

120100

ANNUAL REPORT 1973

ALABAMA GREAT SOUTHERN R.R. CO.

2 OF 3

NOTES AND REMARKS

228. CAPITAL STOCK

Give particulars of the various issues of capital stock of the respondent, distinguishing separate issues of any general class, if different in any respect.

In the second section list particulars of the various issues on the same lines and in the same order as in the first section.

Identify the entries in columns (m) to (s), inclusive, in a manner which will indicate whether par value or the number of shares is shown.

In stating the date of an authorization the date of the latest assent or ratification necessary to its validity should be shown; e. g., in case an authorization is required to be ratified by stockholders after action by the board of directors, but is not required to be approved by any State or other governmental board or officer, give the date of approval by stockholders; if the assent of

a State railroad commission or other public board or officer is necessary, give the date of such assent, or if subsequent to such assent notice has to be filed with a secretary of state or other public officer and a tax or other fee has to be paid as a condition precedent to the validity of the issue, give the date of such payment. In case some condition precedent has to be complied with after the approval and ratification of the stockholders has been obtained, state, in a footnote, the particulars of such condition and of the respondent's compliance therewith.

For the purposes of this report, capital stock and other securities are considered to be *nominally issued* when certificates are signed and sealed and placed with the proper officer for sale and delivery or are pledged or otherwise placed in some special fund of the respondent. They are considered to be *actually is-*

sued when sold to a bona fide purchaser for a valuable consideration, and such purchaser holds them free from control by the respondent. All securities actually issued and not reacquired by or for the respondent are considered to be *actually outstanding*. If reacquired by or for the respondent under such circumstances as require them to be considered as held alive, and not canceled or retired, they are considered to be *nominally outstanding*.

Column (d) refers to the initial preference dividend payable before any common dividend; columns (k) and (l) to participations in excess of initial preference dividend; at a specified percentage or amount (nonpar stock) (column (k)) or a percentage or proportion of the profits (column (l)).

(Dollars in thousands)

| Line No. | Class of stock | Date issue was authorized | Par value per share (if nonpar, so state) | PREFERRED STOCK | | | | | | | | | |
|----------|---|---------------------------|---|-------------------------------------|---------------------------------------|-------|----------------------------------|--|-------------------------------|------------------------------|--|-----------------------------------|-----------------------------------|
| | | | | Dividend rate specified in contract | Total amount of accumulated dividends | | Cumulative | | | Other Provisions of Contract | | | |
| | | | | | | | To extent earned ("Yes" or "No") | Fixed \$ rate or percent specified by contract | Noncumulative ("Yes" or "No") | Convertible ("Yes" or "No") | Callable or redeemable ("Yes" or "No") | Participating Dividends | |
| | | | | | | | | | | | | Fixed amount or percent (Specify) | Fixed ratio with common (Specify) |
| | (a) | (b) | (c) | (d) | (e) | | (f) | (g) | (h) | (i) | (j) | (k) | (l) |
| 1 | Common Ordinary | 11/30/1877 | \$ 50 | x x x x x | x x x | x x x | x x x x x | x x x x x x | x x x x x | x x x x x | x x x x x x | x x x x x x | x x x x x x |
| 2 | | | | x x x x x | x x x | x x x | x x x x x | x x x x x x | x x x x x | x x x x x | x x x x x x | x x x x x x | x x x x x x |
| 3 | | | | x x x x x | x x x | x x x | x x x x x | x x x x x x | x x x x x | x x x x x | x x x x x x | x x x x x x | x x x x x x |
| 4 | | 11/30/1877 | 50 | x x x x x | x x x | x x x | x x x x x | x x x x x x | x x x x x | x x x x x | x x x x x x | x x x x x x | x x x x x x |
| 5 | Preferred | 11/30/1877 | 50 | 6% | None | | No | 6% for six years | No | No | No | No | Equally |
| 6 | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | |
| 8 | Debenture | | | | | | | | | | | | |
| 9 | Receipts outstanding for installments paid* | | | | | | | | | | | | |
| 10 | TOTAL | x x x x | x x x x | x x x x x | | | x x x x x | x x x x x x | x x x x x | x x x x x | x x x x x x | x x x x x x | x x x x x x |

| Line No. | PAR VALUE OF PAR-VALUE STOCK OR NUMBER OF SHARES OF NONPAR STOCK | | | | | | | | | | | | | | | | | | STOCK ACTUALLY OUTSTANDING AT CLOSE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 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| | (m) | | | | | | (n) | | | | | | (o) | | | | | | (p) | | | | | | (q) | | | | | | (r) | | | | | | (s) | | | | | | (t) | | | | | | (u) | | | | | | (v) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 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| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | </ | | | | | |

*State the class of capital stock covered by the receipts.

229. CAPITAL STOCK CHANGES DURING THE YEAR

Give full particulars of stocks actually or nominally issued (either original issues or reissues) and of stocks reacquired or canceled during the year.

In the second section of the schedule show the particulars of the several issues on the same lines and in the same order as in the first section.

In column (c) state whether issued for construction of new properties, for additions and betterments, for purchase of railroad or other property, for conversion, for acquisition of securities, for reorganization, or for other corporate purposes. If an issue of securities was authorized for more than one purpose, state amount applicable to each purpose. Also give the number and date of the authorization by the public authority

under whose control such issue was made, naming such authority. In column (e) include as cash all money, checks, drafts, bills of exchange and other commercial paper payable at par on demand. For nominally issued stock, show returns in columns (a), (b), (c), and (d) only. For each class of stock actually issued, the sum of the entries in columns (e), (f), and (h), plus discounts or less premiums in column (g), should equal the total par value or the book value represented by the total number of shares reported in column (d).

Particulars concerning the reacquirement of stock that was actually outstanding should be given in columns (a), (i), and (j).
(Dollars in thousands)

| Line No. | Class of stock (a) | STOCKS ISSUED DURING YEAR | | | | Net proceeds received for issue (cash or its equivalent) (e) | |
|----------|-----------------------|---------------------------|---|---|--|---|--|
| | | Date of issue (b) | Purpose of the issue and authority (c) | Par value (for nonpar stock show the number of shares) (d) | | | |
| 1 | | | | \$ | | \$ | |
| 2 | | | | | | | |
| 3 | | | | | | | |
| 4 | | | | | | | |
| 5 | | | | | | | |
| 6 | | | | | | | |
| 7 | | | NONE ✓ | | | | |
| 8 | | | | | | | |
| 9 | | | | | | | |
| 10 | | | | | | | |
| 11 | | | | | | | |
| 12 | | | | | | | |
| 13 | | | | | | | |
| 14 | | | | | | | |
| 15 | | | | | | | |
| Total | | | | | | | |

| Line No. | STOCKS ISSUED DURING YEAR—Continued | | | STOCKS REACQUIRED DURING YEAR | | Remarks (k) |
|----------|--|--|---|---|-----------------------|----------------|
| | Cash value of other property acquired or services received as consideration for issue (f) | Net total discounts (in black) or premium (in red). Exclude entries in column (h) (g) | Expense of issuing capital stock (h) | Par value (For nonpar stock show the number of shares) (i) | Purchase price (j) | |
| 1 | \$ | \$ | \$ | \$ | \$ | |
| 2 | | | | | | |
| 3 | | | | | | |
| 4 | | | | | | |
| 5 | | | | | | |
| 6 | | | | | | |
| 7 | | | | | | |
| 8 | | | | | | |
| 9 | | | | | | |
| 10 | | | | | | |
| 11 | | | | | | |
| 12 | | | | | | |
| 13 | | | | | | |
| 14 | | | | | | |
| 15 | | | | | | |

230. STOCK LIABILITY FOR CONVERSION OF SECURITIES OF OTHER COMPANIES

If at the close of the year respondent was subject to any liability to issue its own capital stock in exchange for outstanding securities of constituent of other companies, give full particulars thereof hereunder, includ-

ing names of parties to contracts and abstracts of terms of contracts whereunder such liability exists.

NONE

231. CAPITAL SURPLUS

Give an analysis in the form called for below of capital surplus accounts. In column (a) give a brief description of the item added or deducted and in column (b) insert the contra account number to which the

amount stated in column (c), (d) or (e) was charged or credited. (Dollars in thousands)

| Line No. | Item (a) | Contra account number (b) | ACCOUNT NO. | | | |
|----------|--|------------------------------|---|-----------------------------|-----------------------------------|------|
| | | | 794. Premiums and Assessments on Capital Stock (c) | 795. Paid-In Surplus (d) | 796. Other Capital Surplus (e) | |
| 1 | Balance at beginning of year _____ | x x x | \$ | \$ 6 000 | \$ | |
| | Additions during the year (describe): | | | | | |
| 2 | | | | | | |
| 3 | | | | | | |
| 4 | | | | | | |
| 5 | | | | | | |
| 6 | Total additions during the year _____ | x x x | | | | |
| | Deductions during the year (describe): | | | | | |
| 7 | | | | | | |
| 8 | | | | | | |
| 9 | | | | | | |
| 10 | Total deductions _____ | x x x | | | | |
| 11 | Balance at close of year | x x x | None | 6 000 | | None |

232. RETAINED INCOME—APPROPRIATED

Give an analysis in the form called for below of account No. 797, "Retained income—Appropriated." (Dollars in thousands)

| Line No. | Class of appropriation (a) | Credits during year (b) | Debits during year (c) | Balance at close of year (d) |
|----------|--|----------------------------|---------------------------|---------------------------------|
| 1 | Additions to property through retained income _____ | \$ | \$ | \$ |
| 2 | Funded debt retired through retained income _____ | | | |
| 3 | Sinking fund reserves _____ | | | |
| 4 | Incentive per diem funds _____ | | | |
| 5 | Miscellaneous fund reserves _____ | | | |
| 6 | Retained income—Appropriated not specifically invested _____ | | | |
| | Other appropriations (specify): | | | |
| 7 | | | | |
| 8 | | | | |
| 9 | | | | |
| 10 | | | | |
| 11 | | | | |
| 12 | None | | | |
| 13 | | | | |
| 14 | | | | |
| 15 | | | | |
| 16 | TOTAL | | | |

233. CONTINGENT ASSETS AND LIABILITIES

1. Give particulars with respect to contingent assets and liabilities at the close of the year, in accordance with Instruction 6—6 in the Uniform System of Accounts for Railroad Companies, that are not reflected in the accounts of the respondent. Show the three largest items regardless of the dollar amount and all other items amounting to \$250,000, or more. If an actual monetary amount is not known and an estimate of the amount of any item involved is not feasible, disclosure should be made describing the contingency and explaining why an estimate is not determinable.

Examples of contingent liabilities are items which may become obliga-

tions as a result of pending or threatened litigation, assessments or possible assessments of additional taxes and agreements or obligations to repurchase securities or property.

2. Information concerning the guaranties and suretyships are to be shown in other schedules provided for those items and not in this schedule.

3. In column (a) give a description of each item of contingent assets and liabilities under an inserted caption "CONTINGENT ASSETS" or "CONTINGENT LIABILITIES," as appropriate, and in column (b) show the amount of each item.

(Dollars in thousands)

| Line No. | Item (a) | Amount (b) |
|----------|--|------------|
| | | \$ |
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |
| 7 | | |
| 8 | | |
| 9 | | |
| 10 | See Footnote to Balance Sheet, Page 13 | |
| 11 | | |
| 12 | | |
| 13 | | |
| 14 | | |
| 15 | | |
| 16 | | |
| 17 | | |
| 18 | | |
| 19 | | |
| 20 | | |
| 21 | | |
| 22 | | |
| 23 | | |
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| 43 | | |
| 44 | | |
| 45 | | |
| 46 | | |
| 47 | | |

300. INCOME ACCOUNT FOR THE YEAR

1. Give the Income Account of the respondent for the year in accordance with the rules prescribed in the Uniform System of Accounts for Railroad Companies.

2. In column (d) show against the appropriate account the amount of income that is offset by deductions in other income accounts of respondent so far as they relate to companies the operations of which are covered by this operating report, the amount of such deductions or dispositions to be also shown against appropriate accounts. For example, road (A) operates road (B) under

lease for a rental of \$1,000,000, but road (A) owns 50 percent of the stock of road (B) on which it receives \$250,000 in dividends. The entries in column (d) should be: Account No. 513, "Dividend income," \$250,000; Account No. 542, "Rent for leased roads and equipment," \$250,000. Again, if road (C) has issued its own securities to acquire a part or all of the securities of road (D), a separately operated carrier, no entries should be made in column (d) by road (C) even though dividends or interest be received on such securities held by road (C). But if road (D) is a

| Line No. | Item (a) | Amount for current year (b) | Amount for preceding year (c) | Offsetting debits and credits for current year (d) |
|----------|---|-----------------------------|-------------------------------|--|
| | ORDINARY ITEMS | \$ | \$ | \$ |
| | OPERATING INCOME | | | |
| | Railway Operating Income | | | |
| 1 | (501) Railway operating revenues (p. 69) _____ | 54 119 | 49 804 | |
| 2 | (531) Railway operating expenses (p. 76) _____ | 37 961 | 34 261 | |
| 3 | Net revenue from railway operations _____ | 16 158 | 15 543 | |
| 4 | (532) Railway tax accruals (p. 82) _____ | 3 770 | 3 885 | |
| 5 | Railway operating income _____ | 12 388 | 11 658 | |
| | Rent Income | | | |
| 6 | (503) Hire of freight cars and highway revenue equipment— Credit balance (p. 88) _____ | | | |
| 7 | (504) Rent from locomotives (p. 89) _____ | 2 301 | 2 182 | |
| 8 | (505) Rent from passenger-train cars (p. 89) _____ | 136 | 51 | |
| 9 | (506) Rent from floating equipment _____ | | 1 | |
| 10 | (507) Rent from work equipment _____ | 747 | 812 | |
| 11 | (508) Joint facility rent income _____ | 3 184 | 3 046 | |
| 12 | Total rent income _____ | | | |
| | Rents Payable | | | |
| 13 | (536) Hire of freight cars and highway revenue equipment— Debit balance (p. 88) _____ | 3 609 | 3 442 | |
| 14 | (537) Rent for locomotives (p. 89) _____ | 1 869 | 1 683 | |
| 15 | (538) Rent for passenger-train cars (p. 89) _____ | 499 | 181 | |
| 16 | (539) Rent for floating equipment _____ | | | |
| 17 | (540) Rent for work equipment _____ | 400 | 396 | |
| 18 | (541) Joint facility rents _____ | 6 377 | 5 702 | |
| 19 | Total rents payable _____ | (3 193) | (2 656) | |
| 20 | Net rents (lines 12, 19) _____ | 9 195 | 9 002 | |
| 21 | Net railway operating income (lines 5, 20) _____ | | | |
| | Other Income | | | |
| 22 | (502) Revenues from miscellaneous operations (p. 45) _____ | 3 | | |
| 23 | (509) Income from lease of road and equipment (p. 86) _____ | 174 | 109 | |
| 24 | (510) Miscellaneous rent income (p. 86) _____ | 32 | 10 | |
| 25 | (511) Income from nonoperating property (p. 45) _____ | | | |
| 26 | (512) Separately operated properties—Profit (p. 87) _____ | 6 | 1 093 | |
| 27 | (513) Dividend income _____ | 599 | 513 | |
| 28 | (514) Interest income _____ | 36 | 10 | |
| 29 | (516) Income from sinking and other reserve funds _____ | 50 | | |
| 30 | (517) Release of premiums on funded debt _____ | | | |
| 31 | (518) Contributions from other companies _____ | 304 | 78 | |
| 32 | (519) Miscellaneous income (p. 92) _____ | 1 204 | 1 813 | |
| 33 | Total other income _____ | 10 399 | 10 815 | |
| 34 | Total income (lines 21, 33) _____ | | | |
| | Miscellaneous Deductions From Income | | | |
| 35 | (534) Expenses of miscellaneous operations (p. 45) _____ | | | |
| 36 | (535) Taxes on miscellaneous operating property (p. 45) _____ | 6 | 6 | |
| 37 | (543) Miscellaneous rents (p. 91) _____ | 2 | 4 | |
| 38 | (544) Miscellaneous tax accruals (p. 45) _____ | | | |
| 39 | (545) Separately operated properties—Loss (p. 87) _____ | | | |
| 40 | (549) Maintenance of investment organization _____ | | | |
| 41 | (550) Income transferred to other companies _____ | 128 | 203 | |
| 42 | (551) Miscellaneous income charges (p. 92) _____ | 136 | 213 | |
| 43 | Total miscellaneous deductions _____ | 10 263 | 10 602 | |
| 44 | Income available for fixed charges (lines 34, 43) _____ | | | |

300. INCOME ACCOUNT FOR THE YEAR—Continued

"proprietary" company for which no separate operating report is rendered, appropriate entries in column (d) should be made by road (C). If a leased road is assigned to another company for operation, the rent paid should be offset by the rent received. The examples indicated should not be taken to exclude others of a similar nature.

3. Returns for the year reported on lines 1 to 21, inclusive, should be analyzed in columns (e) to (k) in accordance with the Commission's rules governing the separation of operating expenses

between freight and passenger service; railroads.

4. Any unusual accruals involving substantial amounts included in column (h) on lines 6 to 53, inclusive, should be fully explained in a footnote.

5. All contra entries hereunder should be indicated in parenthesis.
(Dollars in thousands)

| RAIL-LINE, INCLUDING WATER TRANSFERS | | | | | | | | | | Other items not related to either freight or to passenger and allied services (k) | Line No. |
|---------------------------------------|-----|------------------------------------|------|---------------------------|------|---|-----|--|-----|---|----------|
| Related solely to freight service (e) | | Apportioned to freight service (f) | | Total freight service (g) | | Related solely to passenger and allied services (h) | | Apportioned to passenger and allied services (i) | | Total passenger service (j) | |
| \$ | | \$ | | \$ | | \$ | | \$ | | \$ | |
| 53 | 605 | | | 53 | 605 | | 514 | | | 514 | 1 |
| 20 | 376 | 15 | 662 | 36 | 038 | 1 | 383 | | 540 | 1 | 923 |
| X X | X X | X X | X X | 17 | 567 | X X | X X | X X | X X | (1 | 409) |
| 2 | 226 | 1 | 376 | 3 | 602 | | 121 | | 47 | | 168 |
| X X | X X | X X | X X | 13 | 965 | X X | X X | X X | X X | (1 | 577, |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| 2 | 069 | | | 2 | 069 | | 232 | | | 232 | 6 |
| | | | | | | | 136 | | | 136 | 7 |
| | | | | | | | | | | | 8 |
| | | | | | | | | | | | 9 |
| | | | | | | | | | | | 10 |
| | 779 | | (31) | | 748 | | | | (1) | | (1) |
| X X | X X | X X | X X | 2 | 817 | X X | X X | X X | X X | 367 | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| 3 | 609 | | | 3 | 609 | | | | | | 13 |
| 1 | 864 | | | 1 | 864 | | 5 | | | 5 | 14 |
| | | | | | | | 499 | | | 499 | 15 |
| | | | | | | | | | | | 16 |
| | | | | | | | | | | | 17 |
| | 249 | | | | 249 | | 151 | | | 151 | 18 |
| X X | X X | X X | X X | 5 | 722 | X X | X X | X X | X X | 655 | 19 |
| X X | X X | X X | X X | (2 | 905) | X X | X X | X X | X X | (288) | 20 |
| X X | X X | X X | X X | 11 | 060 | X X | X X | X X | X X | (1 | 865) |

If this report is made for a system, list hereunder the names of all companies included in the system returns:

300. INCOME ACCOUNT FOR THE YEAR—Concluded

| Line No. | Item (a) | Amount for current year (b) | Amount for preceding year (c) | Offsetting debits and credits for current year (d) |
|----------|---|-----------------------------|-------------------------------|--|
| | Fixed Charges | \$ | \$ | \$ |
| 45 | (542) Rent for leased roads and equipment (p. 90) | 3 | 5 | |
| | (546) Interest on funded debt: | | | |
| 46 | (a) Fixed interest not in default | 2 520 | 2 240 | |
| 47 | (b) Interest in default | | | |
| 48 | (547) Interest on unfunded debt | | 152 | |
| 49 | (548) Amortization of discount on funded debt | 18 | 20 | |
| 50 | Total fixed charges | 2 541 | 2 417 | |
| 51 | Income after fixed charges (lines 44, 50) | 7 722 | 8 185 | |
| | Other Deductions | | | |
| | (546) Interest on funded debt: | | | |
| 52 | (c) Contingent interest | | | |
| 53 | Ordinary income (lines 51, 52) | 7 722 | 8 185 | |
| | EXTRAORDINARY AND PRIOR PERIOD ITEMS | | | |
| 54 | (570) Extraordinary items - Net Credit (Debit) (p. 92) | | | |
| 55 | (580) Prior period items - Net Credit (Debit) (p. 92) | | | |
| 56 | (590) Federal income taxes on extraordinary and prior period items - Debit (Credit) (p. 92) | | | |
| 57 | Total extraordinary and prior period items - Credit (Debit) | | | |
| 58 | Net income transferred to Retained Income - Unappropriated (lines 53, 57) | 7 722 | 8 185 | |

NOTE.—See page 67 for explanatory notes, which are an integral part of the Income Account for the Year.

NOTES AND REMARKS

See page 66A for a Statement of Income of Southern Railway Company and Consolidated Subsidiaries.

This R-1 Report to the Interstate Commerce Commission reports data for THE ALABAMA GREAT SOUTHERN RAILROAD COMPANY (AGS). AGS is a part of SOUTHERN CONSOLIDATED SYSTEM comprised of 35 regulated carriers and 19 other companies. Financial reporting to Southern's shareholders and the general public is made on a consolidated basis and this statement of income is included in the R-1 Report in order to put AGS into proper perspective relative to the SOUTHERN CONSOLIDATED SYSTEM.

SOUTHERN RAILWAY COMPANY AND CONSOLIDATED SUBSIDIARIES

STATEMENT OF INCOME YEARS 1973 AND 1972 (Thousands of Dollars)

| | <u>1973</u> | <u>1972</u> |
|--|------------------|------------------|
| Railway operating revenues: | | |
| Freight | \$747,954 | \$698,635 |
| Demurrage | 14,452 | 8,107 |
| Passenger | 3,868 | 3,311 |
| Other | 12,471 | 13,745 |
| | <u>778,745</u> | <u>723,798</u> |
| Other income, principally interest | 25,310 | 14,165 |
| Total income | <u>804,055</u> | <u>737,963</u> |
| Railway operating expenses: | | |
| Maintenance of way and structures | 131,018 | 119,681 |
| Maintenance of equipment | 134,552 | 127,673 |
| Transportation | 240,865 | 213,616 |
| Other | 51,843 | 48,165 |
| | <u>558,078</u> | <u>509,135</u> |
| State and local taxes | 25,186 | 25,751 |
| Payroll taxes | 32,843 | 25,363 |
| Freight car time/mileage (received) | (6,845) | (4,226) |
| Other equipment rent expense | 34,182 | 30,754 |
| Joint facility rent expense | 1,390 | 931 |
| Miscellaneous deductions from income | 8,167 | 7,303 |
| Fixed charges, principally interest | 44,900 | 42,464 |
| Total expenses | <u>697,901</u> | <u>637,475</u> |
| Income before federal income taxes | 106,154 | 100,488 |
| Less: Federal income taxes | <u>9,626</u> | <u>15,153</u> |
| Net consolidated income for the year in accordance with ICC accounting regulations | <u>\$ 96,528</u> | <u>\$ 85,335</u> |
| Per average share of common stock outstanding | \$6.51 | \$5.74 |
| Net consolidated income for the year in accordance with generally accepted accounting principles (GAAP) | \$ 67,202 | \$ 59,449 |
| Per average share of common stock outstanding | \$4.47 | \$3.94 |

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INCOME ACCOUNT FOR THE YEAR—EXPLANATORY NOTES

The space below is provided for the purpose of disclosing additional information concerning items of income for the current year. Each carrier shall give the particulars of items herein. Enter in separate notes with suitable explanation, amounts included in income accounts in connection with any unusual and material accrual or changeover in accounting practice, and other matters of the character commonly disclosed in financial statements under generally accepted accounting and reporting principles. Minor items which have no consequential effect on net income for the year need not be reported. If carrier has nothing to report, insert the word

"None". The tax consequences of use of accelerated depreciation and tax guideline service lives, the investment tax credit, as well as other unusual and significant tax items and matters, are to be disclosed in Schedule 350, under Section C pertaining to analysis of Federal income taxes. The explanation of items included in accounts 570, "Extraordinary items"; 580, "Prior period items"; and 590, "Federal income taxes on extraordinary and prior period items" are to be disclosed in Schedule 396, page 92.

305. RETAINED INCOME—UNAPPROPRIATED

1. Show hereunder the items of the Retained Income Accounts of the respondent for the year, classified in accordance with the Uniform System of Accounts for Railroad Companies.

2. All contra entries hereunder should be indicated in parentheses.

3. Indicate under "Remarks" the amount of assigned Federal income tax consequences, accounts 606 and 614.
(Dollars in thousands)

| Line No. | Item (a) | Amount (b) | Remarks (c) |
|----------|--|------------|--------------------------------------|
| | CREDITS | \$ | |
| 1 | (602) Credit balance transferred from Income (p. 66) | 7 722 | |
| 2 | (606) Other credits to retained income | | Net of Federal income taxes - \$ -0- |
| 3 | (622) Appropriations released | | |
| 4 | Total | 7 722 | |
| | DEBITS | | |
| 5 | (612) Debit balance transferred from Income (p. 66) | | |
| 6 | (616) Other debits to retained income | | Net of Federal income taxes - \$ -0- |
| 7 | (620) Appropriations for sinking and other reserve funds | | |
| 8 | (621) Appropriations for other purposes | | |
| 9 | (623) Dividends (p. 68) | 5 059 * | |
| 10 | Total | 5 059 | |
| 11 | Net increase during year* | 2 663 | |
| 12 | Balance at beginning of year (p. 11)* | 89 015 | |
| 13 | Balance at end of year (carried to p. 11)* | 91 678 | |

*Amount in parentheses indicates debit balance.

Note.—See p. 92, schedule 396, for analysis of Retained Income accounts.

306. DIVIDEND APPROPRIATIONS

1. Give particulars of each dividend declared. For par value or nonpar stock, show in column (d) the respective total par value or total number of shares on which dividend was declared and the corresponding rate percent or per share in column (b) or (c). If any such dividend was payable in anything other than cash, explain the matter fully in a footnote.

2. If any obligation of any character has been incurred for the purpose of procuring funds for the payment of any dividend or for the purpose of

replenishing the treasury of the respondent after payment of any dividend, give full particulars in a footnote. If any class of stock received a return not reportable in this schedule, state the particulars of the case in a footnote.

3. The sum of the dividends stated in column (e) should equal the amount shown in schedule No. 305.

| Line No. | Name of security on which dividend was declared (a) | Rate percent (par value stock) or rate per share (nonpar stock) | | Total par value of stock or total number of shares of nonpar stock on which dividend was declared (d) | Dividends (account: 623) (e) | DATES | |
|----------|---|---|-----------|---|------------------------------|----------------|----------------|
| | | Regular (b) | Extra (c) | | | Declared (f) | Payable (g) |
| 1 | A.G.S. Pfd. Stock | 11.2814 | | \$ 3 380 | \$ 381 | Mar. 27, 1973 | Mar. 28, 1973 |
| 2 | | 11.2814 | | 3 380 | 381 | June 26, 1973 | June 29, 1973 |
| 3 | | 11.2814 | | 3 380 | 381 | Sept. 25, 1973 | Sept. 27, 1973 |
| 4 | | 11.2814 | | 3 380 | 381 | Dec. 17, 1973 | Dec. 18, 1973 |
| 5 | | 45.09 | | | 1524 ✓ | | |
| 6 | A.G.S. Ord. Stock | 11.2814 | | 7 830 | 883 | Mar. 27, 1973 | Mar. 28, 1973 |
| 7 | | 11.2814 | | 7 830 | 884 | June 26, 1973 | June 29, 1973 |
| 8 | | 11.2814 | | 7 830 | 884 | Sept. 25, 1973 | Sept. 27, 1973 |
| 9 | | 11.2814 | | 7 830 | 884 | Dec. 17, 1973 | Dec. 18, 1973 |
| 10 | | 45.15 | | | 3535 ✓ | | |
| 11 | | | | | | | |
| 12 | | | | | | | |
| 13 | Total | | | | 5 059 | | |

310. RAILWAY OPERATING REVENUES

1. State the railway operating revenues of the respondent for the year classifying them in accordance with the Uniform System of Accounts for Railroad Companies and distribute the amounts among the classes of service as indicated. In the absence of records separating revenues between freight and passenger trains, the distribution should be estimated on the basis of the best data available.

2. Assign rail-line revenues, including revenues from water transfers and highway motor vehicle operations, to "Freight service" or to "Passenger and allied services" according to the type of train (or other equipment) by which the traffic moved.

3. Incidental revenues should be assigned as provided for in the schedule.

4. Revenues which are not assignable to freight service or to passenger and allied services are includible in column (e) only in cases where the related operating expenses are reportable in column (i) of schedule No. 320. If the expenses are assigned to the classes of service mentioned, the revenues, likewise, should be distributed on an equitable basis.

