

RC-111300

BESSEMER & LAKE ERIE

1981

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RC 111300
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ORIGINAL

R-1

CLASS I RAILROADS

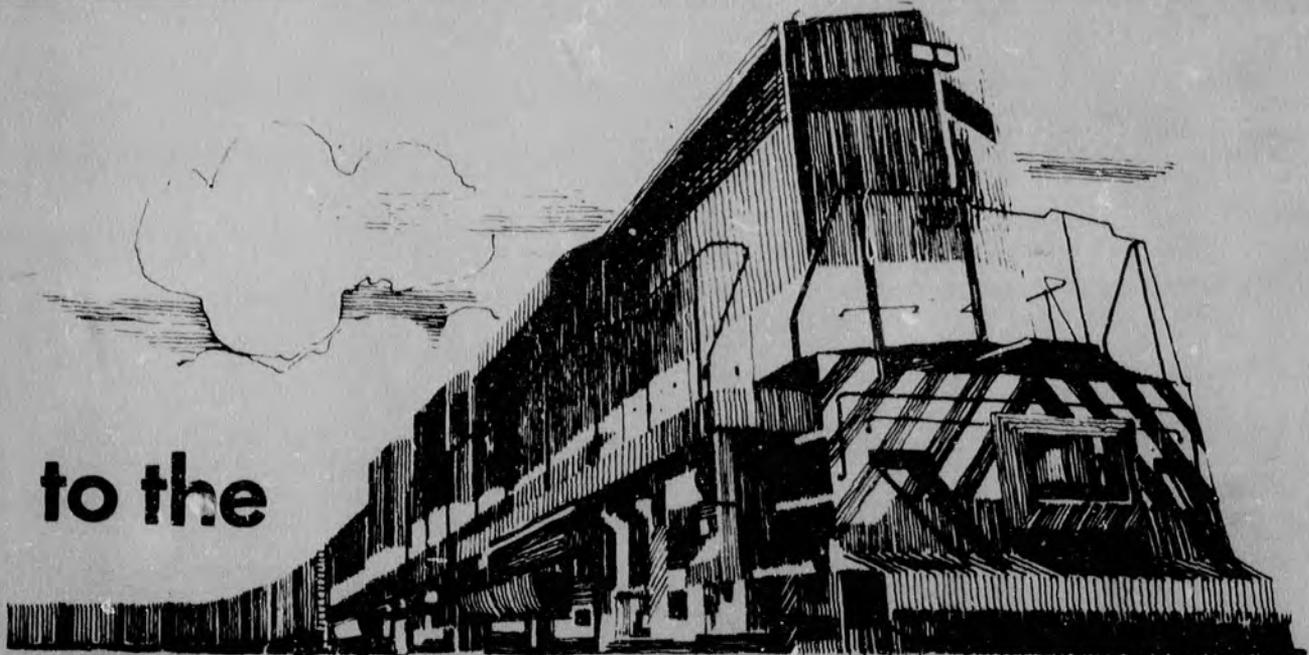
APPROVED BY GAO
B-180230 (R0470)
EXPIRES 3-31-83

annual report

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| | |
|---|--|
| | RC000108 1 0 SPRS BESSEMER & LAKE ERIE R.R. CO P.O. BOX 536 PITTSBURGH PA 15230 |
| 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.) |



to the

Interstate Commerce Commission

FOR THE YEAR ENDED DECEMBER 31, 1981

NOTICE

1. This Form for annual report should be filled out in triplicate and two copies returned to the Interstate Commerce Commission, Bureau of Accounts, P.O. Box 2040, Rockville Pike Station, Rockville, MD. 20852, by March 31, of the year following that for which the report is made. One copy should be retained in respondent's files. Attention is specially directed to the following provisions of Part I of the Interstate Commerce Act:

(49 U.S.C. 11145) The Commission is hereby authorized to require annual, periodical, or special reports from carriers, lessors, * * * (as defined in this section), to prescribe the manner and form in which such reports shall be made, and to require from such carriers, lessors, * * * specific and full, true, and correct answers to all questions upon which the Commission may deem information to be necessary, classifying such carriers, lessors, * * * as it may deem proper for any of these purposes. Such annual reports shall give an account of the affairs of the carrier, lessor, * * * in such form and detail as may be prescribed by the Commission.

(11145) Said annual reports shall contain all the required information for the period of twelve months ending on the 31st day of December in each year, unless the Commission shall specify a different date, and shall be made out under oath and filed with the Commission at its office in Washington within three months after the close of the year for which report is made, unless additional time be granted in any case by the Commission.

(11144) Any person who shall knowingly and willfully make, cause to be made, or participate in the making of, any false entry in any annual or other report required under this section to be filed, * * * or shall knowingly or willfully file with the Commission any false report or other document, shall be deemed guilty of a misdemeanor and shall be subject, upon conviction in any court of the United States of competent jurisdiction, to a fine of not more than five thousand dollars or imprisonment for not more than two years, or both such fine and imprisonment: * * *

(11901) Any carrier or lessor, * * * or any officer, agent, employee or representative thereof, who shall fail to make and file an annual or other report with the Commission within the time fixed by the Commission, or to make specific and full, true, and correct answer to any question within thirty days from the time it is lawfully required by the Commission so to do, shall forfeit to the United States the sum of one hundred dollars for each and every day it shall continue to be in default with respect thereto.

(11141) As used in this section * * * the term "carrier" means a common carrier subject to this part, and includes a receiver or trustee of such carrier; and the term "lessor" means a person owning a railroad, a water line, or a pipe line, leased to and operated by a common carrier subject to this part, and includes a receiver or trustee of such lessor, * * *

The respondent is further required to send to the Bureau of Accounts immediately upon preparation, two copies of its latest annual report to stockholders. See schedule B, page 2.

2. The instructions in this Form should be carefully observed, and each question should be answered fully and accurately, whether it has been answered in a previous annual report or not. Except in cases where they are specifically authorized, cancellations, arbitrary check marks, and the like should not be used either as partial or as entire answers to inquiries. If any inquiry, based on a preceding inquiry in the present report form is, because of the answer rendered to such preceding inquiry, inapplicable to the person or corporation in whose behalf the report is made, such notation as "Not applicable; see page _____, schedule (or line) number _____" should be used in answer thereto, giving precise reference to the portion of the report showing the facts which make the inquiry inapplicable. Where the word "none" truly and completely states the fact, it should be given as the answer to any particular inquiry or any particular portion of an inquiry. Where dates are called for, the month and day should be stated as well as the year. Customary abbreviations may be used in stating dates.

3. Every annual report should, in all particulars, be complete in itself, and references to the returns of former years should not be made to take the place of required entries except as herein otherwise specifically directed or authorized.

4. If it be necessary or desirable to insert additional statements, typewritten or other, in a report, they should be legibly made on durable paper and, wherever practicable, on sheets not larger than a page of the Form. Inserted sheets should be securely attached, preferably at the inner margin; attachment by pins or clips is insufficient.

5. All entries should be made in a permanent black ink. Those of a contrary character should be indicated in parenthesis.

6. Money items, except averages, throughout the annual report form should be shown in thousands of dollars adjusted to accord with footings. Totals for amounts reported in subsidiary accounts included in supporting schedules must be in agreement with related primary accounts. For purposes of rounding, amounts of \$500 but less than \$1,000 should be raised to the nearest thousand dollars, and amounts of less than \$500 should be lowered.

7. Railroad corporations, mainly distinguished as operating companies and lessor companies, are for the purpose of report to the Interstate Commerce Commission divided into classes. An operating company is one whose officers direct the business of transportation and whose books contain operating as well as financial accounts; and, a lessor company, the property of which being leased to and operated by another company, is one that maintains a separate legal existence and keeps financial but not operating accounts. In making reports, lessor companies use Annual Report Form R-4.

Operating companies are broadly classified, with respect to their operating revenues, according to the following general definitions:

Class I companies are those having annual operating revenues of \$50,000,000, or more. For this class, Annual Report Form R-1 is provided.

Class II companies are those having annual operating revenues less than \$50,000,000 but in excess of \$10,000,000. For this class, Annual Report Form R-2 is provided.

Class III companies are those having annual operating revenues of \$10,000,000, or less. For this class, Annual Report Form R-3 is provided.

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

8. Except where the context clearly indicates some other meaning, the following terms when used in this Form have the meanings below stated:

Commission means the Interstate Commerce Commission. Respondent means the person or corporation in whose behalf the report is made. The Year means the year ended December 31 for which the report is made. The Close of the Year means the close of business on December 31 of the year for which the report is made; or, in case the report is made for a shorter period than one year, it means the close of the period covered by the report. The Beginning of the Year means the beginning of business on January 1 of the year for which the report is made; or, in case the report is made for a shorter period than one year, it means the beginning of the period covered by the report. The Preceding Year means the year ended December 31 of the year next preceding the year for which the report is made. The Uniform System of Accounts for Railroad Companies means the system of accounts in Part 1201 of Title 49, Code of Federal Regulations, as amended.

ANNUAL REPORT

OF

BESSEMER AND LAKE ERIE RAILROAD COMPANY

TO THE

INTERSTATE COMMERCE COMMISSION

FOR THE

YEAR ENDED DECEMBER 31, 1981

Name, official title, telephone number, and office address of officer in charge of correspondence with the Commission regarding this report:

(Name) M. E. LANTZ (Title) COMPTROLLER

(Telephone number) 412 566-6325
(Area code) (Telephone number)

(Office address) P. O. BOX 536, PITTSBURGH, PENNSYLVANIA 15230
(Street and number, city, State, and ZIP code)

SPECIAL NOTICE

The attention of the respondent is directed below to certain particulars, if any, in which this report form differs from the corresponding form for the preceding year. It should be understood that mention is not made of necessary substitutions of dates or, in general, such other things as simple modifications intended to make requirements clearer, other minor adjustments, and typographical corrections.

Revisions to this report resulted from the following Commission's decisions copies of which were served on all railroads:

| <u>Docket</u> | <u>Title</u> | <u>Decision Date</u> |
|---------------|--------------|----------------------|
|---------------|--------------|----------------------|

ESTIMATE OF REPORTING BURDEN

In order to monitor carrier reporting burden and to satisfy OMB requirements pursuant to Public Law 96-511, it is requested that you voluntarily furnish your best estimate of the number of hours required to complete this report.

In making this estimate, please include the number of hours attributable to preparing the report and for any special compilations contained in this report that would not generally be maintained or used by management for purposes other than reporting to this Commission.

Total hours (Estimated) 270

The following schedules have been removed from this copy in accordance with their elimination for the reporting year 1981.

| | |
|----------------------|---|
| Sch. 300, p. 19 | Items in Selected Current Asset Accounts. |
| Sch. 315, p. 27 & 28 | Special Funds and Other Investments. |
| Sch. 319, p. 29 & 30 | Securities, Advances, and Other Intangibles Owned or Controlled through Non-reporting Subsidiaries. |
| Sch. 325, p. 31 & 32 | Property used in Other than Carrier Operations. |
| Sch. 329, p. 33 | Other Assets and Deferred Debits |
| Sch. 355, p. 48 | Other Elements of Investment |
| Sch. 362, p. 51 | Noncapitalized Capital Leases |
| Sch. 370, p. 54 | Items in Selected Current Liability Accounts |
| Sch. 379, p. 55 | Other Long-Term Liabilities and Other Deferred Credits |
| Sch. 413, p. 64 | Rent for Leased Roads and Equipment |
| Sch. 430, p. 75 | Miscellaneous Rent Income |
| Sch. 440, p. 76 | Miscellaneous Rents (Expense) |
| Sch. 445, p. 77 | Separately Operated Properties - Profit or Loss |
| Sch. 451, p. 79 | Railway Tax Accruals ¹ |
| Sch. 703 | Miles of Tracks at Close of Year By States and Territories (For Switching and Terminal Companies) |
| Sch. 760A, p. 123 | Grade Crossings-A-Railroad with Railroad |
| Sch. 760B, p. 124 | Grade Crossings-B-Railroad with Highway |
| Sch. 761, p. 125 | Grade Separations-Highway-Railroad |
| Sch. 900, p. 128 | Compensation of Officers, Directors, Etc. Annual Report Supplement-Corporate Disclosure ² |

¹ Information on railroad tax accruals has been transferred to schedule 450, Analysis of Federal Income Taxes.

² Schedule 120, Debtholdings, is retained as R-1 schedule 510.

Also, care was taken so that corresponding pages of schedules are facing each other.

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A. SCHEDULES OMITTED BY RESPONDENT

1. The respondent, at its option, may omit pages from this report provided there is nothing to report or the schedules are not applicable.

2. Show below the pages excluded and indicate the schedule number and title in the space provided below.

3. If no schedules were omitted indicate "NONE".

| Page | Schedule No. | Title |
|------|--------------|-------|
| | | NONE |

B. IDENTITY OF RESPONDENT

Answers to the questions asked should be made in full, without reference to data returned on the corresponding page of previous reports. In case any *changes* of the nature referred to under inquiry 4 on this page have taken place during the year covered by this report, they *should be explained in detail*.

1. Give in full the exact name of the respondent. Use the words "The" and "Company" only when they are parts of the corporate name. Be careful to distinguish between *railroad* and *railway*. The corporate name should be given uniformly throughout the report, notably on the cover, on the title page, and in the "Verification." If the report is made by receivers, trustees, a committee of bondholders, or individuals otherwise in possession of the property, state names and facts with precision.

2. If incorporated under a special charter, give date of passage of the act; if under a general law, give date of filing certificate of organization; if a reorganization has been effected, give date of reorganization. If a receivership or other trust, give also date when such receivership or other possession began. If a partnership, give date of formation and also names in full of present partners.

3. State the occasion for the reorganization, whether by reason of foreclosure of mortgage or otherwise, according to the fact. Give date of organization of original corporation and refer to laws under which organized.

1. Exact name of common carrier making this report Bessemer and Lake Erie Railroad Company
2. Date of incorporation December 31, 1900
3. Under laws of what Government, State, or Territory organized? If more than one, name all. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership or trusteeship and of appointment of receivers or trustees Company is incorporated under an act of the General Assembly of the Commonwealth of Pa. entitled "An Act to Authorize the Formation & Regulation of Railroad Corps." approved Apr. 4, 1868, Pamphlet Laws, pg. 62. This is a general act under which all railroad corps. of Commonwealth organized subsequent to that date are authorized to carry on business. A number of acts regulating minor matters have been passed since 1868 which are called supplements to the Gen. Act of 1868 but the general act herein referred to is the fundamental law governing the organization and operation of railroads.
4. If the respondent was reorganized during the year, involved in a consolidation or merger, or conducted its business under a different name, give full particulars.
- Not Applicable

STOCKHOLDERS REPORTS

5. 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.

C. VOTING POWERS AND ELECTIONS

1. State the par value of each share of stock: Common, \$ PAR per share; first preferred, \$ 50 per share; second preferred, \$ 50 per share; debenture stock, \$ NONE per share.
2. State whether or not each share of stock has the right to one vote; if not, give full particulars in a footnote SEE FOOTNOTE 1 (PG. 4)
3. Are voting rights proportional to holdings? YES If not, state in a footnote the relation between holdings and corresponding voting rights.
4. Are voting rights attached to any securities other than stock? NO If so, name in a footnote each security, other than stock to which voting rights are attached (as of the close of the year), and state in detail the relation between holdings and corresponding voting rights, stating whether voting rights are actual or contingent, and if contingent showing the contingency.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method? FOOTNOTE 2 (PG. 4) If so, describe fully in a footnote each such class or issue and give a succinct statement showing clearly the character and extent of such privileges.
6. Give the date of the latest closing of the stock book prior to the actual filing of this report, and state the purpose of such closing. Common Stock book not actually closed record taken 1/15/81 for annual meeting of stockholders.
7. State the total voting power of all security holders of the respondent at the date of such closing, if within one year of the date of such filing; if not, state as of the close of the year. 10,000 votes, as of 1/15/81 (Date)
8. State the total number of stockholders of record, as of the date shown in answer to inquiry No. 7. EIGHT stockholders.
9. Give the names of the thirty 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 the names and addresses of the thirty 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 thirty security holders as of the close of the year.

| Line No. | Name of security holder (a) | Address of security holder (b) | Number of votes to which security holder was entitled (c) | NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED | | |
|----------|--------------------------------|-----------------------------------|--|---|---------------------------|--|
| | | | | Stocks | | |
| | | | | Common (d) | PREFERRED (e) (f) | |
| | | | | Second | First | |
| 1 | U. S. Steel Corp. | 600 Grant St. | 9,979 | 9,979 | | |
| 2 | | Pgh.Pa. 15230 | | | | |
| 3 | | | | | | |
| 4 | F. A. Fitzpatrick | P. O. Box 536 | 3 | 3 | | |
| 5 | | Pgh.Pa. 15230 | | | | |
| 6 | | | | | | |
| 7 | V. W. Kraetsch | P. O. Box 536 | 3 | 3 | | |
| 8 | | Pgh.Pa. 15230 | | | | |
| 9 | | | | | | |
| 10 | M. E. Lantz | P. O. Box 536 | 3 | 3 | | |
| 11 | | Pgh.Pa. 15230 | | | | |
| 12 | | | | | | |
| 13 | J. D. Morrison | P. O. Box 536 | 3 | 3 | | |
| 14 | | Pgh.Pa. 15230 | | | | |
| 15 | | | | | | |
| 16 | J. W. Read | P. O. Box 471 | 3 | 3 | | |
| 17 | | Greenville, PA 16125 | | | | |
| 18 | | | | | | |
| 19 | T. J. Siegel | P. O. Box 536 | 3 | 3 | | |
| 20 | | Pgh.Pa. 15230 | | | | |
| 21 | | | | | | |
| 22 | M. S. Toon | P. O. Box 536 | 3 | 3 | | |
| 23 | | Pgh.Pa. 15230 | | | | |
| 24 | | | | | | |
| 25 | | | | | | |
| 26 | | | | | | |
| 27 | | | | | | |
| 28 | | | | | | |
| 29 | | | | | | |
| 30 | | | | | | |

C. VOTING POWERS AND ELECTIONS - Continued

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent. 10,000
votes cast.
11. Give the date of such meeting. 1/15/81
12. Give the place of such meeting. Pittsburgh, Pa.

NOTES AND REMARKS

FOOTNOTE 1 - Each share of common stock has the right to one vote. By report and order of the Interstate Commerce Commission dated Sept. 19, 1949 (Finance Docket #16278 & 16279) authorizing the merger of the Pittsburgh, Bessemer and Lake Erie Railroad Company and the Meadville, Conneaut Lake & Linesville Railroad Company with and into Bessemer and Lake Erie Railroad Company as the surviving corporation, authority was given to issue shares of \$3.00 Cumulative Preferred Stock of Bessemer and Lake Erie Railroad Company in exchange for shares of 6% Preferred Stock of the Pittsburgh, Bessemer and Lake Erie Railroad Company, share for share, and to issue shares of \$1.50 Cumulative Preferred Stock in exchange for shares of Common Stock of the Pittsburgh, Bessemer & Lake Erie Railroad Company, share for share, said preferred shares of Bessemer & Lake Erie Railroad Company not to have voting rights.

FOOTNOTE 2 - The holders of the Common Stock exclusively possess all voting powers for the election of Directors and for all other purposes.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - ASSETS

| Line No. | Account No. | Title (a) | Balance at Close of Year (b) | Balance at Beginning of Year (c) |
|----------|------------------------------|---|---------------------------------|-------------------------------------|
| | | <u>Current Asset</u> | | |
| 1 | 701 | Cash | \$ 128 | \$ 171 |
| 2 | 702 | Temporary Cash Investments (Sch. 306) | 48,601 | 41,051 |
| 3 | 703 | Special Deposits (Sch. 300) | 4 | 4 |
| | | <u>Accounts Receivable</u> | | |
| 4 | 705 | - Interline and Other Balances | 437 | 355 |
| 5 | 706 | - Customers | 3,455 | 3,089 |
| 6 | 707, 704 | - Other | 350 | 753 |
| 7 | 709, 708 | - Accrued Accounts Receivables | 4,078 | 6,825 |
| 8 | 708.5 | - Receivables from Affiliated Companies | 630 | 659 |
| 9 | 709.5 | - Less: Allowance for Uncollectible Accounts | - | - |
| 10 | 710, 711, 714 | Working funds prepayments deferred income tax debits (Sch. 300) | 563 | 316 |
| 11 | 712 | Materials and Supplies | 11,186 | 11,707 |
| 12 | 713 | Other Current Assets (Sch. 300) | 135 | 183 |
| 13 | | Total Current Assets | 69,567 | 65,113 |
| | | <u>Other Assets</u> | | |
| 14 | 715, 716, 717, 722, 723, 724 | Special Funds and Other Investments and advances (Sch. 315) | 25,065 | 2,338 |
| 15 | 721, 721.5 | Investments and Advances: Affiliated Companies (Sch. 310) | - | - |
| 16 | 737, 738 | Property used in other than Carrier Operations (less depreciation \$). (Sch. 325) | 4,486 | 4,595 |
| 17 | 739, 741 | Other Assets (Sch. 329) | 160 | 414 |
| 18 | 743, 744 | Other Deferred Debits (Sch. 329) | 34 | 12 |
| 19 | | Total Other Assets | 29,745 | 7,359 |
| | | <u>Road and Equipment</u> | | |
| 20 | 731, 732 | Road (Sch. 330 & 330A) | 100,262 | 97,817 |
| 21 | | Equipment | 110,818 | 108,038 |
| 22 | | Unallocated Items | 6,032 | 642 |
| 23 | 733, 734, 735, 736 | Accumulated Depreciation and amortization (Schs. 335, 351, 342, 339) | (66,310) | (59,869) |
| 24 | | Net road and Equipment | 150,802 | 146,628 |
| 25 | | Total Assets | 250,114 | 219,100 |

NOTES AND REMARKS

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

| Line No. | Account No. | Title (a) | Balance at Close of Year (b) | Balance at Begin- ning of Year (c) |
|----------|------------------------------|--|------------------------------------|--|
| | | <u>Current Liabilities</u> | \$ | \$ |
| 26 | 751 | Loans and Notes Payable (Sch. 370) | - | - |
| 27 | 752 | Accounts Payable; Interline and Other Balances | 519 | 427 |
| 28 | 753, 754 | Other Accounts Payable | 2,523 | 2,744 |
| 29 | 755, 756 | Interest and Dividends Payable | 659 | 550 |
| 30 | 757 | Payables to Affiliated Companies | 1,974 | 2,967 |
| 31 | 759 | Accrued accounts Payable (Sch. 370) | 13,535 | 10,262 |
| 32 | 760, 761, 761.5, 762 | Taxes Accrued (Sch. 370) | 17,318 | 14,026 |
| 33 | 763 | Other Current Liabilities (Sch. 370) | 644 | 913 |
| 34 | 764 | Equipment obligations and other long-term debt due within one year | 2,581 | 2,579 |
| 35 | | Total Current Liabilities | 39,753 | 34,468 |
| | | <u>Non Current Liabilities</u> | | |
| 36 | 765, 767 | Funded debt unmaturred | 241 | 241 |
| 37 | 766 | Equipment obligations | 50,413 | 30,969 |
| 38 | 766.5 | Capitalized Lease Obligations | | |
| 39 | 768 | Debt in default | | |
| 40 | 769 | Accounts payable; Affiliated Companies | | |
| 41 | 770.1, 770.2 | Unamortized debt premium | (1) | (1) |
| 42 | 781 | Interest in default | | |
| 43 | 783 | Deferred revenues-Transfers from Government Authorities | | |
| 44 | 786 | Accumulated deferred income tax credits | 30,753 | 29,170 |
| 45 | 771, 772, 774, 775, 782, 784 | Other long-term liabilities and deferred credits (Sch. 379) | 1,536 | 1,366 |
| 46 | | Total Noncurrent Liabilities | 82,942 | 61,745 |
| | | <u>Shareholders' Equity</u> | | |
| 47 | 791, 792 | Capital Stock: (Sch. 230) | 12,500 | |
| 48 | | Common Stock | 500 | 500 |
| 49 | | Preferred Stock | 12,000 | 12,000 |
| 50 | 793 | Discount on Capital Stock | | |
| 51 | 794, 795 | Additional Capital (230) | 4,900 | 4,900 |
| | | Retained Earnings: | | |
| 52 | 797 | Appropriated (221) | (6,922) | (5,516) |
| 53 | 798 | Unappropriated (220) | 116,941 | 111,003 |
| 54 | 798.1 | Net Unrealized loss on noncurrent marketable equity securities | | |
| 55 | 798.5 | Less Treasury Stock | | |
| 56 | | Net Stockholders Equity | 127,419 | 122,887 |
| 57 | | Total Liabilities and Shareholders Equity | 250,114 | 219,100 |

NOTES AND REMARKS

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 statements

explaining (1) service interruption insurance policies and indicating 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. (Dollars in thousands).

