

RC-531350 ARKANSAS & LOUISIANA MISSOURI RAILWAY CO. 1979

RC531350

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R-3

Class III Railroads
Approved by GAO
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annual report

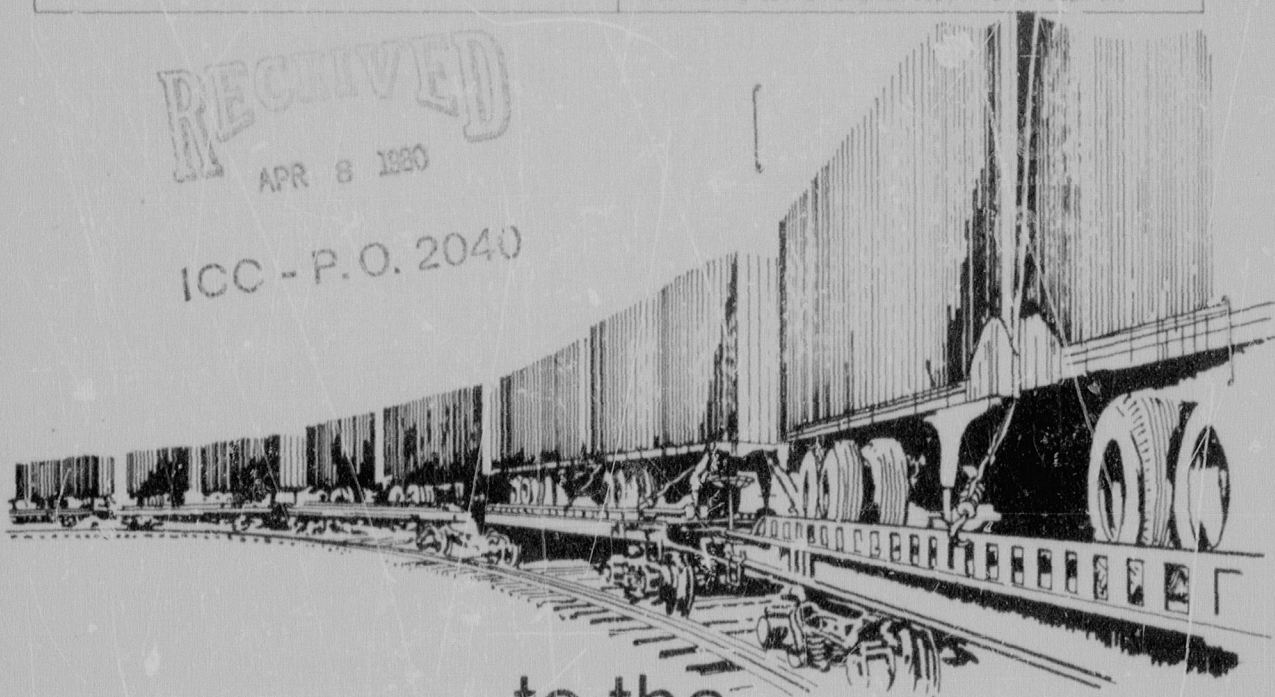
RC531350 30303 3 0 531350
ARKANSAS E. LOUISIANA MISSOURI RY
P O BOX 1653
MONROE LA 71201

correct name and address if different than shown

full name and address of reporting carrier
(use mailing label on original, copy in full on duplicate)

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ICC - P.O. 2040



to the
Interstate Commerce Commission
for the year ended December 31, 1979

NOTICE

All switching and terminal companies will be designated class III railroads.

Switching and terminal companies are further classified as:

Class 1, Exclusively switching. This class of companies includes all those performing switching service only, whether for joint account or for revenue.

Class S2, Exclusively terminal. This class of companies includes all companies furnishing terminal trackage or terminal facilities only. Such as union passenger or freight stations, stockyards, etc., for which a charge is made, whether operated for joint account or for revenue. In case a bridge or ferry is part of the facilities operated by a terminal company, it should be included under this heading.

Class S3, Both switching and terminal. Companies which perform both a switching and a terminal service. This class of companies includes all companies whose operations cover both switching and terminal service, as defined above.

Class S4, Bridge and ferry. This class of companies is confined to those whose operations are limited to bridges and ferries exclusively.

Class S5, Mixed. Companies performing primarily a switching or a terminal service, but which also conduct a regular freight or passenger traffic. The revenues of this class of companies include, in addition to switching or terminal revenues, those derived from local passenger service, local freight service, participation in through movement of freight or passenger traffic, other transportation operations, and operations other than transportation.

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101. IDENTITY OF RESPONDENT

1. Give the exact name^a by which the respondent was known in law at the close of the year
ARKANSAS & LOUISIANA MISSOURI RAILWAY COMPANY
2. State whether or not the respondent made an annual report to the Interstate Commerce Commission for the preceding year, or for any part thereof. If so, in what name was such report made? **Yes** **ARKANSAS & LOUISIANA MISSOURI RAILWAY COMPANY**
3. If any change was made in the name of the respondent during the year, state all such changes and the dates on which they were made
No Change
4. Give the location (including street and number) of the main business office of the respondent at the close of the year
108 North 9th Street, Monroe, Louisiana
5. Give the titles, names, and office addresses of all general officers of the respondent at the close of the year. If there are receivers who are recognized as in the controlling management of the road, give also their names and titles, and the location of their offices.

