Vans ... | 34 | | | | | | 34 |
| Luggage, Parcel, Milk, Fruit & Brake Vans | 1,493 | | | | | | 1,551 |
| Fish Vans and Trucks | 3,255 | | | | | | 3,070 |
| Carriage Trucks ... | 749 | | | | | | 734 |
| Horse Boxes ... | 1,557 | | | | | | 1,623 |
| Miscellaneous ... | 45 | | | | | | 80 |
| Total Other Coaching Vehicles ... | 7,133 | | | | | 7,142 | |
| Total Coaching Vehicles | 20,582 | | | | | 20,723 | |

(D).—MERCHANDISE AND MINERAL VEHICLES.

| DESCRIPTION. | Number. | Year 1929. | |
|--|----------------|----------------|---------|
| | | Number. | Weight. |
| Open Wagons :— | | | |
| Under 8 tons ... | 74 | 43 | ... |
| 8 tons and under 10 tons | 16,572 | 17,912 | ... |
| 10 tons and under 12 tons | 45,433 | 45,883 | ... |
| 12 tons ... | 58,795 | 58,229 | ... |
| Over 12 and under 20 tons ... | 638 | 639 | ... |
| 20 tons and over (other than special) ... | 332 | 227 | ... |
| | | 121,844 | 122,933 |
| Covered Wagons :— | | | |
| Under 8 tons ... | 1,537 | 1,585 | ... |
| 8 tons and under 10 tons | 4,108 | 4,158 | ... |
| 10 tons and under 12 tons | 12,177 | 11,990 | ... |
| 12 tons ... | 14,960 | 13,458 | ... |
| Over 12 and under 20 tons ... | 442 | 467 | ... |
| 20 tons and over ... | 127 | 127 | ... |
| | | 33,351 | 31,785 |
| Mineral Wagons :— | | | |
| Under 8 tons ... | 20 | 22 | ... |
| 8 tons and under 10 tons | 12,584 | 13,052 | ... |
| 10 tons and under 12 tons | 15,206 | 16,122 | ... |
| 12 tons ... | 21,803 | 21,819 | ... |
| Over 12 and under 20 tons | 14,701 | 15,260 | ... |
| 20 tons and over ... | 24,512 | 23,639 | ... |
| | | 88,826 | 89,914 |
| Special Wagons ... | 3,382 | 3,233 | ... |
| Cattle Trucks ... | 7,290 | 7,033 | ... |
| Rail and Timber Trucks (including Twin Trucks) ... | 13,687 | 13,612 | ... |
| Brake Vans ... | 4,670 | 4,518 | ... |
| TOTAL ... | 273,050 | 273,028 | |

(E).—SERVICE ROLLING STOCK.

| DESCRIPTION. | Number. | Year 1929. |
|---|---------------|---------------|
| | | Number. |
| Locomotives ... | 18 | 17 |
| Ballast Wagons and Ballast Brake Vans ... | 2,463 | 2,515 |
| Breakdown Cranes ... | 65 | 66 |
| Coal, Coke, Ash and Sand Wagons ... | 10,366 | 10,826 |
| Gasholder Trucks ... | 144 | 144 |
| Mess and Tool Vans ... | 681 | 677 |
| Timber, Rail and Sleeper Trucks ... | 182 | 198 |
| Travelling Cranes ... | 227 | 226 |
| Miscellaneous ... | 902 | 901 |
| TOTAL ... | 15,048 | 15,570 |

III.—Horses and Road Vehicles.

| DESCRIPTION. | Number. | Year 1929. |
|---|--------------|--------------|
| | | Number. |
| PARCELS AND GOODS ROAD VEHICLES :— | | |
| Motors ... | 798 | 700 |
| Horse Wagons and Carts ... | 8,801 | 8,986 |
| Miscellaneous ... | 88 | 66 |
| TOTAL ... | 9,687 | 9,752 |
| PASSENGER ROAD VEHICLES :— | | |
| Motors ... | 40 | 77 |
| Horse Omnibuses ... | ... | 3 |
| TOTAL ... | 40 | 80 |
| HORSES FOR ROAD VEHICLES ... | 5,113 | 5,406 |
| HORSES FOR SHUNTING ... | 328 | 362 |

IV.—Steamboats.

| DESCRIPTION. | Date of Construction. | Indicated Horse Power. | Net Registered Tonnage. |
|--|-----------------------|------------------------|-------------------------|
| OWNED BY THE COMPANY:— | | | |
| STEAMBOATS OVER 250 TONS NET | | | |
| Amsterdam | 1930 | 13,000 | 1,988 |
| Prague | 1930 | 13,000 | 1,988 |
| Vienna | 1929 | 13,000 | 1,991 |
| Sheringham | 1926 | 2,300 | 428 |
| Malines | 1922 | 12,100 | 1,256 |
| Antwerp | 1920 | 12,204 | 1,285 |
| Bruges | 1920 | 12,636 | 1,267 |
| Felixstowe | 1919 | 1,895 | 360 |
| Macclesfield | 1914 | 1,600 | 535 |
| Stockport | 1911 | 1,850 | 917 |
| Accrington | 1910 | 1,850 | 918 |
| Bury | 1910 | 1,850 | 921 |
| Dewsbury | 1910 | 1,850 | 919 |
| Archangel | 1910 | 10,692 | 1,039 |
| St. Denis | 1908 | 9,396 | 1,025 |
| Marylebone | 1906 | 2,000 | 1,070 |
| City of Bradford | 1903 | 2,000 | 677 |
| City of Leeds | 1903 | 2,000 | 678 |
| Cromer | 1902 | 1,952 | 340 |
| Lutterworth | 1891 | 1,400 | 490 |
| Nottingham | 1891 | 1,450 | 487 |
| Staveley | 1891 | 1,450 | 496 |
| | (Number.) | | |
| TOTAL | 22 | 121,475 | 21,075 |
| Do. Year 1929 | 21 | 101,275 | 17,860 |
| STEAMBOATS OF 250 TONS NET AND UNDER | | | |
| | (Number.) | | |
| TOTAL STEAMBOATS OWNED BY THE COMPANY | 41 | 137,120 | 23,181 |
| Do. Year 1929 | 40 | 116,920 | 19,966 |
| JOINTLY OWNED BY THE COMPANY:— | | | |
| Steamboats of 250 tons net and under. | (Number.) | | |
| Do. Year 1929 | 5 | 3,275 | 588 |
| | 5 | 3,275 | 588 |
| † JOINTLY WORKED BUT NOT OWNED BY THE COMPANY:— | | | |
| Steamboat over 250 tons net. | Date of Construction. | | |
| Duke of Connaught | 1902 | 5,655 | 962 |
| Year 1929 | 1892 | 3,900 | 687 |

* Jointly owned by L.N.E. and L.M.S. Companies in equal proportions.

† „ worked „ „ „ „ „

V.—Canals.

| NAME. | LENGTH. | |
|--|---------|-----|
| | M. | Ch. |
| OWNED BY THE COMPANY:— | | |
| Ashton Canal and Branches | 17 | 48 |
| Boroughbridge and Ripon Canal | 10 | 20 |
| Chesterfield Canal and Branches | 45 | 29 |
| Derwent Navigation | 39 | 0 |
| Edinburgh and Glasgow Union Canal | 31 | 24 |
| Gantham Canal | 33 | 6 |
| Macclesfield Canal and Branches | 26 | 23 |
| Nottingham Canal | 14 | 67 |
| Peak Forest Canal and Branches | 15 | 12 |
| Pocklington Canal | 9 | 40 |
| LEASED TO THE COMPANY:— | | |
| Fossdyke Navigation | 11 | 14 |
| Witham Navigation | 31 | 52 |
| TOTAL LENGTH | 285 | 15 |

VI.—Docks, Harbours and Wharves.

| SITUATION. | LENGTH OF QUAY. |
|--|-----------------|
| | Feet. |
| OWNED BY THE COMPANY:— | |
| Aloa Harbour and Dock | 2,800 |
| Bo'ness Harbour and Dock... .. | 4,100 |
| Burntisland Harbour and Docks | 4,395 |
| Charlestown Harbour | 1,650 |
| Connah's Quay, Docks and Wharves | 2,466 |
| Craigendoran Pier | 1,477 |
| Dunston and West Dunston Staiths | 4,146 |
| Grimsby Docks | 26,322 |
| Hartlepool Docks | 24,997 |
| Harwich Quays and Piers | 3,044 |
| Hull Docks | 68,284 |
| Immingham Dock | 9,097 |
| Lowestoft Harbour | 10,918 |
| Mallaig Pier | 930 |
| Methil Docks | 10,240 |
| Middlesbrough Dock... .. | 8,941 |
| North, South and West Blyth Staiths | 4,875 |
| Northumberland Dock Staiths | 1,035 |
| Parkeston Quay | 2,809 |
| Pettycur Harbour | 370 |
| Silloth Docks | 3,615 |
| Tyne Dock | 11,360 |
| Winteringham Haven | 252 |
| TOTAL LENGTH | 208,123 |

VII.—Hotels.

| NAME. | SITUATION. |
|---|---------------------------|
| OWNED AND WORKED BY THE COMPANY:— | |
| Palace Hotel | Aberdeen. |
| Station Hotel | Aberdeen. |
| Great Northern Victoria Hotel | Bradford. |
| Cruden Bay Hotel | Cruden Bay. |
| North British Station Hotel | Edinburgh. |
| Felix Hotel | Felixstowe. |
| North British Station Hotel | Glasgow. |
| Yarborough Hotel | Grimsby. |
| Royal Hotel | Grimsby Docks. |
| Royal Station Hotel | Hull. |
| Sandringham Hotel | Hunstanton. |
| Great Northern Hotel | Leeds. |
| Great Northern Hotel | London, King's Cross. |
| Great Eastern Hotel | London, Liverpool Street. |
| Royal Station Hotel | Newcastle-upon-Tyne. |
| Yarborough Hotel | New Holland. |
| Great Eastern Hotel | Parkeston Quay. |
| Great Northern Hotel | Peterborough. |
| Zetland Hotel | Saltburn-by-the-Sea. |
| Royal Victoria Station Hotel | Sheffield. |
| Grand Hotel | West Hartlepool. |
| Royal Station Hotel | York. |
| JOINTLY OWNED BY THE COMPANY:— | |
| Station Hotel (Company's proportion one third) | Perth. |
| OWNED BUT NOT WORKED BY THE COMPANY:— | |
| Royal Hotel | Burntisland. |
| Harrow Inn | Dalkeith. |
| Lovat Arms and Station Hotel | Fort-Augustus. |
| Ivanhoe Hotel | Glasgow. |
| Great Eastern Hotel (closed) | Harwich. |
| Great Northern Station Hotel | Lincoln. |
| Star and Garter Hotel | Linlithgow. |
| Station Hotel | St. Neots. |

VIII.—Land, Property, &c., not forming part of the Railway or Stations.

| LAND. | ACRES. | Year 1929. |
|--|----------------|-------------------|
| | | Acres. |
| Agricultural Land | 8,260 | 8,189 |
| Urban and Suburban Land | 5,687 | 5,792 |
| HOUSES. | | Year 1929. |
| | Number. | Number. |
| Labouring Class Dwellings | 2,460 | 2,460 |
| Houses and Cottages for Company's Servants | 9,491 | 9,780 |
| Other Houses and Cottages | 6,167 | 5,928 |

IX.—Other Businesses.

(Not applicable to this Company.)

X.—Maintenance of Way and Works (Abstract A.)

| | Year 1929. | | | |
|--|-------------|-----------|-----|-----------|
| Principal Permanent Way materials used— | | | | |
| Ballast | Cubic Yards | 526,334 | | 583,176 |
| Rails | Tons | 47,035 | | 52,509 |
| Sleepers | Number | 1,178,823 | | 1,407,824 |
| Miles Maintained— | | | | |
| Miles of Road | | 6,356 | | 6,366 |
| Miles of road reduced to single track— | | | | |
| Running lines | | 11,406 | | 11,419 |
| Sidings | | 4,817 | | 4,805 |
| Length of track renewed | | | | |
| | M. | Ch. | M. | Ch. |
| | 247 | 74 | 272 | 6 |

XI.—Maintenance of Rolling Stock (Abstract B).

| | IN COMPANY'S SHOPS. | BY CONTRACTORS. | TOTAL. | Year 1929. |
|--|---------------------------|--------------------|---------|------------|
| | | | | Total. |
| | | | | Number. |
| LOCOMOTIVES—STEAM— | | | | |
| Renewals | 54 | 20 | 74 | 110 |
| Heavy Repairs | 2,845 | ... | 2,845 | 3,005 |
| Light Repairs | 1,933 | ... | 1,933 | 2,301 |
| Under or awaiting repair at end of year | 536 | ... | 536 | 564 |
| LOCOMOTIVES—ELECTRIC— | | | | |
| Heavy Repairs | 1 | ... | 1 | 3 |
| Light Repairs | 3 | ... | 3 | ... |
| Under or awaiting repair at end of year | ... | ... | ... | 1 |
| RAIL MOTOR VEHICLES (STEAM)— | | | | |
| Heavy Repairs | 39 | 2 | 41 | 16 |
| Light Repairs | 107 | ... | 107 | 80 |
| Under or awaiting repair at end of year | 12 | ... | 12 | 12 |
| RAIL MOTOR VEHICLES (ELECTRIC)— | | | | |
| Heavy Repairs | 12 | ... | 12 | 16 |
| Light Repairs | 259 | ... | 259 | 255 |
| Under or awaiting repair at end of year | 7 | ... | 7 | 7 |
| COACHING VEHICLES— | | | | |
| Passenger Carriages— | | | | |
| Renewals | 188 | 56 | 244 | 316 |
| Heavy Repairs | 2,758 | ... | 2,758 | 3,024 |
| Light Repairs | 18,996 | ... | 18,996 | 21,250 |
| Under or awaiting repair at end of year | 1,102 | ... | 1,102 | 1,148 |
| Other Coaching Vehicles— | | | | |
| Renewals | 298 | ... | 298 | 344 |
| Heavy Repairs | 1,121 | ... | 1,121 | 1,244 |
| Light Repairs | 21,029 | ... | 21,029 | 20,802 |
| Under or awaiting repair at end of year | 442 | ... | 442 | 441 |
| MERCHANDISE AND MINERAL VEHICLES— | | | | |
| Renewals | 3,482 | 505 | 3,987 | 5,913 |
| Heavy Repairs | 21,099 | ... | 21,099 | 20,623 |
| Light Repairs | 573,781 | ... | 573,781 | 582,120 |
| Under or awaiting repair at end of year | 9,408 | ... | 9,408 | 9,609 |

XII.—Engine Mileage.

| | A—MILES RUN IN RELATION TO THE COMPANY'S TOTAL TRAFFIC RECEIPTS. | B—MILES RUN IN RELATION TO THE COMPANY'S TOTAL EXPENDITURE. | C—MILES RUN BY THE COMPANY'S ENGINES. | | | | | TOTAL. |
|--|--|---|---------------------------------------|--------------------------|-----------------------------|-----------------------|---|-------------|
| | | | Steam Locomotives. | Electric Traction. | | Steam Rail Motors. | Petrol Shunting Motors, Petrol and Petrol Electric Rail Motors. | |
| | | | | Electric Locomotives. | Electric Motor Vehicles. | | | |
| TRAIN MILES (Loaded Trains) | | | | | | | | |
| Coaching | 61,890,844 | 62,029,710 | 61,431,405 | ... | 1,181,516 | 2,306,712 | 55,856 | 64,975,489 |
| Goods | 39,517,041 | 39,545,990 | 41,303,549 | 47,700 | ... | ... | ... | 41,351,249 |
| Total | 101,407,885 | 101,575,700 | 102,734,954 | 47,700 | 1,181,516 | 2,306,712 | 55,856 | 106,326,738 |
| Year 1929— | | | | | | | | |
| Coaching | 62,195,459 | 62,332,116 | 62,041,851 | ... | 1,213,873 | 2,017,504 | 63,645 | 65,336,873 |
| Goods | 40,596,330 | 40,627,873 | 42,420,617 | 56,073 | ... | ... | ... | 42,476,690 |
| Total | 102,792,289 | 102,959,989 | 104,462,468 | 56,073 | 1,213,873 | 2,017,504 | 63,645 | 107,813,563 |
| TOTAL TRAIN MILES— (Including Empty Trains run for Traffic purposes on either the Forward or Return Journey) | | | | | | | | |
| Coaching | 64,239,187 | 64,388,852 | 63,650,514 | ... | 1,295,645 | 2,410,950 | 58,566 | 67,415,675 |
| Goods | 45,917,992 | 45,956,298 | 47,871,270 | 65,898 | ... | ... | ... | 47,937,168 |
| Total | 110,157,179 | 110,345,150 | 111,521,784 | 65,898 | 1,295,645 | 2,410,950 | 58,566 | 115,352,843 |
| Year 1929— | | | | | | | | |
| Coaching | 64,554,563 | 64,701,450 | 64,308,112 | ... | 1,331,048 | 2,095,367 | 66,175 | 67,800,702 |
| Goods | 47,285,016 | 47,337,398 | 49,289,026 | 76,803 | ... | ... | ... | 49,365,829 |
| Total | 111,839,579 | 112,038,848 | 113,597,138 | 76,803 | 1,331,048 | 2,095,367 | 66,175 | 117,166,531 |
| SHUNTING MILES— | | | | | | | | |
| Coaching | 3,934,669 | 3,933,595 | 4,113,196 | ... | ... | 41 | ... | 4,113,237 |
| Goods | 31,910,428 | 31,921,368 | 34,616,123 | 27,211 | ... | ... | 22,035 | 34,665,369 |
| Total | 35,845,097 | 35,854,963 | 38,729,319 | 27,211 | ... | 41 | 22,035 | 38,778,606 |
| Year 1929— | | | | | | | | |
| Coaching | 3,967,856 | 3,967,747 | 4,151,673 | ... | ... | 14 | 30 | 4,151,717 |
| Goods | 33,594,694 | 33,618,128 | 36,510,303 | 27,706 | ... | ... | 19,625 | 36,557,634 |
| Total | 37,562,550 | 37,585,875 | 40,661,976 | 27,706 | ... | 14 | 19,655 | 40,709,351 |
| OTHER MILES (Assisting, Light, etc.) | | | | | | | | |
| ... .. | 10,266,932 | 15,861,197 | 16,353,388 | 3,403 | 2,059 | 34,819 | 181 | 16,393,850 |
| Ditto Year 1929 | 11,115,015 | 16,933,277 | 17,425,133 | 2,977 | 1,717 | 33,678 | 32 | 17,463,537 |
| TOTAL ENGINE MILES | 156,269,208 | 162,061,310 | 166,604,491 | 96,512 | 1,297,704 | 2,445,810 | 80,782 | 170,525,299 |
| Ditto Year 1929 | 160,517,144 | 166,558,000 | 171,684,247 | 107,486 | 1,332,765 | 2,129,059 | 85,862 | 175,339,419 |

XIII.—Passenger Traffic and Receipts.

| Class of Passenger. | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Company's System. | Year 1929. | | | |
|---------------------|-------------|------------|-----------------------------|---|-------------|------------|-----------------------------|---|
| | | | | | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Company's System. |
| | | £ | s. d. | | | £ | s. d. | |
| Ordinary— | | | | | | | | |
| 1st Class | 3,275,415 | 957,911 | 5 10·19 | 3,020,528 | 3,413,532 | 999,374 | 5 10·26 | 3,154,940 |
| 2nd „ | 1,594,935 | 141,866 | 1 9·36 | 1,583,213 | 1,527,958 | 135,309 | 1 9·25 | 1,516,136 |
| 3rd „ | 151,493,557 | 9,582,847 | 1 3·18 | 141,999,294 | 155,536,752 | 10,193,470 | 1 3·74 | 145,681,883 |
| Workmen | 49,353,637 | 694,633 | 0 3·38 | 45,910,603 | 53,134,706 | 730,682 | 0 3·30 | 49,738,193 |
| TOTAL | 205,716,944 | 11,377,257 | 1 1·27 | 192,513,638 | 213,612,948 | 12,063,835 | 1 1·55 | 200,091,152 |
| Season— | | | | | | | | |
| 1st Class | 22,671 | 500,799 | — | 18,535 | 24,333 | 541,592 | — | 19,946 |
| 2nd „ | 42,095 | 490,092 | — | 42,067 | 43,189 | 501,046 | — | 43,162 |
| 3rd „ | 118,643 | 1,116,036 | — | 97,412 | 121,712 | 1,150,035 | — | 100,326 |
| TOTAL | 188,409 | 2,106,927 | — | 158,014 | 189,234 | 2,192,673 | — | 163,434 |

XIV.—Goods Traffic and Receipts.

| | Tonnage. | Receipts. | Average Receipt per Ton. | Tonnage originating on the Company's System. | Year 1929. | | | |
|--|-------------|------------|--------------------------|--|-------------|------------|--------------------------|--|
| | | | | | Tonnage. | Receipts. | Average Receipt per Ton. | Tonnage originating on the Company's System. |
| | Tons. | £ | s. d. | Tons. | Tons. | £ | s. d. | Tons. |
| Merchandise (Excluding Classes 1-6) | 24,348,403 | 14,311,407 | 11 9·07 | 18,696,516 | 26,729,412 | 15,542,604 | 11 7·56 | 20,734,387 |
| Minerals and Merchandise (Classes 1-6) | 26,801,174 | 5,254,004 | 3 11·05 | 21,807,496 | 29,874,334 | 5,692,260 | 3 9·73 | 24,333,047 |
| Coal, Coke and Patent Fuel ... | 87,569,499 | 13,455,485 | 3 0·88 | 76,146,423 | 94,379,017 | 14,132,328 | 2 11·94 | 82,422,466 |
| TOTAL | 138,719,076 | 33,020,896 | 4 9·13 | 116,650,435 | 150,982,763 | 35,367,192 | 4 8·22 | 127,489,900 |
| | Number. | £ | | Number originating on the Company's System. | Number. | £ | | Number originating on the Company's System. |
| Live Stock | 6,836,808 | 563,186 | — | 5,582,938 | 7,725,056 | 617,824 | — | 6,371,140 |

XV (a).—Tonnage of the Principal Classes of Merchandise and Minerals Traffic Originating on the Company's System Carried by Goods Train.

| | Tonnage. | Year 1929. |
|---|------------|------------|
| | | Tonnage. |
| Bricks, Blocks and Tiles | 2,738,136 | 2,736,736 |
| Cement and Lime | 811,553 | 985,657 |
| Creosote, Tar and Pitch | 736,519 | 789,631 |
| Grain, Flour and Milling Offals | 2,303,759 | 2,525,954 |
| Gravel and Sand | 1,038,717 | 1,250,149 |
| Iron and Steel Blooms, Billets, Ingots, &c. | 904,007 | 1,194,200 |
| Iron and Steel Scrap | 981,504 | 1,272,490 |
| Iron and Steel, other descriptions | 2,837,929 | 3,406,414 |
| Iron Ore | 4,890,435 | 5,590,237 |
| Iron, Pig | 966,617 | 1,286,472 |
| Limestone and Chalk | 1,525,747 | 1,921,175 |
| Manure, Packed | 960,481 | 1,163,927 |
| Oil Cake | 515,474 | 499,370 |
| Road Making and Road Repairing Material | 2,287,080 | 2,389,227 |
| Round Timber, including Mining | 1,295,603 | 1,401,765 |
| Timber, other than Round | 1,011,676 | 1,133,395 |
| Vegetables | 2,486,459 | 2,132,706 |
| TOTAL | 28,291,696 | 31,679,505 |

XV (b).—Live Stock Traffic Originating on the Company's System Carried by Goods Train.

| | Number. | Year 1929. |
|------------------------|-----------|------------|
| | | Number. |
| Horses | 8,023 | 14,314 |
| Cattle | 1,190,728 | 1,211,678 |
| Calves | 149,738 | 143,796 |
| Sheep and Lambs | 3,743,088 | 4,299,235 |
| Pigs | 488,664 | 698,415 |
| Miscellaneous | 2,697 | 3,702 |
| TOTAL | 5,582,938 | 6,371,140 |

XVI.—Summary of Financial Results secured in comparison with those for past years.

| | Account No. | 1927. | 1928. | 1929. | 1930. |
|--|-------------|-------------|-------------|-------------|-------------|
| | | £ | £ | £ | £ |
| Total Expenditure on Capital Account | 4 | 842,969,680 | 848,550,947 | 844,249,450 | 847,085,421 |
| Gross Receipts from Businesses carried on by the Company ... | 8 | 64,801,442 | 61,423,959 | 68,295,455 | 59,825,409 |
| Revenue Expenditure on ditto | 8 | 58,665,846 | 50,738,129 | 50,895,513 | 49,206,100 |
| Net Receipts of ditto | 8 | 10,635,596 | 10,685,830 | 12,999,942 | 10,619,309 |
| "J" Joint Lines—Company's proportion of Net Revenue ... | 8 | 475,638 | 484,397 | 448,628 | 340,258 |
| Miscellaneous Receipts (Net) | 8 | 1,032,546 | 1,044,691 | 1,112,968 | 1,119,080 |
| Miscellaneous Charges | 8 | 875,759 | 887,159 | 895,288 | 909,897 |
| Net Revenue | 8 | 11,268,021 | 11,277,759 | 13,061,250 | 11,168,750 |
| Profit on Realisation of Investments... .. | 9 | 16,875 | 2,961 | ... | 122,567 |
| Interest on Loans and Debenture Stocks, &c. | 9 | 3,910,456 | 3,984,789 | 4,082,695 | 4,088,220 |
| Dividends on Guaranteed and Preference Stocks | 9 | 7,203,450 | 7,203,450 | 7,203,450 | 7,203,450 |
| Balance after Payment of Preference Dividends | 9 | 170,490 | 92,481 | 1,825,105 | 4,647 |
| Dividend on Ordinary Stocks | 9 | 158,853 | 105,902 | 1,270,828 | 105,902 |
| Rate per cent. :— | | | | | |
| Preferred Ordinary | ... | 3% | 1% | 3% | 1% |
| Deferred Ordinary | ... | Nil | Nil | Nil | Nil |
| Surplus or Deficit | ... | 11,637 | 13,421 | 554,277 | 101,255 |
| Appropriation from Reserve | 9 | ... | ... | ... | 100,000 |
| Appropriation to Reserve | 9 | ... | ... | 500,000 | ... |
| Balance brought forward from previous year | 9 | 28,809 | 40,446 | 27,025 | 81,302 |
| Balance carried forward to subsequent year | 9 | 40,446 | 27,025 | 81,302 | 80,047 |

C. H. NEWTON, Accountant of the Company.

Certificates of the Responsible Officers as to the Upkeep of the Company's Property.

Certificate respecting the Permanent Way, &c.

We hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, Canals and other Works, under our respective charge, have, during the past year, been maintained in good working condition and repair.

CHAS. J. BROWN, Southern Area. JOHN MILLER, North Eastern Area. W. A. FRASER, Scottish Area. *Engineers.*

3rd January, 1931.

Certificate respecting the Rolling Stock, &c.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools, under my control, have, during the past year, been maintained in good working condition and repair.

H. N. GRESLEY, *Chief Mechanical Engineer.*

5th January, 1931.

Certificate respecting the Steamboats, &c.

We hereby certify that the whole of the Company's Steamboats, Ferry Boats, Marine Workshops and Plant, under our respective charge, have, during the past year, been maintained in good working condition and repair.

J. MAN, R. DAVIS, L. H. GILCHRIST, *Marine Superintendents.* F. W. NOAL, } *Marine Superintendent Engineers.*
JAS. A. RODGER, }

5th January, 1931.

Certificate respecting the Docks, Harbours, &c.

We hereby certify that the whole of the Company's Docks, Buildings and other Works in connection therewith, under our respective charge, have, during the past year, been maintained in good working condition and repair.

A. TULIP, CHAS. J. BROWN, W. A. FRASER, *Engineers.*

3rd January, 1931.

(Signed for the Board of Directors) { WILLIAM WHITELOW, *Chairman of the Company.*
JAMES McLAREN, *Secretary of the Company.*

Auditors' Certificate.

We hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Company, and that the dividends proposed to be declared on the several Stocks and Shares are *bonâ fide* due thereon, after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout.

GILBERT GARNSEY, F.C.A., } *Auditors.*
W. H. PEAT, F.C.A., }

23rd February, 1931.

INDEX.

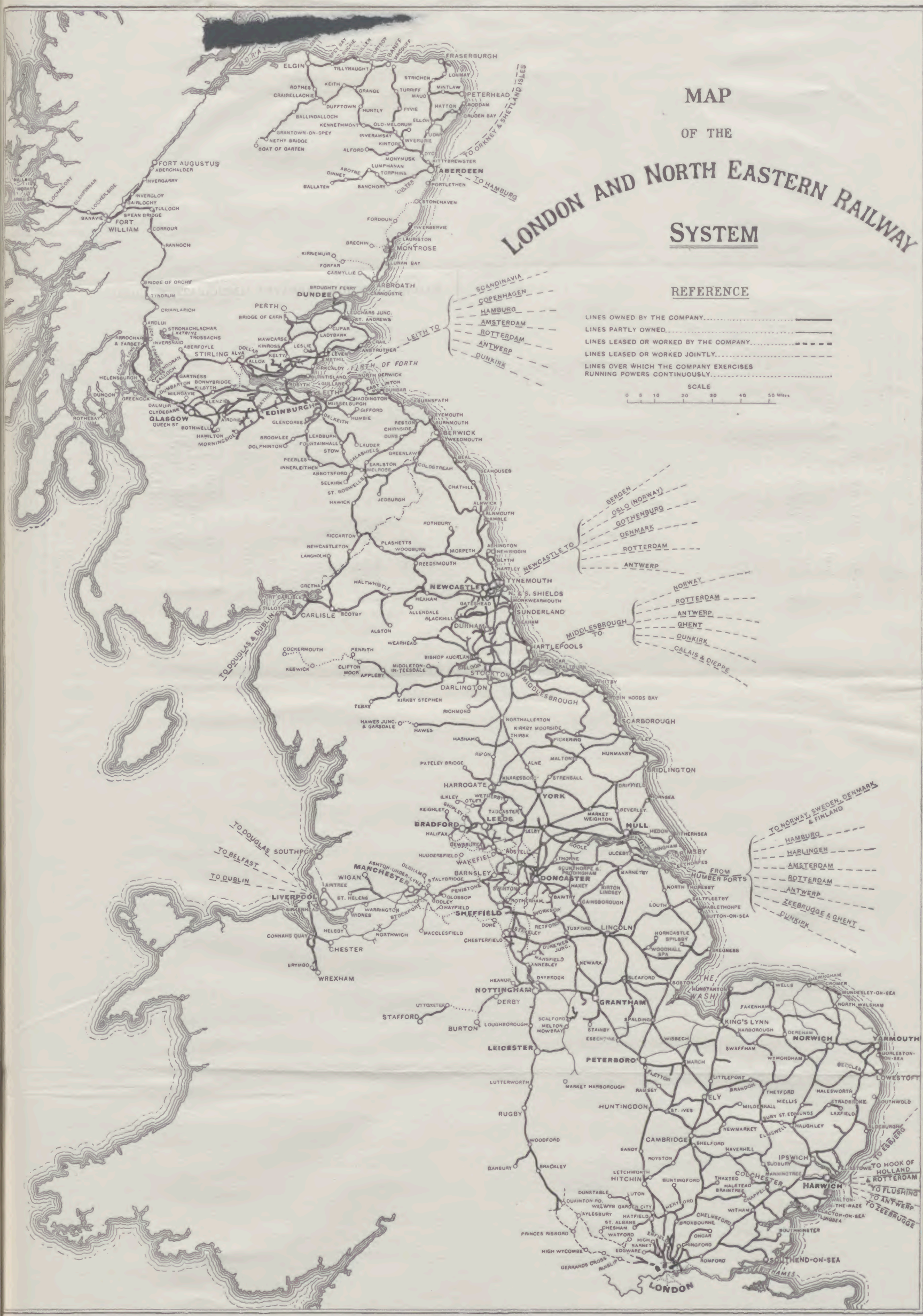
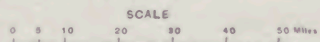
(Arabic Figures refer to Financial Accounts and Roman Figures to Statistical Returns.)

| | Number of Account or Return. | Page. | | Number of Account or Return. | Page. |
|--|------------------------------|--------|--|------------------------------|-------|
| AUDITORS' CERTIFICATE | — | 25 | MILEAGE, DEMURRAGE AND WAGON HIRE | 10 (H) | 13 |
| BALANCE SHEET | 19 | 18 | MILEAGE OF ENGINES AND TRAINS | XII | 23 |
| CANALS :— | | | MILEAGE OF LINES | I | 19-20 |
| Capital Expenditure | 4-5 | 6-7 | NATIONAL INSURANCE | 10 | 11 |
| Revenue Receipts and Expenditure | 13 | 16 | NET REVENUE :— | | |
| Name and Length | V | 22 | Amount of | 8 | 9 |
| CAPITAL :— | | | Proposed Appropriation | 9 | 10 |
| Authorised and Created by the Company | 1 (a) | 4 | PARLIAMENTARY EXPENSES | 10 | 11 |
| Authorised and Created by the Company jointly with some other Company | 1 (b) | 4 | PROPOSED APPROPRIATION OF NET REVENUE | 9 | 10 |
| Authorised and Created by some other Company on which the Company either jointly or separately guarantees fixed dividends | 1 (c) | 4 | RAIL MOTOR VEHICLES :— | | |
| Issued | 2 | 5 | Maintenance Expenditure | 10 (B) | 12 |
| Raised by Loans and Debenture Stocks | 3 | 5 | Number and Seating Accommodation | II (B) | 21 |
| Receipts and Expenditure | 4 | 6 | Number repaired, and Number under or awaiting repair | XI | 23 |
| Details of Expenditure for Year | 5 | 7 | Mileage | XII | 23 |
| Estimate of further Expenditure | 6 | 8 | RAILWAY :— | | |
| Powers Available to meet further Expenditure | 7 | 8 | Total Capital expended upon | 4-6 | 6-8 |
| CARRIAGES :— | | | Revenue Receipts and Expenditure | 10 | 11 |
| Maintenance Expenditure | 10 (B) | 12 | Mileage | I | 19-20 |
| Mileage, Demurrage and Hire | 10 (H) | 13 | RAILWAY FREIGHT REBATES (ANTICIPATION) FUND | | |
| Number and Seating Accommodation | II (C) | 21 | Deficiency | 10 | 11 |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 23 | RATE RELIEF :— | | |
| CERTIFICATES :— | | | Railway | 10 | 11 |
| Auditors | — | 25 | Canals | 13 | 16 |
| Officers responsible for Maintenance | — | 25 | Docks | 14 | 16 |
| COLLECTION AND DELIVERY OF PARCELS AND GOODS :— | | | Collection and Delivery of Parcels and Goods | 16 | 17 |
| Receipts and Expenditure | 16 | 17 | Electric Power Stations | 18 | 17 |
| COMPENSATION | 10 | 11 | RATES :— | | |
| DIVIDENDS PAYABLE | 9 | 10 | Railway | 10 | 11 |
| DIVIDENDS RECEIVED | 8 | 9 | Road Transport | 11 | 16 |
| DOCKS, HARBOURS AND WHARVES :— | | | Canals | 13 | 16 |
| Capital Expenditure | 4-6 | 6-8 | Docks | 14 | 16 |
| Revenue Receipts and Expenditure | 14 | 16 | Hotels | 15 | 17 |
| Situation and Length of Quay | VI | 22 | Collection and Delivery of Parcels and Goods | 16 | 17 |
| ELECTRIC POWER AND LIGHT :— | | | Electric Power Stations | 18 | 17 |
| Capital Expenditure on Power Stations, &c. | 4-5 | 6-7 | RATES TRIBUNAL EXPENSES | 10 | 11 |
| Cost of Generation and Distribution | 18 | 17 | REFRESHMENT ROOMS AND CARS :— | | |
| Number of Units supplied | 18 | 17 | Revenue Receipts and Expenditure (see HOTELS). | | |
| ELECTRIC MOTOR VEHICLES :— | | | RENEWAL FUNDS | 19 | 18 |
| Number and Seating Accommodation | II (B) | 21 | RENTS PAID | 8 | 9 |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 23 | RENTS RECEIVED :— | | |
| Mileage | XII | 23 | Houses and Lands | 8 | 9 |
| ENGINE MILEAGE | XII | 23 | Hotels | 8 | 9 |
| GARAGES, STABLES, &c. | 4-6 | 6-8 | Canals | 13 | 16 |
| GENERAL CHARGES | 10 (E) | 13 | Docks, Harbours and Wharves | 14 | 16 |
| GOVERNMENT DUTY | 10 | 11 | Other Rents, including Lump-sum Tolls | 8 | 9 |
| GRANTS UNDER DEVELOPMENT ACT, 1929 | 8 | 9 | RESERVE FUND | 19 | 18 |
| HARBOURS (see DOCKS). | | | REVENUE RECEIPTS AND EXPENDITURE :— | | |
| HORSES :— | | | Railway | 10 | 11 |
| FOR ROAD VEHICLES :— | | | Road Transport | 11 | 16 |
| Number | III | 21 | Steamboats | 12 | 16 |
| Cost of Maintenance :— | | | Canals | 13 | 16 |
| For Collection and Delivery | 16 | 17 | Docks, Harbours and Wharves | 14 | 16 |
| For Road Transport | 11 | 16 | Hotels, Refreshment Rooms and Cars | 15 | 17 |
| FOR SHUNTING :— | | | Collection and Delivery of Parcels and Goods | 16 | 17 |
| Number | III | 21 | Other separate Businesses | 17 | 17 |
| HOTELS :— | | | Jointly owned and jointly leased lines | 8 (J) | 14-15 |
| Capital Expenditure | 4-6 | 6-8 | Miscellaneous Receipts (Net) | 8 | 9 |
| Revenue Receipts and Expenditure | 15 | 17 | Summary | 8 | 9 |
| Rents received from | 8 | 9 | ROAD TRANSPORT :— | | |
| Name and Situation | VII | 22 | Revenue Receipts and Expenditure | 11 | 16 |
| HOUSES (see LAND, PROPERTY, &c.). | | | ROAD VEHICLES :— | | |
| INTEREST PAID | 8-9 | 9-10 | Capital Expenditure | 4-6 | 6-8 |
| INTEREST RECEIVED | 8 | 9 | Cost of Maintenance :— | | |
| INTERIM DIVIDENDS PAID | 9 (a) | 10 | For Collection and Delivery | 16 | 17 |
| JOINT LINES :— | | | For Road Transport | 11 | 16 |
| Capital Expenditure | 4-6 | 6-8 | Number | III | 21 |
| Revenue Receipts and Expenditure | 8 (J) | 14-15 | ROLLING STOCK :— | | |
| LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS :— | | | Capital Expenditure | 4-6 | 6-8 |
| Capital Expenditure | 4-5 | 6-7 | Maintenance Expenditure | 10 (B) | 12 |
| Rents Received | 8 | 9 | Receipts and Expenditure for Mileage, Demurrage, and Hire | 10 (H) | 13 |
| Acreage of Land and Number of Houses | VIII | 22 | Numbers and Descriptions | II | 21 |
| LAW CHARGES | 10 | 11 | Numbers renewed, Numbers repaired and Numbers under or awaiting repair | XI | 23 |
| LEASED LINES :— | | | Mileage of Engines and Trains | XII | 23 |
| Capital Expenditure | 4-6 | 6-8 | RUNNING POWERS :— | | |
| Rent and Guaranteed Interest | 8 | 9 | Receipts and Payments in respect of | 10 (G) | 13 |
| Mileage | I | 19-20 | Mileage of Lines over which exercised | I (C) | 20 |
| LICENCE DUTY :— | | | SERVICE ROLLING STOCK | II (E) | 21 |
| Road Transport Vehicles | 11 | 16 | STEAMBOATS :— | | |
| Hotels, &c. | 15 | 17 | Capital Expenditure | 4-6 | 6-8 |
| Collection and Delivery Vehicles | 16 | 17 | Revenue Receipts and Expenditure | 12 | 16 |
| LOCOMOTIVES :— | | | Date of Construction, Indicated Horse Power and Registered Tonnage | IV | 22 |
| Maintenance Expenditure | 10 (B) | 12 | SUBSCRIPTIONS TO OTHER UNDERTAKINGS :— | | |
| Running Expenses | 10 (C) | 13 | Amount and Nature of Security or Investment | 4 (a)-6 | 6-8 |
| Number and Description | II (A) | 21 | Interest and Dividends | 8 | 9 |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 23 | SUMMARY OF FINANCIAL RESULTS | XVI | 25 |
| Mileage | XII | 23 | TRAFFIC EXPENSES | 10 (D) | 13 |
| MAINTENANCE :— | | | TRAFFIC RECEIPTS, ETC. :— | | |
| Of Way and Works | 10 (A) | 12 | Railway | 10 | 11 |
| Quantities of principal Materials used | X | 22 | Receipts and Payments in respect of Running Powers | 10 (G) | 13 |
| Miles maintained | X | 22 | Passengers carried and average Fare | XIII | 24 |
| Length of Track renewed | X | 22 | Passengers originating on the Company's System | XIII | 24 |
| Of Rolling Stock | 10 (B) | 12 | Goods carried and average Receipt per ton | XIV | 24 |
| Numbers renewed, Numbers repaired, and Numbers under or awaiting repair | XI | 23 | Goods originating on the Company's System | XIV | 24 |
| Of Horses, Horse Vehicles, and Motor Vehicles | 11, 16 | 16, 17 | Principal classes of Merchandise and Minerals Traffic originating on the Company's System | XV (a) | 24 |
| Buildings for Road Transport and Collection and Delivery | 11, 16 | 16, 17 | Live Stock Traffic originating on the Company's system | XV (b) | 24 |
| Steamboats | 12 | 16 | Joint Lines | 8 (J) | 14-15 |
| Canals | 13 | 16 | Steamboats | 12 | 16 |
| Docks, Harbours and Wharves | 14 | 16 | TRAIN MILEAGE | XII | 23 |
| Hotels, Refreshment Rooms, &c. | 15 | 17 | WAGONS :— | | |
| Electric Power Stations, &c. | 18 | 17 | Maintenance Expenditure | 10 (B) | 12 |
| MANUFACTURING AND REPAIRING WORKS AND PLANT :— | | | Mileage, Demurrage and Hire | 10 (H) | 13 |
| Capital Expenditure | 4-6 | 6-8 | Number and Description | II (D) | 21 |
| Maintenance of Workshops | 10 (A) | 12 | Number renewed, Number repaired, and Number under or awaiting repair | XI | 23 |

MAP OF THE LONDON AND NORTH EASTERN RAILWAY SYSTEM

REFERENCE

- LINES OWNED BY THE COMPANY.....
- LINES PARTLY OWNED.....
- LINES LEASED OR WORKED BY THE COMPANY.....
- LINES LEASED OR WORKED JOINTLY.....
- LINES OVER WHICH THE COMPANY EXERCISES
RUNNING POWERS CONTINUOUSLY.....



Page.
13
23
19-20
11
9
10
11
10
12
21
23
23
6-8
11
19-20
11
11
16
16
16
17
17
11
16
16
16
17
17
17
11
18
9
9
9
16
16
16
17
17
17
14-15
9
9
16
6-8
17
16
21
6-8
12
13
21
23
23
13
20
21
6-8
16
22
6-8
9
25
13
11
13
24
24
24
24
24
14-15
16
23
12
13
21
23

FEBRUARY, 1931.

LONDON AND NORTH EASTERN
RAILWAY COMPANY.

REPORT OF THE DIRECTORS
AND
FINANCIAL ACCOUNTS AND
STATISTICAL RETURNS

FOR YEAR ENDED
31st December, 1930.

[COPY OF ADVERTISEMENT.]
LONDON AND NORTH EASTERN RAILWAY
COMPANY.

NOTICE is hereby given that the Eighth Ordinary General Meeting of the Proprietors of the London and North Eastern Railway Company will be held in the Wharfedale Rooms, Hotel Great Central, Marylebone, London, N.W.1, on Friday, the 6th day of March, 1931, at 11.30 a.m., for the purpose of the General Business of the Company.

NOTICE is also hereby given that the undermentioned Proprietors of the Company have given notice of their intention to move at this Meeting the respective Resolutions following, viz. :—

Mr. WILLIAM WHITEHEAD, Chairman of the Company.

(1) "That the number of Directors shall be reduced from 26 to 24 such reduction to take effect at a date to be fixed by the Directors and to be a date not later than the date of the Annual Meeting of the Proprietors of the Company in 1932 and accordingly to be further reduced to 22 from last reduction to take effect at a date also to be fixed by the Directors and to be a date not later than the date of the Annual Meeting in 1933."
(2) "That the amount of £25,000 voted under the Resolution of the Proprietors of 22nd February, 1923, for remuneration of the Directors shall, as from 1st January, 1931, be reduced to £21,000."

Mr. WALTER SPYER.

(1) "That the number of Directors be reduced from 26 to the Statutory Minimum of sixteen."
(2) "That the Resolution passed by the Proprietors on the 22nd day of February, 1923, fixing the Remuneration of the Directors at the sum of £25,000 with reasonable personal expenses incurred in attending the Meetings of the Board and the Committees be rescinded and that in lieu thereof the following Resolution be passed, viz. :—
"That the Remuneration of the Directors be fixed at the sum of £16,000 to be divided amongst the respective Directors at the discretion of the Board."

Mr. BEN IVINSON.

"That power be sought by the Company in the next ensuing Session of Parliament to amend Section 38 of the North Eastern, Eastern and East Scottish Group Amalgamation Scheme 1922 so that the minimum number of Directors mentioned in that Section be reduced from sixteen to six."

NOTICE is also hereby given that in accordance with the Standing Orders of Parliament a Special or Extraordinary General Meeting of the Proprietors of the Company will be held at the same place, on the same day, at 12.30 p.m. or as soon thereafter as the business of the Ordinary General Meeting is concluded, for the purpose of considering, and if thought fit, of approving, the following Bill which has been introduced into Parliament, intitled :—

"A Bill to empower the London & North Eastern Railway Company to construct new Railways, Widening and other Works, and to acquire Lands, and for other purposes."

Dated this 18th day of February, 1931.

By Order,

JAMES McLAREN, Secretary.

Marylebone Station,
London, N.W.1.

LONDON AND NORTH EASTERN RAILWAY COMPANY.

DIRECTORS.

WILLIAM WHITELOW, Esq., Hatton House, Kirknewton, Midlothian (CHAIRMAN).

THE RT. HON. LORD FARINGDON, C.H., 18, Arlington Street, S.W. 1 (DEPUTY-CHAIRMAN).

LIEUT.-COL. THE RT. HON. LORD AILWYN, D.S.O., M.C.,
Honingham, Norfolk.

HUBERT THOMAS BAILEY, Esq., 29, Prince's Gate Court, Kensington,
S.W.7.

SIR CHARLES COUPAR BARRIE, K.B.E., 50, Parliament Street,
Whitehall, S.W.1.

THE HON. RUPERT EVELYN BECKETT, 34, Grosvenor Street, W.1.

SIR HUGH BELL, BART., C.B., Mount Grace Priory, near Northallerton.

A. HAROLD BIBBY, Esq., D.S.O., 26, Chapel Street, Liverpool.

OLIVER ROBERT HAWKE BURY, Esq., 43, Threadneedle Street, E.C.2.

THE HON. ERIC B. BUTLER-HENDERSON, Winwick Manor, Rugby.

MAJOR WILLIAM HENTON CARVER, M.P., The Croft, North Cave,
East Yorkshire.

WALTER B. GAIR, Esq., Kestrel Grove, Bushey Heath, Herts.

ALEXANDER REITH GRAY, Esq., Upper Quay, Aberdeen.

THE RT. HON. VISCOUNT GREY OF FALLODON, K.G.,
Falloodon, Christon Bank, Northumberland.

THE MOST HON. THE MARQUESS OF LONDONDERRY, K.G., P.C.,
M.V.O., Wynyard Park, Stockton-on-Tees.

RONALD W. MATTHEWS, Esq., Aston Hall, near Sheffield.

ANDREW K. MCCOSH, Esq., Rochsoles, Airdrie.

LIEUT.-COL. THE HON. ARTHUR CECIL MURRAY, C.M.G., D.S.O.,
Elibank, Walkerburn, Peeblesshire.

SIR CHRISTOPHER THOMAS NEEDHAM, Fair Oak, West Didsbury,
Lancashire.

SIR JOHN H. B. NOBLE, BART., Ardkinglas, Inveraray, Argyllshire.

CLARENCE D. SMITH, Esq., Loughbrow, Hexham, Northumberland.

FREDERICK LIDDELL STEEL, Esq., Ranton Abbey, Stafford.

COLONEL CHARLES W. TROTTER, C.B., Barton Hartshorne,
Buckingham.

WALTER KENNEDY WHIGHAM, Esq., 8, Crosby Square, E.C.3.

SIR MURROUGH JOHN WILSON, K.B.E., Cliffe Hall, via Pierce-
bridge, S.O., Co. Durham.

No. 8.

FEBRUARY, 1931.

REPORT OF THE DIRECTORS

To be submitted to the Proprietors at the Ordinary General Meeting to be held in the Wharncliffe Rooms at the Hotel Great Central, Marylebone, London, N.W. 1, on Friday, the 6th day of March, 1931, at **11.30 a.m.**

1. The Financial Accounts and Statistical Returns for the year ended 31st December, 1930, have been prepared in the form prescribed by the Railway Companies (Accounts and Returns) Act, 1911, as modified under Order of the Minister of Transport, dated 27th December, 1928. For reasons of economy, however, only a limited number of the Accounts and Returns with the full details have been printed. An abridged form is being circulated to the Proprietors summarising the results of working the railway and the ancillary businesses of the Company, together with statistical data. A full copy of the Accounts will be supplied on application to the Secretary.

2. The Receipts on Capital Account for the year amounted to £1,992,087, and the Expenditure to £2,835,971.

Capital Expenditure for the current year is estimated at £2,427,000, mainly in respect of improved accommodation at Passenger and Goods Stations and in Marshalling Yards and Sidings, and for widenings of and additions to existing lines and electrification of the Manchester South Junction and Altrincham Railway.

3. The Net Revenue for the year, £11,168,750, together with the balance brought forward from last year, £81,302, profit on realisation of investments of £122,567, and the appropriation of £100,000 from General Reserve amounted to £11,472,619.

4. After providing for all Fixed Charges, and the payment in full of all the Guaranteed and Preference Stocks, there remains a balance of £185,949 which will permit of a dividend of one quarter of one per cent. on the 5 per cent. Preferred Ordinary Stock, leaving a balance of £80,047 to be carried forward.

The Directors propose that the Dividends shall be payable by warrant on the 12th March next, and that warrants shall be posted on the 11th March.

5. Three years ago the Directors were advised that the Fire Insurance Fund was too small in view of the risks attaching to the Company's property. They accordingly resolved to place the insurance of the greater part of the property, including all the larger risks, with Insurance Companies, and time has proved the wisdom of this decision.

They are now advised that a Fund of £500,000 is ample in respect of the risks which are still held by the Company, and they have therefore transferred £602,049 from the Fire Insurance Fund to the General Reserve Fund, raising it to £1,592,620.

6. The Directors have to record that the arrangements which were made in October and November, 1929, with the various organisations representative of the Company's staff, terminated on the 12th November, 1930. New proposals made by the Company and these organisations are now before the National Wages Board.

7. As foreshadowed in the last Annual Report, the Company has now entered into working agreements with fifteen important omnibus undertakings operating in the Company's territory and in which it has acquired a financial interest.

8. Satisfactory progress has been made in the development of improved facilities taken in hand as a result of the remission of Passenger Duty granted under the Finance Act of 1929.

9. Negotiations with the Treasury under the terms of the Development (Loan Guarantees and Grants) Act, 1929 have led to the Company undertaking the construction of new works to the value of £2,146,639, upon which grants of interest varying in amount have been made by the Treasury. Other works amounting to £484,900 are at the present time under the consideration of the Committee appointed to deal with these applications.

10. Work has commenced upon the construction of the new Fish Dock at Grimsby, authorised by the Grimsby Corporation Act, 1929. The Contract for the construction of the Dock has been let to Sir Lindsay Parkinson & Co. Ltd., and the first sod was cut by Lord Faringdon on the 5th November, 1930.

11. The new Steamers "PRAGUE" and "AMSTERDAM" were placed in the Harwich Continental Service on 1st March, 1930, and 26th April, 1930, respectively. The s.s. "ROULERS" was withdrawn from the Service on 6th March, 1930, and subsequently sold.

An order has been placed for a new paddle Steamer to be named the "JEANIE DEANS" for service on the Firth of Clyde to supplement the present Fleet.

12. In accordance with the provisions of the Railways Act, 1921 the Railway Rates Tribunal reviewed in May, 1930, the results of Railway working for the year 1929, when evidence as to future prospects for traffic was given, both by the Railway Companies and by Traders Associations. The Tribunal expressed the view that no modification of the present charges would enable the Railway Companies to earn their respective Standard Revenues, and therefore confirmed the operation of our present rates and charges for a further year.

13. The operation of the first year to 30th September, 1930 of the Railway Freight Rebates Scheme was reviewed by the Railway Rates Tribunal in November, 1930. The Tribunal, after considering the various estimates and other matters before them, increased the rebate on Agricultural Traffics from 10 per cent. to 12½ per cent., on Coal, Coke and Patent Fuel for export from 25 per cent. to 27½ per cent., and on other Selected Traffics from 10 per cent. to 15 per cent.

14. In the last Session of Parliament the London Electric Railway Company deposited a Bill providing for an extension of the Piccadilly Tube northwards from Finsbury Park to Cockfosters, a distance of about 7½ miles. The extension lies for the most part in territory served by the Company's Great Northern Section, and will be in direct competition with the suburban system of the Company. In view of the extent to which the Company's revenue would be affected, the Bill was opposed by the Company in Parliament, but the opposition was unsuccessful, and the Bill received the Royal Assent on 4th June, 1930.

15. The Bills promoted by the Company in the last Session of Parliament for general powers in connection with their undertaking, for the levying of adequate charges at the Company's Docks in England and authorising the sale by the Company of their Queen's Dock at Hull to the Hull Corporation, have received the Royal Assent.

16. The provisions relating to general powers in connection with the Company's undertaking in Scotland which were contained in the Provisional Order promoted by the Company have also received the Royal Assent.

17. The powers proposed by the Provisional Order with respect to the charges to be levied at the Company's Docks in Scotland were disallowed but an Order has since been made by the Minister of Transport, under his statutory powers, whereby the existing charges at those Docks are continued until the 31st December next and the future position is receiving the consideration of your Directors.

18. A Bill has been introduced into Parliament in the present Session to confer various general powers upon the Company in connection with their undertaking.

19. A number of Bills and Orders affecting the interests of the Company have been deposited and these are receiving the consideration of your Directors.

20. The Directors deeply regret to have to announce the death on 28th January of Colonel William Johnson Galloway, one of their colleagues. Colonel Galloway joined the Board of the Great Eastern Railway in 1903, and rendered valuable service to that Company, and to the London & North Eastern Company, especially in connection with the Steamships Department.

21. The Directors also report that Colonel Charles W. Trotter, C.B., has decided on account of his health not to seek re-election. Colonel Trotter was previously Chairman of the Hull & Barnsley Railway Company, and has been a Railway Director since 1908; since October, 1924, he has acted as Chairman of the Property Committee and has rendered conspicuous service in that and other capacities.

22. The undermentioned Directors will retire by rotation at the forthcoming Annual General Meeting, and being eligible, offer themselves for re-election, viz. :—

WILLIAM WHITELAW, ESQ.
THE HON. E. B. BUTLER-HENDERSON.
WALTER B. GAIR, ESQ.
THE RT. HON. VISCOUNT GREY OF
FALLODON, K.G.

THE MOST HON. THE MARQUESS OF
LONDONDERRY, K.G., P.C., M.V.O.
RONALD W. MATTHEWS, ESQ.
ANDREW K. MCCOSH, ESQ.

23. Notice has been given by the undermentioned Proprietors of the Company of their intention to move the respective Resolutions following :—

MR. WILLIAM WHITELAW.

(1) That the number of Directors shall be reduced from 26 to 24 such reduction to take effect at a date to be fixed by the Directors and to be a date not later than the date of the Annual Meeting of the Proprietors of the Company in 1932 and subsequently to be further reduced to 22 such last reduction to take effect at a date also to be fixed by the Directors and to be a date not later than the date of the Annual Meeting in 1933.

(2) That the amount of £25,000 voted under the Resolution of the Proprietors of 22nd February, 1923, for remuneration of the Directors shall, as from 1st January, 1931, be reduced to £21,000.

MR. WALTER SPYER.

(1) That the number of Directors be reduced from 26 to the Statutory minimum of 16.

(2) That the Resolution passed by the Proprietors on the 22nd day of February, 1923, fixing the Remuneration of the Directors at the sum of £25,000 with reasonable personal expenses incurred in attending the Meetings of the Board and the Committees be rescinded and that in lieu thereof the following resolution be passed, viz. :—

That the Remuneration of the Directors be fixed at the sum of £16,000 to be divided amongst the respective Directors at the discretion of the Board.

MR. BEN IVINSON.

(1) That the London & North Eastern Railway Company should re-consider the general policy with regard to the manufacture of their Standard Locomotives and Rolling Stock.

(2) That powers be sought by the Company in the next ensuing Session of Parliament to amend Section 38 of the North Eastern, Eastern, and East Scottish Group Amalgamation Scheme, 1922, so that the minimum number of Directors mentioned in that Section be reduced from sixteen to six.

24. The Directors much regret to have to report the death of Mr. John Kenneth Foster, a member of the Audit Committee. The Directors recommend that Mr. Harry George Younger of Kittoes, Bishopsteignton, South Devon, be appointed to fill the vacancy.

25. Sir Gilbert F. Garnsey, K.B.E., F.C.A., one of the Auditors, will retire, and being eligible, offers himself for re-election. The recommendation of the Audit Committee is appended hereto.

MARYLEBONE

20th February, 1931.

By Order of the Board,

WILLIAM WHITELAW,
Chairman.

REPORT OF THE PROCEEDINGS OF THE AUDIT COMMITTEE.

At the Meeting of the Audit Committee of the London and North Eastern Railway Company, held at Liverpool Street Station, London, E.C.2, on the 11th February, 1931.

It was resolved :—

To recommend to the Proprietors at the Annual General Meeting to be held on the 6th March, 1931, that Sir Gilbert F. Garnsey, K.B.E., F.C.A., be re-elected an Auditor of the Company.

LANSDOWNE,
Chairman.

LONDON AND NORTH EASTERN RAILWAY.

REVIEW OF THE COMPANY'S BUSINESS DURING 1930.

In accordance with the decision intimated to and approved by the Annual Meeting of Stockholders last year a Summary of the Report, Statement of Accounts and Returns is being issued to the Stockholders; a copy of the full statement will be sent to any Stockholder who applies to the Secretary for it. Along with this Summary the Directors have decided by way of experiment to issue a Review of the Company's business during the past year; it is thought that in this way the convenience of Stockholders may be met and the proceedings at the Annual Meeting simplified and facilitated; the continuance of such a Review will depend upon the experience gained this year.

Our Capital Expenditure during the year has amounted to £2,835,971, after crediting the account with sums in respect of displacements, sales of property, etc.

New Capital has been issued to the nominal amount of £3,000,000 by the issue of 4½ per cent. Sinking Fund Debenture Stock; it will be required mainly for works undertaken in accordance with the arrangement under which the Company have been relieved from the payment of Passenger Duty and for Works under the Development Act, to which reference was made in the Chairman's speech a year ago.

It is believed that the rebated Passenger Duty, the Government grants under the Development (Loan Guarantees and Grants) Act, 1929, and the net earnings from the new works, will provide sufficient revenue to cover the interest on the new Debenture Stock and upon such further Stock as may be issued in connection with other works under the Development Act, so that no additional burden will have to be borne by the Company, while the facilities provided should make for more economical working in congested areas of the Company's system.

The borrowing powers granted under the Act of 1930, against which the issue above referred to was made, had not behind them the usual proportions of Ordinary and/or Preference Share Capital, and the Directors in attaching a Sinking Fund to the recent issue, provide for the redemption of the Stock, which will ultimately restore the old proportion of borrowing powers to Share Capital and accrue to the ultimate benefit of such Share Capital.

The Bill promoted by the Company in the last Session of Parliament was under Standing Orders divided into two Bills, Numbers 1 and 2, which both duly received the Royal Assent. Bill No. 1 conferred on the Company general and financial powers in connection with their undertaking. Bill No. 2 contained among other matters a Clause designed to establish stabilisation of the Company's dock charges in England (subject to machinery for necessary revision from time to time), and thus to avoid the necessity of the Company having to apply annually to the Minister of Transport for an Order authorising the continuance of the existing level of their charges, a course which necessarily involved the Company in heavy and recurring expense. The Clause, despite considerable opposition in both Committee stages, was sanctioned and passed into law. It is hoped that the stabilisation resulting therefrom will be of benefit both to the Company and to the traders using the docks in England.

Similar powers were sought by way of provisional order in regard to the Company's docks in Scotland, but these powers were not granted. It is therefore still necessary for the Company to make an annual application to the Minister, which involves an inquiry before the Rates Advisory Committee, in order to continue their existing level of charges. This was last done in November, 1930, when the present charges were authorised for a further period of one year as from 1st January, 1931.