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: SEE NOTE PAGE 8

(b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund. SEE NOTE PAGE 8(a) \$

(c) Is any part of pension plan funded? Specify. Yes No

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

(ii) If funding is by trust agreement, list trustee(s) UNITED STATES STEEL & CARNEGIE PENSION FUND

Date of trust agreement or latest amendment 8/31/50 and 2/15/51, BOTH AMENDED 8/26/75

If respondent is affiliated in any way with the trustee(s), explain affiliation: M. S. TOON, PRESIDENT, MEMBER OF BOARD OF DIRECTORS OF UNITED STATES STEEL & CARNEGIE PENSION FUND

(d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement SEE ATTACHED LIST (PAGE 8(b)) BASIS OF ALLOCATING CHARGES IS PERCENT OF

(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. ELIGIBLE PAYROLL

Yes No

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?

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

5. (a) The amount of employers contribution to employee stock ownership plans for the current year was \$ NONE

(b) The amount of investment tax credit used to reduce current income tax expense resulting from contributions to qualified employee stock ownership plans for the current year was \$ NONE

6. Specify the total amount of business entertainment expenditures charged to the non-operating expense account \$ NONE

7. See Page 8(b).

Continued on following page

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES (Concluded)

Marketable Equity Securities - to be completed by companies with \$10.0 million or more in gross operating revenues.

(a) Changes in Valuation Accounts

| | | Cost | Market | Dr. (Cr) to Income | Dr. (Cr) to Stockholders Equity |
|----------------|----------------------------|------|--------|-----------------------|------------------------------------|
| (Current Yr.) | Current Portfolio _____ | | NONE | | XXXXX |
| as of / / | Noncurrent Portfolio _____ | | NONE | XXXXX | \$ |
| (Previous Yr.) | Current Portfolio _____ | | NONE | XXXXX | XXXXX |
| as of / | Noncurrent Portfolio _____ | | NONE | XXXXX | XXXXX |

(b) At / / , gross unrealized gains and losses pertaining to marketable equity securities were as follows:

| | Gains | Losses |
|------------|----------|----------|
| Current | \$ _____ | \$ _____ |
| Noncurrent | _____ | _____ |

(c) A net unrealized gain (loss) of \$ _____ on the sale of marketable equity securities was included in net income for ____ (year). The cost of securities sold was based on the _____ (method) cost of all the shares of each security held at time of sale.

Significant net realized and net unrealized gains and losses arising after date of the financial statements but prior to their filing, applicable to marketable equity securities owned at balance sheet date shall be disclosed below:

NOTE: / / - date - Balance sheet date of the current year unless specified as previous year.

NOTES AND REMARKS

NOTE 3(a):

Non-contributory pension provisions of the U. S. Steel Plan for Employee Pension Benefits cover substantially all employees and, in addition, participating salaried employees are covered by contributory pension provisions.

Pension costs under this plan are determined by an independent actuary based upon an acceptable actuarial method and various actuarial factors which, from time to time, are adjusted in light of actual experience. Pension costs reflect current service and amortization of the frozen initial unfunded accrued liability over periods of up to 25 years. The funding policy provides that payments to the pension trusts shall be equal to the minimum funding requirements of ERISA plus additional amounts which may be approved from time to time.

Pension costs were \$3,963,568 in 1981 and \$3,524,789 in 1980.

NOTES AND REMARKS CONTINUED

NOTE 3(b):

Estimated Actuarial Present Value of Accumulated Plan
Benefits - Company Sponsored Domestic Plans (a)
(Dollars in Billions)

| | December 31 | |
|--|-------------|-----------|
| | 1981 | 1980 |
| Vested | \$6.0 | \$5.5 |
| Non-Vested | <u>.4</u> | <u>.3</u> |
| | \$6.4 | \$5.8 |
| Assumed Rate of Return (b) | 10% | 9% |
| Net Assets Available for Benefits (Current Value) | \$6.1 | \$6.1 |
| Ratio of Assets to Accumulated Plan Benefits (b) | 95% | 105% |

- (a) Estimated value as of December 31 of each year and including benefit improvements effective August 1, 1981.
- (b) Increasing the indicated rate of return by 1 per cent would increase the ratios by about 7 percentage points.

NOTES AND REMARKS CONTINUED

NOTE 3(d):

List of Affiliated Companies Included in Pension Fund
Funding Agreement

United States Steel Corporation
Alside Inc.
Apollo Gas Company
Bessemer and Lake Erie Railroad Company
Birmingham Southern Railroad Company
Carbon County Railway Company
Carnegie Natural Gas Company
Central Radio Telegraph Company
Duluth, Missabe and Iron Range Railway Company
Elgin, Joliet and Eastern Railway Company
Essex Minerals Company
Johnstown and Stony Creek Rail Road Company
Lake Terminal Railroad Company, The
McKeesport Connecting Railroad Company
Mon Valley Transportation Company
Navios Ship Management Services, Inc.
Navios Corporation
Newburgh and South Shore Railway Company, The
Ohio Barge Line, Inc.
Orinoco Mining Company
Pittsburgh and Conneaut Dock Company, The
Union Railroad Company
United States Steel International Incorporated
U. S. Steel Engineers and Consultants, Inc.
U. S. Steel Oilwell Supply Co. International, Inc.
USS Great Lakes Fleet, Inc.
USS Great Lakes Fleet Services, Inc.
U. S. Steel Mining Co., Inc.
Warrior and Gulf Navigation Company
Youngstown and Northern Railroad Company, The

NOTE 7:

Respondent carries Service Interruption Policies with the Imperial Insurance Company, Limited, under which it will be entitled to indemnity for certain work stoppage losses. In the event such losses are sustained by other railroads holding similar policies, respondent may be obligated to pay additional premiums.

Policy #5007

Term: September 1, 1981 to September 1, 1982
Maximum Daily Indemnity: \$36,853
Maximum Additional Premium: \$552,256.27
(Fifteen Times Daily Indemnity Less Minimum Premium of \$538.73)

Policy #6007

Term: September 1, 1981 to September 1, 1982
Maximum Daily Indemnity: \$36,853
Maximum Additional Premium: \$184,242.63
(Five Times Daily Indemnity Less Minimum Premium of \$22.37)

210. RESULTS OF OPERATIONS

1. Disclose the requested information for the respondent pertaining to the results of operations for the year.

2. Report total operating expenses from Schedule 410 of this report. Any disparities in expense amounts shown in this schedule and expense amounts reported in Schedule 410 must be fully explained.

3. List dividends from investments accounted for under the

cost method on the appropriate line for Account No. 513, "Dividend income." List dividends accounted for by the equity method on the appropriate dividend line under the "Income from Affiliated Companies" subsection of this schedule.

4. All contra entries hereunder should be indicated in parenthesis.

5. Dollars in thousands.

| Line No. | Item (a) | Amount for Current Year (b) | Amount for Preceding Year (c) | Freight-Related Revenues & Expenses (d) | Passenger-Related Revenues & Expenses (e) |
|----------|---|--------------------------------|----------------------------------|--|--|
| | ORDINARY ITEMS | | | | |
| | OPERATING INCOME | | | | |
| | Railway Operating Income | | | | |
| 1 | (101) Freight ** | \$ 110,785 | \$ 97,885 | \$ 110,786 ⁵ | \$ |
| 2 | (102) Passenger ** | | | | |
| 3 | (103) Passenger-Related | | | | |
| 4 | (104) Switching | 1,515 | 1,053 | 1,515 | |
| 5 | (105) Water Transfers | | | | |
| 6 | (106) Demurrage | 262 | 400 | 262 | |
| 7 | (110) Incidentals | 5,281 | 10,533 | 5,281 | |
| 8 | (121) Joint Facility-Credit | | | | |
| 9 | (122) Joint Facility-Debit | | | | |
| 10 | (501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9) | 117,843 | 109,871 | 117,843 | |
| 11 | (502) Railway operating revenues-Transfers from Government Authorities for current operations | | | | |
| 12 | (503) Railway operating revenues-Amortization of deferred transfers from Government Authorities | | | | |
| 13 | Total railway operating revenues (lines 10-12) | 117,843 | 109,871 | 117,843 | |
| 14 | (531) Railway operating expenses | 81,880 | 74,622 | 81,880 | |
| 15 | *Net revenue from railway operations | 35,963 | 35,249 | 35,963 | |
| | OTHER INCOME | | | | |
| 16 | (506) Revenue from property used in other than carrier operations | 4,557 | 1,247 | | |
| 17 | (510) Miscellaneous rent income | 1,063 | 853 | | |
| 18 | (512) Separately operated properties-Profit | | | | |
| 19 | (513) Dividend Income | 1 | 2 | | |
| 20 | (514) Interest income | 9,892 | 5,472 | | |
| 21 | (516) Income from sinking and other funds | 7 | 7 | | |
| 22 | (517) Release of premiums on funded debt | | | | |
| 23 | (518) Contributions from other companies | | | | |
| 24 | (519) Miscellaneous income | 352 | 289 | | |
| | Income from affiliated companies: | | | | |
| 25 | Dividends | | | | |
| 26 | Equity in undistributed earnings (losses) | | | | |
| 27 | Total other income (lines 16-26) | 15,872 | 7,870 | | |
| 28 | Total income (lines 15, 27) | 51,835 | 43,119 | | |
| | MISCELLANEOUS DEDUCTIONS FROM INCOME | | | | |
| 29 | (534) Expenses of property used in other than carrier operations | | | | |
| 30 | (535) Taxes on property used in other than carrier operations | 62 | 40 | | |
| 31 | (543) Miscellaneous rent expense | 3,117 | 1,487 | | |
| 32 | (544) Miscellaneous taxes | | | | |
| 33 | (545) Separately operated properties-Loss | | | | |
| 34 | (549) Maintenance of investment organization | | | | |
| 35 | (550) Income transferred to other companies | | | | |
| 36 | (551) Miscellaneous income charges | 1,006 | 506 | | |
| 37 | (553) Uncollectible accounts | | | | |
| 38 | Total miscellaneous deductions (lines 29-37) | 4,185 | 2,033 | | |
| 39 | Income available for fixed charges (lines 28, 38) | 47,650 | 41,086 | | |

210. RESULTS OF OPERATIONS - Continued

| Line No. | Item (a) | Amount for Current Year (b) | Amount for Preceding Year (c) |
|--|---|-----------------------------|-------------------------------|
| FIXED CHARGES | | | |
| | (546) Interest on funded debt: | \$ | \$ |
| 40 | (a) Fixed interest not in default | 3,713 | 2,278 |
| 41 | (b) Interest in default | | |
| 42 | (547) Interest on unfunded debt | 10 | 3 |
| 43 | (548) Amortization of discount on funded debt | | |
| 44 | Total fixed charges (lines 40-43) | 3,723 | 2,281 |
| 45 | Income after fixed charges (lines 39, 44) | 43,927 | 38,805 |
| OTHER DEDUCTIONS | | | |
| | (546) Interest on funded debt: | | |
| 46 | (c) Contingent interest | | |
| UNUSUAL OR INFREQUENT ITEMS | | | |
| 47 | (555) Unusual or infrequent items (debit) credit | | |
| 48 | Income (loss) for continuing operations (before income taxes) | 43,927 | 38,805 |
| PROVISIONS FOR INCOME TAXES | | | |
| | (556) Income taxes on ordinary income: | | |
| 49 | Federal income taxes | 13,866 | 12,779 |
| 50 | State income taxes | 1,380 | 2,723 |
| 51 | Other income taxes | 52 | 35 |
| 52 | (557) Provision for deferred taxes | 6,677 | 1,833 |
| 53 | Income from continuing operations | 21,952 | 21,435 |
| DISCONTINUED OPERATIONS | | | |
| 54 | (560) Income or loss from operations of discontinued segments (less applicable income taxes of \$ _____) | | |
| 55 | (562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$ _____) | | |
| 56 | Income before extraordinary items | 21,952 | 21,435 |
| EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES | | | |
| 57 | (570) Extraordinary items (Net) | | |
| 58 | (590) Income taxes on extraordinary items | | |
| 59 | (591) Provision for deferred taxes - Extraordinary items | | |
| 60 | Total extraordinary items (lines 57-59) | | |
| 61 | (592) Cumulative effect of changes in accounting principles (less applicable income taxes of \$ _____) | | |
| 62 | Net income | 21,952 | 21,435 |
| *Reconciliation of net railway operating income (NROI) | | | |
| 63 | Net revenues from railway operations | 35,963 | |
| 64 | (556) Income taxes on ordinary income | 315,298 | |
| 65 | (557) Provision for deferred income taxes | 16,677 | |
| 66 | Income from lease of road and equipment | (8) | |
| 67 | Rent for leased roads and equipment | 1 | |
| 68 | Net railway operating income | 13,997 | 17,876 |
| **Report hereunder the charges to the revenue accounts representing payments made to others for-- | | | |
| 69 | Terminal collection and delivery services when performed in connection with line-haul transportation of freight on the basis of freight tariff rates \$ NONE | | |
| | (a) Of the amount reported for "Net revenue from railway operations", _____ % (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 () | | |
| 70 | 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 \$ 1,096 | | |
| | 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): | | |
| 71 | (a) Payments for transportation of persons | \$ NONE | |
| 72 | (b) Payments for transportation of freight shipments | \$ NONE | |
| | NOTE -Gross charges for protective _____s to perishable freight, without deduction for any proportion thereof credited to Account No. 101, "Freight" (not required from switching and terminal companies): | | |
| 73 | Charges for service for the protection against heat | \$ NONE | |
| 74 | Charges for service for the protection against cold | \$ NONE | |

10(a)

Road Initials: BLE Year 1981

Schedule 210 Supplement

Net Railway Operating Income Adjusted for Changes in the Consumer Price Index and For Changes in Specific Prices in Accordance with Financial Accounting Standards Board Statement Number 33

| | <u>Adjusted for Changes in Consumer Price Index</u> | <u>Adjusted for Changes in Specific Prices (Current Cost)</u> |
|--------------------------------------|---|---|
| Net Revenues from Railway Operations | 27,770 | 24,236 |
| Income Taxes on Ordinary Income | 15,298 | 15,298 |
| Provision for Deferred Income Taxes | 6,677 | 6,677 |
| Income from Lease of Road & Equip. | 8 | 8 |
| Rent for Leased Roads & Equipment | <u>1</u> | <u>1</u> |
| Net Railway Operating Income | <u>5,804</u> | <u>2,270</u> |

Schedule 210 Supplement

BESSEMER AND LAKE ERIE RAILROAD COMPANY
INCOME ADJUSTED FOR CHANGES IN THE CONSUMER PRICE INDEX
AND FOR CHANGES IN SPECIFIC PRICES
FOR THE YEAR ENDED DECEMBER 31, 1981
(OOO's OMITTED)

In Accordance with Financial Accounting Standards
Board Statement Number 33

| | <u>As Reported in Financial Statements</u> | <u>Adjusted for Changes in Consumer Price Index</u> | <u>Adjusted for Changes in Specific Prices (Current Cost)</u> |
|-----------------------------------|--|---|---|
| Revenues | 117,843 | 117,843 | 117,843 |
| Costs: | | | |
| Operating Expense | 74,007 | 74,007 | 74,007 |
| Wear & Exhaustion | 7,873 | 16,066 | 19,600 |
| All Other | 7,908 | 7,908 | 7,908 |
| Other Income | 15,872 | 15,872 | 15,872 |
| Income Taxes | <u>21,975</u> | <u>21,975</u> | <u>21,975</u> |
| NET INCOME | <u>21,952</u> | <u>13,759</u> | <u>10,225</u> |
| Gain (Loss) on Net Monetary Items | <u>-</u> | <u>2,428*</u> | <u>2,428*</u> |

Selected Supplementary Financial Data Adjusted for Changes
in the Consumer Price Index and for Changes in Specific Prices

| | <u>1981</u> | <u>1980</u> | <u>1979</u> |
|--------------------------------------|-------------|-------------|-------------|
| Revenues | 117,843 | 109,871 | 137,868 |
| Road & Equipment Net-Historic | 151,000 | 147,000 | 138,000 |
| -Adjusted for CPI | 360,525 | 329,724 | 309,795 |
| -Adjusted for Spec. Prices | 448,700 | 414,400 | 393,200 |
| Avg. Consumer Price Index (1967=100) | 272.3 | 246.8 | 217.4 |

* This represents a hypothetical and unrealized gain or loss.

220. RETAINED EARNINGS-UNAPPROPRIATED

1. Show hereunder the items of Retained Earnings 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 616.
4. Segregate in column (c) all amounts applicable to the equity in undistributed earnings (losses) of affiliated companies based on the equity method of accounting.

5. Line 3 (line 7 if debit balance), column (c), should agree with line 26, column (b), Schedule 210. The total of columns (b) and (c), lines 3 and 7, should agree with line 62, column (b), Schedule 210.
6. Include in column (b) only amounts applicable to retained earnings exclusive of any amounts included in column (c). (Dollars in thousands)

| Line No. | Item (a) | Retained earnings- Unappropriated (b) | Equity in undistributed earnings (losses) of affiliated companies (c) |
|---|---|---|---|
| 1 | Balances at beginning of year _____ | \$ 111,003 | \$ |
| 2 | (601.5) Prior period adjustments to beginning retained earnings _____ | | |
| CREDITS | | | |
| 3 | (602) Credit balance transferred from income _____ | 21,952 | |
| 4 | (603) Appropriations released _____ | (507) | |
| 5 | (606) Other credits to retained earnings _____ | | |
| 6 | Total _____ | 21,445 | |
| DEBITS | | | |
| 7 | (612) Debit balance transferred from income _____ | | |
| 8 | (616) Other debits to retained earnings _____ | | |
| 9 | (620) Appropriations for sinking and other funds _____ | | |
| 10 | (621) Appropriations for other purposes _____ | (1,913) | |
| 11 | (623) Dividends: Common stock _____ | 17,000 | |
| 12 | Preferred stock ¹ _____ | 420 | |
| 13 | Total _____ | 15,507 | |
| 14 | Net increase (decrease) during year (Line 6 minus line 13) _____ | 5,938 | |
| 15 | Balances at close of year (Lines 1, 2 and 14) _____ | 116,941 | |
| 16 | Balance from line 15(c) _____ | | XXXXXX |
| 17 | Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year _____ | 116,941 | XXXXXX |
| REMARKS | | | |
| Amount of assigned Federal income tax consequences: | | | |
| 18 | Account 606 _____ | | XXXXXX |
| 19 | Account 616 _____ | | XXXXXX |

¹ If any dividends have not been declared on cumulative preferred stock give cumulative undeclared dividends at beginning of year and end of year.

* Dividends for 1981 based on 1980 earnings.

221. RETAINED EARNINGS-APPROPRIATED

Give an analysis in the form called for below of account No. 797, "Retained earnings-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 earnings _____ | | | |
| 2 | Funded debt retired through retained earnings _____ | | | |
| 3 | Sinking funds _____ | | | |
| 4 | Miscellaneous funds _____ | | | |
| 5 | Other appropriations (specify): _____ | | | |
| 6 | Fringe Benefits Capitalized | 144 | 61 | 1,125 |
| 7 | Amortization of Fringe Benefits Capitalized | 64 | 54 | (99) |
| 8 | Additional First Year Depreciation | 1 | - | - |
| 9 | Deferred Inv. Credit-ICC Basis | - | 2,057 | (13,646) |
| 10 | Deferred Inv. Credit Amortized-ICC Basis | 559 | - | 2,418 |
| 11 | Track Retirement-Meadville Branch | - | - | (496) |
| 12 | Invest in Relocated Track | - | - | 3,776 |
| 13 | | | | |
| 14 | | | | |
| 15 | | | | |
| 16 | TOTAL | 768 | 2,172 | (6,922) |

225. TRANSFERS FROM GOVERNMENT AUTHORITIES

This schedule should include particulars of all transfers from Federal, state or municipal authorities received during the year. The amount of transfer received shall be distributed among columns (c), (d), and (e) in accordance with General Instruction 1-15 of the Uniform System of Accounts for Railroad Companies. (Dollars in thousands)

| Line No. | Description (a) | Amount (b) | Applied to current operations (c) | Deferred to future periods (d) | Applied to contributed capital (e) |
|----------|--|---------------|--------------------------------------|-----------------------------------|---------------------------------------|
| | | \$ | \$ | \$ | \$ |
| 1 | Source and description of transfers | | | | |
| 2 | | NONE | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | Total received during year _____ | | | | |
| 8 | Cumulative total of Government transfers-beginning of year _____ | | XXXXX | XXXXX | XXXXX |
| 9 | Cumulative total of Government transfers-end of year _____ | | XXXXX | XXXXX | XXXXX |

230. CAPITAL STOCK

PART I. CAPITAL STOCK

1. Disclose in column (a) the particulars of the various issues of capital stock of the respondent, distinguishing separate issues of any general class, if different in any respect.
2. Present in column (b) the par or stated value of each issue. If none, so state.
3. Disclose in columns (c), (d), (e) and (f) the required information concerning the number of shares authorized, issued, in treasury and outstanding for the various issues.
4. 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 issued when sold to a bona fide purchaser who 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, and not canceled or retired, they are considered to be nominally outstanding.