Line No.	Title of general officer (a)	Name and office address of person holding office at close of year (b)
1	President	J. W. Keller, Monroe, Louisiana
2	Vice president - Traffic	W. T. Davis, Monroe, Louisiana
3	Secretary	L. L. Bennett, Monroe, Louisiana
4	Treasurer	L. L. Bennett, Monroe, Louisiana
5	Controller or auditor	L. L. Bennett, Monroe, Louisiana
6	Attorney or general counsel	Hudson, Potts & Bernstein, Monroe, Louisiana
7	General manager V.P. Operations	H. B. Wilson, Monroe, Louisiana
8	General superintendent	
9	General freight agent	
10	General passenger agent	
11	General land agent	
12	Chief engineer	
13		

6. Give the names and office addresses of the several directors of the respondent at the close of the year, and the dates of expiration of their respective terms

Line No.	Name of director (a)	Office address (b)	Term expires (c)
14	Fletcher W. Ascraft	Monroe, Louisiana	March 17, 1980
15	Lawrence L. Bennett	Monroe, Louisiana	March 17, 1980
16	Travis Davis	Monroe, Louisiana	March 17, 1980
17	Grayson Guthrie	Monroe, Louisiana	March 17, 1980
18	J. W. Keller	Monroe, Louisiana	March 17, 1980
19	Harold McClendon	Bastrop, Louisiana	March 17, 1980
20	Jesse D. McDonald	Monroe, Louisiana	March 17, 1980
21	John D. Mullens	West Monroe, Louisiana	March 17, 1980
22	Corbin Turpin	Monroe, Louisiana	March 17, 1980
23			

7. Give the date of incorporation of the respondent **July 31, 1920** State the character of motive power used **Diesel Electric**
9. Class of switching and terminal company **Not Applicable**
10. Under the laws of what Government, State, or Territory was the respondent organized? If more than one, name all. Give reference to each statute and all amendments thereof, effected during the year. If previously effected, show the year(s) of the report(s) setting forth details. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership or trusteeship and of appointment of receivers or trustees

State of Louisiana General Assembly Act 267 Page 521

11. State whether or not any corporation or association or group of corporations had, at the close of the year, the right to name the major part of the board of directors, managers, or trustees of the respondent; and if so, give the names of all such corporations and state whether such right was derived through (a) title to capital stock or other securities issued or assumed by the respondent, (b) claims for advances of funds made for the construction of the road and equipment of the respondent, or (c) express agreement or some other source

Olinkraft, Inc. Owner of all outstanding Capital Stock.

12. Give hereunder a history of the respondent from its inception to date, showing all consolidations, mergers, reorganizations, etc., and if a consolidated or merging corporation give like particulars for all constituent and sub-constituent corporations. Describe also the course of construction of the road of the respondent, and its financing **Purchased at foreclosure sale August 2, 1920.**

No Consolidations, Mergers or reorganizations.

^aUse the initial word the when (and only when) it is a part of the name, and distinguish between the words railroad and railway and between company and corporation.

107. STOCKHOLDERS

Give the names of the 30 security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within 1 year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, with respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreements give, as supplemental information in schedule No. 70S, the names and addresses of the 30 largest holders of the voting trust certificates and the amount of their individual holdings. If the stock book was not closed or the list of stockholders compiled within such year, show such 30 security holders as of the close of the year.

Line No.	Name of security holder	Address of security holder	NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED				
			Number of votes to which security holder was entitled	Stocks		Other securities with voting power	
				Common	Preferred	First	
					Second		
	(a)	(b)	(c)	(d)	(e)	(f)	(g)
1	Olinkraft, Inc.	West Monroe, La.	6438	6438	None	None	None
2							
3							
4							
5							
6							
7							
8							
9							
10							
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26							
27							
28							
29							
30							

Footnotes and Remarks

STOCKHOLDERS REPORTS

1. The respondent is required to send to the Bureau of Accounts, immediately upon preparation, two copies of its latest annual report to stockholders.

Check appropriate box:

☐ Two copies are attached to this report.

☐ Two copies will be submitted

(date)

☒ No annual report to stockholders is prepared.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - ASSETS

1. Accumulated deferred income tax charges related to current assets should be included in item 6, prepayments, while those related to non-current assets should be included in item 13, Other Deferred Debits.
2. Item 10, Special Funds and Other Investments and Advances, should be shown *net* of allowances and adjustments.
3. Amounts reported *on* line 12, Other Assets, should be shown net of depreciation and amortization.

Line No.	Item (a)	Respondent Only	
		Balance at Close of Year (b)	Balance at Beginning of Year (c)
	CURRENT ASSETS	\$	\$
1	Cash	104,450	352,433
2	Temporary Cash Investments	100,010	
3	Special Deposits		
4	Accounts Receivable	878,372	580,084
5	Less: Allowance for Uncollectible Accounts		
6	Prepayments (and working funds)	9,272	14,546
7	Materials and Supplies	257,839	158,487
8	Other Current Assets	433	76
9	Total Current Assets	1,350,376	1,105,626
	OTHER ASSETS		
10	Special Funds and Other Investments and Advances	600,000	504,657
11	Other Assets		
12	Other Deferred Debits	5,410	4,326
13	Total Other Assets	605,410	508,983
	ROAD AND EQUIPMENT		
14	Road and Equipment Property	2,194,858	2,159,150
15	Accumulated Depreciation and Amortization	(446,855)	397,604
16	Net Road and Equipment	1,748,003	1,761,546
17	Total Assets	3,703,789	3,376,155
	CURRENT LIABILITIES		
18	Loans and Notes Payable		
19	Accounts Payable	511,247	422,001
20	Interest and Dividends Payable		
21	Taxes Accrued	83,882	49,254
22	Other Current Liabilities	34,514	31,262
23	Equipment Obligations and Other Long-term Debt Due Within One Year		
24	Total Current Liabilities	629,643	502,517
	NON CURRENT LIABILITIES		
25	Funded Debt Unmatured		
26	Equipment Obligations		
27	Capitalized Lease Obligations		
28	Accumulated Deferred Income Tax Credits		
29	Other Long-term Liabilities and Deferred Credits	164,664	128,761
30	Total Non current Liabilities	164,664	128,961