5. Any unusual accruals involving substantial amounts included in column (b) should be fully explained in a footnote.
(Dollars in thousands)

| | | (Dollars in thousands) | | | | | | | | | |
|----------|---|---------------------------------------|-----|---|-----|--|-----|---|----|----------------|--|
| Line No. | Class of railway operating revenues (a) | Amount of revenue for the year (b) | | RAIL-LINE REVENUES, INCLUDING WATER TRANSFERS | | | | Other revenues not assignable to freight or to passenger and allied services (e) | | Remarks (f) | |
| | | | | Assignable to freight service (c) | | Assignable to passenger and allied services (d) | | | | | |
| | | \$ | | \$ | | \$ | | \$ | | | |
| | Transportation—Rail-Line | | | | | | | | | | |
| 1 | (101) Freight* | 52 | 323 | 52 | 323 | | | XX | XX | | |
| 2 | (102) Passenger* | | 382 | | | | 382 | XX | XX | | |
| 3 | (103) Baggage | | 1 | | | | 1 | XX | XX | | |
| 4 | (104) Sleeping car | | 48 | | | | 48 | XX | XX | | |
| 5 | (105) Parlor and chair car | | | | | | | XX | XX | | |
| 6 | (106) Mail | | 234 | | 234 | | | XX | XX | | |
| 7 | (107) Express | | | | | | | XX | XX | | |
| 8 | (108) Other passenger-train† | | | | | | | XX | XX | | |
| 9 | (109) Milk | | | | | | | XX | XX | | |
| 10 | (110) Switching* | | 290 | | 290 | | | XX | XX | | |
| 11 | (113) Water transfers | | | | | | | | | | |
| 12 | Total rail-line transportation revenue | 53 | 278 | 52 | 847 | | 431 | | | | |
| | Incidental | | | | | | | | | | |
| 13 | (131) Dining and buffet | | 83 | | | | 83 | XX | XX | | |
| 14 | (132) Hotel and restaurant | | | | | | | | | | |
| 15 | (133) Station, train, and boat privileges | | | | | | | | | | |
| 16 | (135) Storage—Freight | | | | | XX | XX | XX | XX | | |
| 17 | (137) Demurrage | | 703 | | 703 | XX | XX | XX | XX | | |
| 18 | (138) Communication | | | | | | | | | | |
| 19 | (139) Grain elevator | | | | | XX | XX | XX | XX | | |
| 20 | (141) Power | | | | | | | | | | |
| 21 | (142) Rents of buildings and other property | | 5 | | 5 | | | | | | |
| 22 | (143) Miscellaneous | | 42 | | 42 | | | | | | |
| 23 | Total incidental operating revenue | | 833 | | 750 | | 83 | | | | |
| | Joint Facility | | | | | | | | | | |
| 24 | (151) Joint facility—Cr | | 8 | | 8 | | | | | | |
| 25 | (152) Joint facility—Dr | | | | | | | | | | |
| 26 | Total joint facility operating revenue | | 8 | | 8 | | | | | | |
| 27 | Total railway operating revenues | 54 | 119 | 53 | 605 | | 514 | | | | |

*Report hereunder the charges to these accounts representing:

A. Payments made to others for—

1. Terminal collection and delivery services when performed in connection with line-haul transportation of freight on the basis of freight tariff rates: \$ 97

(a) Of the amount reported for item A.1, _____% (to nearest whole number) represents payments for collection and delivery of LCL freight either in TOFC trailers or otherwise. The percentage reported is (check one):

Actual (), Estimated ().

2. Switching services when performed in connection with line-haul transportation of freight on the basis of switching tariffs and allowances out of freight rates, including the switching of empty cars in connection with a revenue movement \$ 472

3. Substitute highway motor service in lieu of line-haul rail service performed under tariffs published by rail carriers (does not include traffic moved on joint rail-motor rates):

(a) Payments for transportation of persons \$ -0-

(b) Payments for transportation of freight shipments \$ -0-

†Governmental aid for providing passenger commuter or other passenger-train service included in account 108, as provided in item (d) of that account \$ -0-

NOTE.—Gross charges for protective services to perishable freight, without deduction for any proportion thereof credited to account No. 101, "Freight" (not required from switching and terminal companies):

1. Charges for service for the protection against heat \$ -0-

2. Charges for service for the protection against cold \$ -0-

320. RAILWAY OPERATING EXPENSES

State the railway operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies, and analyzing them in accordance with the Commission's rules governing the separation of operating expenses between

freight and passenger service; railroads. The returns to accounts 202-221 should be classified as provided for by instructions pertaining to those accounts in the effective rules. The designations shown in column (a) for these accounts are defined as follows:

| Line No. | Name of railway operating expense account | | Amount of operating expenses for the year | |
|----------|---|-------|---|-----|
| | (a) | | (b) | |
| | Maintenance of Way and Structures | | \$ | |
| 1 | (201) Superintendence | | | 543 |
| 2 | (202) Roadway maintenance—Yard switching tracks | | | 67 |
| 3 | Roadway maintenance—Way switching tracks | | | 6 |
| 4 | Roadway maintenance—Running tracks | | | 231 |
| 5 | (206) Tunnels and subways—Yard switching tracks | | | |
| 6 | Tunnels and subways—Way switching tracks | | | |
| 7 | Tunnels and subways—Running tracks | | | |
| 8 | (208) Bridges, trestles, and culverts—Yard switching tracks | | | 25 |
| 9 | Bridges, trestles, and culverts—Way switching tracks | | | 3 |
| 10 | Bridges, trestles, and culverts—Running tracks | | | 707 |
| 11 | (210) Elevated structures—Yard switching tracks | | | |
| 12 | Elevated structures—Way switching tracks | | | |
| 13 | Elevated structures—Running tracks | | | |
| 14 | (212) Ties—Yard switching tracks | | | 153 |
| 15 | Ties—Way switching tracks | 1,326 | | 14 |
| 16 | Ties—Running tracks | | 1 | 159 |
| 17 | (214) Rails—Yard switching tracks | | | 7 |
| 18 | Rails—Way switching tracks | 607 | | 1 |
| 19 | Rails—Running tracks | | | 599 |
| 20 | (216) Other track material—Yard switching tracks | | | 119 |
| 21 | Other track material—Way switching tracks | | | 11 |
| 22 | Other track material—Running tracks | | | 520 |
| 23 | (218) Ballast—Yard switching tracks | | | 60 |
| 24 | Ballast—Way switching tracks | | | 5 |
| 25 | Ballast—Running tracks | | | 194 |
| 26 | (220) Track laying and surfacing—Yard switching tracks | | | 348 |
| 27 | Track laying and surfacing—Way switching tracks | | | 31 |
| 28 | Track laying and surfacing—Running tracks | | 1 | 038 |
| 29 | (221) Fences, snowsheds, and signs—Yard switching tracks | | | |
| 30 | Fences, snowsheds, and signs—Way switching tracks | | | |
| 31 | Fences, snowsheds, and signs—Running tracks | | | 3 |
| 32 | (227) Station and office buildings | | | 52 |
| 33 | (229) Roadway buildings | | | 2 |
| 34 | (231) Water stations | | | |
| 35 | (233) Fuel stations | | | (7) |
| 36 | (235) Shops and engine houses | | | 230 |
| 37 | (237) Grain elevators | | | |
| 38 | (239) Storage warehouses | | | |
| 39 | (241) Wharves and docks | | | |
| 40 | (243) Coal and ore wharves | | | |
| 41 | (244) TOFC/COFC terminals | | | |
| 42 | (247) Communication systems | | | 462 |
| 43 | (249) Signals and interlockers | | | 403 |
| 44 | (253) Power plants | | | |
| 45 | (257) Power-transmission systems | | | |
| 46 | (265) Miscellaneous structures | | | |
| 47 | (266) Road property—Depreciation (p. 78) | | | 953 |
| 48 | (267) Retirements—Road (p. 78) | | | 54 |
| 49 | (269) Roadway machines | | | 305 |

320. RAILWAY OPERATING EXPENSES—Continued

Yard switching tracks.—Yards where separate switching services are maintained, including classification, house, team, industry, and other tracks switched by yard locomotives.

Way switching tracks.—Station, team, industry, and other switching tracks for which no separate switching service is maintained.

Running tracks.—Running tracks, passing tracks, cross-overs, etc., including turn-outs from those tracks to clearance points.

Any unusual accruals involving substantial amounts included in column (b) should be fully explained in a footnote.
(Dollars in thousands)

| RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS | | | | | | | | | | | Line No. | | | |
|--|-----|--|-----|---------------------------|-----|---|--|--|----|-----------------------------|----------|--|--|----|
| Expenses related solely to freight service (c) | | Common expenses apportioned to freight service (d) | | Total freight expense (e) | | Related solely to passenger and allied services (f) | | Common expenses apportioned to passenger and allied services (g) | | Total passenger expense (h) | | Other expenses not related to either freight or to passenger and allied services (i) | | |
| \$ | | \$ | | \$ | | \$ | | \$ | | \$ | | \$ | | |
| | | | 534 | | 534 | | | | 9 | | 9 | | | 1 |
| | 65 | | 2 | | 67 | | | | | | | | | 2 |
| | 6 | | | | 6 | | | | | | | | | 3 |
| | 100 | | 130 | | 230 | | | | 1 | | 1 | | | 4 |
| | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | 7 |
| | 25 | | | | 25 | | | | | | | | | 8 |
| | 3 | | | | 3 | | | | | | | | | 9 |
| | 146 | | 555 | | 701 | | | | 6 | | 6 | | | 10 |
| | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | 13 |
| | 153 | | | | 153 | | | | | | | | | 14 |
| | 14 | | | | 14 | | | | | | | | | 15 |
| | 457 | | 695 | 1 | 152 | | | | 7 | | 7 | | | 16 |
| | 6 | | 1 | | 7 | | | | | | | | | 17 |
| | 1 | | | | 1 | | | | | | | | | 18 |
| | 32 | | 561 | | 593 | | | | 6 | | 6 | | | 19 |
| | 119 | | | | 119 | | | | | | | | | 20 |
| | 11 | | | | 11 | | | | | | | | | 21 |
| | 83 | | 433 | | 516 | | | | 4 | | 4 | | | 22 |
| | 57 | | 3 | | 60 | | | | | | | | | 23 |
| | 5 | | | | 5 | | | | | | | | | 24 |
| | 52 | | 141 | | 193 | | | | 1 | | 1 | | | 25 |
| | 290 | | 58 | | 348 | | | | | | | | | 26 |
| | 31 | | | | 31 | | | | | | | | | 27 |
| | 460 | | 530 | | 990 | | | | 48 | | 48 | | | 28 |
| | | | | | | | | | | | | | | 29 |
| | | | | | | | | | | | | | | 30 |
| | 2 | | 1 | | 3 | | | | | | | | | 31 |
| | 47 | | 3 | | 50 | 2 | | | | | 2 | | | 32 |
| | | | 2 | | 2 | | | | | | | | | 33 |
| | | | | | | | | | | | | | | 34 |
| | | | (7) | | (7) | | | | | | | | | 35 |
| | | | 221 | | 221 | | | | 9 | | 9 | | | 36 |
| | | | | | | | | | | | | | | 37 |
| | | | | | | | | | | | | | | 38 |
| | | | | | | | | | | | | | | 39 |
| | | | | | | | | | | | | | | 40 |
| | | | | | | | | | | | | | | 41 |
| | | | 444 | | 444 | | | | 18 | | 18 | | | 42 |
| | | | 397 | | 397 | | | | 6 | | 6 | | | 43 |
| | | | | | | | | | | | | | | 44 |
| | | | | | | | | | | | | | | 45 |
| | | | | | | | | | | | | | | 46 |
| | | | 936 | | 936 | | | | 17 | | 17 | | | 47 |
| | | | 53 | | 53 | | | | 1 | | 1 | | | 48 |
| | | | 300 | | 300 | | | | 5 | | 5 | | | 49 |

320. RAILWAY OPERATING EXPENSES—Continued

| Line No. | Name of railway operating expense account (a) | Amount of operating expenses for the year (b) |
|----------|--|--|
| | Maintenance of Way and Structures—Continued | |
| | | \$ 46 |
| 50 | (270) Dismantling retired road property | 164 |
| 51 | (271) Small tools and supplies | 1 |
| 52 | (272) Removing snow, ice, and sand | 220 |
| 53 | (273) Public improvements—Maintenance | 1 |
| 54 | (274) Injuries to persons | 8 |
| 55 | (275) Insurance | 5 |
| 56 | (276) Stationery and printing | 157 |
| 57 | (277) Employees' health and welfare benefits | |
| 58 | (281) Right-of-way expenses | 60 |
| 59 | (282) Other expenses | 63 |
| 60 | (278) Maintaining joint tracks, yards, and other facilities—Dr | 58 |
| 61 | (279) Maintaining joint tracks, yards, and other facilities—Cr | 953 |
| 62 | Total—All road property depreciation (account 266) | 8 012 |
| 63 | Total—All other maintenance of way and structures accounts | 8 965 |
| 64 | Total maintenance of way and structures | |
| | Maintenance of Equipment | |
| 65 | (301) Superintendence | 576 |
| 66 | (302) Shop machinery | 68 |
| 67 | (304) Power-plant machinery | |
| 68 | (305) Shop and power-plant machinery—Depreciation (p. 80) | 24 |
| 69 | (306) Dismantling retired shop and power-plant machinery | |
| 70 | (311) Locomotives—Repairs, Diesel locomotives—Yard | 199 |
| 71 | Locomotives—Repairs, Diesel locomotives—Other | 1 990 |
| 72 | Locomotives—Repairs, Other than Diesel—Yard | |
| 73 | Locomotives—Repairs, Other than Diesel—Other | |
| 74 | (314) Freight-train cars—Repairs* | 2 963 |
| 75 | (317) Passenger-train cars—Repairs | 67 |
| 76 | (318) Highway revenue equipment—Repairs | 97 |
| 77 | (323) Floating equipment—Repairs | 6 |
| 78 | (326) Work equipment—Repairs | 5 |
| 79 | (328) Miscellaneous equipment—Repairs | 85 |
| 80 | (329) Dismantling retired equipment | |
| 81 | (330) Retirements—Equipment (p. 80) | (2) |
| 82 | (331) Equipment—Depreciation (p. 80) | 3 811 |
| 83 | (332) Injuries to persons | 11 |
| 84 | (333) Insurance | 21 |
| 85 | (334) Stationery and printing | 6 |
| 86 | (335) Employees' health and welfare benefits | 186 |
| 87 | (339) Other expenses | 11 |
| 88 | (336) Joint maintenance of equipment expenses—Dr | 8 |
| 89 | (337) Joint maintenance of equipment expenses—Cr | |
| 90 | Total—All equipment depreciation (accounts 305 and 331) | 3 835 |
| 91 | Total—All other maintenance of equipment accounts | 6 296 |
| 92 | Total maintenance of equipment | 10 131 |
| 93 | *Includes charges for work done by others of | \$ 575 |
| 94 | and credits for work charged to others in the amount of | \$ 900 |

320. RAILWAY OPERATING EXPENSES—Continued

| RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS | | | | | | | | | | Line No. |
|--|--|---------------------------|---|--|-----------------------------|--|----|----|----|----------|
| Expenses related solely to freight service (c) | Common expenses apportioned to freight service (d) | Total freight expense (e) | Related solely to passenger and allied services (f) | Common expenses apportioned to passenger and allied services (g) | Total passenger expense (h) | Other expenses not related to either freight or to passenger and allied services (i) | | | | |
| \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | | |
| | 45 | 45 | | 1 | 1 | | | | 50 | |
| | 161 | 161 | | 3 | 3 | | | | 51 | |
| | 1 | 1 | | | | | | | 52 | |
| | 217 | 217 | | 3 | 3 | | | | 53 | |
| | 1 | 1 | | | | | | | 54 | |
| | 8 | 8 | | | | | | | 55 | |
| | 5 | 5 | | | | | | | 56 | |
| | 154 | 154 | | 3 | 3 | | | | 57 | |
| | 59 | 59 | | 1 | 1 | | | | 58 | |
| 12 | | 12 | 51 | | 51 | | | | 59 | |
| 35 | 23 | 58 | | | | | | | 60 | |
| | 936 | 936 | | 17 | 17 | | | | 61 | |
| 2 142 | 5 685 | 7 827 | 53 | 132 | 185 | | | | 62 | |
| 2 142 | 6 621 | 8 763 | 53 | 149 | 202 | | | | 63 | |
| | 548 | 548 | | 28 | 28 | | | | 64 | |
| | 66 | 66 | | 2 | 2 | | | | 65 | |
| | 23 | 23 | | 1 | 1 | | | | 66 | |
| | 199 | 199 | | | | | | | 67 | |
| | 1 865 | 1 865 | | 125 | 125 | | | | 68 | |
| | | | | | | | | | 69 | |
| 2 963 | | 2 963 | | | | | | | 70 | |
| | | | 67 | | 67 | | | | 71 | |
| 97 | | 97 | | | | | | | 72 | |
| 6 | | 6 | | | | | | | 73 | |
| | 5 | 5 | | | | | | | 74 | |
| | 82 | 82 | | 3 | 3 | | | | 75 | |
| | | | | | | | | | 76 | |
| (2) | | (2) | | | | | | | 77 | |
| 3 653 | | 3 653 | 158 | | 158 | | | | 78 | |
| | 11 | 11 | | | | | | | 79 | |
| | 20 | 20 | | 1 | 1 | | | | 80 | |
| | 6 | 6 | | | | | | | 81 | |
| 92 | 84 | 176 | 3 | 6 | 9 | | | | 82 | |
| | 10 | 10 | | 1 | 1 | | | | 83 | |
| | | | 8 | | 8 | | | | 84 | |
| | | | | | | | | | 85 | |
| 3 653 | 23 | 3 676 | 158 | 1 | 159 | | | | 86 | |
| 3 156 | 2 896 | 6 052 | 78 | 166 | 244 | | | | 87 | |
| 6 809 | 2 919 | 9 728 | 236 | 167 | 403 | | | | 88 | |
| | | | | | | | | | 89 | |
| | | | | | | | | | 90 | |
| | | | | | | | | | 91 | |
| | | | | | | | | | 92 | |

320. RAILWAY OPERATING EXPENSES—Continued

| Line No. | Name of railway operating expense account | | Amount of operating expenses for the year | |
|----------|--|--|---|-----|
| | (a) | | (b) | |
| | Traffic | | \$ | |
| 95 | (351) Superintendence | | | 558 |
| 96 | (352) Outside agencies | | | 186 |
| 97 | (353) Advertising* | | | 104 |
| 98 | (354) Traffic associations | | | 40 |
| 99 | (355) Fast freight lines | | | |
| 100 | (356) Industrial and immigration bureaus | | | 46 |
| 101 | (357) Insurance | | | |
| 102 | (358) Stationery and printing | | | 70 |
| 103 | (359) Employees' health and welfare benefits | | | 46 |
| 104 | (360) Other expenses | | | 27 |
| 105 | Total traffic | | 1 | 077 |
| | Transportation—Rail Line | | | |
| 106 | (371) Superintendence | | 1 | 000 |
| 107 | (372) Dispatching trains | | | 116 |
| 108 | (373) Station employees | | | 817 |
| 109 | (374) Weighing, inspection, and demurrage bureaus | | | 68 |
| 110 | (375) Coal and ore wharves | | | |
| 111 | (376) Station supplies and expenses | | | 75 |
| 112 | (377) Yardmasters and yard clerks | | | 715 |
| 113 | (378) Yard conductors and brakemen | | 1 | 280 |
| 114 | (379) Yard switch and signal tenders | | | 2 |
| 115 | (380) Yard enginemen | | | 683 |
| 116 | (382) Yard switching fuel | | | 213 |
| 117 | (383) Yard switching power produced | | | |
| 118 | (384) Yard switching power purchased | | | |
| 119 | (388) Servicing yard locomotives | | | 15 |
| 120 | (389) Yard supplies and expenses | | | 38 |
| 121 | (392) Train enginemen | | 1 | 410 |
| 122 | (394) Train fuel | | 2 | 138 |
| 123 | (395) Train power produced | | | |
| 124 | (396) Train power purchased | | | |
| 125 | (400) Servicing train locomotives | | | 307 |
| 126 | (401) Trainmen | | 2 | 734 |
| 127 | (402) Train supplies and expenses** | | | 419 |
| 128 | (403) Operating sleeping cars | | | 5 |
| 129 | (404) Signal and interlocker operation | | | 232 |
| 130 | (405) Crossing protection | | | 17 |
| 131 | (406) Drawbridge operation | | | 116 |
| 132 | (407) Communication system operation | | | 774 |
| 133 | (408) Operating floating equipment | | | |
| 134 | (409) Employees' health and welfare benefits | | | 450 |
| 135 | (410) Stationery and printing | | | 66 |
| 136 | *Value of transportation issued in exchange for advertising | | | |
| 137 | **Includes gross charges and credits for heater and refrigerator service as follows: | | | |
| 138 | Freight train cars: Refrigerator-Charges | | | 2 |
| 139 | -Credits | | | |
| 140 | Heater-Charges | | | |
| 141 | -Credits | | | |
| 142 | TOFC trailers: Refrigerator-Charges | | | |
| 143 | -Credits | | | |
| 144 | Heater-Charges | | | |
| | -Credits | | | |

320. RAILWAY OPERATING EXPENSES—Continued

| RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS | | | | | | | | | | | | | Line No. | |
|--|-----|--|-----|---------------------------|-----|---|-----|--|----|-----------------------------|-----|--|----------|-----|
| Expenses related solely to freight service (c) | | Common expenses apportioned to freight service (d) | | Total freight expense (e) | | Related solely to passenger and allied services (f) | | Common expenses apportioned to passenger and allied services (g) | | Total passenger expense (h) | | Other expenses not related to either freight or to passenger and allied services (i) | | |
| \$ | | \$ | | \$ | | \$ | | \$ | | \$ | | \$ | | |
| | 511 | | 34 | | 545 | | 12 | | 1 | | 13 | | | 95 |
| | 146 | | 33 | | 179 | | 6 | | 1 | | 7 | | | 96 |
| | 1 | | 101 | | 102 | | | | 2 | | 2 | | | 97 |
| | 40 | | | | 40 | | | | | | | | | 98 |
| | 46 | | | | 46 | | | | | | | | | 99 |
| | | | | | | | | | | | | | | 100 |
| | 69 | | | | 69 | | 1 | | | | 1 | | | 101 |
| | 41 | | 4 | | 45 | | 1 | | | | 1 | | | 102 |
| | 25 | | 2 | | 27 | | | | | | | | | 103 |
| | 879 | | 174 | 1 | 053 | | 20 | | 4 | | 24 | | | 104 |
| | | | | | | | | | | | | | | 105 |
| | | | 942 | | 942 | | | | 58 | | 58 | | | 106 |
| | | | 113 | | 113 | | | | 3 | | 3 | | | 107 |
| | 595 | | 124 | | 719 | | 81 | | 17 | | 98 | | | 108 |
| | 68 | | | | 68 | | | | | | | | | 109 |
| | | | | | | | | | | | | | | 110 |
| | 54 | | 20 | | 74 | | 1 | | | | 1 | | | 111 |
| | 715 | | | | 715 | | | | | | | | | 112 |
| | | 1 | 266 | 1 | 266 | | | | 14 | | 14 | | | 113 |
| | | | 2 | | 2 | | | | | | | | | 114 |
| | | | 676 | | 676 | | | | 7 | | 7 | | | 115 |
| | 212 | | | | 212 | | 1 | | | | 1 | | | 116 |
| | | | | | | | | | | | | | | 117 |
| | | | 15 | | 15 | | | | | | | | | 118 |
| | | | 38 | | 38 | | | | | | | | | 119 |
| 1 | 315 | | | 1 | 315 | | 95 | | | | 95 | | | 120 |
| 2 | 003 | | | 2 | 003 | | 135 | | | | 135 | | | 121 |
| | | | | | | | | | | | | | | 122 |
| | | | | | | | | | | | | | | 123 |
| | 285 | | | | 285 | | 22 | | | | 22 | | | 124 |
| 2 | 620 | | | 2 | 620 | | 114 | | | | 114 | | | 125 |
| | 293 | | | | 293 | | 126 | | | | 126 | | | 126 |
| | | | | | | | 5 | | | | 5 | | | 127 |
| | | | 229 | | 229 | | | | 3 | | 3 | | | 128 |
| | | | 17 | | 17 | | | | | | | | | 129 |
| | 81 | | | | 81 | | 35 | | | | 35 | | | 130 |
| | | | 743 | | 743 | | | | 31 | | 31 | | | 131 |
| | | | | | | | | | | | | | | 132 |
| | 266 | | 158 | | 424 | | 19 | | 7 | | 26 | | | 133 |
| | 46 | | 18 | | 64 | | 1 | | 1 | | 2 | | | 134 |
| | | | | | | | | | | | | | | 135 |

320. RAILWAY OPERATING EXPENSES—Continued

| Line No. | Name of railway operating expense account (a) | Amount of operating expenses for the year (b) | |
|----------|--|--|---------|
| | | | |
| | Transportation—Rail Line | \$ | |
| 145 | (411) Other expenses | | 24 |
| 146 | (414) Insurance | | 19 |
| 147 | (415) Clearing wrecks | | 135 |
| 148 | (416) Damage to property | | 360 |
| 149 | (417) Damage to livestock on right of way | | 7 |
| 150 | (418) Loss and damage—Freight | | 603 |
| 151 | (419) Loss and damage—Baggage | | |
| 152 | (420) Injuries to persons | | 87 |
| 153 | (421) TOFC/COFC terminals | | 176 |
| 154 | (422) Other highway transportation expenses | | 1 |
| 155 | (390) Operating joint yards and terminals—Dr | | 182 |
| 156 | (391) Operating joint yards and terminals—Cr | | 8 |
| 157 | (412) Operating joint tracks and facilities—Dr | | 28 |
| 158 | (413) Operating joint tracks and facilities—Cr | | 53 |
| 159 | Total transportation—Rail line | 15 | 251 |
| | Miscellaneous Operations | | |
| 160 | (441) Dining and buffet service | | 220 |
| 161 | (442) Hotels and restaurants | | |
| 162 | (443) Grain elevators | | |
| 163 | (445) Producing power sold | | |
| 164 | (446) Other miscellaneous operations | | |
| 165 | (449) Employees' health and welfare benefits | | |
| 166 | (447) Operating joint miscellaneous facilities—Dr | | |
| 167 | (448) Operating joint miscellaneous facilities—Cr | | |
| 168 | Total miscellaneous operations | | 220 |
| | General | | |
| 169 | (451) Salaries and expenses of general officers | | 604 |
| 170 | (452) Salaries and expenses of clerks and attendants | | 770 |
| 171 | (453) General office supplies and expenses | | 102 |
| 172 | (454) Law expenses | | 432 |
| 173 | (455) Insurance | | 25 |
| 174 | (456) Employees' health and welfare benefits | | 88 |
| 175 | (457) Pensions | | |
| 176 | (458) Stationery and printing | | 108 |
| 177 | (460) Other expenses* | | 149 |
| 178 | (461) General joint facilities—Dr | | 39 |
| 179 | (462) General joint facilities—Cr | | |
| 180 | Total general expenses | 2 | 317 |
| 181 | Grand total railway operating expenses | 37 | 961 |
| 182 | Operating ratio (ratio of operating expenses to operating revenues) percent. (Two decimal places required) | | 70.14 % |
| 183 | Amount of employee compensation † (applicable to the current year) chargeable to operating expenses | \$ | 17 439 |

*Give description and amount of charges to account No. 460, "Other expenses," for severance payments made to employees. This includes payments made as a result of agreements with employee organizations and awards pursuant to decisions of arbitration boards or by specific orders of this Commission or by voluntary action on the part of respondent. This also includes severance payments in cases relating to mergers and situations involving reduction in employees because of abandonment or consolidation of facilities.

Description of payments

Amount

Separation Pay

\$ 14

Wage Stabilization

2

\$ 16

†Includes "straight time paid for" in train and engine service, and "time actually worked and paid for at straight time rates" in other services; all overtime in train and engine service, and overtime paid for at positive rates in other services; and "constructive allowances, including vacations and holidays" in train and engine service and "vacations, holidays, and other allowances" in other services. (Compensation chargeable to operating expenses applicable to prior years, which was paid or is payable under labor awards of the current year or for other reasons, should be shown in Schedule 561C and not included in this return.)