5. Dollars in thousands.

| Line No. | Class of Stock (a) | Par Value (b) | Number of Shares | | | | Book Value at End of Year | |
|----------|---------------------------|------------------|-------------------|---------------|--------------------|--------------------|---------------------------|--------------------|
| | | | Authorized (c) | Issued (d) | In Treasury (e) | Outstanding (f) | Outstanding (g) | In Treasury (h) |
| 1 | Common 9/19/49 | NONE | 10,000 | 10,000 | | 10,000 | 500 | |
| 2 | | | | | | | | |
| 3 | | | | | | | | |
| 4 | Preferred | | | | | | | |
| 5 | \$3.00 Cumulative 9/19/49 | \$50 | 40,000 | 40,000 | | 40,000 | 2,000 | |
| 6 | \$1.50 Cumulative 9/19/49 | \$50 | 200,000 | 199,984 | | 199,984 | 9,999 | |
| 7 | | | | | | | | |
| 8 | | | | | | | | |
| 9 | | | | | | | | |
| 10 | TOTAL | XXXXX | 250,000 | 249,984 | | 249,984 | 12,499 | |

PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR

1. The purpose of this part is to disclose capital stock changes during year.
2. Column (a) presents the items to be disclosed.
3. Columns (b), (d) and (f) require disclosures of the number of preferred, common and treasury stock, respectively, applicable to the items presented in column (a).
4. Columns (c), (e) and (g) requires the applicable disclosure of the book values of preferred, common and treasury stock.

5. Disclose in column (h) the additional paid-in capital realized from changes in capital stock during year.
6. Unusual circumstances arising from changes in capital stock changes shall be fully explained in footnotes to this schedule.
7. Report dollars in thousands.

| Line No. | Items (a) | Preferred Stock | | Common Stock | | Treasury Stock | | Additional Capital (h) |
|----------|---------------------------------|-------------------------|---------------|-------------------------|---------------|-------------------------|---------------|---------------------------|
| | | Number of Shares (b) | Amount (c) | Number of Shares (d) | Amount (e) | Number of Shares (f) | Amount (g) | |
| 11 | Balance at beginning of year | NONE | \$ | | \$ | | \$ | \$ |
| 12 | Capital Stock Sold ¹ | | | | | | | |
| 13 | Capital Stock Reacquired | | | | | | | |
| 14 | Capital Stock Canceled | | | | | | | |
| 15 | Stock Dividends | | | | | | | |
| 16 | Balance at Close of Year | | | | | | | |

¹ By footnote state the purpose of the issue and authority.

240. 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 application of funds for invest-

ment 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. | Description (a) | Current year (b) | Prior year (c) |
|--|---|------------------|----------------|
| SOURCES OF WORKING CAPITAL | | | |
| Working capital provided by operations: | | | |
| 1 | Net income (loss) before extraordinary items _____ | \$ 21,952 | \$ 21,435 |
| Add expenses not requiring outlay of working capital; (subtract) credits not generating working capital: | | | |
| 2 | Retirement of nondepreciable property _____ | 15 | (12) |
| 3 | Loss (gain) on sale or disposal of tangible property _____ | (288) | (169) |
| 4 | Depreciation and amortization expenses _____ | 7,873 | 7,423 |
| 5 | Net increase (decrease) in deferred income taxes _____ | 6,677 | 1,833 |
| 6 | Net decrease (increase) in parent's share of subsidiary's undistributed income for the year _____ | - | - |
| 7 | Net increase (decrease) in noncurrent portion of estimated liabilities _____ | (4,910) | (2,829) |
| Other (specify): | | | |
| 8 | _____ | | |
| 9 | _____ | | |
| 10 | _____ | | |
| 11 | _____ | | |
| 12 | _____ | | |
| 13 | Total working capital from operations before extraordinary items _____ | 31,319 | 27,681 |

240. STATEMENT OF CHANGES IN FINANCIAL POSITION - Continued

| Line No. | Description (a) | Current year (b) | Prior year (c) |
|--|---|---------------------|-------------------|
| SOURCES OF WORKING CAPITAL—Continued | | | |
| 14 | Add funds generated by reason of discontinued operations, extraordinary items, prior period adjustments, and changes in accounting principles _____ | \$ | \$ |
| 15 | Total working capital from operations _____ | 31,319 | 27,681 |
| Working capital from sources other than operating: | | | |
| 16 | Proceeds from issuance of long-term liabilities _____ | - | 2,300 |
| 17 | Proceeds from sale/disposition of carrier operating property _____ | 439 | 1,160 |
| 18 | Proceeds from sale/disposition of other tangible property _____ | - | - |
| 19 | Proceeds from sale/repayment of investments advances _____ | - | - |
| 20 | Net decrease in sinking and other special funds _____ | - | 885 |
| 21 | Proceeds from issue of capital stock _____ | - | - |
| Other (specify): | | | |
| 22 | Decrease in Deferred Charges _____ | - | 30 |
| 23 | Decrease in Receivables _____ | - | 1,482 |
| 24 | Increase in Payables _____ | - | 810 |
| 25 | All Other _____ | - | 118 |
| 26 | | | |
| 27 | Total working capital from sources other than operating _____ | 439 | 6,785 |
| 28 | Total sources of working capital _____ | 31,758 | 34,466 |

240. STATEMENT OF CHANGES IN FINANCIAL POSITION - Concluded

| Line No. | Description (a) | Current year (b) | Prior year (c) |
|----------|--|------------------|----------------|
| | APPLICATION OF WORKING CAPITAL | \$ | \$ |
| 29 | Amount paid to acquire/retire long-term liabilities _____ | 2,565 | 2,770 |
| 30 | Cash dividends declared _____ | 17,420 | 18,420 |
| 31 | Purchase price of carrier operating property _____ | 12,600 | 15,189 |
| 32 | Purchase price of other tangible property _____ | - | 250 |
| 33 | Purchase price of long-term investments and advances _____ | | |
| 34 | Net increase in sinking or other special funds _____ | | |
| 35 | Purchase price of acquiring treasury stock _____ | | |
| | Other (specify): | | |
| 36 | Decrease in Other Liabilities _____ | - | - |
| 37 | Increase in Inventories _____ | - | 1,760 |
| 38 | _____ | | |
| 39 | _____ | | |
| 40 | _____ | | |
| 41 | _____ | | |
| 42 | _____ | | |
| 43 | _____ | | |
| 44 | _____ | | |
| 45 | Total application of working capital _____ | 32,585 | 38,389 |
| 46 | Net increase (decrease) in working capital _____ | (827) | (3,923) |

241. CHANGES IN WORKING CAPITAL

Compute the net changes in each element of working capital.
(Dollars in thousands)

| Line No. | Item (a) | Current year (b) | Prior year (c) | Increase (Decrease) (d) |
|----------|--|---------------------|-------------------|----------------------------|
| 1 | Cash and temporary investments | \$ 48,733 | \$ 41,222 | \$ 7,511 |
| 2 | Net receivables | 8,950 | 11,681 | (2,731) |
| 3 | Prepayments | 563 | 316 | 247 |
| 4 | Materials and supplies | 11,186 | 11,707 | (521) |
| 5 | Other current assets not included above | 135 | 183 | (48) |
| 6 | Notes payable and matured obligations | - | - | - |
| 7 | Accounts payable | (36,528) | (30,976) | (5,552) |
| 8 | Current equipment obligations and other debt | (2,581) | (2,579) | (2) |
| 9 | Other current liabilities not included above | (644) | (913) | 269 |
| 10 | Net increase (decrease) in working capital | 29,814 | 30,641 | (827) |

245. WORKING CAPITAL INFORMATION

1. Report below the information requested with respect to the referenced accounts.
2. Give the amount of issues from stock during the year for lines 1 thru 5 as it pertains to account 712, "Material and supplies".
3. Report on lines 6 and 7 only the amount applicable to common-carrier transportation service included in accounts 707 and 754.
4. Report on lines 8 and 9 the amount included in account balances for 760, 761, 761.5, 556, 762. (Do not include taxes levied in lieu of property taxes).
5. Dollars in thousands.

| Line No. | Item (a) | Amount (b) |
|----------|--|---------------|
| 1 | Construction and additions and betterments _____ | 124 |
| 2 | Common-carrier operating purposes _____ | 12,317 |
| 3 | Used by other than respondent's lessor companies _____ | - |
| 4 | Total _____ | 12,441 |
| 5 | Portion of balance in the material and supplies account at end of year that represents scrap and obsolete material _____ | 44 |
| 6 | Account 707. Accounts receivable; other _____ | NONE |
| 7 | Account 754. Accounts payable; other _____ | NONE |
| 8 | Account 760. Federal income taxes accrued _____ | 3,537 |
| 9 | Account 761. State and other income taxes accrued _____ | 4,037 |
| 10 | Account 761.5 Other taxes accrued _____ | 2,475 |
| 11 | Account 556. Income taxes on ordinary income _____ | 15,273 |
| 12 | Account 762. Deferred Income tax credits _____ | 6,913 |

NOTES AND REMARKS

GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310, 310A and 315

1. Schedules 310 and 315 should give particulars of stocks, bonds, other secured obligations, unsecured notes, and investment advances of affiliated and nonaffiliated companies held by respondent at close of year. Specifically, the disclosures should include the investments in the obligations of Federal, state and local governments, and the obligation of individuals. Also, disclose the investments made, disposed of, and written down during the year, and the applicable dividends and interest credited to income as a result of those investments. They should exclude securities issued or assumed by respondent. For definition of affiliated companies, see the rules governing Account No. 721 "Investments and advances affiliated companies," in the Uniform System of Accounts for Railroad Companies.

2. List the investments in the following order and show a total for each group and each class of investments by accounts in numerical order:

- (A) Stocks:
 - (1) Carriers - active.
 - (2) Carriers - inactive.
 - (3) Noncarriers - active.
 - (4) Noncarriers - inactive.
- (B) Bonds (including U.S. Government Bonds):
- (C) Other secured obligations:
- (D) Unsecured notes:
- (E) Investment advances:

3. The subclassification of classes (B), (C), (D), and (E) should be the same as that provided for class (A).

4. The kinds of industry represented by respondent's investments in the securities of other companies should be shown by symbol opposite the names of the issuing corporations, the symbols and industrial classifications to be as follows:

| Symbol | Kind of Industry |
|--------|--|
| I | Agriculture, forestry, and fisheries |
| II | Mining |
| III | Construction |
| IV | Manufacturing |
| V | Wholesale and retail trade |
| VI | Finance, insurance, and real estate |
| VII | Transportation, communications, and other public utilities |
| VIII | Services |
| IX | Government |
| X | All other |

5. By carriers, as the term is used here, is meant companies owning or operating railroads, facilities auxiliary thereto such as bridges, ferries, union depots, and other terminal facilities, sleeping cars, parlor cars, dining cars, freight cars, express service and facilities, electric railways, highway motor vehicles, steamboats and other marine transportation equipment, pipe lines (other than those for transportation of water), and other instrumentalities devoted to the transportation of persons or property for hire. Telegraph and telephone companies are not meant to be included.

6. Noncarrier companies should, for the purpose of these schedules, include telephone companies, telegraph companies, mining companies, manufacturing companies, hotel companies, etc. Purely "holding companies" are to be classed as noncarrier companies, even though the securities held by such companies are largely or entirely those issued or assumed by carriers.

7. By an active corporation is meant one which maintains an organization for operating property or administering its financial affairs. 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.

8. Combine, in one amount, investments in which the original cost or present equity in total assets is less than \$10,000.

9. Include investments in unincorporated entities such as lessee organizations. Exclude amounts normally settled on a current basis.

10. Do not include the value of securities issued or assumed by respondent.

11. For affiliates which do not report to the Interstate Commerce Commission and are jointly owned, disclose in footnotes the name and extent of control of the other controlling entities.

12. Dollars in thousands.

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

1. Give particulars of investments in stock, bonds, other secured obligations, unsecured notes, and investment advances of companies affiliated with respondent, included in accounts Nos. 715, "Sinking funds"; 716, "Capital funds"; 721, "Investments and advances affiliated companies"; and 717, "

2. Entries in this schedule should be made in accordance with the definitions and general instructions given on page 20, classifying the investments by means of letters, figures, and symbols in columns (a), (b), and (c).

3. Indicate by means of an arbitrary mark in column (d) the obligation in support of which any security is pledged, mortgaged,

or otherwise encumbered, giving names and other important particulars of such obligations in footnotes.

4. Give totals for each class and for each subclass and a grand total for each account.

5. Entries in column (d) should show date of maturity of bonds and other evidences of indebtedness. In case obligations of the same designation mature serially, the date in column (d) may be reported as "Serially 19__ to 19__." Abbreviations in common use in standard financial publications may be used to conserve space.

6. If any of the companies included in this schedule are controlled by respondent, the percent of control should be given in

| Line No. | Account No. | Class No. | Kind of Industry | Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds) | Extent of control |
|----------|-------------|-----------|------------------|---|-------------------|
| (a) | (b) | (c) | (d) | (e) | |
| 1 | | | | | |
| 2 | | | | NONE | |
| 3 | | | | | |
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310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES-Continued

column (e). In case any company listed is controlled other than through actual ownership of securities, give particulars in a footnote. In cases of joint control, give names of other parties and particulars of control.

7. If any advances reported are pledged, give particulars in a footnote.

8. Investments in companies in which neither the original cost or present equity in total assets is less than \$10,000 may be combined in one figure.

9. Also included should be investments in unincorporated entities such as lessee organizations (exclusive of amounts nominally settled on a current basis).

10. This schedule should not include securities issued or assumed by respondent.

11. For affiliates which do not report to the Interstate Commerce Commission, and are jointly owned, give names and extent of control of other entities by footnote.

12. Dollars in thousands.

| Investments and advances | | | | Disposed of; Profit (loss) | Adjustments Account 721.5 | Dividends or interest credited to income | Line No. |
|--------------------------|-----------|---|-----------------|-------------------------------|------------------------------|--|-------------|
| Opening balance | Additions | Deductions (if other than sale explain) | Closing balance | | | | |
| (f) | (g) | (h) | (i) | (j) | (k) | (l) | |
| \$ | \$ | \$ | \$ | \$ | \$ | \$ | 1 |
| | | NONE | | | | | 2 |
| | | | | | | | 3 |
| | | | | | | | 4 |
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310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES—Continued

| Line No. | Account No. (a) | Class No. (b) | Kind of Industry (c) | Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds) (d) | Extent of control (e) |
|----------|--------------------|------------------|-------------------------|--|--------------------------|
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | NONE | |
| 5 | | | | | |
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| 40 | | | | | |

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES—Concluded

| Investments and advances | | | | Disposed of; Profit (loss) (j) | Adjustments Account 721.5 (k) | Dividends or interest credited to income (l) | Line No. |
|---------------------------|------------------|--|---------------------------|---|--|--|-------------|
| Opening balance (f) | Additions (g) | Deductions (if other than sale explain) (h) | Closing balance (i) | | | | |
| \$ | \$ | \$ | \$ | \$ | \$ | \$ | 1 |
| | | | | | | | 2 |
| | | | | | | | 3 |
| | | | NONE | | | | 4 |
| | | | | | | | 5 |
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310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES
 Undistributed Earnings From Certain Investments in Affiliated Companies

25

1. Report below the details of all investments in common stocks included in Account 721, Investments and advances affiliated companies.

2. Enter in column (c) the amount necessary to retroactively adjust those investments. (See instruction 5-2, Uniform System

of Accounts.)

3. Enter in column (d) the share of undistributed earnings (i.e., less dividends) or losses.

4. Enter in column (e) the amortization for the year of the excess of cost over equity in net assets (equity over cost) at date

of acquisition.

5. For definitions of "carrier" and "noncarrier," see general instructions.

(DOLLARS IN THOUSANDS)

| Line No. | Name of issuing company and description of security held. | Balance at beginning of year | Adjustment for investments equity method | Equity in undistributed earnings (losses) during year | Amortization during year | Adjustment for investments disposed of or written down during year | Balance at Close of year |
|----------|---|------------------------------|--|---|--------------------------|--|--------------------------|
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) |
| 1 | Carriers: (List specifics for each company) | \$ | \$ | \$ | \$ | \$ | \$ |
| 2 | NONE | | | | | | |
| 3 | | | | | | | |
| 4 | | | | | | | |
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NOTES AND REMARKS

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330 AND 330A

1. Give particulars of balances at the beginning and close of the year and of all changes during the year in account No. 731, "Road and Equipment Property," and account No. 732, "Improvements on Leased Property," classified by primary accounts in accordance with the Uniform System of Accounts for Railroad Companies. If the amount in account 732 for road or for equipment is less than 5% of the amount in account 731 at the beginning and end of year, the corresponding portion of Schedule 330A may be omitted. The balances, by primary accounts, should, insofar as known, be stated in column (b) and all changes made during the year should be analyzed in columns (c) to (f), inclusive. Column (h) is the aggregate of columns (b) to (f), inclusive. Grand totals of columns (b) and (h) should equal the sum of accounts 731 and 732 for the respective periods; if not, full explanation should be made in a footnote.

2. In column (c) are to be shown disbursements made for the specific purpose of purchasing, constructing, and equipping new lines, and for the extension of old lines, as provided for in Instruction 2-1, "Items to be charged," of the Uniform System of Accounts for Railroad Companies, for such items.

3. In column (d) is to be shown the cost of a railway or portion thereof, acquired as an operating entity or system by purchase, merger, consolidation, reorganization, receivership sale or transfer, or otherwise.

4. In columns (c) and (e), should be included all entries covering expenditures for additions and betterments, as defined, whether replacing other property or not.

5. In column (f) should be entered all credits representing property sold, abandoned, or otherwise retired.

6. Both the debit and credit involved in each transfer, adjustment, or clearance, between road and equipment accounts, should be included in the column in which the item was initially

included; also the transfer of prior years' debits or credits from investment in road and equipment to operating expenses or other accounts, or vice versa, should be included in the column applicable to current items of like nature. Each such transfer, adjustment, or clearance should be fully explained when in excess of \$100,000.

7. If during the year an individual charge of \$100,000 or more was made to account No. 2, "Land for transportation purposes," state in a footnote the cost, location, area, and other details which will identify the property.

8. Report on line 32 amounts not includible in the primary road accounts. The items reported should be briefly identified and explained under "Notes and Remarks," below. Amounts should be reported on this line only under special circumstances, usually after permission is obtained from the Commission for exceptions to prescribed accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Commission.

9. If during the year a segment of transportation property was acquired, state in a footnote the name of the vendor, the mileage acquired, and the date of acquisition, giving termini and the cost of the property to the respondent. Also furnish a statement of the amount included in each primary account representing such property acquired, referring to the column or columns in which the entries appear.

10. If an amount of less than \$2000 is used as the minimum for additions and betterments to property investment accounts as provided for in Instruction 2-2, of the Uniform System of Accounts for Railroad Companies, state in a footnote the amount used.

11. Dollars in thousands.

NOTES AND REMARKS

330. ROAD AND EQUIPMENT PROPERTY (See Instructions)

| Line No. | (Dollars in thousands) Account (a) | Balance at beginning of year (b) | Expenditures during the year for ori- ginal road and equip- ment, and road exten- sions (c) | Expenditures during the year for pur- chase of existing lines, reorganiza- tions, etc. (d) |
|----------|---|--|--|---|
| 1 | (1) Engineering | \$ 537 | \$ | \$ |
| 2 | (2) Land for transportation purposes | 2,769 | | |
| 3 | (3) Grading | 11,403 | | |
| 4 | (4) Other right-of-way expenditures | 37 | | |
| 5 | (5) Tunnels and subways | 570 | | |
| 6 | (6) Bridges, trestles, and culverts | 6,636 | | |
| 7 | (7) Elevated structures | - | | |
| 8 | (8) Ties | 2,284 | | |
| 9 | (9) Rails | 3,193 | | |
| 10 | (10) Other track material | 3,433 | | |
| 11 | (11) Ballast | 1,719 | | |
| 12 | (12) Track laying and surfacing | 1,899 | | |
| 13 | (13) Fences, snowsheds, and signs | 65 | | |
| 14 | (16) Station and office buildings | 4,018 | | |
| 15 | (17) Roadway buildings | 197 | | |
| 16 | (18) Water stations | - | | |
| 17 | (19) Fuel stations | 237 | | |
| 18 | (20) Shops and enginehouses | 5,149 | | |
| 19 | (22) Storage warehouses | - | | |
| 20 | (23) Wharves and docks | - | | |
| 21 | (24) Coal and ore wharves | 998 | | |
| 22 | (25) TOFC/COFC terminals | - | | |
| 23 | (26) Communication systems | 485 | | |
| 24 | (27) Signals and interlockers | 3,800 | | |
| 25 | (29) Power plants | 36 | | |
| 26 | (31) Power-transmission systems | 311 | | |
| 27 | (35) Miscellaneous structures | 53 | | |
| 28 | (37) Roadway machines | 1,386 | | |
| 29 | (39) Public improvements—Construction | 937 | | |
| 30 | (44) Shop machinery | 3,024 | | |
| 31 | (45) Power-plant machinery | 408 | | |
| 32 | (24) Other (specify and explain) Machines & Equip. | 42,233 | | |
| 33 | Total expenditures for road | 97,817 | | |
| 34 | (52) Locomotives | 13,083 | | |
| 35 | (53) Freight-train cars | 92,394 | | |
| 36 | (54) Passenger-train cars | - | | |
| 37 | (55) Highway revenue equipment | - | | |
| 38 | (56) Floating equipment | - | | |
| 39 | (57) Work equipment | 962 | | |
| 40 | (58) Miscellaneous equipment | 1,599 | | |
| 41 | Total expenditures for equipment | 108,038 | | |
| 42 | (76) Interest during construction | 169 | | |
| 43 | (77) Other expenditures—General | - | | |
| 44 | Total general expenditures | 169 | | |
| 45 | Total | 206,024 | | |
| 46 | (80) Other elements of investment | - | | |
| 47 | (90) Construction in progress | 473 | | |
| 48 | Grand Total | 206,497 | | |

330. ROAD AND EQUIPMENT PROPERTY (See Instructions)

| Expenditures for additions and betterments during the year | Credits for property retired during the year | Net changes during the year | Balance at close of year | Line No. |
|--|--|-----------------------------|--------------------------|----------|
| (e) | (f) | (g) | (h) | |
| \$ - | \$ - | \$ - | \$ 537 | 1 |
| - | (3) | (3) | 2,766 | 2 |
| - | (7) | (7) | 11,396 | 3 |
| 3 | - | 3 | 40 | 4 |
| - | - | - | 570 | 5 |
| 88 | (5) | 83 | 6,719 | 6 |
| - | - | - | - | 7 |
| - | (3) | (3) | 2,281 | 8 |
| (12) | (6) | (18) | 3,175 | 9 |
| 3 | (7) | (4) | 3,429 | 10 |
| - | (2) | (2) | 1,717 | 11 |
| 11 | (3) | 8 | 1,907 | 12 |
| - | - | - | 65 | 13 |
| 17 | - | 17 | 4,035 | 14 |
| 17 | (1) | 16 | 213 | 15 |
| - | - | - | - | 16 |
| - | - | - | 237 | 17 |
| 10 | - | 10 | 5,159 | 18 |
| - | - | - | - | 19 |
| - | - | - | - | 20 |
| - | - | - | 998 | 21 |
| - | - | - | - | 22 |
| 1 | - | 1 | 486 | 23 |
| 227 | (58) | 169 | 3,969 | 24 |
| - | - | - | 36 | 25 |
| - | - | - | 311 | 26 |
| - | - | - | 53 | 27-30 |
| 254 | (177) | 77 | 1,463 | 28-32 |
| - | (3) | (3) | 934 | 29-33 |
| 162 | (30) | 132 | 3,156 | 30-44 |
| - | - | - | 408 | 31-45 |
| 2,026 | (57) | 1,969 | 44,202 | 32-46 |
| 2,807 | (362) | 2,445 | 100,262 | 33-52 |
| 485 | (267) | 218 | 13,301 | 34-53 |
| 3,500 | (1,119) | 2,381 | 94,775 | 35-54 |
| - | - | - | - | 36-55 |
| - | - | - | - | 37-56 |
| - | - | - | - | 38-57 |
| 16 | (8) | 8 | 970 | 39-58 |
| 402 | (229) | 173 | 1,772 | 40 |
| 4,403 | (1,623) | 2,780 | 110,818 | 41 |
| - | - | - | 169 | 42 |
| - | - | - | - | 43 |
| - | - | - | 169 | 44 |
| 7,210 | (1,985) | 5,225 | 211,249 | 45 |
| - | - | - | - | 46 |
| 5,390 | - | 5,390 | 5,863 | 47 |
| 12,600 | (1,985) | 10,615 | 217,112 | 48 |