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - LIABILITIES AND SHAREHOLDERS' EQUITY—Continued

Line No.	Item (a)	Respondent Only	
		Balance at Close of Year (b)	Balance at Beginning of Year (c)
	SHAREHOLDERS' EQUITY	\$	\$
	Capital Stock:		
31	Common	643,800	643,800
32	Preferred		
33	Discount on Capital Stock		
34	Additional Capital		
	Retained Earnings:		
35	Appropriated		
36	Unappropriated	2,265,682	2,100,877
37	Net Unrealized Loss on Noncurrent Marketable Equity Securities		
38	Less: Treasury Stock	2,900,482	2,744,627
39	Net Shareholders' Equity	2,265,682	2,100,877
40	Total Liabilities and Shareholders' Equity	3,703,789	3,376,155

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES

The notes listed below are provided for the purpose of disclosing supplementary information concerning matters which have an important effect on the financial condition of the carrier. The carrier shall give the particulars called for herein and where there is nothing to report, insert the word "none"; and in addition thereto shall enter in separate notes with suitable particulars other matters involving material amounts of the character commonly disclosed in financial statements under generally accepted accounting and reporting principles, except as shown in other schedules. This includes explanatory statements explaining (1) service interruption insurance policies and indicate the amount of indemnity to which respondent will be entitled for work stoppage losses and the maximum amount of additional premium respondent may be obligated to pay in the event such losses are sustained by other railroads; (2) particulars concerning obligations for stock purchase options granted to officers and employees; and (3) what entries have been made for net income or retained income restricted under provisions of mortgages and other arrangements.

1. Amount (estimated, if necessary) of net income or retained income which has to be provided for capital expenditures, and for sinking and other funds pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts \$ None

2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made \$ None

3. (a) Explain the procedure in accounting for pension funds and recording in the accounts the current and past service pension costs, indicating whether or not consistent with the prior year:

Not Applicable

(b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund \$ None

(c) Is any part of pension plan funded? Specify Yes No Not Applicable

(i) If funding is by insurance, give name of insuring company

(ii) If funding is by trust agreement, list trustee(s)

Date of trust agreement or latest amendment

If respondent is affiliated in any way with the trustee(s), explain affiliation

(d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement None

(e)(i) Is any part of the pension plan fund invested in stock or other securities of the respondent or any of its affiliates? Specify: Yes No Not Applicable

If yes, give number of the shares for each class of stock or other security:

(ii) Are voting rights attached to any securities held by the pension plan? Specify Yes No If yes, who determines how stock is voted? Not Applicable

4. State whether a segregated political fund has been established as provided by the Federal Election Campaign Act of 1971 (18 U.S.C. 610) YES NO X

210. RESULTS OF OPERATIONS**INSTRUCTIONS**

1. Disclose the requested information for the respondent pertaining to the results of operations for the year.
2. List dividends from investments accounted for under the cost method on the appropriate line, under subsection "Other Income." List dividends accounted for under the equity method on the appropriate line under the "Income from Affiliated Companies" subsection of this schedule.
3. All contra entries hereunder should be indicated in parenthesis.

210. RESULTS OF OPERATIONS

Line No.	Item (a)	Amount for Current Year (b)
	ORDINARY ITEMS	\$
	OPERATING INCOME	
	Railway Operating Income	
1	Freight	2,917,272
2	Passenger	
3	Other	14,391
4	Railway Operating Revenues	3,031,663
5	Railway Operating Expenses	2,567,083
6	*Net Revenue from Railway Operations	464,580
	OTHER INCOME	
7	Dividend income	
8	Interest income	84,474
9	Other income: Other	997,777
	Income from affiliated companies:	
10	Dividends	
11	Equity in undistributed earnings (losses)	
12	Total other income (Lines 7-11)	1,082,251
13	Total income (Lines 6, 12)	1,546,831
	OTHER DEDUCTIONS	
14	Miscellaneous deductions from income	11,229
15	Fixed charges	
16	Income after miscellaneous deductions and fixed charges	1,535,602
	UNUSUAL OR INFREQUENT ITEMS	
17	Unusual or infrequent items (debit) credit	
18	Income (loss) from continuing operations (before income taxes) (Line 16 less Line 17)	1,535,602
	PROVISIONS FOR INCOME TAXES	
	Income taxes on ordinary income:	
19	Federal income taxes	
20	State income taxes	115,794
21	Other income taxes	
22	Provisions for deferring income taxes	
23	Income before extraordinary items (Line 18 less Lines 19-22)	1,419,808
	EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES	
24	Extraordinary items (net)	
25	Income taxes on extraordinary items	
26	Provisions for deferred taxes - Extraordinary items	
27	Total extraordinary items (Lines 24-26)	
28	Cumulative effect of changes in accounting principles	
29	(Less applicable income taxes of \$)	
30	Net income	1,419,808