320. RAILWAY OPERATING EXPENSES—Concluded

| RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS | | | | | | | | | | | | | Line No. | |
|--|-----|--|-----|---------------------------|-----|---|-----|--|-----|-----------------------------|-----|--|----------|-----|
| Expenses related solely to freight service (c) | | Common expenses apportioned to freight service (d) | | Total freight expense (e) | | Related solely to passenger and allied services (f) | | Common expenses apportioned to passenger and allied services (g) | | Total passenger expense (h) | | Other expenses not related to either freight or to passenger and allied services (i) | | |
| \$ | | \$ | | \$ | | \$ | | \$ | | \$ | | \$ | | |
| | 14 | | | | 14 | | 10 | | | | 10 | | | 145 |
| | 19 | | | | 19 | | | | | | | | | 146 |
| | 135 | | | | 135 | | | | | | | | | 147 |
| | 360 | | | | 360 | | | | | | | | | 148 |
| | 7 | | | | 7 | | | | | | | | | 149 |
| | 603 | | | | 603 | | | | | | | | | 150 |
| | | | | | | | | | | | | | | 151 |
| | 17 | | 65 | | 82 | | 1 | | 4 | | 5 | | | 152 |
| | 176 | | | | 176 | | | | | | | | | 153 |
| | 1 | | | | 1 | | | | | | | | | 154 |
| | 33 | | | | 33 | | 149 | | | | 149 | | | 155 |
| | 7 | | 1 | | 8 | | | | | | | | | 156 |
| | 28 | | | | 28 | | | | | | | | | 157 |
| | 18 | | 33 | | 51 | | | | 2 | | 2 | | | 158 |
| 9 | 921 | 4 | 392 | 14 | 313 | | 795 | | 143 | | 938 | | | 159 |
| | | | | | | | 220 | | | | 220 | | | 160 |
| | | | | | | | | | | | | | | 161 |
| | | | | | | | | | | | | | | 162 |
| | | | | | | | | | | | | | | 163 |
| | | | | | | | | | | | | | | 164 |
| | | | | | | | | | | | | | | 165 |
| | | | | | | | | | | | | | | 166 |
| | | | | | | | 220 | | | | 220 | | | 167 |
| | | | | | | | | | | | | | | 168 |
| | 97 | | 483 | | 580 | | | | 24 | | 24 | | | 169 |
| | 370 | | 366 | | 736 | | 16 | | 18 | | 34 | | | 170 |
| | 29 | | 63 | | 92 | | 7 | | 3 | | 10 | | | 171 |
| | | | 411 | | 411 | | | | 21 | | 21 | | | 172 |
| | | | 24 | | 24 | | | | 1 | | 1 | | | 173 |
| | 30 | | 54 | | 84 | | 1 | | 3 | | 4 | | | 174 |
| | | | | | | | | | | | | | | 175 |
| | 38 | | 66 | | 104 | | 1 | | 3 | | 4 | | | 176 |
| | 56 | | 89 | | 145 | | | | 4 | | 4 | | | 177 |
| | 5 | | | | 5 | | 34 | | | | 34 | | | 178 |
| | | | | | | | | | | | | | | 179 |
| | 625 | 1 | 556 | 2 | 181 | | 59 | | 77 | | 136 | | | 180 |
| 20 | 376 | 15 | 662 | 36 | 038 | 1 | 383 | | 540 | 1 | 923 | | | 181 |

322. ROAD PROPERTY—DEPRECIATION

Give the particulars called for with respect to the amount charged to account 266, "Road property—Depreciation," for the year.

| Line No. | Subaccount (Dollars in thousands) (a) | Amount of operating expenses for the year (b) | |
|----------|---|--|-----|
| | | \$ | |
| 1 | (1) Engineering _____ | | 18 |
| 2 | (2 1/2) Other right-of-way expenditures _____ | | |
| 3 | (3) Grading _____ | | 59 |
| 4 | (5) Tunnels and subways _____ | | |
| 5 | (6) Bridges, trestles, and culverts _____ | | 246 |
| 6 | (7) Elevated structures _____ | | |
| 7 | (13) Fences, snowsheds, and signs _____ | | |
| 8 | (16) Station and office buildings _____ | | 345 |
| 9 | (17) Roadway buildings _____ | | 2 |
| 10 | (18) Water stations _____ | | |
| 11 | (19) Fuel stations _____ | | 7 |
| 12 | (20) Shops and enginehouses _____ | | 76 |
| 13 | (21) Grain elevators _____ | | |
| 14 | (22) Storage warehouses _____ | | |
| 15 | (23) Wharves and docks _____ | | |
| 16 | (24) Coal and ore wharves _____ | | |
| 17 | (25) TOPC/COPC terminals _____ | | 10 |
| 18 | (26) Communication systems _____ | | 23 |
| 19 | (27) Signals and interlockers _____ | | 138 |
| 20 | (29) Power plants _____ | | 1 |
| 21 | (31) Power-transmission systems _____ | | 18 |
| 22 | (35) Miscellaneous structures _____ | | 5 |
| 23 | (37) Roadway machines _____ | | |
| 24 | (39) Public improvements—Construction _____ | | 5 |
| 25 | All other road accounts _____ | | |
| 26 | Total (account 266) | | 953 |

324. RETIREMENTS—ROAD

Give the particulars called for with respect to the amount included in account 267, "Retirements—Road," for the year.

| Line No. | Subaccount (Dollars in thousands) (a) | Amount of operating expenses for the year (b) | |
|----------|---|--|----|
| | | \$ | |
| 1 | (1) Engineering _____ | | 1 |
| 2 | (2 1/2) Other right-of-way expenditures _____ | | |
| 3 | (3) Grading _____ | | |
| 4 | (5) Tunnels and subways _____ | | |
| 5 | (8) Ties _____ | | 3 |
| 6 | (9) Rails _____ | | 5 |
| 7 | (10) Other track material _____ | | 32 |
| 8 | (11) Ballast _____ | | 5 |
| 9 | (12) Track laying and surfacing _____ | | 6 |
| 10 | (38) Roadway small tools _____ | | |
| 11 | (39) Public improvements—Construction _____ | | |
| 12 | (43) Other expenditures—Road _____ | | |
| 13 | (76) Interest during construction _____ | | 2 |
| 14 | (77) Other expenditures—General _____ | | |
| 15 | (80) Other elements of investment _____ | | |
| 16 | All other road accounts _____ | | |
| 17 | Total (account 267) | | 54 |

322. ROAD PROPERTY—DEPRECIATION

| RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS | | | | | | | | | | | | Line No. | | |
|---|--|--|-----|-----------------------|-----|---|--|--|----|-------------------------|----|----------|--|----|
| Expenses related solely to freight service | | Common expenses apportioned to freight service | | Total freight expense | | Related solely to passenger and allied services | | Common expenses apportioned to passenger and allied services | | Total passenger expense | | | Other expenses not related to either freight or to passenger and allied services | |
| (c) | | (d) | | (e) | | (f) | | (g) | | (h) | | | (i) | |
| \$ | | \$ | 18 | \$ | 18 | \$ | | \$ | | \$ | | \$ | | 1 |
| | | | 58 | | 58 | | | | 1 | | 1 | | | 2 |
| | | | | | | | | | | | | | | 3 |
| | | | 241 | | 241 | | | | 5 | | 5 | | | 4 |
| | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | 6 |
| | | | 338 | | 338 | | | | 7 | | 7 | | | 7 |
| | | | 2 | | 2 | | | | | | | | | 8 |
| | | | | | | | | | | | | | | 9 |
| | | | 7 | | 7 | | | | | | | | | 10 |
| | | | 75 | | 75 | | | | 1 | | 1 | | | 11 |
| | | | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | 13 |
| | | | | | | | | | | | | | | 14 |
| | | | | | | | | | | | | | | 15 |
| | | | | | | | | | | | | | | 16 |
| | | | 10 | | 10 | | | | | | | | | 17 |
| | | | 23 | | 23 | | | | | | | | | 18 |
| | | | 135 | | 135 | | | | 3 | | 3 | | | 19 |
| | | | 1 | | 1 | | | | | | | | | 20 |
| | | | 18 | | 18 | | | | | | | | | 21 |
| | | | 5 | | 5 | | | | | | | | | 22 |
| | | | | | | | | | | | | | | 23 |
| | | | 5 | | 5 | | | | | | | | | 24 |
| | | | | | | | | | | | | | | 25 |
| | | | 936 | | 936 | | | | 17 | | 17 | | | 26 |

324. RETIREMENTS—ROAD

| RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS | | | | | | | | | | | | | Line No. | |
|---|--|--|----|-----------------------|----|---|--|--|---|-------------------------|---|--|----------|----|
| Expenses related solely to freight service | | Common expenses apportioned to freight service | | Total freight expense | | Related solely to passenger and allied services | | Common expenses apportioned to passenger and allied services | | Total passenger expense | | Other expenses not related to either freight or to passenger and allied services | | |
| (c) | | (d) | | (e) | | (f) | | (g) | | (h) | | (i) | | |
| \$ | | \$ | | \$ | | \$ | | \$ | | \$ | | \$ | | |
| | | | 1 | | 1 | | | | | | | | | 1 |
| | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | 3 |
| | | | 3 | | 3 | | | | | | | | | 4 |
| | | | 5 | | 5 | | | | | | | | | 5 |
| | | | 31 | | 31 | | | | 1 | | 1 | | | 6 |
| | | | 5 | | 5 | | | | | | | | | 7 |
| | | | 6 | | 6 | | | | | | | | | 8 |
| | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | 10 |
| | | | | | | | | | | | | | | 11 |
| | | | 2 | | 2 | | | | | | | | | 12 |
| | | | | | | | | | | | | | | 13 |
| | | | | | | | | | | | | | | 14 |
| | | | | | | | | | | | | | | 15 |
| | | | 53 | | 53 | | | | 1 | | 1 | | | 16 |
| | | | | | | | | | | | | | | 17 |

326. SHOP AND POWER-PLANT MACHINERY—DEPRECIATION

Give the particulars called for with respect to the amount charged to account 305, "Shop and power-plant machinery—Depreciation," for the year.

| Line No. | Subaccount (a) | (Dollars in thousands) | Amount of operating expenses for the year (b) |
|----------|----------------------------------|------------------------|--|
| | | | \$ |
| 1 | (44) Shop machinery _____ | | 18 |
| 2 | (45) Power-plant machinery _____ | | 6 |
| 3 | Total (account 305) _____ | | 24 |

328. RETIREMENTS—EQUIPMENT

Give the particulars called for with respect to the amount included in account 330, "Retirements—Equipment," for the year.

| Line No. | Subaccount (a) | (Dollars in thousands) | Amount of operating expenses for the year (b) |
|----------|---|------------------------|--|
| | | | \$ |
| | (52) Locomotives _____ | | |
| | (53) Freight-train cars _____ | | (2) |
| | (54) Passenger-train cars _____ | | |
| | (55) Highway revenue equipment _____ | | |
| | (56) Floating equipment _____ | | |
| | (57) Work equipment _____ | | |
| | (58) Miscellaneous equipment _____ | | |
| | (76) Interest during construction _____ | | |
| | (77) Other expenditures—General _____ | | |
| | (80) Other elements of investment _____ | | |
| 11 | Total (account 330) _____ | | (2) |

330. EQUIPMENT—DEPRECIATION

Give the particulars called for with respect to the amount charged to account 331, "Equipment—Depreciation," for the year.

| Line No. | Subaccount (a) | (Dollars in thousands) | Amount of operating expenses for the year (b) |
|----------|--------------------------------------|------------------------|--|
| | | | \$ |
| 1 | (52) Locomotives-Yard _____ | | 113 |
| 2 | (52) Locomotives-Other _____ | 1 | 101 |
| 3 | (53) Freight-train cars _____ | 2 | 595 |
| 4 | (54) Passenger-train cars _____ | | 1 |
| 5 | (55) Highway revenue equipment _____ | | |
| 6 | (56) Floating equipment _____ | | 1 |
| 7 | (57) Work equipment _____ | | |
| 8 | (58) Miscellaneous equipment _____ | | |
| 9 | Total (account 331) _____ | | 3 811 |

326. SHOP AND POWER-PLANT MACHINERY—DEPRECIATION—Continued

| RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS | | | | | | | | | | | | Line No. | | |
|--|--|--|----|---------------------------|----|---|--|--|---|-----------------------------|---|----------|--|---|
| Expenses related solely to freight service (c) | | Common expenses apportioned to freight service (d) | | Total freight expense (e) | | Related solely to passenger and allied services (f) | | Common expenses apportioned to passenger and allied services (g) | | Total passenger expense (h) | | | Other expenses not related to either freight or to passenger and allied services (i) | |
| \$ | | \$ | | \$ | | \$ | | \$ | | \$ | | \$ | | |
| | | | 17 | | 17 | | | | 1 | | 1 | | | 1 |
| | | | 6 | | 6 | | | | | | | | | 2 |
| | | | 23 | | 23 | | | | 1 | | 1 | | | 3 |

328. RETIREMENTS-EQUIPMENT—Continued

| RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS | | | | | | | | | | | Line No. | | | |
|--|-----|--|--|---------------------------|-----|---|--|--|--|-----------------------------|----------|--|--|----|
| Expenses related solely to freight service (c) | | Common expenses apportioned to freight service (d) | | Total freight expense (e) | | Related solely to passenger and allied services (f) | | Common expenses apportioned to passenger and allied services (g) | | Total passenger expense (h) | | Other expenses not related to either freight or to passenger and allied services (i) | | |
| \$ | | \$ | | \$ | | \$ | | \$ | | \$ | | \$ | | |
| | (2) | | | | (2) | | | | | | | | | 1 |
| | | | | | | | | | | | | | | 2 |
| | | | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | | | 4 |
| | | | | | | | | | | | | | | 5 |
| | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | 10 |
| | (2) | | | | (2) | | | | | | | | | 11 |

330. EQUIPMENT-DEPRECIATION—Continued

| RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS | | | | | | | | | | | | Line No. | | |
|--|-----|--|--|---------------------------|-----|---|-----|--|--|-----------------------------|-----|----------|--|---|
| Expenses related solely to freight service (c) | | Common expenses apportioned to freight service (d) | | Total freight expense (e) | | Related solely to passenger and allied services (f) | | Common expenses apportioned to passenger and allied services (g) | | Total passenger expense (h) | | | Other expenses not related to either freight or to passenger and allied services (i) | |
| \$ | | \$ | | \$ | | \$ | | \$ | | \$ | | \$ | | |
| | 113 | | | | 113 | | | | | | | | | 1 |
| | 944 | | | | 944 | | 157 | | | | 157 | | | 2 |
| 2 | 595 | | | 2 | 595 | | | | | | | | | 3 |
| | | | | | | | 1 | | | | 1 | | | 4 |
| | 1 | | | | 1 | | | | | | | | | 5 |
| | | | | | | | | | | | | | | 6 |
| | | | | | | | | | | | | | | 7 |
| | | | | | | | | | | | | | | 8 |
| 3 | 653 | | | 3 | 653 | | 158 | | | | 158 | | | 9 |

350. RAILWAY TAX ACCRUALS

1. In Sections A and B show the particulars called for with respect to net accruals of taxes on railroad property, and U.S. Government taxes charged to account 532, "Railway tax accruals" of the respondent's In-

come account for the year.

2. In Section C show an analysis and distribution of Federal income taxes. (Dollars in thousands)

| A. Other than U.S. Government Taxes | | | | | |
|-------------------------------------|----------------|------------|--|------------|----------|
| Line No. | State (a) | Amount (b) | State (a) | Amount (b) | Line No. |
| | | \$ | | \$ | |
| 1 | Alabama | 539 | South Dakota | | 41 |
| 2 | Alaska | | Tennessee | 118 | 42 |
| 3 | Arizona | | Texas | | 43 |
| 4 | Arkansas | | Utah | | 44 |
| 5 | California | | Vermont | | 45 |
| 6 | Colorado | | Virginia | | 46 |
| 7 | Connecticut | | Washington | | 47 |
| 8 | Delaware | | West Virginia | | 48 |
| 9 | Florida | | Wisconsin | | 49 |
| 10 | Georgia | 60 | Wyoming | | 50 |
| 11 | Hawaii | | District of Columbia | | 51 |
| 12 | Idaho | | | | |
| 13 | Illinois | | Other | | |
| 14 | Indiana | | Canada | | 52 |
| 15 | Iowa | | Mexico | | 53 |
| 16 | Kansas | | Puerto Rico | | 54 |
| 17 | Kentucky | | | | 55 |
| 18 | Louisiana | 202 | Total—Other than U.S. Government Taxes | 1 466 | 56 |
| 19 | Maine | | | | |
| 20 | Maryland | | B. U.S. Government Taxes | | |
| 21 | Massachusetts | | Kind of tax (a) | Amount (b) | |
| 22 | Michigan | | | \$ | |
| 23 | Minnesota | | | | |
| 24 | Mississippi | 547 | Income taxes: | | |
| 25 | Missouri | | Normal tax and surtax | 379 | 57 |
| 26 | Montana | | Excess profits | | 58 |
| 27 | Nebraska | | Total—Income taxes | 379 | 59 |
| 28 | Nevada | | Old-age retirement* | 1 578 | 60 |
| 29 | New Hampshire | | Unemployment insurance | 347 | 61 |
| 30 | New Jersey | | All other United States Taxes | | 62 |
| 31 | New Mexico | | Total—U.S. Government taxes | 2 304 | 63 |
| 32 | New York | | Grand Total—Railway Tax Accruals (account 532) | 3 770 | 64 |
| 33 | North Carolina | | | | |
| 34 | North Dakota | | | | |
| 35 | Ohio | | | | |
| 36 | Oklahoma | | *Includes taxes for hospital insurance (Medicare) and supplemental annuities as follows: | | |
| 37 | Oregon | | | | |
| 38 | Pennsylvania | | Hospital insurance | 114 | 65 |
| 39 | Rhode Island | | Supplemental annuities | 177 | 66 |
| 40 | South Carolina | | | | |

350. RAILWAY TAX ACCRUALS—Continued

C. Analysis of Federal Income Taxes

| Line No. | Item (a) | Amount (b) | Item (a) | Amount (b) | Line No. |
|----------|---|------------|--|------------|----------|
| 67 | Provision for income taxes based on taxable net income recorded in the accounts for the year | \$ 3 924 | | \$ | 73 |
| 68 | Net decrease (or increase) because of use of accelerated depreciation under section 167 of the Internal Revenue Code and guideline lives pursuant to Revenue Procedure 62-21 and different basis used for book depreciation | 1 110 | | | 74 |
| 69 | Net increase (or decrease) because of accelerated amortization of facilities under section 168 of the Internal Revenue Code for tax purposes and different basis used for book depreciation | 201 | Net applicable to the current year | 379 | 75 |
| 70 | Net decrease (or increase) because of investment tax credit authorized in Revenue Act of 1962 | 731 | Adjustments applicable to previous years (net debit or credit), except carry-backs and carry-overs | | 76 |
| 71 | Net decrease (or increase) because of accelerated amortization of certain rolling stock under section 184 of the Internal Revenue Code and basis used for book depreciation | 1 902 | Adjustments for carry-backs | | 77 |
| 72 | Net decrease (or increase) because of amortization of certain rights-of-way investment under section 185 of the Internal Revenue Code | 3 | Adjustments for carry-overs | | 78 |
| | | | Total | 379 | 79 |
| | | | Distribution: | | 80 |
| | | | Account 532 | 379 | 81 |
| | | | Account 590 | | 82 |
| | | | Other (Specify) | | 83 |
| | | | Total | 379 | 84 |

Note.—The amount shown on line 59 should equal line 84; the amount shown on line 83 should equal line 88.

351. RECONCILIATION OF REPORTED NET INCOME WITH TAXABLE INCOME FOR FEDERAL INCOME TAXES

1. Report hereunder a reconciliation of reported net income for the year with taxable income used in computing Federal income tax accruals. The reconciliation shall be submitted even though there is no taxable income for the year. Descriptions should clearly indicate the nature of each reconciling amount.

2. If the respondent is a member of a group which files a consolidated Federal tax return, reconcile reported net income with taxable net income as if a separate return were to be filed, indicating, however, inter-company amounts to be eliminated in such consolidated return.

| Line No. | Item (a) | (Dollars in thousands) | Amount (b) |
|----------|--|------------------------|------------|
| 1 | Net income for year from Schedule 300 (p. 66) | | \$ |
| | Reconciling amounts (list additional income and unallowable deductions followed by additional deductions and nontaxable income): | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | Federal tax net income | | |
| 14 | Amount taxed as ordinary income | \$ | XXXXXXXXXX |
| 15 | Amount taxed as capital gains | | XXXXXXXXXX |
| 16 | Total (should be same as line 13) | | XXXXXXXXXX |

352. COMPUTATION OF FEDERAL INCOME TAXES

All carriers who are not members of a group which files a consolidated Federal tax return shall complete parts 1 and 3. Carriers who are members of a group which files a consolidated Federal tax return shall com-

plete parts 2 and 3. All carriers shall furnish information requested at bottom of schedule.
(Dollars in thousands)

| Line No. | Item (a) | Amount (b) |
|----------|---|------------|
| | | \$ |
| 1. | Computation of tax accrual on a separate return: | |
| 1 | Tax on ordinary income _____ | |
| 2 | Tax on capital gains _____ | |
| 3 | Total tax _____ | |
| 4 | Less tax credits _____ | |
| 5 | Tax accrual for year _____ | |
| 2. | If respondent is a member of an affiliated group which files a consolidated tax return, compute tax accrual in (a) as if filing on a separate return basis. Also compute tax accrual in (b) to reflect tax liability as allocated to respondent on consolidated tax return and complete Schedule 353. | |
| | (a) Computation of tax on separate return basis: | |
| 6 | Tax on ordinary income _____ | |
| 7 | Tax on capital gains _____ | |
| 8 | Total tax _____ | |
| 9 | Less tax credits _____ | |
| 10 | Tax accrual for year _____ | |
| | (b) Allocation of tax on consolidated return: | |
| 11 | Allocated tax on ordinary income _____ | |
| 12 | Allocated tax on capital gains _____ | |
| 13 | Total tax _____ | |
| 14 | Less tax credits allocated to respondent _____ | |
| 15 | Tax accrual for year _____ | |
| 3. | Distribution of tax accrual: | |
| 16 | Account 532 _____ \$ _____ | |
| 17 | Account 590 _____ | |
| 18 | Other (Specify) _____ | |
| 19 | _____ | |
| 20 | Tax accrual for year _____ | |
| 21 | 1. Net decrease (or increase) in tax because of computing book depreciation under Commission rules and computing tax depreciation using the items listed below _____ | \$ |
| | -Accelerated depreciation under section 167 of the Internal Revenue Code. | |
| | -Guideline lives pursuant to Revenue Procedure 62-21. | |
| | -Guideline lives under Class Life System (Asset Depreciation Range) as provided in the Revenue Act of 1971. | |
| 22 | 2. Net increase (or decrease) in tax because of accelerated amortization of facilities under Section 168 of the Internal Revenue Code for tax purposes and different basis used for book depreciation _____ | \$ |
| 23 | (a) Indicate method elected by carrier, as provided in the Revenue Act of 1971, to account for the investment tax credit. Flow-through _____ Deferral _____ | |
| 24 | (b) If flow-through method was elected, indicate net decrease (or increase) in tax accrual because of investment tax credit _____ | \$ |
| 25 | (c) If deferral method was elected, indicate amount of investment tax credit utilized as a reduction of tax liability for current year _____ | \$ |
| 26 | 3. Deduct amount of current year's investment tax credit applied to reduction of tax liability but deferred for accounting purposes _____ | \$ |
| 27 | 4. Balance of current year's investment tax credit used to reduce current year's tax accrual _____ | \$ |
| 28 | 5. Add amount of prior years' deferred investment tax credits being amortized and used to reduce current year's tax accrual _____ | \$ |
| 29 | 6. Total decrease in current year's tax accrual resulting from use of investment tax credits _____ | \$ |
| 30 | 7. Net decrease (or increase) in tax because of accelerated amortization of certain rolling stock under Section 184 of the Internal Revenue Code and basis used for book depreciation _____ | \$ |
| 31 | 8. Net decrease (or increase) in tax because of amortization of certain rights-of-way investment under Section 185 of the Internal Revenue Code _____ | \$ |

353. CONSOLIDATED FEDERAL INCOME TAX INFORMATION

To be completed by carriers who are members of a group which files a consolidated Federal tax return. Give particulars for latest consolidated return filed. (Dollars in thousands)

| Line No. | Name of Company: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|----------|--------------------|-----|--|-----|--|-----|--|--|--|----|--|----|--|----|--|----|--|----------------------------|--|--|--|--|--|--|--|--|--------------------|--|--|--|--|--|--|--|--|-----------------|--|--|--|--|--|--|--|--|---------|--|--|--|--|--|--|--|--|---------|--|--|--|--|--|--|--|--|---------|--|--|--|--|--|--|--|--|---------|--|--|--|--|--|--|--|--|---------|--|--|--|--|--|--|--|--|---------|--|--|--|--|--|--|--|--|---------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-------------------|--|--|--|--|--|--|--|--|----------|-----|-----|-----|-----|-----|-----|-----|-----|----------|-----|-----|-----|-----|-----|-----|-----|-----|----------|-----|-----|-----|-----|-----|-----|-----|-----|----------|-----|-----|-----|-----|-----|-----|-----|-----|----------|-----|-----|-----|-----|-----|-----|-----|-----|----------|--|--|--|--|--|--|--|--|----------------------------------|--|--|--|--|--|--|--|--|-----------------------|--|--|--|--|--|--|--|--|
| 1 | 1. Schedule of affiliated companies included in consolidated return and allocation of tax liability for tax year ended _____, 19____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <table border="1"> <thead> <tr> <th>Item (a)</th> <th colspan="2">Book Income (b)</th> <th colspan="2">Taxable Income (c)</th> <th colspan="2">Tax liability on separate return basis (d)</th> <th colspan="2">Tax allocated on consolidated return (e)</th> </tr> <tr> <th></th> <th>\$</th> <th></th> <th>\$</th> <th></th> <th>\$</th> <th></th> <th>\$</th> <th></th> </tr> </thead> <tbody> <tr> <td>Carriers regulated by ICC:</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>2 Respondent _____</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>Other carriers:</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>3 _____</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>4 _____</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>5 _____</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>6 _____</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>7 _____</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>8 _____</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>9 _____</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>10 Totals-ICC regulated carriers _____</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>Other affiliates:</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>11 _____</td> <td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td> </tr> <tr> <td>12 _____</td> <td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td> </tr> <tr> <td>13 _____</td> <td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td> </tr> <tr> <td>14 _____</td> <td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td> </tr> <tr> <td>15 _____</td> <td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td><td>XXX</td> </tr> <tr> <td>16 _____</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>17 Totals-Other affiliates _____</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td>18 Grand totals _____</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> </tbody> </table> | Item (a) | Book Income (b) | | Taxable Income (c) | | Tax liability on separate return basis (d) | | Tax allocated on consolidated return (e) | | | \$ | | \$ | | \$ | | \$ | | Carriers regulated by ICC: | | | | | | | | | 2 Respondent _____ | | | | | | | | | Other carriers: | | | | | | | | | 3 _____ | | | | | | | | | 4 _____ | | | | | | | | | 5 _____ | | | | | | | | | 6 _____ | | | | | | | | | 7 _____ | | | | | | | | | 8 _____ | | | | | | | | | 9 _____ | | | | | | | | | 10 Totals-ICC regulated carriers _____ | | | | | | | | | Other affiliates: | | | | | | | | | 11 _____ | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX | 12 _____ | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX | 13 _____ | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX | 14 _____ | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX | 15 _____ | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX | 16 _____ | | | | | | | | | 17 Totals-Other affiliates _____ | | | | | | | | | 18 Grand totals _____ | | | | | | | | |
| Item (a) | Book Income (b) | | Taxable Income (c) | | Tax liability on separate return basis (d) | | Tax allocated on consolidated return (e) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | \$ | | \$ | | \$ | | \$ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Carriers regulated by ICC: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 Respondent _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Other carriers: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 Totals-ICC regulated carriers _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Other affiliates: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 _____ | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 _____ | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13 _____ | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 _____ | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 _____ | XXX | XXX | XXX | XXX | XXX | XXX | XXX | XXX | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 Totals-Other affiliates _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 Grand totals _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | 2. Indicate method of allocating the consolidated tax liability to the affiliated companies as elected under the provisions of Internal Revenue Code Section 1552 by specifying subsection 1, 2, 3 or 4. If subsection 4 is designated, describe method of allocation. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | Consolidated tax liability is allocated under Section 1552 (a) () | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23 | 3. (a) Are tax loss companies paid by the group for the tax benefits arising from the inclusion of their losses in the consolidated return? Specify. Yes___No___ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24 | (b) If loss companies are paid for tax benefits, describe method of allocating the tax savings and the method of payment. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25 | _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

371. INCOME FROM LEASE OF ROAD AND EQUIPMENT

1. Give particulars called for with respect to road and equipment leased to others during the year, the rent of which is includible in account No. 509, "Income from lease of road and equipment".

2. If the respondent leased to others during all or any part of the year any road and equipment upon which no rent receivable accrued, give par-

ticulars in a footnote. Show the three largest items regardless of the dollar amount and all other items amounting to \$250,000 or more. Each item less than \$250,000 may be combined into a single entry designated "Other items, each less than \$250,000." (Dollars in thousands)

| Line No. | Description of property (a) | Name of lessee (b) | Total rent accrued during year (account 509) (c) | |
|----------|-------------------------------------|-------------------------------|--|---|
| 1 | Land & Warehouse Bldg.- B'ham, Ala. | Georgia Industrial Realty Co. | \$ | 3 |
| 2 | | | | |
| 3 | | | | |
| 4 | | | | |
| 5 | | | Total | 3 |

371A. ABSTRACT OF TERMS AND CONDITIONS OF LEASES

Give brief abstracts of the terms and conditions of the leases under which the above-stated rents are derived, showing particularly (1) the date of the grant, (2) the chain of title (in case of assignment or subletting) and dates of transfer connecting the original parties with the present parties, (3) the basis on which the amount of the annual rent is determined, and (4) the date when the lease will terminate, or, if the date of termination has not yet been fixed, the provisions governing the termination of the lease. Also give reference to the Interstate Commerce Commission's authority for the lease, if any. If none, state the reasons therefor. Only

changes during the year are required.—Indicate the year in which reference was made to the original lease, and also the year or years in which any change in lease was mentioned.