Bill No. 2 also asked authority for the sale by the Company of their Queen's Dock at Hull to the Hull Corporation, and although this proposal was strongly opposed by certain river craft and other local interests when the Bill was in Committee, the necessary sanction for the sale was granted.

During the first twelve weeks of the past year the traffic carried was not unsatisfactory. The number of passengers originating on the Company's system, excluding season ticket holders, shewed an increase of nearly three millions, while Freight tonnage had increased by 848,000 tons. By the end of the following twelve weeks the carryings of all classes of traffic had suddenly fallen away to an alarming degree, and almost without exception very serious decreases of receipts took place in every week to the end of the year. In the result, passenger journeys have shewn a decrease for the whole year of seven-and-a-half millions, merchandise and minerals of about four-and-a-half million tons, and coal and coke of over six million tons. The total passenger train receipts have fallen by £729,000 and Freight and Live Stock, etc., receipts by £2,441,000.

The extent to which our losses of traffic are due to the general condition of trade, especially in the heavy industries, will be realised by consideration of the position of the Shipbuilding, Iron, Steel and Coal industries during and at the end of last year.

The year 1930 has been a most trying one for the Shipbuilding Industry. The ordering of general cargo boats ceased, generally speaking, nearly twelve months ago, but the completion of large orders for Oil Tank Vessels kept some yards fairly busy and mitigated in some degree the effects of what would otherwise have been a most depressing year. The prospects for the current year are not hopeful, although the construction of a new vessel for the Cunard Line on the Clyde will give substantial employment in that district for probably two years.

On the North East Coast from Blyth to the Tees the number of vessels under construction at the end of the year was 33, compared with 95 a year ago.

The number of Iron Furnaces in blast in the United Kingdom at 31st December last was only 76 as compared with 162 in 1929, and the production of Pig Iron during the year 1930 shewed a decrease of over 1,390,000 tons, or 16 per cent., although there had been an increase of 248,000 tons or nearly 15 per cent. during the first quarter.

The production of Steel in the United Kingdom during the year 1930 decreased by 2,337,000 tons, or 24 per cent., the decrease having almost wholly occurred after the end of the first quarter. The exports of Iron and Steel for the year shewed a decrease of 1,220,000 tons, or 28 per cent.

We turn from this depressing record with pleasure to a few industries which have enjoyed some measure of prosperity. The tonnage and receipts in connection with the Fish Traffic at Hull have continued to increase and there seems to be good prospect of development. The traffic for last year was 16,000 tons heavier than in 1929, and 30,000 tons heavier than in 1928, and the receipts £53,000 more than in 1929, and £84,000 more than in 1928.

At Grimsby also the year was a successful one for the fishing industry; the tonnage landed amounted to 211,300 tons, being an increase over the previous year of more than 14,000 tons, or 7 per cent. We carried 13,500 tons more by rail and our receipts shewed an improvement of nearly £32,000.

Several years ago we spent a considerable sum of money on extending the accommodation for our fruit and flower traffic from Wisbech and the adjoining district, and in improving the organisation for handling the traffic. In 1928 this traffic amounted to 30,300 tons, yielding a revenue of £77,200. In 1929 these amounts rose to 35,000 tons and £82,000. During last year we carried 49,700 tons, whilst the receipts reached £105,000.

This is a valuable traffic, much of the fruit being conveyed over a long distance. We are able to deliver at most of the markets on the morning after dispatch, and by special arrangements when required we provide an Express Goods Service from the Wisbech area, leaving at midday and arriving at Edinburgh, Glasgow and Dundee early the following morning.

The Sugar Beet Traffic has been exceptionally good; we have carried in our Southern Area nearly a million-and-a-half tons of Beet during the year, compared with 894,000 tons in 1929 and 652,000 tons in 1928. The other traffics involved in the Beet industry are Coal, Limestone, Sugar, Pulp, Molasses, and Miscellaneous items. These, as far as the season's figures are complete, amounted to 546,000 tons.

The land under Beet in England and Wales in 1927 was 230,000 acres, which had extended last year to 347,000 acres. This constitutes a record since the starting of the industry. The traffic has been worked almost without complaint as to station accommodation and wagon supply, and at all times during the season the Company's rate of delivery has been greater than the capacity of any of the Factories to receive.

As soon as it became apparent that the great changes in the industrial situation which began towards the end of March were likely to last throughout the year, steps were taken to make drastic reductions in expenditure although the restoration of the 2½ per cent. cut in fees, salaries and wages on May 13th had rendered the task one of exceptional difficulty. A system of rationing each department, with insistence on the necessary reductions in the staff being made in accordance therewith, was adopted, and the Directors desire to acknowledge the zeal with which the Officers of the Company accomplished this task, the assistance which was rendered by the Trade Unions and the patience with which the whole staff accepted decisions, which they recognised as inevitable.

During the last nine months of the year Passenger Train Mileage was reduced by over half a million miles as compared with the corresponding period of 1929. The corresponding comparison for Freight Train Mileage shows a reduction of nearly two million miles and the total Engine Mileage, which includes shunting, assisting, light and other mileage, declined by well over five-and-a-half million miles.

As a result of this campaign of economy the expenditure on Railway working in the second half of the year has been reduced by £1,606,474.

We have made a marked advance in the equipment of our locomotive works with the most up-to-date machinery; the first cost is high, but we are earning a very good return by the annual savings which we make. There is no department of our undertaking in which it is more important to have the utmost efficiency than in the building and repairing works for locomotives, carriages and wagons. The great reduction which we have been able recently to make in the period required for the repair of our engines has enabled us to reduce the number of our locomotives by 62 during the year, and 108 during the last two years.

Another problem which has been and is under the consideration of the Officers is the provision of suitable water supplies.

The life of a locomotive boiler in Scotland is about twice as long as the life of a boiler in England on account of the good water supply, and there seems good reason to believe that we can secure important savings by the adequate provision of water-softening plants. The fullest efficiency of our engines cannot be secured so long as we have to use supplies of unsatisfactory water.

With a view to increasing the factor of safety and to facilitating traffic movement, the policy of steadily equipping our lines with the refinements of modern signalling apparatus is being actively pursued. At the end of 1930 we had about 800 miles of line track-circuited, and the figure is growing monthly. The protection afforded by track circuits is, in conjunction with the introduction of power operated points, enabling us to effect reductions in the number of signal boxes.

In order to modernise the method of cleaning passenger carriages and at the same time reduce the cost of the work, the Company has provided mechanical washing plants at nine busy centres—three in each area.

The plants permit of a considerable increase in the number of carriages washed each day and will, it is estimated, effect a saving of approximately £10,000 per annum.

The Company have also realised that economies in coaling costs could be effected through the reorganisation of Locomotive Depots and the provision of mechanical coaling plants. At ten places where coaling plants are already in use, the results are satisfactory and in view of these successful experiments, sanction has been given for the erection of similar machinery at 21 other depots. When the whole of these schemes have been carried out it is anticipated that a substantial annual saving will be made.

The arrangements which were made with the Railway Trade Unions in October and November, 1929, provided that the temporary deduction of 2½ per cent. from fees, salaries and wages should continue until 12th May, 1930, and that neither side would call for a revision of rates of pay or conditions of service before 12th November, 1930. Immediately thereafter the Company approached the organisations concerned with proposals for a reduction of salaries and wages, and for a modification of conditions of service. The proposals were not accepted by the organisations, and the Company have now submitted them to the National Wages Board. The various organisations have at the same time submitted to the Company proposals for an increase in salaries and wages, together with certain alterations in the conditions of service. These have been rejected by the Company, and have been submitted to the National Wages Board by the organisations concerned.

The whole of the applications are at present under the consideration of the National Wages Board.

Our Steamboats Account shows a reduced profit. In consequence of the general depression in trade, cargoes by our Humber and Harwich services—except the Hook of Holland service, which shows some improvement—have decreased. Passenger traffic, however, through Grimsby and in a greater degree by the Harwich services, has shown encouraging results.

In April last the third of the three new ships for the Hook of Holland service was put into commission, and it is satisfactory to be able to state that these vessels have fulfilled all expectations. They have been much appreciated, both by business men and tourists; and although towards the end of the year there was some tendency for business travel to fall away, the number of tourists attracted by these vessels more than counter-balanced this, and we had a satisfactory increase in numbers over the year.

The Harwich-Antwerp service also shows, thanks partly to the Antwerp Exhibition, a substantial increase in numbers.

Last summer, the steamships "Archangel" and "St. Denis," which were previously employed on the Hook of Holland service, were utilised to run a daily service between Harwich and Zeebrugge. In previous years we had run a thrice-weekly summer service with an older vessel. Full advantage was taken of the new service by holiday-makers on the Belgian Coast, and the results may be considered satisfactory, the number of passengers carried being nearly double the number in 1929. The joint service run by the L.M.S. Railway and ourselves between Hull and Zeebrugge was also well patronised considering the poor state of trade in the North of England.

At both Grimsby and Harwich there was an increase of 13 per cent. in the numbers of passengers carried by the whole of our steamboats as compared with the previous year.

Our Hotel Department suffers to much the same degree as our passenger traffic from times of bad trade. Our experience has been that our customers have been fewer and at the same time have limited their expenditure in every possible way. Our net receipts have also been reduced by our having spent considerable sums in fitting bedrooms with running water, increasing bathroom accommodation and generally meeting the demand of the public of to-day for greater convenience and comfort. We are continuing this policy during the current year, believing as we do that in our Hotel accommodation and service as well as in the comfort and punctuality of our trains, it is essential that we should always be in line with the reasonable demands of the travelling public.

Our decision to seek co-operation with established Road Transport Companies has been fully justified. The consequence of Parliament having refused to give full road powers to the Railway Companies until 1928 has been that we have had to pay in some cases heavily for our participation in the business, but there is no doubt that the policy adopted has proved much more successful than would have been the case if we had taken the alternative of establishing ourselves on the roads in competition with existing Road Transport Companies.

We have invested in these Associated Road Transport Companies £2,180,111. On this amount, some of which was invested for a part of the year only, we have received a return at the rate of approximately 6½ per cent. per annum.

In consequence of and as part of our road policy we have been able to save during the year £35,000 by the withdrawal of unremunerative passenger trains on branch lines and the closing of intermediate stations to passenger traffic; in these districts provision of road services have been made to meet the public convenience.

Gratifying progress has been made in effecting in other ways the co-ordination of road and rail traffic. Contact between rail and road services has been established at a large number of stations throughout the system. Norwich (Thorpe) and York are examples of this development. In the former instance omnibus services of the United Automobile Services, Ltd., operating from Norwich, are centralised on the railway station and use made of the forecourt for picking up and setting down passengers. Covered accommodation is being provided by the United Company at the departure point of the omnibus services, and passengers have the use of the railway waiting room, refreshment and cloakroom accommodation. In the case of York a number of services of Associated Road Companies, including services operated in the area of the York and Scarborough branch, from which the stopping passenger train service has been withdrawn, have been adjusted so as to terminate or make contact at the railway station.

On many routes rail and omnibus tickets have been made interavailable for return by either service, as, for example, between Edinburgh and Glasgow, Scarborough and Whitby, and Peterborough and Spalding. In the case of services between London and a number of East Anglian Coast resorts passengers holding omnibus tickets are allowed to perform their return journey by rail on payment of a supplemental fee. The number of passengers who have already taken advantage of these facilities up to 31st December, 1930, is approximately 145,000, with a credit due to the railway company on balance of £2,800.

Arrangements have been introduced for the exchange between the Railway Company and the Road Companies of advertising literature and publications, including time tables. Summarised tables of train arrival and departure times at the more important stations have been included in omnibus time tables, and reference to the Associated Companies is made in railway time tables.

A very valuable feature of our Road policy has been our close association with the London Midland & Scottish Railway Company in all that has been done; we have avoided all competition with each other and have conferred and agreed upon every step which has been taken; but for this close co-operation it would not have been possible to inaugurate so successfully our participation in this modern method of transport.

The only reference to the Report of the Royal Commission on Transport which seems to be called for is in connection with the speed of trains. This Report criticises the Companies in respect of their failure to increase the speed at which trains are hauled, as compared with the speeds of thirty and more years ago, but no reference is made to the weight of trains then and now, or to the increased number of trains, which naturally affects the ability to provide free roads for express services.

The "Flying Scotsman" non-stop run between London and Edinburgh during the summer months is referred to as a case in point. The reasons for not increasing the speed of this train were set forth in detail in the Chairman's speech in March, 1929, and what was stated then remains true to-day.

The locomotives of to-day have improved enormously on those of thirty years ago, but their improvement has been directed to and used for the hauling of very much heavier trains, thus saving wages, coal and other stores, reducing the occupation of the line, and securing a very high degree of punctuality; all these things have been done with a view to the legitimate interests of the Stockholders as well as to the convenience of the travelling public, and there is fortunately no intention on our part or, we believe, on the part of any Company in competition with us to commence a policy of racing between common points to the great detriment of both the comfort and safety of our passengers.

In view of the frequent representations which have been made to the Board as to the number of Directors they have again had this matter under their consideration. Having regard to the extent of the territory over which the Company operate, to the desirability of having important trades and different localities represented on the Board and to the amount of daily routine work which has to be performed by the Directors of this Company, the present number of twenty-six Directors is not excessive. Nevertheless the Board have decided to agree to some reduction and at the Annual Meeting they will submit a Motion, of which notice has been given in the advertisement calling the Meeting, under which a reduction of the Board to twenty-four by the date of the next Annual Meeting and to twenty-two by the date of the Annual Meeting in 1933, will be made. This motion will further propose that the amount voted by the Stockholders for the remuneration of the Directors shall be reduced by £4,000, and that while the reduction in numbers shall be gradual and spread over two years the reduction in fees shall operate as from January 1st of this year. It is intended that these alterations shall be permanent to the extent that they shall not change hereafter with any alterations either by way of increase or decrease of Salaries or Wages. The decrease in fees amounts to 16 per cent. of the existing fees, and the total of £21,000 to which fees will now be reduced compares with £34,850 paid in the basis year of 1913 to the Directors of the Constituent Companies.

The Financial results of the year's working, of which a Statement will be found in the Annual Report and Summary thereof, will be dealt with further in the Chairman's Speech at the Annual Meeting.

MARYLEBONE,
20th February, 1931.

WILLIAM WHITELAW,
Chairman.

SUMMARY OF FINANCIAL ACCOUNTS AND STATISTICAL RETURNS, YEAR 1930.

The results of working the Railway and the Ancillary Businesses of the Company are as follows:—

| Description. | Gross Receipts. | Expenditure. | Net Revenue and Appropriation thereof. | | | |
|---|-------------------|-------------------|--|--------------------|--------------------------|-------------------|
| | | | 1930. | 1929. | Increase + Decrease — | |
| | £ | £ | £ | £ | £ | |
| Railway | 52,390,710 | 41,863,042 | 10,527,668 | 12,273,453 | -1,750,785 | |
| Road Transport (Services operated by the Company) | 111,947 | 108,869 | 3,078 | Dr. 17,230 | + 20,308 | |
| Steamboats | 985,736 | 888,071 | 97,665 | 131,474 | - 33,809 | |
| Canals | 39,782 | 62,855 | Dr. 23,073 | Dr. 20,144 | - 2,929 | |
| Docks, Harbours and Wharves | 3,058,167 | 2,851,610 | 206,557 | 198,267 | + 8,290 | |
| Hotels, Refreshment Rooms, etc. | 1,993,893 | 1,818,620 | 175,273 | 209,787 | - 34,514 | |
| Collection and Delivery of Parcels and Goods | 1,245,174 | 1,613,033 | Dr. 367,859 | Dr. 380,665 | + 12,806 | |
| TOTAL | 59,825,409 | 49,206,100 | 10,619,309 | 12,399,942 | -1,780,633 | |
| Add—Jointly Owned and Jointly Leased Lines—Company's Proportion of Net Revenue | | | 340,258 | 443,623 | - 103,370 | |
| Miscellaneous Receipts—Net (including Dividends from investments in Road Transport Undertakings) | | | 1,119,080 | 1,112,963 | + 6,117 | |
| | | | 12,078,647 | 13,956,533 | -1,877,886 | |
| Deduct—Miscellaneous Charges | | | 909,897 | 895,233 | + 14,614 | |
| | | | NET REVENUE | 11,168,750 | 13,061,250 | -1,892,500 |
| Add—Brought forward from last year | | | 81,302 | 27,025 | + 54,277 | |
| Profit on realisation of investments... .. | | | 122,567 | ... | + 122,567 | |
| | | | 11,372,619 | 13,088,275 | -1,715,656 | |
| „ Appropriation from General Reserve | | | 100,000 | ... | + 100,000 | |
| Deduct—Appropriation to General Reserve | | | ... | 500,000 | - 500,000 | |
| | | | 11,472,619 | 12,588,275 | -1,115,656 | |
| „ Carried forward to next year | | | 80,047 | 81,302 | - 1,255 | |
| TOTAL INTEREST AND DIVIDENDS PAID AND PROPOSED | | | £11,392,572 | £12,506,973 | -1,114,401 | |
| viz. :— | | | | | | |
| Interest on Loans and Debenture Stocks | | | 4,083,220 | 4,032,695 | + 50,525 | |
| Dividends on Guaranteed and Preference Stocks | | | 7,203,450 | 7,203,450 | ... | |
| Dividends on Ordinary Stocks— | | | | | | |
| 5 per cent. Preferred Ordinary | | | (@ ¼%) 105,902 | (@ 3%) 1,270,828 | -1,164,926 | |
| Deferred Ordinary | | | Nil | Nil | ... | |
| | | | £11,392,572 | £12,506,973 | -1,114,401 | |

GENERAL BALANCE SHEET.

| Liabilities. | Year 1930. | | Year 1929. | | Assets. | Year 1930. | | Year 1929. | |
|---|--------------------|--------------------|------------|---|--|--------------------|--------------------|------------|---|
| | £ | £ | £ | £ | | £ | £ | £ | £ |
| Unpaid Interest and Dividends | 66,282 | 70,600 | | | Capital Account, Balance at Debit thereof | 16,109,943 | 15,266,059 | | |
| Interest and Dividends payable or accruing and provided for... .. | 1,482,673 | 1,558,785 | | | Cash at Bankers and in hand | 8,122,842 | 9,357,431 | | |
| Amount due to Railway Companies and Committees | 1,461,130 | 1,504,314 | | | Investments in Government Securities | 4,461,742 | 4,509,277 | | |
| Savings Banks | 6,778,352 | 6,567,757 | | | Investments in Stocks and Shares held by the Company, and Advances to other Companies, not charged as Capital Expenditure :— | | | | |
| Superannuation and Provident Funds | 11,570,942 | 11,091,595 | | | Transport Undertakings | 36,092 | 36,092 | | |
| Deduct :—Amount Invested | 4,440,557 | 4,279,492 | | | Other Undertakings | 78,705 | 83,717 | | |
| | 7,130,385 | 6,812,103 | | | | | | | |
| N.B.R. Superannuation Fund Reserve | 407,719 | 369,194 | | | | 114,797 | 119,809 | | |
| Reserve for Superannuation and Pensions | 771,838 | 728,287 | | | Stock of Stores and Materials | 6,519,939 | 6,668,653 | | |
| Accounts Payable | 2,481,794 | 2,359,944 | | | Outstanding Traffic Accounts | 4,650,489 | 5,352,002 | | |
| Liabilities Accrued | 1,613,600 | 2,123,005 | | | Amount due by Railway Companies and Committees | 702,286 | 696,490 | | |
| Miscellaneous Accounts | 1,548,309 | 1,589,586 | | | Amount due by Railway Clearing Houses | 104,154 | 101,037 | | |
| Casualty Fund | 180,786 | 184,768 | | | Accounts Receivable | 675,625 | 557,901 | | |
| Fire Insurance Fund | 500,000 | 1,102,123 | | | Advances to Building Societies and Staff for Housing | 815,436 | 861,449 | | |
| Steamboat Insurance Fund | 523,735 | 524,262 | | | Miscellaneous Accounts | 3,924,965 | 4,062,337 | | |
| Renewal Funds :— | | | | | Road Motor Transport Suspense | 101,714 | 88,799 | | |
| Railway :— | | | | | Unification of Brakes Suspense | 119,485 | 88,630 | | |
| Way and Works | 6,170,103 | 6,380,438 | | | Deposit under Road Traffic Act, 1930 | 18,668 | ... | | |
| Rolling Stock | 1,295,530 | 1,459,250 | | | | | | | |
| Other Funds | 1,654,006 | 1,592,573 | | | | | | | |
| | 9,119,639 | 9,432,261 | | | | | | | |
| Steamboats | 1,767,241 | 1,740,361 | | | | | | | |
| Other Businesses | 3,745,261 | 3,546,563 | | | | | | | |
| Contingency Fund | 160,203 | 148,691 | | | | | | | |
| General Reserve Fund | 1,592,620 | 590,571 | | | | | | | |
| Balance available for Dividends and General Reserve | 7,389,399 | 9,055,580 | | | | | | | |
| Dividends | 7,389,399 | 8,555,580 | | | | | | | |
| Reserve | ... | 500,000 | | | | | | | |
| Less :—Interim Dividends Paid | 2,278,881 | 2,278,881 | | | | | | | |
| | 5,110,518 | 6,776,699 | | | | | | | |
| | £46,442,085 | £47,729,874 | | | | £46,442,085 | £47,729,874 | | |

SUMMARY OF FINANCIAL RESULTS secured in comparison with those for past years :—

| | 1927. | 1928. | 1929. | 1930. |
|---|-------------|-------------|-------------|-------------|
| | £ | £ | £ | £ |
| Total Expenditure on Capital Account | 342,969,680 | 343,550,347 | 344,249,450 | 347,085,421 |
| Gross Receipts from Businesses carried on by the Company | 64,301,442 | 61,423,959 | 63,295,455 | 59,825,409 |
| Revenue Expenditure on ditto | 53,665,846 | 50,738,129 | 50,895,513 | 49,206,100 |
| Net Receipts of ditto | 10,635,596 | 10,685,830 | 12,399,942 | 10,619,309 |
| "J" Joint Lines—Company's proportion of Net Revenue | 475,638 | 434,397 | 443,628 | 340,258 |
| Miscellaneous Receipts (Net) | 1,032,546 | 1,044,691 | 1,112,963 | 1,119,080 |
| Miscellaneous Charges | 875,759 | 887,159 | 895,233 | 909,897 |
| Net Revenue | 11,268,021 | 11,277,759 | 13,061,250 | 11,168,750 |
| Profit on Realisation of Investments | 16,375 | 2,961 | ... | 122,567 |
| Interest on Loans and Debenture Stocks, etc. | 3,910,456 | 3,984,789 | 4,032,695 | 4,083,220 |
| Dividends on Guaranteed and Preference Stocks | 7,203,450 | 7,203,450 | 7,203,450 | 7,203,450 |
| Balance after Payment of Preference Dividends | 170,490 | 92,481 | 1,825,105 | 4,647 |
| Dividend on Ordinary Stocks | 158,853 | 105,902 | 1,270,828 | 105,902 |
| Rate per cent. :— | | | | |
| Preferred Ordinary | ¾% | ¼% | 3% | ¼% |
| Deferred Ordinary | Nil | Nil | Nil | Nil |
| Surplus or Deficit | 11,637 | 13,421 | 554,277 | 101,255 |
| Appropriation from Reserve | ... | ... | 500,000 | ... |
| Appropriation to Reserve | ... | ... | ... | 100,000 |
| Balance brought forward from previous year | 28,809 | 40,446 | 27,025 | 81,302 |
| Balance carried forward to subsequent year | 40,446 | 27,025 | 81,302 | 80,047 |

ANALYSIS OF RAILWAY RECEIPTS AND EXPENDITURE :—

| PASSENGER TRAFFIC. | | | | | RAILWAY RECEIPTS. | | | | | GOODS TRAFFIC. | | | | |
|--------------------|---------------------|------------|----------------------------------|-----------|---|-------------|----------------------------------|--------------|-------------|----------------|--|--|--|--|
| | Number of Journeys. | Receipts. | Increase + Decrease — with 1929. | | Tonnage. | Receipts. | Increase + Decrease — with 1929. | | | | | | | |
| | | | Number. | Receipts. | | | Tonnage. | Receipts. | | | | | | |
| | | | No. | £ | | | Tons. | £ | | | | | | |
| Ordinary— | | | | | | | | | | | | | | |
| 1st Class ... | 3,275,415 | 957,911 | — 138,117 | — 41,463 | Merchandise (Excluding Classes 1-6) ... | 24,348,403 | 14,311,407 | — 2,381,009 | — 1,231,197 | | | | | |
| 2nd „ ... | 1,594,335 | 141,866 | + 66,377 | + 6,557 | Minerals and Merchandise (Classes 1-6) | 26,801,174 | 5,254,004 | — 3,073,160 | — 438,256 | | | | | |
| 3rd „ ... | 151,493,557 | 9,582,847 | — 4,043,195 | — 615,623 | Coal, Coke and Patent Fuel ... | 87,569,499 | 13,455,485 | — 6,809,518 | — 676,843 | | | | | |
| Workmen ... | 49,353,637 | 694,633 | — 3,781,069 | — 36,049 | TOTAL ... | 138,719,076 | 33,020,896 | — 12,263,687 | — 2,346,296 | | | | | |
| Seasons— | | | | | Live Stock ... | 6,836,808 | 563,186 | — 888,248 | — 54,638 | | | | | |
| 1st Class ... | 13,602,600 | 500,799 | — 997,200 | — 40,793 | TOTAL ... | — | 33,584,082 | — | — 2,400,934 | | | | | |
| 2nd „ ... | 25,257,000 | 490,092 | — 656,400 | — 10,954 | | | | | | | | | | |
| 3rd „ ... | 71,185,800 | 1,116,036 | — 1,841,400 | — 33,999 | | | | | | | | | | |
| TOTAL ... | 315,762,344 | 13,484,184 | — 11,391,004 | — 772,324 | | | | | | | | | | |

The decrease in total traffic receipts of £3,129,683 as compared with the previous year is mainly due to trade depression and further road competition.

| RAILWAY EXPENDITURE. | | Amount. | Increase + Decrease — with 1929. |
|---|--|-------------|----------------------------------|
| | | £ | £ |
| Maintenance of Way and Works ... | | 5,565,784 | — 449,621 |
| Maintenance of Rolling Stock ... | | 8,343,953 | — 594,551 |
| Locomotive Running Expenses ... | | 10,293,902 | — 124,764 |
| Traffic Expenses ... | | 14,513,928 | — 139,268 |
| General Charges ... | | 1,227,870 | — 18,130 |
| Law Charges, Parliamentary Expenses and Railway Rates Tribunal Expenses ... | | 52,798 | + 4,118 |
| Compensation ... | | 243,202 | — 41,694 |
| Rates, Railway Freight Rebates Fund—Rate Relief, etc. ... | | 1,512,086 | + 5,352 |
| National Insurance ... | | 384,311 | — 15,449 |
| Running Powers, Mileage, Demurrage, etc. ... | | Cr. 274,792 | — 45,592 |
| TOTAL RAILWAY EXPENDITURE ... | | £41,863,042 | — 1,419,599 |

MILEAGE RUN BY THE COMPANY'S ENGINES AND CORRESPONDING ENGINE HOURS :—

| | COACHING. | | | GOODS, ETC. | | | TOTAL. | | |
|---|------------|----------------------------------|------|-------------|----------------------------------|------|-------------|----------------------------------|------|
| | Number. | Increase + Decrease — with 1929. | | Number. | Increase + Decrease — with 1929. | | Number. | Increase + Decrease — with 1929. | |
| | | No. | % | | No. | % | | No. | % |
| Train Miles ... | 67,415,675 | — 385,027 | 0·57 | 47,937,168 | — 1,428,661 | 2·89 | 115,352,843 | — 1,813,688 | 1·55 |
| Shunting, Assisting, Light, etc., Miles ... | 8,333,693 | — 201,857 | 2·36 | 46,838,763 | — 2,798,575 | 5·64 | 55,172,456 | — 3,000,432 | 5·16 |
| TOTAL ENGINE MILES ... | 75,749,368 | — 586,884 | 0·77 | 94,775,931 | — 4,227,236 | 4·27 | 170,525,299 | — 4,814,120 | 2·75 |
| TOTAL ENGINE HOURS ... | 6,307,166 | — 63,701 | 1·00 | 14,370,621 | — 933,385 | 6·10 | 20,677,787 | — 997,086 | 4·60 |

The PHYSICAL assets of the Company are set out below :—

| Description. | Unit. | 1930. | 1929. | Increase + Decrease — | Description. | Unit. | 1930. | 1929. | Increase + Decrease — |
|---|--------|---------|---------|-----------------------|---|--------|---------|---------|-----------------------|
| MILEAGE OF LINES OPEN FOR TRAFFIC. | | | | | STEAMBOATS. | | | | |
| Total Route Miles ... | Miles. | 6,382 | 6,393 | — 11 | Over 250 tons net ... | No. | 22 | 21 | + 1 |
| Total Single Track, including Sidings ... | „ | 16,732 | 16,730 | + 2 | 250 tons net and under ... | „ | 19 | 19 | ... |
| ROLLING STOCK. | | | | | CANALS. | | | | |
| Locomotives ... | No. | 7,331 | 7,393 | — 62 | Total length ... | Miles. | 285 | 285 | ... |
| Rail Motor Vehicles ... | „ | 175 | 171 | + 4 | DOCKS, HARBOURS AND WHARVES. | | | | |
| Coaching Vehicles ... | „ | 20,582 | 20,723 | — 141 | Total length of quay ... | Feet. | 208,123 | 209,902 | — 1,779 |
| Merchandise and Mineral Vehicles ... | „ | 273,050 | 273,028 | + 22 | HOTELS. | | | | |
| Service Rolling Stock ... | „ | 15,048 | 15,570 | — 522 | Owned and worked by the Company ... | No. | 22 | 22 | ... |
| HORSES AND ROAD VEHICLES. | | | | | Owned but not worked by the Company | „ | 8 | 8 | ... |
| Motor Vehicles ... | No. | 838 | 777 | + 61 | LAND, PROPERTY, ETC., NOT FORMING PART OF THE RAILWAY OR STATIONS. | | | | |
| Horse Vehicles ... | „ | 8,889 | 9,055 | — 166 | Agricultural and Suburban Land ... | Acres. | 13,947 | 13,981 | — 34 |
| Horses (including Shunting Horses) ... | „ | 5,441 | 5,768 | — 327 | Houses and Cottages ... | No. | 18,118 | 18,168 | — 50 |

WILLIAM WHITELAW,
Chairman.

COPY OF AUDITORS' CERTIFICATE AS APPENDED TO THE FULL ACCOUNTS AND RETURNS.

We hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Company, and that the dividends proposed to be declared on the several Stocks and Shares are *bond fide* due thereon, after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout.

GILBERT GARNSEY, F.C.A.,
W. H. PEAT, F.C.A. } Auditors.

THE
MANCHESTER SHIP CANAL COMPANY.

[INCORPORATED 1885.]

REPORT OF THE DIRECTORS

AND
STATEMENT OF FINANCIAL ACCOUNTS

AND
STATISTICAL RETURNS

For the YEAR ended 31st December, 1930,

*to be submitted to the Seventy-third Ordinary Meeting of Shareholders
in the Houldsworth Hall, 90, Deansgate, Manchester, on Monday,
23rd February, 1931, at Eleven o'clock in the forenoon.*

DIRECTORS.

[ELECTED BY THE SHAREHOLDERS.]

ALFRED WATKIN, Esq., *Chairman.*

Sir CHRISTOPHER T. NEEDHAM.
 Sir W. E. DUDLEY.
 DONALD BEITH, Esq.
 Sir EDWIN F. STOCKTON.
 F. A. TOMLINSON, Esq.

The Right Honourable
 LORD COLWYN, P.C., D.L.
 Sir KENNETH D. STEWART, K.B.E.
 PHILIP A. BIRLEY, Esq.
 R. NOTON BARCLAY, Esq.

[APPOINTED BY THE MANCHESTER CORPORATION.]

Alderman Sir WILLIAM KAY, *Deputy Chairman.*

Alderman TOM FOX.
 Alderman M. E. MITCHELL.
 Alderman F. J. WEST.
 Alderman JAMES BOWES.
 Alderman CHRISTOPHER HORNBY.

Alderman SAMUEL WOOLLAM.
 Alderman W. T. JACKSON.
 Alderman JOSEPH BINNS.
 Councillor Sir WILLIAM CUNDIFF.
 Councillor W. R. MELLOR.

AUDITORS.

F. T. WOOLLEY, Esq., F.C.A.

FRANK HALSALL, Esq., F.C.A.

THE MANCHESTER SHIP CANAL COMPANY.

REPORT OF THE DIRECTORS FOR THE YEAR 1930.

| | |
|---|----------|
| The net Receipts of the whole Undertaking, Ship Canal and Bridgewater Departments, as per Account No. 8, amounted to... | £760,641 |
| Miscellaneous Receipts (Rents, Interest, &c.) | £ 49,672 |
| | £810,313 |
| <i>Deduct</i> : Miscellaneous Charges (Chief Rents, Wayleaves, &c., Rent of Grain Elevators, Docks and Transit Sheds) | £108,638 |
| Net Revenue for the year (as per Account No. 8) | £701,675 |
| <i>Add</i> : Balance from last year's Account | £ 27,566 |
| | £729,241 |
| <i>Deduct</i> : Interest on Capital raised by Loans and Debenture Stocks, &c. (as per Account No. 9) | £421,885 |
| Leaving a balance available for Dividends and Reserve of | £307,356 |
| <i>Deduct</i> : Appropriation to Reserve for Contingencies and Repairs | £7,000 |
| | £300,356 |

The Directors recommend the declaration of the following dividends (less Income Tax) for the year 1930:

| | |
|--|----------|
| 3½ per cent. on the Manchester Ship Canal Corporation Preference Stock | £ 37,143 |
| 4 per cent. on the Preference Shares | £159,995 |
| 2 per cent. on the Ordinary Shares | £ 75,028 |
| | 272,166 |
| carrying forward a balance to the next year's Account of | £28,190 |

There was a decrease of £133,217 in the receipts from Ship Canal Tolls, Ship Dues, and Miscellaneous Receipts, and a decrease of 249,286 tons in the weight of sea-borne traffic on which Ship Canal Tolls were paid as compared with the year 1929.

Arising out of the provisions of the Local Government Act, 1929, the Company's charges during the year were on a reduced basis, the effect of which is reflected in the year's Accounts. Against these reductions the Company had savings in local rates amounting to £42,069 arising under the de-rating provisions of the Act.

The expenditure in the working of the Ship Canal showed a decrease (including the £42,069 mentioned above) of £75,727 as compared with the year 1929.

There was an increase of £4,634 in interest on Loan Capital.

The surplus from the working of Dock Labour was £16,693 less, and from the working of the Company's Railways £14,607 less than the previous year. This was partly attributable to the unofficial strike at the Docks in April last. The decreased tonnage handled at the Port also adversely affected the surplus arising from the Dock Labour and Railway Working.

A provision of £19,500 for adjustment of Income Tax liability has been made by a transfer of that amount from Reserve for Contingencies and Repairs Account.

All the Company's Works have been fully maintained during the past year.

The following is a statement of the toll-paying Merchandise Traffic, and the receipts of the Port, for each of the thirty-seven years during which the Ship Canal has been open for traffic:—

| Year. | Sea-borne Traffic. Tons. | Barge Traffic: Tons. | Total Tons. | Ship Canal Tolls, Ship Dues and Miscellaneous Receipts. |
|-------|--------------------------------|----------------------------|----------------|---|
| 1894 | 686,158 | 239,501 | 925,659 | £97,901 |
| 1895 | 1,087,443 | 271,432 | 1,358,875 | 137,474 |
| 1896 | 1,509,658 | 316,579 | 1,826,237 | 182,330 |
| 1897 | 1,700,479 | 365,336 | 2,065,815 | 204,664 |
| 1898 | 2,218,005 | 377,580 | 2,595,585 | 236,225 |
| 1899 | 2,429,168 | 348,940 | 2,778,108 | 264,775 |
| 1900 | 2,784,843 | 275,673 | 3,060,516 | 290,830 |
| 1901 | 2,684,833 | 257,560 | 2,942,393 | 309,517 |
| 1902 | 3,137,348 | 280,711 | 3,418,059 | 358,491 |
| 1903 | 3,554,636 | 292,259 | 3,846,895 | 397,026 |
| 1904 | 3,618,004 | 299,574 | 3,917,578 | 418,043 |
| 1905 | 3,993,110 | 260,244 | 4,253,354 | 449,436 |
| 1906 | 4,441,241 | 259,683 | 4,700,924 | 498,837 |
| 1907 | 4,927,784 | 282,975 | 5,210,759 | 535,585 |
| 1908 | 4,317,965 | 264,531 | 4,582,496 | 506,975 |
| 1909 | 4,290,765 | 272,636 | 4,563,401 | 534,059 |
| 1910 | 4,618,070 | 319,561 | 4,937,631 | 555,735 |
| 1911 | 4,894,670 | 323,142 | 5,217,812 | 580,841 |
| 1912 | 5,021,691 | 318,193 | 5,339,884 | 605,179 |
| 1913 | 5,457,218 | 322,943 | 5,780,161 | 654,937 |
| 1914 | 5,109,285 | 315,447 | 5,424,732 | 656,237 |
| 1915 | 5,115,954 | 318,092 | 5,434,046 | 757,268 |
| 1916 | 4,540,167 | 318,582 | 4,858,749 | 831,684 |
| 1917 | 3,843,324 | 309,430 | 4,152,754 | 861,996 |
| 1918 | 3,229,293 | 268,702 | 3,497,995 | 990,923 |
| 1919 | 3,313,620 | 275,423 | 3,589,043 | 1,203,361 |
| 1920 | 4,099,326 | 288,037 | 4,387,363 | 1,461,909 |
| 1921 | 3,117,469 | 176,201 | 3,293,670 | 1,197,075 |
| 1922 | 4,081,571 | 191,973 | 4,273,544 | 1,332,490 |
| 1923 | 5,107,648 | 256,292 | 5,363,940 | 1,384,743 |
| 1924 | 5,181,615 | 253,893 | 5,435,508 | 1,463,656 |
| 1925 | 5,622,405 | 259,286 | 5,881,691 | 1,493,544 |
| 1926 | 6,533,780 | 297,099 | 6,830,879 | 1,592,219 |
| 1927 | 6,099,636 | 259,784 | 6,359,420 | 1,576,237 |
| 1928 | 6,021,316 | 235,579 | 6,256,895 | 1,517,018 |
| 1929 | 6,344,005 | 214,584 | 6,558,589 | 1,528,784 |
| 1930 | 6,094,719 | 195,906 | 6,290,625 | 1,395,567 |

BRIDGEWATER CANALS.

The Net Revenue from the working of the Bridgewater Canals amounted to £4,301 as compared with £5,513 in the previous year. The Income from Bridgewater Railways, Rents, and Miscellaneous Receipts, included in the accounts under their appropriate headings, amounted to £4,335 as compared with £5,887 in the previous year. The total Bridgewater Revenue from all sources was therefore £8,636 as compared with £11,400 for the year 1929.

The general depression in trade again affected the Bridgewater Canals during the whole of the year. The Revenue was also affected by the strike at the Manchester Docks in April last.

CAPITAL EXPENDITURE.

The expenditure out of Capital (Account No. 5) was £57,085, but deducting the receipts from Sales of Land which amounted to £1,995, the net outlay was £55,090. The total expenditure on Capital Account up to December 31st, 1930, amounted to £19,975,522 (Account No. 4), leaving a balance at debit of £12,361.

WORKS.

A wharf wall in reinforced concrete has been constructed to form a barge berth at the new Tea Warehouse of the English and Scottish Joint Co-operative Wholesale Society Ltd., at the Manchester Docks.

A 10-ton movable electric crane has been provided for the extended North Quay at Ellesmere Port Docks.

The extensions of the railways and siding accommodation at Ellesmere Port Docks have been completed.

THE LATE MR. W. C. BACON.

The Directors have to deplore the great loss sustained by the Company through the death, which occurred on January 12th last, of Mr. William Charles Frederick Bacon, the Chairman of the Company.

Shortly after the opening of the Port of Manchester Mr. Bacon transferred his shipping interests from the North East Coast to Manchester.

Mr. Bacon was elected a Director of the Company in February, 1902, and Chairman of the Company in the year 1916 on the death of Mr. John K. Bythell, which position he held up to the date of his death.

From the time he joined the Board he devoted himself whole-heartedly to the interests of the Company. He was careless of his own personal interests if in any way he could benefit the great Undertaking of which he was the head. His first and last thoughts were for the prosperity of the Port of Manchester, and he had the satisfaction of seeing great advances made in the position of the Company during the period of his Chairmanship.

DIRECTORS.

Mr. Alfred Watkin was elected Chairman of the Company by the Directors elected by the Shareholders, in the place of the late Mr. W. C. Bacon.

Mr. Robert Noton Barclay was elected by the Directors elected by the Shareholders to fill the vacant seat on the Board.

The following Directors elected by the Shareholders retire by rotation and will be proposed for re-election:—

The Right Hon. Lord Colwyn, P.C., D.L., and Mr. Philip A. Birley.

AUDITORS.

Mr. Frank Halsall, F.C.A., one of the Auditors of the Company, retires by rotation, and offers himself for re-election.

Issued by Order of the Board,

Alfred Watkin.

Chairman.

Manchester, February 9th, 1931.

THE
Manchester Ship Canal Company.

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED 31st DECEMBER, 1930.

PART I.
FINANCIAL ACCOUNTS.

[No. 1.] Nominal Capital authorised and created by the Company.

| SPECIAL ACTS. | CAPITAL AUTHORISED. | | | CAPITAL CREATED OR SANCTIONED. | | | BALANCE. | | |
|---|---------------------|----------------------------|-------------------|--------------------------------|----------------------------|-------------------|-------------------|----------------------------|------------------|
| | Shares and Stock. | Loans and Debenture Stock. | Total. | Shares and Stock. | Loans and Debenture Stock. | Total. | Shares and Stock. | Loans and Debenture Stock. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| Manchester Ship Canal Act, 1885 ... Reduction in accordance with Manchester Ship Canal Act, 1886. | 8,000,000 | 2,000,000 | 10,000,000 | | | | | | |
| ... | ... | 188,000 | 188,000 | | | | | | |
| | 8,000,000 | 1,812,000 | 9,812,000 | 8,000,000 | 1,812,000 | 9,812,000 | } Nil. | } Nil. | } Nil. |
| Manchester Ship Canal (Various Powers) Act, 1890 ... | ... | 600,000 | 600,000 | ... | 600,000 | 600,000 | | | |
| Manchester Ship Canal Act, 1891 ... | ... | 3,000,000 | 3,000,000 | ... | 3,000,000 | 3,000,000 | | | |
| Manchester Ship Canal (Additional Capital, &c.) Act, 1893 ... | ... | 2,000,000 | 2,000,000 | ... | 2,000,000 | 2,000,000 | | | |
| Manchester Ship Canal Act, 1897 ... | ... | *100,000 | 100,000 | ... | 100,000 | 100,000 | | | |
| Manchester Ship Canal (Finance) Act, 1904 ... | †1,061,230 | 2,000,000 | 3,061,230 | 1,061,230 | 2,000,000 | 3,061,230 | | | |
| Manchester Ship Canal Act, 1913 ... | ... | 1,000,000 | 1,000,000 | ... | 1,000,000 | 1,000,000 | | | |
| Manchester Ship Canal Act, 1925 ... | ... | 2,000,000 | 2,000,000 | ... | 500,000 | 500,000 | ... | 1,500,000 | 1,500,000 |
| Total ... | £ 9,061,230 | 12,512,000 | 21,573,230 | 9,061,230 | 11,012,000 | 20,073,230 | ... | 1,500,000 | 1,500,000 |

* The Manchester Ship Canal Act, 1897, does not limit the sum which the Company may borrow on the Security of their Surplus Lands; the amount here inserted, £100,000, has been sanctioned by the Shareholders, and by the Corporation of Manchester.

† By the Manchester Ship Canal (Finance) Act, 1904, the Company were empowered from time to time to issue to the Corporation of Manchester "Manchester Ship Canal Corporation three and a half per centum Preference Shares" (or Preference Stock) equivalent in nominal amount to and in full satisfaction and discharge of all arrears of interest on the Corporation Debentures in the manner prescribed by the said Act and having priority over the Company's Original Preference and Ordinary Shares. The amount shown above is the total created and issued in respect of such arrears.

[No. 2.] Share Capital and Stocks created, as per Statement No. 1, showing the proportion issued.

| Description. | Amount Created. | Amount received (apart from Premiums and Discounts) as per Account No. 4. | | Nominal additions or deductions. | AMOUNT ISSUED. | | | | | | Amount Unissued. | |
|--|--------------------|---|------------|----------------------------------|--------------------------------------|--|------------------|------------------|-------------|------------|------------------|------------|
| | | | | | Amount on which Dividend is payable. | Amount which does not rank for Dividend until a future date. | Calls in Arrear. | Amount Uncalled. | Total. | | | |
| | £ | £ | s. d. | £ | £ | £ | s. d. | £ | s. d. | £ | £ | £ |
| Ordinary Shares, £1 each ... | 4,000,000 | 3,997,650 | 7 3 | ... | 3,751,390 | 246,260 | 7 3 | 2,349 | 12 9 | ... | 4,000,000 | ... |
| Perpetual Five Pounds per centum Preference Shares, £1 each ... | 4,000,000 | 3,999,961 | 0 0 | ... | 3,999,880 | 81 | 0 0 | 39 | 0 0 | ... | 4,000,000 | ... |
| | 8,000,000 | 7,997,611 | 7 3 | ... | 7,751,270 | 246,341 | 7 3 | 2,388 | 12 9 | ... | 8,000,000 | ... |
| Manchester Ship Canal Corporation Three - and - a - half per centum Preference Stock ... | 1,061,230 | 1,061,230 | 0 0 | ... | 1,061,230 | ... | ... | ... | ... | ... | 1,061,230 | ... |
| Total ... | £ 9,061,230 | 9,058,841 | 7 3 | ... | 8,812,500 | 246,341 | 7 3 | 2,388 | 12 9 | ... | 9,061,230 | ... |

NOTE.—Order of Priority.—It is provided by Section 12 of the Manchester Ship Canal (Finance) Act, 1904, that "All profits of the Company after payment of the dividends on Corporation Preference Shares and Corporation Preference Stock shall notwithstanding anything contained in any of the recited Acts or other Acts relating to the Company be divisible as follows:—Two-thirds to the holders of the Preference Shares issued in pursuance of the powers of the Acts of 1885 and 1887; One-third to the Ordinary Shareholders; Provided that when the said two-thirds due to the holders of the Preference Shares issued in pursuance of the powers of the Acts of 1885 and 1887 shall in any year amount to two hundred thousand pounds all the remaining profits of that year shall be payable to the Ordinary Shareholders."

[No. 3.]

Capital raised by Loans and Debenture Stocks.

| | Raised by Loans. | | | | | | | | Raised by issue of Debenture Stocks. | | | | | Total raised by Loans and Debenture Stocks. |
|-----------------------------|------------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|--------------|--------------------------------------|---|---------------------------|---------|---------|---|
| | At 3½ per cent. | At 3½ per cent. | At 4 per cent. | At 4½ per cent. | At 5 per cent. | At 5½ per cent. | At 6 per cent. | Total Loans. | Amount of Stock. | Nominal Additions or Deductions on conversion | Existing Amount of Stock. | | | |
| | £ | £ | £ | £ | £ | £ | £ | £ | | | £ | £ | £ | |
| Existing at 31st Dec., 1930 | 5,000,000 | 1,359,000 | 395,400 | 550 | 2,403,770 | 873,600* | 354,500 | 10,386,820 | 550,000 | ... | 200,000 | 350,000 | 550,000 | 10,936,820 |
| Existing at 31st Dec., 1929 | 5,000,000 | 1,359,000 | 395,400 | 550 | 2,277,300 | 723,600 | 354,500 | 10,110,350 | 550,000 | ... | 200,000 | 350,000 | 550,000 | 10,660,350 |
| Increase ... | ... | ... | ... | ... | 126,470 | 150,000 | ... | 276,470 | ... | ... | ... | ... | ... | 276,470 |
| Decrease ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

* NOTE.—£723,600 of this amount consists of £294,900 First Mortgage Debentures and £428,700 Second Mortgage Debentures issued to the Corporation of Manchester in the place of like amounts paid off in the year 1914. In respect of the Debentures so issued the Company under the provisions of the Manchester Ship Canal Act, 1913, have to pay by way of interest the cost incurred by the Corporation in respect of interest and expenses (including the provision of a Sinking Fund). This payment by way of interest (which during the year 1930 was equivalent to 5½ per cent.) will extinguish the Debentures issued to the Corporation within a period of 70 years from May 20, 1914.

| | | |
|--|--------|------------|
| Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created as per Statement No. 1 | £ | 11,012,000 |
| Less Amount created but not yet available | ... | ... |
| Reduction of borrowing power in respect of Interest paid out of Capital (£188,000 already deducted in account No. 1) | ... | ... |
| Capitalised value of rent charges in accordance with section 5 of the Lands Clauses Consolidation Acts Amendment Act, 1860 and the Manchester Ship Canal (General Powers) Act, 1926 | 63,793 | ... |
| Total deductions | 63,793 | 63,793 |
| Total amount raised by Loans and Debenture Stocks as above | ... | 10,948,207 |
| Balance being available Borrowing Powers at 31st December, 1930 | £ | 11,387 |

[No. 4.] Dr.

Receipts and Expenditure on Capital Account.

Cr.

| | Amount expended to 31st December, 1929. | | | | Amount expended during year. (No. 5.) | | | | TOTAL. | | | | Amount received to 31st December, 1929. | | | | Amount received during year. | | | | TOTAL. | | | | |
|---|---|-----|-----|---------|---------------------------------------|-----|------------|-----|--------|----|----|--|---|----|----|--|------------------------------|----|----|--|--------|----|----|--|--|
| | £ | s. | d. | | £ | s. | d. | | £ | s. | d. | | £ | s. | d. | | £ | s. | d. | | £ | s. | d. | | |
| To Expenditure— | | | | | | | | | | | | | | | | | | | | | | | | | |
| Manchester Ship Canal. | | | | | | | | | | | | | | | | | | | | | | | | | |
| Construction of Works (including Plant and Equipment) | 13,350,121 | 17 | 4 | 32,399 | 12 | 0 | 13,382,521 | 9 | 4 | | | | | | | | | | | | | | | | |
| Land (purchase and compensation) | 1,636,507 | 13 | 10 | 12,061 | 9 | 2 | 1,648,569 | 3 | 0 | | | | | | | | | | | | | | | | |
| Engineering and Surveying | 324,032 | 3 | 2 | 1,498 | 15 | 3 | 325,530 | 18 | 5 | | | | | | | | | | | | | | | | |
| Parliamentary Expenses | 207,794 | 3 | 1 | ... | ... | ... | 207,794 | 3 | 1 | | | | | | | | | | | | | | | | |
| General Expenses | 421,977 | 10 | 7 | ... | ... | ... | 421,977 | 10 | 7 | | | | | | | | | | | | | | | | |
| Subscriptions to other Undertakings (Dumplington Estates Ltd., 15,000 £1 Ordinary Shares) | 16,000 | 0 | 0 | ... | ... | ... | 16,000 | 0 | 0 | | | | | | | | | | | | | | | | |
| | 15,956,433 | 8 | 0 | 45,959 | 16 | 5 | 16,002,393 | 4 | 5 | | | | | | | | | | | | | | | | |
| Bridgewater Canals | 1,177,933 | 4 | 6 | 1,725 | 10 | 8 | 1,176,207 | 13 | 10 | | | | | | | | | | | | | | | | |
| Railways, Ship Canal and Bridgewater Canals, including Rolling Stock but excluding cost of land | 554,102 | 1 | 0 | 10,855 | 17 | 2 | 564,957 | 18 | 2 | | | | | | | | | | | | | | | | |
| Interest on Share and Loan Capital | 1,170,733 | 13 | 4 | ... | ... | ... | 1,170,733 | 13 | 4 | | | | | | | | | | | | | | | | |
| Interest on Debentures discharged by the issue of a like amount of Preference Stock to the Corporation of Manchester | 1,061,230 | 0 | 0 | ... | ... | ... | 1,061,230 | 0 | 0 | | | | | | | | | | | | | | | | |
| TOTAL EXPENDITURE | £ 19,920,432 | 6 | 10 | 55,090 | 2 | 11 | 19,975,522 | 9 | 9 | | | | | | | | | | | | | | | | |
| By Receipts— | | | | | | | | | | | | | | | | | | | | | | | | | |
| Shares (No. 2) | 7,997,611 | 7 | 3 | ... | ... | ... | 7,997,611 | 7 | 3 | | | | | | | | | | | | | | | | |
| Stocks (No. 2) | 1,061,230 | 0 | 0 | ... | ... | ... | 1,061,230 | 0 | 0 | | | | | | | | | | | | | | | | |
| Loans (No. 3) | 10,110,350 | 0 | 0 | 276,470 | 0 | 0 | 10,386,820 | 0 | 0 | | | | | | | | | | | | | | | | |
| Debenture Stocks (No. 3) | 550,000 | 0 | 0 | ... | ... | ... | 550,000 | 0 | 0 | | | | | | | | | | | | | | | | |
| | £ 19,719,191 | 7 | 3 | 276,470 | 0 | 0 | 19,995,661 | 7 | 3 | | | | | | | | | | | | | | | | |
| Premiums on Shares and Stocks | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | | | | | | | | | |
| Premiums on Debenture Stocks | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | | | | | | | | | |
| Total Premiums | Nil. | | | | | | | | | | | | | | | | | | | | | | | | |
| Discounts on Shares and Stocks | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | | | | | | | | | |
| Discounts on Debenture Stocks | 32,500 | | | ... | ... | ... | 32,500 | | | | | | | | | | | | | | | | | | |
| Total Discounts | 32,500 | | | | | | | | | | | | | | | | | | | | | | | | |
| Balance of Premiums and Discounts | 32,500 | 0 | 0 | ... | ... | ... | 32,500 | 0 | 0 | | | | | | | | | | | | | | | | |
| TOTAL RECEIPTS... | 19,686,691 | 7 | 3 | 276,470 | 0 | 0 | 19,963,161 | 7 | 3 | | | | | | | | | | | | | | | | |
| By Balance | ... | ... | ... | ... | ... | ... | 12,361 | 2 | 6 | | | | | | | | | | | | | | | | |
| TOTAL | £ 19,975,522 | 9 | 9 | | | | | | | | | | | | | | | | | | | | | | |

[No. 5.]

Details of Capital Expenditure

FOR YEAR ENDED 31ST DECEMBER, 1930.

Manchester Ship Canal:—

| | £ | s. | d. | £ | s. | d. | £ | s. | d. |
|--|--------|----|----|--------|----|----|-----------|----|----|
| WORKS:— | | | | | | | | | |
| Dock and other Works at Stanlow... | 1,571 | 18 | 8 | | | | | | |
| Slipways at Runcorn ... | 876 | 4 | 2 | | | | | | |
| New Head Offices in Manchester ... | 11,934 | 14 | 6 | | | | | | |
| New Offices at the Docks ... | 717 | 10 | 0 | | | | | | |
| Sundry Works at Manchester Docks ... | 3,914 | 3 | 8 | | | | | | |
| Miscellaneous ... | 4,475 | 11 | 5 | | | | | | |
| | 23,490 | 2 | 5 | | | | | | |
| Additional Plant—Electric Crane, &c. ... | 8,909 | 9 | 7 | | | | | | |
| Engineering and Surveying ... | | | | 32,399 | 12 | 0 | | | |
| | | | | 1,498 | 15 | 3 | | | |
| | | | | 33,898 | 7 | 3 | | | |
| Land, etc. (Purchase and Compensation) ... | | | | 12,061 | 9 | 2 | | | |
| | | | | | | | 45,959 | 16 | 5 |
| Bridgewater Canals:— | | | | | | | | | |
| Land sold, etc. ... | | | | 1,995 | 0 | 0 | | | |
| Less:—Expended ... | | | | 269 | 9 | 4 | | | |
| | | | | | | | Cr. 1,725 | 10 | 8 |
| Railways:— | | | | | | | | | |
| Lines open for Traffic—New Lines ... | | | | 10,855 | 17 | 2 | | | |
| Lines not open for Traffic—New Lines ... | | | | | | | | | |
| | | | | | | | 10,855 | 17 | 2 |
| TOTAL ... | | | | | | | £55,090 | 2 | 11 |

[No. 6.]

Estimate of further Expenditure on Capital Account.

Manchester Ship Canal:—

| | £ | £ |
|------------------------------------|---------|---------|
| Construction of Works ... | 140,325 | |
| Land Purchase and Compensation ... | 12,774 | 153,099 |
| Railways ... | | 11,650 |
| TOTAL ... | £ | 164,749 |

[No. 7.]