210. RESULTS OF OPERATIONS—Continued

Line No.	Item (a)	Amount for Current Year (b)
	RECONCILIATION OF NET RAILWAY OPERATING INCOME (NROI)	
31	Net revenues from railway operations	464,580
32	Income taxes on ordinary income <u>Applicable to Current Year Income</u>	255,000
33	Provisions for deferred income taxes	
34	Income from Lease of Road and Equipment	
35	Rent for leased Roads and Equipment	
36	Net Railway Operating Income	209,580
37	Revenue freight - Ton-miles	321,540

Note: Investment Tax Credit recorded in 1979 \$502,350.00

APPENDIX A

SCHEDULE 210A. SUPPLEMENTAL INFORMATION FOR SWITCHING AND TERMINAL COMPANIES

1. Not Applicable

Joint Facility		
Category	Debit	Credit
Way and Structures		
Equipment		
Road		
Yard		
Other Transportation		

2. Depreciation Expense - way and structures - running
 Depreciation Expense - way and structures - switching
 Depreciation Expense - way and structures - others
 All other way and structures operating expenses
 Total Way and Structures Operating Expenses

Depreciation Expense - locomotives
 Depreciation Expense - freight cars
 Depreciation Expense - other equipment

3. *Number of locomotive-miles in yard switching service: Freight Passenger

*Number of locomotive-miles in yard switching service should be computed in accordance with OS-A report note F.

330. ROAD AND EQUIPMENT PROPERTY

1. Give particulars of changes during the year in Road and Equipment property, and Improvements on leased property.
2. Gross charges during the year should include disbursements made for the specific purpose of purchasing, constructing, and equipping new lines, extensions of old lines, and for additions and betterments. Both the debit and credit involved in each transfer, adjustment, or clearance, between road and equipment accounts, should be included in columns (c) and (d), as may be appropriate, depending on the nature of the item. Adjustments in excess of \$100,000 should be explained.
3. Report on line 32 amounts not includable in the primary road accounts.

Line No.	ITEM (a)	Balance at beginning of year (b)	Gross charges during year (c)	Credits for property retired during year (d)	Balance at close of year (e)	Accrued depreciation at close of year (f)
1 (1)	Engineering	6,544			6,544	4,954
2 (2)	Land for transportation purposes	30,625	6,141	15,213	21,553	
3 (3)	Other right-of-way expenditures					
4 (4)	Grading	108,578			108,578	
5 (5)	Tunnels and subways					
6 (6)	Bridges, trestles, and culverts	58,365			58,365	68,619
7 (7)	Elevated structures					
8 (8)	Ties	231,720			231,720	
9 (9)	Rails	407,661	43,522	2,467	448,716	
10 (10)	Other track material	272,633	4,063	2,227	274,469	
11 (11)	Ballast	222,412		12,378	210,034	
12 (12)	Track laying and surfacing	116,341			116,341	
13 (13)	Fences, snowsheds, and signs	8,065			8,065	17,776
14 (14)	Station and office buildings	48,615	31,968		80,583	25,278
15 (15)	Roadway buildings	801			801	(10,206)
16 (16)	Water stations					
17 (17)	Fuel stations	4,674			4,674	2,580
18 (18)	Shops and enginehouses	84,928		4,182	80,746	44,002
19 (19)	Storage warehouses					
20 (20)	Wharves and docks					
21 (21)	Coal and ore wharves					
22 (22)	TOFC/COFC terminals	6,670			6,670	861
23 (23)	Communication systems	13,700			13,700	4,625
24 (24)	Signals and interlockers					
25 (25)	Power plants					
26 (26)	Power-transmission systems					
27 (27)	Miscellaneous structures					
28 (28)	Roadway machines	110,071	3,929		114,000	83,380
29 (29)	Public improvements - Construction	26,886			26,886	13,413
30 (30)	Shop machinery	18,882			18,882	10,692
31 (31)	Power-plant machinery					
32 (32)	Other (specify and explain)	2,493			2,493	
33	Total Expenditures for Road	1,780,664	89,623	36,467	1,833,820	265,974
34 (34)	Locomotives	303,754		17,448	286,306	225,456
35 (35)	Freight-train cars	8,010			8,010	(74,586)
36 (36)	Passenger-train cars					
37 (37)	Highway revenue equipment					
38 (38)	Floating equipment					
39 (39)	Work equipment	4,688			4,688	4,688
40 (40)	Miscellaneous equipment	42,665			42,665	25,322
41	Total Expenditures for Equipment	359,117		17,448	341,669	180,880

(32) Roadway Small Tools

330. ROAD AND EQUIPMENT PROPERTY—Continued

Line No.	ITEM (a)	Balance at beginning of year (b)	Gross charges during year (c)	Credits for property retired during year (d)	Balance at close of year (e)	Accrued depreciation at close of year (f)
42	(76) Interest during construction				19,369	
43	(77) Other expenditures - General	19,369			19,369	None
44	Total General Expenditures	19,369			19,369	
45	Total	2,159,150	89,623	53,915	2,194,858	446,854
46	(80) Other elements of investments					
47	(90) Construction work in progress					
48	Grand Total	2,159,150	89,623	53,915	2,194,858	446,854

705. IMPORTANT CHANGES DURING THE YEAR

Hereunder state the following matters, numbering the statements in accordance with the inquiries, and if no changes of the character below indicated occurred during the year, state that fact. Changes in mileage should be stated to the nearest hundredth of a mile. 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.