Copies of leases may be filed in lieu of abstracts above called for. References to copies filed in prior years should be specific.

If the respondent has any reversionary interest in railroad property from which it derives no rent, give the particulars hereunder; if it has no such reversionary interest, state that fact.

None

372. MISCELLANEOUS RENT INCOME

Give particulars of rents receivable accrued for use of all properties not otherwise specified under rents receivable. This account is for rent income from property not operated by the respondent but the cost of which is properly included in cost of road and equipment. It should not be confused with operating revenue account No. 142, "Rents of buildings and other property", which is for rent revenue from operated property in road and equipment the cost of operation of which cannot be separately

stated.

Show amount of rent from three properties producing largest income regardless of amount, and all properties producing income of \$250,000, or more. Other properties whose income is less than \$250,000 may be combined into a single entry designated, "Other items, each less than \$250,000 per annum."

| Line No. | Description of Property | | Name of lessee (c) | Amount of rent (d) | |
|----------|---|------------------|----------------------------------|--------------------|-----|
| | Name (a) | Location (b) | | | |
| 1 | Land & Bldg. | New Orleans, La. | J. Aron & Co. Inc. | \$ | 10 |
| 2 | Land | Laurel, Miss. | Beards Feed Store | | 6 |
| 3 | 4 parcels of Land | Tuscaloosa, Ala. | Bama Concrete Products Co., Inc. | | 5 |
| 4 | | | | | |
| 5 | Other minor items, each less than \$250,000 | | | | 153 |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | | | Total | | 174 |

375. SEPARATELY OPERATED PROPERTIES - PROFIT OR LOSS

Give particulars of the several separately operated properties of companies having a corporate existence separate and distinct from that of the respondent, the profits or losses resulting from the operation of which are receivable or payable in whole or in part by the respondent, and for each such separately operated property state the amount of such profits or losses accrued to the respondent during the year. Show the three largest

items regardless of the dollar amount and all other items amounting to \$250,000 or more. Each item less than \$250,000 may be combined into a single entry designated "Other items, each less than \$250,000". No dividends or other returns on securities held by or for the respondent should be shown hereunder nor any interest on construction advances or other loans. (Dollar in thousands)

| Line No. | Description of property operated (a) | Location of property (b) | Name of operator (c) | ACCRUED TO RESPONDENT | |
|----------|--------------------------------------|--------------------------|----------------------|-----------------------|----------|
| | | | | Profit (d) | Loss (e) |
| | | | | \$ | \$ |
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | None | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | Total | | |

INSTRUCTIONS CONCERNING RETURNS IN SCHEDULE 376. HIRE OF FREIGHT CARS, PAGE 88

1. Show a recapitulation of the total amounts credited and charged during the year to hire of freight cars on account of freight cars leased, freight cars interchanged, private and individual cars, auto racks and highway trailers. The difference between the total amount receivable and the total amount payable should be entered as a balance, receivable or payable as the case may be, and should be consistent with the entry for hire of freight cars in the Income Account, on page 300.

2. In column (b) show the total car-miles, both loaded and empty whether paid for on loaded and empty basis or loaded basis only. Car-miles, loaded and empty, reported in column (b), lines 1 through 4, relate to total car-miles incurred on lines of respondent by cars rented on a mileage basis, for which payments are reported in columns (d) and (f). Exclude from lines 1 through 4, data applicable to TOFC and COFC cars and cars rented on a combination mileage and per diem* basis. These exclusions should be reported in lines 5 and 6 through 16.

3. On line 5, column (b), enter the total miles, loaded plus empty, incurred on lines of respondent by TOFC and COFC cars for which payments are reported in columns (d) and (f). In columns (c) through (f), as applicable, enter the rentals paid for TOFC and COFC cars regardless of basis for charges.

4. On lines 6, 7, and 8 report data applicable to all cars the rentals for

which are charged only on a combination mileage and per diem* basis. Car-miles loaded and empty, reported in column (b), lines 6, 7, and 8, relate to total car-miles incurred on lines of respondent by cars rented on a combination mileage and time basis* for which payments are reported in columns (d) and (f). Exclude from lines 6, 7, and 8, data reported on lines 1 through 5 and 9 through 16.

5. On lines 9 through 14 report the per diem (time portion) charges applicable to cars rented on a combination mileage and per diem* basis for which the mileage portion was reported on lines 6, 7, and 8. Report on line 15, columns (c) and (d), the car-days paid for and for which payments were received applicable to the unequipped boxcar charges reported on lines 9 through 12. Report on line 16, columns (c) and (d), the car-days paid for and for which payments were received applicable to cars, other than unequipped box cars, for which charges are reported on line 13.

6. Amounts payable to insurance companies and to other non-carrier companies for lease rental of cars should be included on line 17, column (f). Amounts receivable from railroads or other carriers for per diem rental of these cars should be reported on lines 6 through 16, column (c).

7. Line 21 refers to the auto racks separate and apart from the cars on which the racks are installed.

*Combination mileage and per diem refers to cars moving at rates per mile and per day prescribed by the Commission in Docket No. 31358 or updated computations thereof.

376. HIRE OF FREIGHT CARS

(Dollars in thousands)

| Line No. | Item (a) | Car-miles (loaded and empty) See instructions 2, 3, and 4 (b) | CARS OF RESPONDENT OR OTHER CARRIERS (excluding cars of private car lines) | | CARS OF INDIVIDUALS AND COMPANIES NOT CARRIERS (Including cars of private car lines) | | | |
|----------|--|---|--|--------------------------------|--|---|-----------------------------|-----|
| | | | Gross amount receivable (c) | Gross amount payable (d) | Gross amount receivable (e) | | Gross amount payable (f) | |
| | FREIGHT CARS | | \$ | \$ | \$ | | \$ | |
| | Mileage Basis: | | | | | | | |
| 1 | Tank cars | 29,898,913 | | | | | 2 | 593 |
| 2 | Refrigerator cars | 1,178,730 | | 1 | | | | 68 |
| 3 | All other cars | 9,640,570 | | | | | | 628 |
| 4 | Total (Lines 1-3) | 40,718,213 | | 1 | | | 3 | 289 |
| 5 | TOFC and/or COFC Cars | 7,485,241 | | | | | | 338 |
| | Combination Mileage and Per Diem Basis: | | | | | | | |
| | Mileage Portion: | | | | | | | |
| 6 | Unequipped box cars | 24,702,176 | 118 | 639 | | | | |
| 7 | All other per diem cars | 76,329,220 | 2 531 | 1 976 | | | | |
| 8 | Total (Lines 6 and 7) | 101,031,396 | 2 649 | 2 615 | | | | |
| | Per Diem Portion: | | | | | | | |
| | Unequipped Box Cars: | | | | | | | |
| | U.S. Ownership: | | | | | | | |
| 9 | Basic | | 258 | 799 | | | | |
| 10 | Incentive | | 122 | 292 | | | | |
| | Canadian Ownership: | | | | | | | |
| 11 | Basic | | 2 | 14 | | | | |
| 12 | Incentive | | 1 | 7 | | | | |
| 13 | All Other Per Diem Cars | | 5 263 | 2 932 | | | | |
| 14 | Total Per Diem Portion (Lines 9-13) | | 5 646 | 4 044 | | | | |
| 15 | Car-days Paid For Unequipped Box Cars | | 64 627 | 210 582 | | | | |
| 16 | Car-days Paid For, All Other Per Diem Cars | | 1,372 126 | 758 948 | | | | |
| 17 | Leased Rental-Railroad, Insurance and Other Companies | | \$ | \$ | \$ | 1 | \$ | 84 |
| 18 | Other Basis | | | 38 | | - | | 469 |
| | OTHER FREIGHT CARRYING EQUIPMENT | | | | | | | |
| 19 | Refrigerated Highway Trailers | | | 41 | | | | |
| 20 | Other Highway Trailers | | 18 | 262 | | | | 252 |
| 21 | Auto Racks | | | 490 | | | | |
| 22 | GRAND TOTAL (Lines 4, 5, 8, 14, & 17-21) | | 8 313 | 7 491 | 1 | | 4 | 432 |
| 23 | NET BALANCE CARRIED TO INCOME ACCOUNT: CREDIT \$ or DEBIT \$ 3,609 | | | | | | | |

377. LOCOMOTIVE RENTALS

Give an analysis as requested of amounts credited to account 504, "Rent from locomotives," and amounts charged to account 537, "Rent for locomotives," on account of locomotives leased or otherwise rented. (Dollars in thousands)

| Line No. | Item (a) | Amount receivable (b) | | Amount payable (c) | | Remarks (d) |
|----------|--|-----------------------|-------|--------------------|-------|-------------|
| | Locomotives of respondent or other carriers: | \$ | | \$ | | |
| 1 | Mileage basis _____ | | 2 301 | | 1 670 | |
| 2 | Per diem basis _____ | | | | | |
| 3 | Other basis _____ | | | | | |
| | Locomotives of individuals and companies not carriers: | | | | | |
| 4 | Mileage basis _____ | | | | | |
| 5 | Per diem basis _____ | | | | | |
| 6 | Lease rental-insurance and other companies _____ | | - | | 199 | |
| 7 | Other basis _____ | | | | | |
| 8 | Total _____ | | 2 301 | | 1 869 | |

378. PASSENGER-TRAIN CAR RENTALS

Show a recapitulation of the total amounts credited to account 505, "Rent from passenger-train cars," and amounts charged to account 538, "Rent for passenger-train cars," on account of passenger cars leased, passenger cars interchanged, and private or individual cars. (Dollars in thousands)

| Line No. | Item (a) | Amount receivable (b) | | Amount payable (c) | | Remarks (d) |
|----------|--|-----------------------|-----|--------------------|-----|-------------|
| | Cars of respondent or other carriers: | \$ | | \$ | | |
| 1 | Mileage basis _____ | | 136 | | 499 | |
| 2 | Per diem basis _____ | | | | | |
| 3 | Other basis _____ | | | | | |
| | Cars of individuals and companies not carriers: | | | | | |
| 4 | Mileage basis _____ | | | | | |
| 5 | Per diem basis _____ | | | | | |
| 6 | Lease rental-insurance and other companies _____ | | | | | |
| 7 | Other basis _____ | | | | | |
| 8 | Total _____ | | 136 | | 499 | |

383. RENT FOR LEASED ROADS AND EQUIPMENT

1. Give particulars called for with respect to roads and equipment leased from others during the year, the rent for which is includible in account No. 542, "Rent for leased roads and equipment."

2. Rents payable which are not classifiable under one of the three headings provided should be explained in a footnote.

3. If the respondent held under lease during all or any part of the year any road upon which no rent payable accrued, or if any portion of the

charge shown hereunder is for construction on a line in which the respondent's leasehold interest will soon expire, give full particulars in a footnote.

4. Show the three largest items regardless of the dollar amount and all other items amounting to \$250,000 or more. Each item less than \$250,000 may be combined into a single entry designated "Other items, each less than \$250,000." (Dollars in thousands)

| Line No. | Name of lessor or reversioner and description of property (a) | Total rent accrued during year (Acct. 542) (b) | | Classification of Amount Column (b) | | | | | |
|----------|--|--|---|-------------------------------------|--|----------------------------|--|-------------|---|
| | | | | Interest on bonds (c) | | Dividends on stocks (d) | | Cash (e) | |
| 1 | Chattanooga Terminal Rent 1973 | \$ | 3 | \$ | | \$ | | \$ | 3 |
| 2 | | | | | | | | | |
| 3 | | | | | | | | | |
| 4 | | | | | | | | | |
| 5 | | | | | | | | | |
| 6 | | | | | | | | | |
| 7 | | | | | | | | | |
| 8 | | | | | | | | | |
| 9 | | | | | | | | | |
| 10 | Total | | 3 | | | | | | 3 |

383A. ABSTRACTS OF LEASEHOLD CONTRACTS

1. Give brief abstracts of the terms and conditions of the leases under which the respondent holds the properties above named, showing particularly (1) the date of the lease, (2) the chain of title and dates of transfers connecting the original lessee with the respondent in case of assignment or subletting, (3) the basis on which the amount of the annual rent is determined, and (4) the date when the lease is to terminate, or, if such date has not yet been determined, the provisions governing its determination.

Also give reference to the Interstate Commerce Commission's authority for the lease, if any. If none, state the reasons therefore. Only changes during the year are required.

2. In lieu of the abstracts here called for, the respondent may file copies of lease agreements and give specific references to copies heretofore filed with the Commission. Agreements being filed should be addressed to the Bureau of Accounts.

None

384. MISCELLANEOUS RENTS

Give particulars of all properties the rents on which were charged by the respondent during the year to Income, under the heading "Miscellaneous rents," showing for each item the total charge therefor to Income. Show the three largest items regardless of the dollar amount and all other

items amounting to \$250,000 or more. Each item less than \$250,000 may be combined into a single entry designated "Other items, each less than \$250,000." (Dollars in thousands)

| Line No. | Description of Property | | Name of lessor (c) | Amount charged to Income (d) | |
|----------|-------------------------|-------------------------|--------------------|------------------------------|---|
| | Name (a) | Location (b) | | | |
| 1 | Track | B'ham to Burstall, Ala. | Sou. Rwy. | \$ | |
| 2 | Tracks on prop between | | | | |
| 3 | Grant Ave. & 57th St. | B'ham, Ala. | Sou. Rwy. | | 6 |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | Total | 6 |

396. ITEMS IN SELECTED INCOME AND RETAINED INCOME ACCOUNTS FOR THE YEAR

Give a brief description for all items, regardless of amount, included during the year in accounts 570, "Extraordinary items"; 580, "Prior period items"; 590, "Federal income taxes on extraordinary and prior period items"; 606, "Other credits to retained income"; 616, "Other debits to retained income"; 620, "Appropriations for sinking and other reserve funds"; 621, "Appropriations for other purposes"; and 622, "Appropriations released." Give a brief description of the three largest items regardless of the dollar amount and all other items amounting to \$250,000 or

more included during the year in accounts 519, "Miscellaneous income", and 551, "Miscellaneous income charges." Items less than \$250,000 may be combined into a single entry designated "Other items, each less than \$250,000." The entries for each account shall be listed and the total of each account shall be shown corresponding to the amounts in Schedules 300 and 305, as appropriate. In case the character of any item is not fully disclosed by the entries in the columns hereunder, make a full explanation in a footnote. (Dollars in thousands)

| Line No. | Account No. (a) | Item (b) | Debits (c) | | Credits (d) | |
|----------|-----------------|--|------------|-----|-------------|-----|
| 1 | 519 | Profit from sale of land, Chattanooga, Tenn. | \$ | | \$ | 15 |
| 2 | | Settlement of property tax assessment appeals | | | | 273 |
| 3 | | American Sand & Gravel Royalty, Hattiesburg, Miss. | | | | 2 |
| 4 | | Other items, each less than \$250,000 | | | | 14 |
| 5 | | Total 519 | | | | 304 |
| 6 | | | | | | |
| 7 | | | | | | |
| 8 | 551 | Additional premiums service interruption policy | | 15 | | |
| 9 | | Write-off - REA Express Note | | 36 | | |
| 10 | | Provision for doubtful accounts receivable | | 20 | | |
| 11 | | Other items, each less than \$250,000 | | 57 | | |
| 12 | | Total 551 | | 128 | | |
| 13 | | | | | | |
| 14 | | | | | | |
| 15 | | | | | | |
| 16 | | | | | | |
| 17 | | | | | | |
| 18 | | | | | | |
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| 27 | | | | | | |
| 28 | | | | | | |
| 29 | | | | | | |
| 30 | | | | | | |

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED INCOME ACCOUNTS

397. STATEMENT OF CHANGES IN FINANCIAL POSITION

Give the information as requested concerning the source and application of funds during the year. Funds for the purpose of this schedule shall include all assets or financial resources even though a transaction may not directly affect cash or working capital. For example, the purchase of property in exchange for shares of stock or bonds would be an applica-

tion of funds for investment in property provided by the issue of securities. Sources and uses of funds should be individually disclosed. For example, outlays for fixed assets should not be reported net of retirements.

(Dollars in thousands)

| Line No. | Item (a) | Amount (b) | Amount (c) |
|----------|---|------------|------------|
| | Sources of funds: | \$ | |
| 1 | Net income (page 66, line 58) | 7 722 | |
| | Add non-cash charges for: | | |
| 2 | Depreciation and amortization | 4 788 | |
| 3 | Retirements of nondepreciable property | 33 | |
| | Add non-cash charges for additions (deduct for decreases) to reserves: | | |
| 4 | Pension and welfare reserves | | |
| 5 | Insurance reserves | | |
| 6 | Casualty and other reserves | | |
| 7 | Interest in default | | |
| 8 | Other important items (specify) <u>Minor items, each less than \$250,000</u> | 43 | |
| 9 | | | |
| 10 | Funds provided by operations | | 5 12 586 |
| 11 | Proceeds from sale of capital stock of own issue | | |
| 12 | Proceeds from sale of funded debt and other obligations of own issue (except equipment obligations) | | |
| 13 | Proceeds from sale of equipment obligations of own issue | | 2 276 |
| 14 | Book value of depreciable transportation property retired during year | 2 211 | |
| 15 | Less service value charged to accrued depreciation account | 1 829 | 382 |
| 16 | Net book value of miscellaneous physical property disposed of during year | | |
| 17 | Net book value of investment securities disposed of during year | | 5 059 |
| 18 | Advances, notes and other debts repaid by affiliated companies | | 380 |
| 19 | Advances, notes and other debts repaid by other companies | | |
| 20 | Net decrease in sinking and other reserve funds | | 1 865 |
| 21 | Net decrease in working capital (total current assets less total current liabilities)* | | |
| 22 | Other sources (specify) <u>Minor items, each less than \$250,000</u> | | 121 |
| 23 | | | |
| 24 | | | |
| 25 | | | |
| 26 | Total sources of funds (should be same as line 43) | | 22 669 |
| | Application of funds: | | |
| 27 | Investment in transportation property (excluding donations and grants) | | 8 816 |
| 28 | Investment in miscellaneous physical property | | 1 |
| 29 | Investments and advances, affiliated ICC regulated carriers | 411 | |
| 30 | Investments and advances, other affiliated companies | | 411 |
| 31 | Investments in nonaffiliated companies | | |
| 32 | Advances, notes and other debts repaid to other companies | | |
| 33 | Capital stock of own issue reacquired | | |
| 34 | Funded debt and other obligations paid or reacquired. (except equipment obligations) | | |
| 35 | Equipment obligations paid or reacquired | | 3 600 |
| 36 | Net increase in sinking and other reserve funds | | |
| 37 | Payment of dividends (other than stock dividends) | | 5 059 |
| 38 | Net increase in working capital* | | 4 229 |
| 39 | Other applications (specify) <u>Casualty and Other Reserves</u> | | 553 |
| 40 | | | |
| 41 | | | |
| 42 | | | |
| 43 | Total application of funds (should be same as line 26) | | 22 669 |

* For the purpose of this schedule, account 764, Long-term Debt Due Within One Year, shall be classified as a current liability in the determination of working capital.

INSTRUCTIONS CONCERNING RETURNS IN SCHEDULE 411

State particulars of all tracks operated by the respondent at the close of the year, according to the following classification:

- (1) Line owned by respondent;
- (2) Line owned by proprietary companies;
- (3) Line operated under lease for a specified sum, lessor being (A) an affiliated corporation, or (B) independent or not affiliated with respondent;
- (4) Line operated under contract or agreement for contingent rent, owner being (A) an affiliated corporation, or (B) independent or not affiliated with respondent;
- (5) Line operated under trackage rights.

Give subtotals for each of the several numbered classes, in the order listed above, as well as the total for all classes.

Lengths should be stated to the nearest hundredth of a mile.

In column (a) insert the figure (and letter, if any) indicating its class in accordance with the preceding classification.

In column (b) give the various proportions of each class owned or leased by respondent, listing each proportion once in any grouping. Canadian mileage should be segregated and identified on separate lines in the various groupings. For each listing, in column (d) give its entire length (the distances between termini of single or first main track), and in the following columns the lengths of second main track; all other main tracks; passing tracks, cross-overs and turn-outs; way switching tracks; and yard switching tracks. These classes of tracks are defined as follows:

Running tracks.—Running tracks, passing tracks, cross-overs, etc., including turn-outs from those tracks to clearance points.

Way switching tracks.—Station, team, industry and other switching tracks for which no separate service is maintained.

Yard switching tracks.—Yards where separate switching services are maintained, including classification, house, team, industry and other tracks switched by yard locomotives.

The returns in columns (b) and (d) should include tracks serving industries, such as mines, mills, smelters, factories, etc., not classifiable under "branch lines" as defined below. Tracks belonging to an industry for which no rent is payable should not be included.

Tracks leading to and in gravel and sand pits and quarries, the cost of which is chargeable to a clearing account and which are used in getting out material for the respondent's use, should not be included.

Class (1) includes all lines operated by the respondent at the close of the year to which it has title in perpetuity.

In classifying the line between main and branch (column (c)), use the distinction usually followed by respondent. Branch lines are distinguished from industrial tracks or yard tracks and sidings in that branch lines serve one or more stations beyond the point of junction with the main line or another branch line and to or from which stations train service, or its equivalent, is performed.

Class (2) includes each line full title to which is in an inactive proprietary corporation of the respondent (i.e., one all of whose outstanding stocks or obligations are held by or for the respondent, and which is operated by the respondent or an affiliated system corporation without any accounting to the said proprietary corporation). It may also include such line when the actual title to all of the outstanding stocks or obligations rest in a corporation controlled by or controlling the respondent; but in the case of any such inclusion, the facts of the relation to the respondent of the corporation holding the securities should be fully set forth in a footnote. An inactive corporation is one which has been practically absorbed in a controlling corporation, and which neither operates property nor administers its financial affairs; if it maintains an organization it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises.

Class (3) includes all tracks operated under a lease or formal conveyance of less than the grantor's interest in the property, with a specific and unconditional rent reserved. The fact that the lessor does or does not maintain an independent organization for financial purposes is immaterial in this connection.

Class (4) is the same as class (3) except that the rent reserved is conditional upon earnings or other fact.

Class (5) includes all tracks operated and maintained by others but over which the respondent has the right to operate some or all of its trains. In the road of this class the respondent has no proprietary rights but only the rights of a licensee. Include in this class, also, all main tracks, industrial tracks and sidings owned by noncarrier companies and individuals when the respondent operates over them but does not have exclusive possession of them.

Road held by the respondent as joint or common owner or a joint lessee or under any joint arrangement should be shown in its appropriate class and the entry of length should be of the entire length of the portion jointly held. The class symbol should have the letter (J) attached.

Road operated by the respondent as agent for another carrier should not be included in this schedule.

411. MILEAGE OPERATED AT CLOSE OF YEAR (For other than switching and terminal companies)

| Line No. | Class | Proportion owned or leased by respondent (b) | Main (M) or branch (B) line (c) | RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC. | | | | Miles of way switching tracks | | Miles of yard switching tracks | | Total | |
|----------|--|--|---------------------------------|---|--------------------------------|------------------------------------|---|-------------------------------|--|--------------------------------|--|---------|--|
| | | | | Miles or road (d) | Miles of second main track (e) | Miles of all other main tracks (f) | Miles of passing tracks, cross-overs, and turn-outs (g) | (h) | | (i) | | (j) | |
| 1 | 1 | AGS 100% | M | 293 47 | 26 00 | 4 11 | 54 38 | 20 30 | | 158 84 | | 557 10 | |
| 2 | 1 | "(NO&NE) 100% | M | 194 19 | 12 34 | | 23 54 | 34 79 | | 61 22 | | 326 08 | |
| 3 | Total Class 1M | | | 487 66 | 38 34 | 4 11 | 77 92 | 55 09 | | 220 06 | | 883 18 | |
| 4 | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | |
| 6 | 1J | AGS 1/2 | M | | | | | | | 1 54 | | 1 54 | |
| 7 | | 1/3 | M | | | | | | | 0 45 | | 0 45 | |
| 8 | | 1/4 | M | | | | | | | 0 32 | | 0 32 | |
| 9 | Total Class 1JM | | | | | | | | | 2 31 | | 2 31 | |
| 10 | Total Class 1M&1JM | | | 487 66 | 38 34 | 4 11 | 77 92 | 55 09 | | 222 37 | | 885 49 | |
| 11 | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | |
| 13 | 1 | AGS 100% | B | 7 16 | | | 0 58 | | | 9 46 | | 17 20 | |
| 14 | 1J | 1/2 | B | | | | | | | 1 52 | | 1 52 | |
| 15 | Total Class 1B&1JB | | | 7 16 | | | 0 58 | | | 10 98 | | 18 72 | |
| 16 | Total 1M&1B | | | 494 82 | 38 34 | 4 11 | 78 50 | 55 09 | | 233 35 | | 904 21 | |
| 17 | | | | 5 | 8 | 4 | 9 | 5 | | 3 | | 4 | |
| 18 | | | | | | | | | | | | | |
| 19 | 2 | Chatt. Term Ry. Co. 100% | M | | | | | | | 1 40 | | 1 40 | |
| 20 | | | | | | | | | | 2 | | 2 | |
| 21 | | | | | | | | | | | | | |
| 22 | 3A | Sou. Ry. 100% | B | 9 98 | | | 0 80 | 0 28 | | | | 11 06 | |
| 23 | | | | 0 | | | 1 | | | | | 1 | |
| 24 | | | | | | | | | | | | | |
| 25 | 4A | CNO&TP 100% | M | | | | | | | 1 18 | | 1 18 | |
| 26 | | | | | | | | | | 1 | | 1 | |
| 27 | | | | | | | | | | | | | |
| 28 | 5 | 100% | M | 6 06 | 3 77 | 10 97 | 1 11 | | | 110 17 | | 132 08 | |
| 29 | | (NO&NE) 100% | M | 8 16 | 6 88 | 2 73 | 0 98 | | | 1 14 | | 19 89 | |
| 30 | Total Class 5M | | | 14 22 | 10 65 | 13 70 | 2 09 | | | 111 31 | | 151 97 | |
| 31 | 5 | 100% | B | 7 97 | | | 0 33 | 2 14 | | | | 10 44 | |
| 32 | Total Class 5M&5B | | | 22 19 | 10 65 | 13 70 | 2 42 | 2 14 | | 111 31 | | 162 41 | |
| 33 | | | | 2 | 1 | 7 | 2 | 2 | | 1 | | 2 | |
| 34 | | | | | | | | | | | | | |
| 35 | | | | | | | | | | | | | |
| 36 | | | | | | | | | | | | | |
| 37 | | | | | | | | | | | | | |
| 38 | | | | | | | | | | | | | |
| 39 | | | | | | | | | | | | | |
| 40 | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | |
| 42 | | | | | | | | | | | | | |
| 43 | | | | | | | | | | | | | |
| 44 | | | | | | | | | | | | | |
| 45 | | | | | | | | | | | | | |
| 46 | | | | | | | | | | | | | |
| 47 | | | | | | | | | | | | | |
| 48 | | | | | | | | | | | | | |
| 49 | | | | | | | | | | | | | |
| 50 | | | | | | | | | | | | | |
| 51 | | | | | | | | | | | | | |
| 52 | | | | | | | | | | | | | |
| 53 | | | | | | | | | | | | | |
| 54 | | | | | | | | | | | | | |
| 55 | Total Main Line | | | XXX 501 88 | 48 99 | 17 81 | 80 01 | 55 09 | | 336 26 | | 1040 04 | |
| 56 | Total Branch Lines | | | XXX 25 11 | | | 1 71 | 2 42 | | 10 98 | | 40 22 | |
| 57 | Grand Total | | | XXX 526 99 | 48 99 | 17 81 | 81 72 | 57 51 | | 347 24 | | 1080 26 | |
| 58 | Miles of road or track electrified included in preceding grand total | | | XXX 7 -0- | 9 | 8 | 2 | 7 | | 7 | | 0 | |

411-A. MILEAGE OWNED BUT NOT OPERATED BY RESPONDENT AT CLOSE OF YEAR

If any of the tracks returned in this schedule are operated by other than the respondent, the name of the company or individual operating them and the conditions under which they are held for operation should be

shown in a footnote. Tracks which have been permanently abandoned should not be included in this schedule.

| Line No. | Class | Name of road or track (b) | Main (M) or branch (B) line (c) | RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC. | | | | Miles of way switching tracks (h) | Miles of yard switching tracks (i) | Total (j) |
|----------|-------|------------------------------|------------------------------------|---|-----------------------------------|---------------------------------------|--|--------------------------------------|---------------------------------------|--------------|
| | | | | Miles of road (d) | Miles of second main track (e) | Miles of all other main tracks (f) | Miles of passing tracks, cross-overs, and turn-outs (g) | | | |
| 1 | 1 | AGS RR Co. | M | | | | | | 1 26 | 1 26 |
| 2 | 1 | | M | | | | | | 0 11 | 0 11 |
| 3 | 1 | | M | | | 1 98 | 0 06 | | 3 47 | 5 51 |
| 4 | 1 | | B | | | | 0 02 | | 0 11 | 0 13 |
| 5 | | | B | | | | 0 04 | | 0 53 | 0 57 |
| 6 | 1J | | M | | | | | | 0 23 | 0 23 |
| 7 | | | | | | | | | | |
| 8 | | | | | | | | | | |
| 9 | | | | | | | | | | |
| 10 | | | | | | | | | | |
| 11 | | | | | | | | | | |
| 12 | | | | | | | | | | |
| 13 | | | | | | | | | | |
| 14 | | | | | | | | | | |
| 15 | | Total | XXX | | | 1 98 | 0 12 | | 5 71 | 7 81 |

REFERENCES FOR SCHEDULE 411-A, MILEAGE OWNED BUT NOT OPERATED BY RESPONDENT AT CLOSE OF YEAR: -

- Line 1 - Chattanooga, Tenn. - Citico Engine Terminal operated by CNO&TP Ry., in servicing its own locomotives and those of A.G.S. and Southern Railway.
- Line 2 - Meridian, Miss. - Tracks operated by G.M.&O. RR Co. under assignment to A.G.S. RR Co. of agreement dated April 1, 1937, between Southern Ry. Co. and Receivers of M & O, as modified by supplement dated October 24, 1950.
- Line 3 - Norris Jct., Ala. to Norris Yard, Ala. - Four forwarding tracks and inbound and outbound freight connections at Norris Yard used exclusively for operation of Southern Railway freight trains.
- Line 4 - North Birmingham, Ala., Industrial Tracks - A.G.S. tracks on Southern Railway Company's Woodlawn-Bessemer Branch, operated by Southern Railway.
- Line 5 - Ensley, Ala. Yard Tracks - A.G.S. tracks on Southern Railway Company's Woodlawn-Bessemer Branch, operated by Southern Railway.
- Line 6 - Chattanooga, Tenn. - Jointly owned industrial track in Foundry Alley (CNO&TP and Sou. 1/3); agreement dated July 15, 1924; operated by Southern Railway Company.