Capital Powers and other Assets available to meet further Expenditure on Capital Account.

| | £ | s. | d. | £ | s. | d. |
|--|-----------|-----------|----|-----------|----|----|
| Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1) ... | 1,500,000 | 0 | 0 | | | |
| Stock and Share Capital created but not yet received (as per Statement No. 2):— | | | | | | |
| Calls in Arrear ... | 2,388 | 12 | 9 | | | |
| Amount Uncalled ... | | | | | | |
| Amount Unissued ... | | | | | | |
| | | | | 2,388 | 12 | 9 |
| Loan Capital created but not yet available (as per Statement No. 3) ... | | | | | | |
| Available borrowing powers (as per Statement No. 3) ... | | | | 11,387 | 0 | 0 |
| | | | | 1,513,775 | 12 | 9 |
| Deduct balance at Debit of Capital Account (No. 4) ... | | | | 12,361 | 2 | 6 |
| TOTAL ... | £ | 1,501,414 | 10 | 3 | | |

[No. 8.] Revenue Receipts and Expenditure of the whole Undertaking.

| See Account No. | | Gross Receipts. | | | Expenditure. | | | Net Receipts. | | | Year 1929. | | |
|-----------------|--|-----------------|----|----|--------------|----|----|---------------|----|----|-----------------|--------------|---------------|
| | | £ | s. | d. | £ | s. | d. | £ | s. | d. | Gross Receipts. | Expenditure. | Net Receipts. |
| 10 (a) | Manchester Ship Canal ... | 1,379,338 | 4 | 7 | 655,108 | 17 | 1 | 724,229 | 7 | 6 | 1,532,830 | 730,836 | 801,994 |
| 10 (b) | Bridgewater Canals ... | 212,757 | 5 | 5 | 208,456 | 1 | 0 | 4,301 | 4 | 5 | 247,962 | 242,449 | 5,513 |
| 10 (c) | Railways (Ship Canal and Bridgewater) ... | 313,099 | 13 | 7 | 280,989 | 2 | 8 | 32,110 | 10 | 11 | 334,625 | 287,907 | 46,718 |
| | | 1,905,195 | 3 | 7 | 1,144,554 | 0 | 9 | 760,641 | 2 | 10 | 2,115,417 | 1,261,192 | 854,225 |
| | Miscellaneous Receipts (Net):— | | | | £ | s. | d. | | | | | £ | |
| | Rents from Houses and Lands ... | | | | 36,023 | 16 | 1 | | | | | 32,938 | |
| | Transfer Fees ... | | | | 385 | 0 | 0 | | | | | 470 | |
| | General Interest ... | £23,644 | 2 | 1 | | | | | | | 23,753 | | |
| | Less.—Interest on Temporary Loans ... | 10,380 | 11 | 10 | | | | | | | 9,382 | | |
| | | | | | 13,263 | 10 | 3 | | | | | 14,371 | |
| | | | | | | | | 49,672 | 6 | 4 | | | 47,779 |
| | | | | | | | | 810,313 | 9 | 2 | | | 902,004 |
| | Deduct:— | | | | £ | s. | d. | | | | | £ | |
| | Miscellaneous Charges:— | | | | | | | | | | | | |
| | Interest on Superannuation and other Funds ... | | | | 3,352 | 17 | 8 | | | | | 2,346 | |
| | Chief Rents, Wayleaves, etc. ... | | | | 36,607 | 8 | 10 | | | | | 35,655 | |
| | Rent of Grain Elevators, Nos. 1 and 2, of Dock No. 9, of Transit Sheds at Nos. 6, 7, 8 and 9 Docks, all at Manchester, and of Docks and Premises at Ellesmere Port ... | | | | 68,677 | 7 | 3 | | | | | 67,249 | |
| | | | | | | | | 108,637 | 13 | 9 | | | 105,250 |
| | NET REVENUE FOR THE YEAR ... | | | | | | | 701,675 | 15 | 5 | | | 796,754 |

[No. 9.] Proposed Appropriation of Net Revenue.

| | | | | | | | | | | Year 1929. | | | |
|---|--|--|--|--|--|--|--|--|--|------------|----|----|---------|
| | | | | | | | | | | £ | s. | d. | £ |
| Balance brought forward from last year's Account ... | | | | | | | | | | 27,565 | 14 | 5 | 16,498 |
| Net Revenue for the Year (as per Statement No. 8) ... | | | | | | | | | | 701,675 | 15 | 5 | 796,754 |
| Total... | | | | | | | | | | 729,241 | 9 | 10 | 813,252 |
| Deduct:— | | | | | | | | | | | | | |
| Interest on 1st Mortgage Debentures ... | | | | | | | | | | 67,178 | 16 | 2 | 67,237 |
| Interest on 2nd Mortgage Debentures ... | | | | | | | | | | 26,462 | 6 | 2 | 26,546 |
| Interest on 3½ per cent. Perpetual Debenture Stock ... | | | | | | | | | | 7,000 | 0 | 0 | 7,000 |
| Interest on 4 per cent. Perpetual Debenture Stock ... | | | | | | | | | | 14,000 | 0 | 0 | 14,000 |
| Interest on Manchester Ship Canal Bonds ... | | | | | | | | | | 94,834 | 3 | 7 | 90,058 |
| Interest on Mortgage of Surplus Lands ... | | | | | | | | | | 2,000 | 0 | 0 | 2,000 |
| Interest on New Mortgage Debentures (Corporation of Manchester) ... | | | | | | | | | | 160,000 | 0 | 0 | 160,000 |
| Interest on 5 per cent. Redeemable Debentures ... | | | | | | | | | | 47,500 | 0 | 0 | 47,500 |
| Discount, etc., on Redeemable Debentures (proportion) ... | | | | | | | | | | 2,910 | 0 | 0 | 2,910 |
| Total... | | | | | | | | | | 421,885 | 5 | 11 | 417,251 |
| Balance available for Dividends and Reserve ... | | | | | | | | | | 307,356 | 3 | 11 | 396,001 |
| Appropriation to Reserve for Contingencies and Repairs ... | | | | | | | | | | 7,000 | 0 | 0 | ... |
| Balance available for Dividends ... | | | | | | | | | | 300,356 | 3 | 11 | 396,001 |
| Dividends recommended to be declared:— | | | | | | | | | | | | | |
| Manchester Ship Canal Corporation Preference Stock at 3½ per centum per annum ... | | | | | | | | | | 37,143 | 1 | 0 | 37,143 |
| Preference Shares at 4 per cent. (excluding 120 Shares in arrear) ... | | | | | | | | | | 159,995 | 4 | 0 | 199,994 |
| Ordinary Shares at 2 per cent. (excluding 7,020 Shares in arrear and 241,590 Shares vested in Trustees for the Company) ... | | | | | | | | | | 75,027 | 16 | 0 | 131,298 |
| | | | | | | | | | | 272,166 | 1 | 0 | 368,435 |
| Balance carried forward to next year's Account ... | | | | | | | | | | 28,190 | 2 | 11 | 27,566 |
| | | | | | | | | | | £ 300,356 | 3 | 11 | 396,001 |

[No. 10(a).] Receipts and Expenditure in respect of the working of the Manchester Ship Canal.

| Dr. | | | | | Cr. | | | | | | | |
|------------|---|-------------|----|----|---|---------|----|----|-----------|---------|------------|-----------|
| Year 1929. | EXPENDITURE. | | | | RECEIPTS. | | | | | | Year 1929. | |
| £ | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | | |
| 255,827 | To Maintenance. See Abstract A ... | 240,049 | 19 | 1 | By Tolls and Wharfage, &c. | | | | | | | |
| 79,138 | „ Working of Locks, Sluices, Swing Bridges, Ferries, &c. ... See Abstract B | 75,894 | 19 | 4 | Merchandise ... | 812,620 | 3 | 3 | | 923,566 | | |
| 229,787 | „ Traffic Expenses. See Abstract D | 221,659 | 11 | 2 | Minerals ... | 80,833 | 8 | 3 | | 98,994 | | |
| 78,982 | „ General Charges. See Abstract E | 75,313 | 18 | 7 | Live Stock ... | 1,161 | 13 | 11 | | 943 | | |
| 4,037 | „ Law Charges ... | 3,892 | 2 | 1 | Passengers ... | 546 | 4 | 8 | | 571 | | |
| 231 | „ Parliamentary Expenses ... | 258 | 18 | 11 | Ship Dues, &c. ... | 245,912 | 5 | 6 | | 260,109 | | |
| | „ Compensation (Accidents and Losses):— | | | | | | | | 1,141,073 | 15 | 7 | 1,284,183 |
| | Workmen ... £14,647 2 3 | | | | „ Water supplied to Ships | 3,745 | 5 | 5 | | | 3,651 | |
| | Damage and Loss of Goods, Property, &c. ... 2,661 5 7 | | | | „ Rents (Traffic) ... | 117,413 | 0 | 9 | | | 105,492 | |
| 19,534 | | 17,308 | 7 | 10 | „ Sundry Receipts (including Towing) ... | 78,659 | 1 | 0 | | | 84,364 | |
| 57,926 | „ Rates ... | 15,856 | 12 | 11 | | | | | 199,817 | 7 | 2 | |
| ... | „ Taxes ... | — | 8 | 7 | | | | | 1,340,891 | 2 | 9 | 1,477,690 |
| 5,374 | „ Rents ... | 4,873 | 18 | 7 | | | | | | | | |
| | | | | | „ Working of Dock Labour and Animals Landing Wharf ... See Abstract C | | | | 38,447 | 1 | 10 | 55,140 |
| 730,836 | Total Expenditure ... | 655,108 | 17 | 1 | | | | | | | | |
| 801,994 | Net Receipts... .. | 724,229 | 7 | 6 | | | | | | | | |
| 1,532,830 | Total | £ 1,379,338 | 4 | 7 | Total | £ | | | 1,379,338 | 4 | 7 | 1,532,830 |

[No. 10(b).] Receipts and Expenditure in respect of the working of the Bridgewater Canals.

| Dr. | | | | | Cr. | | | | | | | |
|------------|-------------------------------------|-----------|----|----|---|---------|----|----|---------|---------|------------|---------|
| Year 1929. | EXPENDITURE. | | | | RECEIPTS. | | | | | | Year 1929. | |
| £ | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | | |
| 23,703 | To Maintenance ... | 19,532 | 0 | 3 | By Freight and Haulage, Tolls, Dockages, Portorage, Cartage, Wharfage and Sundry Receipts ... | 199,010 | 18 | 0 | | 237,293 | | |
| 199,797 | „ Traffic Expenses } See Abstract F | 174,718 | 17 | 1 | | | | | | | | |
| 10,112 | „ General Charges } | 9,371 | 14 | 10 | | | | | | | | |
| 57 | „ Law Charges ... | 100 | 18 | 2 | | | | | | | | |
| 6,928 | „ Rates ... | 2,949 | 13 | 10 | Less Paid out ... | 4,865 | 12 | 2 | | 7,997 | | |
| 16 | „ Taxes ... | 14 | 1 | 10 | | | | | 194,145 | 5 | 10 | 229,296 |
| 1,836 | „ Rents ... | 1,768 | 15 | 0 | | | | | | | | |
| | | | | | „ Rents ... | 18,611 | 19 | 7 | | 18,666 | | |
| 242,449 | Total Expenditure ... | 208,456 | 1 | 0 | | | | | | | | |
| 5,513 | Net Receipts ... | 4,301 | 4 | 5 | | | | | | | | |
| 247,962 | Total | £ 212,757 | 5 | 5 | Total | £ | | | 212,757 | 5 | 5 | 247,962 |

Abstracts—continued.

| Year 1929. | (F) Bridgewater Canals. | (H) Maintenance of Rolling Stock. (Railways.) | Year 1929. |
|------------|--|--|----------------|
| £ | £ s. d. | £ s. d. | £ |
| 14,468 | Maintenance { Salaries and Wages ... 13,435 9 4 | Superintendence:— | |
| 9,235 | { Materials, Stores, and Sundries ... 6,096 10 11 | Salaries ... 415 19 6 | 398 |
| 23,703 | | Office Expenses... 53 15 11 | 41 |
| 135,909 | | | 469 15 5 |
| 13,450 | { Salaries and Wages ... 123,024 5 3 | Locomotives (Steam):— | |
| 37,155 | { Fuel, Lighting, Water, and General Stores... 10,455 0 8 | Complete Renewals | ... |
| | { Repairs and Renewals £31,428 10 8 | Repairs and Partial Renewals 12,414 3 3 | 14,548 |
| | Less— | Transfer to Renewal Account 3,600 0 0 | 3,600 |
| | Charged to Reserve for Contingencies and Repairs ... £1,085 16 6 | | 16,014 3 3 |
| 37,155 | | Merchandise and Mineral vehicles:— | |
| 1,762 | Traffic Expenses { Printing, Stationery, &c. 1,385 9 2 | Complete Renewals— | |
| 6,972 | { Horses, Harness, Provender, &c. ... 5,801 13 7 | In the Company's Shops ... | ... |
| 391 | { Boat Hire ... 92 17 0 | By Contractors 2,867 7 5 | 2,340 |
| 4,158 | { Miscellaneous Expenses 3,616 17 3 | | |
| 199,797 | | Repairs and Partial Renewals 7,529 10 10 | 5,943 |
| 5,730 | General Charges { Salaries and Wages ... 5,664 5 6 | | |
| 385 | { Office Expenses ... 305 4 2 | Transfer from Renewal A/c. 217 7 5 | Dr. 310 |
| 851 | { Telephone Rent ... 805 9 10 | | |
| 2,418 | { Fire and Boiler Insurance, &c. ... 2,056 3 3 | | 10,179 10 10 |
| 728 | { Miscellaneous Expenses 540 12 1 | | 8,593 |
| 10,112 | | Total ... | £ 26,663 9 6 |
| | | | 27,180 |
| Year 1929. | (G) Maintenance of Way and Works. (Railways.) | (I) Locomotive Running Expenses. (Railways.) | Year 1929. |
| £ | £ s. d. | £ s. d. | £ |
| 791 | Superintendence:— | Superintendence:— | |
| 80 | Salaries ... 745 16 5 | Salaries ... 1,691 14 8 | 1,662 |
| 871 | Office expenses, &c. ... 93 14 5 | Office Expenses... 222 8 11 | 176 |
| | | | 1,914 3 7 |
| | Maintenance of roads, bridges and works:— | Steam Train Working:— | |
| | Earthworks | Wages connected with the running of steam locomotives ... 62,388 0 6 | 64,006 |
| 1,096 | Bridges, tunnels, culverts, retaining walls, and other works ... 295 1 5 | Fuel ... 16,918 2 8 | 17,296 |
| | Roads and fences | Water... 1,774 7 6 | 1,962 |
| 1,096 | | Lubricants ... 1,084 4 3 | 1,156 |
| | Maintenance of permanent way:— | Other stores, including clothing ... 1,944 5 10 | 2,054 |
| 4,887 | Complete Renewals:— | Miscellaneous ... 926 8 10 | 607 |
| 10,893 | Wages ... 3,370 2 11 | | 85,035 9 7 |
| | Materials ... 8,875 4 7 | Total ... | £ 86,949 13 2 |
| 748 | Engine power and wagon maintenance ... 778 5 8 | | 88,919 |
| 16,528 | | | |
| | Repairs and Partial Renewals:— | (J) Traffic Expenses. (Railways.) | Year 1929. |
| 18,947 | Wages ... 19,852 1 3 | £ s. d. | £ |
| 2,228 | Materials ... 1,832 7 10 | Salaries and Wages:— | |
| 1,192 | Engine power and wagon maintenance ... 1,162 5 5 | Superintendence ... 5,105 0 0 | |
| 22,367 | | Clerks... 31,174 8 6 | |
| | | Other Grades ... 69,063 0 4 | 105,342 8 10 |
| 161 | Maintenance of signalling ... 184 0 6 | | 813 8 1 |
| 350 | Maintenance of engine sheds... 969 17 4 | Clothing ... 3,254 11 4 | 3,070 |
| | | Wagon Covers, etc. ... 2,532 16 10 | 2,681 |
| | | Capstans, etc. ... 1,683 13 5 | 1,657 |
| | | Railway Clearing House Expenses ... 2,377 18 10 | 1,783 |
| | | Miscellaneous Expenses... 3,737 17 0 | 3,914 |
| 41,373 | Total ... £ 38,158 17 9 | Total ... | £ 119,742 14 4 |
| | | | 121,017 |

General Balance Sheet at 31st December, 1930.

| Year 1929. | LIABILITIES. | | | | ASSETS. | | | | Year 1929. |
|------------|--|-----------|----|----|---|-----------|----|----|------------|
| £ | £ | s. | d. | £ | s. | d. | £ | £ | |
| 148,220 | To Temporary Loans | 150,700 | 0 | 0 | By Capital Account, balance at debit thereof, as per Account No. 4 | 12,361 | 2 | 6 | 233,741 |
| 107,481 | Unpaid Interest and Dividends | 108,508 | 1 | 0 | Cash at Bankers and in hand | 406,230 | 17 | 6 | 241,567 |
| 207,654 | Amount due to Railway Clearing House | 193,728 | 13 | 6 | Investments in Stocks and Shares held by the Company, not charged as Capital Expenditure, and Ordinary Shares of the Company vested in Trustees for the Company taken over from the Contractor under agreement terminating the Contract for Works:— | | | | |
| 63,827 | Superannuation Fund | 86,918 | 7 | 8 | (a) Transport Undertakings | | | | |
| 159,642 | Accounts payable | 161,351 | 15 | 6 | (b) Other Undertakings | 149,849 | 11 | 3 | 181,831 |
| 40,827 | Liabilities accrued... .. | 40,125 | 0 | 8 | Stock of Stores and Materials | 94,943 | 18 | 2 | 94,016 |
| 11,148 | Miscellaneous Accounts | 7,269 | 18 | 11 | Outstanding Traffic Accounts | 222,140 | 1 | 7 | 244,754 |
| 2,440 | Insurance Fund to cover risks on the Mersey and on the Bridgewater Canal | 2,446 | 19 | 11 | Accounts receivable | 67,427 | 11 | 9 | 58,178 |
| 7,303 | Dredging Craft Insurance Fund | 7,809 | 6 | 1 | Miscellaneous Accounts | 101,586 | 7 | 2 | 97,461 |
| | Renewal Funds:— | | | | Suspense Accounts:— | | | | |
| | Railway:— | | | | Arpley Dredging Station (River Mersey) | 14,782 | 7 | 11 | |
| | Way and Works... .. | | | | Ship Canal Dredging Stations... .. | 5,920 | 9 | 8 | |
| | Rolling Stock | 17,435 | 19 | 7 | | 20,702 | 17 | 7 | 24,456 |
| 14,053 | | 17,435 | 19 | 7 | Amounts paid to date towards the extinguishment of £723,600 First and Second Mortgage Debentures [vide note in Statement No. 3]. | 63,252 | 0 | 11 | 58,363 |
| 8,770 | Ship Canal:—Cranes, etc. | 5,519 | 12 | 2 | Discount on and Expenses of issue of 5% Redeemable Debentures (balance) | 64,019 | 5 | 1 | 66,929 |
| 133,930 | Reserve for Contingencies and Repairs | 113,343 | 14 | 7 | | | | | |
| 396,001 | Balance available for Dividends and Reserve as per Account No. 9 | 307,356 | 3 | 11 | | | | | |
| 1,301,296 | Total | 1,202,513 | 13 | 6 | | | | | |
| | | | | | Total | 1,202,513 | 13 | 6 | 1,301,296 |

PART II.

STATISTICAL RETURNS.

I.—Manchester Ship Canal.

(Harbour and Port of Manchester.)

| PARTICULARS. | Length. | |
|--|---------|-----|
| | M. | Ch. |
| From entrance in the River Mersey at Eastham to the Docks at Manchester | 35 | 40 |
| | 35 | 40 |

II.—Docks, Harbours and Wharves.

| SITUATION | Length of Quays. | |
|---|------------------|------------|
| | Feet. | Dec. 1929. |
| Manchester Docks | 29,875 | 29,733 |
| Partington Coaling Basin... .. | 1,518 | 1,518 |
| Warrington Lay-bye | 297 | 297 |
| Runcorn Lay-bye | 594 | 594 |
| Runcorn Docks | 8,778 | 8,778 |
| Stanlow Oil Dock and Lay-bye | 1,221 | 1,221 |
| Ellesmere Port Docks and Wharves | 8,844 | 8,844 |

III.—Bridgewater Canals.

| PARTICULARS. | Length. | | | |
|--|---------|---------|-------------|---------|
| | Miles. | Chains. | Dec., 1929. | |
| | | | Miles. | Chains. |
| (a) The Bridgewater Canal from a junction with the Rochdale Canal at Manchester to the River Mersey at Runcorn | 28 | 60 | 28 | 60 |
| With a branch from the said Canal at Stretford to a junction with the Leeds and Liverpool Canal at Leigh | 10 | 60 | 10 | 60 |
| Also a branch at Preston Brook, Cheshire, from the said Canal to a junction with the Trent and Mersey Canal | 0 | 60 | 0 | 60 |
| (b) The Runcorn and Weston Canal from a junction with the Bridgewater Canal near its Runcorn end to a junction near Weston Point with the River Weaver Navigation Weston Canal | 1 | 25 | 1 | 25 |
| (c) Portions of the Mersey and Irwell Navigation, being such portions as are not absorbed in the Manchester Ship Canal:— | | | | |
| 1. Portion of the said Navigation, being the River Irwell between Hunt's Bank in Manchester and Woden Street Bridge, Manchester | 1 | 30 | 1 | 30 |
| 2. The Navigation from Rixton Junction on the Manchester Ship Canal to Bank Quay, Warrington, via Howley Lock, being partly by the natural course of the River Mersey and partly by artificial cuts, including the Woolston Canal (2,940 yards) | 7 | 20 | 7 | 20 |
| 3. From Bank Quay, Warrington to Liverpool, by the River Mersey | 22 | 60 | | |
| 4. Portion of the Runcorn and Latchford Canal extending from Manor Lock, on the River Mersey at Latchford, to Twenty Steps Lock, on the Manchester Ship Canal at Wilderspool | 1 | 20 | 1 | 20 |
| (d) Portion of the Manchester and Salford Junction Canal lying between the Rochdale Canal in Manchester and Lower Mosley Street, Manchester | 0 | 20 | 0 | 20 |
| Total | 51 | 55 | 51 | 55 |

IV.—Railways.

(A.)—MILEAGE OF LINES OPEN FOR TRAFFIC.

| | Running Lines. | | | | | | Sidings Reduced to Single Track. | Total of Single Track including Sidings. | | | | | | | | |
|--|-----------------|---------------|--------------|---------------|---|--|----------------------------------|--|--------|-----|-----|-----|-----|-----|-----|----|
| | Length of Road. | Second Track. | Third Track. | Fourth Track. | Over Four Tracks (reduced to Single Track). | Total Miles (reduced to Single Track). | | | | | | | | | | |
| | First Track. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | | | M. Ch. | | | | | | | |
| Lines owned by the Company | 30 | 41½ | 4 | 64 | 0 | 51½ | — | — | 35 | 76½ | 132 | 69½ | 168 | 66 | | |
| Lines leased or worked by the Company | 12 | 12 | 6 | 74 | 2 | 19 | 0 | 60 | 0 | 15 | 22 | 20 | 21 | 63 | 44 | 3 |
| Total year 1930 | 42 | 53½ | 11 | 58 | 2 | 70½ | 0 | 60 | 0 | 15 | 58 | 16½ | 154 | 52½ | 212 | 69 |
| Lines owned by the Company | 30 | 41½ | 4 | 64 | 0 | 51½ | — | — | — | — | 35 | 76½ | 132 | 42½ | 168 | 39 |
| Lines leased or worked by the Company | 12 | 14 | 6 | 70½ | 2 | 20¾ | 0 | 57½ | 0 | 15 | 22 | 17¾ | 18 | 68¼ | 41 | 6 |
| Total year 1929 | 42 | 55½ | 11 | 54½ | 2 | 72 | 0 | 57½ | 0 | 15 | 58 | 14¼ | 151 | 30¾ | 209 | 45 |

(B.)—ROLLING STOCK.

(i.)—Steam Locomotives.

| Description. | Number. | Empty Weight. Tons. | Number. |
|----------------|---------|---------------------|-------------|
| | | | Dec., 1929. |
| Tank Engines:— | | | |
| 0 4 0 | 4 | 79 | 4 |
| 0 6 0 | 70 | 1,790 | 70 |
| Total | 74 | 1,869 | 74 |

(ii.)—Merchandise and Mineral Vehicles.

| Description. | |
|---|---|
| Open Wagons:— | For Main Line Traffic. Nil. (The Company's Wagons are used for Dock purposes only.) |
| 8 and under 10 tons | |
| 10 and under 12 tons | |
| Special Wagons | |
| Rail and Timber Trucks (including Twin Trucks) | |
| Brake Vans | |

V.—Horses and Road Vehicles.

| Description. | Number. | Dec., 1929. |
|--|------------|-------------|
| Road Motors | 26 | 30 |
| Horse wagons and carts | 117 | 117 |
| Miscellaneous | 42 | 42 |
| Total | 185 | 189 |
| HORSES FOR ROAD VEHICLES | 61 | 64 |

VI.—Land, Property, &c., not forming part of the Undertaking.

| Land. | Acres. | Dec., 1929. |
|-------------------------------|--------|-------------|
| Agricultural land | 16 | 16 |
| Urban and suburban land... .. | 992 | 995 |

| Houses. | Number. | Dec., 1929. |
|---|---------|-------------|
| Labouring class dwellings... .. | 141 | 133 |
| Houses and cottages for Company's servants | 219 | 225 |
| Other houses and cottages | 84 | 85 |

VII.—Maintenance of Way and Works. (Railways.)—Abstract G.

| Description. | — | | Dec., 1929. |
|--|-------------|-------|-------------|
| Principal permanent way materials used:— | | | |
| Ballast | Cubic yards | 6,063 | 7,124 |
| Rails | Tons | 451 | 635 |
| Sleepers | Number | 7,011 | 8,261 |
| Miles maintained:— | | | |
| Miles of road | M. | 30 | 41½ |
| Miles of road reduced to single track:— | Ch. | 41½ | 30 |
| Running lines | M. | 35 | 76½ |
| Sidings | Ch. | 76½ | 35 |
| Length of track renewed... .. | M. | 148 | 56½ |
| | Ch. | 56½ | 145 |
| | M. | 3 | 4 |
| | Ch. | 34 | 49½ |

VIII.—Maintenance of Rolling Stock. (Railways.)—Abstract H.

| Description. | In Company's Work-shops. | By Contract. | Total. | Year 1929. |
|--|--------------------------|--------------|--------|------------|
| | | | | Total. |
| Locomotives:— | | | | |
| Renewals | — | — | — | — |
| Heavy repairs | 40 | — | 40 | 41 |
| Light " | 3 | — | 3 | 7 |
| Under or awaiting repair at end of year | 5 | — | 5 | 5 |
| Merchandise and Mineral Vehicles:— | | | | |
| Renewals | — | 116 | 116 | 90 |
| Heavy repairs | 216 | — | 216 | 102 |
| Light " | 1,039 | — | 1,039 | 1,066 |
| Under or awaiting repair at end of year | 26 | — | 26 | 25 |

IX.—Engine Mileage. (Railways.)

| | Miles run in Relation to the Company's Total Traffic Receipts. | Year 1929. |
|---|--|------------------|
| Train Miles (Loaded Trains):— | | |
| Goods | 125,415 | 125,164 |
| Total Train Miles (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey):— | | |
| Goods | 153,492 | 154,735 |
| Shunting Miles:— | | |
| Goods | 825,499 | 871,598 |
| Other Miles (Assisting, Light, etc.) | 101,869 | 102,917 |
| Total Engine Miles | 1,080,860 | 1,129,250 |

X.—Goods Traffic and Receipts. (Railways.)

| | Tonnage. | Receipts. | Average Receipt per Ton. | Tonnage originating on the Company's System. | Year 1929. | | | |
|---|------------------|----------------|--------------------------|--|------------------|----------------|--------------------------|--|
| | | | | | Tonnage. | Receipts. | Average Receipt per Ton. | Tonnage originating on the Company's System. |
| | | | | | Tons | £ | s. d. | Tons |
| Merchandise (excluding Classes 1—6) | 2,545,651 | 208,666 | 1 7'67 | 2,079,418 | 2,666,154 | 223,812 | 1 8'15 | 2,141,367 |
| Minerals and Merchandise (Classes 1—6) | 1,514,904 | 57,347 | 9'09 | 752,000 | 1,542,708 | 59,594 | 9'27 | 803,814 |
| Coal, Coke, and Patent Fuel | 1,454,982 | 37,357 | 6'16 | 24,214 | 1,605,505 | 41,043 | 6'14 | 32,162 |
| Total | 5,515,537 | 303,370 | 1 1'20 | 2,855,632 | 5,814,367 | 324,449 | 1 1'39 | 2,977,343 |
| | Number. | | Per head. | Number originating on the Company's System. | Number. | | Per head. | Number originating on the Company's System. |
| Live Stock | 2,355 | £ 19 | d. 1'97 | 2,232 | 606 | £ 4 | d. 1'67 | 606 |

X (a) Tonnage of the Principal Classes of Merchandise and Mineral Traffic originating on the Company's System carried by Goods Trains.

| | Year 1929. | |
|---|------------------|------------------|
| | Tons. | Tons. |
| Bricks, Blocks and Tiles | 389 | 2,474 |
| Cement and Lime | 181 | 255 |
| Cotton | 72,397 | 84,285 |
| Creosote, Tar and Pitch | 79,374 | 24,741 |
| Fruit—Green | 20,313 | 17,254 |
| Grain, Flour and Milling Offals | 290,314 | 282,414 |
| Gravel and Sand | 10,744 | 14,825 |
| Iron and Steel, Blooms, Billets, Ingots, &c. | 146,991 | 135,735 |
| Iron and Steel Scrap | 17,051 | 23,520 |
| Iron and Steel, other descriptions | 155,702 | 85,155 |
| Iron Ore | 129,687 | 142,264 |
| Iron, Pig | 6,518 | 6,373 |
| Limestone and Chalk | 9 | 70 |
| Manure, Packed | 520 | 1,285 |
| Oil Cake | 7,705 | 6,567 |
| Oil in Casks | 72,965 | 80,995 |
| Oil in Tanks | 168,297 | 188,582 |
| Paper | 22,854 | 16,518 |
| Road Making and Road Repairing Material | 6,573 | 10,843 |
| Carried forward | 1,208,584 | 1,124,155 |

X (a) Tonnage of the Principal Classes of Merchandise and Mineral Traffic originating on the Company's System carried by Goods Trains.

| | Year 1929. | |
|--|------------------|------------------|
| | Tons. | Tons. |
| Brought forward | 1,208,584 | 1,124,155 |
| Starch | 39,144 | 54,071 |
| Round Timber (including Mining) | 17,007 | 9,564 |
| Timber (other than round) | 68,868 | 85,849 |
| Vegetables | 4,208 | 5,393 |
| Wood Pulp | 34,779 | 37,319 |
| TOTAL | 1,372,590 | 1,316,351 |

X (b) Live Stock Traffic originating on the Company's System carried by Goods Trains.

| | Year 1929. | |
|------------------------|--------------|------------|
| | Number. | Number. |
| Horses | — | — |
| Cattle | 2,232 | 464 |
| Calves | — | — |
| Sheep and Lambs | — | 142 |
| Pigs | — | — |
| Miscellaneous | — | — |
| TOTAL | 2,232 | 606 |

XI.—Summary of Financial Results secured in comparison with those for past Years.

| | Ac- count No. | 1921. | 1922. | 1923. | 1924. | 1925. | 1926. | 1927. | 1928. | 1929. | 1930. |
|---|---------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| Total Expenditure on Capital A/o | 4 | 17,415,773 | 17,711,180 | 17,955,047 | 18,418,676 | 18,665,660 | 19,194,239 | 19,675,290 | 19,862,418 | 19,920,432 | 19,975,522 |
| Gross Receipts from Businesses carried on by the Company | 8 | 1,857,132 | 1,960,406 | 1,978,935 | 2,054,307 | 2,097,134 | 2,211,281 | 2,189,152 | 2,088,479 | 2,115,417 | 1,905,196 |
| Revenue Expenditure on ditto | 8 | 1,320,514 | 1,181,919 | 1,188,562 | 1,222,730 | 1,245,239 | 1,269,940 | 1,289,133 | 1,268,039 | 1,261,192 | 1,144,554 |
| Net Receipts of ditto | 8 | 536,618 | 778,487 | 790,373 | 831,577 | 851,895 | 941,341 | 900,019 | 820,440 | 854,225 | 760,641 |
| Miscellaneous Receipts net | 8 | 36,764 | 14,340 | 79,502 | 26,162 | 33,932 | 20,356 | 32,181 | 46,393 | 47,779 | 49,672 |
| Miscellaneous Charges | 8 | 79,012 | 83,931 | 85,033 | 89,636 | 94,807 | 103,644 | 104,031 | 105,481 | 105,250 | 108,638 |
| Net Revenue | 8 | 494,370 | 708,896 | 784,842 | 768,103 | 791,020 | 858,053 | 828,169 | 761,352 | 796,754 | 701,675 |
| Interest on Loans and Debenture Stocks, etc. | 9 | 290,859 | 310,762 | 320,077 | 335,933 | 351,234 | 354,932 | 380,860 | 405,462 | 417,251 | 421,885 |
| Dividends on Preference Stocks | 9 | 157,139 | 237,137 | 237,137 | 237,137 | 237,137 | 237,137 | 237,137 | 237,137 | 237,137 | 197,138 |
| Balance after payment of Pref. Dvds. | 9 | 46,372 | 160,997 | 227,629 | 195,033 | 202,649 | 265,984 | 210,172 | 118,753 | 142,366 | 82,652 |
| Dividend on Ordinary Stock | 9 | 56,264 | 150,039 | 187,553 | 187,555 | 187,561 | 187,565 | 187,565 | 131,298 | 131,298 | 75,028 |
| Rate per cent. | — | 1½% | 4% | 5% | 5% | 5% | 5% | 5% | 3½% | 3½% | 2% |
| Surplus | — | Dr. 9,892 | 10,958 | 40,076 | 7,478 | 15,088 | 78,419 | 22,607 | Dr. 12,545 | 11,068 | 7,624 |
| Appropriation to Reserve | 9 | — | — | 50,000 | 10,000 | 50,974 | 80,000 | 25,000 | — | — | 7,000 |
| Brought forward from previous year | 9 | 44,309 | 34,417 | 45,375 | 35,451 | 32,929 | 33,017 | 31,436 | 29,043 | 16,498 | 27,566 |
| Carried forward to subsequent year | 9 | 34,417 | 45,375 | 35,451 | 32,929 | 33,017 | 31,436 | 29,043 | 16,498 | 27,566 | 28,190 |

Examined and found correct,
9th February, 1931.

EDWIN GUTHRIE & Co., Chartered Accountants.

H. O. WHITELEGG, Accountant of the Company.

CERTIFICATES OF THE RESPONSIBLE OFFICERS AS TO THE UPKEEP OF THE WHOLE OF THE COMPANY'S PROPERTY.

Certificate respecting the Navigations, &c.

We hereby certify that the whole of the Company's Navigations, Docks, Buildings, and other Works have during the past year been maintained in good working condition and repair.

F. B. GREENWOOD, Chief Engineer.

W. H. WISWALL, Engineer (Bridgewater Department).

Certificate respecting the Plant and Machinery.

We hereby certify that the whole of the Company's Plant in work, Steam Vessels, Engines, Machinery and Tools have during the past year been maintained in good working order and repair.

F. B. GREENWOOD, Chief Engineer.

W. G. SMITH, Mechanical Engineer.

9th February, 1931.

(Signed for the Board
of Directors)

ALFRED WATKIN, Chairman of the Company.
M. KISSANE, Secretary of the Company.

AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Company and that the Dividends proposed to be declared on the Preference Stock and the Preference and Ordinary Shares are bona fide due thereon after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout.

We further certify that the foregoing Accounts are prepared in the form submitted to and approved by the Minister of Transport under Section 3 (6) of the Railway Companies (Accounts and Returns) Act, 1911.

9th February, 1931.

F. T. WOOLLEY, F.C.A.,
FRANK HALSALL, F.C.A.,

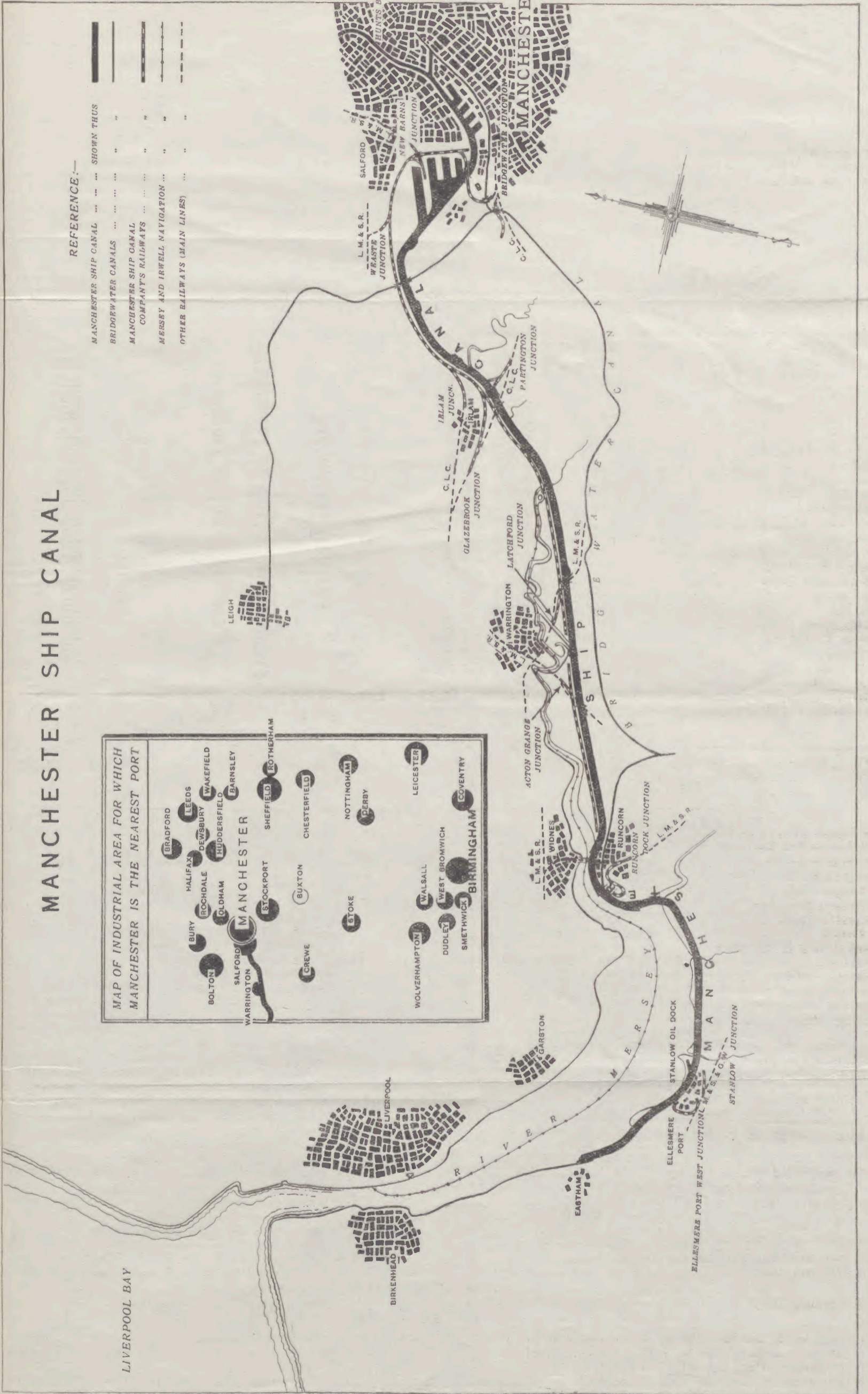
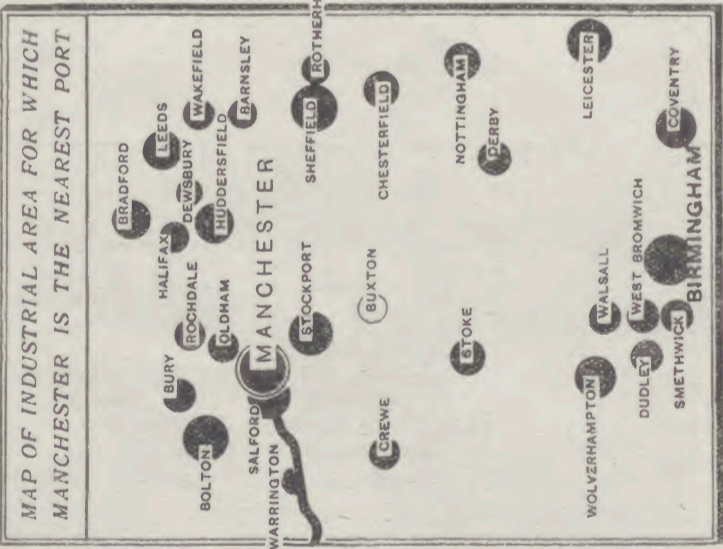
} Auditors.

MANCHESTER SHIP CANAL

REFERENCE:—

- MANCHESTER SHIP CANAL SHOWN THUS
- BRIDGEWATER CANALS
- MANCHESTER SHIP CANAL COMPANY'S RAILWAYS
- MERSEY AND IRWELL NAVIGATION
- OTHER RAILWAYS (MAIN LINES)

MAP OF INDUSTRIAL AREA FOR WHICH MANCHESTER IS THE NEAREST PORT



Manchester Ship Canal Company.

THE

[INCORPORATED 1885.]

Report of the Directors, Statement of Financial Accounts AND Statistical Returns

For the year ended 31st December, 1930.

NOTICE IS HEREBY GIVEN that the SEVENTY-THIRD ORDINARY GENERAL MEETING of the Manchester Ship Canal Company will be held in the HOULDSWORTH HALL, 90, DEANSGATE, Manchester, on Monday, the 23rd day of February, 1931, at Eleven o'clock in the forenoon, for the transaction of the ordinary business of the Company.

ALFRED WATKIN, CHAIRMAN.
M. KISSANE, SECRETARY

NOTICE.

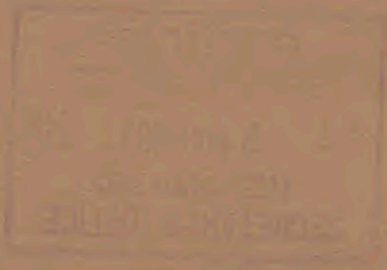
The Dividend Warrants will be posted to the Shareholders on March 3rd, 1931.

It is important that notice of any change of address should be given at once.

CHAS. SEVER LTD., Printers, King Street West, Manchester.

| INDEX. | | PAGE |
|----------------------------|---|------|
| Report of Directors | | 2-3 |
| FINANCIAL ACCOUNTS. | | |
| No. 1 | Nominal Capital authorised and created by the Company | 4 |
| " 2 | Share Capital and Stocks created, showing the proportion issued | 4 |
| " 3 | Capital raised by Loans and Debenture Stocks ... | 5 |
| " 4 | Receipts and Expenditure on Capital Account ... | 5 |
| " 5 | Details of Capital Expenditure for year ended 31st December, 1930 | 6 |
| " 6 | Estimate of further Expenditure on Capital Account ... | 6 |
| " 7 | Capital Powers and other Assets available to meet further Expenditure on Capital Account ... | 6 |
| " 8 | Revenue Receipts and Expenditure of the whole Undertaking | 7 |
| " 9 | Proposed Appropriation of Net Revenue | 7 |
| " 10(a) | Receipts and Expenditure in respect of the Working of The Manchester Ship Canal | 8 |
| " 10(b) | Receipts and Expenditure in respect of the Working of The Bridgewater Canals | 8 |
| " 10(c) | Receipts and Expenditure in respect of Railway Working (Ship Canal and Bridgewater Canals)... | 9 |
| | ABSTRACT A. Maintenance of Way, Works, etc. (Ship Canal) | 9 |
| | ABSTRACT B. Working of Locks, Sluices, Swing Bridges, Ferries, etc. (Ship Canal) | 9 |
| | ABSTRACT C. Working of Dock Labour and Animals' Landing Wharf (Ship Canal) | 9 |
| | ABSTRACT D. Traffic Expenses (Ship Canal) ... | 9 |
| | ABSTRACT E. General Charges (Ship Canal) ... | 9 |
| | ABSTRACT F. Bridgewater Canals—Maintenance, Traffic Expenses and General Charges | 10 |
| | ABSTRACT G. Maintenance of Way and Works (Railways) | 10 |
| | ABSTRACT H. Maintenance of Rolling Stock (Railways) | 10 |
| | ABSTRACT I. Locomotive Running Expenses (Railways) | 10 |
| | ABSTRACT J. Traffic Expenses (Railways) | 10 |
| " 11 | General Balance Sheet | 11 |

| INDEX. | | PAGE |
|----------------------|--|------|
| STATISTICAL RETURNS. | | |
| No. I. | Manchester Ship Canal (Harbour and Port of Manchester) | 1 |
| " II. | Docks, Harbours and Wharves | 1 |
| " III. | Bridgewater Canals | 1 |
| " IV. | Railways—(A) Mileage of Lines open for traffic | 1 |
| | (B) Rolling Stock (i.) Steam Locomotives | 1 |
| | (ii.) Merchandise and Mineral Vehicles | 1 |
| " V. | Horses and Road Vehicles | 1 |
| " VI. | Land, Property, etc., not forming part of Undertaking | 1 |
| " VII. | Maintenance of Way and Works (Railways)—Abstract G. | 1 |
| " VIII. | Maintenance of Rolling Stock (Railways)—Abstract H. | 1 |
| " IX. | Engine Mileage (Railways) | 1 |
| " X. | Goods Traffic and Receipts (Railways) | 1 |
| " X.(a) | Tonnage of the principal classes of Merchandise and Mineral Traffic originating on the Company's System carried by Goods Trains | 1 |
| " X.(b) | Live Stock Traffic originating on the Company's System carried by Goods Trains | 1 |
| " XI. | Summary of Financial Results secured | 1 |
| | Certificates of the Responsible Officers as to the Upkeep of the whole of the Company's property Auditors' Certificate | 1 |
| | Map | 1 |



MERSEY RAILWAY COMPANY.

Statement regarding the position of the
Company made at the Annual General
Meeting of the Mersey Railway Company,

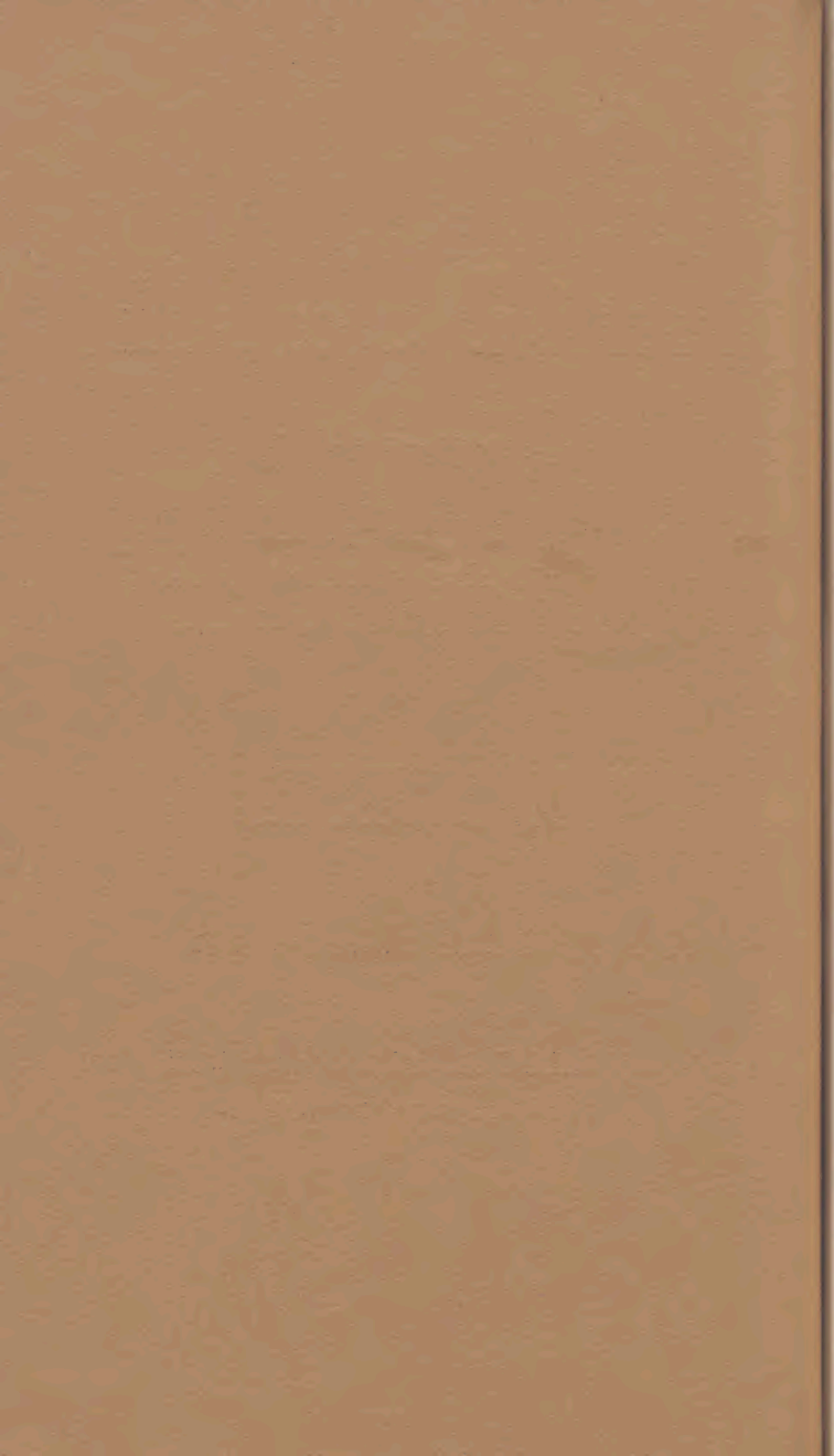
HELD AT

WINCHESTER HOUSE, 100 OLD BROAD
STREET, LONDON, E.C. 2

ON

Friday, the 27th February, 1931.

Mr. JOHN WADDELL, J.P., Deputy Chairman
of the Company, presiding.



MERSEY RAILWAY COMPANY.

STATEMENT REGARDING THE POSITION OF THE COMPANY

MADE AT

THE ANNUAL GENERAL MEETING OF
THE MERSEY RAILWAY COMPANY HELD AT
WINCHESTER HOUSE, 100 OLD BROAD STREET,
LONDON, E.C.2., ON FRIDAY, 27TH FEBRUARY, 1931,
MR. JOHN WADDELL, J.P., DEPUTY CHAIRMAN OF THE
COMPANY, PRESIDING.

THE CHAIRMAN: Ladies and Gentlemen, before proceeding with my statement I wish to express the regret of Mr. James Falconer, the Chairman of the Company, at his inability to preside at to-day's meeting owing to being confined to his house through illness. This regret must be accentuated by the fact that this meeting marks a further stepping stone in the Company's affairs. He has been the Chairman of the Company for the last 34 years and during this period has presided over 48 General Meetings of the Company. Previous to this day's meeting he has only missed presiding over one General Meeting since the date of his election, and on that occasion he had to attend before a Parliamentary Committee to give evidence on behalf of the Company.

I am sure you will all join in wishing him a speedy recovery.

The next business is the consideration of the Report and Statement of Accounts for the year 1930. I presume we shall, as usual, hold these as read; I beg to move:—

“ That the Report and Statement of Accounts be received and adopted and that a Dividend at the rate of 1 per cent. be declared on the Consolidated Ordinary Stock, which will absorb £14,122 12s. 7d., and leave to carry forward to next year's account the balance of £4,000 6s. 7d.”

The results of the working for the year 1930 shew continued progress on the part of the Company, notwithstanding the adverse conditions which have prevailed throughout the whole country and which have affected with exceptional severity the area which we serve.

FINANCIAL RESULTS.

The Net Revenue for the year as shewn in Account No. 8 is £90,969, as compared with £88,317 for 1929, an increase of £2,652 and with the amount brought forward from last year, £3,683, this makes a total of £94,652. After deducting from this sum the interest on the Debenture Stocks, £55,057, the appropriation to General Reserve, £2,000, and the Dividend on the Preference Stock, £19,472, making together £76,529, there remains a balance available for payment of dividend on the ordinary stock of £18,123, as compared with £14,275 for 1929, an increase of £3,848. We recommend that out of this sum £14,122 12s. 7d. be applied in payment of a dividend on the Ordinary Stock of 1 per cent., as against $\frac{3}{4}$ per cent. for last year, and that the balance of £4,000 6s. 7d. be carried forward to next year's account, as compared with £3,683 brought forward from last year.

We have made an addition to our train mileage by increasing the frequency of the service during the peak periods and it will be a source of satisfaction to the Stockholders that we have been able, at the same time, to maintain our progress in the growth of our net revenue and to increase our dividend.

RECEIPTS AND EXPENDITURE FROM RAILWAY WORKING.

The gross receipts from Railway Working for the year as shewn in No. 8 account were £236,306, as compared with £234,064 for 1929, an increase of £2,242, or .9 per cent.

The expenditure on railway working for the year was £144,599, as compared with £144,770 for the year 1929, a decrease of £171, or .1 per cent.

This leaves the net receipts from railway working at £91,708 for 1930, as compared with £89,294 for 1929, an increase of £2,414, or 2.7 per cent.

The Train Mileage during the year has been 518,454 miles, as compared with 505,175 miles run in 1929, an increase of 13,279, or 2.6 per cent.

The number of passenger journeys on the railway during the year has been 18,568,759, as compared with 18,402,135 for 1929, an increase of 166,624, or .9 per cent.

WORKING EXPENSES.

The expenditure in respect of railway working as shewn in No. 10 Account, including pumping, represents 61.19 per cent. of the traffic receipts, as compared with 61.85 per cent. for 1929 and, excluding pumping, it amounts to 57.65 per cent., as compared with 57.92 per cent. for 1929.

Including pumping there are only two Railway Companies in the country, viz., the London Electric Railway and the City and South London Railway, below this figure and if we exclude pumping from the Mersey Company's figures, as this is not a normal Railway expenditure, the London Electric Railway is the only one in the country which has a lower ratio of working expenditure than your Company.

RENEWAL, CONTINGENCY AND RESERVE FUNDS.

Turning to No. 19 Account—the General Balance-Sheet—the total of the Renewal Funds is now £55,673, as compared with £53,556 for the year 1929, an increase of £2,117.

The Board have allocated £4,500 to these Funds—(Way and Works, £1,000; Rolling Stock, £1,200; and Other Funds, £2,300) and there has been withdrawn £2,382 to meet the cost of renewal of certain parts of some of the boilers at the Power Station and the part renewal of the Storage Battery also at the Power Station. The allocation totalling £4,500 to the Renewal Funds for 1930 compares with £4,000 allocated in 1929, an increase of £500.

The Contingency Fund remains at £10,000 while the General Reserve Fund with the appropriation of £2,000 shewn in the last item on the "Liability" side of the Balance-Sheet now stands at £26,249,

The total of the Renewal, Contingency and Reserve Funds stands at £91,922.

Our plant has been kept in a high state of efficiency and our reserves have been fully maintained.

DIAGRAM OF NET REVENUE.

The diagram on page 7 shews the net revenue available for payment of interest and dividend, after deduction of appropriations to the renewal, contingency and reserve funds since the year 1899. The Railway was electrified in 1903, and in 1902, the last year of steam working, there was a deficit of £4,086, now there is a surplus of £92,652, or an increase of net revenue of £96,738 per annum when compared with 1902. It is interesting to note that from 1902 to 1914, the year the Great War commenced, the average annual increase in our Net Revenue was £4,345. From 1914 to 1921 the Railway was under Government control and the Net Revenue remained constant. From 1921 to date the average annual increase in our Net Revenue has been £4,383.

GENERAL POLICY.

It is, I think, a remarkable testimony to the enterprise shewn by our Company and to the efficiency with which our undertaking has been run and has met the needs of the travelling public that this progress should have been maintained during the whole of this period and particularly during the times through which we have recently passed. Our passenger traffic, since electrification, has increased from 6.67 to 18.56 millions a year, and we have carried in all during that time 429.09 million passengers. I think we may fairly claim that we are performing an important public service in providing these facilities for the travelling public and also in keeping our staff fully employed. If you ask how this has been accomplished I can only say that from the day when we decided to adopt electric traction down to now it has been our constant study to increase the efficiency and economy of our undertaking, and to meet the needs of the public as regards service and fares. When our electrical installation was inaugurated we realised that our Ordinary Stockholders could

not derive any advantage until we had earned a net revenue sufficient to meet the interest upon our debenture capital and the dividend on our Preference stock and that we must take a long view of the distance we had to go before we could accomplish our object. Our plant and equipment were, accordingly, designed so as to be capable of dealing efficiently and economically with a large development of our traffic. This applied not only to the original installation, but since then our policy has been to keep our plant and equipment up to date.

Since the termination of the Government control in 1921, we have carried out a comprehensive programme of improvements and additions at a cost of approximately £100,000 and we have, at the present time, an undertaking which is capable of dealing with a large expansion of traffic and which, notwithstanding the special difficulties due to its gradients and curves, compares favourably as regards efficiency and cost of working with any other similar undertaking in operation to-day.

At the same time we have remodelled our fares and simplified them so as to meet the requirements of the travelling public in the district we serve. We are glad to note that the facilities which we offer are being taken advantage of and this justifies the action of the Board in fixing fares which, whilst proving very popular, are not below an economic value.

OPENING OF NEW TUNNEL.

The time is approaching when the completion of the New Mersey Vehicular Tunnel will be an accomplished fact and the question is often asked what will be the effect of the opening on the Mersey Railway undertaking. At the present moment your Board see no reason why the opening of the Tunnel and the consequent diversion of heavy transport from the goods steamers, the revenue from which is the mainstay of the ferries undertaking, to the new tunnel should affect the Company or the policy now adopted, *i.e.*, to serve the district with cheap fares fixed at an economic value.

DEVELOPMENT OF THE WIRRAL DISTRICT.

Last year the Chairman referred to the fact that the Electrification of the Wirral Section of the L.M.&S. Co. was included in the programme of works submitted to the Government by the L.M.&S. Company, and stated that we had assured that Company

of our readiness to co-operate with them in affording to the public a frequent service of through trains.

I regret that I am not yet in a position to make any definite statement as to the prospects of the proposal for through electrical working between the two Companies materialising at an early date.

Certain proposals have been made by both Companies and these are still under consideration.

There must be taken into account the difficulties which the large Companies are faced with to-day and the huge interests and areas they serve, and we must not be too impatient when a question which may be of relatively small moment to the L.M.&S. Company, but which is of considerable importance to the district served by the Wirral Section of that Company, is not dealt with as expeditiously as was anticipated at our last General Meeting.

I would also like to acknowledge the ability with which Mr. Shaw has discharged the responsible duties of his office and the loyal and efficient service and co-operation of his staff and the whole body of workers engaged in the running of the Railway. The punctuality of the service is fully maintained and has been practically perfect throughout the year and that is the best test of the efficient working of the whole organisation.

Replying to a question from a Stockholder, the Chairman said with regard to the Wirral Electrification, he had nothing further to add except to say that there is no electrification work going on in the Wirral Section and it is doubtful if any work will be undertaken this year.

The Resolution was put and carried unanimously.

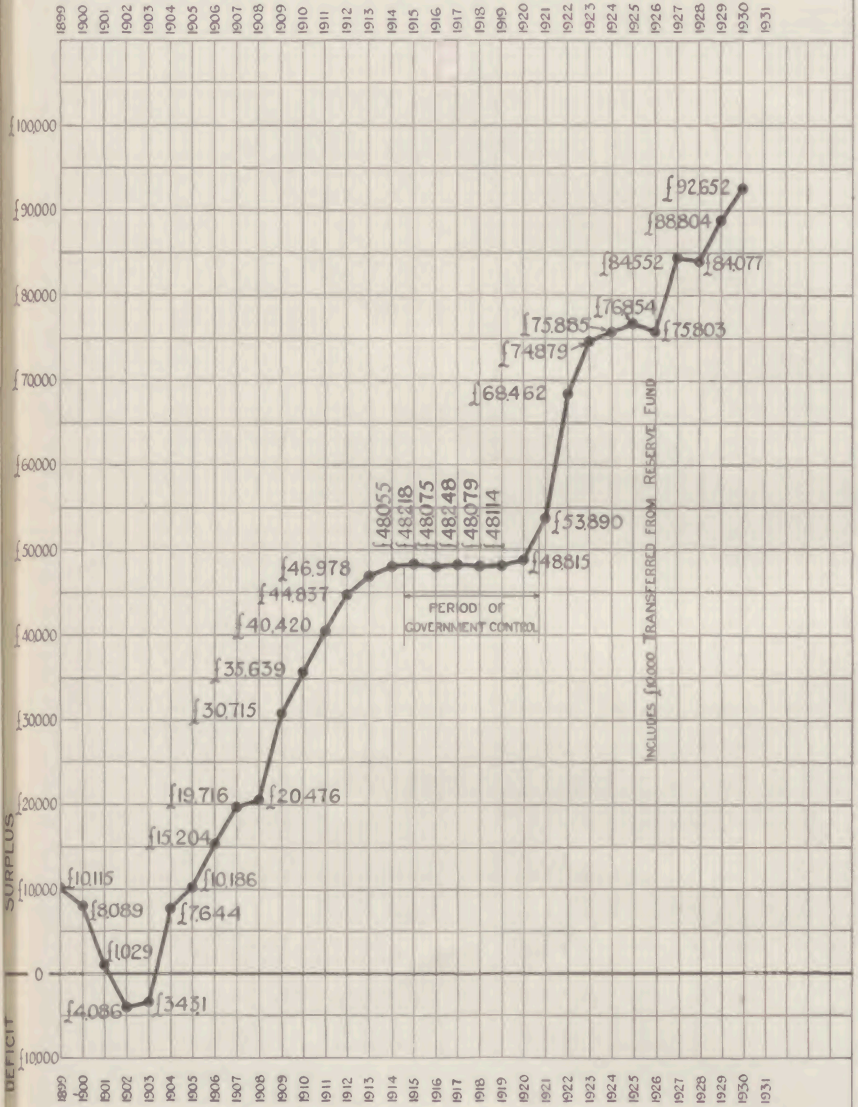
On the motion of Mr. Cutler A. Jones, seconded by Mr. A. D. C. Parsons, Mr. John Waddell, J.P., was re-elected a Director, and on the motion of Mr. H. L. Ross, seconded by Mr. C. F. Pearson, the Rt. Hon. Lord Plender, G.B.E., F.C.A., was re-elected as an Auditor.

The proceedings then terminated by a vote of thanks to the Chairman.

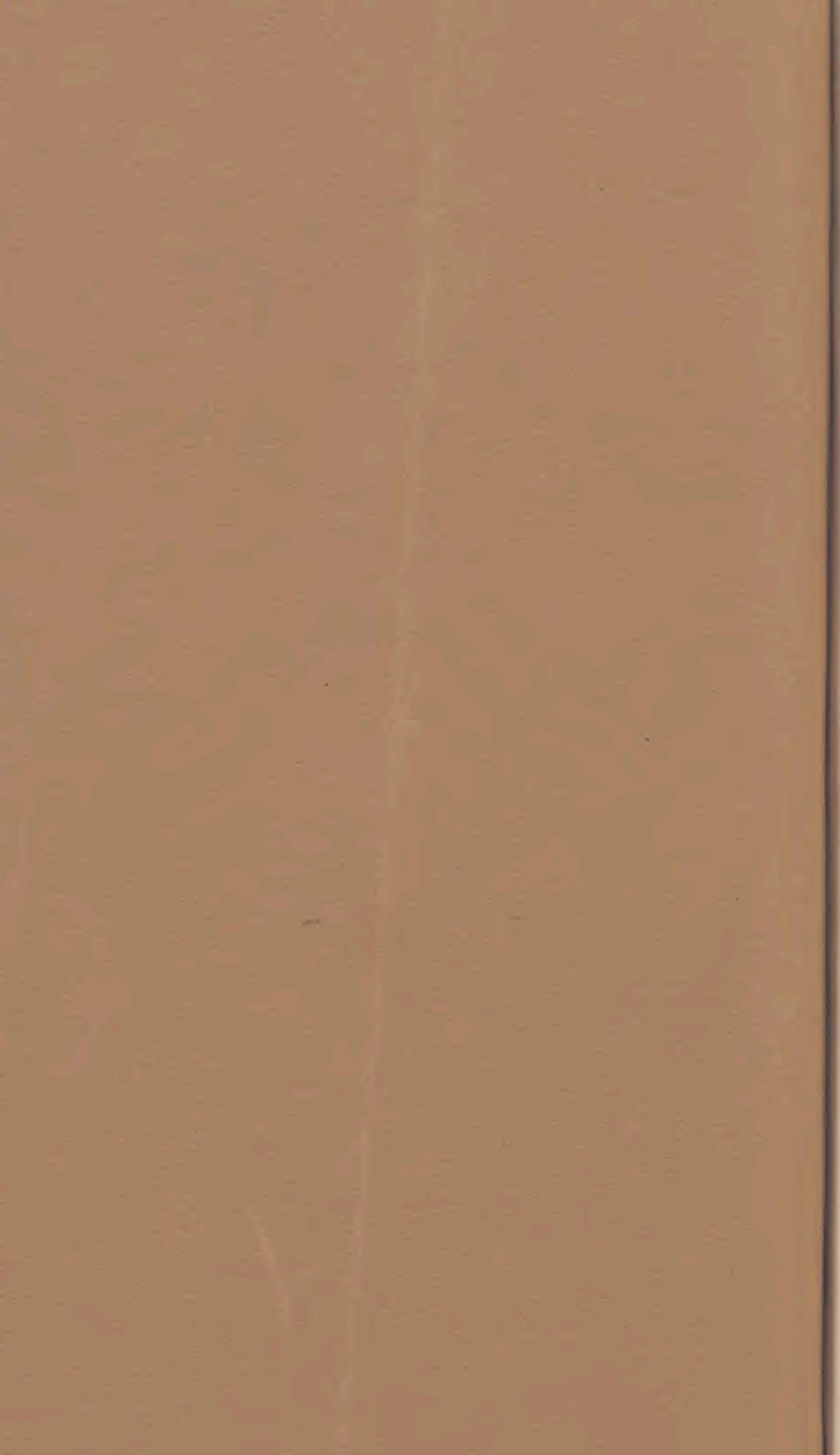
SURPLUS
DEFICIT

MERSEY RAILWAY

DIAGRAM SHOWING NET REVENUE AVAILABLE FOR PAYMENT OF INTEREST & DIVIDENDS AFTER APPROPRIATIONS TO RESERVE & CONTINGENCY FUNDS







MERSEY RAILWAY COMPANY.