1. All portions of road put in operation or abandoned, giving (a) termini, (b) length of road, and (c) dates of beginning operations or of abandonment.
2. All other important physical changes, including herein *all new tracks built*.
3. All leaseholds acquired or surrendered, giving (a) dates, (b) length of terms, (c) names of parties, (d) rents, and (e) other conditions.
4. All agreements for trackage rights acquired or surrendered, giving (a) dates, (b) length of terms, (c) names of parties, (d) rents, and (e) other conditions.
5. All consolidations, mergers, and reorganizations effected, giving particulars.
6. All stocks issued, giving (a) purposes for which issued, (b) names of stocks, and (c) amounts issued, and describing (d) the actual consideration realized, giving (e) amounts and (f) values; give similar information concerning all stocks retired (if any).
7. All funded debt issued, giving (a) purposes for which issued, (b) names of securities and (c) amounts issued, and describing (d) the actual consideration realized, giving (e) amounts and (f) values; also give particulars concerning any funded debt paid or otherwise retired, stating (a) date acquired, (b) date retired or canceled, (c) par value of amount retired.
8. All other important financial changes.
9. All changes in and all additions to franchise rights, describing fully (a) the actual consideration given therefor, and stating (b) the parties from whom acquired; *if no consideration was given, state that fact*.
10. In case the respondent has not yet begun operation, and no construction has been carried on during the year, state fully the reasons therefor.
11. All additional matters of fact (not elsewhere provided for) which the respondent may desire to include in its report.

1. None
2. None
3. See attached documents or statements
4. See attached documents or statements
5. None
6. None
7. None
8. No Change
9. No Change
10. Not Applicable
11. None

If returns under items 1 and 2 include any first main track owned by respondent representing new construction or permanent abandonment give the following particulars:

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.

710. INVENTORY OF EQUIPMENT

INSTRUCTIONS

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 of equipment purchased, built in company shops, or otherwise acquired.
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 (e); units rented from others for a period less than one year should not be included in column (f). Units installed during the year and subsequently leased to others for a year or more should be shown as added in column (c), as retired in column (d), and 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 (h) should show aggregate capacity for all units reported in column (g), 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); or tractive effort of steam locomotive units; 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.

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

Line No.	Item	Units in service of respondent at beginning of year (b)	Units installed during year (c)	Number retired during year (d)	Units at close of year				
					Owned and used (e)	Leased from others (f)	Total in service of respondent (e + f) (g)	Aggregate capacity of units reported in col. (g) (h)	Leased to others (i)
LOCOMOTIVE UNITS									
1	Diesel-Freight A units	6	-	12	4	-	4	4600 (h.p.)	
2	Diesel-Freight B units								
3	Diesel-Passenger A units								
4	Diesel-Passenger B units								
5	Diesel-Multiple purpose A units								
6	Diesel-Multiple purpose B units								
7	Diesel-Switching A units								
8	Diesel-Switching B units								
9	Total (lines 1-8)	6	-	12	4	-	4	xxxxxx	None
10	Electric-Locomotives								
11	Other self-powered units								
12	Total (lines 9, 10 and 11)	6	-	12	4	-	4	xxxxxx	None
13	Auxiliary units								
14	Total Locomotive Units (lines 12 and 13)	6	-	12	4	-	4	xxxxxx	None

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS—Cont.

Line No.	Item	Units in service of respondent at beginning of year (b)	Units installed during year (c)	Number retired during year (d)	Units at close of year				
					Owned and used (e)	Leased from others (f)	Total in service of respondent (e + f) (g)	Aggregate capacity of units reported in col. (g) (h)	Leased to others (i)
	FREIGHT TRAINCARS								
	60'							Tons	
15	Plain Box Cars - 40' (B100-129)	250				250	250	23,500	
16	Plain Box Cars - 50' (B200-229; B300-329)	100				100	100	7,700	
17	Equipped Box Cars (All Code A)								
18	Plain Gondola Cars (G092-392; G401-492)								
19	Equipped Gondola Cars (All Codes C and E)								
20	Covered Hopper Cars (L 151-154; 251-254; 351-354; 451-454; 551-554; 651-654; 751-754)								
21	Open Top Hopper Cars - General Service (All Code H)								
22	Open Top Hopper Cars - Special Service (All Codes J and K)								
23	Refrigerator Cars - Non Mechanical (R 100, 101, 102, 103, 105, 106, 107, 108, 109, 113, 114, 115, 116, R 200, 201, 202, 203, 205, 206, 207, 208, 209, 213, 214, 215, 216)								
24	Refrigerator Cars - Mechanical (R 104, 110, 112, 117, 118, R 204, 210, 211, 212, 217, 218)								
25	Flat Cars - TOFC/COFC (F 071-078 F 871-978)								
26	Flat Cars - Multi-level (All Code V)								
27	Flat Cars - General Service (F 101-109; F 201-209)	1			1		1	47	
28	Flat Cars - Other (F 11-189; 211-289; 301-389; 401-540)								
29	Tank Cars - Under 22,000 Gallons (T-0, T-1, T-2, T-3, T-4, T-5)								
30	Tank Cars - 22,000 Gallons and over (T-6, T-7, T-8, T-9)								
31	All Other Freight Cars (F 191-199; 291-299; 391-399; L 006-048; L 070, L 080 L 090 - All "L" with second numeric 6; L 161-L 764)	3			3		3	219	
32	Total (lines 15-31)	354			4	350	354	31,419	31,466
33	Caboose (All N)	2			2		2	XXXXXX	
34	Total (lines 32-33)	356			6	350	356	XXXXXX	None