330A. IMPROVEMENTS ON LEASED PROPERTY (See Instruction)

| Line No. | Account | (Dollars in thousands) | Balance at beginning of year | Expenditures during the year for original road and equipment and road extensions | Expenditures during the year for purchase of existing lines, re-organizations, etc |
|----------|---------------------------------------|------------------------|------------------------------|--|--|
| | (a) | | (b) | (c) | (d) |
| 1 | (1) Engineering | | \$ | \$ | \$ |
| 2 | (2) Land for transportation purposes | | | | |
| 3 | (3) Grading | | | | |
| 4 | (4) Other right-of-way expenditures | | | | |
| 5 | (5) Tunnels and subways | | | | |
| 6 | (6) Bridges, trestles, and culverts | | | | |
| 7 | (7) Elevated structures | | | | |
| 8 | (8) Ties | NOT APPLICABLE | | | |
| 9 | (9) Rails | | | | |
| 10 | (10) Other track material | | | | |
| 11 | (11) Ballast | | | | |
| 12 | (12) Track laying and surfacing | | | | |
| 13 | (13) Fences, snowsheds, and signs | | | | |
| 14 | (16) Station and office buildings | | | | |
| 15 | (17) Roadway buildings | | | | |
| 16 | (18) Water stations | | | | |
| 17 | (19) Fuel stations | | | | |
| 18 | (20) Shops and enginehouses | | | | |
| 19 | (22) Storage warehouses | | | | |
| 20 | (23) Wharves and docks | | | | |
| 21 | (24) Coal and ore wharves | | | | |
| 22 | (25) TOFC/COFC terminals | | | | |
| 23 | (26) Communication systems | | | | |
| 24 | (27) Signals and interlockers | | | | |
| 25 | (29) Power plants | | | | |
| 26 | (31) Power-transmission systems | | | | |
| 27 | (35) Miscellaneous structures | | | | |
| 28 | (37) Roadway machines | | | | |
| 29 | (39) Public improvements—Construction | | | | |
| 30 | (44) Shop machinery | | | | |
| 31 | (45) Power-plant machinery | | | | |
| 32 | Other (specify and explain) | | | | |
| 33 | Total expenditures for road | | | | |
| 34 | (52) Locomotives | | | | |
| 35 | (53) Freight-train cars | | | | |
| 36 | (54) Passenger-train cars | | | | |
| 37 | (55) Highway revenue equipment | | | | |
| 38 | (56) Floating equipment | | | | |
| 39 | (57) Work equipment | | | | |
| 40 | (58) Miscellaneous equipment | | | | |
| 41 | Total expenditures for equipment | | | | |
| 42 | (76) Interest during construction | | | | |
| 43 | (77) Other expenditures—General | | | | |
| 44 | Total general expenditures | | | | |
| 45 | Total | | | | |
| 46 | (80) Other elements of investment | | | | |
| 47 | (90) Construction work in progress | | | | |
| 48 | Grand Total | | | | |

330A. IMPROVEMENTS ON LEASED PROPERTY - Continued

| Expenditures for additions and betterments during the year | Credits for property retired during the year | Net changes during the year | Balance at close of year | Line No. |
|--|--|-----------------------------|--------------------------|----------|
| (e) | (f) | (g) | (h) | |
| \$ | \$ | \$ | \$ | |
| | | | | 1 |
| | | | | 2 |
| | | | | 3 |
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| | | | | 47 |
| | | | | 48 |

NOT APPLICABLE

332. DEPRECIATION BASE AND RATES—ROAD AND EQUIPMENT OWNED AND USED AND LEASED FROM OTHERS

1. Show in columns (b) and (c), for each primary account, the depreciation base used in computing the depreciation charges for the month of January and in columns (c) and (f) show the depreciation base used in computing the depreciation charges the month of December; in columns (d) and (g) show the composite rates used in computing the depreciation charges for the month of December; and on lines 28 and 36 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. The depreciation base should not include the cost of equipment used, but not owned, when the rents therefor are included in the rent for equipment and account Nos. 31-22-00, 31-23-00, 31-25-00, 31-21-00, 35-21-00, 35-23-00, 35-22-00, and 35-25-00. It should include the cost of equipment owned and leased to others when the rents therefrom are included in the rent for equipment accounts Nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00, inclusive. The composite rates used should be those prescribed or otherwise authorized by the Commission, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any changes in rates were effective during the year, give full particulars in a footnote.

2. All leased properties may be combined and one composite rate computed for each primary account, or a separate schedule may be included for each such property.

3. Show in columns (e), (f), and (g), data applicable to property, used but not owned, when the rent therefor is included in account Nos. 31-11-00, 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.

4. If the depreciation base for accounts 1, 3, 4, 5, and 39 includes nondepreciable property, a statement to that effect should be made in a footnote.

5. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for the discontinuance of accruals should be shown in a footnote indicating the account(s) effected.

6. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively.

| Line No. | Account (a) | OWNED AND USED | | | LEASED FROM OTHERS | | |
|----------|---|--------------------------|----------------------|-------------------------------------|--------------------------|----------------------|-------------------------------------|
| | | Depreciation Base | | Annual composite rate (percent) (d) | Depreciation base | | Annual composite rate (percent) (g) |
| | | At beginning of year (b) | At close of year (c) | | At beginning of year (e) | At close of year (f) | |
| | | \$ | \$ | % | \$ | \$ | % |
| | ROAD | | | | | | |
| 1 | (1) Engineering | 254 | 254 | 2.02 | | | |
| 2 | (3) Grading | 395 | 395 | 1.47 | | | |
| 3 | (4) Other right-of-way expenditures | 37 | 40 | 2.00 | | | |
| 4 | (5) Tunnels and subways | 570 | 570 | 4.00 | | | |
| 5 | (6) Bridges, trestles, and culverts | 6,626 | 6,709 | 1.58 | | | |
| 6 | (7) Elevated structures | - | - | - | | | |
| 7 | (13) Fences, snowsheds, and signs | 65 | 65 | 2.00 | | | |
| 8 | (16) Station and office buildings | 3,574 | 3,590 | 2.45 | | | |
| 9 | (17) Roadway buildings | 197 | 213 | 2.33 | | | |
| 10 | (18) Water stations | - | - | - | | | |
| 11 | (19) Fuel stations | 237 | 237 | 2.50 | | | |
| 12 | (20) Shops and enginehouses | 5,147 | 5,156 | 2.00 | | | |
| 13 | (22) Storage warehouses | - | - | - | | | |
| 14 | (23) Wharves and docks | - | - | - | | | |
| 15 | (24) Coal and ore wharves | 883 | 883 | 1.25 | | | |
| 16 | (25) TOFC/COFC terminals | - | - | - | | | |
| 17 | (26) Communications systems | 485 | 485 | 1.90 | | | |
| 18 | (27) Signals and interlockers | 3,800 | 3,969 | 3.06 | | | |
| 19 | (29) Power plants | 36 | 36 | 2.50 | | | |
| 20 | (31) Power transmission systems | 311 | 311 | 1.96 | | | |
| 21 | (35) Miscellaneous structures | 49 | 49 | 2.70 | | | |
| 22 | (37) Roadway machines | 1,386 | 1,463 | 7.15 | | | |
| 23 | (39) Public improvements—Construction | 937 | 934 | 2.08 | | | |
| 24 | (44) Shop machinery | 3,023 | 3,155 | 3.65 | | | |
| 25 | (45) Power plant machinery | 408 | 408 | 2.77 | | | |
| 26 | All other road accounts (24) Mach. & Equip. | 42,193 | 44,137 | 5.00 | | | |
| 27 | Amortization (other than defense projects) | | | | | | |
| 28 | Total road | 70,613 | 73,059 | 3.48 | | | |
| | EQUIPMENT | | | | | | |
| 29 | (52) Locomotives | 13,039 | 13,257 | 4.74 | | | |
| 30 | (53) Freight-train cars | 91,917 | 94,556 | 4.44 | | | |
| 31 | (54) Passenger-train cars | - | - | - | | | |
| 32 | (55) Highway revenue equipment | - | - | - | | | |
| 33 | (56) Floating equipment | - | - | - | | | |
| 34 | (57) Work equipment | 771 | 780 | 2.13 | | | |
| 35 | (58) Miscellaneous equipment | 1,599 | 1,772 | 12.14 | | | |
| 36 | Total equipment | 107,326 | 110,365 | 4.53 | | | |
| 37 | GRAND TOTAL | 177,939 | 183,424 | | | | |

335. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT - OWNED AND USED

1. Disclose the required information in regard to credits and debits to Account No. 735, "Accumulated depreciation: road and equipment property," during the year relating to owned and used road and equipment. Include entries for depreciation of equipment owned but not used when the resulting rents are included in the "Lease Rentals - Credit - Equipment" accounts and "Other Rents - Credit - Equipment" accounts. Exclude any entries for depreciation of equipment that is used but not owned when the resulting rents are included in "Lease Rental - Debit - Equipment" account and "Other Rents - Debit - Equipment" accounts (See Schedule 342 for the accumulated depreciation relating to road and equipment owned but not used by respondent.)

2. If any data are included in columns (d) or (f), explain the entries in detail.

3. A debit balance in columns (b) or (g) for any primary account should be designated "Dr."

4. If there is any inconsistency between the credits to the reserve as shown in column (c) and the charges to operating expenses, a full explanation should be given.

5. Enter amounts representing amortization under an authorized amortization program other than for defense projects on line 27.

6. Past excess or under depreciation accruals which are being amortized in accordance with Commission authorization should be reported on line 37.

7. Dollars in thousands.

| Line No. | Account (a) | Balance at beginning of year (b) | CREDITS TO RESERVE During the year | | DEBITS TO RESERVE During the year | | Balance at close of year (g) |
|------------------|--|-------------------------------------|---------------------------------------|----------------------|--------------------------------------|---------------------|---------------------------------|
| | | | Charges to operating expenses (c) | Other credits (d) | Retirements (e) | Other debits (f) | |
| ROAD | | | | | | | |
| 1 | (1) Engineering | 241 | - | | - | | 241 |
| 2 | (3) Grading | 303 | 6 | | - | | 309 |
| 3 | (4) Other, right-of-way | 23 | 1 | | - | | 24 |
| 4 | (5) Tunnels and subways | 166 | 23 | | - | | 189 |
| 5 | (6) Bridges, trestles, and culverts | 4,637 | 106 | | 5 | | 4,738 |
| 6 | (7) Elevated structures | - | - | | - | | - |
| 7 | (13) Fences, snow sheds, and signs | 57 | 1 | | - | | 58 |
| 8 | (16) Station and office buildings | 620 | 93 | | - | | 713 |
| 9 | (17) Roadway buildings | 74 | 5 | | 1 | | 78 |
| 10 | (18) Water stations | (19) | - | | - | | (19) |
| 11 | (19) Fuel stations | 165 | 6 | | - | | 171 |
| 12 | (20) Shops and enginehouses | 2,550 | 103 | | - | | 2,653 |
| 13 | (22) Storage warehouses | - | - | | - | | - |
| 14 | (23) Wharves and docks | - | - | | - | | - |
| 15 | (24) Coal and ore wharves | 761 | 11 | | - | | 772 |
| 16 | (25) TOFC/COFC terminals | - | - | | - | | - |
| 17 | (26) Communication systems | 278 | 9 | | 1 | | 286 |
| 18 | (27) Signals and interlockers | 2,138 | 119 | | 54 | | 2,203 |
| 19 | (29) Power plants | 4 | 1 | | - | | 5 |
| 20 | (31) Power-transmission systems | 122 | 6 | | - | | 128 |
| 21 | (35) Miscellaneous structures | 14 | 1 | | - | | 15 |
| 22 | (37) Roadway machines | 598 | 102 | | 141 | | 559 |
| 23 | (39) Public improvements—Construction | 696 | 19 | | 3 | | 712 |
| 24 | (44) Shop machinery | 1,131 | 113 | | 22 | | 1,222 |
| 25 | (45) Power-plant machinery | 194 | 11 | | - | | 205 |
| 26 | All other road accounts (24) Mach&Equip | 5,526 | 2,173 | | 57 | | 7,642 |
| 27 | Amortization (other than defense projects) | - | - | | - | | - |
| 28 | Total road | 20,279 | 2,909 | | 284 | | 22,904 |
| EQUIPMENT | | | | | | | |
| 29 | (52) Locomotives | 7,257 | 623 | | 245 | | 7,635 |
| 30 | (53) Freight-train cars | 29,964 | 4,114 | | 676 | | 33,402 |
| 31 | (54) Passenger-train cars | - | - | | - | | - |
| 32 | (55) Highway revenue equipment | - | - | | - | | - |
| 33 | (56) Floating equipment | - | - | | - | | - |
| 34 | (57) Work equipment | 402 | 16 | | 28 | | 390 |
| 35 | (58) Miscellaneous equipment | 702 | 205 | | 187 | | 720 |
| 36 | Total equipment | 38,325 | 4,958* | | 1,136 | | 42,147 |
| 37 | Depreciation Adjustment | | | | | | |
| 38 | GRAND TOTAL | 58,604 | 7,867 | | 1,420 | | 65,051 |

*Chargeable to account 305. Does not tie to Sched. 410 because total does not include \$ 6 of depreciation on Leasehold Improvements. (Acct. 732) Railroad Annual Report R-1

339. ACCRUED LIABILITY - LEASED PROPERTY

- 1: Disclose the required information relating to credits and debits of Account 772, "Accrued liability-leased property," during the year concerning road and equipment leased from others.
2. In column (c), enter amounts charged to operating expenses; in column (e), enter debits to account arising from retirements; in column (f), enter amounts paid to lessor.
3. Any inconsistencies between credits to account, charges to operating expenses and payments to lessors should be fully explained.
4. Required disclosure may be omitted if leased road and equipment property represents 5% or less of total property owned and used.
5. If settlement for depreciation is made currently between lessee and lessor, and no debits or credits to account No. 772 are made by the accounting company, show in column (c) the charges to operating expenses and in column (f) show payments made to the lessor in settlement thereof.
6. Dollars in thousands.

| Line No. | Account (a) | Balance at beginning of year (b) | CREDITS TO ACCOUNT During the Year | | DEBITS TO ACCOUNT During the Year | | Balance at close of year (g) |
|----------|--|-------------------------------------|--------------------------------------|----------------------|-----------------------------------|---------------------|---------------------------------|
| | | | Charges to operating expenses (c) | Other credits (d) | Retirements (e) | Other debits (f) | |
| | ROAD | \$ | \$ | \$ | \$ | \$ | \$ |
| 1 | (1) Engineering | | NONE | | | | |
| 2 | (3) Grading | | | | | | |
| 3 | (4) Other right-of-way expen. | | | | | | |
| 4 | (5) Tunnels and subways | | | | | | |
| 5 | (6) Bridges, trestles, and culverts | | | | | | |
| 6 | (7) Elevated structures | | | | | | |
| 7 | (13) Fences, snow sheds, and signs | | | | | | |
| 8 | (16) Station and office buildings | | | | | | |
| 9 | (17) Roadway buildings | | | | | | |
| 10 | (18) Water stations | | | | | | |
| 11 | (19) Fuel stations | | | | | | |
| 12 | (20) Shops and enginehouses | | | | | | |
| 13 | (22) Storage warehouses | | | | | | |
| 14 | (23) Wharves and docks | | | | | | |
| 15 | (24) Coal and ore wharves | | | | | | |
| 16 | (25) TOFC/COFC terminals | | | | | | |
| 17 | (26) Communication systems | | | | | | |
| 18 | (27) Signals and interlockers | | | | | | |
| 19 | (29) Power plants | | | | | | |
| 20 | (31) Power-transmission systems | | | | | | |
| 21 | (35) Miscellaneous structures | | | | | | |
| 22 | (37) Roadway machines | | | | | | |
| 23 | (39) Public improvements—Construction | | | | | | |
| 24 | (44) Shop machinery | | | | | | |
| 25 | (45) Power-plant machinery | | | | | | |
| 26 | All other road accounts | | | | | | |
| 27 | Amortization (other than defense projects) | | | | | | |
| 28 | Total road | | | | | | |
| | EQUIPMENT | | | | | | |
| 29 | (52) Locomotives | | | | | | |
| 30 | (53) Freight-train cars | | | | | | |
| 31 | (54) Passenger-train cars | | | | | | |
| 32 | (55) Highway revenue equipment | | | | | | |
| 33 | (56) Floating equipment | | | | | | |
| 34 | (57) Work equipment | | | | | | |
| 35 | (58) Miscellaneous equipment | | | | | | |
| 36 | Total equipment | | | | | | |
| 37 | GRAND TOTAL | | | | | | |

340. DEPRECIATION BASE AND RATES-IMPROVEMENTS TO ROAD AND EQUIPMENT LEASED FROM OTHERS

1. Show in column (b) for each primary account, the depreciation base used in computing the depreciation charges for the month of January and in column (c) show the depreciation base used in computing the depreciation charges for the month of December; in column (d) show the composite rates used in computing the depreciation charges for the month of December; and on lines 28 and 36 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. This schedule should include only improvements to leased property charged to account 732, "Improvements on leased property." The composite rates used should be those prescribed or otherwise authorized by the Commission, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized

rates. If any charges in rates were effective during the year, give full particulars in a footnote.

2. All improvements to leased properties may be combined and one composite rate computed for each primary account or a separate schedule may be included for each such property.

3. If the depreciation base for accounts 1, 3, 4, 5, and 39 includes nondepreciable property, a statement to that effect should be made in a footnote.

4. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for the discontinuance of accruals should be shown in a footnote indicating the account(s) affected.

5. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively.

| Line No. | (Dollars in thousands) Account (a) | Depreciation base | | Annual composite rate (percent) (d) |
|----------|--|----------------------------------|----------------------|-------------------------------------|
| | | At beginning of year (b) | At close of year (c) | |
| | ROAD | \$ | \$ | % |
| | | LESS THAN 5% TOTAL ASSETS | | |
| 1 | (1) Engineering _____ | | | |
| 2 | (3) Grading _____ | | | |
| 3 | (4) Other right-of-way expenditures _____ | | | |
| 4 | (5) Tunnels and subways _____ | | | |
| 5 | (6) Bridges, trestles and culverts _____ | | | |
| 6 | (7) Elevated structures _____ | | | |
| 7 | (13) Fences, snowsheds, and signs _____ | | | |
| 8 | (16) Station and office buildings _____ | | | |
| 9 | (17) Roadway buildings _____ | | | |
| 10 | (18) Water stations _____ | | | |
| 11 | (19) Fuel stations _____ | | | |
| 12 | (20) Shops and enginehouses _____ | | | |
| 13 | (22) Storage warehouses _____ | | | |
| 14 | (23) Wharves and docks _____ | | | |
| 15 | (24) Coal and ore wharves _____ | | | |
| 16 | (25) TOFC/COFC terminals _____ | | | |
| 17 | (26) Communications systems _____ | | | |
| 18 | (27) Signals and interlockers _____ | | | |
| 19 | (29) Power plants _____ | | | |
| 20 | (31) Power transmission systems _____ | | | |
| 21 | (35) Miscellaneous structures _____ | | | |
| 22 | (37) Roadway machines _____ | | | |
| 23 | (39) Public improvements-Construction _____ | | | |
| 24 | (44) Shop machinery _____ | | | |
| 25 | (45) Power plant machinery _____ | | | |
| 26 | All other road accounts _____ | | | |
| 27 | Amortization (other than defense projects) _____ | | | |
| 28 | Total road _____ | | | |
| | EQUIPMENT | | | |
| 29 | (52) Locomotives _____ | | | |
| 30 | (53) Freight-train cars _____ | | | |
| 31 | (54) Passenger-train cars _____ | | | |
| 32 | (55) Highway revenue equipment _____ | | | |
| 33 | (56) Floating equipment _____ | | | |
| 34 | (57) Work equipment _____ | | | |
| 35 | (58) Miscellaneous equipment _____ | | | |
| 36 | Total equipment _____ | | | |
| 37 | GRAND TOTAL | | | |

342. ACCUMULATED DEPRECIATION-IMPROVEMENTS TO ROAD AND EQUIPMENT LEASED FROM OTHERS

1. Enter the required information concerning debits and credits to Account 733, "Accumulated depreciation-improvements on leased property," during the year relating to improvements made to road and equipment property leased from others, the depreciation charges for which are included in operating expenses of the respondent.
2. If any entries are made for column (d) "Other credits" or column (f) "Other debits," state the facts occasioning such entries. A debit balance in column (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."
3. Any inconsistency between the credits to the reserve as shown in column (c) and the charges to operating expenses should be fully explained.
4. Show in column (e) the debits to the reserve arising from retirements.
5. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively.
6. Dollars in thousands.

| Line No. | Account (a) | Balance at beginning of year (b) | CREDITS TO RESERVE During the Year | | DEBITS TO RESERVE During the Year | | Balance at close of year (g) | |
|----------|---|---|------------------------------------|----------------------|-----------------------------------|---------------------|---------------------------------|--|
| | | | Charges to others (c) | Other credits (d) | Retirements (e) | Other debits (f) | | |
| | ROAD | \$ | \$ | \$ | \$ | \$ | \$ | |
| | | LESS THAN 5% TOTAL ROAD OR EQUIPMENT OWNED | | | | | | |
| 1 | (1) Engineering _____ | | | | | | | |
| 2 | (3) Grading _____ | | | | | | | |
| 3 | (4) Other right-of-way expen. _____ | | | | | | | |
| 4 | (5) Tunnels and subways _____ | | | | | | | |
| 5 | (6) Bridges, trestles, and culverts _____ | | | | | | | |
| 6 | (7) Elevated structures _____ | | | | | | | |
| 7 | (13) Fences, snow sheds, and signs _____ | | | | | | | |
| 8 | (16) Station and office buildings _____ | | | | | | | |
| 9 | (17) Roadway buildings _____ | | | | | | | |
| 10 | (18) Water stations _____ | | | | | | | |
| 11 | (19) Fuel stations _____ | | | | | | | |
| 12 | (20) Shops and enginehouses _____ | | | | | | | |
| 13 | (22) Storage warehouses _____ | | | | | | | |
| 14 | (23) Wharves and docks _____ | | | | | | | |
| 15 | (24) Coal and ore wharves _____ | | | | | | | |
| 16 | (25) TOFC/COFC terminals _____ | | | | | | | |
| 17 | (26) Communication systems _____ | | | | | | | |
| 18 | (27) Signals and interlockers _____ | | | | | | | |
| 19 | (29) Power plants _____ | | | | | | | |
| 20 | (31) Power-transmission systems _____ | | | | | | | |
| 21 | (35) Miscellaneous structures _____ | | | | | | | |
| 22 | (37) Roadway machines _____ | | | | | | | |
| 23 | (39) Public improvements-Construction _____ | | | | | | | |
| 24 | (44) Shop machinery _____ | | | | | | | |
| 25 | (45) Power-plant machinery _____ | | | | | | | |
| 26 | All other road accounts _____ | | | | | | | |
| 27 | Total road _____ | | | | | | | |
| | EQUIPMENT | | | | | | | |
| 28 | (52) Locomotives _____ | | | | | | | |
| 29 | (53) Freight-train cars _____ | | | | | | | |
| 30 | (54) Passenger-train cars _____ | | | | | | | |
| 31 | (55) Highway revenue equipment _____ | | | | | | | |
| 32 | (56) Floating equipment _____ | | | | | | | |
| 33 | (57) Work equipment _____ | | | | | | | |
| 34 | (58) Miscellaneous equipment _____ | | | | | | | |
| 35 | Total equipment _____ | | | | | | | |
| 36 | GRAND TOTAL | | | | | | | |

350. DEPRECIATION BASE AND RATES—ROAD AND EQUIPMENT LEASED TO OTHERS

1. This schedule is to be used in cases where the related depreciation reserve is carried in the accounts of the respondent and the rent therefrom is included in accounts 32-11-00, 32-12-00, 32-13-00, 32-21-00, 32-22-00, and 32-23-00.