REPORT OF THE DIRECTORS

TOGETHER WITH

STATEMENT OF ACCOUNTS

FOR THE

Year ended December 31st, 1930.

To be submitted to the Yearly Ordinary General Meeting of the Proprietors, to be held at Winchester House, 100 Old Broad Street, London, E.C. 2, on Friday, 27th February, 1931, at 12-30 p.m.

DIRECTORS :

JAMES FALCONER, Esq., 52 Castle Street, Edinburgh (Chairman).

JOHN WADDELL, Esq., J.P., Beenham House, Beenham, Reading (Deputy Chairman).

ROBERT LEONARD CARTER, Esq., 340 Gresham House, Old Broad St., London, E.C.2.

CUTLER AMBROSE JONES, Esq., 105 Pall Mall, London, S.W.1.

ARTHUR DAVID CLERE PARSONS, Esq., Crewes Place, Upper Warlingham, Surrey.

Liverpool :

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MERSEY RAILWAY COMPANY

REPORT ON THE TENDERS

FOR THE YEAR 1871

LONDON: PRINTED BY...

Mersey Railway Company.

REPORT OF THE DIRECTORS

TOGETHER WITH

STATEMENT OF ACCOUNTS

For the YEAR ENDED 31st DECEMBER, 1930

TO BE SUBMITTED TO THE

YEARLY ORDINARY GENERAL MEETING OF THE PROPRIETORS

To be held at Winchester House, 100 Old Broad Street, London, E C. 2,
on Friday, 27th February, 1931, at 12-30 p.m.

1.—Your Directors beg to submit to the Proprietors the following Report together with the Statement of Financial Accounts and Statistical Returns for the year ended 31st December, 1930.

2.—The following is a summary of the Receipts and Expenditure on Revenue Account :—

Per Account No. 8

| | | | | | | | | | | | | |
|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------------|----|----|
| Receipts | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 236,306 | 7 | 8 |
| Expenditure | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 144,598 | 12 | 9 |
| | | | | | | | | | | <u>91,707</u> | 14 | 11 |
| Add | | | | | | | | | | | | |
| Miscellaneous Receipts (Net) | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10,343 | 16 | 3 |
| | | | | | | | | | | <u>102,051</u> | 11 | 2 |
| Deduct | | | | | | | | | | | | |
| Miscellaneous Charges | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11,082 | 15 | 11 |
| Net Revenue for the Year | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | <u>90,968</u> | 15 | 3 |

Per Account No. 9

| | | | | | | | | | | | | |
|--|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|---------------|----|----|
| Add | Balance from last Account | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3,683 | 4 | 7 |
| | | | | | | | | | | <u>94,651</u> | 19 | 10 |
| Deduct | | | | | | | | | | | | |
| Interest on Debenture Stocks | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 55,056 | 17 | 6 |
| Balance available for Dividends and General Reserve | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | <u>39,595</u> | 2 | 4 |
| Less | | | | | | | | | | | | |
| Appropriation to General Reserve | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2,000 | 0 | 0 |
| Balance available for Dividends | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | <u>37,595</u> | 2 | 4 |
| Less | | | | | | | | | | | | |
| Dividend on the 3% Perpetual Preference Stock | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 19,472 | 3 | 2 |
| Leaving a Balance available for payment of Dividend on Consolidated Ordinary Stock of | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | <u>18,122</u> | 19 | 2 |
| Out of which the Directors recommend to the Proprietors that a Dividend at the rate of 1% be declared which would absorb | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | <u>14,122</u> | 12 | 7 |
| Leaving to carry forward to next year's Account the Balance of | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | <u>£4,000</u> | 6 | 7 |

3.—The Director who retires by rotation is Mr. JOHN WADDELL, J.P., and he, being eligible, offers himself for re-election.

4.—The retiring Auditor is the Right Hon. LORD PLENDER, G.B.E., F.C.A., who is eligible, and offers himself for re-election.

JAMES FALCONER,
Chairman.

CENTRAL STATION,
BIRKENHEAD,
12th February, 1931.

Dividend Warrants will be posted on Saturday, 28th February, 1931.

MERSEY RAILWAY COMPANY.

Financial Accounts and Statistical Returns for the Year Ended 31st December, 1930.

PART I. FINANCIAL ACCOUNTS.

No. 1 (a).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

| Special Acts. | Capital Authorised. | | | Capital Created. | | | Balance. | | |
|--|---------------------|---------------------------|-----------|-------------------|---------------------------|-----------|-------------------|---------------------------|---------|
| | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| I. Special Acts conferring capital powers which have been fully exercised. | | | | | | | | | |
| The Mersey Railway Acts, 1866, 1871, 1882, 1883, 1884, 1885, 1886, 1888, and 1900....TOTAL | 2,285,000 | 1,598,350 | 3,883,350 | 2,285,000 | 1,598,350 | 3,883,350 | .... | .... | .... |
| II. Special Acts conferring capital powers which have not yet been fully exercised. | | | | | | | | | |
| The Mersey Railway Act, 1887.... | 400,000 | .... | 400,000 | .... | .... | .... | 400,000 | .... | 400,000 |
| TOTAL.....£ | 2,685,000 | 1,598,350 | 4,283,350 | 2,285,000 | 1,598,350 | 3,883,350 | 400,000 | .... | 400,000 |

No. 1 (b).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

No. 1 (c).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY, ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

(Not applicable to this Company)

No. 2.—SHARE CAPITAL AND STOCKS CREATED, AS PER STATEMENT No. 1 (a). SHEWING PROPORTION ISSUED.

| DESCRIPTION. | Amount created. | Amount received (apart from Premiums and Discounts) as per Account No. 4. | Nominal additions or deductions. | AMOUNT ISSUED. | | Amount unissued. |
|--|-----------------|---|----------------------------------|--------------------------------------|-----------|------------------|
| | | | | Amount on which Dividend is payable. | Total. | |
| 3 per cent Perpetual Preference Stock | £ 649,197 | £ 460,892 | £ 188,180 | £ 649,072 | £ 649,072 | £ 125 |
| Consolidated Ordinary Stock | 1,635,803 | 1,084,280 | 327,983 | 1,412,263 | 1,412,263 | 223,540 |
| TOTAL | £ 2,285,000 | 1,545,172 | 516,163 | 2,061,335 | 2,061,335 | 223,665 |

No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS.

| | Amount received (apart from Premiums and Discounts) as per Account No. 4. | Nominal additions or deductions. | Total raised by Loans and Debenture Stocks. |
|--|--|---|--|
| | | | |
| Raised by Loans | Nil | Nil | Nil |
| Raised by issue of Debenture Stocks:— | | | |
| At 4 per cent. New First Perpetual Debenture Stock | 703,750 | | |
| „ 1866 Perpetual Debenture Stock | 116,600 | | |
| | 820,350 | Nil | 820,350 |
| At 3 per cent. 1871 | 100,000 | | |
| „ 1882/3/5 | 360,000 | | |
| „ “ B ” | 281,429 | | |
| | 741,429 | Nil | 741,429 |
| TOTAL DEBENTURE STOCKS | 1,561,779 | Nil | 1,561,779 |
| Total raised by Loans and Debenture Stocks | | | 1,561,779 |
| Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created as per Statement No. 1 (a) | | | £ 1,598,350 |
| Less—Capitalised value of Rent Charges, Annuities, or Feu Duties, in accordance with Section 5 of the Lands Clauses Consolidation Acts Amendment Act, 1860 | | | 354 |
| | | | 1,597,996 |
| Total amount raised by Loans and Debenture Stocks, as above | | | 1,561,779 |
| Balance being available borrowing powers at 31st December, 1930 | | | £ 36,217 |

Dr. No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Cr.

| To Expenditure. | Amount expended to 31st December, 1929. | Amount expended during Year (as per Statement No. 5). | Total. | By Receipts. | Amount received to 31st December, 1929. | Amount received during Year. | Total. |
|---|---|---|-----------------|--------------------------------|---|------------------------------|-----------------|
| | £ s. d. | £ s. d. | £ s. d. | | £ s. d. | £ s. d. | £ s. d. |
| Lines open for Traffic | 2,717,859 10 10 | 3,077 15 4 | 2,720,937 6 2 | Shares and Stocks (No. 2) | 1,545,172 0 0 | — | 1,545,172 0 0 |
| Rolling Stock | 225,463 8 0 | — | 225,463 8 0 | Debenture Stocks (No. 3) | 1,561,779 0 0 | — | 1,561,779 0 0 |
| Manufacturing and Repairing Works and Plant— | | | | | 3,106,951 0 0 | — | 3,106,951 0 0 |
| Land and Buildings | 10,500 0 0 | — | 10,500 0 0 | | | | |
| Plant and Machinery | 6,255 9 1 | — | 6,255 9 1 | | | | |
| Total Capital expended upon Railway | 2,960,078 7 11 | 3,077 15 4 | 2,963,156 3 3 | Discounts on Debenture Stocks. | 42,274 1 8 | — | 42,274 1 8 |
| Electric Power Stations, &c. | 179,074 7 3 | — | 179,074 7 3 | | | | |
| Land, Property, etc., not forming part of the Railway or Stations | | | | | | | |
| Not used in connection with Railway Working... | 4,237 12 6 | — | 4,237 12 6 | | | | |
| TOTAL EXPENDITURE | 3,143,390 7 8 | 3,077 15 4 | 3,146,468 3 0 | TOTAL RECEIPTS | 3,064,676 18 4 | — | 3,064,676 18 4 |
| | | | | By Balance | | | 81,791 4 8 |
| TOTAL | | | £ 3,146,468 3 0 | TOTAL | | | £ 3,146,468 3 0 |

No 4 (a).—SUBSCRIPTIONS TO OTHER UNDERTAKINGS.

(Not applicable to this Company)

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1930.

| | Land and Compensation. | | Construction of Way and Stations, Engineering, &c. | | Law Charges and Parliamentary Expenses. | | TOTAL. | | | |
|---|------------------------|-------|--|-------|---|-------|----------|-------|-------|-------|
| | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. |
| Lines belonging to the Company open for Traffic: | | | | | | | | | | |
| Electric Pump, Shore Road, Birkenhead, for Drainage | — | | 2,588 | 9 7 | — | | 2,588 | 9 7 | — | |
| Widening of Staircase, Birkenhead Central Station | — | | 489 | 5 9 | — | | 489 | 5 9 | 3,077 | 15 4 |
| Total Capital Expended upon the Railway | | | | | | | — | | 3,077 | 15 4 |
| | | | | | | | TOTAL .. | £ | 3,077 | 15 4 |

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| Expenditure to date on Principal Works in Progress. | | Estimated Further Expenditure. | | |
|---|------------|---|--------------------------------|--------|
| | | During the Year ending 31st Dec., 1931. | Subsequently until completion. | Total. |
| £ | | £ | £ | £ |
| — | NIL | — | — | — |
| | Total | £ | — | — |

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| | |
|--|---------|
| Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a)) | 400,000 |
| Stock and Share Capital created but not yet received (as per Statement No. 2)— | |
| Amount unissued | 223,665 |
| Available borrowing powers (as per Statement No. 3) | 36,217 |
| | 659,882 |
| Deduct balance at Debit of Capital Account (No. 4) | 81,791 |
| TOTAL | 578,091 |

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

| See Account No. | | Gross Receipts. | Expenditure. | Net Receipts. | Year 1929. | | |
|---------------------------------|--|-----------------|---------------|----------------|-----------------|--------------|---------------|
| | | | | | Gross Receipts. | Expenditure. | Net Receipts. |
| 10 | Railway | £ 236,278 16 2 | £ 144,571 1 3 | £ 91,707 14 11 | £ 234,039 | £ 144,745 | £ 89,294 |
| 16 | Collection & Delivery of Parcels & Goods | 27 11 6 | 27 11 6 | — | 25 | 25 | — |
| | Total | 236,306 7 8 | 144,598 12 9 | 91,707 14 11 | 234,064 | 144,770 | 89,294 |
| Add :— | | | | | | | |
| Miscellaneous Receipts (Net) :— | | | £ s. d. | | | £ | |
| | Rents from Houses and Lands | | 1,237 10 11 | | | 1,220 | |
| | Other Rents | | 7,432 6 1 | | | 7,258 | |
| | Transfer Fees | | 53 10 0 | | | 45 | |
| | General Interest | | 1,620 9 3 | | | 1,709 | |
| | | | | 10,343 16 3 | | | 10,232 |
| Deduct :— | | | | 102,051 11 2 | | | 99,526 |
| Miscellaneous Charges :— | | | £ s. d. | | | £ | |
| | Rent Charges | | 17 13 10 | | | 18 | |
| | Chief Rents, Wayleaves, etc., including Lump-sum Tolls | | 11,065 2 1 | | | 11,191 | |
| | | | | 11,082 15 11 | | | 11,209 |
| | Net Revenue for the Year | | | £ 90,968 15 3 | | | 88,317 |

No. 9.—PROPOSED APPROPRIATION OF NET REVENUE.

| | | | | Year 1929. | |
|---|---|--------------|-------------|-------------|---------------------------|
| | | | | £ | £ |
| Balance brought forward from last year's Account | | £ 3,683 4 7 | | £ 2,487 | |
| Net Revenue for the Year (as per Statement No. 8) | | 90,968 15 3 | | 88,317 | |
| | Total | 94,651 19 10 | | 90,804 | |
| Deduct :— | | | £ s. d. | | |
| Interest on Debenture Stocks :— | | | | | |
| | 4% New First Perpetual Debenture Stock | | 28,150 0 0 | 28,150 | |
| | 4% 1866 | | 4,664 0 0 | 4,664 | |
| | 3% 1871 | | 3,000 0 0 | 3,000 | |
| | 3% 1882/3/5 | | 10,800 0 0 | 10,800 | |
| | " B " | | 8,442 17 6 | 8,443 | |
| | | | | 55,056 17 6 | 55,057 |
| | Balance available for Dividends and General Reserve | | | 39,595 2 4 | 35,747 |
| | Appropriation to General Reserve | | | 2,000 0 0 | 2,000 |
| | Balance available for Dividends | | | 37,595 2 4 | 33,747 |
| | Dividend on 3% Perpetual Preference Stock | | | 19,472 3 2 | 19,472 |
| | Balance available for Dividend on Consolidated Ordinary Stock | | | 18,122 19 2 | 14,275 |
| | Dividend on Consolidated Ordinary Stock at the rate of 1% per annum | | | 14,122 12 7 | ($\frac{3}{4}$ %) 10,592 |
| | Balance carried forward to next year's Account | | £ 4,000 6 7 | | 3,683 |

No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

(Not applicable to this Company)

ABSTRACT A.—MAINTENANCE OF WAY AND WORKS.

| | £ s. d. | £ s. d. | Year 1929. |
|---|------------|-------------|------------|
| Superintendence— | | | |
| Salaries | 664 0 8 | | £ 590 |
| Office Expenses, etc. | 67 19 7 | | 84 |
| Maintenance of Roads, Bridges and Works :— | | 732 0 3 | 674 |
| Bridges, Tunnels, Culverts, Retaining Walls and other Works | 149 18 9 | | 342 |
| Pumping | 8,368 3 4 | | 9,182 |
| Roads and Fences | 33 2 11 | | 23 |
| Maintenance of Permanent Way :— | | 8,551 5 0 | 9,547 |
| Complete Renewals— | | | |
| Wages | 767 1 11 | | 1,436 |
| Materials | 1,857 0 11 | | 2,527 |
| Engine Power and Wagon Maintenance | 154 14 1 | | 215 |
| Repairs and Partial Renewals— | | 2,778 16 11 | 4,178 |
| Wages | 4,078 19 4 | | 3,802 |
| Materials | 1,722 15 0 | | 838 |
| Engine Power and Wagon Maintenance | 235 14 7 | | 347 |
| | | 6,037 8 11 | 4,987 |
| Maintenance of Signalling | | 1,678 7 4 | 2,839 |
| Maintenance of Telegraphs and Telephones | | 686 15 11 | 559 |
| Maintenance of Electric Track Equipment | | 1,326 2 1 | 657 |
| Maintenance of Stations and Buildings :— | | | |
| Stations, Depôts and Offices | 2,202 0 3 | | 1,943 |
| Carriage Sheds | 226 2 4 | | 59 |
| Carriage Workshops | 79 1 7 | | 102 |
| Other Buildings | 55 15 10 | | 10 |
| | | 2,563 0 0 | 2,114 |
| Transfer to Renewal Account | | 24,353 16 5 | 25,555 |
| | | 1,000 0 0 | 1,000 |
| TOTAL | | 25,353 16 5 | 26,555 |

ABSTRACT B.—MAINTENANCE OF ROLLING STOCK.

| | £ s. d. | £ s. d. | Year 1929. |
|---|-----------|------------|------------|
| Superintendence— | | | |
| Salaries | 646 9 3 | | £ 587 |
| Office Expenses | 59 13 0 | | 86 |
| Rail Motor Vehicles (Electric) :— | | 706 2 3 | 673 |
| Repairs and Partial Renewals | 9,083 6 2 | | 9,032 |
| Transfer to Renewal Account | 800 0 0 | | 800 |
| Coaching Vehicles (other than Rail Motors) :— | | 9,883 6 2 | 9,832 |
| Repairs and Partial Renewals | 3,691 1 1 | | 3,172 |
| Transfer to Renewal Account | 400 0 0 | | 400 |
| | | 4,091 1 1 | 3,572 |
| TOTAL | | 14,680 9 6 | 14,077 |

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

| | £ s. d. | £ s. d. | Year 1929. £ |
|--|-------------|------------|-----------------|
| Electric Train Working :- | | | |
| Superintendence :- | | | |
| Salaries | 1,067 5 5 | | 1,109 |
| Office Expenses | 45 1 8 | | 43 |
| | | 1,112 7 1 | 1,152 |
| Wages connected with the Running of Electric Locomotives and Motors | 7,200 17 8 | | 6,797 |
| Electric Current | 22,521 9 11 | | 22,839 |
| Lubricants | 160 4 10 | | 139 |
| Other Stores, including Clothing | 108 2 7 | | 140 |
| Miscellaneous | 14 7 1 | | 14 |
| | | 30,005 2 1 | 29,929 |
| TOTAL | £ | 31,117 9 2 | 31,081 |

ABSTRACT D.—TRAFFIC EXPENSES.

| | £ s. d. | £ s. d. | Year 1929. £ |
|--|-------------|-------------|-----------------|
| Salaries and Wages— | | | |
| Superintendence | 1,928 15 6 | | 1,845 |
| Stationmasters and Clerks | 15,210 19 1 | | 14,670 |
| Signalmen | 1,925 1 0 | | 1,881 |
| Ticket Collectors, Policemen, Porters, etc. | 14,112 16 0 | | 13,705 |
| Guards | 4,082 12 6 | | 3,888 |
| | | 37,260 4 1 | 35,989 |
| Fuel, Lighting, Water & General Stores | 4,578 18 2 | | 4,769 |
| Clothing | 466 4 0 | | 628 |
| Printing, Advertising, Stationery, Stamps and Tickets | 2,463 5 0 | | 2,675 |
| Cleansing, Lubricating and Lighting of Vehicles | 3,843 16 2 | | 3,336 |
| Working of Stationary Engines, Hoists, Cranes, etc. | 2,549 14 2 | | 2,838 |
| Railway Clearing House Expenses | 570 1 10 | | 614 |
| Passenger Ticket Agents' Commission | 8 7 4 | | 4 |
| Transshipment by Road Vehicles | 246 15 3 | | 260 |
| Miscellaneous Expenses | 292 5 2 | | 225 |
| | | 52,279 11 2 | 51,338 |
| Transfer to Renewal Account | 200 0 0 | | 200 |
| TOTAL | £ | 52,479 11 2 | 51,538 |

ABSTRACT E.—GENERAL CHARGES.

| | £ s. d. | Year 1929. £ |
|---|------------|-----------------|
| Directors' Fees | 2,724 17 7 | 2,681 |
| Auditors and Public Accountants | 262 10 0 | 262 |
| Salaries of Secretary, General Manager, Accountant, and Clerks | 5,993 9 3 | 6,244 |
| Office Expenses ditto ditto | 849 3 10 | 787 |
| Fire Insurance | 368 10 6 | 389 |
| Superannuation and Benevolent Funds, Pensions, etc. | 1,010 19 0 | 1,149 |
| Subscriptions and Donations | 46 12 3 | 42 |
| Miscellaneous Expenses | 399 19 10 | 133 |
| | 11,656 2 3 | 11,687 |
| Deduct :—Proportion transferred to Accounts Nos. 16 and 18 | 1,487 0 0 | 1,484 |
| TOTAL | £ | 10,169 2 3 |

ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

ABSTRACT H.—MILEAGE, DEMURRAGE AND WAGON HIRE.

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF ROAD TRANSPORT.

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS AND WHARVES.

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, REFRESHMENT ROOMS AND CARS, WHERE CATERING IS CARRIED ON BY THE COMPANY.

(Not applicable to this Company)

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

| Dr. | | | Cr. | | |
|--|------------|-------|--------------------|-------------------------|--------------|
| To Expenditure. | Year 1929. | | By Gross Receipts. | Year 1929. | |
| | £ | s. d. | £ | £ | s. d. |
| Amounts Paid for Hired Cartage.... | 202 | 9 2 | 214 | Passenger Train Traffic | 27 11 6 |
| General Charges | 2 | 0 0 | 2 | | |
| Miscellaneous | 69 | 17 7 | 69 | | |
| | 274 | 6 9 | 285 | | |
| <i>Deduct</i> :—Cartage for and by other Rail- way Companies and Accounts | 246 | 15 3 | 260 | | |
| Total Expenditure | 27 | 11 6 | 25 | | |
| Balance | — | | — | | |
| TOTAL | £ 27 | 11 6 | 25 | TOTAL | £ 27 11 6 25 |

No. 17.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.
(Not applicable to this Company)

No. 18.—ELECTRIC POWER AND LIGHT ACCOUNT.

| Dr. | | | Cr. | | | | | |
|---|----------|-------|------------|-------------------|-----------|-------------|------------------|--------|
| | | | Year 1929. | Year 1929. | | | | |
| | £ | s. d. | £ | Number of Units. | £ | s. d. | Number of Units. | £ |
| Superintendence— | | | | | | | | |
| Salaries | 510 | 1 2 | 472 | | | | | |
| Office Expenses | 56 | 17 7 | 81 | Current supplied— | | | | |
| | | | 553 | For Traction | 5,897,644 | 22,521 9 11 | 5,631,122 | 22,839 |
| Generation— | | | 278 | „ Power | 2,243,206 | 6,160 9 10 | 1,844,647 | 5,292 |
| Maintenance of Buildings | 330 | 5 1 | 10,674 | „ Lighting | 766,538 | 2,933 15 11 | 727,523 | 3,028 |
| Maintenance of Plant, Machinery and Tools | 8,669 | 3 2 | 111 | | | | | |
| Maintenance of Feeders, Cables and Accessories | 133 | 9 3 | 5,584 | | | | | |
| Salaries and Wages | 5,602 | 5 8 | 11,454 | | | | | |
| Fuel, including Carriage, &c. | 12,134 | 0 5 | 310 | | | | | |
| Oil, Waste, Water and Stores | 390 | 18 2 | 23 | | | | | |
| Alteration to Coal Siding | — | | 28,434 | | | | | |
| Distribution— | | | 252 | | | | | |
| Maintenance of Feeders, Mains and Apparatus | 214 | 14 5 | 24 | | | | | |
| Maintenance of Switches, Fuses, etc. | 15 | 17 1 | 276 | | | | | |
| | | | 1,246 | | | | | |
| Rents | | | 1,482 | | | | | |
| General Charges | | | 775 | | | | | |
| Rates | | | 455 | | | | | |
| Miscellaneous | | | 33,221 | | | | | |
| Transfer from Renewal A/c | | | 2,062 | | | | | |
| TOTAL | £ 31,615 | 15 8 | 31,159 | TOTAL | 8,907,388 | 31,615 15 8 | 8,203,292 | 31,159 |

No. 19.—GENERAL BALANCE SHEET AT 31st DECEMBER, 1930.

| Liabilities. | | 1929 | Assets. | | 1929 |
|---|-----------------|-------------|---------|--|------------------|
| | | £ | £ | | |
| | | s. d. | | £ | s. d. |
| | | | | £ | |
| Unpaid Interest and Dividends | .... | 2,380 4 3 | 2,005 | Capital Account, Balance at Debit | |
| Interest payable or accruing and provided for | .... | 21,334 10 9 | 22,023 | thereof, as per Account No. 4 | 81,791 4 8 |
| Amount due to Railway Companies and Committees | .... | 2,908 1 3 | 6,483 | Cash at Bankers and in hand | 24,589 9 10 |
| Accounts payable | .... | 13,587 18 5 | 12,904 | Investments in Government | |
| Miscellaneous Accounts | .... | 462 5 6 | 809 | Securities (Market Value £30,265) | 33,774 1 6 |
| Renewal Funds :— | | | | Stock of Stores and Materials | 14,580 8 11 |
| Railway— | £ s. d. | | | Outstanding Traffic Accounts | 558 13 4 |
| Way and Works | 15,300 0 0 | | 14,300 | Amount due by Railway Companies and Committees | 7,946 3 9 |
| Rolling Stock | 18,400 0 0 | | 17,200 | Amount due by Railway Clearing House | 1,693 10 7 |
| Other Funds | 21,973 9 9 | | 22,056 | Accounts Receivable | 2,054 8 10 |
| | | 55,673 9 9 | 53,556 | Miscellaneous Accounts | 3,202 1 10 |
| Contingency Fund | .... | 10,000 0 0 | 10,000 | | |
| General Reserve Fund | .... | 24,248 11 0 | 22,249 | | |
| Balance available for Dividends and General Reserve as shewn in Statement No. 9:— | | | | | |
| | £ s. d. | | | | |
| Dividends | 37,595 2 4 | | 33,747 | | |
| Reserve | 2,000 0 0 | | 2,000 | | |
| | | 39,595 2 4 | 35,747 | | |
| | | | | | |
| | £ | 170,190 3 3 | 165,776 | £ | 170,190 3 3 |
| | | | | | 165,776 |

PART II. STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A.)—Mileage of Lines Open for Traffic.

| | Running Lines. | | | | | Sidings reduced to Single Track. | Total of Single Track, including Sidings. | Year 1929. |
|--|------------------------------|---------------|--------------|---------------|--|----------------------------------|---|---|
| | Length of Road. First Track. | Second Track. | Third Track. | Fourth Track. | Total Miles (reduced to Single Track). | | | Total of Single Track, including Sidings. |
| Lines owned by Company — | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. |
| Main and Principal Lines.... | 4 13 | 4 13 | | | 8 26 | 1 70 | 10 16 | 10 16 |
| Jointly owned Lines (Company's share of ownership) | 0 8 | 0 8 | 0 6 | 0 5 | 0 27 | 0 19 | 0 46 | 0 46 |
| Total miles of Lines owned and Company's share of Lines jointly owned | 4 21 | 4 21 | 0 6 | 0 5 | 8 53 | 2 9 | 10 62 | 10 62 |
| <i>Ditto ditto year 1929</i> | 4 21 | 4 21 | 0 6 | 0 5 | 8 53 | 2 9 | 10 62 | 10 62 |
| Lines worked by the Company | 0 41 | 0 41 | | | 1 2 | 0 16 | 1 18 | 1 18 |
| GRAND TOTAL | 4 62 | 4 62 | 0 6 | 0 5 | 9 55 | 2 25 | 12 00 | 12 00 |
| <i>Ditto year 1929</i> | 4 62 | 4 62 | 0 6 | 0 5 | 9 55 | 2 25 | 12 00 | 12 00 |

(B.)—Mileage of Lines Authorised but not Open for Traffic, (Not applicable to this Company)

(C.)—Mileage of Lines Run Over by the Company's Engines.

| | | | Year 1929. |
|--|----|-----|------------|
| | M. | CH. | M. CH. |
| Lines owned by the Company | 4 | 13 | 4 13 |
| Lines partly owned | 0 | 8 | 0 8 |
| Lines over which the Company exercises Running Powers continuously | 0 | 41 | 0 41 |
| TOTAL | 4 | 62 | 4 62 |

II.—ROLLING STOCK.

(A.)—Locomotives and Tenders. (Not applicable to this Company)

(D.)—Merchandise and Mineral Vehicles. (Not applicable to this Company)

(B.)—Rail Motor Vehicles.

| Description. | Number of Vehicles. | Seats. | | | Year 1929. | |
|---------------------|---------------------|------------|------------|--------|---------------------|--------------|
| | | 1st Class. | 3rd Class. | Total. | Number of Vehicles. | Seats Total. |
| Electric Power | 28 | 640 | 696 | 1336 | 28 | 1336 |
| Total | 28 | 640 | 696 | 1336 | 28 | 1336 |

(E.)—Service Rolling Stock.

| Description. | Number. | Year 1929. |
|--|---------|------------|
| | | Number. |
| Locomotives | 1 | 1 |
| Ballast Wagons and Ballast Brake Vans | 12 | 13 |
| Tool Vans | 1 | 1 |
| Timber, Rail and Sleeper Trucks.... | 2 | 2 |
| Miscellaneous | 1 | 1 |
| TOTAL | 17 | 18 |

(C.)—Coaching Vehicles.

| Description. | Number. | Seats. | | | Year 1929. | |
|---|---------|------------|------------|--------|------------|--------------|
| | | 1st Class. | 3rd Class. | Total. | Number. | Seats Total. |
| Electric Stock:— Carriages of uniform class | 40 | 786 | 1664 | 2450 | 40 | 2450 |
| TOTAL | 40 | 786 | 1664 | 2450 | 40 | 2450 |

III.—HORSES AND ROAD VEHICLES.

IV.—STEAMBOATS.

V.—CANALS.

VI.—DOCKS, HARBOURS AND WHARVES.

VII.—HOTELS.

(Not applicable to this Company)

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

| HOUSES. | Number. | Year 1929. |
|---------------------------|---------|------------|
| | | Number. |
| Houses and Cottages | 11 | 11 |

IX.—OTHER BUSINESSES (IF ANY).

(Not applicable to this Company)

X.—MAINTENANCE OF WAY AND WORKS (ABSTRACT A).

| | | Year 1929. |
|---|---------------|---------------|
| Principal Permanent Way materials used— | | |
| Ballast | 300 Cubic Yds | 534 Cubic Yds |
| Rails | 215 Tons | 141 Tons. |
| Sleepers | 1,348 | 1,974 |
| Miles maintained— | M. CH. | M. CH. |
| Miles of road | 4 62 | 4 62 |
| Miles of road reduced to single track— | | |
| Running Lines | 9 55 | 9 55 |
| Sidings | 2 25 | 2 25 |
| Length of track renewed | 0 40 | 0 55 |

XI.—MAINTENANCE OF ROLLING STOCK (ABSTRACT B).

| | In Company's Shops. Number. | Year 1929. |
|---|-----------------------------|------------|
| Rail Motor Vehicles (Electric)— | | |
| Heavy Repairs | 28 | 31 |
| Light Repairs | 41 | 36 |
| Under or awaiting repair at end of year | 2 | 4 |
| Coaching Vehicles:— | | |
| Passenger Carriages— | | |
| Heavy Repairs | 33 | 25 |
| Light Repairs | 4 | 12 |
| Under or awaiting repair at end of year | 2 | 1 |

XII.—ENGINE MILEAGE.

| | A—MILES RUN IN RELATION TO THE COMPANY'S TOTAL TRAFFIC RECEIPTS. | B—MILES RUN IN RELATION TO THE COMPANY'S TOTAL EXPENDITURE. | C—MILES RUN BY THE COMPANY'S ENGINES. |
|---|--|---|--|
| | | | Electric Traction. Electric Motor Vehicles. |
| TRAIN MILES. (Loaded Trains):— | | | |
| Coaching | 511,390 | 511,390 | 511,390 |
| Year 1929 | 498,725 | 498,725 | 498,725 |
| TOTAL TRAIN MILES. (Including Empty Trains, run for Traffic Purposes on either the Forward or Return journey) | | | |
| Coaching | 518,454 | 518,454 | 518,454 |
| Year 1929 | 505,175 | 505,175 | 505,175 |
| SHUNTING MILES:— | | | |
| Coaching | 2,114 | 2,114 | 2,114 |
| Year 1929 | 1,941 | 1,941 | 1,941 |
| OTHER MILES. (Assisting, Light, etc.) | — | 270 | 258 |
| Year 1929 | — | 573 | 229 |
| TOTAL ENGINE MILES | 520,568 | 520,838 | 520,826 |
| Year 1929 | 507,116 | 507,689 | 507,345 |

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

| Class of Passenger. | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Company's System. | Year 1929. | | | |
|---------------------|------------|-----------|-----------------------------|---|------------|-----------|-----------------------------|---|
| | | | | | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Company's System. |
| Ordinary— | | £ | d. | | | £ | d. | |
| 1st Class | 1,610,782 | 29,695 | 4.42 | 1,517,010 | 1,569,170 | 29,072 | 4.45 | 1,472,921 |
| 3rd „ | 10,714,073 | 135,503 | 3.04 | 9,149,679 | 10,222,991 | 130,158 | 3.06 | 8,827,799 |
| Workmen | 3,263,056 | 28,053 | 2.06 | 2,956,338 | 3,463,766 | 29,971 | 2.08 | 3,189,882 |
| Total | 15,587,911 | 193,251 | 2.98 | 13,623,027 | 15,255,927 | 189,201 | 2.98 | 13,490,602 |
| Season— | | | | | | | | |
| 1st Class | 1,320 | 11,519 | — | 657 | 1,401 | 12,142 | — | 716 |
| 3rd „ | 3,457 | 20,460 | — | 1,854 | 3,641 | 21,546 | — | 1,965 |
| Total | 4,777 | 31,979 | — | 2,511 | 5,042 | 33,688 | — | 2,681 |

XIV.—GOODS TRAFFIC AND RECEIPTS.

XV. (A).—TONNAGE OF THE PRINCIPAL CLASSES OF MERCHANDISE AND MINERALS TRAFFIC ORIGINATING ON THE COMPANY'S SYSTEM CARRIED BY GOODS TRAINS.

XV. (B).—LIVE STOCK TRAFFIC ORIGINATING ON THE COMPANY'S SYSTEM CARRIED BY GOODS TRAINS.

(Not applicable to this Company)

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.

| | Account No. | 1927 | 1928 | 1929 | 1930 |
|--|-------------|-------------|-------------|-------------|-------------|
| Total Expenditure on Capital Account | 4 | £ 3,141,387 | £ 3,141,387 | £ 3,143,390 | £ 3,146,468 |
| Gross Receipts from Businesses carried on by the Company | 8 | 231,996 | 227,780 | 234,064 | 236,306 |
| Revenue Expenditure on ditto. | 8 | 148,833 | 144,428 | 144,770 | 144,598 |
| Net Receipts of ditto. | 8 | 83,163 | 83,352 | 89,294 | 91,708 |
| Miscellaneous Receipts (Net) | 8 | 9,701 | 9,899 | 10,232 | 10,344 |
| Miscellaneous Charges | 8 | 9,586 | 10,135 | 11,209 | 11,083 |
| Net Revenue | 8 | 83,278 | 83,116 | 88,317 | 90,969 |
| Interest on Debenture Stocks | 9 | 55,057 | 55,057 | 55,057 | 55,057 |
| Dividend on 3% Preference Stock | 9 | 19,472 | 19,472 | 19,472 | 19,472 |
| Balance after Payment of Preference Dividend | 9 | 8,749 | 8,586 | 13,788 | 16,440 |
| Dividend on Consolidated Ordinary Stock | 9 | 7,061 | 7,061 | 10,592 | 14,123 |
| Rate per cent. | | ½% | ½% | ¾% | 1% |
| Surplus or Deficit | | £ 1,688 | £ 1,525 | £ 3,196 | £ 2,317 |
| Appropriation to Reserve | 9 | — | 2,000 | 2,000 | 2,000 |
| Balance brought forward from previous year | 9 | 1,274 | 2,962 | 2,487 | 3,683 |
| Balance carried forward to subsequent year | 9 | 2,962 | 2,487 | 3,683 | 4,000 |

Certificates of the Responsible Officers as to the Upkeep of the Company's Property.

Certificate respecting the Permanent Way, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works have, during the past year, been maintained in good working condition and repair.

17th January, 1931.

J. SHAW, *Engineer.*

Certificate respecting the Rolling Stock, &c.

I hereby certify that the whole of the Company's Plant, Rail Motor Vehicles, Carriages, Wagons, Machinery and Tools, have, during the past year, been maintained in good working condition and repair.

17th January, 1931.

J. SHAW, *Engineer.*

(Signed for the Board of Directors) { JAMES FALCONER, *Chairman of the Company.*
J. SHAW, *Secretary of the Company.*

Auditors' Certificate.

We hereby certify that the foregoing Accounts (Nos. 1 to 19 inclusive) contain a full and true statement of the financial condition of the Company, and that the dividends proposed to be declared on the several Stocks are *bona fide* due thereon, after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout.

5th February, 1931.

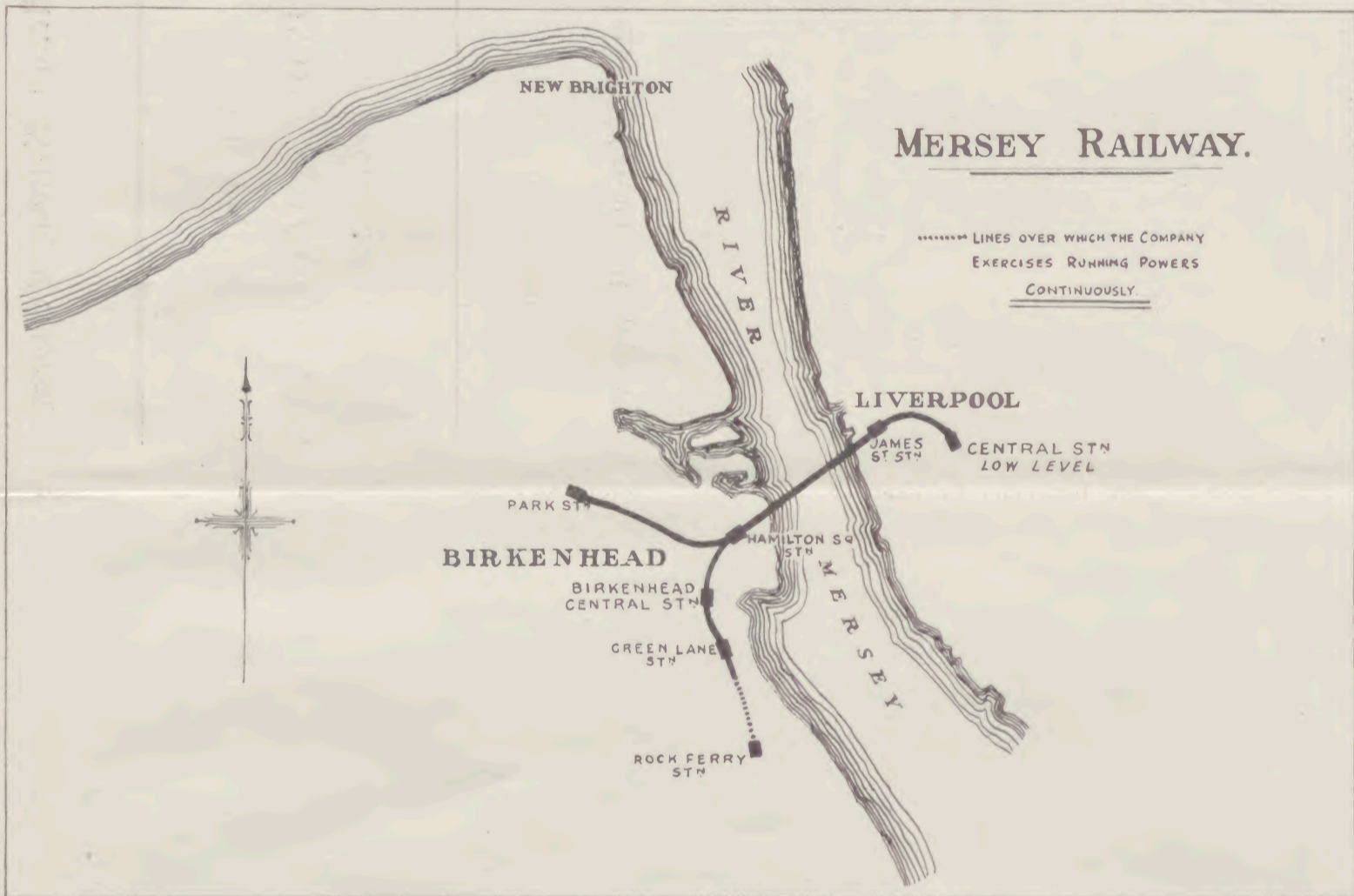
PLENDER, F.C.A.,
W. F. FLACK, F.C.A., } *Auditors.*

INDEX.

(Arabic Figures refer to Financial Accounts and Roman Figures to Statistical Returns.)

| | NUMBER OF ACCOUNT OR RETURN | PAGE | | NUMBER OF ACCOUNT OR RETURN | PAGE |
|---|---|------|--|---|------|
| AUDITORS' CERTIFICATE | — | 15 | MANUFACTURING AND REPAIRING WORKS | | |
| BALANCE SHEET | 19 | 11 | AND PLANT :— | | |
| CANALS | 13 | 9 | Capital Expenditure | 4-6 | 4-5 |
| CAPITAL :— | | | Maintenance of Workshops | 10 (A) | 7 |
| Authorised and Created by the Company | 1 (a) | 3 | MILEAGE OF ENGINES AND TRAINS | XII | 14 |
| Authorised and Created by the Company jointly with some other Company | 1 (b) | 3 | MILEAGE OF LINES | I | 12 |
| Authorised and Created by some other Company on which the Company either jointly or separ- ately guarantees fixed dividends | 1 (c) | 3 | NATIONAL INSURANCE | 10 | 7 |
| Issued | 2 | 3 | NET REVENUE — | | |
| Raised by Loans and Debenture Stocks | 3 | 4 | Amount of | 8 | 6 |
| Receipts and Expenditure | 4 | 4 | Proposed Appropriation | 9 | 6 |
| Details of Expenditure for Year | 5 | 5 | PROPOSED APPROPRIATION OF NET REVENUE | 9 | 6 |
| Estimate of further Expenditure | 6 | 5 | RAIL MOTOR VEHICLES :— | | |
| Powers Available to meet further Expenditure | 7 | 5 | Maintenance Expenditure | 10 (B) | 7 |
| CARRIAGES :— | | | Number and Seating Accommodation | II (B) | 12 |
| Maintenance Expenditure | 10 (B) | 7 | Number renewed, Number repaired, and Number under or awaiting repair | XI | 13 |
| Number and Seating Accommodation | II (C) | 12 | Mileage | XII | 14 |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 13 | RAILWAY :— | | |
| CERTIFICATES :— | | | Total Capital expended upon | 4-6 | 4-5 |
| Auditors | — | 15 | Revenue Receipts and Expenditure | 10 | 7 |
| Officers responsible for Maintenance | — | 15 | Mileage | I | 12 |
| COLLECTION AND DELIVERY OF PARCELS AND GOODS :— | | | RATES :— | | |
| Receipts and Expenditure | 16 | 10 | Railway | 10 | 7 |
| COMPENSATION | 10 | 7 | Electric Power Stations | 18 | 10 |
| DIVIDENDS PAYABLE | 9 | 6 | RENEWAL FUNDS | 19 | 11 |
| DOCKS, HARBOURS AND WHARVES | 14 | 9 | RENTS PAID | 8 | 6 |
| ELECTRIC POWER AND LIGHT :— | | | RENTS RECEIVED :— | | |
| Capital Expenditure on Power Stations, &c. | 4-6 | 4-5 | Houses and Land | 8 | 6 |
| Cost of Generation and Distribution | 18 | 10 | Other Rents | 8 | 6 |
| Number of Units supplied | 18 | 10 | RESERVE FUND | 19 | 11 |
| ELECTRIC MOTOR VEHICLES :— | | | REVENUE RECEIPTS AND EXPENDITURE :— | | |
| Number and Seating Accommodation | II (B) | 12 | Railway | 10 | 7 |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 13 | Collection and Delivery of Parcels and Goods | 16 | 10 |
| Mileage | XII | 14 | Miscellaneous Receipts (Net) | 8 | 6 |
| ENGINE MILEAGE | XII | 14 | Summary | 8 | 6 |
| GENERAL CHARGES | 10 (E) | 7 | ROAD TRANSPORT | 11 | 9 |
| GOVERNMENT DUTY | 10 | 7 | ROLLING STOCK :— | | |
| HORSES | III | 13 | Capital Expenditure | 4-6 | 4-5 |
| HOTELS | 15 | 9 | Maintenance Expenditure | 10 (B) | 7 |
| HOUSES (see LAND, PROPERTY, &c.). | | | Numbers and Description | II | 12 |
| INTEREST PAID | 8, 9 | 6 | Numbers renewed, Numbers repaired, and Numbers under or awaiting repair | XI | 13 |
| INTEREST RECEIVED | 8 | 6 | Mileage of Engines and Trains | XII | 14 |
| INTERIM DIVIDENDS PAID | 9 (a) | 6 | RUNNING POWERS :— | | |
| LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS :— | | | Mileage of Lines over which exercised | I (C) | 12 |
| Capital Expenditure | 4-6 | 4-5 | SERVICE ROLLING STOCK | II (E) | 12 |
| Rents Received | 8 | 6 | STEAMBOATS | 12 | 9 |
| Number of Houses | VIII | 13 | SUBSCRIPTIONS TO OTHER UNDERTAKINGS | 4 (a) | 5 |
| LAW CHARGES | 10 | 7 | SUMMARY OF FINANCIAL RESULTS | XVI | 14 |
| MAINTENANCE :— | | | TRAFFIC EXPENSES | 10 (D) | |
| Of Way and Works | 10 (A) | 7 | TRAFFIC RECEIPTS :— | | |
| Quantities of principal Materials used | X | 13 | Railway | 10 | 7 |
| Miles maintained | X | 13 | Passengers carried and average Fare | XIII | 14 |
| Length of Track renewed | X | 13 | Passengers originating on the Company's system | XIII | 14 |
| Of Rolling Stock | 10 (B) | 7 | TRAIN MILEAGE | XII | 14 |
| Numbers renewed, Numbers repaired and Numbers under or awaiting repair | XI | 13 | WAGONS :— | | |
| „ Electric Power Stations, &c. | 18 | 10 | Maintenance Expenditure | 10 (B) | 7 |
| | | | Number and Description | 11 (D) | 12 |
| | | | Number renewed, Number repaired, and Number under or awaiting repair | XI | 13 |

M A P



Mersey Railway Company

YEARLY

REPORT & ACCOUNTS

31ST DECEMBER, 1930

(Copy of Advertisement)

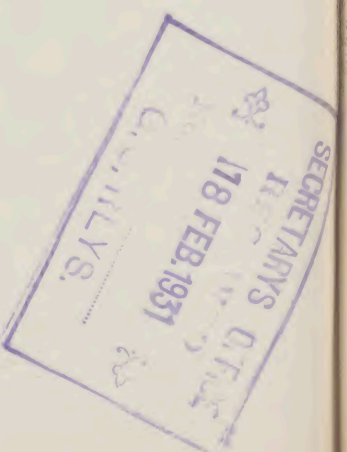
Mersey Railway Company

NOTICE IS HEREBY GIVEN that the next YEARLY ORDINARY GENERAL MEETING of the Mersey Railway Company will be held at Winchester House, 100 Old Broad Street, London, E.C.2, on Friday, 27th February, 1931, at Twelve-thirty p.m. precisely, for the transaction of the General Business of the Company and for the Election of a Director and an Auditor.

The Transfer Books will be closed from the 15th February to 27th February, both days inclusive.

JAMES FALCONER, *Chairman.*

JOSHUA SHAW, *Secretary.*



METROPOLITAN DISTRICT RAILWAY COMPANY

(Incorporated by the Metropolitan District Railways Act, 1864.)

OFFICES : 55, BROADWAY, WESTMINSTER, S.W. 1.

REPORT OF THE DIRECTORS, TOGETHER WITH FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED 31st DECEMBER, 1930.

TO BE SUBMITTED TO THE PROPRIETORS AT
AN ORDINARY GENERAL MEETING OF THE
COMPANY, TO BE HELD AT THE CAXTON HALL,
CAXTON STREET, WESTMINSTER, S.W. 1, ON
THURSDAY, THE 26TH DAY OF FEBRUARY, 1931,
AT 11 O'CLOCK IN THE FORENOON.

DIRECTORS.

THE RIGHT HONOURABLE LORD ASHFIELD, *Chairman and Managing Director*,
55, Broadway, Westminster, London, S.W.1.

HENRY AUGUSTUS VERNET, ESQ., *Deputy Chairman*, 24, Old Broad Street, London, E.C.2.

FRANK PICK, ESQ., *Managing Director*,
55, Broadway, Westminster, London, S.W.1.

SIR ERNEST CLARK, K.C.B., C.B.E., 55, Broadway, Westminster, London, S.W.1.

THE RIGHT HONOURABLE LORD COLWYN,
Queen's Lodge, Colwyn Bay, North Wales.

MURRAY GRIFFITH, ESQ., 1, Angel Court, London, E.C.2.

SIR GEORGE LEVESON-GOWER, K.B.E., 16, Thurloe Place, London, S.W.7.

MEMORANDUM FOR THE DIRECTOR

DATE: [Illegible] BY: [Illegible]

REPORT OF THE DIRECTOR TOGETHER WITH THE REPORTS OF THE STATES AND THE DISTRICTS FOR THE YEAR 1918

TO THE DIRECTOR
FROM THE STATES AND DISTRICTS

THE STATES AND DISTRICTS
FOR THE YEAR 1918

SUPPLEMENT TO THE ANNUAL ACCOUNTS AND RETURNS FOR THE YEAR 1930 IN RESPECT OF THE COMMON FUND COMPANIES

METROPOLITAN DISTRICT RAILWAY COMPANY.
LONDON ELECTRIC RAILWAY COMPANY.
CITY & SOUTH LONDON RAILWAY COMPANY.
CENTRAL LONDON RAILWAY COMPANY.
LONDON GENERAL OMNIBUS COMPANY LTD.

1. These Companies are associated together in a Common Fund established under the terms of an agreement of the 3rd May, 1928, authorized by the London Electric Railway Companies' Facilities Act, 1915.

2. The results for the Common Fund Companies for the year 1930 are shown below in comparison with the results for the year 1929. A comparative statement of the individual Companies' results appears in Table 2, page 5.

| | 1930. £ | 1929. £ | Increase + Decrease - £ |
|---|------------|------------|-------------------------------|
| Traffic Receipts, etc.... | 15,848,088 | 15,097,593 | + 750,495 |
| Expenditure ... | 12,888,762 | 12,288,230 | + 600,532 |
| Net Receipts ... | 2,959,326 | 2,809,363 | + 149,963 |
| Miscellaneous Receipts (Net) ... | 1,028,586 | 1,080,001 | - 51,415 |
| Total Net Income ... | 3,987,912 | 3,889,364 | + 98,548 |
| <i>Deduct—</i> | | | |
| Interest, Rentals, etc. ... | 1,739,652 | 1,724,302 | + 15,350 |
| † Appropriations to Reserve for Contingencies and Renewals ... | 624,746 | 547,659 | + 77,087 |
| Dividends on Rent Charge, Guaranteed and Preference Stocks ... | 466,977 | 466,977 | — |
| Total Deductions ... | 2,831,375 | 2,738,938 | + 92,437 |
| BALANCE, BEING AVAILABLE COMMON FUND ... | 1,156,537 | 1,150,426 | + 6,111 |
| Add balances from last year's accounts ... | 483,786 | 460,507 | + 23,279 |
| Total amount available for dividends on ordinary stocks and shares and for other purposes ... | 1,640,323 | 1,610,933 | + 29,390 |
| Amount paid in dividends on ordinary stocks and shares representing an average rate of 5.74 per cent. in 1930, compared with 5.69 per cent. in 1929 ... | 1,136,018 | 1,127,147 | + 8,871 |
| Balances carried forward to next year's accounts ... | 504,305 | 483,786 | + 20,519 |

† See paragraph 4.

3. The Gross Revenue for the year of the five Companies associated in the Common Fund was £16,876,674 as indicated above. From this is to be deducted the Revenue Liabilities as defined in the Common Fund Agreement, namely, expenditure chargeable to revenue, rents, rent charges, dividends on rent charge stocks and other fixed charges, interest on debentures and loans, dividends on guaranteed and preference stocks and appropriations to depreciation and reserve, amounting to £15,720,137, leaving a Common Fund as defined by the agreement of £1,156,537. The shares of the five Companies in the Common Fund were as follows:—

| | Percentage Shares in Common Fund. | 1930. £ | 1929. £ | Increase + Decrease - £ |
|---|--------------------------------------|------------|------------|-------------------------------|
| Metropolitan District Railway Company ... | 14.35 | 165,968 | 165,091 | + 877 |
| London Electric Railway Company ... | 41.38 | 478,558 | 476,029 | + 2,529 |
| City & South London Railway Company ... | 6.56 | 75,930 | 75,529 | + 401 |
| Central London Railway Company ... | 13.31 | 153,911 | 153,098 | + 813 |
| London General Omnibus Company Ltd. ... | 24.40 | 282,170 | 280,679 | + 1,491 |
| | 100.00 | 1,156,537 | 1,150,426 | + 6,111 |

The percentage shares of the Companies are unchanged.

4. The total sum appropriated to reserves for contingencies and renewals was £923,727. Of this sum £298,981 was charged to Expenditure, and £624,746 was appropriated to Reserves for Contingencies and Renewals.

In 1929 £813,357 was appropriated to reserves for contingencies and renewals, of which £265,698 was charged to Expenditure and £547,659 was appropriated to Reserves for Contingencies and Renewals.

5. The accumulated Reserves of the Common Fund Companies for Contingencies and Renewals and Sinking Fund for Debenture Stock now amount to £6,854,625. In addition, the Trustees of the Lots Road Power House Depreciation Fund hold £265,103 as Reserve.

6. The total Capital of the Common Fund Companies amounts to £72,381,014 as shown in Table 1, page 4. In addition the Capital of the Lots Road Power House Joint Committee amounts to £3,850,000.

7. The following statement is a summary as at 31st December, 1930, of the Assets and Liabilities of the Common Fund Companies collectively :—

| | | |
|---|-------------------|--------------------|
| CAPITAL EXPENDITURE ON RAILWAYS, ROLLING STOCK, EQUIPMENT, ETC. ... | £ | 65,281,697 |
| FLOATING ASSETS— | £ | |
| Cash at Bankers | 7,397,575 | |
| Investments | 5,425,547 | |
| Sundry Debtors and Debit Balances | 1,816,701 | |
| Stock of Stores and Materials and Work in progress | 1,047,369 | |
| | <u>15,687,192</u> | |
| <i>Deduct:—</i> | | |
| CURRENT LIABILITIES— | £ | |
| Temporary Loan | 1,000,000 | |
| Interest and Dividends payable or accruing and provided for | 590,471 | |
| Sundry Creditors and Credit Balances | 2,897,718 | |
| | <u>4,488,189</u> | |
| NET FLOATING ASSETS | | <u>11,199,003</u> |
| TOTAL CAPITAL EXPENDITURE PLUS NET FLOATING ASSETS | | <u>£76,480,700</u> |
| <i>This sum is represented by:—</i> | £ | |
| CAPITAL LOANS, STOCKS AND SHARES (NET) | 68,282,830 | |
| RESERVES for Contingencies and Renewals and Sinking Fund for Debenture Stock... .. | 6,854,625 | |
| BALANCES OF REVENUE— | £ | |
| Proposed final dividends (gross) | 838,940 | |
| Carried forward | 504,305 | |
| | <u>1,343,245</u> | |
| TOTAL AS ABOVE | | <u>£76,480,700</u> |

8. Under the powers conferred by the London Electric, Metropolitan District, Central London and City and South London Railway Companies Act, 1930, the London Electric Railway Company created and issued £8,450,000 of 5 per cent. Redeemable Debenture Stock 1985-95 and the Central London Railway Company created and issued £850,000 of similar stock. The proceeds will be used for effecting extensions and improvements to their existing railway systems. The Companies are to receive Grants from H.M. Treasury under the terms of the Development (Loan Guarantees and Grants) Act, 1929. These Grants, which will cover a period of 15 years from the 31st March, 1931, will be made by half-yearly payments at the rate of 3 per cent. per annum on the actual amounts expended up to an aggregate maximum of £9,917,000 on the construction (as apart from land, etc.) of the new works and on equipment.

During the period of construction the interest on the Debenture Stocks, less a sum equal to the amount of the Grant received for that period, will be charged to Capital. Thereafter the interest on the Debenture Stocks will become a Revenue Liability.

The Metropolitan District Railway Company created and issued £250,000 5 per cent. Redeemable Debenture Stock 1933-43, and the City & South London Railway Company issued £24,171 4 per cent. Debenture Stock, for general capital purposes.

9. A contract has been placed for the construction of four miles of tube railway, required by the extension of the London Electric Railway from Finsbury Park to Cockfosters; the working shafts have been completed and the driving of the running tunnels is proceeding satisfactorily. Work on the London Electric Railway section of the western extension from Hammersmith has been started; the excavation of the site purchased by the Metropolitan District Railway at Northfields for a Rolling Stock Depot has been commenced. The reconstruction of the stations, including the installation of escalators at Holborn, Hyde Park Corner and Leicester Square on the London Electric Railway and at Marble Arch on the Central London Railway is in hand. Tenders have been invited by the London Electric Railway Company for the additional rolling stock which will be required in connection with the extensions referred to above. Tenders will be invited shortly for the completion of the Southgate Extension railway to Cockfosters; the reconstruction of stations and the provision of escalators at Kings Cross, Russell Square, Dover Street, Knightsbridge, Edgware Road, Kentish Town and Warren Street on the London Electric Railway, and Sloane Square on the Metropolitan District Railway.

The Metropolitan District Railway Company's stations at Hounslow West and Sudbury Town are in course of reconstruction to meet modern traffic requirements. Other stations on the Western Extension are to be rebuilt.

All these works are part of the programme of new works in respect of which the Companies are to receive Grants from H.M. Treasury.

10. Miscellaneous new works and improvements executed during the year comprise the following:—

Further improvements have been carried out at the Metropolitan District Railway Company's Acton Works with a view to more efficient and economical working.

A new depot and offices have been constructed by the Metropolitan District Railway Company at Parsons Green for the Building Department of the London General Omnibus Company, Limited, which undertakes the repair and, so far as minor works are concerned, the construction of buildings for all companies.

The programme for the rehabilitation and renewal of the rolling stock of the Metropolitan District and London Electric Railways has been completed and this, with improvements in signalling, has enabled a general speeding-up of the train services.

Sixty-two new cars have been ordered by the London Electric Railway Company for the through service between the Company's Elephant & Castle Station and Watford Station (London Midland & Scottish Railway).

11. Various improvements have been carried out by the London General Omnibus Company, Limited at its Chiswick Works.

The work of modernising the existing garages of the London General Omnibus Company, Limited, has been continued during the year. A new garage has been opened by that Company at Harrow Weald and the old garage at Upton Park is being replaced by a larger and more modern one. A new garage is also in course of construction at Old Ford.

Orders have been placed to date for 888 S.T. type and 1,051 L.T. type omnibuses. Of these, 614 S.T. type and 174 L.T. type were completed during the year, leaving 274 S.T. type and 877 L.T. type to be received during the year 1931.