720. TRACKS

- (1) Show, by State, total mileage of tracks owned and operated by respondent Arkansas 13 Miles Louisiana 39 Miles
- (2) Show, by State, mileage of tracks owned but not operated by respondent: First main track, None
 second and additional main tracks, None ; industrial tracks, None
 yard track and sidings, None ; total, all tracks, None (t)
- (3) Road is completed from (Line Haul Railways only) Monroe, La. to Crossett, Ark. Total distance, 52 miles.
- (4) Road located at (Switching and Terminal Companies only)* Not Applicable
- (5) Gauge of track 4 ft. 8 1/2 in.
- (6) Weight of rail 60-70-90 lb. per yard
- (7) Kind and number per mile of crossties Treated 3000
- (8) State number of miles electrified: First main track, None ; second and additional main tracks, None
 passing tracks, cross-overs, and turn-outs, None ; way switching tracks, None yard switching tracks, None
- (9) Ties applied in replacement during year: Number of crossties, 2,449 ; average cost per tie, \$ 13.13 ; number of feet (B.M.) of switch and bridge ties, 1,189 ; average cost per M feet (B.M.), \$ 445.07
- (10) Rail applied in replacement during year: Tons (2,000 pounds), 703.95 ; Weight per yard 60-70-90 ; average cost per ton, \$ 207.13

*Insert names of places.

(t) Mileage should be stated to the nearest whole mile.

MEMORANDA

(For use of Commission only)

Correspondence

Officer addressed		Date of letter or telegram			Subject (Page)	Answer		
						Answer needed	Date of— Letter	File number of letter or telegram
Name	Title	Month	Day	Year		Month	Day	Year

Corrections

Date of correction			Page	Letter or telegram of—	Authority		Clerk making correction (Name)	
					Officer sending letter or telegram			
Month	Day	Year		Month	Day	Year	Name	Title
			14	9	17	80	L. L. Bennett	Sec. - Treas.
			5	9	19	80	"	auditor " "

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.

OATH

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

State of Louisiana
Parish
County of Ouachita

L. L. Bennett
(Insert here the name of the affiant)

makes oath and says that he is

Auditor

(Insert here the official title of the affiant)

of

ARKANSAS & LOUISIANA MISSOURI RAILWAY 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

1979 to and including

December 31

1979

L. L. Bennett
(Signature of affiant)

Subscribed and sworn to before me, a
Parish
County above named, this

Notary Public

31

in and for the State and

day of March

19 80

My commission expires *at death*

Off. Raighuach
(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

State of Louisiana
Parish
County of Ouachita

J. W. Keller
(Insert here the name of the affiant)

makes oath and says that he is

President

(Insert here the official title of the affiant)

of

ARKANSAS & LOUISIANA MISSOURI RAILWAY COMPANY

(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 operation of its property during

the period of time from and including

January 1

1979 to and including

December 31

1979

J. W. Keller
(Signature of affiant)

Subscribed and sworn to before me, a
Parish
County above named, this

Notary Public

31

in and for the State and

day of March

19 80

My commission expires *at death*

Off. Raighuach
(Signature of officer authorized to administer oaths)

THE LOUISIANA & PINE BLUFF RAILWAY COMPANY
AND
ARKANSAS & LOUISIANA MISSOURI RAILWAY COMPANY

March 31, 1980

STATEMENT REGARDING L&PB AND A&LM ABANDONMENT OF SERVICES
AT, NEAR AND BETWEEN DOLLAR JUNCTION AND HUTTIG, ARKANSAS

The Louisiana & Pine Bluff Railway Company and Arkansas & Louisiana Missouri Railway Company have not performed any services whatsoever over the L&PB trackage at and between Huttig and Dollar Junction, Arkansas since December 1978. In the Interstate Commerce Commission's "Certificate and Decision" in AB-206F and AB-207F, decided July 6, 1979, and the Interstate Commerce Commission's "Certificate and Decision" in Finance Docket No. 29043, decided October 31, 1979, authority was granted for the following:

- (A) L&PB abandonment of its entire operation.
- (B) A&LM abandonment of trackage rights over L&PB and M.P. at, near and between Dollar Junction and Huttig, Arkansas.
- (C) M.P. acquisition and operation of L&PB.

As a result of the authority granted, the following events have occurred due to joint action and/or consent of The Louisiana & Pine Bluff Railway Company, Missouri Pacific Railroad Company, Arkansas & Louisiana Missouri Railway Company and Olinkraft, Inc.:

- 1. L&PB conveyed to M.P. the right of way and trackage owned by L&PB.
- 2. All rates, routes and divisions then in effect between M.P. and L&PB and/or A&LM from, to or between Dollar Junction and Huttig, Arkansas were terminated.
- 3. All leases and other agreements and obligations of any nature or description whatsoever between the L&PB and the A&LM which then existed were terminated. This included the abandonment by A&LM of any interest it may have had in the improvements to L&PB property.
- 4. The agreement dated May 1, 1922 as supplemented and amended between L&PB, A&LM and Union Saw Mill (Olinkraft, Inc. being the successor in interest of said Union Saw Mill Company), providing for the joint use of the trackage and facilities at and between Dollar Junction and Huttig, Arkansas, and other things, was terminated.
- 5. The agreement dated August 4, 1920, as supplemented and amended, between M.P. and A&LM, which grants A&LM trackage rights over certain M.P. tracks, was terminated.