2. Show in columns (b) and (c), for each primary account, the depreciation base used in computing the depreciation for the months of January and December, respectively, with respect to road and equipment owned by the respondent but leased to others, the depreciation charges for which are not includible in operating expenses of the respondent, but for which the depreciation reserve is recorded in the accounts of the respondent. If the base for road is other than the original cost or estimated original cost as found by the Commission's Bureau of Accounts, brought to a current date by the respondent from its Order No. 3 records and accounts, or is other than ledger value for equipment, a full explanation should be given.

3. In column (d) show the composite rates used in computing

the depreciation for the month of December and on lines 27 and 35 of this column show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary accounts composite rates to the depreciation base used in computing the depreciation for December and dividing the total so computed by the depreciation base.

4. If the depreciation base for accounts 1, 3, 4, 5, and 39 includes nondepreciable property, a statement to that effect should be made in a footnote.

5. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for the discontinuance of accruals should be shown in a footnote indicating the account(s) affected.

6. If total road leased to others is less than 5% of total road owned; omit. If total equipment leased to others is less than 5% of total equipment owned; omit.

| Line No. | Account (a) | DEPRECIATION BASE | | Annual composite rate (percent) (d) |
|----------|---|--------------------------|----------------------|--|
| | | Beginning of year (b) | Close of year (c) | |
| | <i>(Dollars in thousands)</i> | | | |
| | ROAD | \$ | \$ | \$ |
| 1 | (1) Engineering _____ | NONE | | |
| 2 | (3) Grading _____ | | | |
| 3 | (4) Other right-of-way expenditures _____ | | | |
| 4 | (5) Tunnels and subways _____ | | | |
| 5 | (6) Bridges, trestles, and culverts _____ | | | |
| 6 | (7) Elevated structures _____ | | | |
| 7 | (13) Fences, snowsheds, and signs _____ | | | |
| 8 | (16) Station and office buildings _____ | | | |
| 9 | (17) Roadway buildings _____ | | | |
| 10 | (18) Water stations _____ | | | |
| 11 | (19) Fuel stations _____ | | | |
| 12 | (20) Shops and enginehouses _____ | | | |
| 13 | (22) Storage warehouses _____ | | | |
| 14 | (23) Wharves and docks _____ | | | |
| 15 | (24) Coal and ore wharves _____ | | | |
| 16 | (25) TOFC/COFC terminals _____ | | | |
| 17 | (26) Communication systems _____ | | | |
| 18 | (27) Signals and interlockers _____ | | | |
| 19 | (29) Power plants _____ | | | |
| 20 | (31) Power transmission systems _____ | | | |
| 21 | (35) Miscellaneous structures _____ | | | |
| 22 | (37) Roadway machines _____ | | | |
| 23 | (39) Public improvements—Construction _____ | | | |
| 24 | (44) Shop machinery _____ | | | |
| 25 | (45) Power-plant machinery _____ | | | |
| 26 | All other road accounts _____ | | | |
| 27 | Total road _____ | | | |
| | EQUIPMENT | | | |
| 28 | (52) Locomotives _____ | | | |
| 29 | (53) Freight-train cars _____ | | | |
| 30 | (54) Passenger-train cars _____ | | | |
| 31 | (55) Highway revenue equipment _____ | | | |
| 32 | (56) Floating equipment _____ | | | |
| 33 | (57) Work equipment _____ | | | |
| 34 | (58) Miscellaneous equipment _____ | | | |
| 35 | Total equipment _____ | | | |
| 36 | GRAND TOTAL _____ | | | X X X X |

351. ACCUMULATED DEPRECIATION—ROAD AND EQUIPMENT LEASED TO OTHERS

1. This schedule is to be used in cases where the depreciation reserve is carried in the accounts of the respondent and the rent therefrom is included in accounts 32-11-00, 32-12-00, 32-13-00, 32-21-00, 32-22-00, and 32-23-00.
2. Disclose credits and debits to Account 735, "Accumulated depreciation-road and equipment property," during the year relating to road and equipment leased to others, the depreciation charges for which are not includible in operating expenses of the respondent. (See Schedule 350 for the reserve relating to road and equipment owned and used by the respondent).
3. If any entries are made for "Other credits" and "Other debits," state the facts occasioning such entries. A debit balance in columns (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."
4. Disclosures in the respective sections of this schedule may be omitted if either total road leased to others or total equipment leased to others represents less than 5% of total road owned or total equipment owned, respectively.
5. Dollars in thousands.

| Line No. | Account (a) | Balance at beginning of year (b) | CREDITS TO RESERVE During the Year | | DEBITS TO RESERVE During the Year | | Balance at close of year (g) |
|----------|---|-------------------------------------|------------------------------------|----------------------|-----------------------------------|---------------------|---------------------------------|
| | | | Charges to others (c) | Other credits (d) | Retirements (e) | Other debits (f) | |
| | ROAD | \$ | \$ | \$ | \$ | \$ | \$ |
| 1 | (1) Engineering _____ | | NONE | | | | |
| 2 | (3) Grading _____ | | | | | | |
| 3 | (4) Other right-of-way expen. _____ | | | | | | |
| 4 | (5) Tunnels and subways _____ | | | | | | |
| 5 | (6) Bridges, trestles, and culverts _____ | | | | | | |
| 6 | (7) Elevated structures _____ | | | | | | |
| 7 | (13) Fences, snow sheds, and signs _____ | | | | | | |
| 8 | (16) Station and office buildings _____ | | | | | | |
| 9 | (17) Roadway buildings _____ | | | | | | |
| 10 | (18) Water stations _____ | | | | | | |
| 11 | (19) Fuel stations _____ | | | | | | |
| 12 | (20) Shops and enginehouses _____ | | | | | | |
| 13 | (22) Storage warehouses _____ | | | | | | |
| 14 | (23) Wharves and docks _____ | | | | | | |
| 15 | (24) Coal and ore wharves _____ | | | | | | |
| 16 | (25) TOFC/CO ₂ C terminals _____ | | | | | | |
| 17 | (26) Communications systems _____ | | | | | | |
| 18 | (27) Signals and interlockers _____ | | | | | | |
| 19 | (29) Power plants _____ | | | | | | |
| 20 | (31) Power-transmission systems _____ | | | | | | |
| 21 | (35) Miscellaneous structures _____ | | | | | | |
| 22 | (37) Roadway machines _____ | | | | | | |
| 23 | (39) Public improvements—Construction _____ | | | | | | |
| 24 | (44) Shop machinery _____ | | | | | | |
| 25 | (45) Power-plant machinery _____ | | | | | | |
| 26 | All other road accounts _____ | | | | | | |
| 27 | Total road _____ | | | | | | |
| | EQUIPMENT | | | | | | |
| 28 | (52) Locomotives _____ | | | | | | |
| 29 | (53) Freight-train cars _____ | | | | | | |
| 30 | (54) Passenger-train cars _____ | | | | | | |
| 31 | (55) Highway revenue equipment _____ | | | | | | |
| 32 | (56) Floating equipment _____ | | | | | | |
| 33 | (57) Work equipment _____ | | | | | | |
| 34 | (58) Miscellaneous equipment _____ | | | | | | |
| 35 | Total equipment _____ | | | | | | |
| 36 | GRAND TOTAL _____ | | | | | | |

352A. INVESTMENT IN RAILROAD PROPERTY USED IN TRANSPORTATION SERVICE (By Company)

1. Disclose the investment in railway property used in transportation service at the close of the year. This investment represents the aggregate of property owned or leased by the respondent and used in the respondent's transportation service. Such property includes: (a) the investment reported in accounts 731, "Road and equipment property", and 732, "Improvements on leased property", of the respondent less any 731 or 732 property leased to others for their exclusive use of road, tracks, or bridges (including equipment or other railway property covered by the contract). Equipment leased to others under separate distinct contracts shall not be deducted from the respondent's 731 or 732 property; (b) the investment of other companies' 731 or 732 property (including operating and lessor railroads) used by the respondent when the lease is for exclusive use or control of roads, tracks, or bridges (including equipment or other railway property covered by the contract). This excludes leased equipment from operating railroads under separate distinct contracts and the investment of other carriers in property jointly used by the respondent.
2. In column (a), classify each company in this schedule as respondent (R), lessor railroad (L), inactive or proprietary company (P), and other leased properties (O).
3. In columns (a) to (e), inclusive, first show the data requested for the respondent (R); next the data for companies whose entire properties are used in transportation service of the respondent, divided between lessor (L) and proprietary (P) companies; followed by data for carriers and others (O), portions of whose property are used in transportation service of the respondent. Show a total for each class of company. Then show, as deductions, data for transportation property leased to carriers and others.
4. In column (c), line-haul carriers report the miles of road used in line-haul service, and switching and terminal companies should report the miles of all tracks owned.
5. In column (d), show the amount applicable in accounts 731 and 732 on the books of the companies whose names appear in column (b). Values of property of other carriers segregated by estimate or otherwise should correspond in amount to the deductions made by the owners in their reports. If separate value is not available, explanations should be given. Differences between the amounts in column (d) of this schedule and the amounts shown in column (c), line 33, on the asset side of the comparative general balance sheet of each individual railway should be explained in a footnote. Book value included in accounts 731 and 732 of the owner should be reported in column (d) in reference to the investment of the respondent in the securities of the owner unless a good reason can be given for the contrary. Methods of estimating (by capitalizing rentals at 6 percent or otherwise) value of property of private owners, or portions of property of other carriers, should be explained.
6. In column (e), show the amount of depreciation and amortization accrued as of the close of the year in accounts 733, 734, 735, 736, and 772, that is applicable to the property of the carriers whose names are listed in column (b), regardless of where the reserves therefor are recorded.
7. Dollars in thousands

| Line No. | Class (See Ins. 2) | Name of company | Miles of road owned (See Ins. 4) | Investments in property (See Ins. 5) | Depreciation and amortization of defense projects (See Ins. 6) |
|----------|--------------------|---|----------------------------------|--------------------------------------|--|
| | (a) | (b) | (c) | (d) | (e) |
| 1 | | BESSEMER AND LAKE ERIE RAILROAD COMPANY | 205 | \$ 217,112 | \$ 66,310 |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
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| 33 | | | | | |
| 34 | | | | | |
| 35 | | | | | |
| 36 | | | | | |
| 37 | | | | | |
| 38 | | | | | |
| 39 | | TOTAL | 205 | 217,112 | 66,310 |

352B. INVESTMENT IN RAILWAY PROPERTY USED IN TRANSPORTATION SERVICE
(By Property Accounts)

1. In columns (b) through (e) give, by primary accounts, the amount of investment at the close of the year in property of respondent and each group or class of companies and properties.

2. The amounts for respondent and for each group or class of companies and properties on line 49 herein, should correspond with the amounts for each class of company and properties shown in schedule 352A. Continuing records shall be maintained by respondent of the primary property accounts separately for each company or property included in the schedule.

3. Report on line 32 amounts representing capitalization of rentals for leased property based on 6 percent per year where property is not classified by accounts by non-carrier owners, or where

cost of property leased from other carriers is not ascertainable. Identify non-carrier owners, and briefly explain methods of estimating value of property of non-carriers or property of other carriers.

4. Report on line 33 amounts not includible in the accounts shown, or in line 32. The items reported should be briefly identified and explained. Also include here those items after permission is obtained from the Commission for exceptions to prescribe accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Commission.

5. Dollars in thousands.

| Line No. | Account (a) | Respondent (b) | Lessor railroads (c) | Inactive (proprietary companies) (d) | Other leased properties (e) |
|----------|---|-------------------|-------------------------|---|--------------------------------|
| | | \$ | \$ | \$ | \$ |
| 1 | (1) Engineering _____ | 537 | | | |
| 2 | (2) Land for transportation purposes _____ | 2,766 | | | |
| 3 | (3) Grading _____ | 11,396 | | | |
| 4 | (4) Other right-of-way expenditures _____ | 40 | | | |
| 5 | (5) Tunnels and subways _____ | 570 | | | |
| 6 | (6) Bridges, trestles, and culverts _____ | 6,719 | | | |
| 7 | (7) Elevated structures _____ | - | | | |
| 8 | (8) Ties _____ | 2,281 | | | |
| 9 | (9) Rails _____ | 3,175 | | | |
| 10 | (10) Other track material _____ | 3,429 | | | |
| 11 | (11) Ballast _____ | 1,717 | | | |
| 12 | (12) Track laying and surfacing _____ | 1,907 | | | |
| 13 | (13) Fences, snowsheds, and signs _____ | 65 | | | |
| 14 | (16) Station and office buildings _____ | 4,035 | | | |
| 15 | (17) Roadway buildings _____ | 213 | | | |
| 16 | (18) Water stations _____ | - | | | |
| 17 | (19) Fuel stations _____ | 237 | | | |
| 18 | (20) Shops and enginehouses _____ | 5,159 | | | |
| 19 | (22) Storage warehouses _____ | - | | | |
| 20 | (23) Wharves and docks _____ | - | | | |
| 21 | (24) Coal and ore wharves _____ | 998 | | | |
| 22 | (25) TOFC/COFC terminals _____ | - | | | |
| 23 | (26) Communication systems _____ | 486 | | | |
| 24 | (27) Signals and interlockers _____ | 3,969 | | | |
| 25 | (29) Power plants _____ | 36 | | | |
| 26 | (31) Power-transmission systems _____ | 311 | | | |
| 27 | (35) Miscellaneous structures _____ | 53 | | | |
| 28 | (37) Roadway machines _____ | 1,463 | | | |
| 29 | (39) Public improvements—Construction _____ | 934 | | | |
| 30 | (44) Shop machinery _____ | 3,156 | | | |
| 31 | (45) Power-plant machinery _____ | 408 | | | |
| 32 | Leased property capitalized rentals (explain) _____ | - | | | |
| 33 | Other (specify & explain) _____ | 44,202 | | | |
| 34 | Total expenditures for road _____ | 100,262 | | | |
| 35 | (52) Locomotives _____ | 13,301 | | | |
| 36 | (53) Freight-train cars _____ | 94,775 | | | |
| 37 | (54) Passenger-train cars _____ | - | | | |
| 38 | (55) Highway revenue equipment _____ | - | | | |
| 39 | (56) Floating equipment _____ | - | | | |
| 40 | (57) Work equipment _____ | 970 | | | |
| 41 | (58) Miscellaneous equipment _____ | 1,772 | | | |
| 42 | Total expenditures for equipment _____ | 110,818 | | | |
| 43 | (76) Interest during construction _____ | 169 | | | |
| 44 | (77) Other expenditures—General _____ | - | | | |
| 45 | Total general expenditures _____ | 169 | | | |
| 46 | Total _____ | 211,249 | | | |
| 47 | (80) Other elements of investment _____ | - | | | |
| 48 | (90) Construction work in progress _____ | 5,863 | | | |
| 49 | Grand Total _____ | 217,112 | | | |

360. LEASES—GENERAL INSTRUCTIONS AND DEFINITIONS**A. General Instructions**

Disclose in the following schedules the required information concerning leases of the respondent:

- Schedule 361 — Capitalized Capital Leases
- 363 — Operating Leases
- 364 — Lessee Disclosures

A general description of the lessee's leasing arrangements shall be included to effect full and complete disclosures. Among the items to be disclosed are:

- The basis on which contingent rental payments are determined.
- The existence and terms of renewal or purchase options and escalation clauses.
- Restrictions imposed by lease agreements, such as those concerning dividends, additional debt, and further leasing.

These and other disclosures shall be included in Schedule 364 and attachments thereto, if necessary.

B. Definitions

(1) **Capital Leases** are those leases which meet one or more of the following four criteria:

- The lease transfers ownership of the property to the lessee by the end of the lease term.
- The lease contains a bargain purchase option.
- The lease term is equal to 75 percent or more of the estimated economic life of the property, and
- The present value at the beginning of the lease term of the minimum lease payments equals or exceeds 90 percent of the fair value of the leased property to the lessor at the inception of the lease less any related investment tax credit retained by the lessor.

(2) **Operating leases** are those leases which do not meet any of the four criteria pertaining to capital leases.

(3) **Minimum lease payments** are the payments that the lessee is obligated to make or can be required to make in connection with the leased property. Executory costs such as insurance, maintenance and taxes in connection with the leased property shall be excluded from minimum lease payments.

(4) **Present value minimum lease payments** are lease payments that the lessee is obligated to make or can be required to make, exclusive of executory cost. Moreover, these payments are reduced by amounts representing interest, calculated at the companies' incremental borrowing rate or the implicit rate computed by the lessor.

(5) **Noncancelable lease/sublease** is one that has an initial or remaining term of one year or more and is noncancelable, or is cancelable only upon the occurrence of some remote contingency or upon the payment of a substantial penalty.

(6) **Contingent rentals**, for the purposes of this report, are rentals paid during the reporting year which depend on some factor other than the passage of time such as rentals based on usage or sales.

361. CAPITALIZED CAPITAL LEASES

PART I. PRESENT VALUE OF MINIMUM LEASE PAYMENTS

Disclose total lease payments for the years shown. Then, disclose amounts representing (1) executory costs and (2) interest to derive the present value of minimum lease payments. An

explanation indicating how the rate of interest was derived for computing present value shall be included in Schedule 364. (Dollars in thousands)

| Line No. | Item (a) | Current year (b) | Year 2 (c) | Year 3 (d) | Year 4 (e) | Year 5 (f) | Later Years (g) | Total (h) |
|----------|---|------------------|------------|------------|------------|------------|-----------------|-----------|
| 1 | Lease payments | \$ 20 | \$ 20 | \$ 20 | \$ 5 | \$ - | \$ - | \$ 65 |
| | Less: Executory costs: | | | | | | | |
| 2 | - Taxes | | | | | | | |
| 3 | - Maintenance | | | | | | | |
| 4 | - Insurance | | | | | | | |
| 5 | - Other | | | | | | | |
| 6 | Total executory costs (2-5) | 20 | 20 | 20 | 5 | - | - | 65 |
| 7 | Minimum lease payments (1, 6) | 6 | 5 | 3 | - | - | - | 14 |
| 8 | Less: Amount representing interest | | | | | | | |
| 9 | Present value of minimum lease payments (line 7, 8) | 14 | 15 | 17 | 5 | - | - | 51 |

PART II. TOTAL RENTAL EXPENSES

Complete this part if gross rental expense in the most recent reporting year exceeds one percent of operating revenue. Otherwise, show total rental expenses reduced by rentals received from sub-

leases for the current year. Also, show amounts expected to be received on all noncancelable sublease rentals for the year beginning after the current year as required.