412. MILES OF ROAD AT CLOSE OF YEAR—BY STATES AND TERRITORIES (SINGLE TRACK)

(For other than switching and terminal companies)

Give particulars, as of the close of the year, of all road operated and of all owned but not operated. The respondent's proportion of operated road held by it as joint or common owner, or under a joint lease, or under any joint arrangement, should be

shown in columns (b), (c), (e), or (f), as may be appropriate. The remainder of jointly operated mileage should be shown in column (g). Respondent's proportion of road jointly owned, not operated, should be shown in columns (i) and (j), as may be ap-

propriate. Tracks which have been permanently abandoned should not be included in columns (i) and (j). Lengths should be stated to the nearest hundredth of a mile

| Line No. | State or territory (a) | ROAD OPERATED BY RESPONDENT | | | | | | | LINE OWNED, NOT OPERATED BY RESPONDENT | | | | New line constructed during year (k) | | | | |
|----------|-------------------------------|-----------------------------|---------------------|---|--------------------------------------|----------------------------------|---|--|--|------------------|---------------------|----|---|---|-----|----|---|
| | | LINE OWNED | | | Line of proprietary companies (d) | Line operated under lease (e) | Line operated under contract, etc. (f) | Line operated under trackage rights (g) | Total mileage operated (h) | Main line (i) | Branch lines (j) | | | | | | |
| | | Main line (b) | Branch lines (c) | | | | | | | | | | | | | | |
| 1 | Tennessee | 5 | 75 | 6 | | | | | 5 | 42 | 5 | 11 | 17 | 1 | | | |
| 2 | | | | | | | | | | | | | | | | | |
| 3 | Georgia | 24 | 26 | 4 | | | | | | | | 24 | 26 | 4 | | | |
| 4 | | | | | | | | | | | | | | | | | |
| 5 | Alabama | 244 | 98 | 5 | 7 | 16 | 7 | | 9 | 98 | 0 | 8 | 26 | 8 | 270 | 38 | 0 |
| 6 | | | | | | | | | | | | | | | | | |
| 7 | Mississippi | 18 | 48 | 8 | | | | | | | | 0 | 35 | 1 | 18 | 83 | 9 |
| 8 | " (NO&NE) | 152 | 54 | 3 | | | | | | | | | | | 152 | 54 | 3 |
| 9 | | | | | | | | | | | | | | | | | |
| 10 | Louisiana (NO&NE) | 41 | 65 | 2 | | | | | | | | 8 | 16 | 8 | 49 | 81 | 0 |
| 11 | | | | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | | | | | |
| 16 | Total Mileage (single track) | 487 | 66 | 8 | 7 | 16 | 7 | | 9 | 98 | 0 | 22 | 19 | 2 | 526 | 99 | 7 |

7.167
494.825

414. TRACKS OPERATED AT CLOSE OF YEAR

(For switching and terminal companies only)

Give particulars of all tracks operated by the respondent at the close of the year.

Classify the tracks, as follows:

- (1) Tracks owned by the respondent;
- (2) Tracks operated by the respondent but owned by the respondent's proprietary corporations;
- (3) Tracks operated under lease for a specified sum, lessor being (A) an affiliated corporation, or (B) independent or not affiliated with respondent;
- (4) Tracks operated under contract or agreement, or where the rent is contingent upon earnings or other consideration, owner being (A) an affiliated corporation, or (B) independent or not affiliated with respondent;
- (5) Tracks operated under trackage rights.

Name all the tracks of each class before any of a later class, and insert in column (a) before the name of each owner the figure (and letter, if any) indicating its class in accordance with the preceding classification.

Give subtotals for each of the several numbered classes.

Class (1) includes all tracks operated by the respondent at the close of the year to which it has title in perpetuity.

Class (2) includes each line full title to which is in an inactive proprietary corporation of the respondent (i.e., one all of whose outstanding stocks or obligations are held by or for the respondent, and which is operated by the respondent or an affiliated system corporation without any accounting to the said proprietary corporation). It may also include such line when the actual title to all of the outstanding stocks or obligations rests in a corporation controlled by or controlling the respondent; but in the case of any such inclusion, the facts of the relation to the respondent of the corporation holding the securities should be fully set forth in a footnote. An inactive corporation is one which has been practically absorbed in a controlling corporation, and which neither operates property nor administers its financial affairs; if it maintains an organization it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises.

Class (3) includes all tracks operated under a lease or formal conveyance of less than the grantor's interest in the property, with a specific and unconditional rent reserved. The fact that the lessor does or does not maintain an independent organization for

financial purposes is immaterial in this connection.

Class (4) is the same as class (3) except that the rent reserved is conditioned upon earnings or other fact.

Class (5) includes all tracks operated and maintained by another company but over which the respondent has the right to operate some or all of its trains. In the tracks of this class the respondent has no proprietary rights but only the rights of a licensee. Include in this class, also, all main tracks and sidings owned by noncarrier companies and individuals when the respondent operates over them but does not have exclusive possession of them.

Lengths should be stated to the nearest hundredth of a mile.

Tracks belonging to an industry for which no rent is payable should not be reported.

Tracks held by the respondent as joint or common owner or a joint lessee or under any joint arrangement should be shown in its appropriate class and the entry of length should be of the entire length of the portion jointly held. The class symbol should have the letter (J) attached, and full particulars showing all of the joint or common title holders, and the extent of their respective interests should be shown in a memorandum attached to the schedule.

| Line No. | Class (a) | Name of owner (b) | Location (c) | Character of business (d) | Total mileage operated (e) |
|----------|-----------|-------------------|------------------------------|---|----------------------------|
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | Not Applicable to Respondent | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | Total | |
| | | | | Miles of road or track electrified (included in each preceding total) | |
| | | | | TRACKS OPERATED AT COST FOR JOINT BENEFIT—INCLUDED ABOVE | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |
| 16 | | | | | |
| 17 | | | | Total | |

18 Are the tracks of the respondent operated primarily in the interest of any industrial, manufacturing, or other corporation, firm, or individual?

If so, give name, address, and character of business of corporation, firm, or individual. Name _____

Address _____

Character of business _____

Road Initials

AGS

Year 1973

415. MILES OF TRACKS AT CLOSE OF YEAR—BY STATES AND TERRITORIES (For switching and terminal companies only)

Give particulars, as of the close of the year, of all tracks operated and of all owned but not operated. The respondent's proportion of operated tracks held by it as joint or common owner, or under a joint lease, or under any joint arrangement, should be shown in columns (b), (d), or (e), as may be appropriate. The

remainder of jointly operated mileage should be shown in column (f). Tracks owned, not operated by respondent (including respondent's proportion of jointly owned tracks, not operated), should be shown in column (h). If any of the tracks returned in column (h) are operated by other than the respondent, the name

of the company or individual operating them and the conditions under which they are held for operation should be shown in a footnote. Tracks which have been permanently abandoned should not be included in column (h). Lengths should be stated to the nearest hundredth of a mile.

| Line No. | State or Territory (a) | Tracks Operated | | | | | | Tracks owned, not operated by respondent (h) | New tracks constructed during year (i) |
|----------|------------------------|------------------|-------------------------------------|---------------------------------|--|---|----------------------------|--|--|
| | | Tracks owned (b) | Tracks of proprietary companies (c) | Tracks operated under lease (d) | Tracks operated under contract, etc. (e) | Tracks operated under trackage rights (f) | Total mileage operated (g) | | |
| 1 | | | | | | | | | |
| 2 | | | | | | | | | |
| 3 | | | | | | | | | |
| 4 | | | | | | | | | |
| 5 | | | | | | | | | |
| 6 | | | | | | | | | |
| 7 | | | | | | | | | |
| 8 | | | | | | | | | |
| 9 | | | | | | | | | |
| 10 | | | | | | | | | |
| 11 | | | | | | | | | |
| 12 | | | | | | | | | |
| 13 | | | | | | | | | |
| 14 | | | | | | | | | |
| 15 | | | | | | | | | |
| 16 | | | | | | | | | |
| | Total Mileage | | | | | | | | |

Not Applicable to Respondent

INSTRUCTION CONCERNING RETURNS IN SCHEDULE 417 ON PAGES 100 AND 101

Instructions for reporting locomotive and passenger-train car data, pages 100 and 101.

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.

2. In column (c) give the number of units purchased new or built in company shops. In column (d) give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.

3. Units leased to others for a period of one year or more are reportable in column (i); units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h); units rented from others for a period less than one year should not be included in column (i).

4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to an "A" unit, but not

equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operating at terminals.

5. A "self-propelled car" is a rail motor car propelled by electric motors receiving power from third rail or overhead, or internal combustion engines located on the car itself. Trailers equipped for use only in trains of cars that are self-propelled are to be included as self-propelled equipment.

6. A "Diesel" unit includes all units propelled by diesel internal combustion engines irrespective of final drive, and whether power may at times be supplied from external conductor. Units other than diesel-electric, e.g., diesel-hydraulic, should be identified in a footnote giving the number and a brief description. An "Electric" unit includes all units which receive electric power from an overhead contact wire or third rail, and use the power to drive one or more electric motors that propel the vehicle. An "Other self-powered unit" includes all units other than diesel

or electric, e.g., steam, gas turbine. Show the type of unit, service and number, as appropriate, in a brief description sufficient for positive identification. An "Auxiliary unit" includes all units used in conjunction with locomotives but which draw their power from the "mother" unit, e.g., boosters, slugs, etc.

7. Column (k) should show aggregate capacity for all units reported in column (j), as follows: For locomotive units, report the manufacturers' rated horsepower (the maximum continuous power output from the diesel engine or engines delivered to the main generator or generators for tractive purposes). Exclude capacity data for steam locomotives. For passenger-train cars report the number of passenger seats available for revenue service, counting one passenger to each berth in sleeping cars.

8. Passenger-train car types and service equipment car types correspond to AAR Mechanical Division designations. Descriptions of car codes and designations are published in The Official Railway Equipment Register.

417. INVENTORY OF EQUIPMENT

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

| Line No. | Type or design of units | Units in service of respondent at beginning of year | Changes During the Year | | | | | Units at Close of Year | | | | |
|----------|--|---|------------------------------|------------------------------|---|--|--|------------------------|--------------------|---|---|------------------|
| | | | Units installed | | | | | Owned and used | Leased from others | Total in service of respondent (col. (h) & (i)) | Aggregate capacity of units reported in col. (i) (see ins. 7) | Leased to others |
| | | | New units purchased or built | New units leased from others | Rebuilt units acquired and rebuilt units rewritten into property accounts | All other units including reclassification and second hand units purchased or leased from others | Units retired from service of respondent whether owned or leased, including reclassification | | | | | |
| | | | | | | | | | | | | |
| (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | (l) | |
| | Locomotive Units | | | | | | | | | (H.P.) | | |
| 1 | Diesel-Freight — A units | 76. | 3 | | | | 8 | 62 | 9 | 71 | 154,950 | |
| 2 | Diesel-Freight — B units | | | | | | | | | | | |
| 3 | Diesel-Passenger — A units | 10. | | | | | | 10 | | 10 | 22,500 | |
| 4 | Diesel-Passenger — B units | | | | | | | | | | | |
| 5 | Diesel-Multiple purpose — A units | | | | | | | | | | | |
| 6 | Diesel-Multiple purpose — B units | | | | | | | | | | | |
| 7 | Diesel-Switching — A units | 26. | | | | 26 | 26 | 26 | | 26 | 29,400 | |
| 8 | Diesel-Switching — B units | | | | | | | | | | | |
| 9 | Total (lines 1 to 8) | 112. | 3 | | | 26 | 34 | 98 | 9 | 107 | 206,850 | |
| 10 | Electric-Freight | | | | | | | | | | | |
| 11 | Electric-Passenger | | | | | | | | | | | |
| 12 | Electric-Multiple purpose | | | | | | | | | | | |
| 13 | Electric-Switching | | | | | | | | | | | |
| 14 | Total (lines 10 to 13) | | | | | | | | | | | |
| 15 | Other self-powered units | | | | | | | | | | | |
| 16 | Total (lines 9, 14 and 15) | 112. | 3 | | | 26 | 34 | 98 | 9 | 107 | 206,850 | |
| 17 | Auxiliary units | | | | | | | | | | XXXX | |
| 18 | Total Locomotive Units (lines 16 and 17) | 112. | 3 | | | 26 | 34 | 98 | 9 | 107. | XXXX | |

DISTRIBUTION OF LOCOMOTIVE UNITS IN SERVICE OF RESPONDENT AT CLOSE OF YEAR, ACCORDING TO YEAR BUILT, DISREGARDING YEAR OF REBUILDING

| During Calendar Year | | | | | | | | | | | |
|--|-------------------------------|---|---|---|---|-------------|-------------|-------------|-------------|-------------|--------------|
| Type or design of units (a) | Before Jan. 1, 1950 (b) | Between Jan. 1, 1950, and Dec. 31, 1954 (c) | Between Jan. 1, 1955, and Dec. 31, 1959 (d) | Between Jan. 1, 1960, and Dec. 31, 1964 (e) | Between Jan. 1, 1965, and Dec. 31, 1969 (f) | 1970 (g) | 1971 (h) | 1972 (i) | 1973 (j) | 1974 (k) | TOTAL (l) |
| 19 Diesel ————— | 9 | 32 | 7 | 15 | 7 | 15 | 7 | 12 | 3 | | 107 |
| 20 Electric ————— | | | | | | | | | | | |
| 21 Other self-powered units ————— | | | | | | | | | | | |
| 22 Total (lines 19 to 21) ————— | 9 | 32 | 7 | 15 | 7 | 15 | 7 | 12 | 3 | | 107 |
| 23 Auxiliary units ————— | | | | | | | | | | | |
| 24 Total Locomotive Units (lines 22 and 23) ————— | 9 | 32 | 7 | 15 | 7 | 15 | 7 | 12 | 3 | | 107 |

Road Initials AGS

Year 1973

417. INVENTORY OF EQUIPMENT—Continued

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

| Line No. | Class of equipment and car designations (a) | Units in service of respondent at beginning of year (b) | Changes During the Year | | | | | Units at Close of Year | | | | |
|----------|--|--|-------------------------------------|-------------------------------------|--|--|---|------------------------|---------------------------|--|--|-------------------------|
| | | | Units Installed | | | | Units retired from service of respondent whether owned or leased, including reclassification (g) | Owned and used (h) | Leased from others (i) | Total in service of respondent (col. (h)&(i)) (j) | Aggregate capacity of units reported in col. (j) (see ins. 7) (k) | Leased to others (l) |
| | | | New units purchased or built (c) | New units leased from others (d) | Rebuilt units acquired and rebuilt units rewritten into property accounts (e) | All other units, including reclassification and second hand units purchased or leased from others (f) | | | | | | |
| | PASSENGER-TRAIN CARS <i>Non-Self-Propelled</i> | | | | | | | | | | (Seating capacity) | |
| 25 | Coaches [PA, PB, PBO] — | | | | | | | | | | | |
| 26 | Combined cars [All class C, except CSB] — | | | | | | | | | | | |
| 27 | Parlor cars [FBC, PC, PL, PO] — | | | | | | | | | | | |
| 28 | Sleeping cars [PS, PT, PAS, PDS] — | | | | | | | | | | | |
| 29 | Dining, grill and tavern cars [All class D, PD] — | | | | | | | | | | XXXX | |
| 30 | Postal cars [All class M] — | | | | | | | | | | XXXX | |
| 31 | Non-passenger carrying cars [All class B, CSB, PSA, IA] — | 3 | | | | | | 3 | | 3 | XXXX | |
| 32 | Total (lines 25 to 31) — | 3 | | | | | | 3 | | 3 | | |
| | Self-Propelled Rail Motorcars | | | | | | | | | | | |
| 33 | Electric passenger cars [EP, ET] — | | | | | | | | | | | |
| 34 | Electric combined cars [EC] — | | | | | | | | | | | |
| 35 | Internal combustion rail motorcars [ED, EG] — | | | | | | | | | | | |
| 36 | Other self-propelled cars (Specify types: —) | | | | | | | | | | | |
| 37 | Total (lines 33 to 36) — | | | | | | | | | None | | |
| 38 | Total (lines 32 and 37) — | 3 | | | | | | 3 | | 3 | | |
| | COMPANY SERVICE CARS | | | | | | | | | | | |
| 39 | Business cars [PV] — | 2 | | | | | | 2 | | 2 | XXXX | |
| 40 | Boarding outfit cars [MWX] — | 6 | | | | | | 6 | | 6 | XXXX | |
| 41 | Derrick and snow removal cars [MWU, MWV, MWW, MWK] — | 5 | | | | | 2 | 3 | | 3 | XXXX | |
| 42 | Dump and ballast cars [MWB, MWD] — | 22 | | | | | 3 | 19 | | 19 | XXXX | |
| 43 | Other maintenance and service equipment cars — | 63 | 1 | | | 22 | 3 | 83 | | 83 | XXXX | |
| 44 | Total (lines 39 to 43) — | 98 | 1 | | | 22 | 8 | 113 | | 113 | XXXX | |

Road Initials

AGS

Year 1973

417. INVENTORY OF EQUIPMENT—Continued

Instructions for reporting freight-train car data, pages 102 and 103:

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.

2. In column (p) give the number of units purchased or built in company shops. In column (q) give the number of new units leased from others. The term "new"

means a unit placed in service for the first time on any railroad.

3. Units leased to others for a period of one year or more are reportable in column (z); units temporarily out of respondent's service and rented to others for less than one year are to be included in column (u); units rented from others for a period less than one year should not be included in column (v).

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

| Line No. | Class of equipment and car designations (m) | Units in service of respondent at beginning of year | | Changes During the Year | | | |
|---|--|---|-------------------|--|-------------------------------------|---|--|
| | | Time-mileage cars (n) | All others (o) | Units installed | | | |
| | | | | New units purchased or built ¹ (p) | New units leased from others (q) | Rebuilt units acquired and rebuilt units rewritten into property accounts ¹ (r) | All other units, including reclassification and second hand units purchased or leased from others (s) |
| FREIGHT-TRAIN CARS | | | | | | | |
| 45 | Box-General Service (unequipped) [All B, L070, R-00, R-01] | 215. | | | | | |
| 46 | Box-General Service (equipped) [A-20, A-30, A-40, A-50, R-06, R-07] | 1,517 | | 154 | | | 12 |
| 47 | Box-Special Service [A-00, A-10] | 54. | | | | | 17 |
| 48 | Gondola-General Service [All G (except G-9-)] | 1,756. | | | | | 3 |
| 49 | Gondola-Special Service [G-9-, J-00, all C, all E] | 82. | | | | | 2 |
| 50 | Hopper (open top)-General Service [All H (except H-70)] | 443. | | | | | |
| 51 | Hopper (open top)-Special Service [H-70, J-10, J-20, all K] | | | | | | |
| 52 | Hopper (covered) [L-5-] | 971. | | | | | |
| 53 | Tank, under 12,000 gallons [T-0, T-1, T-2, T-3] | | | | | | |
| 54 | Tank, 12,000-18,999 gallons [T-4] | | | | | | |
| 55 | Tank, 19,000-24,999 gallons [T-5, T-6] | | | | | | |
| 56 | Tank, 25,000 gallons and up [T-7, T-8, T-9] | | | | | | |
| 57 | Refrigerator (meat)-Mechanical [R-11, R-12] | | | | | | |
| 58 | Refrigerator (other than meat) -Mechanical [R-04, R-10] | | | | | | |
| 59 | Refrigerator (meat)-Non-Mechanical [R-02, R-08, R-09, R-14, R-15, R-17] | | | | | | |
| 60 | Refrigerator (other than meat) -Non-Mechanical [R-03, R-05, R-13, R-16] | | | | | | |
| 61 | Stock [All S] | | | | | | |
| 62 | Autorack [F-5-, F-6-] | 1. | | | | | |
| 63 | Flat-General Service [F-0-] | 10. | | | | | 1 |
| 64 | Flat-Special Service [F-1-, F-9-, F-20, F-30, F-40, L-2-, L-3-] | 264. | | 100 | | | |
| 65 | Flat-TOFC [F-7-, F-8-] | | | 25 | | | |
| 66 | All other [L-0-, L-1-, L-4-, L080, L090] | 12. | | | | | |
| 67 | Total (lines 45 to 66) | 5,325. | | 279 | | | 35 |
| 68 | Caboose [All N] | XXXX | 27. | | | | |
| 69 | Total (lines 67, 68) | 5,325. | 27. | 279 | | | 35 |
| 70 | Grand total, all classes of cars (lines 38, 44 and 69) | 5,325. | 128. | 280 | | | 57 |
| ¹ B-11, unequipped (which relates to incentive per diem under) | | New units purchased or built | | | Units rebuilt or acquired | | |
| | | General funds | | Incentive funds | | General funds | |
| | | None | | None | | None | |

417. INVENTORY OF EQUIPMENT—Continued

4. Column (y) should show aggregate capacity for all units reported in columns (w) and (x), as follows: for freight-train cars, report the nominal capacity (in tons of 2,000 lbs.) as provided for in Rule 86 of the AAR Code of Rules Governing Cars in Interchange. Convert the capacity of tank cars to capacity in tons of the commodity which the car is intended to carry customarily.

5. Freight-train car type codes shown in column (m) correspond to the AAR Multilevel Per Diem Master List. Dashes are used in appropriate places to permit a sin-

gle code to represent several car type codes. Descriptions of car codes and designations are published in *The Official Railway Equipment Register*.

6. Time-mileage cars refers to freight cars, other than cabooses, owned or held under lease arrangement, whose interline rental is settled on a per diem and line haul mileage basis under "Code of Car Hire Rules", or would be so settled if used by another railroad.

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

| UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS | | | | | | | |
|---|---------------------------------|-------------------------------------|---|-------------------------|--|--------------------------------|-------------|
| Changes during year (Concluded) | Units At Close of Year | | | | | | Line No. |
| | Owned and used (u) | Leased from others (v) | Total in service of respondent (col. (u) + (v)) | | Aggregate capacity of units reported in col. (w) + (x) (see ins. 4) (y) | Leased to others (z) | |
| | | | Time- mileage cars (w) | All other (x) | | | |
| Units retired from service of respondent whether owned or leased, in- cluding re- classification (t) | | | | | | | |
| 5 | 210 | | 210 | | 15,906 | | 45 |
| 22 | 1,661 | | 1,661 | | 114,895 | | 46 |
| 11 | 60 | | 60 | | 3,852 | | 47 |
| 50 | 1,709 | | 1,709 | | 124,636 | | 48 |
| 2 | 82 | | 82 | | 7,606 | | 49 |
| 49 | 394 | | 394 | | 35,815 | | 50 |
| | | | | | | | 51 |
| 3 | 938 | 30 | 968 | | 93,273 | | 52 |
| | | | | | | | 53 |
| | | | | | | | 54 |
| | | | | | | | 55 |
| | | | | | | | 56 |
| | | | | | | | 57 |
| | | | | | | | 58 |
| | | | | | | | 59 |
| | | | | | | | 60 |
| | 1 | | 1 | | 36 | | 61 |
| 1 | 10 | | 10 | | 770 | | 62 |
| | | | | | | | 63 |
| 26 | 330 | 8 | 338 | | 24,607 | | 64 |
| | 25 | | 25 | | 1,925 | | 65 |
| | 12 | | 12 | | 920 | | 66 |
| 169 | 5,432 | 38 | 5,470 | | 424,241 | | 67 |
| | 27 | | xxx | 27 | xxxxxxxxxxxxxxx | 2 | 68 |
| 169 | 5,459 | 38 | 5,470 | 27 | 424,241 | 2 | 69 |
| 177 | 5,575 | 38 | 5,470 | 143 | 424,241 | 2 | 70 |
| | | | | | | | |

417. INVENTORY OF EQUIPMENT—Concluded

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

| Line No. | Class of equipment and car designations (m) | Units in service of respondent at beginning of year | | Changes During the Year | | | |
|----------|--|---|----------------------|---|---|--|--|
| | | Per diem (n) | All other (o) | Units installed | | | |
| | | | | New units purchased or built (p) | New units leased from others (q) | Rebuilt units acquired and rebuilt units rewritten into property accounts (r) | All other units, including reclassification and second hand units purchased or leased from others (s) |
| | FLOATING EQUIPMENT | | | | | | |
| 71 | Self-propelled vessels [Tugboats, car ferries, etc.] _____ | XXXX | 1 * | | | | |
| 72 | Non-self-propelled vessels [Car floats, lighters, etc.] _____ | XXXX | | | | | |
| 73 | Total (lines 71 and 72) _____ | XXXX | 1 * | | | | |
| | HIGHWAY REVENUE EQUIPMENT | | | | | | |
| 74 | Bogie-chassis _____ | | | | | | |
| 75 | Dry van _____ | | | | | | |
| 76 | Flat bed _____ | | | | | | |
| 77 | Open top _____ | | | | | | |
| 78 | Mechanical refrigerator _____ | | None | | | | |
| 79 | Bulk _____ | | | | | | |
| 80 | Insulated _____ | | | | | | |
| 81 | Platform, removable sides _____ | | | | | | |
| 82 | Other trailer or container _____ | | | | | | |
| 83 | Tractor _____ | | | | | | |
| 84 | Truck _____ | | | | | | |
| 85 | Total (lines 74 to 84) _____ | | | | | | |

NOTES AND REMARKS

417. INVENTORY OF EQUIPMENT—Concluded

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

| Changes during year (Concluded) | Units At Close of Year | | | | | | Line No. |
|---|---------------------------------|-------------------------------------|---|-------------------------|--|--------------------------------|-------------|
| | Owned and used (u) | Leased from others (v) | Total in service of respondent (col. (u)+(v)) | | Aggregate capacity of units reported in col. (w)+(x) (see ins. 4) (v) | Leased to others (z) | |
| | | | Per diem (w) | All other (x) | | | |
| Units retired from service of respondent whether owned or leased, in- cluding re- classification (t) | | | | | (Tons) | | |
| | 1 | | XXXX | 1 | 30' Hull | | 71 |
| | | | XXXX | | | | 72 |
| | 1 | | XXXX | 1 | 30' Hull | | 73 |
| | | | | | | | 74 |
| | | | | | | | 75 |
| | | | | | | | 76 |
| | | | | | | | 77 |
| | | | | | | | 78 |
| | | | | | | | 79 |
| | | | | | | | 80 |
| | | | | | | | 81 |
| | | | | | | | 82 |
| | | | | | | | 83 |
| | | | | | | | 84 |
| | | | NONE | | | | 85 |

NOTES AND REMARKS

421. HIGHWAY MOTOR VEHICLE OPERATIONS

Give particulars of highway motor vehicles operated by respondent in revenue and nonrevenue service and of revenue traffic handled for the respondent by others under contractual arrangements.

In reporting highway motor vehicle miles in line-haul service, show the mileage of buses and combination bus-trucks on line 5; the mileage of trucks and of bogies, trailers and semitrailers with trucks on line 6; and the mileage of tractors and of bogies, trailers and semitrailers with tractors on line 7. Vehicle miles in terminal service should be reported on lines 8 and 9.

In reporting traffic carried and traffic handled 1 mile on lines 10 to 15, and on lines 20 to 23, both inclusive, show the total number of tons and ton-miles of revenue freight in column (i) and the total number of passengers carried and passenger-miles in column (c), regardless of the class of vehicle used to perform the transportation service.

In reporting highway motor vehicles in nonrevenue service include those used in maintenance, shops, and storehouses, and transportation of company material; also buses used for transportation of company employees. Exclude automobiles used by officials and employees.