The Board of Directors of The Louisiana & Pine Bluff Railway Company at a meeting held February 18, 1980, adopted a resolution approving a 'Plan of Complete Liquidation of the Corporation'.

The Stockholders of The Louisiana & Pine Bluff Railway Company, at a special meeting held February 18, 1980, adopted a 'Plan of Complete Liquidation of The Louisiana & Pine Bluff Railway Company' to become effective at the close of business February 29, 1980.

The Louisiana & Pine Bluff Railway Company made final entries on its books, distributed all assets to the Stockholder, cancelled the outstanding stock certificates and ceased to exist as a company on February 29, 1980. Certificate of Dissolution of The Louisiana & Pine Bluff Railway Company has been or will be filed soon with the State of Arkansas.

SERVICE DATE

JUL 20 1979

CERTIFICATE AND DECISION

AB-206F

THE LOUISIANA & PINE BLUFF RAILWAY COMPANY ENTIRE ABANDONMENT NEAR DOLLAR
JUNCTION AND HUTTIG, IN UNION COUNTY, AR

AB-207F

A. & L.M. Ry., Co.
V. P. O.

JUL 23 '79

MONROE,
LA

ARKANSAS & LOUISIANA MISSOURI RAILWAY COMPANY-ABANDONMENT OF TRACKAGE RIGHTS-
OVER THE LOUISIANA & PINE BLUFF RAILWAY COMPANY AND MISSOURI PACIFIC
RAILROAD COMPANY NEAR DOLLAR JUNCTION AND HUTTIG, IN UNION
COUNTY, AR

Decided: July 6, 1979

On May 15, 1979, the Louisiana & Pine Bluff Railway Company (L&PB) and Arkansas & Louisiana Missouri Railway Company (A&LM), which are both totally owned by Olinkraft, Inc., filed a combined application in AB-206 & AB-207 for a certificate of public convenience and necessity permitting the abandonment of and discontinuance of service, respectively.

In AB-206, L&PB seeks to abandon its line of railroad between Dollar Junction, AR (at or near Missouri Pacific Railroad Company mile post 523.01) and Huttig, AR (at or near Missouri Pacific Railroad Company mile post 526.51), a distance of approximately 1.33 miles, together with switching and side tracks connected thereto, all in Union County, AR.

In AB-207, A&LM seeks to discontinue its operations over this line as well as its operations over the Missouri Pacific line between these two points, via Felsentheil, AR. A&LM has operated over the L&PB line pursuant to trackage rights. Although A&LM has trackage rights over the Missouri Pacific line, it has not operated over this line in many years.

L&PB's operations in recent years have substantially declined and, as indicated, it has been unable to perform any service whatsoever since December, 1978, when its entire operating crew resigned. Both carriers are owned by Olinkraft, Inc., which is the only shipper to have utilized the service in recent years.

In addition to the two abandonment applications, Missouri Pacific Railroad Company (MoPac) also filed on May 7, 1979, as a matter directly related to the abandonment applications, an application pursuant to 49 U.S.C. 10901 (formerly Section 1(18) of the Interstate Commerce Act) to acquire and operate the entire line of the Louisiana & Pine Bluff Railway Company. That proceeding is docketed as Finance Docket No. 29043F, Missouri Pacific Railroad Company--Acquisition and Operation - Over Louisiana and Pine Bluff Railway Company near Dollar Junction and Huttig in Union County, AR. It is presently pending before the Commission.

The abandonment applications are governed by 49 U.S.C. 10903 (formerly Section 1a of the Interstate Commerce Act) and by the Commission's Regulations Governing the Abandonment of Railroad Lines and Discontinuance of Service, 49 C.F.R. Part 1121.

Public notice of the filing of the applications have been given in compliance with the Regulations. No "petitions to investigate" within the meaning of 49 U.S.C. 10904(c) (1) (formerly Section 1a(3) of the Interstate Commerce Act) and

Section 1121.36(a)(1) of the Regulations have been filed and this proceeding may be disposed of on the record as submitted.

Since the application in Finance Docket No. 29043 is directly related to the abandonment applications, and since approval of that application is mutually dependent upon the instant abandonment applications, approval of the abandonments will be conditioned on the approval and consummation of the application in Finance Docket No. 29043.

The record contains no evidence that the abandonments will have a serious adverse impact on rural and community development; or that the abandonment will have an adverse environmental impact.

Therefore, we find:

1. Abandonment of the said line will not result in a serious adverse impact on the rural and community development of Union County, AR.
2. The property is not suitable for other public purposes.
3. This decision is not a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969.

It is certified, that, subject to (a) the conditions for the protection of employees discussed in Oregon Short Line R. Co.--Abandonment Goshen, 360 I.C.C. 91 (1979) and (b) that the prior approval and consummation of the transaction in Finance Docket No. 29043,

1. The present and future public convenience and necessity permits the abandonment by the Louisiana & Pine Bluff Railway Company of the above-described line of railroad.
2. The present and future public convenience and necessity permits the discontinuance of service by the Arkansas & Louisiana Missouri Railway Company as described above.

It is ordered:

1. In the absence of any petitions to investigate, we waive the requirements of Section 1121.38(a) of the Regulations that publication of notice of abandonment decisions in the Federal Register be made only after such a decision becomes administratively final, and notice of our findings may be submitted for publication in the Federal Register immediately. Also, within 10 days after receiving an appropriate filed notice that an offer of financial assistance is being considered, applicant shall comply with informational requirements of Section 1121.38(a) of the Regulations.
2. All correspondence to the Commission with respect to offers of financial assistance for the continued operation or acquisition of the subject line shall contain an appropriate reference to this proceeding, and the following notation shall be typed in boldface on the lower left hand of envelopes containing such correspondence: "Section of Finance, AB-RSCP".
3. Subject to the conditions as set forth above and provided no offer for continued rail operation is received, actual abandonment may be effected by applicant after the effective date of this certificate and decision.