12. The total amount expended by the Common Fund Companies on New Works and Improvements during the year was £2,895,000. The principal items of expenditure were:—

| | | £ |
|--|--|-----------|
| Western Extension | (M.D.R.) | 20,000 |
| New Depot and Offices at Parsons Green for Building Department ... | (M.D.R.) | 55,000 |
| Southgate Extension | (L.E.R.) | 350,000 |
| Western Extension—Piccadilly Line | (L.E.R.) | 53,000 |
| Rolling Stock | (M.D.R. & L.E.R.) | 134,000 |
| Reconstruction of Stations and provision of Escalators (M.D.R., L.E.R. & C.L.R.) | | 206,000 |
| Electric Sub-Stations | (M.D.R., L.E.R., C. & S.L.R. & C.L.R.) | 85,000 |
| Motor Omnibuses and Equipment | (L.G.O.) | 1,504,000 |
| New Garages and Extensions to existing Garages... .. | (L.G.O.) | 242,000 |
| Plant, Machinery and Furniture | (L.G.O.) | 40,000 |

13. The further expenditure of the Common Fund Companies on Capital Account is estimated at £13,184,000. Particulars are as follows:—

| | | £ |
|--|--------------------------------|-----------|
| Western Extension | (M.D.R.) | 1,594,000 |
| Southgate Extension | (L.E.R.) | 3,231,000 |
| Western Extension—Piccadilly Line | (L.E.R.) | 379,000 |
| New Works on Piccadilly Line | (L.E.R.) | 157,000 |
| Rolling Stock | (M.D.R. & L.E.R.) | 1,242,000 |
| Reconstruction of Stations and provision of Escalators ... (M.D.R., L.E.R. & C.L.R.) | | 3,019,000 |
| Electric Sub-Stations | (M.D.R., L.E.R. & C. & S.L.R.) | 1,251,000 |
| Motor Omnibuses and Miscellaneous Vehicles | (L.G.O.) | 2,014,000 |
| New Garages and Extensions to existing Garages... .. | (L.G.O.) | 212,000 |
| Miscellaneous | (All Companies) | 85,000 |

14. The Bill promoted in the last Session of Parliament by the London Electric, Metropolitan District, Central London and City & South London Railway Companies, which was submitted to and approved by the Proprietors at the Special General Meetings held on the 6th February, 1930, received the Royal Assent on the 4th June, 1930.

The Bill of the London County Council promoted in the last Session of Parliament seeking powers to erect a new bridge over the River Thames at Charing Cross (which was approved by the proprietors of the Metropolitan District and London Electric Railway Companies at the meetings referred to in the preceding paragraph) was rejected in Committee.

The following Bill will be submitted for the consideration of the Proprietors of the London Electric Railway Company, the Metropolitan District Railway Company, the City and South London Railway Company and the Central London Railway Company, at Special General Meetings to be held immediately after the Ordinary Meetings:—

“A Bill to empower the London Electric Railway Company to construct subways, deviations of railways and works; to empower the Metropolitan District Railway Company to construct works; to empower the City and South London Railway Company to construct a subway; to empower the London Electric Railway Company and the City and South London Railway Company to construct subways and works; and to confer further powers on the said and other Companies and for other purposes.”

Parliamentary notice has been published of the intention of His Majesty's Government to introduce a Bill for the establishment of a Transport Board for the London Traffic Area.

For the METROPOLITAN DISTRICT RAILWAY COMPANY.

LONDON ELECTRIC RAILWAY COMPANY.

CITY & SOUTH LONDON RAILWAY COMPANY.

CENTRAL LONDON RAILWAY COMPANY.

LONDON GENERAL OMNIBUS COMPANY, LTD.

C. S. LOUCH,
Comptroller and Accountant.

ASHFIELD,
Chairman and Managing Director.

JNO. C. MITCHELL,
Secretary and Treasurer.

55, BROADWAY,
WESTMINSTER, LONDON, S.W.1.
12th February, 1931.

(1.)—COMPARATIVE STATEMENT OF CAPITAL RAISED AND OUTSTANDING, YEAR 1930, COMPARED WITH 1929.

| | Metropolitan District Railway. | | London Electric Railway. | | City & South London Railway. | | Central London Railway. | | TOTAL RAILWAYS. | | London General Omnibus Company Limited. | | TOTAL. | |
|--|--------------------------------|--------------------------|--------------------------|--------------------------|------------------------------|--------------------------|-------------------------|--------------------------|-----------------|--------------------------|---|--------------------------|-------------|--------------------------|
| | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - |
| | | | | | | | | | | | | | | |
| 3 % Consolidated Rent Charge Stock ... | 2,116,666 | ... | ... | ... | ... | ... | ... | ... | 2,116,666 | ... | ... | ... | 2,116,666 | ... |
| 4 % Midland Rent Charge Stock ... | 350,000 | ... | ... | ... | ... | ... | ... | ... | 350,000 | ... | ... | ... | 350,000 | ... |
| 4 % Prior Lien Debenture Stock ... | 744,586 | ... | ... | ... | ... | ... | ... | ... | 744,586 | ... | ... | ... | 744,586 | ... |
| 6 % Debenture Stock ... | 1,211,625 | ... | ... | ... | ... | ... | ... | ... | 1,211,625 | ... | ... | ... | 1,211,625 | ... |
| 4 % Debenture Stock ... | 1,624,200 | ... | 1,118,000 + | 24,171 | ... | ... | 926,000 | ... | 8,964,200 + | 24,171 | ... | ... | 8,964,200 + | 24,171 |
| 4½ % First Debenture Stock ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2,240,479 - | 70,777 | 2,240,479 - | 70,777 |
| 5 % Redeemable Debenture Stock ... | 1,500,000 | + 250,000 | ... | ... | ... | 150,000 | ... | ... | 1,650,000 | + 250,000 | ... | ... | 1,650,000 | + 250,000 |
| † 5 % Redeemable Debenture Stock ... | ... | ... | ... | ... | ... | 8,450,000 | + 850,000 | ... | 9,300,000 | + 850,000 | ... | ... | 9,300,000 | + 850,000 |
| * 4½ % Redeemable Debenture Stock ... | ... | ... | ... | ... | ... | ... | 458,000 | ... | 458,000 | ... | ... | ... | 458,000 | ... |
| * 4½ % Redeemable Second Debenture Stock ... | ... | ... | 6,519,000 | ... | ... | ... | ... | ... | 12,125,000 | ... | ... | ... | 12,125,000 | ... |
| 5 % Cumulative Income Debenture Stock ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3,250,000 | ... | 3,250,000 | ... |
| 4 % Guaranteed Stock ... | 1,435,747 | ... | ... | ... | ... | ... | ... | ... | 1,435,747 | ... | ... | ... | 1,435,747 | ... |
| 4 % Loan from L.M. & S.R. Co. ... | ... | ... | ... | ... | ... | ... | ... | ... | 831,101 | ... | ... | ... | 831,101 | ... |
| 5½ % Loan from Prudential Assurance Co. Ltd. | 437,000 | + 90,000 | ... | ... | ... | ... | ... | ... | 437,000 | + 90,000 | ... | ... | 437,000 | + 90,000 |
| 4½ % First Preference Stock ... | 9,419,824 | + 340,000 | 7,637,000 | + 24,171 | ... | 2,384,000 | ... | ... | 39,623,925 | + 9,664,171 | 5,499,479 | 70,777 | 45,114,404 | + 9,593,394 |
| 5 % Preference Stock ... | 1,500,000 | ... | ... | ... | ... | 480,000 | ... | ... | 1,980,000 | ... | ... | ... | 1,980,000 | ... |
| 5 % Second Preference Stock ... | 1,470,000 | ... | 850,000 | ... | ... | ... | ... | ... | 850,000 | ... | ... | ... | 850,000 | ... |
| 4 % Preference Stock ... | ... | ... | ... | ... | ... | ... | ... | ... | 1,470,000 | ... | ... | ... | 1,470,000 | ... |
| Ordinary Stocks and Shares ... | 2,979,000 | ... | 850,000 | ... | ... | 480,000 | ... | ... | 7,473,670 | ... | ... | ... | 7,473,670 | ... |
| GRAND TOTAL ... | 15,624,824 | + 340,000 | 32,684,711 | + 8,450,000 | 24,171 | 5,864,000 | ... | ... | 64,140,535 | + 9,664,171 | 8,240,479 | 70,777 | 72,381,014 | + 9,593,394 |

† This Debenture Stock forms part of the Stock issued or to be issued for effecting extensions and improvements to the existing railway systems. The Companies are to receive Grants from H.M. Treasury under the terms of the Development (Loan Guarantees and Grants) Act, 1929. These Grants which will cover a period of fifteen years from 31st March, 1931, will be made by half-yearly payments at the rate of 3 per cent. per annum on the actual amounts expended by the London Electric, Metropolitan District and Central London Railway Companies up to an aggregate maximum of £9,917,000 on the construction (as apart from land, etc.) of the new works and on equipment. During the period of construction the interest on the Debenture Stocks, less a sum equal to the amount of the Grant received for that period, will be charged to Capital. Thereafter the interest on the Debenture Stocks will become a Revenue Liability.

* Guaranteed by H.M. Government both as to Principal and Interest under the powers of the Trade Facilities Acts, 1921 and 1922.

(2.)—COMPARATIVE STATEMENT OF RESULTS, YEAR 1930, COMPARED WITH 1929.

| | Metropolitan District Railway. | | London Electric Railway. | | City & South London Railway. | | Central London Railway. | | TOTAL RAILWAYS. | | London General Omnibus Company Limited. | | TOTAL. | |
|--|--------------------------------|--------------------------|--------------------------|--------------------------|------------------------------|--------------------------|-------------------------|--------------------------|-----------------|--------------------------|---|--------------------------|------------|--------------------------|
| | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - |
| | | | | | | | | | | | | | | |
| Traffic Receipts, etc., after the operation of the Common Fund under the terms of the agreement authorized by the London Electric Railway Companies' Facilities Act 1915 | 1,464,893 | - 140,646 | 2,353,173 | - 7,040 | 977,880 | + 54,375 | 502,499 | - 9,911 | 5,298,445 | - 103,222 | 10,549,643 | + 853,717 | 15,848,088 | + 750,495 |
| Expenditure | 941,800 | - 122,211 | 1,263,603 | - 5,481 | 578,868 | + 42,467 | 314,041 | - 18,535 | 3,098,312 | - 103,760 | 9,790,450 | + 704,292 | 12,888,762 | + 600,532 |
| Net Receipts | 523,093 | - 18,435 | 1,089,570 | - 1,559 | 399,012 | + 11,908 | 188,458 | + 8,624 | 2,200,133 | + 538 | 759,193 | + 149,425 | 2,959,326 | + 149,963 |
| Miscellaneous Receipts (Net) | 334,837 | + 26,913 | 154,872 | - 31,877 | 76,850 | - 5,157 | 84,201 | - 2,735 | 650,760 | - 12,856 | 377,826 | - 38,559 | 1,028,586 | - 51,415 |
| Net Income | 857,930 | + 8,478 | 1,244,442 | - 33,436 | 475,862 | + 6,751 | 272,659 | + 5,889 | 2,850,893 | - 12,318 | 1,137,019 | + 110,866 | 3,987,912 | + 98,548 |
| Interest, Rentals, etc. | 370,985 | + 11,232 | 578,084 | - 4,943 | 349,996 | + 3,050 | 75,738 | - 3,364 | 1,374,803 | + 5,975 | 364,849 | + 9,375 | 1,739,652 | + 15,350 |
| Balance | 486,945 | - 2,754 | 666,358 | - 28,493 | 125,866 | + 3,701 | 196,921 | + 9,253 | 1,476,090 | - 18,293 | 772,170 | + 101,491 | 2,248,260 | + 83,198 |
| Appropriations to Reserve for Contingencies and Renewals | 45,047 | - 3,631 | 60,853 | - 31,022 | 7,436 | + 3,300 | 21,410 | + 8,440 | 134,746 | - 22,913 | 490,000 | + 100,000 | * 624,746 | + 77,087 |
| Balance | 441,898 | + 877 | 605,505 | + 2,529 | 118,430 | + 401 | 175,511 | + 813 | 1,341,344 | + 4,620 | 282,170 | + 1,491 | 1,623,514 | + 6,111 |
| Dividends on Rent Charge, Guaranteed and Preference Stocks | 275,930 | - | 126,947 | - | 42,500 | - | 21,600 | - | 466,977 | - | - | - | 466,977 | - |
| Balance | 165,968 | + 877 | 478,558 | + 2,529 | 75,930 | + 401 | 153,911 | + 813 | 874,367 | + 4,620 | 282,170 | + 1,491 | 1,156,537 | + 6,111 |
| Add Balances from last year's Accounts | 48,108 | + 3,341 | 186,784 | + 9,632 | 37,707 | + 1,529 | 108,151 | + 3,098 | 380,750 | + 17,600 | 103,036 | + 5,679 | 483,786 | + 23,279 |
| Total amount available for dividends on Ordinary Stocks and Shares | 214,076 | + 4,218 | 665,342 | + 12,161 | 113,637 | + 1,930 | 262,062 | + 3,911 | 1,255,117 | + 22,220 | 385,206 | + 7,170 | 1,640,323 | + 29,390 |
| Dividends on Ordinary Stocks and Shares | 161,750 | - | 466,397 | - | 74,000 | - | 150,000 | - | 852,147 | - | 283,871 | + 8,871 | 1,136,018 | + 8,871 |
| Rate per cent. per annum | 5 | - | 5 | - | 5 | - | 5 | - | 5 | - | 8 | - | 5.74 | + .05 |
| Balances carried forward to next year's Accounts | 52,326 | + 4,218 | 198,945 | + 12,161 | 39,637 | + 1,930 | 112,062 | + 3,911 | 402,970 | + 22,220 | 101,335 | - 1,701 | 504,305 | + 20,519 |

* See paragraph 4, page 1.

(3.)—MISCELLANEOUS STATISTICS, YEAR 1930, COMPARED WITH 1929.

| | Metropolitan District Railway. | | London Electric Railway. | | City & South London Railway. | | Central London Railway. | | TOTAL RAILWAYS. | | London General Omnibus Company Limited. | | TOTAL. | |
|---|--------------------------------|--------------------------|--------------------------|--------------------------|------------------------------|--------------------------|-------------------------|--------------------------|-----------------|--------------------------|---|--------------------------|---------------|--------------------------|
| | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - | 1930. | Increase + Decrease - |
| Passengers carried— | | | | | | | | | | | | | | |
| Ordinary | 83,064,352 | +1,716,565 | 113,712,845 | +2,970,732 | 49,598,587 | +1,558,325 | 33,106,239 | -101,109 | 270,482,023 | +6,144,513 | 1,556,078,863 | +105,075,368 | 1,826,560,886 | +111,219,881 |
| Workmen | 27,732,950 | +506,822 | 19,995,562 | +168,930 | 14,991,012 | +1,188,416 | 4,927,240 | +174,664 | 67,946,764 | +2,038,832 | ... | ... | 67,646,764 | +2,038,832 |
| Seasons | 26,221,456 | +968,894 | 23,769,324 | +1,245,886 | 7,047,514 | +681,422 | 8,648,292 | +528,384 | 65,686,586 | +3,424,586 | ... | ... | 65,686,586 | +3,424,586 |
| TOTAL | 137,018,758 | +3,192,281 | 157,477,731 | +4,385,548 | 62,637,113 | +3,428,163 | 46,681,771 | +601,939 | 403,815,373 | +11,607,931 | 1,556,078,863 | +105,075,368 | 1,959,894,236 | +116,683,299 |
| Average daily number of Passengers carried ... | 405,381 | +9,445 | 465,910 | +12,974 | 185,317 | +10,143 | 138,112 | +1,781 | 1,194,720 | +34,343 | 4,603,784 | +310,874 | 5,798,504 | +345,217 |
| Route Miles owned or leased | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. |
| Route Miles run over by Companies' Trains ... | 25 63 | ... | 31 37 | ... | 12 49 | ... | 6 70 | ... | 76 59 | ... | ... | ... | 76 59 | ... |
| Road Miles run over by Company's Omnibuses | 58 56 | ... | †58 41½ | ... | †28 17 | ... | 11 5 | ... | 128 22½ | ... | ... | ... | 128 22½ | ... |
| Number of Stations | 37 | ... | 52 | ... | 21 | ... | 15 | ... | 125 | ... | ... | ... | 125 | ... |
| Number of Garages | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 49 | ... |
| Number of Lifts | ... | ... | 102 | -2 | 23 | ... | 31 | -1 | 156 | -3 | ... | ... | 156 | 3 |
| Number of Escalators | 2 | ... | 41 | ... | 25 | ... | 16 | ... | 84 | ... | ... | ... | 84 | ... |
| Number of Car Miles run in relation to Passenger Receipts | 23,371,688 | +633,572 | 37,144,800 | +615,592 | 16,238,297 | +457,093 | 8,531,395 | +98,172 | 85,286,180 | +1,804,429 | 170,686,707 | +8,910,384 | 255,972,887 | +10,714,813 |
| Number of Car Miles run by Companies' Trains or Omnibuses | 29,223,643 | +862,881 | 48,077,938 | +1,238,390 | 5,356,453 | -114,411 | 10,667,953 | +225,014 | 93,325,987 | +2,211,874 | 170,686,707 | +8,910,384 | 264,012,694 | +11,122,258 |
| Number of Cars or Omnibuses owned | 563 | -8 | 1,041 | +31 | 114 | ... | 259 | ... | 1,977 | +23 | * 4,540 | -83 | 6,517 | -60 |
| Ratio of Expenditure to Traffic Receipts, etc. | 64.29% | -1.98% | 53.70% | -0.07% | 59.20% | +1.12% | 62.50% | -2.40% | 58.64% | -6.4% | 92.80% | -0.91% | 81.38% | -0.01% |

† Includes 12m. 49ch. run over the City & South London Railway (Euston to Morden) and 50ch. of the Metropolitan District Railway (Baron's Court to Hammersmith) over which the London Electric Railway Company has exclusive running rights.

‡ Includes 15m. 48ch. run over the London Electric Railway (Kennington and Euston to Edgware and Highgate).

* The number of omnibuses owned and/or worked by or in conjunction with the London General Omnibus Co., Ltd., is 5,186 compared with 5,259 in 1929. The reduction in the number of Omnibuses is accidental, relating to the rate of replacement of old type vehicles. The number will be restored for the summer programmes.

THE LONDON AND SUBURBAN TRACTION COMPANY, LIMITED.

SUPPLEMENT FOR THE YEAR 1930 IN RESPECT OF THE FOLLOWING SUBSIDIARY COMPANIES.

METROPOLITAN ELECTRIC TRAMWAYS, LIMITED.

LONDON UNITED TRAMWAYS, LIMITED.

SOUTH METROPOLITAN ELECTRIC TRAMWAYS AND LIGHTING COMPANY, LIMITED.

TRAMWAYS (M.E.T.) OMNIBUS COMPANY, LIMITED.

1. These Companies are Subsidiary Companies of the London and Suburban Traction Company, Limited, and their combined results for the year 1930 are shewn below in comparison with the results for the year 1929.

| | 1930. | 1929. | Increase + Decrease - |
|---|-----------|------------|--------------------------|
| | £ | £ | £ |
| Traffic Receipts | 2,334,963 | 2,220,010 | + 114,953 |
| Expenditure | 2,117,107 | 2,022,514 | + 94,593 |
| Net Receipts | 217,856 | 197,496 | + 20,360 |
| Miscellaneous Receipts (Net) | 210,682 | 220,280 | - 9,598 |
| Total Net Income | 428,538 | 417,776 | + 10,762 |
| <i>Deduct—</i> | | | |
| Interest, Rentals, etc. | 243,898 | 251,912 | - 8,014 |
| Appropriations to Reserve for Renewals, etc. | 95,000 | 105,000 | - 10,000 |
| Dividends on Preference Shares... .. | † 19,000 | 19,000 | — |
| Total Deductions | 357,898 | 375,912 | - 18,014 |
| BALANCE | 70,640 | 41,864 | + 28,776 |
| Deficit from last year's accounts | 66,635 | 73,499 | - 6,864 |
| Balance | Cr. 4,005 | Dr. 31,635 | + 35,640 |
| Amount paid in dividends on ordinary shares in respect of two Subsidiary Companies | 35,000 | 35,000 | — |
| Deficit carried forward to next year's accounts | 30,995 | 66,635 | - 35,640 |
| † Arrears to date upon 5 per cent. Cumulative Preference Shares:— | | | |
| Metropolitan Electric Tramways, Limited | £205,000. | | |
| London United Tramways, Limited | £192,568. | | |

2. A comparative statement of the individual Companies' miscellaneous statistics appears on the back of this page.

3. The total amount expended by this group of Companies on improvements and additions during the year was £168,000. The principal items of expenditure were:—

| | £ |
|--|--------|
| Improvements to fleet of Tramcars including refitting with modern high-speed motors and upholstered seating (M.E.T. & L.U.T.) | 13,000 |
| Reconstruction of Tramway track (L.U.T.) | 17,000 |
| Extensions to Depots and acquisition of Land for extensions (M.E.T. & L.U.T.) | 13,000 |
| Substitution of new type Omnibuses for old type Omnibuses... .. (T. (M.E.T.) O.) | 12,000 |
| Development of Electricity Supply Undertaking (S.M.E.T.) | 85,000 |

4. The further expenditure of this group of Companies on Capital Account is estimated at £783,000. Particulars are as follows:—

| | £ |
|---|---------|
| New Tramcars (M.E.T. & L.U.T.) | 342,000 |
| Improvements to existing Tramcars (M.E.T. & S.M.E.T.) | 21,000 |
| Depot Extensions (M.E.T. & L.U.T.) | 26,000 |
| Electrical Equipment of Line, Permanent Way, Plant, etc. (M.E.T., L.U.T. & S.M.E.T.) | 16,000 |
| Substitution of Trackless Trolley Vehicles for Tramways (L.U.T.) | 131,000 |
| Substitution of new type Omnibuses for old type Omnibuses... .. (T. (M.E.T.) O.) | 210,000 |
| Development of Electricity Supply Undertaking (S.M.E.T.) | 37,000 |

5. Negotiations have been concluded with the Middlesex County Council for a new lease of its Light Railways to the Metropolitan Electric Tramways, Limited, for a term of 42 years from the 1st January, 1931.

Arrangements have been made with the London County Council under which they have agreed to postpone for a period of 7 years from the 31st December, 1930, their right to purchase certain tramways in London owned by the Metropolitan Electric Tramways, Limited.

6. During the year the tramway track of the London United Tramways, Limited, between Haydons Road and Waterfall Bridge, on the Wimbledon-Tooting section has been reconstructed and the Hanwell Depot enlarged and improved so that an increased number of cars can be properly housed.

The London United Tramways, Limited, have made arrangements with the London County Council for a connection to be made between the two systems at Summerstown in order to provide a through service to London.

Orders have been placed for 100 new tramcars of an improved type of which 54 will be used by the Metropolitan Electric Tramways, Limited, and 46 by the London United Tramways, Limited.

7. The Bill promoted by the London United Tramways, Limited, in the last session of Parliament, seeking power to provide services of trolley vehicles in substitution for the existing tramways and to abandon such part of the tramways as are provided with trolley vehicle services, received the Royal Assent on the 1st August, 1930. An order has been placed for 35 railless trolley vehicles and the conversion of about 11 miles of tramway system is in hand, a portion of which will shortly be operated by the new trolley vehicles.

8. Parliamentary Notice has been published of the intention of His Majesty's Government to introduce a Bill for the establishment of a Transport Board for the London Traffic Area.

For THE LONDON AND SUBURBAN TRACTION COMPANY, LIMITED.

ASHFIELD, *Chairman.*

EVELYN BOYS, *Secretary and Treasurer.*

SUBSIDIARY COMPANIES OF THE LONDON AND SUBURBAN TRACTION COMPANY, LIMITED.

MISCELLANEOUS STATISTICS, YEAR 1930, COMPARED WITH 1929.

| | Metropolitan Electric Tramways, Ltd. | | London United Tramways, Ltd. | | South Metropolitan Electric Tramways and Lighting Co., Ltd. | | TOTAL TRAMWAYS. | | Tramways (M.E.T.) Omnibus Co., Ltd. | | TOTAL. | |
|--|--------------------------------------|--------------------------|------------------------------|--------------------------|---|--------------------------|-----------------|--------------------------|--|--------------------------|-------------|--------------------------|
| | 1930. | Increase + Decrease — | 1930. | Increase + Decrease — | 1930. | Increase + Decrease — | 1930. | Increase + Decrease — | 1930. | Increase + Decrease — | 1930. | Increase + Decrease — |
| Passengers carried— | | | | | | | | | | | | |
| Ordinary | 101,098,109 | + 9,113,698 | 60,541,019 | - 371,330 | 13,760,897 | + 757,532 | 175,400,025 | + 9,499,900 | 141,214,836 | + 9,535,637 | 316,614,861 | + 19,035,537 |
| Workmen | 21,759,203 | - 618,773 | 10,820,556 | + 232,608 | 1,554,061 | + 73,659 | 34,133,820 | - 312,506 | ... | ... | 34,133,820 | - 312,506 |
| TOTAL | 122,857,312 | + 8,494,925 | 71,361,575 | - 138,722 | 15,314,958 | + 831,191 | 209,533,845 | + 9,187,394 | 141,214,836 | + 9,535,637 | 350,748,681 | + 18,723,031 |
| Average daily number of Passengers carried | 363,483 | + 25,133 | 211,129 | - 410 | 45,311 | + 2,460 | 619,923 | + 27,183 | 417,795 | + 28,212 | 1,037,718 | + 55,395 |
| Route Miles owned or leased | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. |
| Route Miles run over by Companies' Tramcars | 53 | ... | 45 | ... | 13 | ... | 112 | ... | ... | ... | 112 | ... |
| Road Miles run over by Company's Omnibuses | 70 | ... | 48 | - 2 | 12 | ... | 132 | - 2 | ... | ... | 132 | - 2 |
| | ... | ... | ... | ... | ... | ... | ... | ... | The Omnibuses are worked in conjunction with the London General Omnibus Company's fleet. | ... | ... | ... |
| Number of Tramway Depots | 5 | ... | 5 | ... | 3 | ... | 13 | ... | ... | ... | 13 | ... |
| Number of Car Miles run in relation to Passenger Receipts | 12,800,234 | + 462,342 | 7,241,149 | + 247,607 | 1,554,530 | + 61,690 | 21,595,913 | + 771,639 | 15,489,893 | + 808,621 | 37,085,806 | + 1,580,260 |
| Number of Car Miles run by Companies' Tramcars or Omnibuses | 12,815,599 | + 494,343 | 7,156,515 | + 244,581 | 1,417,784 | + 61,165 | 21,389,898 | + 800,089 | 15,489,893 | + 808,621 | 36,879,791 | + 1,608,710 |
| Number of Cars or Omnibuses owned | 314 | ... | 189 | ... | 52 | ... | 555 | ... | 333 | + 18 | 888 | + 18 |

METROPOLITAN DISTRICT RAILWAY COMPANY

REPORT OF THE DIRECTORS

TO BE SUBMITTED TO THE PROPRIETORS AT AN ORDINARY GENERAL MEETING OF THE COMPANY, TO BE HELD AT THE CAXTON HALL, CAXTON STREET, WESTMINSTER, S.W.1, ON THURSDAY, THE 26TH DAY OF FEBRUARY, 1931, AT 11 O'CLOCK IN THE FORENOON.

1. Your Directors submit the Financial Accounts and Statistical Returns for the year ended 31st December, 1930.

| | Year 1930. | Increase + Decrease - Compared with 1929 |
|--|---------------|---|
| | £ | £ |
| 2. The Receipts from Railway Working, after the operation of the Common Fund under the terms of the Agreement authorised by the London Electric Railway Companies' Facilities Act, 1915, amount to | 1,464,893 | — 140,646 |
| From which must be deducted Expenditure amounting to | 941,800 | — 122,211 |
| The Net Receipts therefore amount to | 523,093 | — 18,435 |
| Adding Miscellaneous Receipts (Net) from Rents, Interest, etc., amounting to | 334,837 | + 26,913 |
| gives a Total Net Income of | 857,930 | + 8,478 |
| After adding the Balance from last year's Account | 48,108 | + 3,341 |
| there is a total of | 906,038 | + 11,819 |
| Deducting :— | | |
| Interest, Rentals, etc. | 370,985 | + 11,232 |
| Appropriation for Reserve for Contingencies | 45,047 | — 3,631 |
| or together | 416,032 | + 7,601 |
| there remains a Balance of | 490,006 | + 4,218 |
| which after deducting the Dividends on Rent Charge, Guaranteed and Preference Stocks | 275,930 | — |
| leaves a Balance available for Dividend on Ordinary Stock of | 214,076 | + 4,218 |

3. The total sum appropriated to reserves for Contingencies and Renewals was £118,000. Of this sum £72,953 was charged to Expenditure, and £45,047 was appropriated to Reserve for Contingencies.

In 1929 £117,000 was appropriated to reserves for Contingencies and Renewals, of which £68,322 was charged to Expenditure, and £48,678 was appropriated to Reserve for Contingencies.

4. An interim dividend of 2½ per cent. for the year was paid on the Ordinary Stock of the Company in August last. This required £80,875 and leaves £133,201 still available, out of which your Directors recommend the payment of a final dividend for the year of 2½ per cent. on the Ordinary Stock. The total dividend for the year 1930 is therefore 5 per cent. and a balance of £52,326 is carried forward.

The dividend on the Ordinary Stock for the year 1929 was 5 per cent. with a balance of £48,108 carried forward.

5. The Capital Expenditure during the year amounted to £180,087, of which details are given in Account No. 5.

6. Further details in regard to the operations during the year of your Company and the other Companies associated with it in the Common Fund and various items of statistical information are shown in the accompanying Supplement.

7. The Directors retiring by rotation are The Rt. Hon. Lord Colwyn and Mr. H. A. Vernet, who, being eligible, offer themselves for re-election.

8. The Auditors, Messrs. Peat, Marwick, Mitchell & Co., also retire and offer themselves for re-election.

PROXIES.—A form of Proxy is enclosed for the signature of Proprietors who may be unable to attend the Meeting. It is requested that the Proxies be signed and returned to the Secretary, 55, Broadway, Westminster, S.W.1, so that they may be received not later than 11 a.m. on Tuesday, the 24th February, 1931.

ASHFIELD,

Chairman and Managing Director.

55, BROADWAY, WESTMINSTER, S.W. 1.

12th February, 1931.

Dividend Warrants will be posted on 28th February, 1931.

METROPOLITAN DISTRICT RAILWAY

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED 31ST DECEMBER, 1930.

PART I. FINANCIAL ACCOUNTS.

No. 1 (a).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

| Special Acts. | Capital Authorised. | | | Capital Created. | | | Balance. | | |
|--|---|---------------------------|------------|---|---------------------------|------------|---|---------------------------|------------|
| | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| I.—Special Acts conferring capital powers which have been fully exercised— Acts of 1864 to 1920 relating to the Company other than Acts mentioned below ... | 9,264,166 | 4,820,374 | 14,084,540 | 9,264,166 | 4,820,374 | 14,084,540 | — | — | — |
| Less—Cancellation of Borrowing Powers under Clause 122 of London Electric, Metropolitan District, Central London and City & South London Railway Companies' Act, 1930 ... | — | 549 | 549 | — | 549 | 549 | — | — | — |
| | 9,264,166 | 4,819,825 | 14,083,991 | 9,264,166 | 4,819,825 | 14,083,991 | — | — | — |
| II.—Special Acts conferring capital powers which have not yet been fully exercised— Metropolitan District Railway Act, 1897, amended by Acts of 1905 and 1915, and by Central London and Metropolitan District Railway Companies' (Works) Act, 1920 ... | 1,700,000 | 266,000 | 1,966,000 | 800,000 | 266,000 | 1,066,000 | 900,000 | — | 900,000 |
| Whitechapel & Bow Railway Act, 1905 ... | 75,000 | — | 75,000 | 45,000 | — | 45,000 | 30,000 | — | 30,000 |
| Metropolitan District Railway Act, 1906, amended by Central London and Metropolitan District Railway Companies' (Works) Act, 1920 ... | 900,000 | — | 900,000 | — | — | — | 900,000 | — | 900,000 |
| London Electric and Metropolitan District Railway Companies' Act, 1926 ... | — | 500,000 | 500,000 | — | 437,000 | 437,000 | — | 63,000 | 63,000 |
| London Electric, Metropolitan District, Central London and City & South London Railway Companies' Act, 1930 ... | 11,939,166 | 5,585,825 | 17,524,991 | 10,109,166 | 5,522,825 | 15,631,991 | 1,830,000 | 63,000 | 1,893,000 |
| | Shares and Stock and/or Loans or Debenture Stock. | | *2,635,000 | Shares and Stock and/or Loans or Debenture Stock. | | — | Shares and Stock and/or Loans or Debenture Stock. | | *2,635,000 |
| TOTAL ... | £ | | 20,159,991 | | | 15,631,991 | | | 4,528,000 |

* This item represents powers to raise cash to the extent stated and is therefore subject to variation according to the nominal amount of stock required to be issued to provide authorised money.

† Exclusive of amounts that may be borrowed on Metropolitan District Company's moiety of City Lines and Extensions Surplus Property.

No. 1 (b).—NOMINAL CAPITAL AUTHORISED AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

Not applicable to this Company.

No. 1 (c).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY, ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

| Special Acts. | Capital Authorised. | | | Capital Created. | | | Balance. | | |
|--|---------------------|---------------------------|---------|-------------------|---------------------------|---------|-------------------|---------------------------|--------|
| | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. | Shares and Stock. | Loans or Debenture Stock. | Total. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| Whitechapel and Bow Railway Acts, 1897, 1898, 1900, 1902 and 1905. (Jointly with the London Midland & Scottish Rly. Co.) Whitechapel & Bow Railway Debenture Stock at 4 per cent. Interest guaranteed only in respect of Capital issued, £359,000. | — | 379,000 | 379,000 | — | 379,000 | 379,000 | — | — | — |
| Great Eastern Railway Act, 1912. (Jointly with the London & North Eastern, the Metropolitan and the Southern Rly. Companies.) London & North Eastern Railway Debenture Stock at 4 per cent. Interest guaranteed only in respect of Capital created and issued, £50,000. | — | 90,000 | 90,000 | — | 50,000 | 50,000 | — | 40,000 | 40,000 |
| TOTAL ... | £ | 469,000 | 469,000 | — | 429,000 | 429,000 | — | 40,000 | 40,000 |

No. 2.—SHARE CAPITAL AND STOCKS CREATED, AS PER STATEMENT No. 1 (a) SHEWING PROPORTION ISSUED.

| Description. | Amount created. | Amount received (apart from Premiums and Discounts) as per Account No. 4. | Nominal additions or deductions. | Amount issued. | | Amount unissued. |
|--|---------------------|---|----------------------------------|--------------------------------------|-------------------|------------------|
| | | | | Amount on which Dividend is payable. | Total. | |
| Three per cent. Consolidated Rent Charge Stock ... | £ 2,116,666 | £ 1,540,158 | £ 576,508 | £ 2,116,666 | £ 2,116,666 | — |
| Four per cent. Midland Rent Charge Stock ... | 350,000 | 350,000 | — | 350,000 | 350,000 | — |
| Four per cent. Guaranteed Stock ... | 1,437,500 | 1,435,747 | — | 1,435,747 | 1,435,747 | 1,753 |
| Four and a half per cent. First Preference Stock ... | 1,500,000 | 1,500,000 | — | 1,500,000 | 1,500,000 | — |
| Five per cent. Second Preference Stock ... | 1,470,000 | 1,470,000 | — | 1,470,000 | 1,470,000 | — |
| Ordinary Stock ... | 3,235,000 | 3,235,000 | — | 3,235,000 | 3,235,000 | — |
| TOTAL ... | £ 10,109,166 | 9,530,905 | 576,508 | 10,107,413 | 10,107,413 | 1,753 |

No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS.

| | Amount received (apart from Premiums and Discounts) as per Account No. 4. | Nominal additions or deductions. | Total raised by Loans and Debenture Stocks. |
|---|---|----------------------------------|---|
| Raised by Loans— | £ | £ | £ |
| At 5½ per cent. ... | 437,000 | — | 437,000 |
| TOTAL LOANS ... | 437,000 | — | 437,000 |
| Raised by issue of Debenture Stocks— | | | |
| 4 per cent. Prior Lien Debenture Stock ... | 744,586 | — | 744,586 |
| 6 per cent. Debenture Stock ... | 1,211,625 | — | 1,211,625 |
| 4 per cent. Debenture Stock ... | 1,564,200 | 60,000 | 1,624,200 |
| 5 per cent. Redeemable Debenture Stock 1933/43 ... | 1,500,000 | — | 1,500,000 |
| TOTAL DEBENTURE STOCKS ... | 5,020,411 | 60,000 | 5,080,411 |
| Total raised by Loans and Debenture Stocks ... | | | 5,517,411 |
| Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created as per Statement No. 1 (a) ... | | | 5,522,825 |
| Less Reduction of Prior Lien Debenture Stock in respect of Surplus Lands realizations ... | | | 5,414 |
| Total amount raised by Loans and Debenture Stocks as above ... | | | 5,517,411 |
| Balance being available borrowing powers at 31st December, 1930 | | | £ — |

Dr. No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. Cr.

| To Expenditure. | Amount expended to 31st Dec., 1929. | Amount expended during year, (as per Statement No. 5.) | Total. | By Receipts. | Amount received to 31st Dec., 1929. | Amount received during Year. | Total. |
|---|-------------------------------------|--|-------------------------|---------------------------------------|-------------------------------------|------------------------------|----------------------|
| Lines open for Traffic... | £ 9,046,385 6 8 | £ 93,920 0 7 | £ 9,140,305 7 3 | Shares and Stocks (No. 2) ... | £ 9,530,905 0 0 | — | £ 9,530,905 0 0 |
| Lines not open for Traffic Existing Lines, Widening of and Additions thereto... | 8,330 18 9 | 20,009 5 7 | 28,340 4 4 | Loans (No. 3) ... | 347,000 0 0 | 90,000 0 0 | 437,000 0 0 |
| Rolling Stock ... | 2,118,317 12 9 | 2,230 12 2 | 2,116,087 0 7 | Debenture Stocks (No. 3) ... | 4,770,411 0 0 | 250,000 0 0 | 5,020,411 0 0 |
| Manufacturing and Repairing Works and Plant— | | | | To 31st Dec., 1930. | | | |
| Land and Buildings ... | 331,005 12 5 | 9,259 14 10 | 340,265 7 3 | Premiums on Shares & Stocks | £ 17,876 15 0 | | |
| Plant and Machinery | 181,667 10 2 | 12,882 8 3 | 194,549 18 5 | Premiums on Debenture Stocks ... | 90,696 5 10 | | |
| Total Capital expended upon Railway ... | 11,685,707 0 9 | 133,840 17 1 | 11,819,547 17 10 | Total Premiums | 108,573 0 10 | | |
| Electric Power Stations, etc. ... | 540,827 16 4 | 8,256 16 1 | 549,084 12 5 | Discounts on Shares & Stocks | 1,760,243 17 5 | | |
| Land, Property, etc., not forming part of the Railway or Stations— Not used in connection with Railway working... | 213,252 6 10 | 37,950 19 10 | 251,203 6 8 | Discounts on Debenture Stocks ... | 97,519 5 8 | | |
| Subscriptions to other Undertakings (for details see Statement No. 4 (a)) ... | 1,508,381 11 6 | 38 0 0 | 1,508,419 11 6 | Total Discounts ... | 1,857,763 3 1 | | |
| TOTAL EXPENDITURE ... | 13,948,168 15 5 | 180,086 13 0 | 14,128,255 8 5 | Balance of Premiums and Discounts ... | Dr. 1,734,190 2 3 | Dr. 15,000 0 0 | Dr. 1,749,190 2 |
| | | | | TOTAL RECEIPTS ... | 12,914,125 17 9 | 325,000 0 0 | 13,239,125 17 |
| | | | | By Balance ... | | | 889,129 10 |
| TOTAL ... | | £ 14,128,255 8 5 | | TOTAL ... | | £ 14,128,255 8 | |

No. 4 (a).—SUBSCRIPTIONS TO OTHER UNDERTAKINGS.

| Name. | Amount. | Nature of Security or Investment. |
|---|--------------|--|
| | £ s. d. | |
| Railway Companies— Whitechapel and Bow Railway Company | 600,000 0 0 | £10 Shares. |
| Joint Committees— Metropolitan and District Joint Committee | 908,419 11 6 | Metropolitan and District Railways (City Lines and Extensions) Act, 1879. |

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1930.

| | Land and Compensation. | Construction of Way and Stations, Engineering, etc. | Law Charges and Parliamentary Expenses. | TOTAL. | |
|---|---------------------------|---|---|----------------------|----------------|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| Lines belonging to the Company open for Traffic— | | | | | |
| New Depot and Offices at Parsons Green | — | 54,969 10 8 | — | 54,969 10 8 | |
| Reconstruction of Stations | — | 17,704 7 7 | — | 17,704 7 7 | |
| Improvements to Signalling Equipment | — | 10,800 0 0 | — | 10,800 0 0 | |
| New Office Building including Furniture | — | 5,762 4 3 | — | 5,762 4 3 | |
| Installation of Tunnel Telephone Lines | — | 4,197 14 9 | — | 4,197 14 9 | |
| Miscellaneous Additions and Improvements | 300 0 0 | 4,202 5 9 | — | 4,502 5 9 | |
| Proportion of cost of obtaining Act, 1930 | — | — | 2,877 12 0 | 2,877 12 0 | |
| Stamp Duty on additional capital | — | — | 312 10 0 | 312 10 0 | |
| Original cost of Signalling Equipment, etc., displaced | — | Cr. 3,018 10 0 | — | Cr. 3,018 10 0 | |
| Sale of Land and Easements | Cr. 1,030 0 0 | — | — | Cr. 1,030 0 0 | |
| Transferred to Electric Power Stations | — | Cr. 3,157 14 5 | — | Cr. 3,157 14 5 | |
| | | | | | 93,920 0 7 |
| Lines belonging to the Company not open for Traffic— | | | | | |
| Existing Lines, Widening of and Additions thereto— | | | | | |
| Western Extension | 11,587 12 0 | 7,917 19 3 | 503 14 4 | — | 20,009 5 7 |
| Rolling Stock— | | | | | |
| 1 Motor Car and Electrical Equipments, etc. | | | £ s. d. 30,742 14 9 | | |
| Deduct— | | | | | |
| Original cost of Rolling Stock withdrawn from service— | | | | | |
| 4 Trailer Cars and Electrical Equipments, etc. | | | 33,463 4 7 | | |
| | | | | Cr. 2,720 9 10 | |
| Service Rolling Stock— | | | | | |
| 1 Shunting Locomotive | | | | 459 0 0 | |
| Miscellaneous Additions and Improvements | | | | 30 17 8 | |
| | | | | | Cr. 2,230 12 2 |
| Manufacturing and Repairing Works and Plant— | | | | | |
| Land and Buildings— | | | | | |
| Acton Works | | | | 9,259 14 10 | |
| Plant and Machinery— | | | | | |
| Additional Plant at Acton Works, less original cost of Plant scrapped | | | £ s. d. 12,692 11 5 | | |
| Ditto Lillie Bridge ditto | | | 189 16 10 | | |
| | | | | 12,882 8 3 | |
| | | | | | 22,142 3 1 |
| Total Capital expended upon Railway | | | | | 133,840 17 1 |
| Electric Power Stations, etc.— | | | | | |
| Replacement of Obsolete Plant less Plant scrapped | | | | £ s. d. 4,038 5 8 | |
| Miscellaneous Additions and Improvements | | | | 1,060 16 0 | |
| Transferred from Lines open for Traffic | | | | 3,157 14 5 | |
| | | | | | 8,256 16 1 |
| Land, Property, etc., not forming part of the Railway or Stations— | | | | | |
| Not used in connection with Railway working— | | | | | |
| Purchase of Land at West Brompton and Hounslow | | | | | 37,950 19 10 |
| Subscriptions to other Undertakings— | | | | | |
| Subscription to Metropolitan and District Joint Committee | | | | | 38 0 0 |
| TOTAL | | | | | £ 180,086 13 0 |

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| Expenditure to date on Principal Works in Progress. | | Estimated Further Expenditure. | | |
|---|---|---|--------------------------------------|-----------|
| | | During the year ending 31st Dec., 1931. | Subsequently until completion. | Total. |
| £ | Lines belonging to the Company open for Traffic— | £ | £ | £ |
| 572,633 | New Office Building | 7,000 | — | 7,000 |
| 19,225 | Reconstruction of Stations and provision of Escalators | 65,000 | 175,000 | 240,000 |
| — | Miscellaneous New Works and Additions | 6,000 | — | 6,000 |
| 56,300 | Lines belonging to the Company not open for Traffic— | | | |
| | Western Extension | 564,000 | 1,030,000 | 1,594,000 |
| 140 | Rolling Stock | 31,000 | 200,000 | 231,000 |
| 44,698 | Electric Power Stations, etc. | 486,000 | 87,000 | 573,000 |
| | TOTAL | £ 1,159,000 | 1,492,000 | 2,651,000 |
| | Works not yet commenced and in abeyance | | | — |

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| | | |
|---|----------------------|-----------|
| Stock, Share and Loan Capital authorised but not yet created (as per Statement No. 1 (a)) | £ | 4,528,000 |
| Stock and Share Capital created but not yet received (as per Statement No. 2)— | | |
| Amount unissued | 1,753 | |
| Available borrowing powers (as per Statement No. 3) | 4,529,753 | |
| Deduct—Balance at Debit of Capital Account (No. 4) | 4,529,753 889,130 | |
| TOTAL, subject to note on Statement No. 1(a) | £ | 3,640,623 |

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

| See Account No. | | *Gross Receipts. | Expenditure. | Net Receipts. | Year 1929. | | |
|-----------------|--|------------------|------------------------|----------------|------------------|--------------|---------------|
| | | | | | *Gross Receipts. | Expenditure. | Net Receipts. |
| | | £ s. d. | £ s. d. | £ s. d. | £ | £ | £ |
| 10 | Railway | 1,464,892 15 2 | 941,799 13 0 | 523,093 2 2 | 1,605,538 | 1,064,010 | 541,528 |
| | * After the operation of the Common Fund under the terms of the Agreement authorised by the London Electric Railway Companies' Facilities Act, 1915. | | | | | | |
| | Add :—Jointly owned and jointly leased Lines—Company's proportion of Net Revenue (as per Abstract "J") | | | 60,005 2 10 | | | 57,359 |
| | Miscellaneous Receipts (Net)— | | | | | | |
| | Rents from Houses and Lands | | £ s. d. 88,877 1 11 | | | £ 55,044 | |
| | Other Rents including Lump-sum Tolls | | 118,436 16 5 | | | 122,078 | |
| | Interest and Dividends from Investments in other Undertakings— | | | | | | |
| | Metropolitan and District Joint Committee | | 36,335 5 3 | | | 36,335 | |
| | Transfer Fees | | 188 10 6 | | | 204 | |
| | General Interest | | 16,994 3 4 | | | 22,904 | |
| | Rent payable by the London Midland & Scottish Railway Co. under the provisions of the Metropolitan District Railway Act, 1878, to be applied in payment of dividends upon the Midland Rent Charge Stock... | | 14,000 0 0 | | | 14,000 | |
| | | | | 274,831 17 5 | | | 250,565 |
| | | | | 857,930 2 5 | | | 849,452 |
| | Deduct :— | | | | | | |
| | Miscellaneous Charges— | | £ s. d. | | | £ | |
| | Chief Rents, Wayleaves, etc., including Lump-sum Tolls | | 31,030 8 8 | | | 31,103 | |
| | Rent of Leased and Worked Undertakings and Guaranteed Interest— | | | | | | |
| | Rent of Whitechapel Extension (moiety) | | 3,125 0 0 | | | 3,125 | |
| | Proportion of Rent of East London Railway | | 6,136 4 0 | | | 6,947 | |
| | Proportion of Rent re Lots Road Power House (Net)... | | 39,997 13 7 | | | 41,029 | |
| | Amount payable to London Midland & Scottish Railway Company under the provisions of the Metropolitan District Railway Act, 1878 | | 9,625 0 0 | | | 9,250 | |
| | Expenditure upon New and Improved Works, etc. | | 10,144 18 6 | | | 9,267 | |
| | | | | 99,159 4 9 | | | 100,721 |
| | Net Revenue for the Year | | | £ 758,770 17 8 | | | 748,731 |

No. 9.—PROPOSED APPROPRIATION OF NET REVENUE.

| | £ | s. | d. | Year 1929. | |
|---|----------------|----------|----------|------------|----------------|
| | | | | £ | £ |
| Balance brought forward from last year's Account | 48,108 | 5 | 7 | 44,768 | |
| Net Revenue for the Year (as per Statement No. 8) | 758,770 | 17 | 8 | 748,731 | |
| Deduct :— | | | | | |
| Income Tax | 9,000 | 0 | 0 | 9,000 | |
| Discount and Expenses re issue of 5 per cent. Redeemable Debenture Stock 1933/43 (annual provision) | 3,419 | 0 | 0 | 2,958 | |
| Loss on realization of Investments | — | | | 1,950 | |
| | | | | 12,419 | 0 |
| TOTAL | 794,460 | 3 | 3 | | 13,908 |
| | | | | | 779,591 |
| Deduct :— | | | | | |
| Interest on Loans | 23,214 | 10 | 5 | 15,182 | |
| Interest on 4 per cent. Prior Lien Debenture Stock | 29,783 | 8 | 10 | 29,783 | |
| Interest on 6 per cent. Debenture Stock | 72,691 | 10 | 0 | 72,692 | |
| Interest on 4 per cent. Debenture Stock | 64,968 | 0 | 0 | 64,968 | |
| Interest on 5 per cent. Redeemable Debenture Stock 1933/43 | 68,750 | 0 | 0 | 62,500 | |
| | | | | 259,407 | 9 |
| Balance available for Dividends and Reserve | 535,052 | 14 | 0 | | 245,125 |
| Appropriation to Reserve for Contingencies (<i>see paragraph 3, page 3</i>) | 45,047 | 0 | 0 | | 534,466 |
| Balance available for Dividends | 490,005 | 14 | 0 | | 48,678 |
| | | | | | 485,788 |
| Dividends on Rent Charge, Guaranteed and Preference Stocks :— | | | | | |
| On 3 per cent. Consolidated Rent Charge Stock at 3 per cent. per annum | 63,499 | 19 | 8 | 63,500 | |
| On 4 per cent. Midland Rent Charge Stock at 4 per cent. per annum | 14,000 | 0 | 0 | 14,000 | |
| On 4 per cent. Guaranteed Stock at 4 per cent. per annum | 57,429 | 17 | 8 | 57,430 | |
| On 4½ per cent. First Preference Stock at 4½ per cent. per annum | 67,500 | 0 | 0 | 67,500 | |
| On 5 per cent. Second Preference Stock at 5 per cent. per annum | 73,500 | 0 | 0 | 73,500 | |
| | | | | 275,929 | 17 |
| Balance available for Dividend on Ordinary Stock | 214,075 | 16 | 8 | | 275,930 |
| Dividend on Ordinary Stock at the rate of 5 per cent. per annum | 161,750 | 0 | 0 | | 209,858 |
| | | | | | 161,750 |
| Balance carried forward to next year's Account | 52,325 | 16 | 8 | | 48,108 |

No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

| | £ | s. | d. | Year 1929. | |
|--|---------|----|----|------------|---------|
| | | | | £ | £ |
| Balance available for Dividends and Reserve—Year 1930 (as in Statement No. 9) | 535,052 | 14 | 0 | | 534,466 |
| Deduct— | | | | | |
| Interim dividend paid on £2,116,666 3 per cent. Consolidated Rent Charge Stock at the rate of 1½ per cent. | 31,749 | 19 | 10 | 31,750 | |
| Interim dividend paid on £350,000 4 per cent. Midland Rent Charge Stock at the rate of 2 per cent. | 7,000 | 0 | 0 | 7,000 | |
| Interim dividend paid on £1,435,747 4 per cent. Guaranteed Stock at the rate of 2 per cent. | 28,714 | 18 | 10 | 28,715 | |
| Interim dividend paid on £1,500,000 First Preference Stock at the rate of 2½ per cent. | 33,750 | 0 | 0 | 33,750 | |
| Interim dividend paid on £1,470,000 Second Preference Stock at the rate of 2½ per cent. | 36,750 | 0 | 0 | 36,750 | |
| Interim dividend paid on £3,235,000 Ordinary Stock at the rate of 2½ per cent. | 80,875 | 0 | 0 | 80,875 | |
| | | | | 218,839 | 18 |
| Undivided balance at 31st December, as appearing in Balance Sheet | 316,212 | 15 | 4 | | 218,840 |
| | | | | | 315,626 |

Cr.

No. 10.—RECEIPTS AND EXPENDITURE IN RESPECT OF RAILWAY WORKING.