A. OPERATED BY RESPONDENT
(Revenue and nonrevenue service)

| Line No. | Item (a) | Bogies (b) | Buses (c) | Chassis (d) |
|---|--|------------|-----------|-------------|
| REVENUE SERVICE | | | | |
| Vehicles owned or leased: | | | | |
| 1 | Number available at beginning of year _____ | | | |
| 2 | Number installed during the year _____ | | | |
| 3 | Number retired during the year _____ | | | |
| 4 | Number available at close of year _____ | | | |
| Vehicle miles (including loaded and empty): | | | | |
| Line haul (station to station): | | | | |
| 5 | Passenger vehicle miles _____ | XXXXXX | | XXXXXX |
| 6 | Truck miles _____ | | XXXXXX | XXXXXX |
| 7 | Tractor miles _____ | | XXXXXX | XXXXXX |
| Terminal service:* | | | | |
| 8 | Pick-up and delivery _____ | | | |
| 9 | Transfer service _____ | | | |
| Traffic carried: | | | | |
| 10 | Tons—Revenue freight—Line haul _____ | XXXXXX | XXXXXX | XXXXXX |
| 11 | Tons—Revenue freight—Terminal service only _____ | XXXXXX | XXXXXX | XXXXXX |
| 12 | Revenue passengers—Line haul _____ | XXXXXX | | XXXXXX |
| 13 | Revenue passengers—Terminal service only _____ | XXXXXX | | XXXXXX |
| Traffic handled 1 mile: | | | | |
| 14 | Ton-miles—Revenue freight—Line haul _____ | XXXXXX | XXXXXX | XXXXXX |
| 15 | Revenue passenger-miles—Line haul _____ | XXXXXX | | XXXXXX |
| NONREVENUE SERVICE | | | | |
| Vehicles owned or leased: | | | | |
| 16 | Number available at beginning of year _____ | | | |
| 17 | Number installed during the year _____ | | | |
| 18 | Number retired during the year _____ | | | |
| 19 | Number available at close of year _____ | | | |

*When performed by vehicles other than those used for line haul.

B. OPERATED BY OTHERS
(Revenue service)

| Line No. | Item (a) | Bogies (b) | Buses (c) | Chassis (d) |
|-------------------------|---------------------------------|------------|-----------|-------------|
| Traffic carried: | | | | |
| 20 | Tons—Revenue freight _____ | XXXXXX | XXXXXX | XXXXXX |
| 21 | Revenue passengers _____ None | XXXXXX | | XXXXXX |
| Traffic handled 1 mile: | | | | |
| 22 | Ton-miles—Revenue freight _____ | XXXXXX | XXXXXX | XXXXXX |
| 23 | Revenue passenger-miles _____ | XXXXXX | | XXXXXX |

421. HIGHWAY MOTOR VEHICLE OPERATIONS—Concluded

"Trailers" means trailer bodies used in TOFC/COFC service which are permanently mounted on running gear. "Containers" means trailer bodies used in TOFC/COFC service which are not permanently mounted

on wheels or chassis, but are separated from such running gear before being loaded on flat cars.

A. OPERATED BY RESPONDENT—Concluded
(Revenue and nonrevenue service)

| Containers (e) | Semitrailers (f) | Tractors (g) | Trailers (h) | Trucks (i) | Combination bus-trucks (j) | Line No. |
|-------------------|---------------------|-----------------|-----------------|---------------|-------------------------------|-------------|
| | | | | | | 1 |
| | | | | | | 2 |
| | | | | | | 3 |
| | | | | | | 4 |
| XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | | 5 |
| XXXXXX | | XXXXXX | | | XXXXXX | 6 |
| XXXXXX | | | | XXXXXX | XXXXXX | 7 |
| | | | | | | 8 |
| | | | | | | 9 |
| XXXXXX | XXXXXX | XXXXXX | XXXXXX | | XXXXXX | 10 |
| XXXXXX | XXXXXX | XXXXXX | XXXXXX | | XXXXXX | 11 |
| XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | 12 |
| XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | 13 |
| XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | | 14 |
| XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | 15 |
| | | | 61 | 81 | | 16 |
| | | | | | | 17 |
| | | | 4 | 9 | | 18 |
| | | | 57 | 72 | | 19 |

B. OPERATED BY OTHERS—Concluded
(Revenue service)

| Containers (e) | Semitrailers (f) | Tractors (g) | Trailers (h) | Truck (i) | Combination bus-trucks (j) | Line No. |
|-------------------|---------------------|-----------------|-----------------|--------------|-------------------------------|-------------|
| XXXXXX | XXXXXX | XXXXXX | XXXXXX | | XXXXXX | 20 |
| XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | 21 |
| XXXXXX | XXXXXX | XXXXXX | XXXXXX | | XXXXXX | 22 |
| XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | XXXXXX | 23 |

422. HIGHWAY MOTOR-VEHICLE ENTERPRISES IN WHICH THE RESPONDENT HAD A DIRECT OR INDIRECT FINANCIAL INTEREST DURING THE YEAR

Give particulars of highway motor-vehicle enterprises (excluding Railway Express Agency, Inc.) in which the respondent had a financial interest, either directly or indirectly, during the year.

In column (a) identify each motor-vehicle enterprise by name and address, and in column (b) state whether the respondent's interest in such

enterprise was direct or indirect. If the interest was indirect, give the names of all intermediaries.

In column (c) give the date on which respondent first acquired its direct or indirect interest in the enterprise.

| Line No. | Name and address of highway motor-vehicle enterprise (a) | Nature of respondent's interest (b) | Date on which respondent's direct or indirect interest was originally acquired (c) |
|----------|---|--|---|
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | None | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |
| 14 | | | |
| 15 | | | |
| 16 | | | |
| 17 | | | |
| 18 | | | |
| 19 | | | |
| 20 | | | |
| 21 | | | |
| 22 | | | |
| 23 | | | |
| 24 | | | |
| 25 | | | |

510. GRADE CROSSINGS

A—Railroad With Railroad

1. A crossing of a railroad with a railroad means the intersection of all the tracks on one right-of-way with all of the tracks on another right-of-way, whether or not owned or operated by the same company; thus, the intersection of one double-track line with another double-track line shall be reported as one crossing. Each such crossing shall be reported only by the carrier who performs the actual maintenance of the signal or interlocking protection, if so provided, or by the carrier who maintains the crossing frogs where no protection exists. The carrier which actually performs the maintenance shall be the reporting carrier, even though other party, or parties, assume a part or all of the expense of such maintenance. Where portions of the apparatus are maintained by two or more companies, as for example—the condition where one crossing frog is maintained by one company and the second frog by the other company, agreement should be made between carriers as to which shall report. Report should be made of each crossing, whether main line, branch line, or switching tracks are involved, so long as separate rights-of-way are involved, regardless of whether or not the rights-of-way involved are

owned or leased by the same company. A cross-over from one track to another on the same right-of-way, or the use of a crossing frog for the intersection of two tracks in the same right-of-way, is not to be considered as a crossing in this connection. If one right-of-way intersects two or more rights-of-way in the same vicinity a separate crossing shall be reported for each such intersection, even though all are controlled by one interlocking plant. In such case, this fact should be explained in a footnote in order that the interlocking plant may not be counted more than once.

2. The term "Protection" as used in this connection should include all signalling or derailing devices which may restrict the use of the crossing by either carrier. It shall not include stationary or other cautionary signs which merely indicate the proximity of a crossing. Where crossings are protected by more than one of the types of protection shown in columns (b) to (i) inclusive, the kind of protection, etc., should be reported in only one classification and that of the more elaborate type.

| Line No. | Number of crossings (a) | Interlocking (b) | Automatic signals (automatic interlocking) (c) | Derails on one line, no protection on other (d) | Hand-operated signals, without interlocking (e) | Gates (f) | Total specially protected (g) | Total not specially protected (h) | Grand total (i) |
|----------|---|---------------------|--|--|--|--------------|----------------------------------|--------------------------------------|--------------------|
| 1 | Number at beginning of year | 7 | 2 | | | 1 | 10 | 8 | 18 |
| 2 | Crossings added: New crossings | | | | | | | | |
| 3 | Change in protection | | | | | | | | |
| 4 | Crossings eliminated: Separation of grade | | | | | | | | |
| 5 | Change in protection | | | | | | | | |
| 6 | Other causes | | | | | | | | |
| 7 | Number at close of year | 7 | 2 | | | 1 | 10 | 8 | 18 |
| | Number at Close of Year by States: | | | | | | | | |
| 8 | | | | | | | | | |
| 9 | Tennessee | 4 | | | | 1 | 5 | 5 | 10 |
| 10 | Georgia | | | | | | | | |
| 11 | Alabama | | | | | | | | |
| 12 | Mississippi | 2 | 1 | | | | 3 | 3 | 6 |
| 13 | Louisiana | 1 | 1 | | | | 2 | | 2 |
| 14 | | | | | | | | | |
| 15 | | | | | | | | | |
| 16 | | | | | | | | | |
| 17 | | | | | | | | | |
| 18 | | | | | | | | | |
| 19 | | | | | | | | | |
| 20 | | | | | | | | | |
| 21 | | | | | | | | | |
| 22 | | | | | | | | | |
| 23 | | | | | | | | | |
| 24 | | | | | | | | | |
| 25 | | | | | | | | | |

510. GRADE CROSSINGS—Continued
B—Railroad With Highway

1. A highway grade crossing is to be regarded as a single crossing of all of the tracks within the adjacent owned or leased right(s) of way of the railroad(s) at the point of intersection with a publicly maintained highway, street or avenue at the same grade to the extent that the tracks are located within the limits of a single set of grade crossing signs or protective devices having an integrated set of actuating circuits.

2. Not to be included are crossings of tracks with private roads leading to or within industrial plants, or with other roads or driveways not dedicated to public use. All crossings of tracks at grade with public roads and streets should be included if any railroad operations are conducted thereover by the reporting company whether or not the track is located on railroad right-of-way.

3. A private grade crossing which becomes public during the year should be reported as a new grade crossing. A grade crossing of a dual or multi-lane highway should be reported as one crossing. In the classification of protection, a crossing having more than one of the classes of protection listed below should be reported once only, using the furthest left column that applies. To avoid

duplicate reporting of jointly owned, jointly maintained or jointly used crossings, one railroad shall be designated the reporting road by mutual agreement of the interested parties.

4. In columns (b) and (c) include grade crossings with or without audible signals. In columns (d) and (e) include grade crossings with or without any type of audible or visible supplemental device. Exclude from columns (f) and (g) those crossings where train movement is protected only by a member of the train crew. Audible signals reportable in column (h) include any train-actuated bell, whistle, siren or other audible device located adjacent to the crossing. Other automatic signals reportable in column (i) include wigwags, Highway Traffic Signals or special types of train-activated devices with or without audible supplements. Include in column (l), in addition to "Railroad Crossing" crossbuck, any other static sign (except "Number of Tracks" sign) or any non-train-actuated signal such as amber continuous-flashing lights. In column (m) report other than railroad crossbuck. Totals in column (o), lines 9 and 10 should be equal, resulting in no change in the total number of crossings.

| Line No. | Item of Annual Change (a) | TYPES OF PROTECTION FOR, AND NUMBERS OF CROSSINGS AT GRADE | | | | | | | | | | | | | |
|----------|--|--|---|-------------------------|-----------------------------------|-------------------------|-----------------------------------|-----------------------------|--------------------------------|---|---|---|-------------------------------|----------------------------|---------------------------------|
| | | Automatic gates with flashing lights (b) | Automatic flashing light signals (c) | Gates manually operated | | Watchmen only | | Audible signals only (h) | Other automatic signals (i) | Total indicating warning of train approach (j) | "Railroad Crossing" crossbuck signs only (k) | Crossbuck signs with other fixed signs (l) | Other fixed signs only (m) | No signs or signals (n) | Total crossings at grade (o) |
| | | | | 24 hours per day (d) | Less than 24 hours per day (e) | 24 hours per day (f) | Less than 24 hours per day (g) | | | | | | | | |
| 1 | Number at beginning of year _____ | 6 | 88 | | | | 2 | 5 | | 101 | 27 | 260 | | 173 | 561 |
| 2 | Added: By new, extended or relocated highway _____ | | | | | | | | | | | | | | |
| 3 | By new, extended or relocated railroad _____ | | 3 | | | | | | | 3 | | | | | 3 |
| 4 | Total added _____ | | | | | | | | | | | | | | |
| 5 | Eliminated: By closing or relocation of highway _____ | | | | | | | | | | | | | | |
| 6 | By relocation or abandonment of railroad _____ | | | | | | | | | | | | | | |
| 7 | By separation of grades _____ | | | | | | | | | | | | | | |
| 8 | Total eliminated _____ | | | | | | | | | | | | | | |
| 9 | Changes in protection: Number of each type added _____ | | | | | | | | | | | | | | |
| 10 | Number of each type deducted _____ | | | | | | | | | | | | | | |
| 11 | Net of all changes _____ | | +3 | | | | | | | +3 | | | | | +3 |
| 12 | Number at close of year _____ | 6 | 91 | | | | 2 | 5 | | 104 | 27 | 260 | | 173 | 564 |
| 13 | Number at close of year by States: Tennessee | | 4 | | | | | | | 4 | 1 | 1 | | 169 | 175 |
| 14 | | | | | | | | | | | | | | | |
| 15 | Georgia | | | | | | | | | | | 12 | | | 12 |
| 16 | | | | | | | | | | | | | | | |
| 17 | Alabama | 6 | 55 | | | | | 5 | | 66 | 11 | 115 | | 4 | 196 |
| 18 | | | | | | | | | | | | | | | |
| 19 | Mississippi | | 25 | | | | 2 | | | 27 | 15 | 110 | | | 152 |
| 20 | | | | | | | | | | | | | | | |
| 21 | Louisiana | | 7 | | | | | | | 7 | | 22 | | | 29 |
| 22 | | | | | | | | | | | | | | | |

511. GRADE SEPARATIONS

Highway-Railroad

1. (a) A highway-railroad grade separation is to be regarded as a single crossing of all of the tracks within the owned or leased right-of-way or contiguous rights-of-way of the railroad(s) at the point of intersection with a publicly maintained highway, street or avenue at separate grades.

(b) Not to be included are structures which serve some major purpose other than the avoidance of conflict of railway movements with highway movements and which contain no design features required for accommodation of the intersecting traffic flow as in the case of major tunnels.

(c) In order to avoid duplicate reporting and possible confusion, in reporting grade separations used or maintained by more than one railroad, the interested parties in each case should designate one line to be the reporting railroad.

2. All separated crossings of tracks with public roads and streets should be included if any railroad operations are conducted thereover by the reporting company whether or not the track is located on railroad owned right-of-way.

3. Not to be included are crossings of tracks with private roads leading to or within industrial plants, or with other roads not dedicated to public use.

4. A private crossing which becomes public during the year should be reported as a new crossing.

5. A crossing of a dual or multi-lane highway should be reported as one crossing.

| Line No. | Items of Annual Change (a) | Types and numbers of highway-railroad grade separations | | |
|----------|---|---|---|--------------|
| | | Overpass (Highway above railroad) (b) | Underpass (Railroad above highway) (c) | TOTAL (d) |
| 1 | Number at beginning of year _____ | 44 | 25 | 69 |
| 2 | Added: By new, extended or relocated highway _____ | | | |
| 3 | By new, extended or relocated railroad _____ | | | |
| 4 | By elimination of grade crossing ¹ _____ | | | |
| 5 | Total added _____ | | | |
| 6 | Deducted: By closing or relocation of highway _____ | | | |
| 7 | By relocation or abandonment of railroad _____ | | | |
| 8 | Total deducted _____ | | | |
| 9 | Net of all changes _____ | | | |
| 10 | Number at close of year _____ | 44 | 25 | 69 |
| | Number at close of year by States: | | | |
| 11 | Tennessee _____ | 1 | 2 | 3 |
| 12 | Georgia _____ | 1 | | 1 |
| 13 | Alabama _____ | 22 | 5 | 27 |
| 14 | Mississippi _____ | 11 | 8 | 19 |
| 15 | Louisiana _____ | 9 | 10 | 19 |
| 16 | | | | |
| 17 | | | | |
| 18 | | | | |
| 19 | | | | |
| 20 | | | | |
| 21 | | | | |
| 22 | | | | |
| 23 | | | | |
| 24 | | | | |
| 25 | | | | |
| 26 | | | | |
| 27 | | | | |
| 28 | | | | |
| 29 | | | | |

Total in column (d) should correspond to total number of grade crossings eliminated "By separation of grades", Schedule 510-B, line 7 column (a).

513. TIES LAID IN REPLACEMENT

Give particulars of ties laid during the year in previously constructed tracks maintained by the respondent. Do not include any ties used in any new tracks or in track extensions.

In column (a) classify the ties as follows:

(U) Wooden ties untreated when applied.

(T) Wooden ties treated before application.

(S) Ties other than wooden (steel, concrete, etc.). Indicate type in column (h).

Report new and second-hand (relay) ties separately, indicating in column (h) which ties are new.

In columns (d) and (g) should be shown the total cost, including transportation charges on foreign lines, tie trains, loading, inspection, and the cost of handling ties in general supply, storage, and seasoning yards; and,

in the case of treated ties, also the cost of handline at treating plants and the cost of treatment. The cost of unloading, hauling over carrier's own lines and placing the ties in tracks, and of train service, other than that necessary in connection with loading or treatment, should not be included in this schedule.

The sum of entries on lines 21, 22, and 23 should equal the total of columns (d) and (g).

Any material difference between the return on line 22 and the charge to operating expense account No. 212, or between the sum of charges to additions and betterments shown in schedules Nos. 513 and 514 and the related charge to investment account No. 8, should be explained in a footnote.

(Dollars in thousands)

| Line No. | Class of ties (a) | CROSSTIES | | | SWITCH AND BRIDGE TIES | | | Remarks (h) |
|----------|----------------------|-------------------------------------|-----------------------------|--|---|--|---|----------------|
| | | Total number of ties applied (b) | Average cost per tie (c) | Total cost of crossties laid in previously constructed tracks during year (d) | Number of feet (board measure) applied (e) | Average cost per M feet (board measure) (f) | Total cost of switch and bridge ties laid in previously constructed tracks during year (g) | |
| 1 | T | 156 533 | \$ 7 02 | \$ 1 099 | 225 314 | \$ 207 72 | \$ 47 | |
| 2 | | | | | | | | |
| 3 | | | | | | | | |
| 4 | | | | | | | | |
| 5 | | | | | | | | |
| 6 | | | | | | | | |
| 7 | | | | | | | | |
| 8 | | | | | | | | |
| 9 | | | | | | | | |
| 10 | | | | | | | | |
| 11 | | | | | | | | |
| 12 | | | | | | | | |
| 13 | | | | | | | | |
| 14 | | | | | | | | |
| 15 | | | | | | | | |
| 16 | | | | | | | | |
| 17 | | | | | | | | |
| 18 | | | | | | | | |
| 19 | | | | | | | | |
| 20 | Total | 156 533 | 7 02 | 1 099 | 225 314 | 207 72 | 47 | |

(Dollars in thousands)

| | | |
|----|--|------------|
| 21 | Amount of salvage on ties withdrawn | \$ -0- |
| 22 | Amount chargeable to operating expenses | \$ 1,146 ✓ |
| 23 | Amount chargeable to additions and betterments | \$ -0- |

Estimated number of crossties in all maintained tracks:

| | Number | Percent of Total |
|---|-----------|------------------|
| 24 Wooden ties | 2,616,609 | 100.00 |
| 25 Other than wooden ties (steel, concrete, etc.) | | |
| 26 Total | 2,616,609 | 100.00 |

514. TIES LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS

Give particulars of ties laid during the year in new construction, following the instructions given in the preceding schedule, so far as applicable.
(Dollars in thousands)

| Line No. | Class of ties (a) | CROSSTIES | | | | SWITCH AND BRIDGE TIES | | | | Remarks (h) | | | |
|----------|----------------------|-------------------------------------|-------|-----------------------------|----|---|--|--|-----------|----------------|--|--|--|
| | | Total number of ties applied (b) | | Average cost per tie (c) | | Total cost of crossties laid in new tracks during year (d) | | Number of feet (board measure) laid in tracks (e) | | | Average cost per M feet (board measure) (f) | | Total cost of switch and bridge ties laid in new tracks during year (g) |
| 1 | T | | 5 589 | \$ 5 80 | \$ | 32 | | 32 712 | \$ 227 68 | \$ | 7 | | |
| 2 | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | |
| 17 | | | | | | | | | | | | | |
| 18 | | | | | | | | | | | | | |
| 19 | | | | | | | | | | | | | |
| 20 | Total | | 5 589 | 5 80 | | 32 | | 32 712 | 227 68 | | 7 | | |

21 Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid _____

22 Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid _____

1.76

Note: The difference between Returns in Schedule 211 Acct. 8 ties and Schedules 514, is due to adjustments. The latter Schedules include current items only.

515. RAILS LAID IN REPLACEMENT

Give particulars of all rails applied during the year in connection with replacement of rails in previously constructed tracks maintained by the respondent.

In column (a) classify the kind of rail applied as follows:

- (1) New steel rails, Bessemer process.
- (2) New steel rails, open-hearth process.
- (3) New rails, special alloy (describe more fully in a footnote).
- (4) Relay rails.

Returns in columns (c) and (g) should be reported in whole numbers. Fractions of less than one-half should be disregarded, and fractions of one-half or more reckoned as one.

The returns in columns (d) and (h) should include the cost of loading at the point of purchase ready for shipment, the freight charges paid foreign

lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines, and placing the rails in tracks, and of train service in connection with the distribution of the rails, should not be included in this schedule.

The sum of entries on lines 22, 23, and 24 should equal the total of columns (d) and (h).

Any material difference between the return on line 23 and the charge to operating expense account No. 214, or between the sum of charges to additions and betterments shown in schedules Nos. 515 and 516 and the related charge to investment account No. 9, should be explained in a footnote.

(Dollars in thousands)

| Line No. | Class of rail (a) | RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC. | | | | RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS | | | |
|----------|----------------------|---|--------------------------------|--|--------------------------------------|---|--------------------------------|---|--------------------------------------|
| | | Weight of Rail | | Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year (d) | Average cost per ton (2,000 lb.) (e) | Weight of Rail | | Total cost of rail applied in yard, station, team, industry, and other switching tracks during year (h) | Average cost per ton (2,000 lb.) (i) |
| | | Pounds per yard of rail (b) | Number of tons (2,000 lb.) (c) | | | Pounds per yard of rail (f) | Number of tons (2,000 lb.) (g) | | |
| 1 | 2 | 132 | 5 152 | \$ 876 | \$ 169 97 | | | \$ | \$ |
| 2 | 4 | 100 | 396 | 10 | 22 32 | | | | |
| 3 | 4 | 132 | 747 | 24 | 31 49 | | | | |
| 4 | | | | | | | | | |
| 5 | | | | | | | | | |
| 6 | | | | | | | | | |
| 7 | | | | | | | | | |
| 8 | | | | | | | | | |
| 9 | | | | | | | | | |
| 10 | | | | | | | | | |
| 11 | | | | | | | | | |
| 12 | | | | | | | | | |
| 13 | | | | | | | | | |
| 14 | | | | | | | | | |
| 15 | | | | | | | | | |
| 16 | 2- | 5 152 | 876 | | | | | | |
| 17 | 4- | 1 143 | 34 | | | | | | |
| 18 | | | | | | | | | |
| 19 | | | | | | | | | |
| 20 | Total | X X X X | 6 295 | 910 | 144 43 | X X X X | | | |

(Dollars in thousands)

| | | |
|----|--|-----------------------------|
| 21 | Number of tons (2,000 lb.) of relayers and scrap rail taken up | 4,812 |
| 22 | Salvage value of rails released | \$ 108 |
| 23 | Amount chargeable to operating expenses | \$ 533 |
| 24 | Amount chargeable to additions and betterments | \$ 269 |
| 25 | Miles of new rails laid in replacement (all classes of tracks) † | 44.35 (rail-miles) |
| 26 | Miles of new and second-hand rails laid in replacement (all classes of tracks) ‡ | 55.81 (rail-miles) |
| 27 | Average weight per yard of new rails laid in replacement (running, passing, and cross-over tracks, etc.) * | 132 (pounds) |
| 28 | Tons of rail sold as scrap and amount received -0- | (tons of 2,000 lb.); \$ -0- |
| 29 | Track-miles of welded rail installed this year 22.08 | total to date 391.30 |

†Classes 1, 2, and 3 rails.—Reduce tonnage in columns (c) and (g) to pounds; divide each result by the respective pounds per yard to obtain the number of yards of each weight of new rail laid in all classes of tracks; divide the total number of yards of new rails laid in all classes of tracks by 1,760; state the quotient with two decimal places.

‡Classes 1, 2, 3, and 4 rails.—Reduce tonnage in columns (c) and (g) to pounds; divide each result by the respective pounds per yard to obtain the number of yards of each weight of new and second-hand rail laid in all classes of tracks; divide the total number of yards of new and second-hand rails laid in all classes of tracks by 1,760; state the quotient with two decimal places.

*Classes 1, 2, and 3 rails.—Reduce tonnage in column (c) to pounds; divide each result by the respective pounds per yard to obtain the number of yards of each weight of new rail laid in running, passing, and cross-over tracks, etc.; divide the total number of pounds of new rails laid in running tracks, etc., by the total number of yards of new rails laid in such tracks.

516. RAILS LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS

Give particulars of rails applied during the year in the construction of new tracks, following the instructions given in the preceding schedule, so far as applicable. (Dollars in thousands)

| Line No. | Class of rail (a) | RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC. | | | | RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS | | | |
|----------|----------------------|---|--------------------------------|--|--------------------------------------|---|--------------------------------|---|--------------------------------------|
| | | Weight of Rail | | Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year (d) | Average cost per ton (2,000 lb.) (e) | Weight of Rail | | Total cost of rail applied in yard, station, team, industry, and other switching tracks during year (h) | Average cost per ton (2,000 lb.) (i) |
| | | Pounds per yard of rail (b) | Number of tons (2,000 lb.) (c) | | | Pounds per yard of rail (f) | Number of tons (2,000 lb.) (g) | | |
| 1 | 4 | | | \$ | | 115 | 7 | \$ | 0 |
| 2 | 4 | | | | | 131 | 35 | | 1 |
| 3 | 4 | | | | | 132 | 383 | | 8 |
| 4 | | | | | | | | | |
| 5 | | | | | | | | | |
| 6 | | | | | | | | | |
| 7 | | | | | | | | | |
| 8 | | | | | | | | | |
| 9 | | | | | | | | | |
| 10 | | | | | | | | | |
| 11 | | | | | | | | | |
| 12 | | | | | | | | | |
| 13 | | | | | | | | | |
| 14 | | | | | | | | | |
| 15 | | | | | | | | | |
| 16 | Total | XXX | | | | XXX | 425 | | 9 |

17 Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid -0-

18 Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid 3.67

Note: The difference between return in Schedule 211 Acct. 9 rail and Schedules 515 and 516 is due to adjustments. The latter schedules include current items only.