4. In the event abandonment is effected, tariffs applicable to the line herein may be cancelled upon not less than 10 days' notice to this Commission under Section 6 of the Act, and when filing schedules cancelling tariffs applicable to that line, applicants shall refer to this certificate and decision by date and docket number.

5. If the authority granted by this certificate and decision is exercised, applicants shall submit two copies of the journal entries showing the retirement of the line from service, and shall advise this Commission in writing, immediately after abandonment of the line of railroad, of the date on which the abandonment actually took place.

6. If the authority granted in this certificate and decision is not exercised within one year from its effective date, it shall be of no further force and effect.

7. This certificate and decision shall be effective 45 days after the date of publication of notice in the Federal Register unless otherwise ordered by this Commission.

By the Commission, Review Board Number 5, Members Krock, Pohost and Taylor.

Agatha L. Mergenovich
Secretary

(SEAL)



INTERSTATE COMMERCE COMMISSION

CERTIFICATE AND DECISION

Finance Docket No. 29043

SERVICE DATE

NOV 23 1979

MISSOURI PACIFIC RAILROAD COMPANY--ACQUISITION AND
OPERATION--OVER LOUISIANA AND PINE BLUFF RAILWAY COMPANY NEAR
DOLLAR JUNCTION AND HUTTIG IN UNION COUNTY, AR

Decided: October 31, 1979

By application filed May 7, 1979, under 49 U.S.C. 10901 (formerly section 1(18) of the Interstate Commerce Act), Missouri Pacific Railroad Company (MP) seeks to acquire and operate a line of The Louisiana & Pine Bluff Railway Company (L&P), extending from milepost 523.01 at Dollar Junction, AR to milepost 526.51 at Huttig, AR, a distance of 1.83 miles in Union County, AR.

The purchase price is \$15,000 and will be paid from current funds.

Written comments in protest to the application were filed by the Railway Labor Executives Association, in which certain employee protective conditions were requested in the eventuality of approval of the application. A copy of the protest was sent to applicant.

The imposition of protective conditions for railroad employees is not required by 49 U.S.C. 10901 and has historically not been imposed by the Commission in a case such as this. Further, in this instance, adequate protection was provided employees in the related abandonment proceeding.

The line involved in the present application together with the Arkansas & Louisiana Missouri Railroad Company's (A&LM) trackage rights thereover, was the subject of a joint abandonment application in The Louisiana & Pine Bluff Railway Company Entire Abandonment Near Dollar Junction and Huttig, in Union County, AR, Docket No. AB-206, Arkansas & Louisiana Missouri Railway Company - Abandonment of Trackage Rights Over The Louisiana & Pine Bluff Railway Company and Missouri Pacific Railroad Company Near Dollar Junction and Huttig, in Union County, AR, Docket No. AB-207. Those applications were decided by this Board on July 6, 1979. In that decision, we conditioned our approval on the approval and consummation of this transaction.

Applicant requests that its application in Finance Docket No. 29043 be consolidated with the joint abandonment application and that it be exempted from any additional requirements found in Section 5(2) (now 49 U.S.C. 11343) and/or other applicable statutes pursuant to 49 U.S.C. 10505. Since the abandonment applications were unopposed, immediate disposition was required without waiting for fulfillment of the notice requirements for this proceeding. Consequently, there could be no consolidation. Further, since this application and those seeking abandonment are mutually dependent upon each other, we could not exempt one and not the others. Therefore, the request for exemption will not be granted.

The subject line serves only one industry, the owning company of both L&PB and A&LM, which industry, is also being served by MP. There has been no service on the line since December 1978, as it was no longer feasible for L&PB and A&LM to continue the servicing of this 1.83 mile segment as a separate rail operation. MP seeks to acquire and operate this line because it would provide it with a useful link between two points already served by MP via a more circuitous line.

Applicant proposes to acquire concurrently with, or immediately following the abandonment. Present and future public convenience and necessity would be enhanced by MP's acquisition, rehabilitation, and continued operation at the line.

We find:

1. Employees will not be adversely affected by this transaction.
2. The terms of the transaction are just and reasonable.
3. The transaction is consistent with the public interest.
4. This decision does not significantly affect energy consumption or the quality of the human environment.

It is certified:

The present and future public convenience and necessity requires the acquisition and operation by the Missouri Pacific Railroad Company in interstate and foreign commerce of the properties described above.

It is ordered:

1. This decision shall be effective 20 days from the date it is served.
2. If the authority granted in this certificate and decision is not exercised within one year from the effective date, this certificate and decision shall be no further force and effect.
3. Within 15 days after consummation and commencement of operations, applicant shall give the Commission written notice of the dates of consummation and that operations were commenced.
4. Within 60 days after consummation, applicant shall submit to the Commission two copies of the final entries required to record the transaction.

F.D. No. 29043

5. When applicant establishes rates and charges applicable to the line which it will operate it shall refer to this docket by the docket number and date of decision.

By the Commission, Review Board Number 5, Members Krock, Pohost and Taylor.

AGATHA L. MERGENOVICH
Secretary

(SEAL)