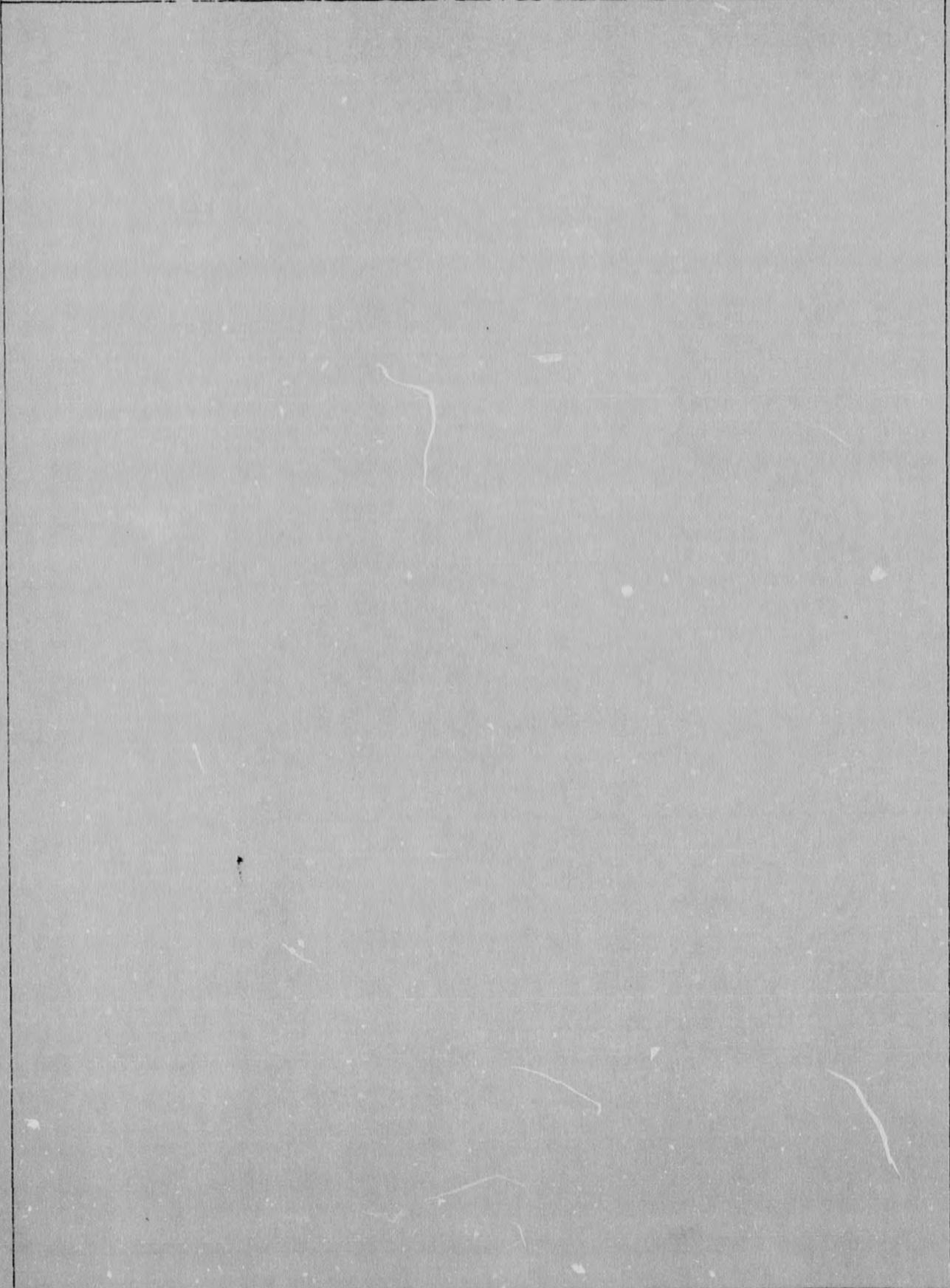
| Line No. | Item (a) | Current year (b) | Year 2 (c) | Year 3 (d) | Year 4 (e) | Year 5 (f) | Later years (g) | Total (h) |
|----------|---|------------------|------------|------------|------------|------------|-----------------|-----------|
| 10 | Present value of minimum lease payments from Part I above | \$ 14 | XXXX | XXXX | XXXX | XXXX | XXXXXX | XXXXXX |
| 11 | Contingent rentals | - | XXXX | XXXX | XXXX | XXXX | XXXXXX | XXXXXX |
| 12 | Minimum noncancelable sublease rentals | - | XXXX | XXXX | XXXX | XXXX | XXXXXX | XXXXXX |
| 13 | Net rental expense | 14 | XXXX | XXXX | XXXX | XXXX | XXXXXX | XXXXXX |

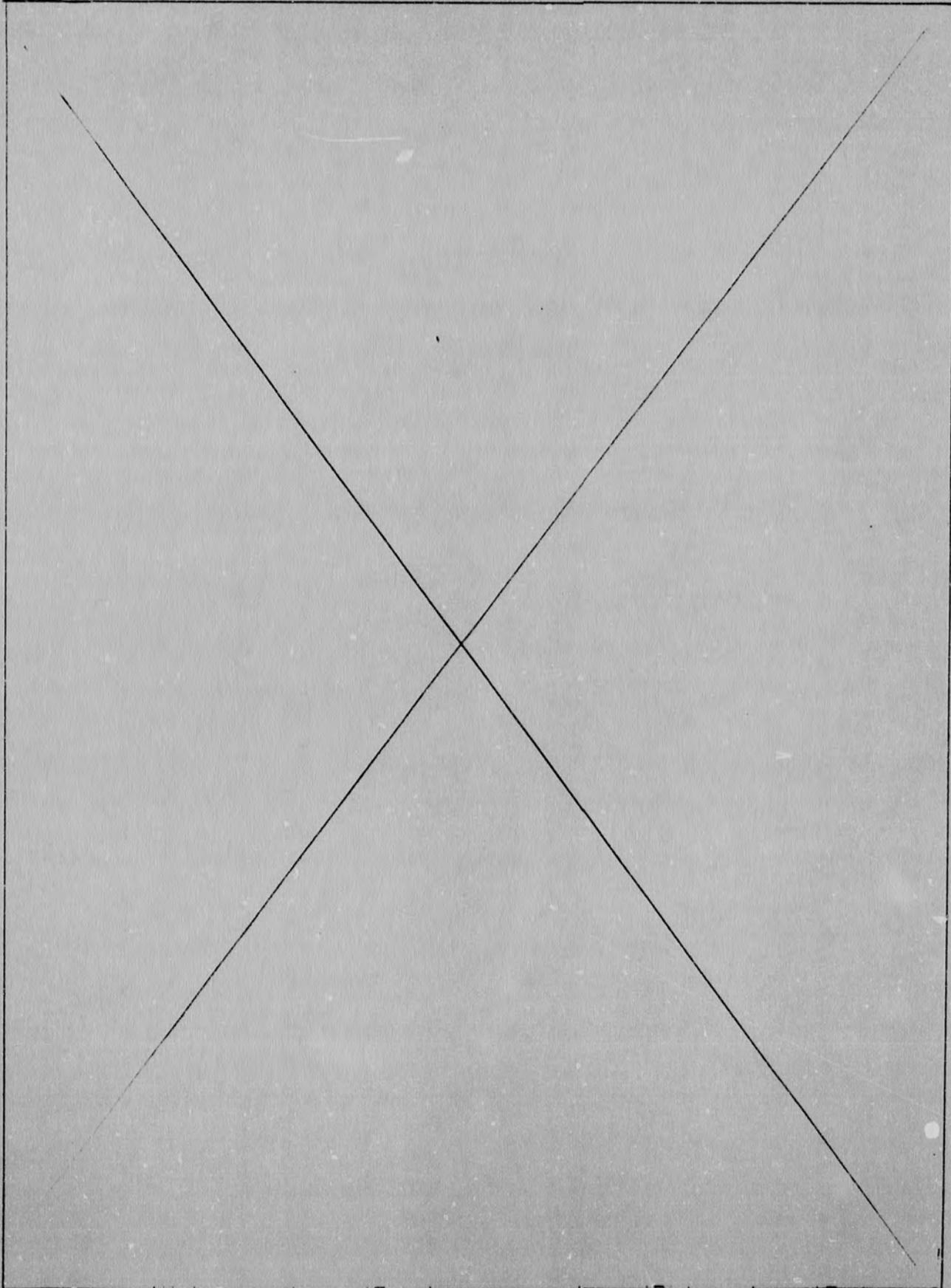
PART III. CLASSES OF CAPITAL LEASES

Complete this part only if the present values of the minimum lease commitments are more than five percent of the sum of the long-term debt due after one year. Otherwise, show the present values of minimum lease commitments in the aggregate for the major classes of proper-

ties presented. Subtract amounts representing the accumulated amortization to derive at "Net capitalized lease assets."

| Line No. | Classes of leased property (a) | Present value | |
|----------|--|------------------|----------------|
| | | Current year (b) | Prior year (c) |
| 14 | Structures Present value of minimum lease commitments are less than 5% of | \$ | \$ |
| 15 | Revenue equipment Long Term Debt due after one year. | | |
| 16 | Shop and garage equipment | | |
| 17 | Service cars and equipment | | |
| 18 | Noncarrier operating property | | |
| 19 | Other: (Specify) | | |
| 20 | | | |
| 21 | Gross capitalized assets | | |
| 22 | Less: Accumulated amortization | | |
| 23 | Net capitalized lease assets | | |





363. OPERATING LEASES

PART I. FUTURE MINIMUM RENTAL PAYMENTS

1. Disclose the total minimum lease payments required, reduced by sublease rentals, for the years shown relating to operating leases.

| Line No. | Items (a) | Current year (b) | Year 2 (c) | Year 3 (d) | Year 4 (e) | Year 5 (f) | Later years (g) | Total (h) |
|----------|--|------------------|------------|------------|------------|------------|-----------------|-----------|
| 1 | Minimum lease payments required | \$ 6,830 | \$ 6,436 | \$ 5,855 | \$ 5,855 | \$ 5,638 | \$ 63,479 | \$ 94,093 |
| 2 | Minimum noncancelable sublease rentals | 3,866 | 4,017 | 4,017 | 4,017 | 4,017 | 1,004 | - |
| 3 | Net minimum lease payments | 2,964 | 2,419 | 1,838 | 1,838 | 1,621 | 62,475 | - |

PART II. TOTAL RENTAL

1. Show the composition of total rental expense for all operating leases for the current and preceding years. See Schedule 360 for definitions of the terms.

| Line No. | Expenses (a) | Current year (b) | Prior year (c) |
|----------|---------------------------------|------------------|----------------|
| 4 | Minimum lease payments required | \$ 6,820 | \$ 3,052 |
| 5 | Contingent rentals | 10 | 62 |
| 6 | Less: Sublease rentals | 3,866 | - |
| 7 | Total rental expense | 2,964 | 3,114 |

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364. LESSEE DISCLOSURES

Complete this schedule only if gross rental expense in the most recent fiscal year exceeds one percent of operating revenue.

Relate in general terms: (a) the basis for calculating rental payments if dependent upon factors other than the lapse of time; (b) existence and terms of renewal or purchase options, escalation clauses, etc.; (c) the nature and amount of related guarantees made or obligations assumed; (d) restrictions on paying dividends, incurring additional debt, further leasing, etc.; and, (e) any other information necessary to assess the effect of lease commitments upon the financial position, results of operations, and changes in financial position of the lessee.

(Dollars in thousands)

Line
No.

(a) Lapse of time is the only factor.

1

2

3

4

5

6

7

8

(b) Certain leases require notification to the lessor six months prior to end of lease that lessee will either buy or return equipment to lessor. Certain other leases require either a purchase at fair market or appraised value or rent at a fair rental rate at the end of the lease period.

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(c) Certain leases require partial rebuild of the equipment while others require complete rebuilding.

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(d) One lease has a restriction on incurring total debt in excess of stockholders equity.

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(e) Amount representing interest as shown on Line 8, Schedule 361, is the actual amount of interest payable during the year.

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410. 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 allocate the common operating expenses in accordance with the Commission's rules governing the separation of such expenses between freight and passenger services.

| Line No. | Name of railway operating expense account (a) | Freight | | | | Passenger (g) | Total (h) |
|----------|--|-------------------------------|---|-------------------------------|--------------------|----------------------|------------------|
| | | Salaries and wages (b) | Material, tools, supplies, fuels, and lubricants (c) | Purchased services (d) | General (e) | | |
| | | \$ | \$ | \$ | \$ | \$ | \$ |
| | WAY AND STRUCTURES: | | | | | | |
| | ADMINISTRATION: | | | | | | |
| 1 | Track | 617 | 449 | 38 | 239 | 1,343 | 1,343 |
| 2 | Bridge and Building | 340 | 15 | 14 | 94 | 463 | 463 |
| 3 | Signal | 98 | 5 | 3 | 18 | 124 | 124 |
| 4 | Communication | 104 | 4 | 4 | 21 | 133 | 133 |
| 5 | Other | 38 | 5 | 5 | 25 | 73 | 73 |
| | REPAIR AND MAINTENANCE: | | | | | | |
| 6 | Roadway - Running | 142 | 97 | 10 | - | 249 | 249 |
| 7 | Roadway - Switching | 65 | 1 | 2 | - | 68 | 68 |
| 8 | Tunnels and Subways - Running | - | - | 4 | - | 4 | 4 |
| 9 | Tunnels and Subways - Switching | - | - | - | - | - | - |
| 10 | Bridges and Culverts - Running | 295 | 167 | - | - | 462 | 462 |
| 11 | Bridges and Culverts - Switching | 53 | 74 | 94 | - | 221 | 221 |
| 12 | Ties - Running | N/A | 969 | N/A | N/A | 969 | 969 |
| 13 | Ties - Switching | N/A | 70 | N/A | N/A | 70 | 70 |
| 14 | Rail - Running | N/A | 69 | N/A | N/A | 69 | 69 |
| 15 | Rail - Switching | N/A | 57 | N/A | N/A | 57 | 57 |
| 16 | Other Track Material - Running | N/A | 291 | N/A | N/A | 291 | 291 |
| 17 | Other Track Material - Switching | N/A | 208 | N/A | N/A | 208 | 208 |
| 18 | Ballast - Running | N/A | 482 | N/A | N/A | 482 | 482 |
| 19 | Ballast - Switching | N/A | 27 | N/A | N/A | 27 | 27 |
| 20 | Track laying and surfacing - Running | 1,158 | 289 | 129 | 1 | 1,577 | 1,577 |
| 21 | Track laying and surfacing - Switching | 605 | - | 9 | - | 614 | 614 |
| 22 | Road Property Damaged - Running | 18 | 3 | - | - | 21 | 21 |
| 23 | Road Property Damaged - Switching | 8 | 67 | - | - | 75 | 75 |
| 24 | Road Property Damaged - Other | 4 | - | - | - | 4 | 4 |
| 25 | Signals and Interlockers - Running | 59 | 146 | 2 | - | 207 | 207 |
| 26 | Signals and Interlockers - Switching | 269 | 36 | - | - | 305 | 305 |
| 27 | Communications Systems | 168 | 107 | 2 | 1 | 278 | 278 |
| 28 | Electric Power Systems | 29 | 11 | - | - | 40 | 40 |
| 29 | Highway Grade Crossings - Running | 94 | 193 | 47 | - | 334 | 334 |
| 30 | Highway Grade Crossings - Switching | 32 | 1 | 1 | - | 34 | 34 |
| 31 | Station and Office Buildings | 44 | 35 | 10 | - | 89 | 89 |
| 32 | Shop Buildings - Locomotives | 150 | 67 | 2 | - | 219 | 219 |
| 33 | Shop Buildings - Freight Cars | 52 | 28 | 4 | - | 84 | 84 |
| 34 | Shop Buildings - Other Equipment | 104 | 57 | 4 | - | 165 | 165 |

410. RAILWAY OPERATING EXPENSE - Continued

| Line No. | Name of railway operating expense account | Freight | | | | | Passenger | Total |
|----------|---|--------------------|---|--------------------|---------|-----------------------|-----------|-------|
| | | Salaries and wages | Materials, tools, supplies, fuels, and lubricants | Purchased services | General | Total freight expense | | |
| | | (b) | (c) | (d) | (e) | (f) | | |
| | WAY AND STRUCTURES - Continued | \$ | \$ | \$ | \$ | \$ | \$ | |
| | REPAIR AND MAINTENANCE - Continued | | | | | | | |
| | | 7 | 2 | - | - | 9 | 9 | |
| 101 | Locomotive Servicing Facilities | 89 | 28 | - | - | 117 | 117 | |
| 102 | Miscellaneous Buildings and Structures | (13) | 1,524 | 46 | - | 1,557 | 1,557 | |
| 103 | Coal Terminals | | | | | | N/A | |
| 104 | Ore Terminals | | | | | | N/A | |
| 105 | Other Marine Terminals | | | | | | N/A | |
| 106 | TOFC/COFC - Terminals | | | | | | N/A | |
| 107 | Motor Vehicle Loading and Distribution Facilities | | | | | | N/A | |
| 108 | Facilities for Other Specialized Service Operations | 1 | - | - | - | 1 | 1 | |
| 109 | Roadway Machines | 273 | 168 | 1 | - | 442 | 442 | |
| 110 | Small Tools and Supplies | 11 | 237 | 6 | - | 254 | 254 | |
| 111 | Snow Removal | 178 | 61 | - | - | 239 | 239 | |
| 112 | Fringe Benefits - Running | N/A | N/A | N/A | 289 | 289 | 289 | |
| 113 | Fringe Benefits - Switching | N/A | N/A | N/A | 288 | 288 | 288 | |
| 114 | Fringe Benefits - Other | N/A | N/A | N/A | 604 | 604 | 604 | |
| 115 | Casualties and Insurance - Running | N/A | N/A | N/A | 83 | 83 | 83 | |
| 116 | Casualties and Insurance - Switching | N/A | N/A | N/A | (15) | (15) | (15) | |
| 117 | Casualties and Insurance - Other | N/A | N/A | N/A | | | | |
| 118 | Lease Rentals - Debit - Running | N/A | N/A | | N/A | | | |
| 119 | Lease Rentals - Debit - Switching | N/A | N/A | | N/A | | | |
| 120 | Lease Rentals - Debit - Other | N/A | N/A | | N/A | | | |
| 121 | Lease Rentals - (Credit) - Running | N/A | N/A | | N/A | | | |
| 122 | Lease Rentals - (Credit) - Switching | N/A | N/A | | N/A | | | |
| 123 | Lease Rentals - (Credit) - Other | N/A | N/A | | N/A | | | |
| 124 | Joint Facility Rent - Debit - Running | N/A | N/A | | N/A | | | |
| 125 | Joint Facility Rent - Debit - Switching | N/A | N/A | | N/A | | | |
| 126 | Joint Facility Rent - Debit - Other | N/A | N/A | 19 | N/A | 19 | 19 | |
| 127 | Joint Facility Rent - (Credit) - Running | N/A | N/A | | N/A | | | |
| 128 | Joint Facility Rent - (Credit) - Switching | N/A | N/A | 16 | N/A | 16 | 16 | |
| 129 | Joint Facility Rent - (Credit) - Other | N/A | N/A | 11 | N/A | 11 | 11 | |
| 130 | Other Rents - Debit - Running | N/A | N/A | | N/A | | | |
| 131 | Other Rents - Debit - Switching | N/A | N/A | | N/A | | | |
| 132 | Other Rents - Debit - Other | N/A | N/A | | N/A | | | |
| 133 | Other Rents - (Credit) - Running | N/A | N/A | | N/A | | | |

410. RAILWAY OPERATING EXPENSE - Continued

| Line No. | Name of railway operating expense account (a) | Freight | | | | Total freight expense (f) | Passenger (g) | Total (h) |
|----------|--|---------------------------|---|---------------------------|----------------|------------------------------|--------------------|--------------|
| | | Salaries and wages (b) | Material, tools, supplies, fuels, and lubricants (c) | Purchased services (d) | General (e) | | | |
| | | \$ | \$ | \$ | \$ | \$ | \$ | |
| | WAY AND STRUCTURES - Continued: | | | | | | | |
| | REPAIR AND MAINTENANCE - Continued: | | | | | | | |
| 134 | Other Rents - (Credit) - Switching | N/A | N/A | | N/A | | | |
| 135 | Other Rents - (Credit) - Other | N/A | N/A | | N/A | | | |
| 136 | Depreciation - Running | N/A | N/A | N/A | 175 | 175 | 175 | |
| 137 | Depreciation - Switching | N/A | N/A | N/A | 114 | 114 | 114 | |
| 138 | Depreciation - Other | N/A | N/A | N/A | 2,620 | 2,620 | 2,620 | |
| 139 | Joint Facility - Debit - Running | N/A | N/A | | N/A | | | |
| 140 | Joint Facility - Debit - Switching | N/A | N/A | 42 | N/A | 42 | 42 | |
| 141 | Joint Facility - Debit - Other | N/A | N/A | | N/A | | | |
| 142 | Joint Facility - (Credit) - Running | N/A | N/A | | N/A | | | |
| 143 | Joint Facility - (Credit) - Switching | N/A | N/A | 28 | N/A | 28 | 28 | |
| 144 | Joint Facility - (Credit) - Other | N/A | N/A | 76 | N/A | 76 | 76 | |
| 145 | Dismantling Retired Road Property - Running | 8 | 3 | - | - | 11 | 11 | |
| 146 | Dismantling Retired Road Property - Switching | 3 | - | - | - | 3 | 3 | |
| 147 | Dismantling Retired Road Property - Other | 2 | - | - | - | 2 | 2 | |
| 148 | Other - Running | - | 44 | 12 | - | 56 | 56 | |
| 149 | Other - Switching | - | - | 5 | - | 5 | 5 | |
| 150 | Other - Other | - | - | - | (12) | (12) | (12) | |
| 151 | Total Way and Structures | 5,105 | 6,097 | 384 | 4,545 | 16,131 | 16,131 | |
| | EQUIPMENT: | | | | | | | |
| | LOCOMOTIVES: | | | | | | | |
| 201 | Administration | 897 | 11 | 13 | 15 | 936 | 936 | |
| 202 | Repair and Maintenance | 1,535 | 836 | 241 | - | 2,612 | 2,612 | |
| 203 | Machinery Repair | 36 | 14 | - | - | 50 | 50 | |
| 204 | Equipment Damaged | 21 | 5 | - | - | 26 | 26 | |
| 205 | Fringe Benefits | N/A | N/A | N/A | 1,013 | 1,013 | 1,013 | |
| 206 | Other Casualties and Insurance | N/A | N/A | N/A | 48 | 48 | 48 | |
| 207 | Lease Rentals - Debit | N/A | N/A | 436 102 | N/A | 436 102 | 436 102 | |
| 208 | Lease Rentals - (Credit) | N/A | N/A | 334 | N/A | 334 | 334 | |
| 209 | Joint Facility Rent - Debit | N/A | N/A | | N/A | | | |
| 210 | Joint Facility Rent - (Credit) | N/A | N/A | | N/A | | | |
| 211 | Other Rents - Debit | N/A | N/A | | N/A | | | |
| 212 | Other Rents - (Credit) | N/A | N/A | | N/A | | | |
| 213 | Depreciation | N/A | N/A | N/A | 629 | 629 | 629 | |
| 214 | Joint Facility - Debit | N/A | N/A | | N/A | | | |
| 215 | Joint Facility - (Credit) | N/A | N/A | 28 | N/A | 28 | 28 | |
| 216 | Repairs Billed to Others - (Credit) | N/A | N/A | 25 | N/A | 25 | 25 | |

410. RAILWAY OPERATING EXPENSE - Continued

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| Line No. | Name of railway operating expense account | Freight | | | | | Passenger | Total |
|----------|--|--------------------|--|--------------------|---------|-----------------------|------------|-------|
| | | Salaries and wages | Material, tools, supplies, fuels, and lubricants | Purchased services | General | Total freight expense | | |
| (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | |
| | LOCOMOTIVES—Continued: | \$ | \$ | \$ | \$ | \$ | \$ | |
| 217 | Dismantling Retired Property | 13 | 2 | - | - | 15 | 15 | |
| 218 | Other | 71 | 131 | 6 | (1) | 207 | 207 | |
| 219 | Total Locomotives | 2,573 | 999 | 309 | 1,704 | 5,585 | 5,585 | |
| | FREIGHT CARS: | | | | | | | |
| 220 | Administration | 748 | - | 13 | 22 | 783 | 783 | |
| 221 | Repair and Maintenance | 1,917 | 2,461 | 887 | 4 | 5,269 | 5,269 | |
| 222 | Machinery Repair | 35 | (40) | - | - | (5) | (5) | |
| 223 | Equipment Damaged | 26 | 59 | (143) | - | (58) | (58) | |
| 224 | Fringe Benefits | N/A | N/A | N/A | 1,062 | 1,062 | 1,062 | |
| 225 | Other Casualties and Insurance | N/A | N/A | N/A | 111 | 111 | 111 | |
| 226 | Lease Rentals - Debit | N/A | N/A | 38623,508 | N/A | 38623,508 | 38623,508 | |
| 227 | Lease Rentals - (Credit) | N/A | N/A | 1632,92 | N/A | 1632,92 | 1632,92 | |
| 228 | Joint Facility Rent - Debit | N/A | N/A | N/A | N/A | N/A | N/A | |
| 229 | Joint Facility Rent - (Credit) | N/A | N/A | N/A | N/A | N/A | N/A | |
| 230 | Other Rents - Debit | N/A | N/A | 2,032 | N/A | 2,032 | 2,032 | |
| 231 | Other Rents - (Credit) | N/A | N/A | 7,806 | N/A | 7,806 | 7,806 | |
| 232 | Depreciation | N/A | N/A | N/A | 4,114 | 4,114 | 4,114 | |
| 233 | Joint Facility - Debit | N/A | N/A | 60 | N/A | 60 | 60 | |
| 234 | Joint Facility - (Credit) | N/A | N/A | 342 | N/A | 342 | 342 | |
| 235 | Repairs Billed to Others - (Credit) | N/A | N/A | N/A | N/A | N/A | N/A | |
| 236 | Dismantling Retired Property | 3 | - | - | - | 3 | 3 | |
| 237 | Other | 36 | 4 | 12 | - | 52 | 52 | |
| 238 | Total Freight Cars | 2,765 | 2,484 | (305) 1,871 | 5,313 | 7505 8,691 | 7505 8,691 | |
| | OTHER EQUIPMENT: | | | | | | | |
| 301 | Administration | 2 | - | - | - | 2 | 2 | |
| | Repair and Maintenance: | | | | | | | |
| 302 | Trucks, Trailers, and Containers - Revenue Service | | | | | N/A | | |
| 303 | Floating Equipment - Revenue Service | | | | | N/A | | |
| 304 | Passenger and Other Revenue Equipment | | | | | | | |
| 305 | Computers and Data Processing Systems | - | 1 | - | - | 1 | 1 | |
| 306 | Machinery | 17 | 14 | - | - | 31 | 31 | |
| 307 | Work and Other Non-Revenue Equipment | 235 | 118 | 52 | - | 405 | 405 | |
| 308 | Equipment Damaged | | | | | | | |
| 309 | Fringe Benefits | N/A | N/A | N/A | 18 | 18 | 18 | |
| 310 | Other Casualties and Insurance | N/A | N/A | N/A | 5 | 5 | 5 | |
| 311 | Lease Rentals - Debit | N/A | N/A | 474 | N/A | 474 | 474 | |
| 312 | Lease Rentals - (Credit) | N/A | N/A | 56 1,242 | N/A | 56 1,242 | 56 1,242 | |