517. GAUGE OF TRACK AND WEIGHT OF RAIL

Give the particulars below called for concerning the road and track operated by the respondent at the close of the year. Only the respondent's proportion of jointly-owned mileage should be included. Under "Weight of rail," the various weights of rails should be given. If any part of the road operated at the close of the year is other than standard gauge,

4 feet 8-1/2 inches, show the gauge of each part in column (d). Road and track occupied under trackage right or other form of license should not be included herein, but all road and track held under any form of lease (granting exclusive possession to the lessee) should be included.

| Line No. | Weight of rails per yard (a) | Line-haul companies (miles of main track) (b) | | Switching and terminal companies (miles of all tracks) (c) | | Remarks (d) |
|----------|------------------------------|---|-----|--|--|-------------|
| | Pounds | | | | | |
| 1 | 132 | 300 | .04 | | | |
| 2 | 131 | - | - | | | |
| 3 | 115 | 117 | .44 | | | |
| 4 | 112 | 62 | .15 | | | |
| 5 | 100 | 51 | .99 | | | |
| 6 | 85 | 6 | .68 | | | |
| 7 | 80 | 8 | .64 | | | |
| 8 | 70 | 0 | .01 | | | |
| 9 | 65 | 0 | .11 | | | |
| 10 | 60 | - | - | | | |
| 11 | | | | | | |
| 12 | | | | | | |
| 13 | | | | | | |
| 14 | | | | | | |
| 15 | | | | | | |
| 16 | | | | | | |

531. STATISTICS OF RAIL-LINE OPERATIONS (See Page 117 for Instructions)

| Line No. | Item (a) | Freight trains (b) | | | Passenger trains (c) | | | Total transportation service (d) | | |
|----------|--|--------------------|-----|-----|----------------------|-----|-----|----------------------------------|-----|-----|
| | | | | | | | | | | |
| 1 | Average mileage of road operated (State in whole numbers) | | | 520 | | | 361 | | | 527 |
| | Train-Miles | | | | | | | | | |
| 2 | Diesel locomotives | 1 | 994 | 943 | | 118 | 944 | 2 | 113 | 887 |
| 3 | Other locomotives | | | | | | | | | |
| 4 | Total locomotives | 1 | 994 | 943 | | 118 | 944 | 2 | 113 | 887 |
| 5 | Motorcars | | | | | | | | | |
| 6 | Total train-miles | 1 | 994 | 943 | | 118 | 944 | 2 | 113 | 887 |
| | Locomotive Unit-Miles | | | | | | | | | |
| 7 | Road service | 5 | 821 | 232 | | 395 | 925 | 6 | 217 | 157 |
| 8 | Train switching | | 56 | 715 | | | | | 56 | 715 |
| 9 | Yard switching | | 628 | 286 | | 1 | 120 | | 629 | 406 |
| 10 | Total locomotive unit-miles | 6 | 506 | 233 | | 397 | 045 | 6 | 903 | 278 |
| | Car-Miles | | | | | | | | | |
| 11 | Total motorcar car-miles | | | | | | | | | |
| 12 | Loaded time-mileage freight cars | 60 | 106 | 529 | | | | 60 | 106 | 529 |
| 13 | Loaded other freight cars | 29 | 752 | 497 | | | | 29 | 752 | 497 |
| 14 | Empty time-mileage freight cars | 48 | 609 | 815 | | | | 48 | 609 | 815 |
| 15 | Empty other freight cars | 26 | 307 | 403 | | | | 26 | 307 | 403 |
| 16 | Caboose | 1 | 994 | 943 | | | | 1 | 994 | 943 |
| 17 | Total freight car-miles (lines 12, 13, 14, 15 and 16) | 166 | 771 | 187 | | | | 166 | 771 | 187 |
| 18 | Passenger coaches | | 3 | 704 | | 501 | 618 | | 505 | 322 |
| 19 | Combination passenger cars (mail, express, or baggage, etc., with passenger) | | 1 | 062 | | 111 | 156 | | 112 | 218 |
| 20 | Sleeping and parlor cars | | 2 | 910 | | 224 | 790 | | 227 | 700 |
| 21 | Dining, grill and tavern cars | | 1 | 062 | | 102 | 660 | | 103 | 722 |
| 22 | Head-end cars | | | | | 5 | 310 | | 5 | 310 |
| 23 | Total (lines 18, 19, 20, 21, and 22) | | 8 | 738 | | 945 | 534 | | 954 | 272 |
| 24 | Business cars | | 3 | 384 | | 14 | 667 | | 18 | 051 |
| 25 | Crew cars (other than caboose) | | | | | | | | | |
| 26 | Grand total car-miles (lines 11, 17, 23, 24 and 25) | 166 | 783 | 309 | | 960 | 201 | 167 | 743 | 510 |
| | Gross Ton-Miles and Train-Hours in Road Service | | | | | | | | | |
| 27 | Gross ton-miles of locomotives and tenders (thousands) | | 727 | 667 | | 49 | 500 | | 777 | 167 |
| 28 | Gross ton-miles of freight-train cars, contents, and cabooses (thousands) | 10 | 238 | 134 | | | | 10 | 238 | 134 |
| 29 | Gross ton-miles of passenger-train cars and contents (thousands) | | | 782 | | 61 | 446 | | 62 | 228 |
| 30 | Train-hours—Total | | 87 | 788 | | 2 | 564 | | 90 | 352 |
| | Revenue and Nonrevenue Freight Traffic | | | | | | | | | |
| 31 | Tons of revenue freight | XX | XX | XX | XX | XX | XX | 19 | 384 | 807 |
| 32 | Tons of nonrevenue freight | XX | XX | XX | XX | XX | XX | | 390 | 394 |
| 33 | Total tons revenue and nonrevenue freight | XX | XX | XX | XX | XX | XX | 19 | 775 | 201 |
| 34 | Ton-miles—Revenue freight in road service (thousands) | XX | XX | XX | XX | XX | XX | 4 | 603 | 951 |
| 35 | Ton-miles—Revenue freight in lake transfer service (thousands) | XX | XX | XX | XX | XX | XX | | | |
| 36 | Total ton-miles—Revenue freight (thousands) | XX | XX | XX | XX | XX | XX | 4 | 603 | 951 |
| 37 | Ton-miles—Nonrevenue freight in road service (thousands) | XX | XX | XX | XX | XX | XX | | 62 | 128 |
| 38 | Ton-miles—Nonrevenue freight in lake transfer service (thousands) | XX | XX | XX | XX | XX | XX | | | |
| 39 | Total ton-miles—Nonrevenue freight (thousands) | XX | XX | XX | XX | XX | XX | | 62 | 128 |
| 40 | Net ton-miles of freight—Revenue and nonrevenue (thousands) | 4 | 666 | 079 | | | | 4 | 666 | 079 |
| | Revenue Passenger Traffic | | | | | | | | | |
| 41 | Passengers carried—Total | XX | XX | XX | XX | XX | XX | | 38 | 037 |
| 42 | Passenger-miles—Total | XX | XX | XX | XX | XX | XX | 9 | 394 | 533 |
| | Train-Miles Work Trains | | | | | | | | | |
| 43 | Locomotives | | | | | | | | 44 | 318 |
| 44 | Motorcars | | | | | | | | | |
| 45 | Total | | | | | | | | 44 | 318 |

INSTRUCTIONS CONCERNING SCHEDULE 531 ON PAGE 116

1. Give the various statistical items called for concerning the rail-line operations of respondent's road during the year. Train-miles, car-miles and other particulars are to be reported in accordance with the classification of train-miles and car-miles prescribed in the Uniform System of Accounts for Railroad Companies (Mileage Accounts 800 to 805 and 820 to 825). Locomotive unit-miles should include all miles made by each locomotive unit.

2. Time-mileage freight cars, as used herein, refers to freight cars other than cabooses owned or held under lease arrangement by U.S. class I line-haul railroads, whose interline rental is settled on a per diem and line-haul basis under "Code of Car Hire Rules," or would be so settled if used by another railroad.

3. Item No. 1 includes miles of road operated under trackage rights.

4. For gross ton-miles compute from conductors' or dispatchers' train reports weight in tons (2,000 pounds). Line 27 includes weight of all locomotive units moved one mile in transportation trains. Ton-miles of motorcars should be excluded. Lines 28 and 29 represent tons behind locomotive units (cars and contents, company-service equipment and cabooses) moved one mile in transportation trains. Include ton-miles of exclusive work service equipment and motorcars moving in transportation

trains. Use 150 pounds as the average weight per passenger and four tons as the average weight of contents of each head-end car.

5. Line No. 35 should represent the ton-miles of revenue freight in water transfer service on the Great Lakes involving a rail-line haul, the revenue from which is includible in account No. 101, "Freight." Ton-miles of revenue freight in water transfer service which was moved on the basis of lawful local tariff rates, the revenue from which is creditable to account No. 113, "Water transfers," should be excluded. Line 36, Total ton-miles—Revenue freight, should correspond to the ton-miles reported on Form OS-B, Item 2.

6. For net ton-miles, Line 40, compute from conductors' train reports. This item represents the number of tons of revenue and non-revenue freight moved one mile in transportation trains. Include a reasonable proportion of the weight of exclusive work equipment moved one mile. Include net ton-miles in motorcar trains. Exclude LCL shipments handled in mixed baggage-express cars.

7. The mileage of company service equipment, designed exclusively for work service and moved in transportation trains, should be classed as loaded freight car-miles.

8. Highway vehicle operations should not be included in Schedule 531 but particulars thereof given in a footnote below.

532. SWITCHING AND TERMINAL TRAFFIC AND CAR STATISTICS

(For switching and terminal companies only)

1. Give particulars of cars handled during the year. For descriptions of kinds of services included in switching operations, and in terminal operations, reference is made to the "Notice" on the inside of the front cover of this form. With respect to the term "cars handled" it should be observed that, when applied to switching operations, the movement of a car from the point at which a switching company receives it, whether loaded or empty, to the point where it is loaded or unloaded or delivered to another connecting line is to be counted as one car handled. The return of a car, whether loaded or empty, from the point where it is loaded or un-

loaded, to the point of delivery is to be counted as one car handled. No incidental movement is to be considered, unless such incidental movement involves the receipt of additional revenue. When applied to terminal operations, such as union station, bridge, ferry, or other joint facility terminal operations, the term "cars handled" includes all cars for which facilities are furnished.

2. The number of locomotive-miles in yard switching service should be computed in accordance with account No. 816, "Yard Switching Locomotive-miles."

| Line No. | Item (a) | Switching operations (b) | Terminal operations (c) | Total (d) |
|----------|--|------------------------------|-------------------------|-----------|
| | Freight Traffic | | | |
| 1 | Number of cars handled earning revenue—Loaded _____ | | | |
| 2 | Number of cars handled earning revenue—Empty _____ | | | |
| 3 | Number of cars handled at cost for tenant companies—Loaded _____ | | | |
| 4 | Number of cars handled at cost for tenant companies—Empty _____ | Not Applicable to Respondent | | |
| 5 | Number of cars handled not earning revenue—Loaded _____ | | | |
| 6 | Number of cars handled not earning revenue—Empty _____ | | | |
| 7 | Total number of cars handled _____ | | | |
| | Passenger Traffic | | | |
| 8 | Number of cars handled earning revenue—Loaded _____ | | | |
| 9 | Number of cars handled earning revenue—Empty _____ | | | |
| 10 | Number of cars handled at cost for tenant companies—Loaded _____ | | | |
| 11 | Number of cars handled at cost for tenant companies—Empty _____ | | | |
| 12 | Number of cars handled not earning revenue—Loaded _____ | | | |
| 13 | Number of cars handled not earning revenue—Empty _____ | | | |
| 14 | Total number of cars handled _____ | | | |
| 15 | Total number of cars handled in revenue service (lines 7 and 14) | | | |
| 16 | Total number of cars handled in work service _____ | | | |
| 17 | Number of locomotive-miles in yard switching service: Freight, _____; passenger, _____ | | | |

NOTES AND REMARKS

561C. COMPENSATION APPLICABLE TO PRIOR YEARS

Show hereunder, for each group of employees, the amount of compensation applicable to prior years, which was paid or is payable under labor awards of the current year or for other reasons. Additional compensation for the current year under labor awards or for other reasons is includible in I.C.C. Wage Statistics Form A and B, "Report of Employees, Service, and Compensation," for the calendar year. For purposes of this report,

labor awards are intended to cover adjustments resulting from the decisions of Wage Boards and voluntary awards by the respondent incident thereto. Explain the nature of any amounts in excess of \$10,000 included in column (c) in a footnote.

(Dollars in thousands)

| Line No. | Group No. | Class of employees (a) | Amount of Compensation | | | | | |
|----------|-----------|--|------------------------|--|--------------------|--|-----------|--|
| | | | Under labor awards (b) | | Other back pay (c) | | Total (d) | |
| 1 | I | Executives, officials, and staff assistants | \$ | | \$ | | \$ | |
| 2 | II | Professional, clerical, and general | | | | | | |
| 3 | III | Maintenance of way and structures | | | | | | |
| 4 | IV | Maintenance of equipment and stores | | | None | | | |
| 5 | V | Transportation (other than train, engine, and yard) | | | | | | |
| 6 | VI (a) | Transportation (yardmasters, switch tenders, and hostlers) | | | | | | |
| 7 | VI (b) | Transportation (train and engine service) | | | | | | |
| 8 | | Total | | | | | | |

9 Amount of foregoing compensation that is chargeable to operating expenses: \$ _____

NOTES AND REMARKS

562. COMPENSATION OF OFFICERS, DIRECTORS, ETC.

1. In columns (a) and (b) enter the name and position of each of the five persons named in Schedules 102 and 103 of this report to whom the respondent paid the largest amount during the year as compensation for current or past service over and above necessary expenses incurred in discharge of duties. In addition, list all other officers, directors, pensioners or employees, if any, to whom the respondent paid \$40,000 or more in total compensation during the year.

2. The salary per annum to be entered in column (c) is the annual rate at which an employee is paid rather than the amount actually paid for a part of a year. If the salary of an individual was increased or decreased during the year, show salary before each change as well as at close of year.

3. If an officer, director, etc., receives compensation from one or more of the affiliated companies listed in Schedule 104, reference to this fact should be made if the aggregate compensation from all companies amounts to \$40,000 or more. The detail as to division of the compensation should be reported in schedule 564.

4. Other compensation to be entered in column (d) includes, but is not limited to, commissions; bonuses; shares in profits; contingent compensation; moneys paid, set aside or accrued pursuant to any pension, retirement, savings, deferred compensation, or similar plan including premiums paid for retirement annuities, or life insurance where the respondent is not the beneficiary (Premiums on group life insurance for benefits less than \$50,000 need not be reported.), or any other arrangement which constitutes a form of compensation. Give the details of any plan not previously reported, the basis of determining the ultimate benefits payable, and the payments or provisions made during the year.

5. Also include in column (d) all remuneration paid, directly or indirectly, in the form of securities, options, warrants, rights or other property. Furnish particulars concerning any options, warrants, or rights issued or granted during the year including prices, expiration dates and other information relating to exercise of the options, warrants, or rights. Specify the amount of such securities or assets so entitled to be purchased by each officer, director, etc. (Dollars in thousands)

| Line No. | Name of person (a) | Position of Title (b) | Salary per annum as of close of year (see instructions) (c) | Other compensation during the year (d) |
|----------|--|-----------------------|---|--|
| 1 | | | \$ | \$ |
| 2 | | | | |
| 3 | | | | |
| 4 | | | | |
| 5 | | | | |
| 6 | | | | |
| 7 | | | | |
| 8 | | | | |
| 9 | | | | |
| 10 | | | | |
| 11 | See Report of Southern Railway Company | | | |
| 12 | | | | |
| 13 | | | | |
| 14 | | | | |
| 15 | | | | |
| 16 | | | | |
| 17 | | | | |
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ANNUAL REPORT 1973

ALABAMA GREAT SOUTHERN R.R. CO. 3 OF 3

120100

563. PAYMENTS FOR SERVICES RENDERED BY OTHER THAN EMPLOYEES AND AFFILIATES

1. In the form below give information concerning payments, fees, retainers, commissions, gifts, contributions, assessments, bonuses, pensions, subscriptions, allowance for expenses, or any form of payments amounting in the aggregate to \$50,000 or more during the year to any corporation, institution, association, firm, partnership, committee, or any person, except:

(a) Payments to employees of the respondent shall be reported in Schedule 562.

(b) Payments for services rendered by affiliates shall be reported in Schedule 564.

2. The aggregate of payments to be reported in column (c) shall include amounts paid and/or accrued during the year which are applicable to the year.

3. When contributions under \$50,000 are made in common with other carriers under a joint arrangement in payment for the performance of services or as a donation, each such contribution shall be reported, irrespective of the amount thereof, if the total amount paid by all contributors for the performance of the particular service is equal to the sum of \$100,000 or more.

4. Payments to the independent public accountant reporting on the respondent's annual report shall be subdivided to show separately the amount paid for auditing and the total amount paid for other types of management services such as, but not limited to, compensation plans, pension plans, forecasts and budgets, and tax advice. All carriers, whether payments aggregate more or less than \$50,000, shall answer the following question.

Did the independent accountant reporting on the respondent's annual report provide any management services other than auditing?

Specify: Yes ___ No ___

5. To be included are, among others, payments, directly or indirectly, for legal, medical, engineering, advertising, valuation, accounting, statistical, financial, educational, entertainment, charitable, advisory, defensive, detective, developmental, research, appraisal, registration, purchasing, architectural, and hospital services; payments for expert testimony and for handling wage disputes; and payments for services of banks, bankers, trust companies, insurance companies, brokers, trustees, promoters, solicitors, consultants, actuaries, investigators, inspectors, and efficiency engineers. Payments to the various railroad associations, commissions, committees, bureaus, boards, and other organizations maintained jointly by railroads shall also be included. The enumeration of these kinds of payments should not be understood as excluding other payments for services not excluded below.

6. To be excluded are: Rent of buildings or other property, taxes payable to the Federal, State, or local Governments, payments for heat, light, power, telegraph, and telephone services, and payments to other carriers on the basis of lawful tariff charges or for the interchange of equipment between carriers, as well as other payments for services which both as to their nature and amount may reasonably be regarded as ordinarily connected with the routine operation, maintenance, or construction of a railroad, but any special and unusual payments for services should be reported. Payments of \$50,000 or more to organizations maintained jointly by railroads with other railroads are not to be excluded even if their services are regarded as routine.

7. If more convenient, this schedule may be filled out for a group of roads considered as one system and shown only in the report of the principal road in the system, with references thereto in the reports of the other roads.

8. If any doubt exists in the mind of the reporting officer as to the reportability of any type of payment, request should be made for a ruling before filing this report.

(Dollars in thousands)

| Line No. | Name of recipient (a) | Description of service (b) | Amount of payment (c) |
|----------|-----------------------|--------------------------------|-----------------------|
| 1 | | | \$ |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | Included in Report of Southern | |
| 10 | | Railway Company | |
| 11 | | | |
| 12 | | | |
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**564. TRANSACTIONS BETWEEN RESPONDENT AND COMPANIES OR PERSONS AFFILIATED WITH RESPONDENT
FOR SERVICES RECEIVED OR PROVIDED**

1. Furnish the information called for below concerning each contract, agreement or arrangement (written or unwritten) in effect at any time during the year between the respondent and the affiliated companies listed in Schedule 104, or persons affiliated with the respondent including officers, directors, stockholders, owners, partners or their wives and other close relatives, or their agents. Examples of transactions are, but not restricted to, management, legal, accounting, purchasing or other type of service including the furnishing of materials, supplies, purchase of equipment, leasing of structures, land and equipment, and agreements relating to allocation of officers salaries and other common costs between affiliated companies.

To be excluded are payments for the following types of services:

- Lawful tariff charges for transportation services.
- Payments to or from other railroads for interline services and interchange of equipment.
- Payments to or from other railroads for services which may reasonably be regarded as ordinarily connected with routine operation, maintenance, or construction of a railroad, but any special or unusual transactions should be reported.
- Agreements relating to allocation of Federal income taxes between affiliated companies should be reported in Schedule 353 (p. 85)
- Agreements relating to joint pension plans with affiliated companies should be reported in explanatory notes section of Schedule 200 (p. 13)

2. In column (a) enter the name of the affiliated company, person, or agent with which respondent received or provided services aggregating \$30,000 or more for the year. If an affiliated company provides services to more than one affiliate, and the aggregate compensation amounts to \$30,000 or more for the year, list all the affiliates included in the agreement and describe the allocation of charges in column (d). If the respondent provides services to more than one affiliate, and the aggregate compensation amounts to \$30,000 or more for the year, reference to this fact should be made and the detail as to the allocation of charges should be stated. For those affiliates providing services to the respondent, also enter in column (a) the percent of affiliate's gross income derived from transactions with respondent.

Attach a balance sheet and income statement for each affiliate with which respondent had reportable transactions during the year. These statements should be prepared on the same accounting

year basis and in conformity with the balance sheet and income statement in annual report form A, and should be noted to indicate method of depreciating property, if any, furnished to the respondent. Balance sheet and income statement are not required for affiliated carriers filing annual reports with the Commission.

3. In column (b) indicate form of affiliation or control between the respondent and the company or person identified in column (a) as follows:

- If respondent directly controls affiliate insert the word "direct".
- If respondent controls through another company insert the word "indirect".
- If respondent is under common control with affiliate insert the word "common".
- If respondent is controlled directly or indirectly by the company listed in column (a) insert the word "controlled".
- If control is exercised by other means such as a management contract or other arrangement of whatever kind insert the word "other" and footnote to describe such arrangements.

4. In column (c) fully describe the character of service involved such as management fees, lease of building, purchase of material, etc. When the affiliate listed in column (a) provides more than one type of service in column (c), list each type of service separately and show total for the affiliate. When services are both provided and received between the respondent and an affiliate they should be listed separately and the amounts shown separately in column (g).

5. In column (d) fully describe the basis for computing charges under each contract, agreement, etc.

6. In columns (e) and (f) indicate the date and term of each contract or arrangement. If oral contract, indicate with symbol "O".

7. In column (g) report the total amount received, paid, or accrued during the year which is applicable to the year, for each type of service listed in column (c). Indicate purchase items with the symbol "P" and sales items with the symbol "S". Do not report net figures when services are both provided and received between the respondent and an affiliate.

(Dollars in thousands)

| Line No. | Name of Company or Individual and percent of gross income from respondent carrier (a) | % | Form of Affiliation (b) | Character of Service (c) | Basis of Charge (d) | Contract | | Total Charges for Year | |
|----------|--|---|----------------------------|-----------------------------|------------------------|-------------|-------------|------------------------|-----|
| | | | | | | Date (e) | Term (f) | (P)(S) | (g) |
| 1 | SEE SOUTHERN RAILWAY COMPANY SCHEDULE 564. | | | | | | | \$ | |
| 2 | | | | | | | | | |
| 3 | | | | | | | | | |
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Road Initials AGS

Year 1973

565. OTHER TRANSACTIONS BETWEEN RESPONDENT AND COMPANIES OR PERSONS AFFILIATED WITH RESPONDENT

1. Furnish the information called for below concerning transactions between the respondent and the affiliated companies listed in Schedule 104, or persons affiliated with the respondent including officers, directors, stockholders, owners, partners or their wives and other close relatives, or their agents. Examples of transactions are, but not limited to, purchase, sale or transfer of equipment, land, structures, securities or other assets aggregating \$30,000 in value for the year.

2. In column (a) enter the name of the affiliated company, person, or agent with which respondent transacted purchase, sale or transfer.

3. In column (b) indicate form of affiliation or control between the respondent and company or person identified in column (a) in accord with instruction No. 3 to Schedule 564.

4. In column (c) briefly describe the kind of asset purchased, sold or transferred.

5. In column (d) report the total of all purchases, sales or transfers of property with a value of \$30,000 or more. If individual items are less than that amount, report the total of all purchases or sales with the company or individual named in column (a) when the aggregate of such items is \$30,000 for the year. Indicate purchase items with the symbol "P" and sales items with the symbol "S".

6. In column (e) summarize the book cost, less accrued depreciation if applicable, for each item reported in column (d).

7. In column (f) report the net profit or loss for each item (column (d) less column (e)).

8. Answer all questions at bottom of schedule. (Dollars in thousands)

| Line No. | Name of Company or Individual (a) | Form of Affiliation (b) | Description of Item (c) | Sales or Purchase Price (d) | Net Book Value (e) | Gain or (Loss) (f) |
|----------|---|-------------------------|-------------------------|-----------------------------|--------------------|--------------------|
| 1 | | | | \$ | \$ | \$ |
| 2 | SEE SCHEDULE 565 IN SOUTHERN RAILWAY COMPANY ANNUAL REPORT FORM R-1 | | | | | |
| 3 | | | | | | |
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| 12 | | | | | | |
| 13 | | | | | | |

With respect to the transactions listed above, were any gains or losses incurred by other affiliated companies in the six (6) accounting years preceding this report year on the transfer of the item to the company or individual named in column (a)? Specify. Yes ___ No ___ If yes, give particulars of prior transaction such as sales price, and gain or loss.

Where any services provided or assets transferred between respondent and affiliated companies or individuals during the year for which no charges were assessed? Specify. Yes ___ No ___ If yes, explain.

564 A. TRANSACTIONS BETWEEN NONCARRIER SUBSIDIARIES OF RESPONDENT AND OTHER AFFILIATED COMPANIES OR PERSONS FOR SERVICES RECEIVED OR PROVIDED

1. Furnish the information called for below concerning transactions between noncarrier subsidiaries of the respondent and other affiliated companies for services received or provided in accord with instruction No. 1 to Schedule 564.

2. In column (a) enter the name of the noncarrier subsidiary of respondent.

3. In column (b) enter the name of other affiliated company with which the noncarrier subsidiary received or provided services aggregating \$30,000 or more for the year.

4. In column (c) indicate form of affiliation or control between noncarrier subsidiary and other affiliated company identified in column (b) in accord with instruction No. 3 to Schedule 564.

5. In column (d) fully describe the character of service involved such as management fees, lease of building, purchase of material etc. If more

than one type of service is provided, list each type of service separately. When services are both provided and received between the noncarrier subsidiary and other affiliate they should be listed separately and the amounts shown separately in column (h).

6. In column (e) fully describe the basis for computing charges under each contract, agreement, etc.

7. In columns (f) and (g) indicate the date and term of each contract or arrangement. If oral contract, indicate with symbol "O".

8. In column (h) report the total amount received, paid, or accrued during the year which is applicable to the year, for each type of service listed in column (d). Indicate purchase items with the symbol "P" and sales items with the symbol "S". Do not report net figures when services are both provided and received between the noncarrier subsidiary and other affiliate. (Dollars in thousands)

| Line No. | Name of Respondent's Noncarrier Subsidiary Company (a) | Name of Other Affiliated Company (b) | Form of Affiliation (c) | Character of service (d) | Basis of Charge (e) | Contract | | Total Charges for Year | |
|----------|--|--------------------------------------|-------------------------|--------------------------|---------------------|----------|----------|------------------------|-----|
| | | | | | | Date (f) | Term (g) | (P)(S) | (h) |
| 1 | | | | | | | | \$ | |
| 2 | | | | | | | | | |
| 3 | | NONE | | | | | | | |
| 4 | | | | | | | | | |
| 5 | | | | | | | | | |
| 6 | | | | | | | | | |
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566 B. OTHER TRANSACTIONS BETWEEN NONCARRIER SUBSIDIARIES OF RESPONDENT AND OTHER AFFILIATED COMPANIES OR PERSONS

1. Furnish the information called for below concerning other transactions between noncarrier subsidiaries of the respondent and other affiliated companies in accord with instruction No. 1 to Schedule 565.

2. In column (a) enter the name of the noncarrier subsidiary of respondent.

3. In column (b) enter the name of other affiliated company with which the noncarrier subsidiary transacted a purchase, sale or transfer of equipment, land, structures, securities or other assets aggregating \$30,000 in value for the year.

4. In column (c) indicate form of affiliation or control between noncarrier subsidiary and other affiliated company identified in column (b) in accord with instruction No. 3 to Schedule 564.

5. In column (d) briefly describe the kind of asset purchased, sold or transferred.

6. In column (e) report the total of all purchases, sales or transfers of property with a value of \$30,000 or more. If individual items are less than that amount, report the total of all purchases or sales when the aggregate of such items is \$30,000 for the year. Indicate purchase items with the symbol "P" and sales items with the symbol "S".

7. In column (f) summarize the book cost, less accrued depreciation if applicable, for each item reported in column (e).

8. In column (g) report the net profit or loss for each item (column (e) less column (f)).

9. Answer all questions at bottom of schedule.
(Dollars in thousands)

| Line No. | Name of Respondent's Noncarrier Subsidiary Company (a) | Name of Other Affiliated Company (b) | Form of Affiliation (c) | Description of Item (d) | Sales or Purchase Price (e) | Net Book Value (f) | Gain or (Loss) (g) |
|----------|--|--------------------------------------|-------------------------|-------------------------|-----------------------------|--------------------|--------------------|
| 1 | | | | | | | |
| 2 | | NONE | | | | | |
| 3 | | | | | | | |
| 4 | | | | | | | |
| 5 | | | | | | | |
| 6 | | | | | | | |
| 7 | | | | | | | |
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| 16 | | | | | | | |
| 17 | | | | | | | |

With respect to the transactions listed above, were any gains or losses incurred by other affiliated companies in the six (6) accounting years preceding this report year on the transfer of the item to the company or individual named in column (b)? Specify. Yes . . . No . . . If yes, give particulars of prior transaction such as sales price, and gain, or loss.

Were any services provided or assets transferred between noncarrier subsidiaries of respondent and other affiliated companies or individuals for which no charges were assessed? If so, explain.

571. CONSUMPTION OF FUEL BY MOTIVE-POWER UNITS

Show hereunder the amounts of the various kinds of fuel consumed by locomotive units and motors or other self-propelled rail cars in the service of the respondent during the year, and the number of kilowatt-hours for such tractive equipment as was propelled by electricity. The ton of 2,000 pounds should be used.

Kilowatt-hours, for entry in column (c) of section A, and column (h) of section B, are to be figures at high tension taps (point of production or point of purchase), and divided among the several classes of service, the division being made on the respondent's best estimate if actual figures are not available.