Dr.

| See Abstract | To Expenditure. | | Year 1929. | | Percentage of Total Receipts. | | By Gross Receipts. | | Year 1929. | | Percentage of Total Receipts. | |
|--------------|---|---------|------------|-------|-------------------------------|----------|--------------------|-------|------------|-------|-------------------------------|-----------|
| | £ | s. d. | £ | s. d. | 1930. | 1929. | £ | s. d. | £ | s. d. | 1930. | 1929. |
| A | Maintenance of Way and Works ... | ... | 145,091 | 9 8 | 9.90 | 14.05 | ... | ... | ... | ... | ... | ... |
| B (1). | Maintenance of Rolling Stock ... | ... | 167,528 | 15 11 | 11.44 | 13.28 | ... | ... | ... | ... | ... | ... |
| B (2). | Maintenance of Lifts and Escalators ... | ... | 751 | 15 9 | .05 | .04 | ... | ... | ... | ... | ... | ... |
| C (1). | Electric Train Working ... | £ s. d. | 362,843 | 13 6 | | | ... | ... | 26,180 | 3 4 | | 27,778 |
| C (2). | Lift and Escalator Working ... | ... | 1,506 | 1 7 | | | ... | ... | 900,843 | 8 8 | | 1,023,140 |
| D | Traffic Expenses ... | ... | 184,389 | 17 4 | | | ... | ... | 1,050,918 | 0 | | 1,050,918 |
| E | General Charges ... | ... | 548,739 | 12 5 | 37.46 | 33.36 | ... | ... | 301,451 | 5 3 | | 323,514 |
| | Law Charges ... | ... | 53,108 | 13 6 | 3.63 | 3.24 | ... | ... | 217,536 | 0 7 | | 211,412 |
| | Parliamentary Expenses ... | ... | 631 | 1 4 | .04 | .03 | ... | ... | 1,446,010 | 17 10 | | 1,585,844 |
| | Compensation (Accidents and Losses):— | £ s. d. | 322 | 1 4 | | | ... | ... | 703 | 19 0 | | 602 |
| | Passengers ... | ... | 1,154 | 17 7 | | | ... | ... | 1,280 | 15 1 | | 1,339 |
| | Workmen ... | ... | 15 | 16 0 | | | ... | ... | 6 | 5 6 | | 3 |
| | Damage and Loss of Goods, Property, etc. ... | ... | 5 | | | | ... | ... | 1,448,001 | 17 5 | | 1,587,872 |
| | Rates ... | ... | 1,492 | 14 11 | .10 | .13 | ... | ... | 2,941 | 17 11 | | 3,747 |
| | Railway Freight Rebates Fund—Rate Relief ... | ... | 62,509 | 10 3 | 4.27 | 3.88 | ... | ... | 1,686 | 2 8 | | 1,603 |
| | Taxes and Tithe Rent Charges ... | ... | 319 | 12 8 | .02 | — | ... | ... | 3,670 | 18 4 | | 4,070 |
| | Government Duty ... | ... | 55 | 5 2 | — | — | ... | ... | 83 | 18 10 | | 84 |
| | National Insurance:— | £ s. d. | 4,914 | 14 3 | | | ... | ... | 8,382 | 17 9 | | 9,504 |
| | Health, Pensions, etc. ... | ... | 1,845 | 19 10 | | | ... | ... | 1,456,384 | 15 2 | | 1,597,376 |
| | Unemployment ... | ... | 15 | 16 0 | | | ... | ... | 8,508 | 0 0 | | 8,162 |
| G | Running Powers (Balance) ... | ... | Cr. 27,866 | 14 0 | Cr. 1.90 | Cr. 1.72 | ... | ... | ... | ... | | ... |
| H | Mileage, Demurrage and Wagon Hire (Balance) ... | ... | Cr. 17,634 | 11 11 | Cr. 1.20 | Cr. .57 | ... | ... | ... | ... | | ... |
| | Total Expenditure ... | ... | 941,799 | 13 0 | 64.29 | 66.27 | ... | ... | ... | ... | | ... |
| | Net Receipts ... | ... | 523,093 | 2 2 | 35.71 | 33.73 | ... | ... | ... | ... | | ... |
| | TOTAL ... | £ | 1,464,892 | 15 2 | 100.00 | 100.00 | ... | ... | 1,464,892 | 15 2 | 100.00 | 100.00 |

ABSTRACT A.—MAINTENANCE OF WAY AND WORKS.

| | £ | s. | d. | £ | s. | d. | Year 1929. |
|---|--------|----|----|---------|----|----|------------|
| Superintendence— | | | | | | | £ |
| Salaries | 8,842 | 3 | 7 | | | | 8,166 |
| Office Expenses, etc.... | 1,239 | 0 | 6 | | | | 1,166 |
| | | | | 10,081 | 4 | 1 | 9,332 |
| Maintenance of Roads, Bridges and Works— | | | | | | | |
| Earthworks | 530 | 9 | 6 | | | | 867 |
| Bridges, Tunnels, Culverts, Retaining Walls and Other Works ... | 17,192 | 13 | 2 | | | | 6,994 |
| Roads and Fences | 1,416 | 13 | 1 | | | | 1,553 |
| | | | | 19,139 | 15 | 9 | 9,414 |
| Maintenance of Permanent Way— | | | | | | | |
| Complete Renewals— | | | | | | | |
| Wages | 2,010 | 19 | 10 | | | | 1,711 |
| Materials | 6,169 | 2 | 9 | | | | 6,653 |
| Engine Power and Wagon Maintenance | 432 | 11 | 5 | | | | 117 |
| | | | | 8,612 | 14 | 0 | 8,481 |
| Repairs and Partial Renewals— | | | | | | | |
| Wages | 34,740 | 13 | 4 | | | | 33,190 |
| Materials | 17,804 | 18 | 9 | | | | 21,208 |
| Engine Power and Wagon Maintenance | 2,004 | 15 | 1 | | | | 807 |
| | | | | 54,550 | 7 | 2 | 55,205 |
| Maintenance of Signalling | | | | 26,897 | 18 | 11 | 29,290 |
| Maintenance of Telegraphs and Telephones | | | | 3,038 | 5 | 2 | 3,951 |
| Maintenance of Electric Track Equipment | | | | 10,549 | 14 | 8 | 12,683 |
| Maintenance of Stations and Buildings— | | | | | | | |
| Stations and Offices | 17,385 | 11 | 10 | | | | 24,798 |
| Car Shops and Depôts | 6,132 | 8 | 6 | | | | 5,375 |
| Other Buildings | 1,505 | 5 | 6 | | | | 3,510 |
| | | | | 25,023 | 5 | 10 | 33,683 |
| Ventilation... .. | | | | Cr. | 15 | 9 | 42 |
| Transfer from Renewal Account | | | | 157,877 | 16 | 5 | 162,081 |
| | | | | 12,786 | 6 | 9 | 63,547 |
| TOTAL | | | £ | 145,091 | 9 | 8 | 225,628 |

ABSTRACT B. (1).—MAINTENANCE OF ROLLING STOCK.

| | £ | s. | d. | £ | s. | d. | Year 1929. |
|--|---------|----|----|---------|----|----|------------|
| Superintendence— | | | | | | | £ |
| Salaries | 7,010 | 5 | 0 | | | | 10,198 |
| Office Expenses | 738 | 2 | 2 | | | | 792 |
| | | | | 7,748 | 7 | 2 | 10,990 |
| Locomotives (Electric)— | | | | | | | |
| Repairs and Partial Renewals | 1,181 | 9 | 0 | | | | 764 |
| Transfer to Renewal Account | 665 | 0 | 0 | | | | 470 |
| | | | | 1,846 | 9 | 0 | 1,234 |
| Rail Motor Vehicles (Electric)— | | | | | | | |
| Complete Renewals— | | | | | | | |
| Original cost of Rolling Stock withdrawn from service, less realizations | 23,993 | 17 | 8 | | | | 105,364 |
| Repairs and Partial Renewals | 90,821 | 3 | 9 | | | | 130,921 |
| | 114,815 | 1 | 5 | | | | 236,285 |
| Transfer to Renewal Account | 8,059 | 5 | 5 | | | | 71,241 |
| | 122,874 | 6 | 10 | | | | 165,044 |
| Deduct—Locomotive Power supplied to and by the Company (Balance) ... | 11,913 | 12 | 3 | | | | 16,184 |
| | | | | 110,960 | 14 | 7 | 148,860 |
| Coaching Vehicles (other than Rail Motors)— | | | | | | | |
| Complete Renewals— | | | | | | | |
| Original cost of Rolling Stock withdrawn from service, less realizations | 1,453 | 16 | 2 | | | | 48,180 |
| Repairs and Partial Renewals | 31,948 | 3 | 7 | | | | 36,112 |
| | 33,401 | 19 | 9 | | | | 84,292 |
| Transfer to Renewal Account | 13,571 | 5 | 5 | | | | 32,206 |
| | | | | 46,973 | 5 | 2 | 52,086 |
| TOTAL | | | £ | 167,528 | 15 | 11 | 213,170 |

ABSTRACT B (2).—MAINTENANCE OF LIFTS AND ESCALATORS.

| | £ | s. | d. | £ | s. | d. | Year 1929. |
|------------------------------------|-----|----|----|-----|----|----|------------|
| Superintendence— | | | | | | | £ |
| Salaries | 50 | 1 | 1 | | | | 47 |
| Office Expenses | 5 | 4 | 5 | | | | 4 |
| | | | | 55 | 5 | 6 | 51 |
| Repairs and Renewals— | | | | | | | |
| Lifts— | | | | | | | |
| Wages | 63 | 2 | 6 | | | | 92 |
| Materials | 7 | 14 | 11 | | | | 11 |
| | | | | 70 | 17 | 5 | 103 |
| Escalators— | | | | | | | |
| Wages | 348 | 14 | 10 | | | | 123 |
| Materials | 108 | 12 | 3 | | | | 48 |
| | | | | 457 | 7 | 1 | 171 |
| Transfer to Renewal Account | | | | 583 | 10 | 0 | 325 |
| | | | | 168 | 5 | 9 | 269 |
| TOTAL | | | £ | 751 | 15 | 9 | 594 |

ABSTRACT C (1).—ELECTRIC TRAIN WORKING.

| | £ | s. | d. | £ | s. | d. | Year 1929. |
|--|-------|----|----|---------|----|----|------------|
| | | | | | | | £ |
| Superintendence— | | | | | | | |
| Salaries | 4,748 | 6 | 6 | | | | 4,378 |
| Office Expenses | 182 | 7 | 7 | | | | 183 |
| | | | | 4,930 | 14 | 1 | 4,561 |
| Electric Current (including cost of working Sub-stations) for Running, Lighting and Heating Trains | | | | 217,341 | 3 | 9 | 218,704 |
| Wages of Trainmen (including Clothing) | | | | 114,442 | 8 | 5 | 110,468 |
| Car Cleaning, Depôt Expenses and Running Stores | | | | 47,971 | 13 | 11 | 45,127 |
| | | | | 384,686 | 0 | 2 | 378,860 |
| Transfer to Renewal Account | | | | 9,375 | 17 | 10 | 6,736 |
| | | | | 394,061 | 18 | 0 | 385,596 |
| Deduct—Locomotive Power, etc., supplied to and by the Company (Balance) | | | | 31,218 | 4 | 6 | 31,289 |
| TOTAL | | | £ | 362,843 | 13 | 6 | 354,307 |

ABSTRACT C (2).—LIFT AND ESCALATOR WORKING.

| | £ | s. | d. | £ | s. | d. | Year 1929. |
|------------------------------------|-----|----|----|-------|----|----|------------|
| | | | | | | | £ |
| Superintendence— | | | | | | | |
| Salaries | 728 | 14 | 11 | | | | 796 |
| Office Expenses | 8 | 14 | 1 | | | | 13 |
| Running Expenses— | | | | 737 | 9 | 0 | 809 |
| Lifts— | | | | | | | |
| Wages | 61 | 5 | 0 | | | | 121 |
| Electric Current and Stores | 33 | 16 | 8 | | | | 33 |
| Escalators— | | | | 95 | 1 | 8 | 154 |
| Wages (including Clothing) | 226 | 19 | 9 | | | | 96 |
| Electric Current and Stores | 446 | 11 | 2 | | | | 484 |
| | | | | 673 | 10 | 11 | 580 |
| TOTAL | | | £ | 1,506 | 1 | 7 | 1,543 |

ABSTRACT D.—TRAFFIC EXPENSES.

| | £ | s. | d. | £ | s. | d. | Year 1929. |
|--|--------|----|----|---------|----|----|------------|
| | | | | | | | £ |
| Salaries and Wages— | | | | | | | |
| Superintendence | 9,956 | 19 | 8 | | | | 9,252 |
| Stationmasters and Clerks | 51,620 | 1 | 0 | | | | 49,087 |
| Signalmen | 14,760 | 16 | 0 | | | | 14,693 |
| Ticket Collectors, Policemen, Porters, etc. | 67,217 | 0 | 5 | | | | 68,336 |
| | | | | 143,554 | 17 | 1 | 141,368 |
| Fuel, Lighting, Water, and General Stores | | | | 12,019 | 1 | 8 | 12,015 |
| Clothing | | | | 1,925 | 11 | 4 | 1,935 |
| Printing, Advertising, Stationery, Stamps and Tickets | | | | 13,821 | 2 | 4 | 12,746 |
| Expenses of Joint Stations and Junctions... .. | | | | 75 | 0 | 0 | 75 |
| Railway Clearing House Expenses | | | | 3,873 | 1 | 7 | 3,467 |
| Passenger Ticket Agents' Commission | | | | 7 | 12 | 0 | 9 |
| Miscellaneous Expenses | | | | 8,063 | 11 | 4 | 7,061 |
| | | | | 183,339 | 17 | 4 | 178,676 |
| Transfer to Renewal Account | | | | 1,050 | 0 | 0 | 1,050 |
| TOTAL | | | £ | 184,389 | 17 | 4 | 179,726 |

ABSTRACT E.—GENERAL CHARGES.

| | £ | s. | d. | £ | s. | d. | Year 1929. |
|---|--------|----|----|--------|----|----|------------|
| | | | | | | | £ |
| Directors' Fees | 2,130 | 0 | 0 | | | | 2,300 |
| Fees paid to, and Expenses of, Directors on Joint Committees not included in Abstract J. | 208 | 1 | 8 | | | | 205 |
| Auditors and Public Accountants | 425 | 10 | 3 | | | | 425 |
| Salaries of Managing Director, Secretary, Accountant, and Clerks | 16,990 | 13 | 4 | | | | 17,251 |
| Office Expenses ditto ditto | 1,126 | 3 | 6 | | | | 1,223 |
| Rating Expenses | 84 | 8 | 0 | | | | 73 |
| Fire Insurance | 1,754 | 19 | 7 | | | | 1,935 |
| Superannuation and Benevolent Funds, Pensions, etc. | 18,696 | 2 | 10 | | | | 18,010 |
| Subscriptions and Donations | 129 | 6 | 2 | | | | 447 |
| Miscellaneous Expenses | 8,701 | 13 | 2 | | | | 9,500 |
| | | | | 50,246 | 18 | 6 | 51,369 |
| Transfer to Renewal Account | | | | 2,861 | 15 | 0 | 648 |
| TOTAL | | | £ | 53,108 | 13 | 6 | 52,017 |

ABSTRACT G.—RUNNING POWERS—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

| | Receipts. | | Payments. | | Balance. | | Year 1929. | | |
|--------------------------------|-----------|-------|-----------|-------|----------|-------|------------|-----------|----------|
| | | | | | | | Receipts. | Payments. | Balance. |
| | £ | s. d. | £ | s. d. | £ | s. d. | £ | £ | £ |
| Passenger Train Traffic | 27,955 | 5 2 | — | — | 27,955 | 5 2 | 27,733 | — | 27,733 |
| Goods Train Traffic | — | — | 88 | 11 2 | 88 | 11 2 | — | 96 | 96 |
| TOTAL £ | 27,955 | 5 2 | 88 | 11 2 | 27,866 | 14 0 | 27,733 | 96 | 27,637 |

ABSTRACT H.—MILEAGE, DEMURRAGE AND WAGON HIRE.

| | Receipts. | | Expenditure. | | Balance. | | Year 1929. | | |
|---|-----------|-------|--------------|-------|----------|-------|------------|--------------|----------|
| | | | | | | | Receipts. | Expenditure. | Balance. |
| | £ | s. d. | £ | s. d. | £ | s. d. | £ | £ | £ |
| Mileage and Demurrage :— Passenger Train Vehicles | 24,644 | 14 1 | 7,010 | 2 2 | 17,634 | 11 11 | 19,852 | 10,710 | 9,142 |
| TOTAL £ | 24,644 | 14 1 | 7,010 | 2 2 | 17,634 | 11 11 | 19,852 | 10,710 | 9,142 |

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

| | Metropolitan and District Joint Committee. | | Whitechapel and Bow Railway Joint Committee. | | Total. | | Year 1929. |
|--|--|-------|--|-------|---------|-------|------------|
| | £ | s. d. | £ | s. d. | £ | s. d. | £ |
| GROSS RECEIPTS. | | | | | | | |
| Railway Working :— | | | | | | | |
| Passenger Train Traffic | 191,871 | 0 1 | 177,718 | 8 6 | 369,589 | 8 7 | 366,468 |
| Miscellaneous | 1,419 | 11 11 | 275 | 6 1 | 1,694 | 18 0 | 1,622 |
| TOTAL RECEIPTS | £ 193,290 | 12 0 | 177,993 | 14 7 | 371,284 | 6 7 | 368,090 |
| EXPENDITURE. | | | | | | | |
| Railway Working :— | | | | | | | |
| Maintenance of Way and Works | 11,343 | 3 1 | 11,705 | 1 2 | 23,048 | 4 3 | 23,240 |
| Maintenance of Rolling Stock | 10,748 | 0 3 | 8,659 | 6 2 | 19,407 | 6 5 | 24,413 |
| Electric Train Working | 49,250 | 6 9 | 36,323 | 0 11 | 85,573 | 7 8 | 82,087 |
| Traffic Expenses | 21,128 | 9 3 | 14,747 | 5 0 | 35,875 | 14 3 | 36,451 |
| General Charges | 2,121 | 18 4 | 2,067 | 13 6 | 4,189 | 11 10 | 4,371 |
| Law Charges | 31 | 10 2 | 7 | 11 4 | 39 | 1 6 | 20 |
| Parliamentary Expenses | — | — | 4 | 14 11 | 4 | 14 11 | 7 |
| Compensation (Accidents and Losses) | 18 | 14 1 | 50 | 5 2 | 68 | 19 3 | 180 |
| Rates | 6,673 | 16 8 | 10,055 | 1 10 | 16,728 | 18 6 | 17,304 |
| Taxes and Tithe Rent Charges | 50 | 9 9 | — | — | 50 | 9 9 | 51 |
| Government Duty | — | — | — | — | — | — | 25 |
| National Insurance | 579 | 16 4 | 403 | 17 7 | 983 | 13 11 | 1,048 |
| Mileage, Demurrage and Wagon Hire (Balance) | 17,131 | 4 2 | 12,916 | 16 7 | 30,048 | 0 9 | 25,376 |
| TOTAL EXPENDITURE | £ 119,077 | 8 10 | 96,940 | 14 2 | 216,018 | 3 0 | 214,573 |
| Net Receipts from— | | | | | | | |
| Railway | 74,213 | 3 2 | 81,053 | 0 5 | 155,266 | 3 7 | 153,517 |
| Miscellaneous Receipts (Net) | 28,892 | 4 9 | 6,059 | 1 5 | 34,951 | 6 2 | 35,671 |
| Deduct—Miscellaneous Charges | 103,105 | 7 11 | 87,112 | 1 10 | 190,217 | 9 9 | 189,188 |
| | 2,228 | 19 6 | 1,735 | 2 10 | 3,964 | 2 4 | 5,926 |
| Deduct—Interest on 4% Debenture Stock | 100,876 | 8 5 | 85,376 | 19 0 | 186,253 | 7 5 | 183,262 |
| Dividend at 4% per annum on Capital contributed in moieties by the Owning Companies | — | — | 14,360 | 0 0 | 14,360 | 0 0 | — |
| | 72,670 | 10 6 | — | — | 87,030 | 10 6 | 87,030 |
| Net Revenue—Company's proportion | £ 28,205 | 17 11 | 71,016 | 19 0 | 99,222 | 16 11 | 96,232 |
| Net Revenue—Company's proportion | £ 24,496 | 13 4 | 35,508 | 9 6 | 60,005 | 2 10 | 57,359 |
| <i>Ditto ditto Year 1929</i> | £ 21,802 | 11 4 | 35,556 | 17 4 | 57,359 | 8 8 | — |

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF ROAD TRANSPORT.

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS AND WHARVES.

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, REFRESHMENT ROOMS AND CARS, WHERE CATERING IS CARRIED ON BY THE COMPANY.

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

No. 17.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

No. 18.—ELECTRIC POWER AND LIGHT ACCOUNT.

Not applicable to this Company.

No. 19.—GENERAL BALANCE SHEET AT 31st DECEMBER, 1930.

| Liabilities. | | 1929. | | Assets. | | 1929. | |
|--|---------------|---------|---------------|---------|--|---------|----------------|
| | | £ | s. d. | £ | £ | | £ |
| Unpaid Interest and Dividends ... | | 3,763 | 19 5 | 3,733 | Capital Account, Balance at Debit thereof, as per Account No. 4 ... | 889,129 | 10 8 1,034,043 |
| Interest and Dividends payable or accruing and provided for ... | | 95,566 | 2 11 | 91,658 | Cash at Bankers and in hand ... | 450,559 | 12 2 40,145 |
| Amount due to Railway Companies and Committees ... | | 74,905 | 16 8 | 54,711 | Investments in Government Securities... | 361,014 | 19 10 527,871 |
| Accounts payable ... | | 116,519 | 5 7 | 72,373 | Outstanding Traffic Accounts ... | 200 | 18 8 248 |
| Liabilities accrued ... | | 60,185 | 14 7 | 147,488 | Amount due by Railway Companies and Committees ... | 178,228 | 10 0 162,904 |
| Miscellaneous Accounts ... | | 31,752 | 18 8 | 27,774 | Amount due by Railway Clearing House | 10,763 | 16 3 5,615 |
| Renewal Funds :— | | | | | Accounts receivable ... | 48,572 | 5 2 84,508 |
| Railway— | £ s. d. | | | | Miscellaneous Accounts ... | 57,341 | 1 5 66,631 |
| Way and Works... | 126,604 16 5 | | 139,391 | | Expenditure in Suspense on Miscellaneous New Works and Additions ... | 4,380 | 9 10 21,039 |
| Rolling Stock ... | 388,715 13 11 | | 366,420 | | | | |
| Other Funds ... | 155,152 18 10 | | 141,697 | | | | |
| | | 670,473 | 9 2 | | | | |
| Reserve for Contingencies ... | | 630,811 | 1 8 | 582,133 | | | |
| Balance available for Dividends and Reserve as shown in Statement No. 9— | £ s. d. | | | | | | |
| Dividends | 490,005 14 0 | | | | | | |
| Reserve | 45,047 0 0 | | | | | | |
| | 535,052 14 0 | | | | | | |
| Less Interim Dividends paid as shewn in Statement No. 9(a) ... | 218,839 18 8 | | | | | | |
| | | 316,212 | 15 4 | 315,626 | | | |
| | | £ | 2,000,191 4 0 | £ | 2,000,191 4 0 | £ | 1,943,004 |

NOTE :—The Assets and Liabilities in connection with the operation of the Lots Road Power House are included in the London Electric Railway Company's Balance Sheet, the Power House being managed and worked by that Company for joint account of this Company and the London Electric Railway Company.

PART II.

STATISTICAL RETURNS.

I.—MILEAGE OF LINES.

(A.)—Mileage of Lines Open for Traffic.

| | Running Lines. | | | | | Sidings reduced to Single Track. | Total of Single Track including Sidings. | Year 1929. |
|---|------------------------------|---------------|--------------|---------------|--|----------------------------------|--|--|
| | Length of Road, First Track. | Second Track. | Third Track. | Fourth Track. | Total Miles (reduced to Single Track). | | | Total of Single Track including Sidings. |
| | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. |
| Lines owned by Company :— | | | | | | | | |
| Main and Principal Lines— | | | | | | | | |
| Mansion House (East End) to Hammersmith (West End) | 6 48 | 6 47 | 1 25 | 1 13 | 15 53 | 2 67 | 18 40 | 18 40 |
| Hammersmith to Studland Road Junction | 38 | 38 | — | — | 76 | — | 76 | 76 |
| Turnham Green Junction to Ealing (West End) | 2 75 | 2 75 | 27 | 25 | 6 42 | 10 61 | 17 23 | 16 75 |
| Turnham Green Junction to Junction with Southern Railway (Richmond Branch) | 26 | 13 | — | — | 39 | — | 39 | 39 |
| Acton Town (North Junction) to Hounslow West | 5 54 | 5 54 | 16 | 3 | 11 47 | 2 | 11 49 | 11 49 |
| Hanger Lane Junction to South Harrow (Northolt Road Junction) | 5 3 | 5 3 | — | — | 10 6 | 7 | 10 13 | 10 13 |
| Earls Court (Warwick Road Junction) to Putney Bridge (Junction with Southern Railway) | 2 1 | 1 76 | 30 | 3 | 4 30 | 1 4 | 5 34 | 5 34 |
| Total of Main and Principal Lines | 23 5 | 22 66 | 2 18 | 1 44 | 49 53 | 14 61 | 64 34 | 64 06 |
| Minor and Branch Lines— | | | | | | | | |
| Earls Court (Knaresboro' Road) to High Street (West End) | 50 | 50 | — | — | 1 20 | — | 1 20 | 1 20 |
| St. Mary's (Line A.B.) to Whitechapel (East End) | 12 | 3 | — | — | 15 | — | 15 | 15 |
| West Kensington (East Junction) to Earls Court Junction with West London Railway | 33 | 33 | — | — | 66 | — | 66 | 66 |
| Acton Junction Line (South Acton to Junction with Ealing Line) | 53 | 53 | — | — | 1 26 | 3 | 1 29 | 1 29 |
| Cromwell Curve (North Junction) to Cromwell Curve (East Junction) | 12 | 12 | — | — | 24 | 1 40 | 1 64 | 1 64 |
| Total miles of Lines owned | 25 5 | 24 57 | 2 18 | 1 44 | 53 44 | 16 24 | 69 68 | 69 40 |
| <i>Ditto</i> <i>Ditto</i> <i>year 1929</i> | 25 5 | 24 57 | 2 18 | 1 44 | 53 44 | 15 76 | 69 40 | |
| Lines leased or worked :— | | | | | | | | |
| Jointly with other Companies other than those included in Abstract "J" (Company's share) | | | | | | | | |
| East London Railway | 58 | 57 | 14 | — | 1 49 | 4 | 1 53 | 1 53 |
| GRAND TOTAL | 25 63 | 25 34 | 2 32 | 1 44 | 55 13 | 16 28 | 71 41 | 71 13 |
| <i>Grand Total year 1929</i> | 25 63 | 25 34 | 2 32 | 1 44 | 55 13 | 16 00 | 71 13 | |

I.—MILEAGE OF LINES—*continued.*

(B.)—Mileage of Lines Authorised but not open for Traffic.

| | Miles Authorised. | | Miles Constructed and not Open for Traffic. | | | Miles under Construction. | | Miles not Commenced, or in Abeyance. | |
|-------------------------------|-------------------|-----|---|-----|---|---------------------------|-----|--------------------------------------|-----|
| | Length of Road. | | Length of Road. | | Length (including Sidings) reduced to Single Track. | Length of Road. | | Length of Road. | |
| | M. | Ch. | M. | Ch. | | M. | Ch. | M. | Ch. |
| LINES OWNED BY THE COMPANY :— | | | | | | | | | |
| Widenings and Additions— | | | | | | | | | |
| Western Extension | 7 | 28 | — | — | — | — | — | 7 | 28 |
| TOTAL | 7 | 28 | — | — | — | — | — | 7 | 28 |
| <i>Ditto Year 1929</i> | 2 | 49½ | — | — | — | — | — | 2 | 49½ |

(C.)—Mileage of Lines run over by the Company's Trains.

| | M. | Ch. | Year 1929. | |
|---|----|-----|------------|-----|
| | | | M. | Ch. |
| Lines owned by the Company | 25 | 5 | 25 | 5 |
| Lines partly owned | 1 | 54 | 1 | 54 |
| Lines leased or worked jointly | 5 | 43 | 5 | 43 |
| Lines over which the Company exercises Running Powers continuously | 26 | 34 | 26 | 34 |
| TOTAL | 58 | 56 | 58 | 56 |

II.—ROLLING STOCK.

(A.)—Locomotives and Tenders.

| Description. | Wheel Type. | Number. | Empty Weight. Tons. | Year 1929. | |
|--------------------------|-------------|---------|---------------------|------------|--------------|
| | | | | Number. | Seats Total. |
| Electric Locomotives— | 0.4.4.0 | 7 | 266 | 7 | |
| TOTAL LOCOMOTIVES | | 7 | 266 | 7 | |

(B.)—Rail Motor Vehicles.

| Description. | Number of Vehicles. | Seats. | | | Year 1929. | |
|-----------------------|---------------------|------------|------------|--------|---------------------|--------------|
| | | 1st Class. | 3rd Class. | Total. | Number of Vehicles. | Seats Total. |
| Electric Power | 283 | — | 12,816 | 12,816 | 287 | 13,012 |
| TOTAL | 283 | — | 12,816 | 12,816 | 287 | 13,012 |

(D.)—Merchandise and Mineral Vehicles.

Not applicable to this Company.

(C.)—Coaching Vehicles.

| Description. | Number. | Seats. | | | Year 1929. | |
|-------------------------------|---------|------------|------------|--------|------------|--------------|
| | | 1st Class. | 3rd Class. | Total. | Number. | Seats Total. |
| Passenger Carriages :— | | | | | | |
| Electric Stock— | | | | | | |
| Carriages of Uniform Class | 113 | — | 5,420 | 5,420 | 116 | 5,568 |
| Composite Carriages ... | 160 | 4,080 | 3,552 | 7,632 | 161 | 7,680 |
| Total Passenger Carriages ... | 273 | 4,080 | 8,972 | 13,052 | 277 | 13,248 |
| TOTAL COACHING VEHICLES ... | 273 | | | | 277 | |

(E.)—Service Rolling Stock.

| Description. | Number. | Year 1929. |
|--|---------|------------|
| | | Number. |
| Locomotives | 5 | 4 |
| Ballast Wagons and Ballast Brake Vans | 48 | 48 |
| Breakdown Cranes | 2 | 2 |
| Mess and Tool Vans | 1 | 1 |
| Travelling Cranes | 2 | 2 |
| Miscellaneous | 6 | 6 |
| TOTAL | 64 | 63 |

III.—HORSES AND ROAD VEHICLES.

IV.—STEAMBOATS.

V.—CANALS.

VI.—DOCKS, HARBOURS AND WHARVES.

VII.—HOTELS.

Not applicable to this Company.

VIII.—LAND, PROPERTY, ETC., NOT FORMING PART OF THE RAILWAY OR STATIONS.

| Land. | Acres. | Year 1929. |
|---|---------|------------|
| | | Acres. |
| Urban and Suburban Land | 36·253 | 30·43 |
| Houses. | Number. | Year 1929. |
| | | Number. |
| Houses and Cottages for Company's Servants | 7 | 7 |
| Other Houses and Cottages | 55 | 58 |

IX.—OTHER BUSINESSES.

Not applicable to this Company.

X.—MAINTENANCE OF WAY AND WORKS (ABSTRACT A).

| | Year 1929. | | | |
|---|-------------------|-----|-------------------|-----|
| Principal Permanent Way materials used :— | | | | |
| Ballast | 1,877 Cubic Yards | | 2,126 Cubic Yards | |
| Rails | 1,716 Tons | | 1,436 Tons | |
| Sleepers | 7,129 | | 7,587 | |
| Miles maintained :— | M. | Ch. | M. | Ch. |
| Miles of road | 27 | 8 | 27 | 8 |
| Miles of road reduced to single track— | | | | |
| Running Lines | 56 | 9 | 56 | 9 |
| Sidings | 16 | 4 | 15 | 56 |
| Length of track renewed | 2 | 13½ | 2 | 29 |

XI.—MAINTENANCE OF ROLLING STOCK (ABSTRACT B(1)).

| | In Company's Shops. Number | By Contractors. Number | Total. | Year 1929. |
|--|-------------------------------------|------------------------------|--------|------------|
| | | | | Total. |
| Locomotives—Electric— | | | | |
| Heavy Repairs | 5 | — | 5 | 1 |
| Light Repairs | 16 | — | 16 | 12 |
| Rail Motor Vehicles (Electric)— | | | | |
| Heavy Repairs | 148 | — | 148 | 142 |
| Light Repairs | 930 | — | 930 | 938 |
| Under or awaiting repair at end of year | 29 | — | 29 | 40 |
| Coaching Vehicles— | | | | |
| Passenger Carriages— | | | | |
| Renewals | — | — | — | 47 |
| Heavy Repairs | 133 | — | 133 | 192 |
| Light Repairs | 334 | — | 334 | 214 |
| Under or awaiting repair at end of year | 13 | — | 13 | 23 |

XII.—TRAIN MILEAGE.

| | A—Miles run in relation to the Company's Total Traffic Receipts. | B—Miles run in relation to the Company's Total Expenditure. | C—Miles run by the Company's trains. | | |
|---|--|---|--------------------------------------|--------------------------|------------------|
| | | | Electric Traction. | | TOTAL. |
| | | | Electric Locomotives. | Electric Motor Vehicles. | |
| TRAIN MILES (Loaded Trains) :— | | | | | |
| Coaching | 4,599,187 | 4,599,187 | 71,883 | 5,698,087 | 5,769,970 |
| Goods | 4,927 | — | — | — | — |
| TOTAL | 4,604,114 | 4,599,187 | 71,883 | 5,698,087 | 5,769,970 |
| <i>Year 1929—</i> | | | | | |
| Coaching | 4,551,666 | 4,551,666 | 71,724 | 5,628,282 | 5,700,006 |
| Goods | 5,236 | — | — | — | — |
| Total | 4,556,902 | 4,551,666 | 71,724 | 5,628,282 | 5,700,006 |
| TOTAL TRAIN MILES (including Empty Trains run for Traffic Purposes on either the Forward or Return Journey) :— | | | | | |
| Coaching | 4,712,080 | 4,712,080 | 72,649 | 5,809,252 | 5,881,901 |
| Goods | 5,852 | — | — | — | — |
| TOTAL | 4,717,932 | 4,712,080 | 72,649 | 5,809,252 | 5,881,901 |
| <i>Year 1929—</i> | | | | | |
| Coaching | 4,663,789 | 4,663,789 | 72,468 | 5,739,180 | 5,811,648 |
| Goods | 6,347 | — | — | — | — |
| Total | 4,670,136 | 4,663,789 | 72,468 | 5,739,180 | 5,811,648 |
| SHUNTING MILES :— | | | | | |
| Coaching | 8,422 | 8,422 | 1,693 | 7,037 | 8,730 |
| Goods | — | — | — | — | — |
| TOTAL | 8,422 | 8,422 | 1,693 | 7,037 | 8,730 |
| <i>Year 1929—</i> | | | | | |
| Coaching | 7,947 | 7,947 | 1,736 | 6,572 | 8,308 |
| Goods | — | — | — | — | — |
| Total | 7,947 | 7,947 | 1,736 | 6,572 | 8,308 |
| OTHER MILES. (Assisting, Light, etc.) | 37,792 | 45,623 | 65,573 | 9,137 | 74,710 |
| <i>Ditto Year 1929</i> | 38,876 | 45,704 | 65,020 | 9,819 | 74,839 |
| TOTAL TRAIN MILES | 4,764,146 | 4,766,125 | 139,915 | 5,825,426 | 5,965,341 |
| <i>Ditto Year 1929</i> | 4,716,959 | 4,717,440 | 139,224 | 5,755,571 | 5,894,795 |

XV. (A.)—TONNAGE OF THE PRINCIPAL CLASSES OF MERCHANDISE AND MINERALS TRAFFIC ORIGINATING ON THE COMPANY'S SYSTEM CARRIED BY GOODS TRAINS.

XV. (B.)—LIVE STOCK TRAFFIC ORIGINATING ON THE COMPANY'S SYSTEM CARRIED BY GOODS TRAINS.

Not applicable to this Company.

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS

| | Account No. | 1927. | 1928. | 1929. | 1930. |
|--|-------------|------------|------------|------------|------------|
| | | £ | £ | £ | £ |
| Total Expenditure on Capital Account | 4 | 13,141,941 | 13,435,187 | 13,948,169 | 14,128,255 |
| Gross Receipts from Businesses carried on by the Company | 8 | 1,543,731 | 1,550,328 | 1,605,538 | 1,464,893 |
| Revenue Expenditure on ditto | 8 | 1,019,946 | 1,008,526 | 1,064,010 | 941,800 |
| Net Receipts of ditto | 8 | 523,785 | 541,802 | 541,528 | 523,093 |
| "J" Joint Lines—Company's proportion of Net Revenue | 8 | 30,752 | 40,892 | 57,359 | 60,005 |
| Miscellaneous Receipts (Net) | 8 | 227,241 | 241,646 | 250,565 | 274,832 |
| Miscellaneous Charges | 8 | 112,854 | 101,933 | 100,721 | 99,159 |
| Net Revenue | 8 | 668,924 | 722,407 | 748,731 | 758,771 |
| Income Tax | 9 | 9,000 | 9,000 | 9,000 | 9,000 |
| Discount and Expenses <i>re</i> issue of 5% Redeemable Debenture Stock 1933/43 ... | 9 | 1,742 | 2,958 | 2,958 | 3,419 |
| Loss on Realization of Investments | 9 | — | — | 1,950 | — |
| Interest on Loans and Debenture Stocks, &c. | 9 | 211,193 | 233,662 | 245,125 | 259,407 |
| Dividends on Rent Charge, Guaranteed and Preference Stocks | 9 | 275,930 | 275,930 | 275,930 | 275,930 |
| Balance after Payment of Preference Dividends | 9 | 171,059 | 200,857 | 213,768 | 211,015 |
| Dividend on Ordinary Stock | 9 | 129,400 | 161,750 | 161,750 | 161,750 |
| Rate per cent. | — | 4% | 5% | 5% | 5% |
| Surplus | — | 41,659 | 39,107 | 52,018 | 49,265 |
| Appropriation to Reserve | 9 | 45,000 | 32,500 | 48,678 | 45,047* |
| Balance brought forward from previous year | 9 | 41,502 | 38,161 | 44,768 | 48,108 |
| Balance carried forward to subsequent year | 9 | 38,161 | 44,768 | 48,108 | 52,326 |

* See paragraph 3 of the Report of the Directors.

C. S. LOUCH,

Comptroller and Accountant of the Company

CERTIFICATES OF THE RESPONSIBLE OFFICERS AS TO THE UPKEEP OF THE
COMPANY'S PROPERTY.

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works have, during the past year, been maintained in good working condition and repair.

1st January, 1931.

ARTHUR R. COOPER,
Chief Engineer.

CERTIFICATE RESPECTING THE ROLLING STOCK, &c.

I hereby certify that the whole of the Company's Plant, Engines, Cars, Escalators, Wagons, Machinery, and Tools have, during the past year, been maintained in good working condition and repair.

1st January, 1931.

W. A. AGNEW,
Chief Mechanical Engineer.

(Signed for the Board of Directors)

ASHFIELD,
Chairman of the Company.
JNO. C. MITCHELL,
Secretary of the Company.

AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Financial Accounts contain a full and true statement of the financial condition of the Company; and that the dividends proposed to be declared on the Guaranteed, Preference and Ordinary Stocks are *bonâ fide* due thereon after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout.

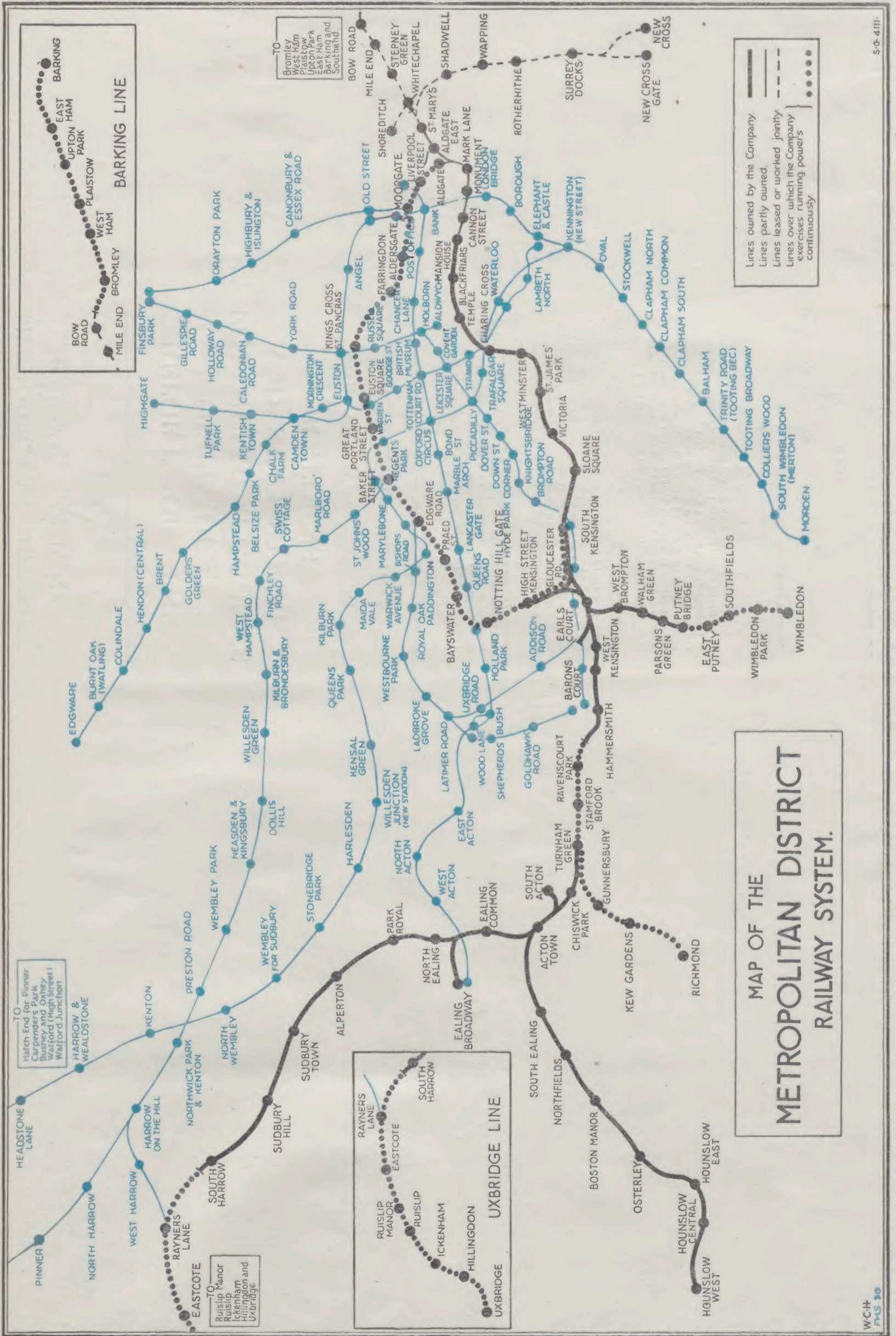
PEAT, MARWICK, MITCHELL & CO.,
PRICE, WATERHOUSE & CO., } *Auditors.*

16th February, 1931.

INDEX.

(Arabic Figures refer to Financial Accounts and Roman Figures to Statistical Returns.)

| | Number of Account or Return. | Page. | | Number of Account or Return. | Page. |
|--|------------------------------|--------|---|------------------------------|--------|
| AUDITORS' CERTIFICATE | — | 21 | MAINTENANCE :— | | |
| BALANCE SHEET | 19 | 14 | Of Way and Works | 10 (A) | 10, 11 |
| CAPITAL :— | | | Quantities of principal Materials used | X | 17 |
| Authorised and Created by the Company | 1(a) | 5 | Miles maintained | X | 17 |
| Authorised and Created by the Company jointly with some other Company | 1(b) | 5 | Length of Track renewed | X | 17 |
| Authorised and Created by some other Company on which the Company either jointly or separately guarantees fixed dividends | 1(c) | 5 | Of Rolling Stock | 10 (B1) | 10, 11 |
| Issued | 2 | 6 | Number renewed, Number repaired, and Number under or awaiting repair | XI | 17 |
| Raised by Loans and Debenture Stocks | 3 | 6 | Of Lifts and Escalators | 10 (B2) | 10, 11 |
| Receipts and Expenditure | 4 | 6 | MANUFACTURING AND REPAIRING WORKS AND PLANT :— | | |
| Details of Expenditure for Year | 5 | 7 | Capital Expenditure | 4—6 | 6, 7 |
| Estimate of further Expenditure | 6 | 7 | Maintenance of Workshops | 10 (A) | 10, 11 |
| Powers available to meet further Expenditure | 7 | 8 | MILEAGE, DEMURRAGE AND WAGON HIRE | 10 (H) | 10, 13 |
| CARRIAGES :— | | | MILEAGE OF ENGINES AND TRAINS | XII | 18 |
| Maintenance Expenditure | 10 (B1) | 10, 11 | MILEAGE OF LINES | I | 15, 16 |
| Mileage, Demurrage and Hire | 10 (H) | 10, 13 | NATIONAL INSURANCE | 10 | 10 |
| Number and Seating Accommodation | II (C) | 16 | NET REVENUE :— | | |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 17 | Amount of | 8 | 8 |
| CERTIFICATES :— | | | Proposed Appropriation | 9 | 9 |
| Auditors | — | 21 | PARLIAMENTARY EXPENSES | 10 | 10 |
| Officers responsible for Maintenance | — | 21 | PROPOSED APPROPRIATION OF NET REVENUE | 9 | 9 |
| COMPENSATION | 10 | 10 | RAIL MOTOR VEHICLES :— | | |
| DIVIDENDS PAYABLE | 9 | 9 | Maintenance Expenditure | 10 (B1) | 10, 11 |
| DIVIDENDS RECEIVED | 8 | 8 | Number and Seating Accommodation | II (B) | 16 |
| ELECTRIC POWER AND LIGHT :— | | | Number renewed, Number repaired, and Number under or awaiting repair | XI | 17 |
| Capital Expenditure on Power Stations, etc. | 4—6 | 6, 7 | Mileage | XII | 18 |
| ELECTRIC MOTOR VEHICLES :— | | | RAILWAY :— | | |
| Number and Seating Accommodation | II | 16 | Total Capital expended upon | 4—6 | 6, 7 |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 17 | Revenue Receipts and Expenditure | 10 | 10 |
| Mileage | XII | 18 | Mileage | I | 15, 16 |
| ELECTRIC TRAIN WORKING | 10 (C1) | 10, 12 | RATES :— | | |
| GENERAL CHARGES | 10 (E) | 10, 12 | Railway | 10 | 10 |
| GOVERNMENT DUTY | 10 | 10 | Railway Freight Rebates Fund | 10 | 10 |
| HOUSES (see Land, Property, etc.) | VIII | 17 | RENEWAL FUNDS | 19 | 14 |
| INTEREST PAID | 8, 9 | 9 | RENTS PAID | 8 | 8 |
| INTEREST RECEIVED | 8 | 8 | RENTS RECEIVED :— | | |
| INTERIM DIVIDENDS PAID | 9 (a) | 9 | Houses and Lands | 8 | 8 |
| JOINT LINES :— | | | Other Rents including Lump sum Tolls | 8 | 8 |
| Revenue Receipts and Expenditure | 8 (J) | 8, 13 | RESERVE FUND | 19 | 14 |
| LAND, PROPERTY, ETC., NOT FORMING PART OF THE RAILWAY OR STATIONS :— | | | REVENUE RECEIPTS AND EXPENDITURE :— | | |
| Capital Expenditure | 4—6 | 6, 7 | Railway | 8—10 | 8, 10 |
| Rents Received | 8 | 8 | Jointly owned and jointly leased lines | 8 (J) | 13 |
| Area of Land and Number of Houses | VIII | 17 | Miscellaneous Receipts (Net) | 8 | 8 |
| LAW CHARGES | 10 | 10 | ROLLING STOCK :— | | |
| LEASED LINES :— | | | Capital Expenditure | 4—6 | 6, 7 |
| Rent and Guaranteed Interest | 8 | 8 | Maintenance Expenditure | 10 (B1) | 10, 11 |
| Mileage | I | 15 | Receipts and Payments for Mileage, Demurrage and Hire | 10 (H) | 10, 13 |
| LIFT AND ESCALATOR WORKING | 10 (C2) | 10, 12 | Number and Description | II | 16 |
| LOCOMOTIVES :— | | | Number renewed, Number repaired, and Number under or awaiting repair | XI | 17 |
| Maintenance Expenditure | 10 (B1) | 11 | Mileage of Engines and Trains | XII | 18 |
| Running Expenses | 10 (C1) | 12 | RUNNING POWERS :— | | |
| Number and Description | II (A) | 16 | Receipts and Payments in respect of | 10 (G) | 10, 13 |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 17 | Mileage of Lines over which exercised | I (C) | 16 |
| Mileage | XII | 18 | SERVICE ROLLING STOCK | II (E) | 16 |
| | | | SUBSCRIPTIONS TO OTHER UNDERTAKINGS :— | | |
| | | | Amount and Nature of Security or Investment | 4 (a) | 7 |
| | | | Interest and Dividends | 8 | 8 |
| | | | SUMMARY OF FINANCIAL RESULTS | XVI | 20 |
| | | | TRAFFIC EXPENSES | 10 (D) | 10, 12 |
| | | | TRAFFIC RECEIPTS :— | | |
| | | | Railway | 10 | 10 |
| | | | Receipts and Payments in respect of Running Powers | 10 (G) | 10, 13 |
| | | | Passengers carried and average fare | XIII | 19 |
| | | | Passengers originating on the Company's System | XIII | 19 |
| | | | Goods carried and average Receipt per ton | XIV | 19 |
| | | | Goods originating on the Company's System | XIV | 19 |
| | | | Joint Lines | 8 (J) | 13 |
| | | | TRAIN MILEAGE | XII | 18 |



MAP OF THE METROPOLITAN DISTRICT RAILWAY SYSTEM.

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METROPOLITAN DISTRICT
RAILWAY COMPANY.

REPORT OF THE
DIRECTORS,
FINANCIAL ACCOUNTS
AND STATISTICAL
RETURNS
FOR THE YEAR ENDED
31st DECEMBER, 1930.

NOTICE is hereby given that the ORDINARY GENERAL MEETING of the Metropolitan District Railway Company will be held at the Caxton Hall, Caxton Street, Westminster, London, S.W. 1, on Thursday, the twenty-sixth day of February, 1931, at 11 o'clock in the forenoon for the transaction of the ordinary business of the Company.

And notice is hereby also given that, in compliance with the Standing Orders of Parliament, a SPECIAL GENERAL MEETING of the Proprietors of the Metropolitan District Railway Company will be held on the same day and at the same place at 11.15 o'clock in the forenoon or so soon thereafter as the business of the Ordinary General Meeting convened for 11 o'clock in the forenoon on the same day is concluded or adjourned, for the purpose of considering and, if thought fit, approving the following Bill now pending in Parliament, viz. :—

“ A Bill to empower the London Electric Railway Company to construct subways, deviations of railways and works; to empower the Metropolitan District Railway Company to construct works; to empower the City and South London Railway Company to construct a subway; to empower the London Electric Railway Company and the City and South London Railway Company to construct subways and works; and to confer further powers on the said and other Companies and for other purposes.”

By Order of the Board,

ASHFIELD, *Chairman*.

JNO. C. MITCHELL, *Secretary and Treasurer*.

55, Broadway, Westminster,

London, S.W. 1.

9th February, 1931.

SOUTHERN RAILWAY COMPANY

Directors

BRIG.-GEN. THE HON. EVERARD BARING, C.V.O., C.B.E., *Chairman.*

GERALD WALTER ERSKINE LODER, Esq., *Deputy-Chairman.*

RIGHT HON. SIR EVELYN CECIL, G.B.E.

RIGHT HON. LORD CLINTON.

SIR GEORGE L. COURTHOPE, BART., M.P.

SIR FRANCIS H. DENT, C.V.O.

FRANK DUDLEY DOCKER, Esq., C.B.

RIGHT HON. LORD EBBISHAM, G.B.E.

ERIC GORE-BROWNE, Esq., D.S.O.

ROBERT HOLLAND-MARTIN, Esq., C.B.

RIGHT HON. LORD KYLSANT, G.C.M.G.

SIR CHARLES L. MORGAN, C.B.E.

RIGHT HON. THE EARL OF RADNOR.

CHARLES SHEATH, Esq., J.P.

HON. OLIVER F. G. STANLEY, M.P.

SIR JOHN E. THORNYCROFT, K.B.E.

RIGHT HON. SIR E. HILTON YOUNG, G.B.E., M.P.

Auditors

JAMES FORD, Esq., F.C.A.

SIR WILLIAM HARRY PEAT, K.B.E., F.C.A.

SIR ALBERT WILLIAM WYON, K.B.E., F.C.A.

REPORT OF THE DIRECTORS

To be submitted to the Proprietors at the Eighth Annual General Meeting to be held at Cannon Street Hotel, in the City of London, on Thursday, the 26th day of February, 1931, at 11.30 a.m.

1. The Financial Accounts and Statistical Returns for the year 1930 have been prepared in accordance with the First Schedule to the Railway Companies (Accounts and Returns) Act, 1911, as altered by the Order dated December 27th, 1928, made by the Minister of Transport.

2. The Net Revenue for the year amounts to £6,133,927 which compares with £6,547,965 for the year 1929. The balance available for dividend on the Ordinary Stocks is £1,866,368 as compared with £2,328,472 for the preceding year.

3. After deducting the interim dividend of 2½ per cent. paid on the Preferred Ordinary Stock for the first half of the year, which absorbed £689,665 there remains a balance of £1,176,703 which will admit of a dividend for the second half of the year of 2½ per cent. on this Stock (making 5 per cent. for the year), and a dividend of 1½ per cent. for the whole year on the Deferred Ordinary Stock. The balance to be carried forward is £93,410.

The dividends paid on the Preferred and Deferred Ordinary Stocks for the year 1929 were at the rate of 5 per cent. on the former and 2½ per cent. on the latter, and the balance carried forward at the end of that year was £161,886.

4. **Engineering Works.**—During the past year the following works have been completed, viz.:—the provision of a new steel swing bridge and strengthening of the Viaduct at Folkestone Harbour and the reconstruction of the East Pier at Newhaven Harbour; the alteration and improvement of the Stations at Barnham Junction, Pokesdown, Staines, Gravesend Central and at several other places, and the provision of additional roofing over the Continental Arrival Platforms at Victoria, new Carriage Repairing depots at Ramsgate and Longhedge (Battersea) and a new Goods Shed at Reading. The widening of the line between Eastleigh and Shawford is approaching completion and is expected to be opened for traffic shortly.

To meet the needs of developing areas, five additional Stations have been constructed and opened for traffic, viz.:—

Whitton—between Twickenham and Feltham,
North Sheen—between Mortlake and Richmond,
Hinchley Wood—between Surbiton and Claygate,
Birkbeck—between Crystal Palace and Beckenham Jct.
Waddon Marsh—on the Wimbledon and West Croydon Line.

Station improvements are being carried out at Dover, Gillingham (Kent), Hastings, Headcorn, Haywards Heath (in connection with the electrification of the line to Brighton), Bournemouth West, Exeter Queen Street, Okehampton and Malden, and a new Locomotive Depot is being constructed at Ashford (Kent).

In the Isle of Wight the wharves at St. Helens Harbour have been reconstructed; the equipment of the new Quay at Medina, Cowes, is approaching completion, and work will shortly be commenced on the construction of an additional platform at Ryde Pier Head and the renewal in reinforced concrete of the existing timber platforms.

5. **Electrification.**—In July last the electrification of the lines from Hounslow and Twickenham to Windsor, Dartford to Gravesend, and West Croydon to Wimbledon was completed, and services of electric trains between the London Terminal Stations and Windsor and Gravesend and between West Croydon and Wimbledon were inaugurated.

The work in connection with the electrification of the lines from Purley and Coulsdon North to Reigate, Brighton and West Worthing, referred to in last year's report, is progressing satisfactorily.

6. **Steamboats and Docks.**—The two new steamers built for the service between Southampton and the Channel Islands (the T.S.S. "Isle of Guernsey" and T.S.S. "Isle of Jersey") were used for the past season's traffic and have proved popular vessels with the travelling public. It is in contemplation to provide another new steamer on this route to replace one of the older ships.

The two new paddle steamers ordered for the service between the Mainland and the Isle of Wight, named "Southsea" and "Whippingham" respectively, were received in time for the summer traffic, and the additional Ferry Boat, named "Hilsea," for the conveyance of motor cars between Portsmouth and Fishbourne, near Ryde, was delivered and put into service in June last.

A new vessel, to be named "Autocarrier," is under construction for service between Dover and the French Coast; it has been designed for the conveyance of motor cars, and accommodation will also be provided for passengers who may wish to accompany their cars.

The first stage of the Docks Extension Scheme on the River Test at Southampton is making good progress, and a portion of the new accommodation will be brought into use during the ensuing year. To provide for the increased shipping at the port of Southampton, and with a view to stimulating employment at the present time, it has been decided to proceed with the second stage of the Scheme, which it is expected will take about 5 years to complete. The work is not one which the Company, in the ordinary course, would have undertaken immediately, but an arrangement has been come to with H.M. Treasury under the Development (Loans Guarantees and Grants) Act, 1929, with regard thereto.

The Proprietors have no doubt heard of the intention of the Cunard Steamship Company to build a new vessel of about 70,000 tons for their Southampton-New York service. The complete scheme of Docks Extension provides for a new dry-dock, and in order that accommodation may be available when this vessel is completed it has been decided to proceed at once with the construction of this dock, which will be about 1,200 feet in length and 135 feet in width at entrance with a depth of 45 feet over sill H.W.N.T. In this case also an arrangement has been come to with H.M. Treasury under the Development (Loans Guarantees and Grants) Act, 1929.

7. **London County Council (Charing Cross Bridge) Bill.**—The Bill promoted by the London County Council in the last Session of Parliament for powers to erect a new Bridge over the River Thames and to remove the Company's Charing Cross Station to the Lambeth side of the River was rejected by a Select Committee of the House of Commons on the 6th May last. The London County Council thereupon appointed an Advisory Committee with a view to preparing and submitting within nine months an agreed scheme for a road bridge and approaches at Charing Cross. The Company is represented on the Advisory Committee by the Chairman and the General Manager.

8. **Relations with Staff.**—The arrangement made in 1928 with the Trades Unions whereby the Staff, in view of the serious decline in Traffic Receipts, agreed to forego $2\frac{1}{2}$ per cent. of their salaries or wages, terminated on the 12th May last, and the six months' truce during which it was provided that neither side would call for a general revision of rates of pay or conditions of service expired on the 12th November. In view of the continued heavy decrease in the Company's traffic receipts your Directors have felt it incumbent upon them to join with the other Railway Companies in submitting proposals to the Unions for such a revision, and the matter is now under the consideration of the National Wages Board.

9. **Direction.**—It is with much regret that the Directors record the death of their colleague, Sir Vincent Caillard, on the 18th March last. Sir Vincent became a Director of the London, Chatham & Dover Railway Company in June 1904, and was one of the first Directors of the Southern Railway Company at its formation in January 1923. The Directors deeply regret that they no longer have the benefit of his valuable advice and loyal co-operation.

The Directors do not propose to fill the vacancy thus created.

The Directors who retire by rotation on this occasion are Brig.-General the Hon. Everard Baring, Gerald W. F. Loder, Esq., Sir Evelyn Cecil, Lord Clinton, and Sir Francis Dent. They are eligible and offer themselves for re-election.

10. **Auditor.**—The Auditor to retire at the forthcoming Meeting is Mr. James Ford, F.C.A., who offers himself for re-election.

11. **Administration.**—During the past year Mr. H. A. Sire, Chief Commercial Manager, retired, and the opportunity was taken to effect a reorganization of the Operating and Commercial Departments, Mr. E. C. Cox being appointed Traffic Manager. Mr. G. Knight, who held the positions of Secretary of the former L. & S.W. Railway Co. and of this Company for a period of 32 years, has also retired and has been succeeded by Mr. F. H. Willis.

12. **Parliamentary Matters.**—The Bill promoted by the Company and mentioned in the last Report duly received the Royal Assent.

The Bills and Orders promoted in the present session of Parliament by other Companies and Parties which may affect the Company's property or interests will be carefully watched and protection sought where considered necessary.

EVERARD BARING,
Chairman.

Waterloo Station,
London, S.E.1.
9th February, 1931.

It is intended to pay the dividends on Wednesday the 4th March, 1931, and unless instructions have been received for payment in a different manner, the warrants will be posted to the proprietors on the preceding day.

Proprietors are requested to give immediate notice of any change of address, so that the warrants may not be mis-directed.

SOUTHERN RAILWAY COMPANY

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED 31ST DECEMBER, 1930.

PART I.
FINANCIAL ACCOUNTS.

No. 1. (a).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

| SPECIAL ACTS. | CAPITAL AUTHORISED. | | | CAPITAL CREATED. | | | BALANCE. | | |
|--|---------------------|---------------------------|-------------|-------------------|---------------------------|-------------|-------------------|---------------------------|-----------|
| | Shares and Stock. | Loans or Debenture Stock. | TOTAL. | Shares and Stock. | Loans or Debenture Stock. | TOTAL. | Shares and Stock. | Loans or Debenture Stock. | TOTAL. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| I. Special Acts conferring capital powers which have been fully exercised..... | 110,197,582 | 42,105,804 | 152,303,386 | 110,197,582 | 42,105,804 | 152,303,386 | ... | ... | ... |
| II. Special Acts conferring capital powers which have not yet been fully exercised:— | | | | | | | | | |
| L. & S.W.R. (Southern Group) Preliminary Absorption Scheme, 1922, Sections 6, 16 and 20 | 1,292,798 | 1,516,053 | 2,808,851 | 1,187,362 | 1,465,847 | 2,653,209 | 105,436 | 50,206 | 155,642 |
| S.E.R. (Southern Group) Preliminary Absorption Scheme, 1922, Sections 6, 14 and 18 | 8,450 | 1,999,381 | 2,007,831 | ... | 1,999,381 | 1,999,381 | 8,450 | ... | 8,450 |
| Southern Railway (Freshwater, Yarmouth & Newport Railway) Absorption Scheme, 1923, Sections 9, 16 and 20 | 112,390 | 45,997 | 158,387 | 68,471 | 33,997 | 102,468 | 43,919 | 12,000 | 55,919 |
| Totton, Hythe & Fawley Light Railway (Amendment and Transfer) Order, 1923, Sections 21 and 22 | 130,000 | 65,000 | 195,000 | ... | ... | ... | 130,000 | 65,000 | 195,000 |
| Southern Railway Act, 1924, Sections 80, 101 and 105 | 2,650,000 | 1,325,000 | 3,975,000 | 2,389,485 | 1,194,742 | 3,584,227 | 260,515 | 130,258 | 390,773 |
| Southern Railway Act, 1925, Sections 47, 59 and 63 | 1,259,498 | 1,733,111 | 2,992,609 | 259,498 | 1,233,111 | 1,492,609 | 1,000,000 | 500,000 | 1,500,000 |
| TOTAL.....£ | 115,650,718 | 48,790,346 | 164,441,064 | 114,102,398 | 48,032,832 | 162,135,280 | 1,548,320 | 757,464 | 2,305,784 |

No. 1. (b).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

(Not applicable to this Company).

No. 1. (c).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY, ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

| SPECIAL ACTS. | CAPITAL AUTHORISED. | | | CAPITAL CREATED. | | | BALANCE. | | |
|---|---------------------|---------------------------|-----------|-------------------|---------------------------|-----------|-------------------|---------------------------|--------|
| | Shares and Stock. | Loans or Debenture Stock. | TOTAL. | Shares and Stock. | Loans or Debenture Stock. | TOTAL. | Shares and Stock. | Loans or Debenture Stock. | TOTAL. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| The Great Eastern Railway Act, 1912 | ... | 90,000 | 90,000 | ... | 50,000 | 50,000 | ... | 40,000 | 40,000 |
| (East London Railway Electrification) (Interest guaranteed jointly with L. & N.E., Metropolitan, and Metropolitan District Railway Companies). | | | | | | | | | |
| The Rother Valley (Light) Railway Extensions Order, 1902 | 115,000 | ... | 115,000 | 115,000 | ... | 115,000 | ... | ... | ... |
| (Kent and East Sussex Light Railway). (Separate guarantee). | | | | | | | | | |
| North Devon and Cornwall Junction Light Railway (Amendment) Order, 1922, Section 10 | ... | 130,000 | 130,000 | ... | 130,000 | 130,000 | ... | ... | ... |
| (Separate guarantee). | | | | | | | | | |
| Dover Harbour Board, Dover Harbour (Works, &c.) Act, 1906 | ... | 1,000,000 | 1,000,000 | ... | 1,000,000 | 1,000,000 | ... | ... | ... |
| (Separate guarantee). | | | | | | | | | |
| TOTAL.....£ | 115,000 | 1,220,000 | 1,335,000 | 115,000 | 1,180,000 | 1,295,000 | ... | 40,000 | 40,000 |

No. 2.—SHARE CAPITAL AND STOCKS CREATED, AS PER STATEMENT No. 1 (a), SHEWING PROPORTION ISSUED.

| DESCRIPTION. | Amount created. | Amount received (apart from Premiums and Discounts) as per A/c No. 4. | | Nominal Additions or Deductions. | | AMOUNT ISSUED |
|---|----------------------|---|-------------|----------------------------------|-------------|--------------------------------------|
| | | £ | s. d. | £ | s. d. | Amount on which Dividend is payable. |
| 5 % Guaranteed Preference Stock | 5,328,162 | 5,698,485 | 12 11 | 370,323 | 12 11 | 5,328,162 |
| 5 % Redeemable Guaranteed Preference Stock (1957) | 7,000,000 | 7,000,000 | 0 0 | ... | ... | 7,000,000 |
| 5 % Preference Stock | 40,697,393 | 48,011,621 | 0 0 | 7,314,228 | 0 0 | 40,697,393 |
| 5 % Redeemable Preference Stock (1964) | 2,000,000 | 2,000,000 | 0 0 | ... | ... | 2,000,000 |
| Preferred Ordinary Stock | 27,586,601 | 21,569,227 | 4 8 | 6,017,373 | 15 4 | 27,586,601 |
| Deferred Ordinary Stock | 31,490,242 | 30,786,621 | 12 3 | 703,620 | 7 9 | 31,490,242 |
| TOTAL | £ 114,102,398 | 115,065,955 | 9 10 | 963,557 | 9 10 | 114,102,398 |

No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS.

| | Amount received (apart from Premiums and Discounts) as per A/c No. 4. | | Nominal Additions or Deductions. | | Total raised by Perpetual Annuities Loans and Debenture Stocks. |
|--|---|-------------------|----------------------------------|-------------------|---|
| | £ | s. d. | £ | s. d. | £ |
| Represented by Perpetual Annuities | 485,940 | 0 0 | ... | ... | 485,940 |
| TOTAL LOANS | £ 485,940 | 0 0 | ... | ... | 485,940 |
| Raised by issue of Debenture Stocks :— | | | | | |
| 4 per cent. Debenture Stock | 39,221,339 | 15 1 | 210,704 | 4 11 | 39,432,044 |
| 5 per cent. Debenture Stock | 3,019,621 | 0 0 | ... | ... | 3,019,621 |
| TOTAL DEBENTURE STOCKS | £ 42,240,960 | 15 1 | 210,704 | 4 11 | 42,451,665 |
| Total raised by Loans and Debenture Stocks | £ | 42,937,605 | £ | 42,937,605 | £ 42,937,605 |
| Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created as per Statement No. 1 (a)..... | £ | 48,032,882 | | | |
| Less—Capitalised value of Rent Charges, Annuities, or Feu Duties, in accordance with Section 5 of the Lands Clauses Consolidation Acts Amendment Act, 1860 | | 296,611 | | | |
| Total amount raised by Loans and Debenture Stocks as above | £ | 47,736,271 | £ | 42,937,605 | £ 47,736,271 |
| Balance being available borrowing powers at 31st December, 1930..... | £ | 4,798,666 | | | |

No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

| TO EXPENDITURE. | Amount expended to 31st December, 1929. | | | Amount expended during Year (as per Statement No. 5). | | | Total. | | | BY RECEIPTS. | Amount received to 31st December, 1929. | | | Amount received during Year. | | | Total. | | | |
|---|---|--------------------|----------|---|----------|--------------------|--------------------|----------|-----------|-----------------------------------|---|----------|----------|------------------------------|----------|----------|-------------|--------------------|----------|----------|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. | | £ | s. | d. | £ | s. | d. | £ | s. | d. | |
| Lines open for Traffic..... | 118,250,492 | 1 | 5 | 970,132 | 6 | 7 | 119,220,624 | 8 | 0 | Shares and Stocks (No. 2) | 112,065,955 | 9 | 10 | 3,000,000 | 0 | 0 | 115,065,955 | 9 | 10 | |
| Lines not open for Traffic :— | | | | | | | | | | Perpetual Annuities (No. 3) | 485,940 | 0 | 0 | ... | ... | ... | 485,940 | 0 | 0 | |
| New Lines..... | 522,473 | 5 | 10 | Cr. 521,196 | 4 | 7 | 1,277 | 1 | 3 | Debenture Stocks (No. 3) | 42,240,960 | 15 | 1 | ... | ... | ... | 42,240,960 | 15 | 1 | |
| Existing Lines—Widenings of and additions thereto... | 110,332 | 1 | 9 | 20,042 | 6 | 7 | 130,374 | 8 | 4 | | | | | | | | | | | |
| Lines leased and Lines jointly leased, other than "J" | | | | | | | | | | | | | | | | | | | | |
| Joint Lines | 26,591 | 3 | 9 | ... | ... | ... | 26,591 | 3 | 9 | | | | | | | | | | | |
| Rolling Stock | 17,225,566 | 6 | 9 | 58,918 | 8 | 1 | 17,284,484 | 14 | 10 | | | | | | | | | | | |
| Manufacturing and Repairing Works and Plant :— | | | | | | | | | | | | | | | | | | | | |
| Land and Buildings | 1,840,600 | 19 | 8 | 357 | 15 | 6 | 1,840,958 | 15 | 2 | | | | | | | | | | | |
| Plant and Machinery..... | 596,608 | 1 | 7 | 370 | 9 | 0 | 596,978 | 10 | 7 | | | | | | | | | | | |
| Total Capital expended upon Railway | 138,572,664 | 0 | 9 | 528,625 | 1 | 2 | 139,101,289 | 1 | 11 | | | | | | | | | | | |
| Horses..... | 36,647 | 0 | 1 | ... | ... | ... | 36,647 | 0 | 1 | | | | | | | | | | | |
| Road Vehicles :— | | | | | | | | | | | | | | | | | | | | |
| Parcels and Goods Road Vehicles | 116,803 | 14 | 11 | 23,978 | 7 | 9 | 140,782 | 2 | 8 | | | | | | | | | | | |
| Garages, Stables, &c..... | 168,473 | 10 | 3 | ... | ... | ... | 168,473 | 10 | 3 | | | | | | | | | | | |
| Steamboats, &c. | 2,457,616 | 4 | 5 | 228,530 | 2 | 0 | 2,686,146 | 6 | 5 | | | | | | | | | | | |
| Marine Workshops and Plant... | 79,792 | 0 | 5 | ... | ... | ... | 79,792 | 0 | 5 | | | | | | | | | | | |
| Canals | 77,700 | 0 | 0 | ... | ... | ... | 77,700 | 0 | 0 | | | | | | | | | | | |
| Docks, Harbours and Wharves | 8,092,206 | 11 | 0 | 615,141 | 9 | 3 | 8,707,348 | 0 | 3 | | | | | | | | | | | |
| Hotels | 1,626,440 | 1 | 11 | 1,118 | 15 | 6 | 1,627,558 | 17 | 5 | | | | | | | | | | | |
| Electric Power Stations, &c. ... | 655,178 | 12 | 4 | 30,685 | 5 | 0 | 685,863 | 17 | 4 | | | | | | | | | | | |
| Land, Property, &c., not forming part of the Railway or Stations :— | | | | | | | | | | | | | | | | | | | | |
| Used in connection with Railway Working..... | 320,628 | 10 | 1 | Cr. 1,667 | 13 | 3 | 318,960 | 16 | 10 | | | | | | | | | | | |
| Not used in connection with Railway Working | 5,344,590 | 2 | 10 | 4,753 | 19 | 2 | 5,349,344 | 2 | 0 | | | | | | | | | | | |
| Lines jointly owned (Abstract "J") | 472,789 | 18 | 1 | Cr. 129,970 | 2 | 11 | 342,819 | 15 | 2 | | | | | | | | | | | |
| Stamp Duty, &c., on Additional Capital | 66,991 | 12 | 3 | ... | ... | ... | 66,991 | 12 | 3 | | | | | | | | | | | |
| TOTAL EXPENDITURE.....£ | 158,088,521 | 19 | 4 | 1,301,195 | 3 | 8 | 159,389,717 | 3 | 0 | | | | | | | | | | | |
| Total | £ | 159,389,717 | 3 | 0 | £ | 159,389,717 | 3 | 0 | £ | 159,389,717 | 3 | 0 | £ | 159,389,717 | 3 | 0 | £ | 159,389,717 | 3 | 0 |

No. 4 (a).—SUBSCRIPTIONS TO OTHER UNDERTAKINGS.