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410. RAILWAY OPERATING EXPENSE - Continued

| Line No. | Name of railway operating expense account | Freight | | | | Passenger | Total |
|-----------------------------------|---|--------------------|--|----------------------|-----------------------|-------------------------|------------|
| | | Salaries and wages | Material, tools, supplies, fuels, and lubricants | Purchased services | General | | |
| (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) |
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| OTHER EQUIPMENT—Continued: | | | | | | | |
| 313 | Joint Facility Rent - Debit | N/A | N/A | 150 | N/A | 150 | 150 |
| 314 | Joint Facility Rent - (Credit) | N/A | N/A | 2 | N/A | 2 | 2 |
| 315 | Other Rents - Debit | N/A | N/A | | N/A | | |
| 316 | Other Rents - (Credit) | N/A | N/A | | N/A | | |
| 317 | Depreciation | N/A | N/A | N/A | 221 | 221 | 221 |
| 318 | Joint Facility - Debit | N/A | N/A | | N/A | | |
| 319 | Joint Facility - (Credit) | N/A | N/A | 63 | N/A | 63 | 63 |
| 320 | Repairs Billed to Others - (Credit) | | | | | | |
| 321 | Dismantling Retired Property | | | | | | |
| 322 | Other | - | - | - | (58) | (58) | (58) |
| 323 | Total Other Equipment | 254 | 133 | 555 (631) | 186 | 1128 (599) | 1128 (599) |
| 324 | Total Equipment | 5,592 | 3,616 | (2,193) | 12037,2063 | 1421814,2198 | 14,2198 |
| TRANSPORTATION: | | | | | | | |
| TRAIN OPERATIONS: | | | | | | | |
| 401 | Administration | 448 | 42 | 23 | 35 | 548 | 548 |
| 402 | Engine Crews | 1,631 | 14 | (9) | - | 1,636 | 1,636 |
| 403 | Train Crews | 1,959 | 4 | (45) | - | 1,918 | 1,918 |
| 404 | Dispatching Trains | 436 | 2 | 1 | 2 | 441 | 441 |
| 405 | Operating Signals and Interlockers | - | - | 35 | - | 35 | 35 |
| 406 | Operating Drawbridges | - | - | 6 | - | 6 | 6 |
| 408 | Train Inspection and Lubrication | 1,126 | 420 | 208 | - | 1,754 | 1,754 |
| 409 | Locomotive Fuel | 5 | 5,809 | 1 | - | 5,815 | 5,815 |
| 410 | Electric Power Purchased or Produced for Motive Power | | | | | | |
| 411 | Servicing Locomotives | 264 | 204 | 6 | - | 474 | 474 |
| 412 | Freight Lost or Damaged - Solely Related | N/A | N/A | N/A | 11 | 11 | 11 |
| 413 | Clearing Wrecks | 103 | (47) | - | - | 56 | 56 |
| 414 | Fringe Benefits | N/A | N/A | N/A | 2,296 | 2,296 | 2,296 |
| 415 | Other Casualties and Insurance | N/A | N/A | N/A | 112 | 112 | 112 |
| 416 | Joint Facility - Debit | N/A | N/A | | N/A | | |
| 417 | Joint Facility - (Credit) | N/A | N/A | | N/A | | |
| 418 | Other | 115 | 78 | 87 | 16 | 296 | 296 |
| 419 | Total Train Operations | 6,087 | 6,526 | 313 | 2,472 | 15,398 | 15,398 |
| YARD OPERATIONS: | | | | | | | |
| 420 | Administration | 175 | 7 | 11 | 16 | 209 | 209 |
| 421 | Switch Crews | 1,480 | 9 | - | - | 1,489 | 1,489 |

416. RAILWAY OPERATING EXPENSE - Continued

| Line No. | Name of railway operating expense account | Freight | | | | Passenger | Total | |
|----------|---|--------------------|--|--------------------|---------|-----------|--------|-----------------------|
| | | Salaries and wages | Material, tools, supplies, fuels, and lubricants | Purchased services | General | | | Total freight expense |
| | | (b) | (c) | (d) | (e) | | | (f) |
| | YARD OPERATIONS - Continued | \$ 758 | \$ 13 | \$ 34 | \$ - | \$ 805 | \$ 805 | |
| 422 | Controlling Operations | 364 | - | 3 | - | 367 | 367 | |
| 423 | Yard and Terminal Clerical | - | - | 1 | 4 | 8 | 8 | |
| 424 | Operating Switches, Signals, Retarders and Humps | 6 | 347 | - | - | 353 | 353 | |
| 425 | Locomotive Fuel | 168 | 39 | 3 | - | 210 | 210 | |
| 426 | Electric Power Purchased or Produced for Motive Power | N/A | N/A | N/A | 1 | 1 | 1 | |
| 427 | Servicing Locomotives | 47 | - | - | - | 47 | 47 | |
| 428 | Freight Lost or Damaged - Safety Related | N/A | N/A | N/A | 1,084 | 1,084 | 1,084 | |
| 429 | Clearing Wrecks | N/A | - | - | 54 | 54 | 54 | |
| 430 | Fringe Benefits | N/A | N/A | N/A | N/A | N/A | N/A | |
| 431 | Other Casualties and Insurance | N/A | N/A | N/A | N/A | N/A | N/A | |
| 432 | Joint Facility - Debit | N/A | N/A | 532 | N/A | 532 | 532 | |
| 433 | Joint Facility - (Credit) | N/A | N/A | - | N/A | - | - | |
| 434 | Other | - | - | - | 3 | 3 | 3 | |
| 435 | Total Yard Operations | 2,998 | 418 | 584 | 1,162 | 5,162 | 5,162 | |
| | TRAIN AND YARD OPERATIONS COMMON: | | | | | | | |
| 501 | Cleaning Car Interiors | 71 | - | - | N/A | 71 | 71 | |
| 502 | Adjusting and Transferring Loads | 15 | 5 | 1 | N/A | 21 | 21 | |
| 503 | Car Loading Devices and Grain Doors | | | | N/A | | N/A | |
| 504 | Freight Lost or Damaged - all other | N/A | N/A | N/A | | | | |
| 505 | Fringe Benefits | N/A | N/A | N/A | 37 | 37 | 37 | |
| 506 | Total Train and Yard Operations Common | 86 | 5 | 1 | 37 | 129 | 129 | |
| | SPECIALIZED SERVICE OPERATIONS: | | | | | | | |
| 507 | Administration | 184 | 8 | 14 | 26 | 232 | 232 | |
| 508 | Pickup & Delivery and Marine Line Haul | | | | | | | |
| 509 | Loading & Unloading and Local Marine | - | - | 15,282 | - | 15,282 | 15,282 | |
| 510 | Protective Services | | | | | | | |
| 511 | Freight Lost or Damaged - Safety Related | N/A | N/A | N/A | | | | |
| 512 | Fringe Benefits | N/A | N/A | N/A | | | | |
| 513 | Casualties and Insurance | N/A | N/A | N/A | | | | |
| 514 | Joint Facility - Debit | N/A | N/A | | N/A | | | |
| 515 | Joint Facility - (Credit) | N/A | N/A | | N/A | | | |
| 516 | Other | | | | | | | |
| 517 | Total Specialized Services Operations | 184 | 8 | 15,296 | 26 | 15,514 | 15,514 | |
| | ADMINISTRATIVE SUPPORT OPERATIONS: | | | | | | | |
| 518 | Administration | 437 | 32 | 36 | 39 | 544 | 544 | |

410. RAILWAY OPERATING EXPENSE - Concluded

| Line No. | Name of railway operating expense account | Freight | | | | | Passenger | Total |
|----------|--|--------------------|--|--------------------|-------------------------|-----------------------|-----------|-------|
| | | Salaries and wages | Material, tools, supplies, fuels, and lubricants | Purchased services | General | Total freight expense | | |
| (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | |
| | ADMINISTRATIVE SUPPORT OPERATIONS - Con. | \$ | \$ | \$ | \$ | \$ | \$ | |
| 519 | Employees Performing Clerical and Accounting Functions | 478 | 6 | 19 | 5 | 508 | 508 | |
| 520 | Communication Systems Operation | 1 | - | 3 | 2 | 6 | 6 | |
| 521 | Loss and Damage Claims Processing | | | | | | | |
| 522 | Fringe Benefits | N/A | N/A | N/A | 351 | 351 | 351 | |
| 523 | Casualties and Insurance | N/A | N/A | N/A | | | | |
| 524 | Joint Facility - Debit | N/A | N/A | 68 | N/A | 68 | 68 | |
| 525 | Joint Facility - (Credit) | N/A | N/A | | N/A | | | |
| 526 | Other | 67 | 3 | 6 | (19) | 57 | 57 | |
| 527 | Total Administrative Support Operations | 983 | 41 | 132 | 378 | 1,534 | 1,534 | |
| 528 | Total Transportation | 10,338 | 6,998 | 16,326 | 4,075 | 37,737 | 37,737 | |
| | GENERAL AND ADMINISTRATIVE: | | | | | | | |
| 601 | Officers - General Administration | 6,881 | 1,071 | (1,675) | 769 | 7,046 | 7,046 | |
| 602 | Accounting, Auditing and Finance | 2,789 | (29) | (3,202) | 9 | (433) | (433) | |
| 603 | Management Services and Data Processing | 2,165 | 79 | (1,661) | - | 583 | 583 | |
| 604 | Marketing | 500 | - | (31) | 6 | 475 | 475 | |
| 605 | Sales | | | | | | | |
| 606 | Industrial Development | 175 | - | 10 | 2 | 187 | 187 | |
| 607 | Personnel and Labor Relations | - | 6 | - | - | 6 | 6 | |
| 608 | Legal and Secretarial | 504 | 765 | (501) | 92 | 860 | 860 | |
| 609 | Public Relations and Advertising | 84 | 42 | (111) | - | 15 | 15 | |
| 610 | Research and Development | 348 | 2 | - | - | 350 | 350 | |
| 611 | Fringe Benefits | N/A | N/A | N/A | 4,787 | 4,787 | 4,787 | |
| 612 | Casualties and Insurance | N/A | N/A | N/A | 29 | 29 | 29 | |
| 613 | Writedown of Uncollectible Accounts | N/A | N/A | N/A | | | | |
| 614 | Property Taxes | N/A | N/A | N/A | | | | |
| 615 | Other Taxes Except on Corporate Income or Payrolls | N/A | N/A | N/A | (1,160) | (1,160) | (1,160) | |
| 616 | Joint Facility - Debit | N/A | N/A | 103 | N/A | 103 | 103 | |
| 617 | Joint Facility - (Credit) | N/A | N/A | | N/A | | | |
| 618 | Other | 283 | 296 | 105 | 262 | 946 | 946 | |
| 619 | Total General and Administrative | 13,729 | 2,232 | (6,963) | 4,796 | 13,794 | 13,794 | |
| 620 | Total Carrier Operating Expenses | 34,764 | 18,952 18,943 | 7,554 | 30,519 19 | 81,880 | 81,880 | |

412. WAY AND STRUCTURES

1. Report freight expenses only.
 2. The total depreciation expense reported in column (b), line 35 should balance to the sum of the depreciation expense reported in schedule 410, column (f) lines 136, 137, and 138. The total retirement charges changes reported in column (c) line 35 will not balance to any line in schedule 410. Retirement is included in but does not totally comprise the expenses reported in schedule 410, lines 148, 149 and 150.
 3. Report in column (d) the lease/rentals for the various property categories of Way and Structures. The total net lease/rentals reported in column (d), line 35 should balance the net amount reported in schedule 410, column (f) lines 118 through 123, plus lines 130 through 135.
- If an entire road or segment of track is leased and if the actual breakdown of lease/rentals by property categories is not known, apportion the lease/rentals based on the percentage of the categories' depreciation bases (or property bases for nondepreciable property) to the sum of (1) the depreciation bases for all categories of depreciable leased property plus (2) the property bases for nondepreciable leased property. Use Schedule 350 of this report for obtaining the depreciation bases of the categories of leased property.
4. Report on line 34 all other lease rentals not apportioned to any category listed on lines 1-33.
 5. Dollars in thousands.
 6. Line 14, account 16, should not include computer and data processing equipment reported on line 37 of Schedule 415.

| Line No. | Property account | Category (a) | Depreciation (b) | Retirement (c) | Lease/Rentals (net) (d) |
|----------|------------------|-----------------------------------|------------------|----------------|-------------------------|
| 1 | 1 | Engineering | \$ - | \$ - | \$ |
| 2 | 2 | Land for transportation purposes | N/A | N/A | |
| 3 | 3 | Grading | 6 | (8) | |
| 4 | 4 | Other right-of-way expenditures | 1 | - | |
| 5 | 5 | Tunnels and subways | 23 | - | |
| 6 | 6 | Bridges, trestles and culverts | 106 | N/A | |
| 7 | 7 | Elevated structures | - | N/A | |
| 8 | 8 | Ties | N/A | (2) | |
| 9 | 9 | Rails | N/A | (5) | |
| 10 | 10 | Other track material | N/A | (7) | |
| 11 | 11 | Ballast | N/A | (2) | |
| 12 | 12 | Track laying and surfacing | N/A | (2) | |
| 13 | 13 | Fences, snowsheds and signs | 1 | N/A | |
| 14 | 16 | Station and office buildings | 93 | N/A | |
| 15 | 17 | Roadway buildings | 5 | N/A | |
| 16 | 18 | Water stations | - | N/A | |
| 17 | 19 | Fuel stations | 6 | N/A | |
| 18 | 20 | Shops and enginehouses | 103 | N/A | |
| 19 | 22 | Storage warehouses | - | N/A | |
| 20 | 23 | Wharves and docks | - | N/A | |
| 21 | 24 | Coal and ore wharves | - | N/A | |
| 22 | 24 | Machines & Equip. | 2,184 | N/A | |
| 23 | 26 | Communications systems | 9 | N/A | |
| 24 | 27 | Signals and interlockers | 119 | N/A | |
| 25 | 29 | Power plants | 1 | N/A | |
| 26 | 31 | Power transmission systems | 6 | N/A | |
| 27 | 35 | Miscellaneous structures | 1 | N/A | |
| 28 | 37 | Roadway machines | 102 | N/A | |
| 29 | 39 | Public improvements; construction | 19 | (3) | |
| 30 | 45 | Power plant machines | 124 | N/A | |
| 31 | 76 | Interest during construction | N/A | - | N/A |
| 32 | 77 | Other expenditures; general | N/A | | N/A |
| 33 | 80 | Other elements of investment | N/A | | N/A |
| 34 | - | Other lease/rentals | | | |
| 35 | - | Total | 2,909 | (29) | |

414. RENTS FOR INTERCHANGED FREIGHT TRAIN CARS AND OTHER FREIGHT CARRYING EQUIPMENT

1. Report freight expenses only.
 2. Report in this supporting schedule rental information by car type and other freight carrying equipment relating to the interchange of railroad equipment, privately owned equipment and equipment leased for less than 30 days.
 3. The gross amounts receivable and payable for freight-train cars (line 19 columns (b) through (d) and; line 19 columns (e) through (g) respectively) should balance with Schedule 410, column (f), lines 231 (credits) and 230 (debits). Trailer and container rentals in this schedule are included in Schedule 410, column (f), lines 315 and 316. However, the trailer and container rentals in this schedule will not balance to lines 315 and 316 of Schedule 410 because those lines include rents for

"other equipment" which is reported in Schedule 415, column (e). The balancing of Schedule 410, 414 and 415 "other equipment" is outlined in note 6 to Schedule 415.
 4. Report in columns (b) and (e) rentals for private-line cars (whether under railroad control or not) and shipper owned cars.
 5. Report in columns (c), (d), (f), and (g) rentals for railroad owned cars prescribed by the Commission in Ex Parte No. 334, for which rentals are settled on a combination mileage and time basis (basic per diem). Include railroad owned per diem tank cars on line 17.
 NOTES: Mechanical designations for each car type are shown in Schedule 710.
 6. Dollars in thousands.

| Line No | Type of Equipment (a) | GROSS AMOUNTS RECEIVABLE Per Diem Basis | | | GROSS AMOUNTS PAYABLE Per Diem Basis | | |
|---|---------------------------------|--|----------------|-------------|---|----------------|-------------|
| | | Private Line Cars (b) | Mileage (c) | Time (d) | Private Line Cars (e) | Mileage (f) | Time (g) |
| CAR TYPES: | | | | | | | |
| | | \$ | \$ | \$ | \$ | \$ | \$ |
| 1 | Box-Plain 40 Foot | | - | 1 | - | - | 2 |
| 2 | Box-Plain 50 Foot and Longer | | 1 | 5 | 4 | 3 | 49 |
| 3 | Box-Equipped | | 9 | 44 | - | 3 | 27 |
| 4 | Gondola-Plain | | 363 | 1,714 | 15 | 49 | 275 |
| 5 | Gondola-Equipped | | 33 | 158 | - | 11 | 60 |
| 6 | Hopper-Covered | | 19 | 88 | 2 | 8 | 17 |
| 7 | Hopper-Open Top-General Service | | 888 | 4,196 | - | 405 | 1,029 |
| 8 | Hopper-Open Top-Special Service | | 16 | 73 | - | 2 | 4 |
| 9 | Refrigerator-Mechanical | | | | | | |
| 10 | Refrigerator-Non-Mechanical | | - | - | - | - | 3 |
| 11 | Flat TOFC/COFC | | | | | | |
| 12 | Flat Multi-Level | | | | | | |
| 13 | Flat-General Service | | 1 | 3 | 1 | - | 1 |
| 14 | Flat-Other | | 34 | 160 | 1 | 1 | 9 |
| 15 | Tank-Under 22,000 Gallons | | - | - | 51 | - | - |
| 16 | Tank-22,000 Gallons and Over | | | | | | |
| 17 | All Other Freight Cars | | | | | | |
| 18 | Auto Racks | | | | | | |
| 19 | Total Freight Train Cars | | 1,364 | 6,442 | 74 | 482 | 1,476 |
| OTHER FREIGHT CARRYING EQUIPMENT | | | | | | | |
| 20 | Refrigerated Trailers | | | | | | |
| 21 | Other Trailers | | | | | | |
| 22 | Refrigerated Containers | | | | | | |
| 23 | Other Containers | | | | | | |
| 24 | Total Trailers & Containers | | | | | | |
| 25 | Grand Total (Lines 19 & 24) | | 1,364 | 6,442 | 74 | 482 | 1,476 |

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Road Initials: BLE

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SCHEDULE 415. SUPPORTING SCHEDULE: EQUIPMENT

1. Report freight expenses only.
2. Report by type of equipment all natural expenses relating to the equipment functions (salaries and wages, materials, tools, supplies, fuels and lubricants, purchases services, and general).
3. Report in column (b) net repairs, the detail for the items listed in column (a) from the freight expenses reported in Schedule 410 in column (f) lines 202, 203, 216, 221, 222, 235, 302 through 307 and 320. When it is necessary to apportion car repair expenses, the apportionment shall be made on the most equitable basis available to the carriers. The following list provides a basis for apportioning freight car repair expenses to car types: a. AAR Car Repair Billing (CRB) Standards; b. A carrier conducted study to determine car repair expenses by car types; and c. Other available standards valid for the respondent carrier. *Do not report* in this schedule equipment damaged expenses from Schedule 410, lines 204, 223 and 308, or; the damages billed to others which is contained in but does not form the bulk of the expense reported in Schedule 410, lines 216, 235 and 320. Column (b) repair expenses should balance to Schedule 410 column (f) expenses as follows (note any imbalance will be attributable to the exclusion from Schedule 415 of damages billed to these as contained in Schedule 410, lines 216, 235 and 320): (1) locomotives: line 5 plus line 38 compared to the sum of Schedules 410, lines 202, 203 plus 216; (2) Freight Cars: line 24 plus line 39 compared to the sum of Schedule 410, lines 221, 222 plus 235; (3) The Sum of Highway Equipment (line 32), Floating Equipment (line 35), Passenger and Other Revenue Equipment (line 36), Computer and Data Processing Equipment (line 37), Machinery-Other Equipment (line 40), and Work and Other Non-Revenue Equipment (line 41) compared to Schedule 410, the sum of lines 302 through 307 plus 320. When using the line data referred to in this instruction it should be noted that lines 216, 235 and 320 of Schedule 410 are credit balances.
4. Depreciation expense for each class of equipment by car type shall be reported in columns (c) and (d). The annual charge for each equipment account reported in column (e) of Schedule 335 will equal the combined aggregate totals of line item charges comprising the corresponding equipment account as reported in columns (c) and (d). For improvements on leased property, Accounts 732 and 733, use a supplementary Schedule 415 and this reporting will relate to Schedules 340 and 342. Depreciation charges reported in columns (c) and (d) will balance to Schedule 410, column (f) as follows: (1) Locomotives: line 5 plus line 38 compared to Schedule 410, line 213; (2) Freight Cars: line 24 plus line 39 compared to Schedule 410, line 232; (3) The Sum of Highway Equipment (line 32); Floating Equipment (line 35); Passenger and Other Revenue Equipment (line 36); Computer and Data Processing Equipment (line 37); Machinery-Other Equipment (line 40); and Work and Other Non-Revenue Equipment (line 41) compared to Schedule 410, line 317.
5. Depreciation adjustment for prior over and/or underdepreciation of each equipment type shall be reported in column (e) as a debit or credit to the appropriate line item, the net adjustment shall equal the equipment amortization reported in column (c) of Schedule 335.
6. Retirement charges shall be made on the basis of the actual units retired from service during the reporting period where the service value has been determined, based on a ledger value of salvage and insurance recovered. Retirement charge reported in column (f) will not balance to Schedule 410 because they are included in, but do not totally comprise the "other" expenses in Schedule 410, lines 218, 237 and 322. Retirement charges for locomotives, line 5 plus 38 are in Schedule 410, line 218; retirement charges for freight cars, lines 24 plus 39 are in Schedule 410, line 237; retirement charges for all other equipment, lines 32, 35, 36, 37, 40 and 41 are in Schedule 410, line 322.
7. Lease/Rentals reported in column (g) should balance to column (f) of Schedule 410 as follows: (1) Locomotives: line 5 plus line 38 compared with Schedule 410, lines 207, 208, 211 and 212; (2) Freight Cars: line 24 plus line 39 compared with Schedule 410, lines 226 plus 227 (note that Schedule 410, lines 230 and 231 are reported in Schedule 414 and are *not* to be included in Schedule 415); (3) The Sum of Lease/Rentals for All Other Equipment, lines 32, 35, 36, 37, 40 and 41 will balance to Schedule 410, lines 311, 312, 315 and 316 except for the interchange rental on trailers on containers which is reported in Schedule 414. Therefore, both Schedules 414 and 415 should be used when balancing lease/rentals-other equipment to Schedule 410. Do not report in Schedule 415 the trailer-container rentals reported in Schedule 414.
8. Depreciation base by types of equipment shall be reported in columns (g), (h) and (i) and should not include the cost of equipment used, but not owned, when the rents therefore are included in the rent for equipment and accounts Nos. 31-22-00, 31-23-00, 31-25-00, 31-21-00, 35-21-00, 35-22-00, 35-23-00, and 35-25-00. It should include the cost of equipment owned and leased to others when the rents there from are included in the rent for equipment accounts Nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00. Property used but not owned should also be included when the rent therefor is included in accounts Nos. 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive. The grand total of each equipment account in column (e) of Schedule 332 should equal the combined aggregate totals of line items comprising the equipment depreciation bases of column (f).
9. Accumulated depreciation for each class of equipment shall be reported in columns (h), (j) and (k). The grand total of each equipment reserve account in column (g), Schedule 335, shall equal the combined aggregate total accumulated depreciation for line items comprising the corresponding equipment accounts reported in column (h), (j) and (k).