A. LOCOMOTIVES

| Line No. | Kind of locomotive service (a) | Diesel | Electric | Other (Steam, Gas Turbine, Etc.) | |
|----------|--------------------------------|--------------------------|--------------------|----------------------------------|------------------------|
| | | Diesel oil (gallons) (b) | Kilowatt-hours (c) | Coal (tons) (d) | Fuel oil (gallons) (e) |
| 1 | Freight _____ | 14,164,225 | | | |
| 2 | Passenger _____ | 964,768 | | | |
| 3 | Yard switching _____ | 1,522,190 | | | |
| 4 | Total _____ | 16,651,183 | | | |
| 5 | Work train _____ | 150,075 | | | |
| 6 | GRAND TOTAL _____ | 16,801,258 | | | |
| 7 | Total cost of fuel* _____ | \$ 2,351 | \$ | \$ | \$ |

B. RAIL MOTORCARS

| Line No. | Kind of locomotive service (f) | Diesel | Electric | Gasoline |
|----------|--------------------------------|--------------------------|--------------------|------------------------|
| | | Diesel oil (gallons) (g) | Kilowatt-hours (h) | Gasoline (gallons) (i) |
| 8 | Freight _____ | | | |
| 9 | Passenger _____ | | | |
| 10 | Yard switching _____ | | | |
| 11 | Total _____ | | | |
| 12 | Work train _____ | | | |
| 13 | GRAND TOTAL _____ | | | |
| 14 | Total cost of fuel* _____ | \$ | \$ | \$ |

*Show cost of fuel charged to train and yard service (accounts Nos. 382 and 394, for other than electric, and accounts Nos. 383, 384, 395, and 396, for electric). The cost stated for the various kinds of fuel should be the total charges in the accounts specified, including freight charges and handling expenses. The cost stated for electric current should be the total charges in the accounts enumerated. Fuel and power consumed by mixed and special trains that are predominantly freight should be included in freight service, but where the service of mixed or special trains is predominantly passenger, the fuel and power used should be included in passenger service. (Dollars in thousands)

NOTES AND REMARKS

581. CONTRACTS, AGREEMENTS, ETC.

1. Hereunder give a concise statement of each important contract, agreement, arrangement, etc., with other companies or persons, together with important revisions, modifications, terminations, and other changes thereof, which became effective during the year, and concerned in any way the transportation of persons or things at other than tariff rates, or the purchase of equipment under conditional sales plans without the issuance of securities by respondent, making such statements in the following order:

- (a) Express companies.
- (b) Mail.
- (c) Sleeping, parlor, and dining-car companies.
- (d) Freight or transportation companies or lines.
- (e) Other railway companies.
- (f) Steamboat or steamship companies.
- (g) Telegraph companies.
- (h) Telephone companies.
- (i) Equipment purchased under conditional sales contracts.
- (j) Routing traffic of affiliated companies.
- (k) Other contracts.

2. Under item 1(e), include particulars of joint facility arrangements entered into during the year by the respondent, including those maintained or operated by other carriers as well as those maintained or operated by respondent. For each joint facility, give a brief statement of the basis or bases on which revenues, expenses, taxes, interest on investment, and other items, if any, related to the facility are apportioned among the carriers using the facility or otherwise deriving benefit therefrom.

3. Under item 1(i), give particulars of conditional sales agreements, lease or rental contracts, and other similar instruments, entered into by respondent for the purchase of equipment, which provide for payment in installments and do not involve the issuance of securities by respondent. State the names of the parties to the contracts or agreements, the number

of units of each class of equipment covered, and the terms and conditions of payment.

4. Under item 1(j) give particulars of arrangements, written or oral with affiliated companies for routing of traffic. Through route arrangements for handling of traffic interchanged with carrier affiliates should not be reported.

5. Under item 1(k), Other contracts, describe briefly the particulars of all contracts or agreements, including estimated amounts receivable, under which a government agency, or instrumentality thereof, seeks to assist respondent with grants or aid for providing passenger commuter or other passenger-train services.

6. Information concerning contracts of minor importance may be omitted. A contract of minor importance is defined as one involving receipts or payments of less than \$25,000 per year, and which, by its terms, is otherwise unimportant.

7. In lieu of giving abstracts, copies of contracts may be filed. Every copy of a contract furnished in connection with the foregoing requirement should be listed hereunder.

8. The basis for computing receipts and payments should be fully stated in the case of each such contract, agreement, or arrangement.

9. Compliance with the requirements of this schedule does not relieve the respondent of the duty placed upon common carriers by section 6(5), Part 1, of the Interstate Commerce Act, which reads as follows:

"Every common carrier subject to this part shall also file with said Commission copies of all contracts, agreements, or arrangements with other common carriers in relation to any traffic affected by the provisions of this part to which it may be a party. Provided, however, that the Commission, by regulations, may provide for exceptions from the requirements of this paragraph in the case of any class or classes of contracts, agreements, or arrangements, the filing of which, in its opinion, is not necessary in the public interest."

CLASSWITHDATEDESCRIPTION

(1)

Manufacturers Hanover
Trust Company

2/1/73

Assignment of a portion of
Southern Ry. Co. Equipment
Trust #1 of 1973.
150 70 ton box cars
25 70 ton flat cars

591. CHANGES DURING THE YEAR

Hereunder state the matters called for. Make the statements explicit and precise, and number them in accordance with the inquiries; each inquiry should be fully answered, and if the word "none" truly states the fact it may be used in answering any particular inquiry. Changes in mileage should be reported by classes and stated to the nearest hundredth of a mile.

1. For each railroad property used in respondent's transportation service, show all increases and decreases in mileage, classifying the changes in the tables below as follows:

(Class 1) Line owned by respondent.

(Class 2) Line owned by proprietary companies.

(Class 3) Line operated under lease for a specified sum.

(Class 4) Line operated under contract or agreement for contingent rent.

(Class 5) Line operated under trackage rights.

2. For changes in miles of road, give dates of beginning or abandonment of operations. If any changes reportable in this schedule occurred

under authority granted by the Commission in certificates of convenience and necessity, issued under paragraphs (18) to (22) of section 1 of the Interstate Commerce Act or otherwise, specific reference to such authority should in each case be made by docket number or otherwise, as may be appropriate.

3. All consolidations, mergers, and reorganizations effected, giving particulars.

This statement should show the mileage, equipment, and cash value of property of each company as well as the consideration received by each company party to the action. State the dates on which consolidated, etc., and whether the prior companies have been dissolved. Copies of the articles of consolidation, merger, or reorganization should be filed with this report.

4. Other important changes not elsewhere provided for involving more than \$50,000, giving full particulars.

INCREASES IN MILEAGE

| Line No. | Class (a) | Main (M) or branch (B) line (b) | Running Tracks, Passing Tracks, Cross-Overs, Etc. | | | | Miles of way switching tracks (g) | Miles of yard switching tracks (h) | Total (i) | Remarks (j) |
|----------|----------------|---------------------------------|---|--------------------------------|------------------------------------|--|-----------------------------------|------------------------------------|-----------|-------------|
| | | | Miles of road (c) | Miles of second main track (d) | Miles of all other main tracks (e) | Miles of passing tracks, cross-overs and turn-outs (f) | | | | |
| 1 | 1 | M | | | | 0 03 | 0 07 | | 0 10 | |
| 2 | | | | | | | | | | |
| 3 | | | | | | | | | | |
| 4 | | | | | | | | | | |
| 5 | | | | | | | | | | |
| 6 | | | | | | | | | | |
| 7 | | | | | | | | | | |
| 8 | | | | | | | | | | |
| 9 | | | | | | | | | | |
| 10 | | | | | | | | | | |
| 11 | | | | | | | | | | |
| 12 | | | | | | | | | | |
| 13 | Total Increase | | | | | 0 03 | 0 07 | | 0 10 | |

DECREASES IN MILEAGE

| | | | | | | | | | | |
|----|----------------|---|------|------|--|------|--|------|------|--|
| 14 | 1 | M | | | | | | 0 08 | 0 08 | |
| 15 | 5 | M | 1 03 | 1 03 | | 0 47 | | 3 19 | 5 72 | |
| 16 | | | | | | | | | | |
| 17 | | | | | | | | | | |
| 18 | | | | | | | | | | |
| 19 | | | | | | | | | | |
| 20 | | | | | | | | | | |
| 21 | | | | | | | | | | |
| 22 | | | | | | | | | | |
| 23 | | | | | | | | | | |
| 24 | | | | | | | | | | |
| 25 | Total Decrease | | 1 03 | 1 03 | | 0 47 | | 3 27 | 5 80 | |

If returns under Inquiry No. 1 above include any first main track owned by respondent or its proprietary companies representing new construction or permanent abandonment give the following particulars:

Owned by respondent:

Miles of road constructed _____ Miles of road abandoned _____

Owned by proprietary companies:

Miles of road constructed _____ Miles of road abandoned _____

The item "miles of road constructed" is intended to show the mileage of first main track laid to extend respondent's road, and should not include tracks relocated and tracks laid to shorten the distance between two points, without serving any new territory.

By road abandoned is meant "permanently abandoned," the cost of which has been or is to be written out of the investment accounts.

600. REMUNERATIONS FROM NATIONAL RAILROAD PASSENGER CORPORATION

This schedule should be completed by carriers participating in the National Railroad Passenger Corporation (NRP) agreement, as required by order of the Commission, January 30, 1973, No. 35344 (Sub-NO. 3). Classify by accounts the amounts credited for remunerations for intercity

passenger service performed by respondent on behalf of NRPC. All contra entries should be indicated in parenthesis.

(Dollars in thousands.)

| Line No. | Name of Account (a) | Amount (b) |
|----------|--|------------------------------|
| | Maintenance of Way and Structures | \$ |
| 1 | 201 Superintendence | |
| 2 | 202 Roadway Maintenance | |
| 3 | 206 Tunnels and Subways | |
| 4 | 208 Bridges, Trestles and Culverts | |
| 5 | 210 Elevated Structures | |
| 6 | 212 Ties | |
| 7 | 214 Rails | |
| 8 | 216 Other Track Material | |
| 9 | 218 Ballast | |
| 10 | 220 Track Laying and Surfacing | |
| 11 | 221 Fences, Snowsheds and Signs | |
| 12 | 227 Station and Office Buildings | |
| 13 | 229 Roadway Buildings | |
| 14 | 231 Water Stations | Not Applicable to Respondent |
| 15 | 233 Fuel Stations | |
| 16 | 235 Shops and Enginehouses | |
| 17 | 247 Communication Systems | |
| 18 | 249 Signals and Interlockers | |
| 19 | 253 Power Plants | |
| 20 | 257 Power-transmission Systems | |
| 21 | 265 Miscellaneous Structures | |
| 22 | 269 Roadway Machines | |
| 23 | 271 Small Tools and Supplies | |
| 24 | 272 Removing Snow, Ice and Sand | |
| 25 | 273 Public Improvements; Maintenance | |
| 26 | 274 Injuries to Persons | |
| 27 | 276 Stationery and Printing | |
| 28 | 277 Employees Health and Welfare Benefits | |
| 29 | 278 Maintaining Joint Tracks, Yards and Other Facilities - Dr. | |
| 30 | 279 Maintaining Joint Tracks, Yards and Other Facilities - Cr. | |
| 31 | 281 Right-of-way Expenses | |
| 32 | 282 Other Expenses | |
| 33 | Total | |
| | Maintenance of Equipment | |
| 34 | 301 Superintendence | |
| 35 | 302 Shop Machinery | |
| 36 | 304 Power-plant Machinery | |
| 37 | 305 Shop and Power-plant Machinery; Depreciation | |
| 38 | 311 Locomotives; Repairs | |
| 39 | 317 Passenger-train Cars; Repairs | |
| 40 | 326 Work Equipment; Repairs | |
| 41 | 328 Miscellaneous Equipment; Repairs | |
| 42 | 331 Equipment; Depreciation | |
| 43 | 332 Injuries to Persons | |
| 44 | 334 Stationery and Printing | |
| 45 | 335 Employees Health and Welfare Benefits | |

600. REMUNERATIONS FROM NATIONAL RAILROAD PASSENGER CORPORATION - Continued

| Line No. | Name of Account (a) | Amount (b) |
|----------|---|------------------------------|
| | Maintenance of Equipment—Continued | \$ |
| 46 | 336 Joint Maintenance of Equipment Expenses - Dr. | |
| 47 | 337 Joint Maintenance of Equipment Expenses - Cr. | |
| 48 | 339 Other Expenses | |
| 49 | Total | |
| | Traffic | |
| 50 | 351 Superintendence | |
| 51 | 352 Outside Agencies | |
| 52 | 353 Advertising | |
| 53 | 354 Traffic Associations | |
| 54 | 358 Stationery and Printing | |
| 55 | 359 Employees Health and Welfare Benefits | |
| 56 | 360 Other Expenses | |
| 57 | Total | |
| | Transportation | |
| 58 | 371 Superintendence | |
| 59 | 372 Dispatching Trains | |
| 60 | 373 Station Employees | |
| 61 | 376 Station Supplies and Expenses | |
| 62 | 377 Yardmasters and Yard Clerks | |
| 63 | 378 Yard Conductors and Brakemen | |
| 64 | 379 Yard Switch and Signal Tenders | Not Applicable to Respondent |
| 65 | 380 Yard Enginemen | |
| 66 | 382 Yard Switching Fuel | |
| 67 | 383 Yard Switching Power Produced | |
| 68 | 384 Yard Switching Power Purchased | |
| 69 | 388 Servicing Yard Locomotives | |
| 70 | 389 Yard Supplies and Expenses | |
| 71 | 390 Operating Joint Yards and Terminals - Dr. | |
| 72 | 391 Operating Joint Yards and Terminals - Cr. | |
| 73 | 392 Train Enginemen | |
| 74 | 394 Train Fuel | |
| 75 | 395 Train Power Produced | |
| 76 | 396 Train Power Purchased | |
| 77 | 400 Servicing Train Locomotives | |
| 78 | 401 Trainmen | |
| 79 | 402 Train Supplies and Expenses | |
| 80 | 403 Operating Sleeping Cars | |
| 81 | 404 Signal and Interlocker Operation | |
| 82 | 405 Crossing Protection | |
| 83 | 406 Drawbridge Operation | |
| 84 | 407 Communication System Operation | |
| 85 | 409 Employees Health and Welfare Benefits | |
| 86 | 410 Stationery and Printing | |
| 87 | 411 Other Expenses | |
| 88 | 412 Operating Joint Tracks and Facilities - Dr. | |
| 89 | 413 Operating Joint Tracks and Facilities - Cr. | |
| 90 | 415 Clearing Wrecks | |
| 91 | 420 Injuries to Persons | |
| 92 | Total | |

600. REMUNERATIONS FROM NATIONAL RAILROAD PASSENGER CORPORATION - Concluded

| Line No. | Name of Account (a) | Amount (b) | |
|----------|--|------------|--|
| | Miscellaneous | \$ | |
| 93 | 441 Dining and Buffet Service _____ | | |
| 94 | 447 Operating Joint Miscellaneous Facilities - Dr. _____ | | |
| 95 | 448 Operating Joint Miscellaneous Facilities - Cr. _____ | | |
| 96 | 449 Employees Health and Welfare Benefits _____ | | |
| 97 | Total _____ | | |
| | General | | |
| 98 | 451 Salaries and Expenses of General Officers _____ | | |
| 99 | 452 Salaries and Expenses of Clerks and Attendants _____ | | |
| 100 | 453 General Office Supplies and Expenses _____ | | |
| 101 | 454 Law Expenses _____ | | |
| 102 | 456 Employees Health and Welfare Benefits _____ | | |
| 103 | 457 Pensions _____ | | |
| 104 | 458 Stationery and Printing _____ Not Applicable to Respondent | | |
| 105 | 460 Other Expenses _____ | | |
| 106 | 461 General Joint Facilities - Dr. _____ | | |
| 107 | 462 General Joint Facilities - Cr. _____ | | |
| 108 | Total _____ | | |
| | RENTS | | |
| | Rent Income | | |
| 109 | 504 Rent from Locomotives _____ | | |
| 110 | 505 Rent from Passenger-train Cars _____ | | |
| 111 | 507 Rent from Work Equipment _____ | | |
| 112 | 508 Joint Facility Rent Income _____ | | |
| 113 | Total Rent Income _____ | | |
| | Rents Payable | | |
| 114 | 537 Rent for Locomotives _____ | | |
| 115 | 538 Rent for Passenger-train Cars _____ | | |
| 116 | 541 Joint Facility Rents _____ | | |
| 117 | Total Rents Payable _____ | | |
| 118 | Net Rents (lines 113, 117) _____ | | |
| 119 | 532 Railway Tax Accruals _____ | | |
| 120 | Total Remunerations _____ | | |

REMARKS:

VERIFICATION

The foregoing report must be verified by the oath of the officer having control of the accounting of the respondent. It should be verified, also, by the oath of the president or other chief officer of the respondent, unless the respondent states on the last preceding page of this report that such chief officer has no control over the accounting of the respondent. The oath required may be taken before any person authorized to administer an oath by the laws of the State in which the same is taken. While the President and Board of Directors have the right to exercise control of the accounting of this Company, they have delegated to the Comptroller the supervision of the books of account and the control of the manner in which such books are kept.

(To be made by the officer having control of the accounting of the respondent.)

State of DISTRICT OF COLUMBIA
County of CITY OF WASHINGTON } ss:

F. A. Lockett

(Insert here the name of the affiant.)

makes oath and says that he is Assistant Comptroller

(Insert here the official title of the affiant.)

Of THE ALABAMA GREAT SOUTHERN RAILROAD COMPANY

(Insert here the exact legal title or name of the respondent.)

that it is his duty to have supervision over the books of account of the respondent and to control the manner in which such books are kept; that he knows that such books have, during the period covered by the foregoing report, been kept in good faith in accordance with the accounting and other orders of the Interstate Commerce Commission, effective during the said period; that he has carefully examined the said report and to the best of his knowledge and belief the entries contained in the said report have, so far as they relate to matters of account, been accurately taken from the said books of account and are in exact accordance therewith; that he believes that all other statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent during the period of time from and including

January 1, 1973 to and including December 31, 1973

F. A. Lockett

(Signature of affiant)

Subscribed and sworn to before me, a NOTARY PUBLIC

this 28th day of March, 19 74 in and for the State and county above named.

My commission expires August 31, 1974

Use an
I. S.
impression seal

Samuel D. Ray

(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

(By the president or other chief officer of the respondent)

State of _____ }
County of _____ } ss:

(Insert here the name of the affiant)

makes oath and says that he is _____

(Insert here the official title of the affiant)

of _____
(Insert here the exact legal title or name of the respondent)

that he has carefully examined the foregoing report; that he believes that all statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent and the operations of its property during the period of time from and including _____, 19 _____, to and including _____, 19 _____

(Signature of affiant)

Subscribed and sworn to before me, a _____

this _____ day of _____, 19 _____

My commission expires _____

Use an
I. S.
impression seal

(Signature of officer authorized to administer oaths)

INDEX

| | Page No. | | Page No. |
|--|----------|--|------------|
| Accruals—Railway tax | 82 | Electric locomotive equipment at close of year | 100 |
| Accrued taxes—Federal income and other | 56 | Enterprises—Highway motor-vehicle | 108 |
| Additions and betterments—Investment in, made during year | 30-32 | Equipment—Classified | 100-105 |
| Advances to other companies—Investment | 24-27 | Company service | 101 |
| Affiliated companies— | | Floating | 102 |
| Amounts payable to | 54 | Freight-train cars | 102, 103 |
| Investments in | 20-23 | Inventory | 100-105 |
| Relationship of respondent with | 4-6 | Owned—not in service of respondent | 100-105 |
| Agreements, contracts, etc | 127 | Passenger-train cars | 101 |
| Amortization of defense projects—Road and equipment owned and leased from others (balance-sheet account) | 39 | Equipment—Depreciation charged to operating expenses | 80 |
| Amounts payable to affiliated companies | 54 | Equipment—Leased, depreciation base and rates | |
| Amtrak | 129-131 | From others | 34 |
| Assets—Contingent | 62 | Reserve | 37 |
| Other | 46 | To others | 35 |
| Balance sheet | 10, 11 | Reserve | 38 |
| Capital funds | 16, 17 | Equipment obligations | 48, 50, 52 |
| Stock (see Stock). | | Due within one year | 48, 51 |
| Surplus | 61 | Equipment—Owned, depreciation base and rates | 34 |
| Car, locomotive, and floating equipment—Classification of respondents | 100-105 | Reserve | 36 |
| Car statistics | 116, 117 | Equipment—Retirements, charged to operating expenses | 80 |
| Cash investments—Temporary | 15 | Equipment—Unit cost, installed this year | 41 |
| Changes during the year | 128 | Expenses—Of miscellaneous nonoperating | |
| Charges—Other deferred | 46 | physical property | 44, 45 |
| Coal (see Fuel). | | Railway operating | 70-81 |
| Companies controlled by respondent | 4 | Extraordinary and prior period items | 66 |
| Company service equipment | 101 | Federal income taxes | 56, 82, 84 |
| Compensation of officers and directors | 120 | Floating equipment | 102 |
| Paid under labor awards (back pay only) | 118 | Freight-train cars | 102, 103 |
| Computation of Federal income taxes | 84 | Cars—Hire of | 88 |
| Consolidated Federal income tax information | 85 | Fuel consumed by motive-power units | 126 |
| Consumption of fuel by motive-power units | 126 | Cost | 126 |
| Contingent assets and liabilities | 62 | Funded debt (see Debt). | |
| Contracts—Abstract of leasehold | 90 | Funds—Capital | 16, 17 |
| Agreements, etc | 127 | Insurance | 16, 17 |
| Control over respondent | 6 | Other reserve | 16, 17 |
| Conversion of securities of other companies—Stock liability for | 60 | Sinking | 16, 17 |
| Corporations controlled by respondent | 4, 20-23 | Gauge of track | 115 |
| Cost of equipment installed during the year—Unit | 41 | Gasoline (see Fuel). | |
| Credits—Other deferred | 57 | General officers | 3 |
| Crossings—Grade | 109, 110 | Grade crossings | 109, 110 |
| Added and eliminated during year | 109, 110 | Grade separations | 111 |
| Crossties (see Ties). | | Guaranties and suretyships | 9 |
| Debt—Funded, unmatured | 48-50 | Highway motor-vehicle operations—Respondent's | 106, 107 |
| Changes during the year | 51 | Financial interest | 108 |
| Consideration received for issues during year | 51 | Hire of freight cars | 88 |
| In default | 48-50 | Identity of respondent | 1 |
| Other due within 1 year | 48-50 | Income account for the year | 64-66 |
| Purposes for which issued | 51 | Interest on bonds | 53 |
| Defense projects, road and equipment owned and leased from others—Amortization of | 39 | From lease of road and equipment | 87 |
| Deposits—Special | 15 | From nonoperating property | 45 |
| Depreciation base—Miscellaneous physical property | 44, 45 | Insurance funds | 16, 17 |
| Road and equipment leased: | | Interest accrued on amounts payable to | |
| From others | 34 | affiliated companies | 54 |
| To others | 35 | Unmatured funded debt | 50 |
| Owned and used | 34 | Receivers' and trustees' securities | 50 |
| Depreciation—Charged to operating expenses | | In default | 50 |
| Equipment | 80 | On income bonds | 53 |
| Road property | 78 | Investments in securities of (and advances to) | |
| Shop and powerplant machinery | 80 | affiliated companies | 20-27 |
| Depreciation rates—Miscellaneous physical property | 44, 45 | Other | 24-27 |
| Road and equipment leased: | | Adjustment of book values | 20-27 |
| From others | 34 | Controlled through nonreporting subsidiaries | 28, 29 |
| To others | 35 | Disposed of during year | 20-27 |
| Owned and used | 34 | Made during year | 20-27 |
| Depreciation reserve—Miscellaneous physical property | 44, 45 | Equipment, unit cost of | 41 |
| Road and equipment leased: | | Miscellaneous physical property | 44, 45 |
| From others | 37 | Railway property used in transportation service | 42, 43 |
| To others | 38 | Road and equipment | 30-32 |
| Owned and used | 36 | Changes during year | 30-32 |
| Directors | 3 | Of proprietary companies | 63 |
| Dividend appropriations | 68 | Temporary cash | 15 |
| Elections and voting powers | 8 | Investments, other elements | 33 |
| | | Leased lines—Investments made during the year in | |
| | | additions and betterments on | 30-32 |
| | | Leasehold contracts—Abstracts of | 90 |
| | | Leases—Abstract of terms and conditions of | 86 |
| | | Liabilities—Contingent | 62 |

INDEX—Continued

| | Page No. | | Page No. |
|--|----------|--|----------|
| Other | 57 | Rents Payable—Miscellaneous | 91 |
| Loans and notes payable | 55 | Rentals | |
| Receivable | 15 | Locomotives | 89 |
| Locomotive equipment | 100 | Passenger-train cars | 89 |
| Electric and other | 100 | Retained income—Appropriated | 61 |
| Rentals | 89 | Unappropriated | 68 |
| Long-term debt due within 1 year | 48-50 | Miscellaneous items in account | |
| In default | 48-50 | for year | 92 |
| Mileage—Average of road operated | 116 | Retirements—Equipment | 80 |
| Changes during the year | 128 | Road | 78 |
| Of main tracks and weight of rail | 115 | Revenues—Miscellaneous non-operating physical property | 45 |
| Of new tracks in which rails were laid | 115 | Revenues—Railway operating | 69 |
| Of new tracks in which ties were laid | 113 | Freight | 69 |
| Of road constructed and abandoned | 128 | Passenger | 69 |
| Operated at close of year | 94-99 | Road and equipment—Investment in | 30-32 |
| By States and Territories | 97-99 | Defense Projects—Amortization of | 39 |
| Owned and not operated at close of year | 96 | Leased from others—Depreciation base | |
| Miscellaneous items in retained income accounts for the | | and rates | 34 |
| year | 92 | Reserve | 37 |
| Miscellaneous physical property—Depreciation base and | | Leased to others—Depreciation base | |
| rates | 44, 45 | and rates | 35 |
| Reserve | 44, 45 | Reserve | 38 |
| Investment in | 44, 45 | Owned—Depreciation base and rates | 34 |
| Miscellaneous physical properties operated during year | 44, 45 | Reserve | 36 |
| Miscellaneous rent income | 86 | Used—Depreciation base and rates | 34 |
| Miscellaneous rents | 91 | Reserve | 36 |
| Motor rail cars owned or leased | 101 | Road—Mileage Operated at close of year | 95, 97 |
| Motor-vehicle enterprises, highway, in which respondent | | By States and Territories | 97 |
| had an interest during year | 108 | Road—Owned and not operated at close of year | 96 |
| Motor vehicles, highway | 106, 107 | Road property—Depreciation | 78 |
| Net income | 66 | Road retirements | 78 |
| Oath | 132 | Salvage on rails taken up | 114 |
| Obligations—Equipment | 48-50 | Ties withdrawn | 112 |
| Due within 1 year | 48-50 | Securities (see Investments). | |
| Officers—General, of corporation, receiver, or trustee | 3 | Separately operated properties—Profit or loss | 87 |
| Compensation of | 120 | Separations—Grade | 111 |
| Operating expenses (see Expenses). | | Services rendered by other than employees— | |
| Revenues (see Revenues) | | Payments for | 121 |
| Statistics (see Statistics) | | Shot and power-plant machinery—Depreciation | 80 |
| Ordinary income | 66 | Sinking Funds | 16, 17 |
| Other transactions between noncarrier subsidiaries of | | Special deposits | 15 |
| respondent and other affiliated companies or persons | 125 | Statement of changes in financial position | 93 |
| Other transactions between respondent and companies | | Statistics of rail-line operations | 116 |
| or persons affiliated with respondent | 123 | Switching and terminal traffic and car | 117 |
| Passenger-train car rentals | 89 | Stock outstanding | 59 |
| Train cars | 101 | Changes during year | 60 |
| Payments for services rendered by other than employees | | Consideration received for issues | 60 |
| and affiliates | 121 | Liability for conversion | 60 |
| Pick-up and delivery services | 106, 107 | Number of security holders | 7 |
| Payments to others | 69 | Total voting power | 7 |
| Profit or loss—Separately operated properties | 87 | Value per share | 7 |
| Property (see Investments). | | Voting rights | 7 |
| Proprietary companies | 63 | Stockholders reports | 6 |
| Purposes for which funded debt was issued | | Suretyships—Guaranties and | 9 |
| or assumed during year | 51 | Surplus capital | 61 |
| Rail motor cars owned or leased | 101 | Switching and terminal traffic and car statistics | 117 |
| Rails | | Tax accruals—Railway | 82, 83 |
| Laid in replacement | 114 | Taxes accrued—Federal income and others | 56 |
| Charges to additions and betterments | 114 | On miscellaneous nonoperating physical | |
| Charges to operating expenses | 114 | property | 44, 45 |
| Salvage value | 114 | Computation of Federal income | 84 |
| Additional tracks, new lines, and extensions | 115 | Temporary cash investments | 15 |
| Miles of new track in which rails | | Ties laid in replacement | 112 |
| were laid | 115 | Charges to additions and betterments | 112 |
| Weight of | 115 | Charges to operating expenses | 112 |
| Railway—Operating expenses | 70-81 | Salvage | 112 |
| Operating Revenues | 69 | Ties—Additional tracks, new lines, and | |
| Railing tax accruals | 82, 83 | extensions | 113 |
| Receivers' and trustees' securities | 48-50 | Ties—Miles of new tracks in which ties | |
| Reconciliation of reported net income with | | were laid | 113 |
| taxable income for Federal income taxes | 83 | Number in maintained tracks | 112 |
| Relationship of respondent with affiliated | | Tracks operated at close of year (switching | |
| companies | 4-6 | and terminal companies) | 98 |
| Renumeration From National Railroad | | Miles of, at close of year, by States | |
| Passenger Corporation | 129-131 | and Territories (switching and terminal | |
| Rent for leased roads and equipment | 90 | companies) | 99 |
| Rent Income—Miscellaneous | 86 | | |

INDEX—Concluded

Page No.

Page No.

Transactions between noncarrier subsidiaries
or respondent and other affiliated
companies or persons for services
received or provided 121

Transactions between respondent and
companies or persons affiliated with
respondent for services received or
provided 122

Unit cost of equipment installed during
the year 41
Unmatured funded debt 48-50
Vehicles—Highway motor 106, 107
Verification 132
Voting powers and elections 7
Weight of rail 115