(Not applicable to this Company).

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1930.

| | Land and Compensation. | | Construction of Way and Stations, Engineering, &c. | | Law Charges and Parliamentary Expenses. | | Total. | |
|--|------------------------|-------|--|-------|---|-------|-------------|------------------|
| | £ | s. d. | £ | s. d. | £ | s. d. | £ | s. d. |
| Lines belonging to the Company open for Traffic :— | | | | | | | | |
| Electrification of Lines..... | 480 | 0 0 | 222,569 | 3 9 | 35 | 2 10 | 223,084 | 6 7 |
| Additional Station and Siding Accommodation, &c., at Exeter (Queen Street), Hastings, North Sheen, Pokesdown, Ramsgate, St. Leonards, &c. | 1,290 | 0 0 | 127,579 | 8 2 | 113 | 0 1 | 128,982 | 8 3 |
| Disused and Displaced Capital Works | ... | ... | Cr. 5,566 | 0 0 | ... | ... | Cr. 5,566 | 0 0 |
| Land and Property Purchases, less Sales (Balance)..... | 1,933 | 17 9 | ... | ... | 320 | 14 10 | 2,254 | 12 7 |
| Land, Property, &c., Transfers :— | | | | | | | | |
| Transferred to "Land Property, &c., not forming part of the Railway or Stations—Not used in connection with Railway Working"..... | Cr. 12,751 | 4 0 | 150 | 0 0 | 6 | 2 6 | Cr. 12,595 | 1 6 |
| Transferred from "Lines belonging to the Company not open for Traffic" :— | | | | | | | | |
| Wimbledon and Sutton | 105,443 | 12 1 | 521,514 | 19 0 | 5,913 | 9 7 | 632,872 | 0 8 |
| Pokesdown..... | ... | ... | 1,100 | 0 0 | ... | ... | 1,100 | 0 0 |
| | | | | | | | | 970,132 6 7 |
| Lines belonging to the Company not open for Traffic :— | | | | | | | | |
| New Lines :— | | | | | | | | |
| Wimbledon and Sutton | 14,465 | 0 0 | 96,328 | 5 10 | 882 | 10 3 | 111,675 | 16 1 |
| Transferred to "Lines belonging to the Company open for Traffic" :— | | | | | | | | |
| Wimbledon and Sutton | Cr. 105,443 | 12 1 | Cr. 521,514 | 19 0 | Cr. 5,913 | 9 7 | Cr. 632,872 | 0 8 |
| | | | | | | | | Cr. 521,196 4 7 |
| Existing Lines—Widenings of and Additions thereto :— | | | | | | | | |
| Eastleigh to Shawford, Hounslow to Isleworth, &c. | 5,540 | 10 0 | 15,279 | 0 9 | 322 | 15 10 | 21,142 | 6 7 |
| Transferred to "Lines belonging to the Company open for Traffic" :— | | | | | | | | |
| Pokesdown..... | ... | ... | Cr. 1,100 | 0 0 | ... | ... | Cr. 1,100 | 0 0 |
| | | | | | | | | 20,042 6 7 |
| Rolling Stock :— | | | | | | | | |
| Electrical Equipment of Trains | | | | | | | 26,177 | 16 8 |
| Coaching Vehicles—Second-hand Stock transferred from Somerset and Dorset Joint Line— | | | | | | | | |
| 74 Passenger Carriages and 42 other Coaching Vehicles | | | | | | | 30,411 | 11 5 |
| Service Vehicles— Ditto ditto, 57 Service Vehicles..... | | | | | | | 2,329 | 0 0 |
| | | | | | | | | 58,918 8 1 |
| Manufacturing and Repairing Works and Plant :— | | | | | | | | |
| Land and Buildings | | | | | | | 357 | 15 6 |
| Plant and Machinery | | | | | | | 370 | 9 0 |
| | | | | | | | | 728 4 6 |
| Total Capital expended upon Railway..... | | | | | | | | 528,625 1 2 |
| Road Vehicles :— | | | | | | | | |
| Parcels and Goods Road Vehicles—Motor Vehicles | | | | | | | | 23,978 7 9 |
| Steamboats, &c. :— | | | | | | | | |
| Purchase of "Isle of Guernsey," "Isle of Jersey," "Southsea," "Whippingham," &c. | | | | | | | | 228,530 2 0 |
| Docks, Harbours and Wharves :— | | | | | | | | |
| Southampton Docks Extension, &c. | | | | | | | | 615,141 9 3 |
| Hotels :— | | | | | | | | |
| Grosvenor Hotel, Victoria, &c. | | | | | | | | 1,118 15 6 |
| Electric Power Stations :— | | | | | | | | |
| Ashford (Middlesex) and Datchet | | | | | | | | 30,685 5 0 |
| Land, Property, &c., not forming part of the Railway or Stations :— | | | | | | | | |
| Used in connection with Railway Working :— | | | | | | | | |
| Sale of Property | | | | | | | | Cr. 1,667 13 3 |
| Not used in connection with Railway Working :— | | | | | | | | |
| Land and Property Purchases, less Sales (Balance) | | | | | | | Cr. 7,841 | 2 4 |
| Transferred from "Lines belonging to the Company open for Traffic" | | | | | | | 12,595 | 1 6 |
| | | | | | | | | 4,753 19 2 |
| Lines Jointly Owned (Abstract "J") :— | | | | | | | | |
| Somerset and Dorset Joint Line (Moiety)..... | | | | | | | | Cr. 120,970 2 11 |
| Total..... | | | | | | | | £ 1,301,195 3 8 |

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

| Expenditure to date on Principal Works in Progress. | Estimated Further Expenditure. | | |
|---|---|--------------------------------|------------------|
| | During the Year ending 31st Dec., 1931. | Subsequently until completion. | Total. |
| £ | £ | £ | £ |
| 326,166 | | | |
| Lines belonging to the Company open for Traffic :— | | | |
| Electrification of Lines | 900,000 | 300,000 | 1,200,000 |
| Additions and Improvements at various stations, &c. | 280,000 | 72,000 | 352,000 |
| Lines belonging to the Company not open for Traffic :— | | | |
| New Lines :— | | | |
| Motspur Park to Leatherhead—Land | 48,000 | ... | 48,000 |
| Allhallows, Isle of Grain..... | 30,000 | 6,000 | 36,000 |
| Existing Lines—Widenings of and Additions thereto :— | | | |
| Eastleigh to Shawford | 12,000 | ... | 12,000 |
| Headcorn | 17,000 | ... | 17,000 |
| Docks, Harbours and Wharves :— | | | |
| Southampton Docks Extension—First Stage..... | 800,000 | 600,000 | 1,400,000 |
| Works approved by H.M. Government for grant under the Development (Loan Guarantees and Grants) Act, 1929 :— | | | |
| Southampton Docks Extension—Second Stage..... | 500,000 | 2,500,000 | 3,000,000 |
| Southampton—New Dry Dock..... | 250,000 | 1,600,000 | 1,850,000 |
| Total..... | 2,837,000 | 5,078,000 | 7,915,000 |

No. 10.—RECEIPTS AND EXPENDITURE IN RESPECT OF RAILWAY WORKING.

Dr.

Cr.

| See Abstract. | To Expenditure. | Year 1929. | | Percentage of Total Receipts. | | Year 1929. | By Gross Receipts. | | | Percentage of Total Receipts. | |
|---------------|---|------------|-------|-------------------------------|--------|------------|---------------------------|-------|------------|-------------------------------|------------|
| | | £ | s. d. | 1930. | 1929. | | £ | s. d. | £ | s. d. | 1930. | 1929. |
| A | Maintenance of Way and Works | 3,419,955 | 13 2 | 3,473,733 | 15.27 | 3,473,733 | Passenger Train Traffic:— | | | Per cent. | Per cent. |
| B | Maintenance of Rolling Stock | 2,777,412 | 8 1 | 2,916,606 | 12.40 | 2,916,606 | Ordinary Passengers:— | | | | |
| C | Locomotive Running Expenses | 4,203,305 | | 4,203,305 | | 4,203,305 | 1,354,128 | 15 10 | 1,507,338 | | |
| D | Traffic Expenses | 9,872,271 | 16 11 | 9,894,575 | 44.08 | 9,894,575 | 439,049 | 3 8 | 414,980 | | |
| E | General Charges | 723,923 | 18 4 | 705,965 | 3.23 | 705,965 | 8,588,894 | 3 1 | 8,946,860 | | |
| | Law Charges | 27,760 | 12 8 | 27,473 | .12 | 27,473 | 10,382,072 | 2 7 | 10,869,178 | | |
| | Parliamentary Expenses | 3,000 | 0 0 | 3,000 | .01 | 3,000 | 665,120 | 5 7 | 639,365 | | |
| | Railway Rates Tribunal Expenses | 2,205 | 11 7 | 2,119 | .01 | 2,119 | 2,191,949 | 19 11 | 2,031,782 | | |
| | Compensation (Accidents and Losses):— | | | | | | | | | | |
| | Passengers | 5,492 | 13 4 | 994 | .04 | 994 | | | 2,771,147 | | |
| | Workmen | 32,345 | 5 4 | 31,026 | .12 | 31,026 | | | 886,940 | 5 1 | 838,188 |
| | Damage and Loss of Goods, Property, &c. | 41,471 | 10 5 | 40,508 | .16 | 40,508 | | | 14,125,482 | 13 2 | 14,478,513 |
| | Rates | 79,309 | 14 1 | 72,523 | .28 | 72,523 | | | 1,190,578 | | 1,190,578 |
| | Railway Freight Rebates Fund:— | 193,442 | 11 8 | 694,786 | .86 | 694,786 | | | 698,570 | | 698,570 |
| | Rate Relief | 624,529 | 2 10 | 151,359 | 2.79 | 151,359 | | | 1,854,645 | 16 7 | 1,889,148 |
| | Railway Freight Rebates (Anticipation) Fund:— | | | | | | | | 583,495 | 3 4 | 601,364 |
| | Deficiency | 838 | 11 11 | 1,330 | ... | 1,330 | | | 16,563,623 | 13 1 | 16,969,015 |
| | Taxes and Tithe Rent Charges | 3,313 | 1 1 | 4,491 | .02 | 4,491 | | | 3,053,992 | 3 9 | 3,122,812 |
| | Government Duty | | | 24,261 | ... | 24,261 | | | 854,966 | 5 9 | 833,169 |
| | National Insurance:— | | | | | | | | 1,583,029 | 0 6 | 1,700,110 |
| | Health, Pensions, &c. | 111,255 | | 111,255 | .04 | 111,255 | | | 86,490 | | 86,490 |
| | Unemployment | 37,153 | 8 6 | 37,756 | .05 | 37,756 | | | 5,575,683 | 12 9 | 5,742,581 |
| G | Running Powers (Balance) | 148,660 | 5 6 | 148,991 | .66 | 148,991 | | | 22,139,307 | 5 10 | 22,711,596 |
| H | Mileage, Demurrage and Wagon Hire (Balance) | 31,686 | 6 8 | 30,066 | .14 | 30,066 | | | 256,620 | 5 9 | 290,913 |
| | Miscellaneous | 15,199 | 3 8 | 19,930 | .07 | 19,930 | | | | | 1.14 |
| | Total Expenditure | 17,928,351 | 17 1 | 18,174,507 | 80.05 | 18,174,507 | | | | | 73.96 |
| | Net Receipts | 4,467,575 | 14 6 | 4,818,002 | 19.95 | 4,818,002 | | | | | 24.98 |
| | Total | 22,395,927 | 11 7 | 22,992,509 | 100.00 | 22,992,509 | | | | | 100.00 |

ABSTRACTS.

ABSTRACT A.—MAINTENANCE OF WAY AND WORKS.

| | Year 1929. | | Year 1929. | |
|--|------------|-------|-------------|-----------|
| | £ | s. d. | £ | s. d. |
| Superintendence :— | | | | |
| Salaries | 177,268 | 12 0 | 169,977 | |
| Office Expenses, etc. | 18,089 | 6 2 | 16,802 | |
| | | | 195,357 | 18 2 |
| Maintenance of Roads, Bridges and Works :— | | | | |
| Earthworks | 84,870 | 3 6 | 92,516 | |
| Bridges, Tunnels, Culverts, Retaining Walls and other Works | 286,949 | 2 11 | 306,755 | |
| Roads and Fences..... | 118,167 | 12 5 | 118,506 | |
| | | | 489,986 | 18 10 |
| Maintenance of Permanent Way :— | | | | |
| Complete Renewals :— | | | | |
| Wages | 136,357 | 13 10 | 154,978 | |
| Materials..... | 432,040 | 1 11 | 460,235 | |
| Engine Power and Wagon Maintenance | 22,911 | 8 9 | 24,511 | |
| | | | 591,309 | 4 6 |
| Repairs and Partial Renewals :— | | | | |
| Wages | 859,536 | 16 5 | 886,280 | |
| Materials..... | 332,414 | 19 10 | 371,469 | |
| Engine Power and Wagon Maintenance | 32,571 | 3 10 | 39,130 | |
| | | | 1,224,523 | 0 1 |
| Maintenance of Signalling | | | 294,068 | 13 3 |
| Maintenance of Telegraphs and Telephones..... | | | 89,916 | 7 3 |
| Maintenance of Electric Track Equipment..... | | | 67,609 | 2 8 |
| Maintenance of Stations and Buildings—Stations, Depôts and Offices | 442,111 | 4 10 | 554,775 | |
| Engine Sheds | 33,064 | 16 3 | 27,374 | |
| Carriage Sheds | 5,725 | 13 1 | 11,618 | |
| Locomotive Workshops | 10,143 | 15 5 | 7,963 | |
| Carriage Workshops | 23,851 | 17 1 | 8,228 | |
| Wagon Workshops | 1,842 | 16 7 | 1,770 | |
| Other Buildings..... | 16,636 | 6 1 | 18,922 | |
| | | | 533,376 | 9 4 |
| | | | 3,486,147 | 14 1 |
| Transfer from Renewal or Suspense Account..... | Cr. 66,192 | 0 11 | Cr. 433,412 | |
| TOTAL | £ | | £ | 3,473,733 |

ABSTRACT B.—MAINTENANCE OF ROLLING STOCK.

| | Year 1929. | | Year 1929. | |
|--|-------------|-------|-------------|-----------|
| | £ | s. d. | £ | s. d. |
| Superintendence :— | | | | |
| Salaries | 94,967 | 11 9 | 95,019 | |
| Office Expenses | 7,289 | 7 4 | 6,609 | |
| | | | 102,256 | 19 1 |
| Locomotives and Tenders (Steam) :— | | | | |
| Complete Renewals :— | | | | |
| In the Company's Shops | 110,646 | 9 9 | 104,170 | |
| Repairs and Partial Renewals | 883,777 | 9 4 | 923,863 | |
| | 994,423 | 19 1 | 1,028,033 | |
| Transfer to Renewal or Suspense A/c. | 86,549 | 12 7 | 108,082 | |
| Deduct Engine Power supplied to and by the Company (Balance) | 1,080,973 | 11 8 | 1,136,115 | |
| | 19,006 | 13 11 | 21,978 | |
| | | | 1,061,966 | 17 9 |
| Rail Motor Vehicles (Petrol) :— | | | | |
| Complete Renewals :— | | | | |
| By Contractors | 115 | 18 9 | 90 | |
| Repairs and Partial Renewals | 115 | 18 9 | 96 | |
| Transfer to Renewal or Suspense A/c | 100 | 0 0 | 94 | |
| | | | 215 | 18 9 |
| Rail Motor Vehicles (Electric) :— | | | | |
| Complete Renewals :— | | | | |
| In the Company's Shops | 21 | 18 5 | ... | |
| By Contractors | 115,224 | 8 9 | 244,871 | |
| | 115,246 | 7 2 | 244,871 | |
| Repairs and Partial Renewals | 235,925 | 15 4 | 221,155 | |
| | 351,172 | 2 6 | 466,026 | |
| Transfer from Renewal or Suspense A/c. | Cr. 27,918 | 5 2 | Cr. 140,163 | |
| | 323,253 | 17 4 | 325,863 | |
| Add—Engine Power supplied to and by the Company (Balance)..... | 3,881 | 1 2 | 4,366 | |
| | | | 327,134 | 18 6 |
| Coaching Vehicles (other than Rail Motors) :— | | | | |
| Complete Renewals :— | | | | |
| In the Company's Shops | 422,386 | 2 8 | 256,407 | |
| By Contractors | 39,723 | 16 1 | 20,200 | |
| | 462,109 | 18 9 | 276,607 | |
| Repairs and Partial Renewals | 612,394 | 3 7 | 674,434 | |
| | 1,074,504 | 2 4 | 951,041 | |
| Transfer to or from Renewal or Suspense A/c. | Cr. 140,292 | 19 0 | Dr. 64,778 | |
| Merchandise and Mineral Vehicles :— | | | | |
| Complete Renewals :— | | | | |
| In the Company's Shops | 264,612 | 14 2 | 163,703 | |
| By Contractors | ... | ... | 12,387 | |
| | 264,612 | 14 2 | 176,090 | |
| Repairs and Partial Renewals | 200,520 | 7 5 | 188,497 | |
| | 465,133 | 1 7 | 364,587 | |
| Transfer from Renewal or Suspense A/c. | Cr. 113,506 | 10 11 | Cr. 9,984 | |
| | | | 351,626 | 10 8 |
| TOTAL | £ | | £ | 2,916,606 |

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

| | Year 1929. | | Year 1929. | |
|--|------------|-------|------------|-----------|
| | £ | s. d. | £ | s. d. |
| Superintendence :— | | | | |
| Salaries | 51,746 | 18 11 | 50,088 | |
| Office Expenses | 3,307 | 13 7 | 3,082 | |
| | | | 55,054 | 12 6 |
| Steam Train Working :— | | | | |
| Wages connected with the Running of Steam Locomotives | 1,890,542 | 10 0 | 1,892,709 | |
| Fuel | 1,339,483 | 5 9 | 1,367,749 | |
| Water | 88,308 | 1 9 | 85,997 | |
| Lubricants | 32,523 | 18 4 | 31,455 | |
| Other Stores, including Clothing... .. | 53,501 | 5 9 | 56,869 | |
| Miscellaneous | 28,963 | 9 7 | 36,193 | |
| | 3,433,322 | 11 2 | 3,470,972 | |
| Transfer to Renewal or Suspense Account | 1,000 | 0 0 | 1,000 | |
| | | | 3,434,322 | 11 2 |
| Electric Train Working :— | | | | |
| Wages connected with the Running of Electric Motors | 170,040 | 1 1 | 155,440 | |
| Electric Current | 571,433 | 5 3 | 566,954 | |
| Lubricants | 3,279 | 0 2 | 2,585 | |
| Other Stores, including Clothing... .. | 2,880 | 7 2 | 2,388 | |
| Miscellaneous | 158 | 4 1 | 135 | |
| | 747,790 | 17 9 | 727,502 | |
| Transfer to Renewal or Suspense Account | 2,364 | 0 0 | 2,364 | |
| | | | 750,154 | 17 9 |
| Petrol Rail Motor Working :— | | | | |
| Wages connected with the Running of Rail Motors..... | 105 | 14 9 | 215 | |
| Petrol | 85 | 0 10 | 110 | |
| Lubricants | 11 | 4 9 | 12 | |
| Other Stores | ... | ... | 2 | |
| | | | 202 | 0 4 |
| Deduct—Engine Power supplied to and by the Company (Balance) | | | 4,239,734 | 1 9 |
| | | | 46,411 | 16 4 |
| TOTAL | £ | | £ | 4,203,305 |

ABSTRACT D.—TRAFFIC EXPENSES.

| | Year 1929. | | Year 1929. | |
|---|------------|-------|------------|-----------|
| | £ | s. d. | £ | s. d. |
| Salaries and Wages :— | | | | |
| Superintendence | 358,300 | 2 7 | 360,529 | |
| Stationmasters and Clerks..... | 1,053,162 | 19 4 | 1,045,809 | |
| Signalmen and Crossing Keepers... .. | 579,296 | 1 10 | 582,894 | |
| Ticket Collectors, Policemen, Porters, etc. | 1,630,074 | 18 2 | 1,621,548 | |
| Guards | 441,329 | 13 4 | 436,309 | |
| | | | 4,062,163 | 15 3 |
| Fuel, Lighting, Water and General Stores..... | 217,361 | 9 2 | 210,858 | |
| Clothing | 76,733 | 11 8 | 77,569 | |
| Printing, Advertising, Stationery, Stamps and Tickets... .. | 307,208 | 3 7 | 343,981 | |
| Wagon Covers, etc. | 24,613 | 3 7 | 25,276 | |
| Expenses of Joint Stations and Junctions | Cr. 4,514 | 3 4 | Cr. 2,205 | |
| Cleansing, Lubricating, and Lighting of Vehicles..... | 263,924 | 14 10 | 263,416 | |
| Shunting Expenses (other than Mechanical) :— | | | | |
| Wages | 280,858 | 4 4 | 281,258 | |
| Other Expenses | 6,752 | 4 0 | 7,010 | |
| | | | 287,610 | 8 4 |
| Working of Stationary Engines, Hoists, Cranes, etc. | 87,516 | 10 9 | 83,624 | |
| Railway Clearing Houses Expenses | 55,134 | 11 8 | 52,822 | |
| Passenger Ticket Agents' Commission | 91,645 | 7 6 | 90,159 | |
| Transportation by Road Vehicles | 143,216 | 16 8 | 140,359 | |
| Miscellaneous Expenses | 72,648 | 16 6 | 70,016 | |
| | 5,685,263 | 6 2 | 5,691,262 | |
| Transfer to or from Renewal or Suspense Account | Cr. 6,313 | 14 8 | Dr. 8 | |
| TOTAL | £ | | £ | 5,691,270 |

ABSTRACT E.—GENERAL CHARGES.

| | Year 1929. | | Year 1929. | |
|---|------------|-------|------------|---------|
| | £ | s. d. | £ | s. d. |
| Directors' Fees voted by Proprietors | 19,321 | 17 6 | 19,012 | |
| Fees paid to, and Expenses of, Directors on Joint Committees not included in Abstract "J" | 762 | 17 0 | 750 | |
| Auditors and Public Accountants | 2,526 | 1 11 | 2,524 | |
| Salaries of Secretary, General Manager, Accountant, and Clerks | 233,547 | 4 7 | 228,037 | |
| Office Expenses ditto ditto | 28,659 | 19 10 | 30,317 | |
| Rating Expenses | 8,451 | 15 2 | 8,397 | |
| Fire Insurance | 32,941 | 16 2 | 33,931 | |
| Superannuation and Benevolent Funds, Pensions, etc. | 489,933 | 14 4 | 468,125 | |
| Subscriptions and Donations | 3,713 | 9 10 | 4,591 | |
| Miscellaneous Expenses | 22,888 | 2 0 | 23,811 | |
| | 842,746 | 18 4 | 819,495 | |
| Deduct—Proportion transferred to Accounts Nos. 11 to 18 | 118,823 | 0 0 | 113,530 | |
| TOTAL | £ | | £ | 705,965 |

ABSTRACTS.

ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

| | Receipts. | | Payments. | | Balance. | | Year 1929. | | |
|-------------------------------|---------------|------------|---------------|-------------|-------------------|------------|---------------|---------------|-------------------|
| | £ s. d. | | £ s. d. | | £ s. d. | | Receipts. | Payments. | Balance. |
| | £ | s. d. | £ | s. d. | £ | s. d. | £ | £ | £ |
| Passenger Train Traffic | 5,947 | 8 11 | 36,082 | 11 11 | Dr. 30,135 | 3 0 | 4,834 | 35,556 | Dr. 30,722 |
| Goods Train Traffic | 42,308 | 16 1 | 43,859 | 19 9 | Dr. 1,551 | 3 8 | 41,911 | 41,255 | Cr. 656 |
| TOTAL | 48,256 | 5 0 | 79,942 | 11 8 | Dr. 31,686 | 6 8 | 46,745 | 76,811 | Dr. 30,066 |

ABSTRACT H.—MILEAGE, DEMURRAGE AND WAGON HIRE.

| | Receipts. | | Expenditure. | | Balance. | | Year 1929. | | |
|--------------------------------|---------------|-------------|----------------|-------------|-------------------|------------|---------------|----------------|-------------------|
| | £ s. d. | | £ s. d. | | £ s. d. | | Receipts. | Expenditure. | Balance. |
| | £ | s. d. | £ | s. d. | £ | s. d. | £ | £ | £ |
| Mileage and Demurrage :— | | | | | | | | | |
| Passenger Train Vehicles | 18,539 | 2 8 | 24,247 | 18 0 | Dr. 5,708 | 15 4 | 17,646 | 24,577 | Dr. 6,931 |
| Goods Train Vehicles | 68,483 | 16 7 | 78,980 | 17 7 | Dr. 10,497 | 1 0 | 69,200 | 82,130 | Dr. 12,930 |
| Hire of :— | | | | | | | | | |
| Goods Train Vehicles | 1,036 | 14 1 | 30 | 1 5 | Cr. 1,006 | 12 8 | ... | 69 | Dr. 69 |
| TOTAL | 88,059 | 13 4 | 103,258 | 17 0 | Dr. 15,199 | 3 8 | 86,846 | 106,776 | Dr. 19,930 |

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

SOMERSET AND DORSET JOINT LINE (JOINTLY OWNED).

GROSS RECEIPTS.

| | Year 1929. | | |
|--|------------------|--------------|----------------|
| | £ s. d. | £ | |
| Railway Working :— | | | |
| Passenger Train Traffic | 123,687 | 19 5 | 137,107 |
| Goods Train Traffic | 211,440 | 14 1 | 224,823 |
| Miscellaneous | 533 | 2 5 | 725 |
| Total | 335,661 | 15 11 | 362,655 |
| Steamboats | 6,416 | 18 3 | 7,319 |
| Docks, Harbours and Wharves | 1,402 | 12 4 | 1,419 |
| Collection and Delivery of Parcels and Goods | 4,716 | 7 0 | 4,401 |
| Total Receipts | £ 348,197 | 13 6 | 375,794 |

EXPENDITURE.

| | | | |
|--|------------------|-------------|----------------|
| Railway Working :— | | | |
| Maintenance of Way and Works | 66,236 | 0 10 | 70,854 |
| Maintenance of Rolling Stock | 4,292 | 17 2 | 45,396 |
| Locomotive Running Expenses | 134,728 | 16 9 | 107,920 |
| Traffic Expenses | 89,563 | 2 1 | 97,713 |
| General Charges | 10,353 | 18 1 | 10,941 |
| Law Charges | 354 | 3 6 | 345 |
| Compensation (Accidents and Losses) | 2,543 | 1 11 | 2,570 |
| Rates | 2,573 | 13 9 | 8,649 |
| Railway Freight Rebates Fund—Rate Relief | 7,638 | 9 10 | 1,863 |
| Taxes and Tithe Rent Charges | 49 | 18 7 | 43 |
| Government Duty | ... | ... | 41 |
| National Insurance | 1,551 | 13 3 | 2,966 |
| Mileage, Demurrage and Wagon Hire (Balance) | 28,851 | 9 9 | 25,971 |
| Miscellaneous | ... | ... | 6 |
| Total | 348,737 | 5 6 | 375,278 |
| Steamboats | 5,693 | 9 0 | 6,291 |
| Docks, Harbours and Wharves | 917 | 17 10 | 867 |
| Collection and Delivery of Parcels and Goods | 4,168 | 19 4 | 4,607 |
| Total Expenditure | £ 359,517 | 11 8 | 387,043 |

Net Receipts from :—

| | | | |
|--|---------------------|-------------|-------------------|
| Railway | Dr. 13,075 | 9 7 | Dr. 12,623 |
| Steamboats | 723 | 9 3 | 1,028 |
| Docks, Harbours and Wharves | 484 | 14 6 | 552 |
| Collection and Delivery of Parcels and Goods | 547 | 7 8 | Dr. 206 |
| Total | Dr. 11,319 | 18 2 | Dr. 11,219 |
| Miscellaneous Receipts (Net) | 3,447 | 0 11 | 3,909 |
| Total | Dr. 7,872 | 17 3 | Dr. 7,340 |
| Deduct :—Miscellaneous Charges | 66,355 | 8 3 | 66,465 |
| Net Revenue | £ Dr. 74,228 | 5 6 | Dr. 73,805 |
| Net Revenue—Company's proportion | £ Dr. 37,114 | 2 9 | Dr. 36,903 |

Dr. No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF ROAD TRANSPORT. Cr.

| To Expenditure. | Year 1929. | | By Gross Receipts. | Year 1929. | |
|---|------------|-------|--------------------|------------------------------|------------|
| | £ | s. d. | | £ | s. d. |
| Superintendence | 37 | 5 7 | 14 | | |
| Maintenance of Buildings | 49 | 16 9 | 36 | | |
| Maintenance of Motor Vehicles | 1,345 | 3 1 | 837 | Passenger Services:— | |
| Maintenance of Horses | ... | ... | 10 | Passengers | 2,326 9 7 |
| Maintenance of Horse Vehicles | ... | ... | 5 | Other Receipts | 7 |
| Traffic Expenses | 3,099 | 2 0 | 1,930 | Goods Services | 3,271 14 1 |
| General Charges | 181 | 0 0 | 140 | Miscellaneous Receipts | 1 1 11 |
| Rates | 24 | 17 0 | 14 | | |
| Licence Duty | 297 | 19 6 | 249 | | |
| Miscellaneous | 74 | 18 11 | 33 | | |
| | 5,110 | 2 10 | 3,268 | | |
| Transfer to Renewal or Suspense Account | 188 | 17 6 | ... | | |
| Total Expenditure | 5,299 | 0 4 | 3,268 | | |
| Balance | 300 | 5 3 | 1,252 | | |
| TOTAL | 5,599 | 5 7 | 4,520 | TOTAL | 5,599 5 7 |

Dr. No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS. Cr.

| To Expenditure. | Year 1929. | | By Gross Receipts. | Year 1929. | |
|---|------------|-------|--------------------|---------------------|----------------|
| | £ | s. d. | | £ | s. d. |
| Salaries and Wages | 430,047 | 2 4 | 420,469 | Passengers | 1,023,750 1 8 |
| Fuel | 233,104 | 15 7 | 221,407 | Parcels | 193,111 8 9 |
| Stores, Lubricants, Water, &c. | 41,746 | 1 5 | 39,030 | Mails | 85,574 10 4 |
| Renewals | 102,599 | 15 9 | 122,866 | Merchandise | 242,487 1 7 |
| Repairs | 152,200 | 9 11 | 172,269 | Live Stock | 5,592 15 4 |
| Insurance | 27,449 | 0 0 | 25,400 | Miscellaneous | 89,990 7 2 |
| Harbour, Pier, and Light Dues | 75,053 | 1 5 | 66,295 | | |
| General Charges | 53,021 | 0 0 | 50,009 | | |
| Miscellaneous | 73,019 | 19 11 | 69,885 | | |
| Working Expenses | 1,188,241 | 6 4 | 1,187,630 | | |
| Transfer to Renewal or Suspense Account | 34,242 | 9 3 | 7,768 | | |
| Total Expenditure | 1,222,483 | 15 7 | 1,195,398 | | |
| Balance | 418,022 | 9 3 | 432,156 | | |
| TOTAL | 1,640,506 | 4 10 | 1,627,554 | TOTAL | 1,640,506 4 10 |

Dr. No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS. Cr.

| To Expenditure. | Year 1929. | | By Gross Receipts. | Year 1929. | |
|--|------------|-------|--------------------|----------------------------|------------|
| | £ | s. d. | | £ | s. d. |
| Superintendence | 84 | 10 8 | 96 | Tolls | 469 18 3 |
| Wages of Toll Clerks, Lock-keepers, &c. | 156 | 1 7 | 152 | Canal Dock Dues | 1,627 17 4 |
| Maintenance of Canals | 1,650 | 4 4 | 1,255 | Rents (net receipts) | 185 4 7 |
| General Charges | 74 | 0 0 | 67 | | |
| Rates | 16 | 15 4 | 35 | | |
| Rate Relief Fund | 47 | 2 1 | 5 | | |
| Miscellaneous | 25 | 14 3 | 23 | | |
| Total Expenditure | 2,054 | 8 3 | 1,633 | | |
| Balance | 228 | 11 11 | 570 | | |
| TOTAL | 2,283 | 0 2 | 2,203 | TOTAL | 2,283 0 2 |

Dr. No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS AND WHARVES. Cr.

| To Expenditure. | Year 1929. | | By Gross Receipts. | Year 1929. | |
|---|---------------|-----------|--------------------|-----------------------------------|---------------|
| | £ | s. d. | | £ | s. d. |
| Superintendence | 18,496 | 12 5 | 17,590 | Harbour Dues | 95,649 12 10 |
| Maintenance of:— | | | | Light Dues | 99 7 0 |
| Docks, Harbours and Wharves | 122,328 | 9 11 | 133,979 | Dock Dues:— | |
| Dock Railways | 19,244 | 12 11 | 17,483 | On Ships | 293,422 13 0 |
| Cranes, Hoists and Tips | 69,445 | 12 0 | 24,747 | On Goods | 70,313 12 6 |
| Buildings | 37,429 | 0 0 | 39,075 | On Passengers | 20,200 3 4 |
| Dredging, including Maintenance of Dredging Plant | 92,190 | 9 9 | 86,039 | Wharf and Pier Dues | 29,925 5 1 |
| Operating Expenses:— | | | | Dock Railways | 59,470 7 4 |
| Docks, Harbours and Wharves | 46,575 | 1 11 | 45,222 | Graving Docks | 65,952 9 8 |
| Dock Railways | 47,216 | 1 5 | 46,907 | Warehousing | 14,044 0 5 |
| Cranes, Hoists, Tips and other Services | 326,612 | 2 3 | 329,596 | Craneage and other Services | 418,113 16 9 |
| General Charges | 37,429 | 0 0 | 36,434 | Rents (net receipts) | 45,288 8 6 |
| Rates | 5,382 | 19 8 | 21,846 | Miscellaneous | 50,527 11 9 |
| Rate Relief Fund | 22,409 | 6 10 | 5,321 | | |
| Miscellaneous | 48,712 | 7 8 | 49,291 | | |
| | 891,468 | 14 1 | 853,530 | | |
| Transfer to or from Renewal or Suspense Account | Cr 34,215 1 6 | Dr 15,773 | | | |
| Total Expenditure | 857,253 | 12 7 | 869,303 | | |
| Balance | 305,748 | 15 7 | 317,347 | | |
| TOTAL | 1,163,002 | 8 2 | 1,187,150 | TOTAL | 1,163,002 8 2 |

Dr. No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, WHERE CATERING IS CARRIED ON BY THE COMPANY. Cr.

| To Expenditure. | Year 1929. | | By Gross Receipts. | Year 1929. | |
|---|------------|-------|--------------------|----------------------------------|-------------|
| | £ | s. d. | | £ | s. d. |
| Salaries and Wages | 32,909 | 4 7 | 32,494 | Total Receipts from Hotels | 189,162 4 4 |
| Provisions, Wines and Spirits consumed | 91,441 | 8 7 | 96,829 | | |
| Maintenance of Hotels | 18,623 | 6 8 | 21,466 | | |
| Heating and Lighting of Hotels | 8,991 | 15 9 | 9,647 | | |
| General Charges | 6,113 | 0 0 | 6,073 | | |
| Rates | 4,376 | 15 9 | 4,284 | | |
| Licence Duty | 749 | 1 3 | 746 | | |
| Miscellaneous | 14,835 | 1 6 | 14,889 | | |
| | 178,039 | 14 1 | 186,428 | | |
| Transfer to Renewal or Suspense Account | 12,360 | 10 11 | 10,905 | | |
| Total Expenditure | 190,400 | 5 0 | 197,333 | Balance | 1,238 0 8 |
| Balance | ... | ... | 506 | | |
| TOTAL | 190,400 | 5 0 | 197,839 | TOTAL | 190,400 5 0 |

PART II.
STATISTICAL RETURNS.

No. 1.—MILEAGE OF LINES.

A.—MILEAGE OF LINES OPEN FOR TRAFFIC.

| | Running Lines. | | | | | | Total Miles (reduced to Single Track). | Sidings (reduced to Single Track). | Total of Single Track, including Sidings. | Year 1929. | |
|---|---------------------------------------|------------------|-----------------|------------------|---|---|---|---|---|------------|--------|
| | Length of Road. First Track. | Second Track. | Third Track. | Fourth Track. | Over four Tracks (reduced to Single Track). | Total Miles (reduced to Single Track). | | | | M. Ch. | M. Ch. | M. Ch. | Total of Single Track, including Sidings. |
| Lines owned by Company:— | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. | M. Ch. |
| Main and Principal Lines:— | | | | | | | | | | | |
| Waterloo to Plymouth | 230 64 | 230 64 | 55 32 | 52 36 | 28 34 | 597 70 | 168 52 | 766 42 | 765 75 | | |
| Meldon Junction to Bude and Padstow | 77 08 | 3 31 | 08 | 02 | ... | 80 49 | 7 40 | 88 09 | 88 12 | | |
| Basingstoke and Woking to Southampton and Dorchester | 148 41 | 133 33 | 6 69 | 5 29 | 6 09 | 300 21 | 169 21 | 469 42 | 468 65 | | |
| Clapham Junction to Windsor and Reading ... | 65 24 | 65 24 | 6 50 | 5 02 | 48 | 142 68 | 64 74 | 207 62 | 207 67 | | |
| Woking, Surbiton and Leatherhead to Portsmouth and Eastleigh | 97 51 | 98 49 | 6 50 | 1 73 | 1 58 | 206 41 | 61 20 | 267 61 | 267 67 | | |
| Yeoford Junction to Ilfracombe and Torrington | 56 69 | 25 37 | 31 | ... | ... | 82 57 | 12 68 | 95 45 | 95 08 | | |
| London Bridge, Norwood Junc. and Raynes Park to Littlehampton, Bognor Regis and Havant | 111 34 | 110 01 | 9 19 | 2 77 | 07 | 233 58 | 72 35 | 306 13 | 306 41 | | |
| London Bridge and Victoria to Brighton, Arundel Junc., Guildford and Horsham... | 114 10 | 113 14 | 34 62 | 30 57 | 12 36 | 305 19 | 162 49 | 467 68 | 468 11 | | |
| Charing Cross, Cannon Street and Bricklayers' Arms to Folkestone and Dover | 116 76 | 116 73 | 18 69 | 16 01 | 18 44 | 287 23 | 120 77 | 408 20 | 408 19 | | |
| Victoria and Holborn to Queenborough, Dover, Deal and Minster | 115 48 | 110 01 | 12 71 | 10 10 | 5 48 | 254 18 | 58 1 | 312 19 | 312 48 | | |
| Greenwich, Lewisham and Hither Green to Paddock Wood and St. Johns Junc. to Paddock Wood via Woolwich and Strood | 58 01 | 58 01 | 2 07 | 47 | ... | 118 56 | 30 47 | 149 23 | 149 22 | | |
| Swanley and Faversham to Ramsgate and Margate | 97 65 | 97 58 | 1 14 | 62 | 35 | 197 74 | 38 06 | 236 00 | 236 00 | | |
| Oxted and Tonbridge to Hastings | 49 49 | 49 16 | 72 | 37 | 27 | 100 41 | 16 50 | 117 11 | 117 08 | | |
| Brighton and Keymer Junc. to Seaford, Eastbourne and Bopeep Junc. | 58 28 | 55 79 | 1 60 | 60 | 19 | 117 06 | 52 03 | 169 09 | 167 21 | | |
| Waterloo and City | 1 46 | 1 46 | 02 | 02 | ... | 3 16 | 32 | 3 48 | 3 48 | | |
| Total of Main and Principal Lines | 1,399 54 | 1,269 47 | 157 56 | 127 15 | 74 45 | 3,028 57 | 1,036 15 | 4,064 72 | 4,062 32 | | |
| Minor and Branch Lines (in Districts):— | | | | | | | | | | | |
| In the County of London | 28 06 | 24 37 | 1 42 | 51 | 12 | 54 68 | 34 47 | 89 35 | 89 36 | | |
| " " Middlesex | 14 27 | 14 23 | 1 05 | 37 | 04 | 30 16 | 10 43 | 40 59 | 40 55 | | |
| " " Surrey | 94 27 | 72 17 | 4 66 | 1 64 | 1 58 | 174 72 | 44 28 | 219 20 | 208 79 | | |
| " " Sussex | 158 67 | 74 76 | 1 19 | 44 | ... | 235 46 | 44 50 | 280 16 | 280 60 | | |
| " " Berkshire | 2 31 | 2 31 | 04 | ... | ... | 4 66 | 37 | 5 23 | 5 23 | | |
| " " Kent | 113 07 | 56 29 | 1 05 | ... | ... | 170 41 | 27 36 | 197 77 | 198 09 | | |
| " " Hampshire | 135 61 | 49 74 | 25 | 07 | ... | 186 07 | 21 11 | 207 18 | 207 28 | | |
| " " Isle of Wight | 56 06 | 6 20 | 36 | 14 | 03 | 62 79 | 12 35 | 75 34 | 75 39 | | |
| " " Wiltshire | 23 38 | 12 76 | 23 | ... | ... | 36 57 | 6 34 | 43 11 | 43 18 | | |
| " " Dorset | 27 13 | 5 48 | 04 | ... | ... | 32 65 | 7 30 | 40 15 | 40 18 | | |
| " " Somerset | 3 26 | 19 | 04 | ... | ... | 3 49 | 70 | 4 39 | 4 45 | | |
| " " Devon | 68 40 | 8 00 | 15 | ... | ... | 76 55 | 11 04 | 87 59 | 88 08 | | |
| " " Cornwall | 24 50 | 45 | 13 | ... | ... | 25 28 | 6 10 | 31 38 | 31 38 | | |
| Worked by Somerset and Dorset Joint Committee:— Edington Junc. to Bridgwater and Templecombe Junc. Line | 8 59 | 1 03 | 06 | ... | ... | 9 68 | 1 21 | 11 09 | 11 09 | | |
| Worked by East London Railway Jt. Committee:— East London Railway | 4 11 | 4 07 | 78 | ... | ... | 9 16 | 23 | 9 39 | 9 39 | | |
| Total | 2,162 43 | 1,602 72 | 170 01 | 130 72 | 76 42 | 4,142 70 | 1,265 14 | 5,408 04 | 5,396 56 | | |
| Jointly owned Lines, other than those included in Abstract "J" (Company's share of Ownership) | 1 78 | 2 15 | 24 | 11 | ... | 4 48 | 2 45 | 7 13 | 7 13 | | |
| Total | 1 78 | 2 15 | 24 | 11 | ... | 4 48 | 2 45 | 7 13 | 7 13 | | |
| Total miles of Lines owned and Company's share of Lines jointly owned, other than those included in Abstract "J" | 2,164 41 | 1,605 07 | 170 25 | 131 03 | 76 42 | 4,147 38 | 1,267 59 | 5,415 17 | 5,403 69 | | |
| <i>Ditto ditto year 1929</i> | <i>2,159 68</i> | <i>1,601 65</i> | <i>168 24</i> | <i>130 36</i> | <i>76 54</i> | <i>4,137 07</i> | <i>1,266 62</i> | <i>5,403 69</i> | <i>...</i> | | |
| Lines leased or worked:— | | | | | | | | | | | |
| By the Company:— | | | | | | | | | | | |
| North Devon and Cornwall Junc. Light Rly.... | 20 40 | 45 | ... | ... | ... | 21 05 | 54 | 21 59 | 21 59 | | |
| Winchester and Shawford Line | 2 02 | 02 | ... | ... | ... | 2 04 | ... | 2 04 | 2 04 | | |
| Accommodation Lines | 2 21 | ... | ... | ... | ... | 2 21 | 3 07 | 5 28 | 5 28 | | |
| Total | 24 63 | 47 | ... | ... | ... | 25 30 | 3 61 | 29 11 | 29 11 | | |
| Jointly with other Companies, other than those included in Abstract "J" (Company's share of Ownership) | 4 75 | 28 | 03 | ... | ... | 5 26 | 1 77 | 7 23 | 7 23 | | |
| Total miles of Lines leased or worked and Company's share of Lines jointly leased or worked, other than those included in Abstract "J" | 29 58 | 75 | 03 | ... | ... | 30 56 | 5 58 | 36 34 | 36 34 | | |
| Grand Total | 2,194 19 | 1,606 02 | 170 28 | 131 03 | 76 42 | 4,178 14 | 1,273 37 | 5,451 51 | 5,440 23 | | |
| <i>Ditto year 1929</i> | <i>2,189 46</i> | <i>1,602 60</i> | <i>168 27</i> | <i>130 36</i> | <i>76 54</i> | <i>4,167 63</i> | <i>1,272 40</i> | <i>5,440 23</i> | <i>...</i> | | |

No. 1.—MILEAGE OF LINES—continued.

B.—MILEAGE OF LINES AUTHORISED BUT NOT OPEN FOR TRAFFIC.

| | Miles Authorised. | | Miles Constructed and not Open for Traffic. | | | Miles under Construction. | | Miles not Commenced, or in Abeyance. | | |
|--|-------------------|-----------|---|-----------|---|---------------------------|----------|--------------------------------------|-----------|-----------|
| | Length of Road. | | Length of Road. | | Length (including Sidings) Reduced to Single track. | Length of Road. | | Length of Road. | | |
| | M. | Ch. | M. | Ch. | M. | Ch. | M. | Ch. | M. | Ch. |
| Lines Owned by the Company :— | | | | | | | | | | |
| New Lines :— | | | | | | | | | | |
| Woolston Graving Dock..... | 1 | 55 | ... | ... | ... | ... | ... | ... | 1 | 55 |
| Keymer..... | 3 | 49 | ... | ... | ... | ... | ... | ... | 3 | 49 |
| Peckham Rye to Shortlands..... | 1 | 59 | ... | ... | ... | ... | ... | ... | 1 | 59 |
| Smeeth..... | 5 | 21 | ... | ... | ... | ... | ... | ... | 5 | 21 |
| Southampton..... | 2 | 11 | ... | ... | ... | ... | 2 | 11 | ... | ... |
| Dorking North..... | ... | 18 | ... | ... | ... | ... | ... | ... | ... | 18 |
| Tonbridge..... | 1 | 51 | ... | ... | ... | ... | ... | ... | 1 | 51 |
| Brighton..... | ... | 26 | ... | ... | ... | ... | ... | ... | ... | 26 |
| Camberwell..... | ... | 17 | ... | ... | ... | ... | ... | ... | ... | 17 |
| Lewisham Road Junction to Greenwich Park..... | 1 | 04 | 1 | 04 | 2 | 39 | ... | ... | ... | ... |
| Kensington Junction to Turnham Green (Acton Lane)..... | 2 | 63 | 2 | 63 | 5 | 03 | ... | ... | ... | ... |
| Motspur Park to Leatherhead..... | 7 | 32 | ... | ... | ... | ... | ... | ... | 7 | 32 |
| All Hallows, Isle of Grain..... | 1 | 62 | ... | ... | ... | ... | ... | ... | 1 | 62 |
| Total | 29 | 68 | 3 | 67 | 7 | 42 | 2 | 11 | 23 | 70 |
| <i>Ditto, Year 1929</i> | <i>24</i> | <i>27</i> | <i>3</i> | <i>67</i> | <i>7</i> | <i>42</i> | <i>5</i> | <i>64</i> | <i>14</i> | <i>56</i> |
| Widenings and Additions :— | | | | | | | | | | |
| St. Denys to Eastleigh..... | 5 | 04 | ... | ... | ... | ... | ... | ... | 5 | 04 |
| Balcombe to Preston Park..... | 15 | 50 | ... | ... | ... | ... | ... | ... | 15 | 50 |
| Exmouth Line..... | 4 | 56 | ... | ... | ... | ... | ... | ... | 4 | 56 |
| North Devon Line..... | 18 | 48 | ... | ... | ... | ... | ... | ... | 18 | 48 |
| Eastleigh to Shawford..... | 2 | 68 | ... | ... | ... | ... | 2 | 68 | ... | ... |
| Sevenoaks to Tonbridge..... | 3 | 35 | ... | ... | ... | ... | ... | ... | 3 | 35 |
| Paddock Wood to Headcorn..... | 10 | 66 | ... | ... | ... | ... | ... | 35 | 10 | 31 |
| Bournemouth to Christchurch..... | 3 | 34 | ... | ... | ... | ... | ... | ... | 3 | 34 |
| Peckham Rye to Shortlands..... | 4 | 74 | ... | ... | ... | ... | ... | ... | 4 | 74 |
| Minor Widenings and Additions..... | 7 | 28 | ... | ... | ... | ... | ... | ... | 7 | 28 |
| Total | 76 | 63 | ... | ... | ... | ... | 3 | 23 | 73 | 40 |
| <i>Ditto, Year 1929</i> | <i>75</i> | <i>12</i> | ... | ... | ... | ... | <i>3</i> | <i>10</i> | <i>72</i> | <i>02</i> |

C.—MILEAGE OF LINES RUN OVER BY THE COMPANY'S ENGINES.

| Lines Owned by the Company | M. Ch. | | M. Ch. | | Year 1929. | |
|---|--------|-----|--------------|-----------|--------------|-----------|
| | M. | Ch. | M. | Ch. | M. | Ch. |
| Deduct not Worked by the Company..... | 2,162 | 43 | ... | ... | ... | ... |
| Lines Partly Owned..... | ... | ... | 2,149 | 53 | 2,145 | 00 |
| „ Leased or Worked by the Company..... | ... | ... | 4 | 71 | 4 | 71 |
| „ Leased or Worked Jointly..... | ... | ... | 24 | 63 | 24 | 63 |
| „ over which the Company exercises Running Powers continuously..... | ... | ... | 8 | 62 | 8 | 62 |
| Total | ... | ... | 2,209 | 64 | 2,205 | 11 |

No. II.—ROLLING STOCK.

A.—LOCOMOTIVES AND TENDERS.

| Description. | Wheel Type. | Number. | Empty Weight. Tons. | Year 1929. | |
|--|-------------|--------------|---------------------|--------------|--------|
| | | | | Number. | Seats. |
| Steam Tender Locomotives :— | 4-6-0 | 161 | 11,998 | 161 | ... |
| | 4-4-2 | 11 | 684 | 11 | ... |
| | 4-4-0 | 516 | 24,023 | 527 | ... |
| | 2-6-0 | 129 | 7,376 | 124 | ... |
| | 0-6-0 | 283 | 10,989 | 283 | ... |
| | 0-4-2 | 71 | 2,790 | 79 | 1,185 |
| Steam Tank Locomotives :— | 4-8-0 | 4 | 309 | 4 | ... |
| | 4-6-4 | 7 | 543 | 7 | ... |
| | 4-6-2 | 7 | 534 | 7 | ... |
| | 4-4-2 | 64 | 3,611 | 64 | ... |
| | 2-6-2 | 4 | 76 | 4 | ... |
| | 2-4-2 | 1 | 16 | 1 | ... |
| | 2-4-0 | 5 | 150 | 5 | ... |
| | 0-8-0 | 8 | 454 | 8 | ... |
| | 0-6-4 | 5 | 281 | 5 | ... |
| | 0-6-2 | 146 | 6,632 | 146 | ... |
| | 0-6-0 | 149 | 5,077 | 154 | ... |
| | 0-4-4 | 348 | 15,122 | 350 | ... |
| | 0-4-2 | 75 | 2,670 | 75 | ... |
| | 0-4-0 | 29 | 784 | 29 | 859 |
| Total Steam Locomotives | | 2,023 | 94,119 | 2,044 | |
| Tenders for Steam Locomotives | | 1,171 | ... | 1,185 | |

B.—RAIL MOTOR VEHICLES.

| Description. | Number of Vehicles | Seats. | | | Year 1929. | |
|---------------------|--------------------|--------------|---------------|---------------|---------------------|---------------|
| | | 1st Class. | 3rd Class. | Total. | Number of Vehicles. | Seats, Total. |
| Electric Power..... | 881 | 3,712 | 59,572 | 63,284 | 823 | 59,160 |
| Petrol Power..... | 1 | ... | 25 | 25 | 1 | 25 |
| Total | 882 | 3,712 | 59,597 | 63,309 | 824 | 59,185 |

C.—COACHING VEHICLES.

| Description. | Number. | Seats or Berths. | | | | Year 1929. | |
|--|--------------|------------------|--------------|----------------|----------------|--------------|-------------------------|
| | | 1st Class. | 2nd Class. | 3rd Class. | Total. | Number. | Seats or Berths, Total. |
| PASSENGER CARRIAGES. | | | | | | | |
| Steam Stock :— | | | | | | | |
| Carriages of uniform class | 3,644 | 20,944 | 1,783 | 172,921 | 195,648 | 3,669 | 196,314 |
| Composite Carriages..... | 1,692 | 27,410 | 400 | 55,892 | 83,702 | 1,683 | 84,138 |
| Restaurant Cars..... | 73 | 985 | ... | 989 | 1,974 | 53 | 1,674 |
| Total | 5,409 | 49,339 | 2,183 | 229,802 | 281,324 | 5,405 | 282,126 |
| Electric Stock :— | | | | | | | |
| Carriages of uniform class | 364 | ... | ... | 32,350 | 32,350 | 361 | 31,966 |
| Composite Carriages..... | 434 | 19,146 | ... | 15,316 | 34,462 | 445 | 34,636 |
| Total | 798 | 19,146 | ... | 47,666 | 66,812 | 806 | 66,602 |
| Total Passenger Carriages | 6,207 | | | 348,136 | | 6,211 | 348,728 |
| OTHER COACHING VEHICLES. | | | | | | | |
| Post Office Vans..... | 24 | | | | | 25 | |
| Luggage, Parcel, Milk, Fruit and Brake Vans..... | 1,571 | | | | | 1,612 | |
| Carriage Trucks..... | 330 | | | | | 367 | |
| Horse Boxes..... | 641 | | | | | 601 | |
| Miscellaneous..... | 66 | | | | | 72 | |
| Total other Coaching Vehicles | 2,632 | | | | | 2,677 | |
| Total Coaching Vehicles | 8,839 | | | | | 8,888 | |

No. II.—ROLLING STOCK—continued.

D.—MERCHANDISE AND MINERAL VEHICLES.

| Description. | Number. | Year 1929. | |
|---|---------------|---------------|--|
| | | Number. | |
| Open Wagons :— | | | |
| Under 8 tons | 55 | 68 | |
| 8 tons and under 10 tons | 2,001 | 2,218 | |
| 10 tons and under 12 tons | 12,197 | 12,388 | |
| 12 tons | 10,839 | 9,545 | |
| Over 12 tons and under 20 tons | 58 | 60 | |
| 20 tons and over (other than special) | 1 | 1 | |
| | 25,151 | 24,780 | |
| Covered Wagons :— | | | |
| Under 8 tons | 10 | 30 | |
| 8 tons and under 10 tons | 1,416 | 1,545 | |
| 10 tons and under 12 tons | 2,425 | 2,534 | |
| 12 tons | 400 | 291 | |
| | 4,251 | 4,400 | |
| Mineral Wagons :— | | | |
| 10 tons and under 12 tons | 13 | 14 | |
| 12 tons | 933 | 1,139 | |
| Over 12 tons and under 20 tons | 44 | 48 | |
| | 990 | 1,201 | |
| Special Wagons | 423 | 482 | |
| Cattle Trucks | 1,348 | 1,324 | |
| Rail and Timber Trucks (including Twin Trucks)..... | 1,188 | 1,344 | |
| Brake Vans | 868 | 927 | |
| Total | 34,219 | 34,458 | |

E.—SERVICE ROLLING STOCK.

| Description. | Number. | Year 1929. | |
|---|--------------|--------------|--|
| | | Number. | |
| Locomotives..... | 7 | 7 | |
| Ballast Wagons and Ballast Brake Vans | 1,066 | 1,076 | |
| Breakdown Cranes | 12 | 12 | |
| Coal, Coke, Ash and Sand Wagons | 197 | 180 | |
| Gasholder Trucks | 69 | 68 | |
| Mess and Tool Vans | 168 | 161 | |
| Timber, Rail and Sleeper Trucks | 189 | 193 | |
| Travelling Cranes | 56 | 55 | |
| Miscellaneous | 239 | 255 | |
| Total | 2,033 | 2,007 | |

No. III.—HORSES AND ROAD VEHICLES.

| Description. | Number. | Year 1929. | |
|------------------------------------|--------------|--------------|--|
| | | Number. | |
| Parcels and Goods Road Vehicles :— | | | |
| Motors | 351 | 316 | |
| Horse Wagons and Carts | 1,497 | 1,550 | |
| Miscellaneous | 8 | 9 | |
| Total | 1,856 | 1,875 | |
| Horses for Road Vehicles | 1,156 | 1,212 | |
| Horses for Shunting | 37 | 38 | |

No. IV.—STEAMBOATS.

| Description. | Date of Construction. | Indicated Horse-Power. | Net Registered Tonnage. |
|--|-----------------------|------------------------|-------------------------|
| | | | |
| Steamboats over 250 tons net :— | | | |
| Southsea | 1930 | 1,650 | 437.72 |
| Whippingham | 1930 | 1,650 | 437.72 |
| Isle of Guernsey | 1930 | 5,400 | 862.13 |
| Isle of Jersey | 1930 | 5,400 | 864.22 |
| Canterbury | 1929 | 9,300 | 1,155.00 |
| Deal | 1928 | 1,850 | 270.04 |
| Worthing | 1928 | 14,500 | 929.00 |
| Maidstone | 1926 | 1,850 | 269.85 |
| Ringwood | 1926 | 1,850 | 303.87 |
| Whitstable | 1925 | 1,850 | 269.98 |
| Maid of Kent | 1925 | 9,600 | 1,101.00 |
| Isle of Thanet | 1925 | 9,600 | 1,105.00 |
| Hythe | 1925 | 1,850 | 269.19 |
| Haslemere | 1925 | 1,850 | 305.00 |
| Fratton | 1925 | 1,850 | 305.12 |
| Tonbridge | 1924 | 1,850 | 266.68 |
| Minster | 1924 | 1,850 | 266.68 |
| St. Briac | 1924 | 5,200 | 918.35 |
| Dinard | 1924 | 5,200 | 916.63 |
| Lorina | 1918 | 4,748 | 629.27 |
| Maid of Orleans | 1918 | 10,000 | 937.00 |
| Ardena | 1915 | 1,896 | 432.72 |
| Biarritz | 1915 | 10,000 | 936.22 |
| Paris | 1913 | 14,000 | 712.21 |
| Hantonia | 1912 | 4,750 | 662.33 |
| Normannia | 1912 | 4,750 | 675.58 |
| Riviera | 1911 | 8,100 | 697.01 |
| Engadine | 1911 | 8,100 | 697.27 |
| Brittany | 1910 | 900 | 256.33 |
| Princess Ena | 1906 | 2,700 | 501.75 |
| Dieppe | 1905 | 6,500 | 565.58 |
| Arundel | 1900 | 5,000 | 444.65 |
| Vera | 1898 | 4,500 | 447.03 |
| Total, Year 1930 | 33 | 170,094 | 19,848.13 |
| <i>Ditto, Year 1929</i> | <i>31</i> | <i>167,518</i> | <i>18,280.98</i> |
| Steamboats of 250 tons net and under | 13 | 10,350 | 1704.43 |
| Grand Total, Year 1930 | 46 | 180,444 | 21,552.56 |
| <i>Ditto, Year 1929</i> | <i>44</i> | <i>178,278</i> | <i>20,107.91</i> |

No. V.—CANALS.

| Name. | Length. | |
|---------------------------------------|----------------------------|-----------|
| | M. | CH. |
| Owned by the Company :— | | |
| Gravesend and Higham | 3 | 08 |
| Jointly owned by the Company :— | | |
| Kensington | Total Length. CH. 33 | |
| Company's Proportion, one-third | ... | 11 |
| Total Length | 3 | 19 |

No. VI.—DOCKS, HARBOURS AND WHARVES.

| Situation. | Length of Quay. (Feet.) |
|---------------------------------------|----------------------------------|
| | |
| Cowes (Isle of Wight) | 864 |
| Folkestone | 4,190 |
| Gravesend | 278 |
| Langston | 450 |
| Newhaven | 5,134 |
| Port Victoria | 987 |
| Queenborough | 1,168 |
| Ryde | 1,134 |
| St. Helen's (Isle of Wight) | 778 |
| Southampton | 23,068 |
| Stonehouse Pool | 605 |
| Strood | 1,408 |
| Whitstable | 1,822 |
| Jointly owned by the Company :— | Total Length. Feet. 41,886 |
| Chelsea | 1,390 |
| Company's Proportion, one-third | 463 |
| Total Length | 42,349 |

No. VII.—HOTELS.

| Name. | Situation. |
|--|--|
| Owned and worked by the Company :— | |
| South Eastern | Deal. |
| Cannon Street | Cannon Street, London, E.C. 4. |
| Charing Cross | Strand, London, W.C. 2. |
| Craven | Craven Street, Strand, London, W.C. 2. |
| Owned but not worked by the Company :— | |
| Lord Warden | Dover. |
| Junction | Eastleigh. |
| Imperial | Hythe, Kent. |
| Grosvenor | Buckingham Palace Road, London, S.W.1. |
| London and Paris | Newhaven. |
| South Western | Southampton. |

No. VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

No. X.—MAINTENANCE OF WAY AND WORKS (ABSTRACT A).

| Land. | Acres. | Year 1929. |
|--|---------|------------|
| | | Acres. |
| Agricultural Land | 3,127 | 3,115 |
| Urban and Suburban Land | 2,038 | 2,057 |
| Houses. | Number. | Year 1929. |
| | | Number. |
| Labouring Class Dwellings | 1,775 | 1,775 |
| Houses and Cottages for Company's Servants | 4,353 | 4,276 |
| Other Houses and Cottages | 2,283 | 2,322 |

No. IX.—OTHER BUSINESSES.

(Not applicable to this Company).

| | | Year 1929. | |
|--|------------------|------------------|----------|
| | | M. | CH. |
| Principal Permanent Way materials used :— | | | |
| Ballast | 372,425 Cu. Yds. | 316,590 Cu. Yds. | |
| Rails | 30,871 Tons. | 31,422 Tons. | |
| Sleepers | 611,179 Number. | 686,193 Number. | |
| Miles maintained :— | | | |
| Miles of road | 2,173 | 78 | 2,169 25 |
| Miles of road reduced to single track:— | | | |
| Running Lines | 4,151 | 04 | 4,140 53 |
| Sidings | 1,202 | 19 | 1,202 01 |
| Length of track renewed | 187 | 49 | 204 22 |

No. XI.—MAINTENANCE OF ROLLING STOCK (ABSTRACT B).

| | In Company's Shops. | By Contractors | Total. | Year 1929. |
|---|---------------------|----------------|--------|------------|
| | Number | Number. | | Total. |
| Locomotives (Steam) :— | | | | |
| Renewals | 15 | ... | 15 | 21 |
| Heavy Repairs | 842 | ... | 842 | 929 |
| Light Repairs..... | 322 | ... | 322 | 216 |
| Under or awaiting repair at end of year | 151 | ... | 151 | 153 |
| Rail Motor Vehicles (Petrol) :— | | | | |
| Light Repairs | ... | ... | ... | 1 |
| Under or awaiting repair at end of year | 1 | ... | 1 | ... |
| Rail Motor Vehicles (Electric) :— | | | | |
| Heavy Repairs | 671 | ... | 671 | 420 |
| Light Repairs..... | 1,036 | ... | 1,036 | 1,113 |
| Under or awaiting repair at end of year | 77 | ... | 77 | 61 |
| Carriages converted for working by direct current | 70 | ... | 70 | 162 |
| Under conversion for working by direct current at end of year | ... | ... | ... | 12 |
| Coaching Vehicles :— | | | | |
| Passenger Carriages :— | | | | |
| Renewals | 176 | ... | 176 | 130 |
| Heavy Repairs | 1,391 | ... | 1,391 | 1,381 |
| Light Repairs..... | 15,673 | ... | 15,673 | 9,603 |
| Under or awaiting repair at end of year | 377 | ... | 377 | 345 |
| Converted for electric working | 57 | ... | 57 | 151 |
| Under conversion for electric working at end of year | 59 | ... | 59 | 65 |
| Other Coaching Vehicles :— | | | | |
| Renewals | 66 | 50 | 116 | 32 |
| Heavy Repairs | 561 | ... | 561 | 534 |
| Light Repairs..... | 4,159 | ... | 4,159 | 3,487 |
| Under or awaiting repair at end of year | 124 | ... | 124 | 171 |
| Merchandise and Mineral Vehicles :— | | | | |
| Renewals | 1,969 | ... | 1,969 | 1,444 |
| Heavy Repairs | 1,513 | ... | 1,513 | 1,955 |
| Light Repairs..... | 56,097 | ... | 56,097 | 56,524 |
| Under or awaiting repair at end of year | 1,189 | ... | 1,189 | 1,237 |

No. XII.—ENGINE MILEAGE.

| | A—MILES RUN IN RELATION TO THE COMPANY'S TOTAL TRAFFIC RECEIPTS. | B—MILES RUN IN RELATION TO THE COMPANY'S TOTAL EXPENDITURE. | C—MILES RUN BY THE COMPANY'S ENGINES. | | | |
|---|--|---|---------------------------------------|--------------------------|--------------------------|-------------------|
| | | | Steam Locomotives. | Electric Traction. | | Total. |
| | | | | Electric Motor Vehicles. | Any other form of Power. | |
| TRAIN MILES. (Loaded Trains):— | | | | | | |
| Coaching | 52,451,727 | 52,443,050 | 32,298,245 | 19,259,540 | 7,994 | 51,565,779 |
| Goods | 7,078,078 | 6,999,038 | 6,811,343 | ... | ... | 6,811,343 |
| Total | 59,529,805 | 59,442,088 | 39,109,588 | 19,259,540 | 7,994 | 58,377,122 |
| <i>Year 1929</i> | | | | | | |
| Coaching | 50,650,155 | 50,639,859 | 32,177,990 | 17,580,411 | 11,456 | 49,769,857 |
| Goods | 7,088,656 | 7,007,564 | 6,819,565 | ... | ... | 6,819,565 |
| Total | 57,738,811 | 57,647,423 | 38,997,555 | 17,580,411 | 11,456 | 56,589,422 |
| TOTAL TRAIN MILES. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey):— | | | | | | |
| Coaching | 53,918,411 | 53,906,200 | 33,461,397 | 19,538,586 | 8,001 | 53,007,984 |
| Goods | 7,364,350 | 7,268,473 | 7,040,591 | ... | ... | 7,040,591 |
| Total | 61,282,761 | 61,174,673 | 40,501,988 | 19,538,586 | 8,001 | 60,048,575 |
| <i>Year 1929</i> | | | | | | |
| Coaching | 52,127,588 | 52,113,467 | 33,384,425 | 17,827,047 | 11,618 | 51,223,090 |
| Goods | 7,387,454 | 7,286,342 | 7,060,044 | ... | ... | 7,060,044 |
| Total | 59,515,042 | 59,399,809 | 40,444,469 | 17,827,047 | 11,618 | 58,283,134 |
| SHUNTING MILES:— | | | | | | |
| Coaching | 2,621,156 | 2,620,384 | 2,634,427 | 7,962 | ... | 2,642,389 |
| Goods | 6,520,284 | 6,516,583 | 6,817,085 | ... | ... | 6,817,085 |
| Total | 9,141,440 | 9,136,967 | 9,451,512 | 7,962 | ... | 9,459,474 |
| <i>Year 1929</i> | | | | | | |
| Coaching | 2,632,632 | 2,632,243 | 2,645,011 | 9,936 | ... | 2,654,947 |
| Goods | 6,622,167 | 6,616,950 | 6,916,186 | ... | ... | 6,916,186 |
| Total | 9,254,799 | 9,249,193 | 9,561,197 | 9,936 | ... | 9,571,133 |
| OTHER MILES. (Assisting, Light, etc.) | | | | | | |
| | 3,258,047 | 4,902,157 | 4,890,569 | 14,128 | 670 | 4,905,367 |
| <i>ditto Year 1929</i> | <i>3,262,135</i> | <i>5,096,348</i> | <i>5,086,892</i> | <i>18,164</i> | <i>74</i> | <i>5,105,130</i> |
| TOTAL ENGINE MILES | 73,682,248 | 75,213,797 | 54,844,069 | 19,560,676 | 8,671 | 74,413,416 |
| <i>ditto Year 1929</i> | <i>72,031,976</i> | <i>73,745,350</i> | <i>55,092,558</i> | <i>17,855,147</i> | <i>11,692</i> | <i>72,959,397</i> |

No. XIII.—PASSENGER TRAFFIC AND RECEIPTS.

| Class of Passenger. | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Company's System. | Year 1929. | | | |
|---------------------|-------------|------------|-----------------------------|---|-------------|------------|-----------------------------|---|
| | | | | | Number. | Receipts. | Average Fare per Passenger. | Number originating on the Company's System. |
| Ordinary :— | | £ | s. d. | | | £ | s. d. | |
| 1st Class | 4,637,631 | 1,354,129 | 5 10-08 | 4,537,600 | 4,757,904 | 1,507,338 | 6 4-03 | 4,652,059 |
| 2nd „ | 602,309 | 439,049 | 14 6-95 | 602,309 | 572,141 | 414,980 | 14 6-07 | 572,141 |
| 3rd „ | 151,254,407 | 8,588,894 | 1 1-63 | 144,162,629 | 146,084,196 | 8,946,860 | 1 2-70 | 138,892,323 |
| Workmen | 60,029,045 | 886,940 | 3-55 | 58,577,459 | 57,423,663 | 838,188 | 3-50 | 56,053,346 |
| TOTAL | 216,523,392 | 11,269,012 | 1 0-49 | 207,879,997 | 208,837,904 | 11,707,366 | 1 1-45 | 200,169,869 |
| Season :— | | | | | | | | |
| 1st Class | 23,798 | 665,120 | ... | 23,390 | 24,486 | 689,365 | ... | 24,030 |
| 3rd „ | 165,670 | 2,191,350 | ... | 159,594 | 158,402 | 2,081,782 | ... | 151,063 |
| TOTAL | 189,468 | 2,856,470 | ... | 182,984 | 182,888 | 2,771,147 | ... | 175,093 |

No. XIV.—GOODS TRAFFIC AND RECEIPTS.

| | Tonnage. | Receipts. | Average Receipt per Ton. | Tonnage originating on the Company's System. | Year 1929. | | | |
|--|------------|-----------|--------------------------|--|------------|-----------|--------------------------|--|
| | | | | | Tonnage. | Receipts. | Average Receipt per Ton. | Tonnage originating on the Company's System. |
| | Tons. | £ | s. d. | Tons. | Tons. | £ | s. d. | Tons. |
| Merchandise (Excluding Classes 1-6) | 5,417,682 | 3,053,992 | 11 3-29 | 3,436,536 | 5,508,983 | 3,122,812 | 11 4-05 | 3,512,530 |
| Minerals and Merchandise (Classes 1-6) | 3,907,515 | 854,967 | 4 4-51 | 2,166,275 | 3,901,349 | 833,169 | 4 3-25 | 2,270,920 |
| Coal, Coke and Patent Fuel | 8,021,434 | 1,583,029 | 3 11-36 | 2,359,124 | 8,349,182 | 1,700,110 | 4 0-87 | 2,368,493 |
| TOTAL | 17,346,631 | 5,491,938 | 6 3-98 | 7,961,935 | 17,759,514 | 5,656,091 | 6 4-44 | 8,151,943 |
| | Number. | £ | | Number originating on the Company's System. | Number. | £ | | Number originating on the Company's System. |
| Live Stock | 968,666 | 83,696 | ... | 832,163 | 1,082,515 | 86,490 | ... | 941,405 |

No. XV. (A).—TONNAGE OF THE PRINCIPAL CLASSES OF MERCHANDISE AND MINERALS TRAFFIC ORIGINATING ON THE COMPANY'S SYSTEM CARRIED BY GOODS TRAINS.

| | Tons. | Year 1929 Tons. |
|---|-----------|-----------------|
| Bricks, Blocks and Tiles | 214,030 | 224,968 |
| Cement and Lime | 220,909 | 215,061 |
| Creosote, Tar and Pitch | 152,836 | 129,232 |
| Grain, Flour and Milling Offals | 406,640 | 443,822 |
| Gravel and Sand | 247,974 | 250,769 |
| Iron and Steel Blooms, Billets, Ingots, etc. | 7,447 | 7,013 |
| Iron and Steel Scrap | 119,275 | 156,273 |
| Iron and Steel, other descriptions | 55,978 | 65,481 |
| Iron Ore | 8,353 | 8,279 |
| Iron, Pig | 1,392 | 1,286 |
| Limestone and Chalk | 78,955 | 65,976 |
| Manure, Packed | 197,421 | 219,696 |
| Oilcake | 112,494 | 125,416 |
| Road Making and Road Repairing Material | 475,793 | 439,986 |
| Round Timber, including Mining | 58,790 | 41,362 |
| Timber, other than Round | 134,861 | 145,774 |
| Vegetables | 112,758 | 117,926 |
| TOTAL | 2,605,906 | 2,658,320 |

No. XV. (B).—LIVE STOCK TRAFFIC ORIGINATING ON THE COMPANY'S SYSTEM CARRIED BY GOODS TRAINS.

| | Number. | Year 1929 Number. |
|-----------------------|---------|-------------------|
| Horses | 4,696 | 5,766 |
| Cattle | 144,107 | 140,237 |
| Calves | 24,843 | 27,859 |
| Sheep and Lambs | 581,836 | 644,736 |
| Pigs | 75,815 | 121,751 |
| Miscellaneous | 866 | 1,056 |
| TOTAL | 832,163 | 941,405 |

No. XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.

| | Account No. | 1927. | 1928. | 1929. | 1930. |
|--|-------------|-------------|-------------|-------------|-------------|
| | | £ | £ | £ | £ |
| Total Expenditure on Capital Account | 4 | 155,228,935 | 156,308,080 | 158,088,522 | 159,389,717 |
| Gross Receipts from Businesses carried on by the Company | 8 | 27,072,933 | 26,516,895 | 26,507,018 | 25,890,141 |
| Revenue Expenditure on ditto | 8 | 21,906,289 | 21,143,111 | 20,914,249 | 20,701,720 |
| Net Receipts of ditto | 8 | 5,166,644 | 5,373,784 | 5,592,769 | 5,188,421 |
| " J " Joint Lines—Company's proportion of Net Revenue | 8 | Dr. 38,800 | Dr. 41,016 | Dr. 36,903 | Dr. 37,114 |
| Miscellaneous Receipts (Net) | 8 | 1,248,082 | 1,243,239 | 1,184,937 | 1,185,735 |
| Miscellaneous Charges | 8 | 156,375 | 181,595 | 192,838 | 203,115 |
| Net Revenue | 8 | 6,219,551 | 6,394,412 | 6,547,965 | 6,133,927 |
| Interest on Loans and Debenture Stocks, etc. | 9 | 1,753,957 | 1,753,947 | 1,753,933 | 1,753,167 |
| Dividends on Guaranteed and Preference Stocks | 9 | 2,501,278 | 2,601,278 | 2,601,278 | 2,676,278 |
| Balance after Payment of Preference Dividends | 9 | 1,964,316 | 2,039,187 | 2,192,754 | 1,704,482 |
| Dividend on Ordinary Stocks | 9 | 2,009,135 | 2,009,135 | 2,166,586 | 1,772,958 |
| Rate per cent. :— | | | | | |
| Preferred Ordinary | ... | 5 % | 5 % | 5 % | 5 % |
| Deferred Ordinary | ... | 2 % | 2 % | 2½ % | 1½ % |
| Surplus or Deficit | ... | 44,819 | 30,052 | 26,168 | 68,476 |
| Balance brought forward from previous year | 9 | 150,485 | 105,666 | 135,718 | 161,886 |
| Balance carried forward to subsequent year | 9 | 105,666 | 135,718 | 161,886 | 93,410 |

CERTIFICATES OF THE RESPONSIBLE OFFICERS AS TO THE UPKEEP OF THE COMPANY'S PROPERTY.

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, Canals and other Works, have, during the past year, been maintained in good working condition and repair.

7th January, 1931.

G. ELLSON, Chief Engineer.

CERTIFICATE RESPECTING THE ROLLING STOCK, &c.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools, have, during the past year, been maintained in good working condition and repair.

7th January, 1931.

R. E. L. MAUNSELL, Chief Mechanical Engineer.

CERTIFICATE RESPECTING THE STEAMBOATS, &c.

I hereby certify that the whole of the Company's Steamboats, Ferry Boats, Marine Workshops and Plant, have, during the past year, been maintained in good working condition and repair.

6th January, 1931.

G. R. NEWCOMBE, Marine Manager.

CERTIFICATE RESPECTING THE DOCKS, HARBOURS, &c.

I hereby certify that the whole of the Company's Docks, Buildings and other Works in connection therewith, have, during the past year, been maintained in good working condition and repair.

6th January, 1931.

G. R. NEWCOMBE, Docks Manager.

CERTIFICATE RESPECTING THE ELECTRICAL EQUIPMENT, &c.

I hereby certify that the whole of the Company's Buildings, Electrical Plant, Conductor Rail, Electric Rolling Stock, Machinery and Tools, have, during the past year, been maintained in good working condition and repair.

7th January, 1931.

HERBERT JONES, Electrical Engineer.

EVERARD BARING, Chairman of the Company.

(Signed for the Board of Directors)

F. H. WILLIS, Secretary of the Company.

AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Company and that the dividends proposed to be declared on the several Stocks and Shares are *bona fide* due thereon after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout. The present market value of the Company's Investments is, in the aggregate, below the amount at which they stand in the Balance Sheet.

JAMES FORD, F.C.A.

W. H. PEAT, F.C.A.

ALBERT W. WYON, F.C.A.

Auditors.

9th February, 1931.

I N D E X .

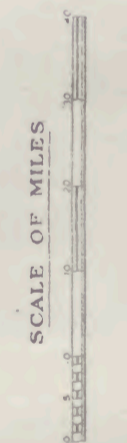
(Arabic Figures refer to Financial Accounts and Roman Figures to Statistical Returns).

| | NUMBER OF ACCOUNT OR RETURN. | PAGE. | | NUMBER OF ACCOUNT OR RETURN. | PAGE. | | NUMBER OF ACCOUNT OR RETURN. | PAGE. |
|--|------------------------------|-------|--|------------------------------|--------|--|------------------------------|--------|
| AUDITORS' CERTIFICATE | — | 18 | LAW CHARGES | 10 | 7 | RENEWAL FUNDS | 19 | 11 |
| BALANCE SHEET | 19 | 11 | LEASED LINES:— | | | RENTS PAID | 8 | 6 |
| CANALS:— | | | Capital Expenditure | 4 | 4 | RENTS RECEIVED:— | | |
| Capital Expenditure | 4 | 4 | Rent and Guaranteed Interest | 8 | 6 | Houses and Land | 8 | 6 |
| Revenue Receipts and Expenditure | 13 | 10 | Mileage | 1 | 12 | Hotels | 8 | 6 |
| Name and Length | V | 14 | LICENCE DUTY:— | | | Canals | 13 | 10 |
| CAPITAL:— | | | Road Transport Vehicles | 11 | 10 | Docks, Harbours and Wharves | 14 | 10 |
| Authorised and Created by the Company | 1 (a) | 3 | Hotels, etc. | 15 | 10 | Other Rents, including Lump-sum Tolls | 8 | 6 |
| Authorised and Created by the Company jointly with some other Company | 1 (b) | 3 | Collection and Delivery Vehicles | 16 | 11 | RESERVE FUND | 19 | 11 |
| Authorised and Created by some other Company on which the Company either jointly or separately guarantees fixed dividends | 1 (c) | 3 | LOCOMOTIVES:— | | | REVENUE RECEIPTS AND EXPENDITURE:— | | |
| Issued | 2 | 4 | Maintenance Expenditure | 10 (B) | 7, 8 | Railway | 10 | 7 |
| Raised by Loans and Debenture Stocks | 3 | 4 | Running Expenses | 10 (C) | 7, 8 | Road Transport | 11 | 10 |
| Receipts and Expenditure | 4 | 4 | Number and Description | II (A) | 13 | Steamboats | 12 | 10 |
| Details of Expenditure for Year | 5 | 5 | Number renewed, Number repaired, and Number under or awaiting repair | XI | 15 | Canals | 13 | 10 |
| Estimate of further Expenditure | 6 | 5 | Mileage | XII | 16 | Docks, Harbours and Wharves | 14 | 10 |
| Powers Available to meet further Expenditure | 7 | 6 | MAINTENANCE:— | | | Hotels | 15 | 10 |
| CARRIAGES:— | | | Of Way and Works | 10 (A) | 7, 8 | Collection and Delivery of Parcels and Goods | 16 | 11 |
| Maintenance Expenditure | 10 (B) | 7, 8 | Quantities of principal Materials used | X | 15 | Other separate Businesses | 17 | 11 |
| Mileage, Demurrage and Hire | 10 (H) | 7, 9 | Miles maintained | X | 15 | Jointly owned and jointly leased lines | 8 (J) | 0, 9 |
| Number and Seating Accommodation | II (C) | 13 | Length of Track renewed | X | 15 | Miscellaneous Receipts (Net) | 8 | 6 |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 15 | Of Rolling Stock | 10 (B) | 7, 8 | Summary | 8 | 6 |
| CERTIFICATES:— | | | Numbers renewed, Numbers repaired, and Numbers under or awaiting repair | XI | 15 | ROAD TRANSPORT:— | | |
| Auditors | — | 18 | Of Horses, Horse Vehicles, and Motor Vehicles | 11, 16 | 10, 11 | Revenue Receipts and Expenditure | 11 | 10 |
| Officers responsible for Maintenance | — | 18 | Buildings for Road Transport and Collection and Delivery | 11, 16 | 10, 11 | ROAD VEHICLES:— | | |
| COLLECTION AND DELIVERY OF PARCELS AND GOODS:— | | | Steamboats | 12 | 10 | Capital Expenditure | 4, 5 | 4, 5 |
| Receipts and Expenditure | 16 | 11 | Canals | 13 | 10 | Cost of Maintenance:— | | |
| COMPENSATION | 10 | 7 | Docks, Harbours and Wharves | 14 | 10 | For Collection and Delivery | 16 | 11 |
| DIVIDENDS PAYABLE | 9 | 6 | Hotels | 15 | 10 | For Road Transport | 11 | 10 |
| DOCKS, HARBOURS AND WHARVES:— | | | Electric Power Stations, &c. | 18 | 11 | Number | III | 14 |
| Capital Expenditure | 4-6 | 4, 5 | MANUFACTURING AND REPAIRING WORKS AND PLANT:— | | | ROLLING STOCK:— | | |
| Revenue Receipts and Expenditure | 14 | 10 | Capital Expenditure | 4, 5 | 4, 5 | Capital Expenditure | 4, 5 | 4, 5 |
| Situation and Length of Quay | VI | 14 | Maintenance of Workshops | 10 (A) | 7, 8 | Maintenance Expenditure | 10 (B) | 7, 8 |
| ELECTRIC POWER AND LIGHT:— | | | MILEAGE, DEMURRAGE AND WAGON HIRE | 10 (H) | 7, 9 | Receipts and Payments for Mileage, Demurrage and Hire | 10 (H) | 7, 9 |
| Capital Expenditure on Power Stations, &c. | 4, 5 | 4, 5 | MILEAGE OF ENGINES AND TRAINS | XII | 16 | Numbers and Description | II | 13, 14 |
| Cost of Generation and Distribution | 18 | 11 | MILEAGE OF LINES | I | 12 | Numbers renewed, Numbers repaired, and Numbers under or awaiting repair | XI | 15 |
| Number of Units supplied | 18 | 11 | NATIONAL INSURANCE | 10 | 7 | Mileage of Engines and Trains | XII | 16 |
| ELECTRIC MOTOR VEHICLES:— | | | NET REVENUE:— | | | RUNNING POWERS:— | | |
| Number and Seating Accommodation | II (B) | 13 | Amount of | 8 | 6 | Receipts and Payments in respect of Mileage of Lines over which exercised | 10 (G) | 7, 9 |
| Number renewed, Number repaired, and Number under or awaiting repair | XI | 15 | Proposed Appropriation | 9 | 6 | Mileage of Lines over which exercised | I (C) | 13 |
| Mileage | XII | 16 | PARLIAMENTARY EXPENSES | 10 | 7 | SERVICE ROLLING STOCK | II (E) | 14 |
| ENGINE MILEAGE | XII | 16 | PROPOSED APPROPRIATION OF NET REVENUE | 9 | 6 | STEAMBOATS:— | | |
| GARAGES, STABLES, &c. | 4 | 4 | RAIL MOTOR VEHICLES:— | | | Capital Expenditure | 4, 5 | 4, 5 |
| GENERAL CHARGES | 10 (E) | 7, 8 | Maintenance Expenditure | 10 (B) | 7, 8 | Revenue Receipts and Expenditure | 12 | 10 |
| GOVERNMENT DUTY | 10 | 7 | Number and Seating Accommodation | II (B) | 13 | Date of Construction, Indicated Horse Power and Registered Tonnage | IV | 14 |
| HARBOURS (see DOCKS). | | | Number renewed, Number repaired, and Number under or awaiting repair | XI | 15 | SUBSCRIPTIONS TO OTHER UNDERTAKINGS:— | | |
| HORSES:— | | | Mileage | XII | 16 | Amount and Nature of Security or Investment | 4 (a) | 4 |
| FOR ROAD VEHICLES:— | | | RAILWAY:— | | | SUMMARY OF FINANCIAL RESULTS | XVI | 17 |
| Number | III | 14 | Total Capital expended upon | 4-6 | 4, 5 | TRAFFIC EXPENSES | 10 (D) | 7, 8 |
| Cost of Maintenance:— | | | Revenue Receipts and Expenditure | 10 | 7 | TRAFFIC RECEIPTS:— | | |
| For Collection and Delivery | 16 | 11 | Mileage | 1 | 12 | Railway | 10 | 7 |
| For Road Transport | 11 | 10 | RAILWAY FREIGHT REBATES (ANTI-CIPATION) FUND—DEFICIENCY | 10 | 7 | Receipts and Payments in respect of Running Powers | 10 (G) | 7, 9 |
| FOR SHUNTING:— | | | RATE RELIEF:— | | | Passengers carried and average Fare | XIII | 17 |
| Number | III | 14 | Railway | 10 | 7 | Passengers originating on the Company's System | XIII | 17 |
| HOTELS:— | | | Canals | 13 | 10 | Goods carried and average Receipt per ton Goods originating on the Company's System | XIV | 17 |
| Capital Expenditure | 4, 5 | 4, 5 | Docks | 14 | 10 | Principal classes of Merchandise and Minerals Traffic originating on the Company's System | XV (A) | 17 |
| Revenue Receipts and Expenditure | 15 | 10 | Hotels | 15 | 10 | Live Stock Traffic originating on the Company's System | XV (B) | 17 |
| Rents received from | 8 | 6 | Collection and Delivery of Parcels and Goods | 16 | 11 | Joint Lines | 8 (J) | 6, 9 |
| Name and Situation | VII | 14 | Electric Power Stations | 18 | 11 | Steamboats | 12 | 16 |
| HOUSES (see LAND, PROPERTY, &c.). | | | RATES:— | | | TRAIN MILEAGE | XII | 16 |
| INTEREST PAID | 8, 9 | 6 | Railway | 10 | 7 | WAGONS:— | | |
| INTEREST RECEIVED | 8 | 6 | Road Transport | 11 | 10 | Maintenance Expenditure | 10 (B) | 7, 8 |
| INTERIM DIVIDENDS PAID | 9 (a) | 6 | Canals | 13 | 10 | Mileage, Demurrage and Hire | 10 (H) | 7, 9 |
| JOINT LINES:— | | | Docks | 14 | 10 | Number and Description | II (D) | 14 |
| Capital Expenditure | 4, 5 | 4, 5 | Hotels | 15 | 10 | Number renewed, Number repaired, and Number under or awaiting repair | XI | 15 |
| Revenue Receipts and Expenditure | 8 (J) | 6, 9 | Collection and Delivery of Parcels and Goods | 16 | 11 | RATES TRIBUNAL EXPENSES | 10 | 7 |
| LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS:— | | | Electric Power Stations | 18 | 11 | | | |
| Capital Expenditure | 4, 5 | 4, 5 | RATES:— | | | | | |
| Rents Received | 8 | 6 | Railway | 10 | 7 | | | |
| Acreeage of Land and Number of Houses | VIII | 15 | Road Transport | 11 | 10 | | | |
| | | | Canals | 13 | 10 | | | |
| | | | Docks | 14 | 10 | | | |
| | | | Hotels | 15 | 10 | | | |
| | | | Collection and Delivery of Parcels and Goods | 16 | 11 | | | |
| | | | Electric Power Stations | 18 | 11 | | | |
| | | | RATES TRIBUNAL EXPENSES | 10 | 7 | | | |



SOUTHERN RAILWAY

MAP OF SYSTEM



- LINES OWNED BY THE COMPANY
- - - LINES PARTLY OWNED
- LINES LEASED OR WORKED BY THE COMPANY
- - - LINES LEASED OR WORKED JOINTLY
- LINES OVER WHICH THE COMPANY EXERCISES RUNNING POWERS CONTINUOUSLY
- - - OTHER COMPANIES LINES

WATFORD & EDES LIMITED LONDON, SUNTAY & WATFORD

**SOUTHERN
RAILWAY COMPANY**

**Report of the Directors
WITH
Accounts and Returns**

For the year 1930

NOTICE OF MEETING

(As advertised).

NOTICE is hereby given that the next **ANNUAL GENERAL MEETING** of the Southern Railway Company will be held at Cannon Street Hotel in the City of London on Thursday, the 26th day of February, 1931, at 11.30 a.m. for the purpose of receiving the Accounts for the past year and transacting general business.

F. H. WILKIN, Secretary.

Waterloo Station, London.

9th February, 1931

**ANNUAL MEETING - 26th FEB., 1931.
DIVIDEND PAYABLE - 4th MARCH, 1931.**

THE
UNDERGROUND ELECTRIC RAILWAYS COMPANY
OF LONDON, LIMITED

(Incorporated under the Companies Acts 1862 to 1900.)

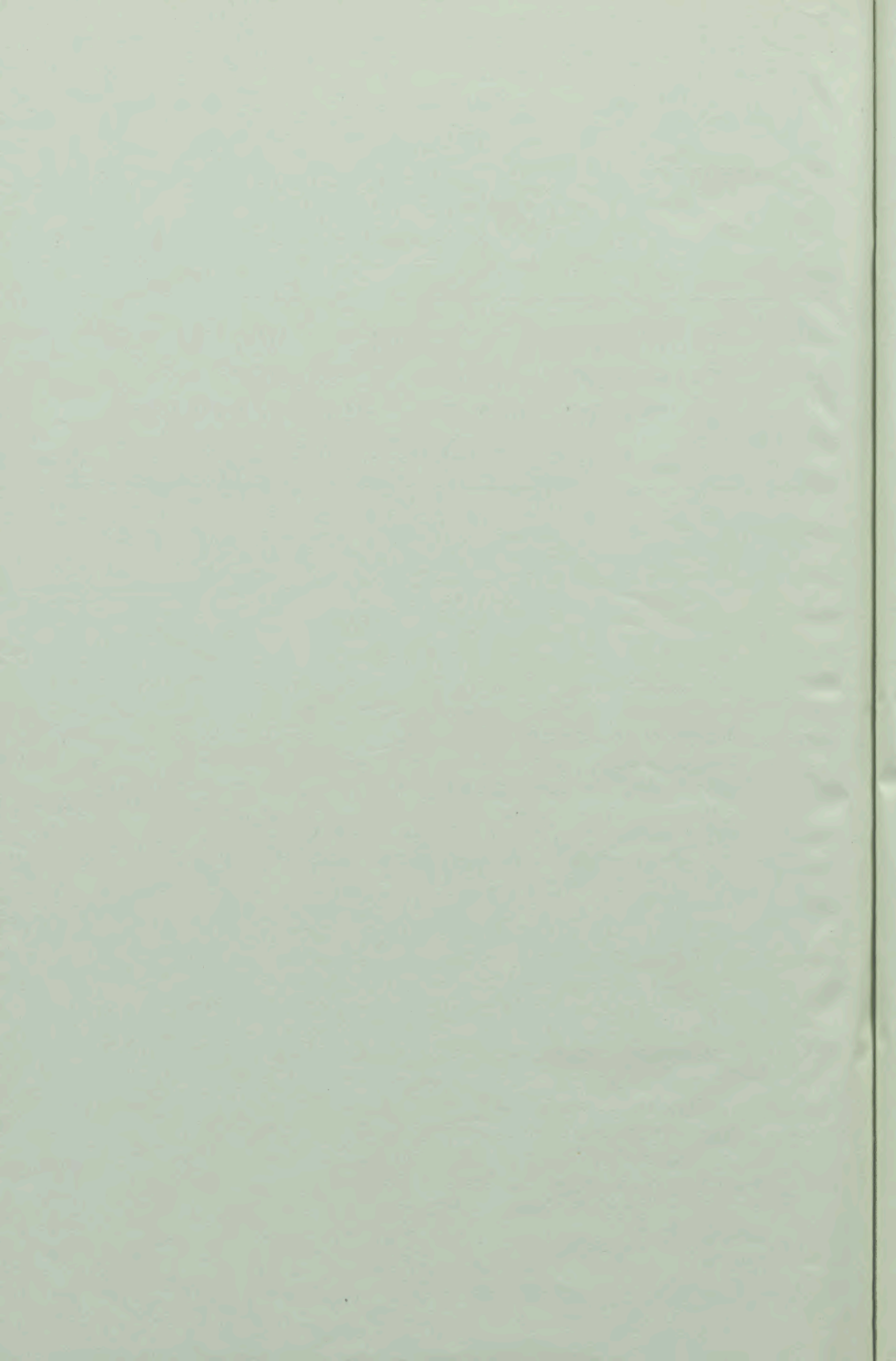
OFFICES : 55, BROADWAY, WESTMINSTER, S.W. 1.

THIRTY-THIRD REPORT OF THE
DIRECTORS AND STATEMENT OF
ACCOUNTS FOR THE YEAR ENDED
31st DECEMBER, 1930.

TO BE SUBMITTED TO THE MEMBERS
AT THE ORDINARY GENERAL MEETING, TO
BE HELD AT THE CAXTON HALL, CAXTON
STREET, WESTMINSTER, S.W. 1, ON THURSDAY,
THE 26TH DAY OF FEBRUARY, 1931, AT 11 O'CLOCK
IN THE FORENOON.

DIRECTORS.

- THE RIGHT HONOURABLE LORD ASHFIELD, *Chairman and Managing Director*,
55, Broadway, Westminster, London, S.W. 1.
- HENRY AUGUSTUS VERNET, ESQ., *Deputy Chairman*, 24, Old Broad Street, London, E.C. 2.
- FRANK PICK, ESQ., *Managing Director*, 55, Broadway, Westminster, London, S.W. 1.
- BRIGADIER-GENERAL THE HONOURABLE ARTHUR MELLAND ASQUITH, D.S.O.,
1, London Wall Buildings, London, E.C. 2.
- EVELYN BARING, ESQ., 8, Bishopsgate, London, E.C. 2.
- THE RIGHT HONOURABLE THE EARL OF BESSBOROUGH, G.C.M.G., J.P., D.L.,
93, Eaton Square, London, S.W. 1.
- SIR MAX JULIUS BONN, K.B.E., 41, Threadneedle Street, London, E.C. 2.
- THE RIGHT HONOURABLE LORD COLWYN, Queen's Lodge, Colwyn Bay, North Wales.
- SIR JAMES DEVONSHIRE, K.B.E., Wall House, 1, The Green, Wimbledon Common, S.W. 19.
- THE RIGHT HONOURABLE LORD FARRER, Abinger Hall, Dorking, Surrey.
- THE RIGHT HONOURABLE SIR ROBERT STEVENSON HORNE, G.B.E., K.C., M.P.,
72, Devonshire House, London, W. 1.
- COL. SIR HERBERT JEKYLL, R.E., K.C.M.G., Munstead House, Godalming, Surrey.
- SOLOMON BARNATO JOEL, ESQ., J.P., 10 and 11, Austin Friars, London, E.C. 2.
- THE VISCOUNT KNUTSFORD, Kneesworth Hall, Royston, Herts.
- GORDON LEITH, ESQ., C.B., C.B.E., 82, King William Street, London, E.C. 4.
- THE RIGHT HONOURABLE LORD NEWTON, J.P., D.L., 75, Eaton Square, London, S.W. 1.
- THE RIGHT HONOURABLE LORD SOUTHBOROUGH, G.C.B.,
17, Airlie Gardens, Campden Hill, London, W.8.



THE UNDERGROUND ELECTRIC RAILWAYS COMPANY OF LONDON, LIMITED.

REPORT OF THE DIRECTORS

TO BE SUBMITTED TO THE MEMBERS AT THE ORDINARY GENERAL MEETING OF THE COMPANY, TO BE HELD AT THE CAXTON HALL, CAXTON STREET, WESTMINSTER, S. W. 1, ON THURSDAY, THE 26TH DAY OF FEBRUARY, 1931, AT 11 O'CLOCK IN THE FORENOON.

1. Your Directors submit the Statement of Accounts for the year ended 31st December, 1930.

INCOME AND EXPENDITURE.

2. The following is a summary of your Company's Income and Expenditure as shown in the Profit and Loss Account on page 5.

| | Year 1930. | Increase + Decrease - Compared with 1929. |
|---|------------|---|
| INCOME— | £ | £ |
| Income from Investments | 1,235,829 | + 76,801 |
| Miscellaneous Income | 23,792 | + 287 |
| | 1,259,621 | + 77,088 |
| EXPENDITURE | 40,560 | - 28,760 |
| Net Income | 1,219,061 | + 105,848 |
| Deduct— | £ | |
| Interest on the 5 per cent. First Mortgage Debenture Stock | 250,440 | + 50,440 |
| Interest on the 6 per cent. First Cumulative Income Debenture Stock | 76,380 | — |
| Interest on £414,270 6 per cent. Income Bonds .. | 24,856 | - 217,230 |
| | 351,676 | |
| Add— | £ | |
| Balance brought forward from last Account | 631,039 | |
| Less Final Dividend for the Year 1929 .. | 365,089 | |
| | 265,950 | + 3,445 |
| Add Transferred from Special Reserve for Equalisation of Interest | 86,242 | |
| | 352,192 | + 86,242 |
| Deduct— | | |
| Amount of Commission, Discount, etc., written off | 10,520 | + 520 |
| Balance carried to Balance Sheet | 1,209,057 | + 361,805 |

3. The Option to exchange the 6 per cent. Income Bonds for £1 Ordinary Shares expired on 30th June, 1930, by which date £5,915,780 Bonds had been converted, leaving £414,270 Bonds outstanding. These have been drawn for redemption on 2nd March, 1931, at 103 per cent. plus accrued interest.

4. An interim dividend of 3 per cent. was paid on £10,700,990 Ordinary Shares of the Company on the 6th August last in respect of the half-year ended 30th June, and the Revenue of your Company enables your Directors to recommend the payment of a final dividend of 5 per cent. on £10,700,990 Ordinary Shares for the half-year ended 31st December. The total dividend for the year is therefore 8 per cent., leaving a balance of £352,977 to be carried forward. The dividend on the Ordinary Shares for the year 1929 was 8 per cent. (3 per cent. on £7,207,073 for the half-year ended 30th June, and 5 per cent. on £7,301,781 for the half-year ended 31st December) with a balance of £265,950 carried forward.

The Special Reserve for Equalisation of Interest on the 6 per cent. First Cumulative Income Debenture Stock and 6 per cent. Income Bonds, viz., £86,242, is no longer required. It has therefore been transferred to Profit and Loss Account, thus increasing the amount to be carried forward.

CAPITAL AND INVESTMENTS.

5. During the year your Directors created and issued £2,750,000 of 5 per cent. First Mortgage Debenture Stock. Out of the proceeds of this issue a temporary loan of £1,745,000 from a Subsidiary Company was repaid.

The book value of the Investments of your Company as shown in the Capital Account is increased by £405,974. This is mainly due to an increase of your Company's holdings in the shares of the London and Suburban Traction Company, Limited, Associated Equipment Company, Limited, Associated Acceptances, Limited, and the North Metropolitan Electric Power Supply Company, less part of your Company's holding of 5 per cent. "A" Debenture Stock of the London and Suburban Traction Company, Limited, redeemed. As Four Wheel Drive Motors, Limited, and Hardy Rail Motors, Limited, should be treated as subsidiaries of the Associated Equipment Company, Limited, your Company's share holdings in those two Companies have been sold to the latter Company.

ASSOCIATED COMPANIES.

FINANCIAL RESULTS.

6. A Supplement containing information regarding the Common Fund Companies and the Subsidiary Companies of the London and Suburban Traction Company, Limited, is enclosed with this Report.

7. The Associated Equipment Company, Limited, paid an interim dividend of 4 per cent., free of tax, on an Ordinary Share Capital of £1,100,000 on 6th August last, and has declared a final dividend of 6 per cent., free of tax, on an Ordinary Share Capital of £1,500,000, leaving a balance of £214,802 to be carried forward. In 1929, a dividend of 8 per cent., free of tax, was paid on an Ordinary Share Capital of £1,100,000 and £207,843 was carried forward.

GENERAL.

8. Your Directors deeply regret to record the death on the 19th January, 1931, of Mr. C. J. Cater Scott, who was elected a Director in 1902, on the formation of your Company. He was Chairman of the London General Omnibus Company, Limited, from 1912 until 1919 when the Board was reconstituted and then became Deputy Chairman. He was also a Director of the London Electric Railway Company since 1919. He had served your Company and its Associated Companies faithfully and well for many years.

9. The Directors retiring by rotation are The Rt. Hon. Lord Colwyn, The Rt. Hon. Sir R. S. Horne, G.B.E., K.C., M.P., The Viscount Knutsford, The Rt. Hon. Lord Southborough, G.C.B., and Mr. H. A. Vernet, who, being eligible, offer themselves for re-election.

The Auditors, Messrs. Deloitte, Plender, Griffiths & Co., also retire, and offer themselves for re-election.

ASHFIELD,

Chairman and Managing Director.

LONDON, 12th February, 1931.

The Dividend Warrants will be posted on the 7th March, 1931.

THE UNDERGROUND ELECTRIC RAILWAYS COMPANY OF LONDON, LIMITED.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31ST DECEMBER, 1930.

Dr.

Cr.

| | Year 1929. | | | Year 1929. | | |
|--|------------|-----------------|---|------------|-----------------|---------|
| | £ s. d. | £ | | £ s. d. | £ | |
| To Directors' Fees (as required to be stated by Section 128 Companies Act 1929) ... | £ | 10,922 14 9 | By Income from Investments as per Statement (page 9, column 10) ... | £ | 1,235,829 6 4 | |
| Less Borne by Subsidiary Companies ... | £ | 5,248 12 7 | „ Miscellaneous Income ... | £ | 23,791 7 7 | |
| | £ | 5,674 2 2 | | | | |
| „ Trustees' and Auditors' Fees, Salaries, Legal and General Office Expenses | £ | 10,897 16 9 | | | | |
| „ General Interest (Net) ... | £ | 23,188 16 5 | | | | |
| „ Income Tax ... | £ | 775 8 1 | | | | |
| „ Loss on Foreign Exchange on Coupons payable abroad ... | £ | 23 12 5 | | | | |
| „ Interest on £6,750,000 5 per cent. First Mortgage Debenture Stock (part year only on £2,250,000) ... | £ | 250,439 17 1 | | | | |
| „ Interest on £1,273,000 6 per cent. First Cumulative Income Debenture Stock ... | £ | 76,380 0 0 | | | | |
| „ Interest on £414,270 6 per cent. Income Bonds ... | £ | 24,856 4 0 | | | | |
| „ Balance carried down ... | £ | 867,384 17 0 | | | | |
| | £ | 1,259,620 13 11 | | £ | 1,259,620 13 11 | |
| To amount of Commission, Discount, etc., written off ... | £ | 10,520 0 0 | By Balance brought down ... | £ | 867,384 17 0 | |
| „ Balance carried to Balance Sheet ... | £ | 1,209,056 10 2 | „ Balance brought forward from last account ... | £ | 631,039 3 6 | |
| | £ | 1,219,576 10 2 | Less:— | | | |
| | | | Final Dividend on Ordinary Share Capital for the Year 1929... | £ | 365,089 1 0 | |
| | | | | £ | 265,950 2 6 | |
| | | | Add:— | | | |
| | | | Transferred from Special Reserve for Equalisation of Interest ... | £ | 86,241 10 8 | |
| | | | | £ | 352,191 13 2 | |
| | £ | 857,251 | | £ | 1,219,576 10 2 | |
| | | | | | £ | 857,251 |

COMPANY OF LONDON, LIMITED.

31ST DECEMBER, 1930.

| | Year 1929. | | | Year 1929. | |
|---|------------------|-----------|--|------------------------|-----------|
| | £ s. d. | £ | | £ s. d. | £ |
| Balance from page 6, being difference between Receipts and Expenditure on Capital Account. | 896,275 10 6 | — | Balance from page 6, being difference between Receipts and Expenditure on Capital Account... | — | 1,369,085 |
| Special Reserve for Equalisation of Interest on the 6 per cent. First Cumulative Income Debenture Stock and 6 per cent. Income Bonds ... | — | 86,242 | Amounts due by Subsidiary Companies :— | | |
| Interest and Dividends unclaimed ... | 15,760 7 2 | 16,065 | On Loan Accounts ... | £ s. d. 354,824 6 0 | 714,789 |
| Amounts due to Subsidiary Companies :— | | | On Current Accounts ... | 955,827 5 1 | 486,617 |
| On Temporary Loan Account (secured) ... | £ s. d. — | 1,745,000 | Sundry Debtors and Income Tax recoverable from final Dividend ... | 913,551 11 1 | 104,224 |
| On Current Accounts ... | 3,443 18 11 | 38,701 | Treasury Bills ... | 29,909 12 11 | — |
| Temporary Loan ... | 439,500 0 0 | — | Cash at Bankers on Current and Deposit Accounts | 806,112 4 2 | 9,944 |
| Creditors and Sundry Suspense Accounts ... | 21,250 11 7 | 20,817 | | | |
| Amount payable for Interest on— | £ s. d. | | <i>including Dividends declared subject to confirmation by the General Meetings of the respective Companies.</i> | | |
| £6,750,000 5 per cent. First Mortgage Debenture Stock, less Tax ... | 33,680 13 1 | 20,603 | | | |
| £1,273,000 6 per cent. First Cumulative Income Debenture Stock, less Tax ... | 29,597 5 0 | 30,552 | | | |
| £414,270 6 per cent. Income Bonds, less Tax ... | 9,631 15 7 | 95,640 | | | |
| | 72,909 13 8 | 146,795 | | | |
| Balance brought from Profit and Loss Account ... | 1,209,056 10 2 | | | | |
| Less Interim Dividend at 3 per cent. on £10,700,990 * Ordinary Share Capital paid 6th August, 1930 | 321,029 14 0 | 631,039 | | | |
| | 888,026 16 2 | | | | |
| <small>The Company is under contingent liability to the London and Suburban Traction Company Limited for one-half of £111,000 Loans made to the London United Tramways Limited.</small> | | | | | |
| | £ 2,337,166 18 0 | 2,684,659 | | £ 2,337,166 18 0 | 2,684,659 |

H. A. VERNET,
SOUTHBOROUGH, } Directors.

Jno. C. MITCHELL, Secretary of the Company.

C. S. LOUCH, Accountant of the Company.

REPORT OF THE AUDITORS TO THE MEMBERS OF THE UNDERGROUND ELECTRIC RAILWAYS COMPANY OF LONDON, LIMITED.

We have examined the above Balance Sheet with the Books and Vouchers of the Company, and have obtained all the information and explanations we have required. We report that in our opinion such Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs, according to the best of our information and the explanations given to us, and as shown by the books of the Company.

5, LONDON WALL BUILDINGS, LONDON, E.C.2.
16th February, 1931.

DELOITTE, PLENDER, GRIFFITHS & CO., } Auditors.
Chartered Accountants.

THE COMPANIES ACT, 1929.

have been included in the Profit and Loss Account to the extent of

following qualifications, viz. :—

COMPANY, LIMITED.

Renewals made by the Subsidiary Companies.

WAYS, LIMITED.

WAYS, LIMITED.

tion and Renewals during the year.

AND LIGHTING COMPANY, LIMITED.

Renewals Fund.

H. A. VERNET,
SOUTHBOROUGH, } Directors.

Statement of Capital issued by Companies associated with the Underground Electric Railways Company of London, Limited, showing the amount held by the Public, by Associated Companies, and by the Underground Company, together with the interest and dividends received or receivable therefrom by the Underground Company.

| Name of Company. | Total Capital Issued and Outstanding. | Capital held by Public. | Capital held by Associated Companies. | Capital held by U. E. R. Co. of L., Ltd. | | | Interest and Dividends received or receivable by U. E. R. Co. of L., Ltd. | | | |
|---|---------------------------------------|-------------------------|--|--|------------------------|-----------|---|-------|--------------|------|
| | | | | Deposited with Trustees under Trust Deeds. | Amount of Free Assets. | Total. | Percentage of Total held by U.E.R. Co. | 1930. | 1929. | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) |
| 1. Companies participating in Common Fund— | | | | | | | | | | |
| 2. Metropolitan District Railway Co. ... | †15,187,824 | 11,846,324 | ... | ... | 3,341,500 | ... | ... | ... | 165,725 0 0 | ... |
| 3. 3% Consolidated Rent Charge Stock ... | 2,116,666 | 2,116,666 | ... | ... | ... | ... | ... | ... | ... | ... |
| 4. 4% Midland Rent Charge Stock ... | 350,000 | 350,000 | ... | ... | ... | ... | ... | ... | ... | ... |
| 5. 4% Prior Lien Debenture Stock ... | 744,586 | 744,586 | ... | ... | ... | ... | ... | ... | ... | ... |
| 6. 6% Debenture Stock ... | 1,211,625 | 1,211,625 | ... | ... | ... | ... | ... | ... | ... | ... |
| 7. 4% Debenture Stock ... | 1,624,200 | 1,624,200 | ... | ... | ... | ... | ... | ... | ... | ... |
| 8. 5% (Redeemable) Debenture Stock ... | 1,500,000 | 1,500,000 | ... | ... | ... | ... | ... | ... | ... | ... |
| 9. 4% Guaranteed Stock ... | 1,435,747 | 1,435,747 | ... | ... | ... | ... | ... | ... | ... | ... |
| 10. 4½% First Preference Stock ... | *1,500,000 | 1,410,000 | ... | ... | ... | ... | ... | ... | ... | ... |
| 11. 5% Second Preference Stock ... | 1,470,000 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 12. Ordinary Stock ... | 3,235,000 | 1,453,500 | ... | ... | ... | ... | ... | ... | ... | ... |
| 13. London Electric Railway Co. ... | § 31,853,610 | 22,439,620 | ... | ... | 9,413,990 | ... | ... | ... | 466,188 2 0 | ... |
| 14. 4% Debenture Stock ... | 5,296,000 | 5,295,573 | ... | ... | 427 | ... | ... | ... | 17 1 8 | 4 |
| 15. 5% (Redeemable) Debenture Stock ... | 8,450,000 | 8,450,000 | ... | ... | ... | ... | ... | ... | ... | ... |
| 16. 4½% (Redeemable) Second Debenture Stock ... | 5,606,000 | 5,606,000 | ... | ... | ... | ... | ... | ... | ... | ... |
| 17. 4% Preference Stock ... | 3,173,670 | 2,722,957 | ... | ... | 247 | ... | ... | ... | 18,028 10 4 | 4 |
| 18. Consolidated Ordinary Stock ... | 9,327,940 | 365,090 | ... | ... | ... | ... | ... | ... | 448,142 10 0 | 5 |
| 19. City and South London Railway Co. ... | 9,967,000 | 8,504,013 | ... | ... | 1,462,987 | ... | ... | ... | 73,149 7 0 | ... |
| 20. 4% Debenture Stock ... | 1,118,000 | 1,118,000 | ... | ... | ... | ... | ... | ... | ... | ... |
| 21. 4½% (Redeemable) Second Debenture Stock ... | 6,519,000 | 6,519,000 | ... | ... | ... | ... | ... | ... | ... | ... |
| 22. 5% Preference Stocks ... | 850,000 | 850,000 | ... | ... | ... | ... | ... | ... | ... | ... |
| 23. Consolidated Ordinary Stock ... | 1,480,000 | 17,013 | ... | ... | 1,460,360 | ... | ... | ... | 73,149 7 0 | 5 |
| 24. Central London Railway Co. ... | 5,864,000 | 5,862,400 | ... | ... | 1,600 | ... | ... | ... | 80 0 0 | ... |
| 25. 4% Debenture Stock ... | 926,000 | 926,000 | ... | ... | ... | ... | ... | ... | ... | ... |
| 26. 4½% (Redeemable) Debenture Stock ... | 458,000 | 458,000 | ... | ... | ... | ... | ... | ... | ... | ... |
| 27. 5% (Redeemable) Debenture Stock, 1935 ... | 150,000 | 150,000 | ... | ... | ... | ... | ... | ... | ... | ... |
| 28. 5% (Redeemable) Debenture Stock, 1985/95 ... | 850,000 | 850,000 | ... | ... | ... | ... | ... | ... | ... | ... |
| 29. 4½% Preference Stocks ... | 480,000 | 480,000 | ... | ... | ... | ... | ... | ... | ... | ... |
| 30. Ordinary Stock— | 3,000,000 | 2,998,400 | ... | ... | 1,600 | ... | ... | ... | 80 0 0 | 5 |
| 31. Undivided ... | 1,686,652 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 32. Preferred ... | 656,674 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 33. Deferred ... | 656,674 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 34. ... | \|\| 3,000,000 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 35. London General Omnibus Co., Ltd. ... | 8,240,479 | 5,490,479 | ... | ... | 2,750,000 | ... | ... | ... | 283,870 19 4 | ... |
| 36. 4½% First Debenture Stock ... | 2,240,479 | 2,240,479 | ... | ... | ... | ... | ... | ... | ... | ... |
| 37. 5% Cumulative Income Debenture Stock ... | 3,250,000 | 3,250,000 | ... | ... | ... | ... | ... | ... | ... | ... |
| 38. £10 Ordinary Shares ... | 2,750,000 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 39. Total for Companies participating in Common Fund ... | †871,112,913 | 54,142,836 | ... | ... | 16,970,077 | ... | ... | ... | 989,013 8 4 | ... |
| 40. Per cent. of Total Capital Issued and Outstanding ... | ... | 76.14 % | ... | ... | 23.86 % | ... | ... | ... | ... | ... |
| 41. London & Suburban Traction Co., Ltd. ... | 3,701,003 | 1,098,046 | 96,580 | ... | 2,506,377 | ... | ... | ... | 4,018 1 10 | ... |
| 42. 4½% First Mortgage Debenture Stock ... | 182,635 | 145,557 | ... | ... | 37,078 | ... | ... | ... | 1,668 10 2 | 4½ |
| 43. 5% "A" Debenture Stock ... | 68,807 | 255,597 | ... | ... | 43,210 | ... | ... | ... | 2,349 11 8 | 5 |
| 44. 5% £1 Cumulative Preference Shares ... | 1,603,456 | 573,193 | { M.E.T. 50,100 } { L.U.T. 250 } { M.E.T. 46,000 } { L.U.T. 230 } | 971,913 | 8,000 | 979,913 | 61.12 | ... | ... | ... |
| 45. £1 Ordinary Shares ... | 1,846,105 | 353,699 | { M.E.T. 46,000 } { L.U.T. 230 } | 420,714 | 1,025,442 | 1,446,156 | 78.34 | ... | ... | ... |
| 47. Metropolitan Electric Tramways, Ltd. ... | 1,451,484 | 510,561 | 923,615 | ... | 17,208 | ... | ... | ... | 872 10 0 | ... |

† In addition there is a loan of £437,000 from the Prudential Assurance Company Ltd., under Mortgage Deed dated 30th December, 1927.

* Of this £1,500,000, £537,331 is held by Trustees under Trust Deed, dated 13th January, 1903, against an equal amount of Stock (Assented Stock) issued under such Deed, on which 3½% per annum is guaranteed by the Underground Electric Railways Co. of London, Ltd.

There is also £3,850,000 Metropolitan District and London Electric Railways Joint Power House Rent Charge Stock issued and outstanding in respect of the Lots Road Power House.

‡ This Stock is Assented Stock issued under the Trust Deed of the 13th January, 1903.

§ In addition there is a loan of £831,101 from the London Midland and Scottish Railway Co. under the Agreement of 20th June, 1912, sanctioned by the L.E.R. Act, 1912.

|| Of this £3,000,000, £1,593,004 Undivided Ordinary Stock, £580,878, Preferred Ordinary Stock, and £644,167 Deferred Ordinary Stock is held by Trustees under Trust Deed, dated 13th December, 1912, and supplemental deed dated 15th October, 1928, against an equal amount of Stocks (Assented Stocks) issued under such Deeds, on which 4½% per annum is guaranteed by the Underground Electric Railways Co. of London, Limited.

THE
UNDERGROUND ELECTRIC
RAILWAYS COMPANY OF
LONDON, LIMITED.

REPORT OF THE
DIRECTORS AND
STATEMENT OF
ACCOUNTS
FOR THE YEAR ENDED
31st DECEMBER, 1930.

Notice is hereby given that the ORDINARY GENERAL MEETING of The Underground Electric Railways Company of London, Limited, will be held at the Caxton Hall, Caxton Street, Westminster, London, S.W.1, on Thursday, the 26th day of February, 1931, at 11 o'clock in the forenoon, for the transaction of the ordinary business of the Company.

Holder of Income Bonds desiring to be represented at the above meeting may deposit their Bonds with and obtain voting tickets from one or other of the following:—

Westminster Bank Ltd., 41, Lothbury, E.C.2, or any of its offices and branches.

New York Trust Company, 100, Broadway, New York.

The Associatie Cassa, Amsterdam.

Messrs. Lazard Speyer-Ellissen, Kommanditgesellschaft auf Aktien, Frankfurt-on-Main.

The Transfer Registers of the Company for the Ordinary Shares will be closed from the 14th to the 28th day of February, 1931, both days inclusive.

Dated this 3rd day of February, 1931.

By Order of the Board,

Jno. C. MITCHELL, *Secretary and Treasurer.*

55, Broadway,
Westminster, London, S.W.1.