SCHEDULE 415. SUPPORTING SCHEDULE: EQUIPMENT

SEE INSTRUCTIONS ON PAGE 88

| Line No. | Types of Equipment (a) | Repairs (Net Expense) (b) | Depreciation | | Depreciation Adjustment net during year (e) |
|----------|--|---------------------------------|--------------|-----------------------------|--|
| | | | Owned (c) | Capitalized lease (d) | |
| | LOCOMOTIVES: | | | | |
| 1 | Diesel Locomotive - Yard | \$ 137 | \$ | \$ | \$ |
| 2 | Diesel Locomotive - Road | 2,475 2,612 | 623 | | |
| 3 | Other Locomotive - Yard | | | | |
| 4 | Other Locomotive - Road | | | | |
| 5 | TOTAL | 2,612 | 623 | | |
| | FREIGHT TRAIN CARS: | | | | |
| 6 | Box-Plain 40 Foot | | | | |
| 7 | Box-Plain 50 Foot and Longer | 8 | 7 | | |
| 8 | Box-Equipped | 10 | 12 | | (2) |
| 9 | Gondola-Plain | 576 | 895 | | |
| 10 | Gondola-Equipped | 264 | 112 | | |
| 11 | Hopper-Covered | 49 | 52 | | (3) |
| 12 | Hopper-Open Top-General Service | 3,998 | 2,854 | | (2) |
| 13 | Hopper-Open Top-Special Service | 249 | 134 | | |
| 14 | Refrigerator-Mechanical | | | | |
| 15 | Refrigerator-Nonmechanical | | | | |
| 16 | Flat TOFC/COFC | | | | |
| 17 | Flat Multi-level | | | | |
| 18 | Flat-General Service | 18 | 13 | | (4) |
| 19 | Flat-Other | 2 | 13 | | |
| 20 | All Other Freight Cars | | | | |
| 21 | Cabooses | 101 | 22 | | |
| 22 | Auto Racks | | | | |
| 23 | Miscellaneous Accessories | | | | |
| 24 | TOTAL FREIGHT TRAIN CARS | 5,269 | 4,114 | | (11) |
| | OTHER EQUIPMENT-REVENUE FREIGHT HIGHWAY EQUIPMENT | | | | |
| 25 | Refrigerated Trailers | | | | |
| 26 | Other Trailers | | | | |
| 27 | Refrigerated Containers | | | | |
| 28 | Other Containers | | | | |
| 29 | Bogies | | | | |
| 30 | Chasis | | | | |
| 31 | Other Highway Equipment (Freight) | | | | |
| 32 | TOTAL HIGHWAY EQUIPMENT | | | | |
| | FLOATING EQUIPMENT-REVENUE SERVICE | | | | |
| 33 | Marine Line-Haul | | | | |
| 34 | Local Marine | | | | |
| 35 | TOTAL FLOATING EQUIPMENT | | | | |
| | OTHER EQUIPMENT | | | | |
| 36 | Passenger and Other Revenue Equipment (Freight Portion) | | | | |
| 37 | Computer & Data Processing Equipment | 1 | | | |
| 38 | Machinery - Locomotives' | 50 | | | |
| 39 | Machinery - Freight Cars' | (5) | | | |
| 40 | Machinery - Other Equipment' | 31 | 205 | | |
| 41 | Work & Other Non-revenue Equipment | 405 | 16 | | (31) |
| 42 | TOTAL OTHER EQUIPMENT | 482 | 221 | | (31) |
| 43 | TOTAL, ALL EQUIPMENT (FREIGHT PORTION) | 8,363 | 4,958** | | (42) |

*The data to be reported on line 38, in column (b) is the amount reported in Schedule 410, column (f), line 203 reduced by the allocable portion of line 216.

*The data to be reported on line 39, in column (b) is the amount reported in Schedule 410, column (f), line 222 reduced by the allocable portions of line 235.

*The data to be reported on line 40, in column (b) is the amount reported in Schedule 410, column (f), lines 302 through 306 reduced by the allocable portion of line 320.

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** Does not tie to sched. 410 because total does not include \$6 of Depreciation on Leasehold Improvements (Acct. 732)

Road Initials: BLE

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SEE INSTRUCTIONS ON PAGE 65

| Retirements (f) | Lease and Rentals (Net) (g) | Depreciation Base as of 12/31 | | Accumulated Depreciation as of 12/31 | |
|--------------------|-----------------------------------|-------------------------------|-----------------------------|--------------------------------------|-----------------------------|
| | | Owned (h) | Capitalized lease (i) | Owned (j) | Capitalized lease (k) |
| \$ (245) | 102 | \$ 13,257 | | \$ 7,635 | |
| (245) | 102 | 13,257 | | 7,635 | |
| | | 310 | | 41 | |
| | | 328 | | 171 | |
| (111) | (635) | 20,311 | | 6,062 | |
| (24) | | 2,984 | | 1,792 | |
| 5 | | 1,497 | | 808 | |
| (537) | 3,038# ✓ | 61,469 | | 19,308 | |
| 5 | (207) | 5,921 | | 3,977 | |
| (14) | 34 | 359 | | 222 | |
| - | | 374 | | 211 | |
| - | | 1,003 | | 810 | |
| (676) | 2,230# ✓ | 94,556 | | 33,402 | |
| - | 418# ✓ | 1,912 | | - | |
| 7 | - | 947 | | - | |
| 10 | - | 1,420 | | - | |
| (187) | - | 1,772 | | 720 | |
| (28) | - | 780 | | 390 | |
| (198) (215)* | 418# ✓ | 6831 2,552* | | 1,110 | |
| (1119) (136)* | 2,750 | 114 444 110 365* | | 42,147 | |

31
32
33
34
40
41
42
43

*The data to be reported on lines 38, 39, and 40 in columns (f), (g), and (h), is the investment recorded in property account 44 allocated to Locomotives, Freight Cars, and Other Equipment.
 *The depreciation to be reported on lines 38, 39, and 40 in column (i) is calculated by multiplying the investment in each element by the effective composite rate for property account 44.

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* Total does not include computers or shop machinery (Lines 37, 38 & 39) as these are included in Schedule 412.

Revised 6/21/82

SEE INSTRUCTIONS ON PAGE 65

| Retirements (f) | Lease and Rentals (Net) (g) | Depreciation Base as of 12/31 | | Accumulated Depreciation as of 12/31 | |
|--------------------|-----------------------------------|-------------------------------|-----------------------------|--------------------------------------|-----------------------------|
| | | Owned (h) | Capitalized lease (i) | Owned (j) | Capitalized lease (k) |
| (245) | 102 | 13,257 | | 7,635 | |
| (245) | 102 | 13,257 | | 7,635 | |
| | | 310 | | 41 | |
| | | 328 | | 171 | |
| (111) | (635) | 20,311 | | 6,062 | |
| (24) | | 2,984 | | 1,792 | |
| 5 | | 1,497 | | 808 | |
| (537) | 4,224 | 61,469 | | 19,308 | |
| 5 | (207) | 5,921 | | 3,977 | |
| (14) | 34 | 359 | | 222 | |
| - | | 374 | | 211 | |
| - | | 1,003 | | 810 | |
| (676) | 3,416 | 94,556 | | 33,402 | |
| - | (768) | 1,912 | | - | |
| 7 | - | 947 | | - | |
| 10 | - | 1,420 | | - | |
| (187) | - | 1,772 | | 720 | |
| (28) | - | 780 | | 390 | |
| (198) (215)* | (768) | 6831 2,352* | | 1,110 | |
| (1197) (136)* | 2,750 | 114644 110,365* | | 42,147 | |

The data to be reported on lines 38, 39, and 40 in columns (f), (g), and (h), is the investment recorded in property account 44 allocated to Locomotives, Freight Cars, and Other Equipment

The depreciation to be reported on lines 38, 39, and 40 in column (i) is calculated by multiplying the investment in each element by the effective composite rate for property account 44.

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* Total does not include computers or shop machinery (Lines 37, 38 & 39) as these are included in Schedule 412.

417. SPECIALIZED SERVICE SUBSCHEDULE - TRANSPORTATION

Instructions:

1. Report freight expenses only.
2. Report in lines 1, 2, 3, 4, and 10, the total of those natural expenses (salaries and wages; material, tools, supplies, fuels and lubricants; purchased services; and general) incurred in the operation of each type of specialized service facility. This schedule *does not* include switching services performed by train and yard crews in connection with or within specialized service facilities.
3. When it is necessary to apportion expenses, such as administrative expenses to two or more services, they shall be apportioned on the most equitable basis available to the respondent and only to the services they support. The total expenses in column (j) should balance with the respective line items in Schedule 410, Railway Operating Expenses.
4. Report in column (b), line 2, the expenses incurred in highway movements of trailers and containers performed at the expense of the reporting railroad within a terminal area for the purpose of pick-up, delivery or highway interchange service. Report in column (b), line 3, the expenses incurred in operating facilities for handling trailers and/or containers including storage expenses.

5. The operation of floating equipment in line-haul service (between distinct terminals) should be reported in column (c) on line 2. Floating operations conducted within a general terminal or harbor area should be reported in column (c), line 3.
6. Report in column (g), line 3, the expenses incurred by the railroad in loading and unloading automobiles, trucks, etc., to and from bi-level and tri-level auto rack cars. Report on line 2, column (g), the expense incurred by the railroad in moving automobiles, etc., between bi-level and tri-level loading and unloading facilities over the highway to shippers, receivers or connecting carriers. Report in column (f) operating expenses for land facilities in support of floating operations, including the operation of docks and wharves.
7. Report on line 4, column (b), the expenses related to heating and refrigeration of TOFC/COFC trailers and containers (net debits and credits). The expenses on line 4, column (h) relate to refrigerator cars only.
8. Report in column (i) total expenses incurred in performing rail substitute service, other highway revenue service, LCL terminal operations, warehouse operations, freight car transloading, grain elevator terminal operations and livestock feeding operations only.
9. Dollars in Thousands.

| Line No. | Items | TOFC/COFC Terminal | Floating Equipment | Coal Marine Terminal | Ore Marine Terminal | Other Marine Terminal | Motor Vehicle Load and Distribution | Protective Services Refrigerator Car | Other Special Services | Total Columns (b-i) |
|----------|--|--------------------|--------------------|----------------------|---------------------|-----------------------|-------------------------------------|--------------------------------------|------------------------|---------------------|
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) |
| 1 | Administration | \$ | \$ | \$ 232 | \$ | \$ | \$ | \$ | \$ | \$ 232 |
| 2 | Pick up & delivery, marine line haul | | | | | | | N/A | | |
| 3 | Loading and unloading and local marine | | | 15,282 | | | | N/A | | 15,282 |
| 4 | Protective services | | | | | | | | | |
| 5 | Freight lost or damaged-solely related | | | | | | | | | |
| 6 | Fringe benefits | | | | | | | | | |
| 7 | Casualty and insurance | | | | | | | | | |
| 8 | Joint facility - Debit | | | | | | | | | |
| 9 | Joint facility - Credit | | | | | | | | | |
| 10 | Other | | | | | | | | | |
| 11 | Total | | | 15,514 | | | | | | 15,514 |

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Road Initials:

BIE

Year 19 81

419. REMUNERATIONS FROM NATIONAL RAILROAD PASSENGER CORPORATION

This schedule should be completed by carriers participating in the National Railroad Passenger Corporation (NRPC) 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) |
|----------|--|------------|
| | WAY AND STRUCTURES | \$ |
| | Administration | |
| 1 | Track _____ | NONE |
| 2 | Bridge and Building _____ | |
| 3 | Signal _____ | |
| 4 | Communication _____ | |
| 5 | Other _____ | |
| | Repair and Maintenance | |
| 6 | Roadway - Running _____ | |
| 7 | Roadway - Switching _____ | |
| 8 | Tunnels and Subways - Running _____ | |
| 9 | Tunnels and Subways - Switching _____ | |
| 10 | Bridges and Culverts - Running _____ | |
| 11 | Bridges and Culverts - Switching _____ | |
| 12 | Ties - Running _____ | |
| 13 | Ties - Switching _____ | |
| 14 | Rail - Running _____ | |
| 15 | Rail - Switching _____ | |
| 16 | Other Track Material - Running _____ | |
| 17 | Other Track Material - Switching _____ | |
| 18 | Ballast - Running _____ | |
| 19 | Ballast - Switching _____ | |
| 20 | Track laying and surfacing - Running _____ | |
| 21 | Track laying and surfacing - Switching _____ | |
| 22 | Road Property Damaged - Running _____ | |
| 23 | Road Property Damaged - Switching _____ | |
| 24 | Road Property Damaged - Other _____ | |
| 25 | Signals and Interlockers - Running _____ | |
| 26 | Signals and Interlockers - Switching _____ | |
| 27 | Communications systems _____ | |
| 28 | Electric Power Systems _____ | |
| 29 | Highway Grade Crossings - Running _____ | |
| 30 | Highway Grade Crossings - Switching _____ | |
| 31 | Station and Office Buildings _____ | |
| 32 | Shop Buildings - Locomotives _____ | |
| 33 | Shop Buildings - Other Equipment _____ | |

419. REMUNERATIONS FROM NATIONAL RAILROAD PASSENGER CORPORATION—Continued

| Line No. | Name of Account (a) | Amount (b) |
|----------|---|---------------|
| | Repair and Maintenance—Continued | \$ |
| 101 | Locomotive Servicing Facilities _____ | |
| 102 | Miscellaneous Buildings and Structures _____ | |
| 109 | Roadway Machines _____ | |
| 110 | Small Tools and Supplies _____ | |
| 111 | Snow Removal _____ | |
| 112 | Fringe Benefits - Running _____ | |
| 113 | Fringe Benefits - Switching _____ | |
| 114 | Fringe Benefits - Other _____ | |
| 115 | Casualties and Insurance - Running _____ | |
| 116 | Casualties and Insurance - Switching _____ | |
| 117 | Casualties and Insurance - Other _____ | |
| 118 | Lease Rentals - Debit - Running _____ | |
| 119 | Lease Rentals - Debit - Switching _____ | |
| 120 | Lease Rentals - Debit - Other _____ | |
| 121 | Lease Rentals - (Credit) - Running _____ | |
| 122 | Lease Rentals - (Credit) - Switching _____ | |
| 123 | Lease Rentals - (Credit) - Other _____ | |
| 124 | Joint Facility Rent - Debit - Running _____ | |
| 125 | Joint Facility Rent - Debit - Switching _____ | |
| 126 | Joint Facility Rent - Debit - Other _____ | |
| 127 | Joint Facility Rent - (Credit) - Running _____ | |
| 128 | Joint Facility Rent - (Credit) - Switching _____ | |
| 129 | Joint Facility Rent - (Credit) - Other _____ | |
| 130 | Other Rents - Debit - Running _____ | |
| 131 | Other Rents - Debit - Switching _____ | |
| 132 | Other Rents - Debit - Other _____ | |
| 133 | Other Rents - (Credit) - Running _____ | |
| 134 | Other Rents - (Credit) - Switching _____ | |
| 135 | Other Rents - (Credit) - Other _____ | |
| 136 | Depreciation - Running _____ | |
| 137 | Depreciation - Switching _____ | |
| 138 | Depreciation - Other _____ | |
| 139 | Joint Facility - Debit - Running _____ | |
| 140 | Joint Facility - Debit - Switching _____ | |
| 141 | Joint Facility - Debit - Other _____ | |
| 142 | Joint Facility - (Credit) - Running _____ | |
| 143 | Joint Facility - (Credit) - Switching _____ | |
| 144 | Joint Facility - (Credit) - Other _____ | |
| 145 | Dismantling Retired Road Property - Running _____ | |
| 146 | Dismantling Retired Road Property - Switching _____ | |
| 147 | Dismantling Retired Road Property - Other _____ | |
| 148 | Other - Running _____ | |
| 149 | Other - Switching _____ | |
| 150 | Other - Other _____ | |
| 151 | Total WAY AND STRUCTURES _____ | |

419. REMUNERATIONS FROM NATIONAL RAILROAD PASSENGER CORPORATION - Continued

| Line No. | Name of Account (a) | Amount (b) |
|----------|---|------------|
| | EQUIPMENT | \$ |
| | Locomotives | |
| 201 | Administration _____ | |
| 202 | Repair and Maintenance _____ | |
| | NONE | |
| 203 | Machinery Repair _____ | |
| 204 | Equipment Damaged _____ | |
| 205 | Fringe Benefits _____ | |
| 206 | Other Casualties and Insurance _____ | |
| 207 | Lease Rentals - Debit _____ | |
| 208 | Lease Rentals - (Credit) _____ | |
| 209 | Joint Facility Rent - Debit _____ | |
| 210 | Joint Facility Rent - (Credit) _____ | |
| 211 | Other Rents - Debit _____ | |
| 212 | Other Rents - (Credit) _____ | |
| 213 | Depreciation _____ | |
| 214 | Joint Facility - Debit _____ | |
| 215 | Joint Facility - (Credit) _____ | |
| 216 | Repairs Billed to Others - (Credit) _____ | |
| 217 | Dismantling Retired Property _____ | |
| 218 | Other _____ | |
| 219 | Total Locomotives _____ | |
| | Other Equipment | |
| 301 | Administration _____ | |
| | Repair and Maintenance: | |
| 304 | Passenger and Other Revenue Equipment _____ | |
| 305 | Computers and Data Processing System _____ | |
| 306 | Machinery _____ | |
| 307 | Work and Other Non-Revenue Equipment _____ | |
| 308 | Equipment Damaged _____ | |
| 309 | Fringe Benefits _____ | |
| 310 | Other Casualties and Insurance _____ | |
| 311 | Lease Rentals - Debit _____ | |
| 312 | Lease Rentals - (Credit) _____ | |
| 313 | Joint Facility Rent - Debit _____ | |
| 314 | Joint Facility Rent - (Credit) _____ | |
| 315 | Other Rents - Debit _____ | |
| 316 | Other Rents - (Credit) _____ | |
| 317 | Depreciation _____ | |
| 318 | Joint Facility - Debit _____ | |
| 319 | Joint Facility - (Credit) _____ | |
| 320 | Repairs Billed to Others - (Credit) _____ | |
| 321 | Dismantling Retired Property _____ | |
| 322 | Other _____ | |
| 323 | Total Other Equipment _____ | |
| 324 | TOTAL EQUIPMENT _____ | |

419. REMUNERATIONS FROM NATIONAL RAILROAD PASSENGER CORPORATION--Continued

| Line No. | Name of Account (a) | Amount (b) |
|----------|---|------------|
| | TRANSPORTATION | \$ |
| | Train Operation | |
| 401 | Administration _____ | |
| 402 | Engine Crews _____ | |
| 403 | Train Crews _____ | |
| 404 | Dispatching Trains _____ | |
| 405 | Operating Signals and Interlockers _____ | |
| 406 | Operating Drawbridges _____ | |
| 407 | Highway Crossing Protection _____ | |
| 408 | Train Inspection and Lubrication _____ | |
| 409 | Locomotive Fuel _____ | |
| 410 | Electric Power Purchased or Produced for Motive Power _____ | |
| 411 | Servicing Locomotives _____ | |
| 412 | Freight Lost or Damaged - Solely Related _____ | |
| 413 | Clearing Wrecks _____ | |
| 414 | Fringe Benefits _____ | |
| 415 | Other Casualties and Insurance _____ | |
| 416 | Joint Facility - Debit _____ | |
| 417 | Joint Facility - (Credit) _____ | |
| 418 | Other _____ | |
| 419 | Total Train Operations _____ | |
| | Yard Operations | |
| 420 | Administration _____ | |
| 421 | Switch Crews _____ | |
| 422 | Controlling Operations _____ | |
| 423 | Yard and Terminal Clerical _____ | |
| 424 | Operating Switches, Signals, Retarders and Humps _____ | |
| 425 | Locomotive Fuel _____ | |
| 426 | Electric Power Purchased or Produced for Motive Power _____ | |
| 427 | Servicing Locomotives _____ | |
| 428 | Freight Lost or Damaged - Solely Related _____ | |
| 429 | Clearing Wrecks _____ | |
| 430 | Fringe Benefits _____ | |
| 431 | Other Casualties and Insurance _____ | |
| 432 | Joint Facility - Debit _____ | |
| 433 | Joint Facility - (Credit) _____ | |
| 434 | Other _____ | |
| 435 | Total Yard Operations _____ | |

419. REMUNERATIONS FROM NATIONAL RAILROAD PASSENGER CORPORATION—Concluded

| Line No. | Name of Account (a) | Amount (b) |
|----------|--|------------|
| | Train and Yard Operations Common | \$ |
| 501 | Cleaning Car Interiors _____ NONE | |
| 504 | Freight Lost or Damaged - all other _____ | |
| 505 | Fringe Benefits _____ | |
| 506 | Total Train and Yard Operations Common _____ | |
| | Administrative Support Operations | |
| 518 | Administration _____ | |
| 519 | Employees Performing Clerical and Accounting Functions _____ | |
| 520 | Communication Systems Operation _____ | |
| 521 | Loss and Damage Claims Processing _____ | |
| 522 | Fringe Benefits _____ | |
| 523 | Casualties and Insurance _____ | |
| 524 | Joint Facility - Debit _____ | |
| 525 | Joint Facility - (Credit) _____ | |
| 526 | Other _____ | |
| 527 | Total Administrative Support Operations _____ | |
| 528 | TOTAL TRANSPORTATION _____ | |
| | GENERAL AND ADMINISTRATIVE | \$ |
| 601 | Officers - General Administration _____ | |
| 602 | Accounting, Auditing and Finance _____ | |
| 603 | Management Services and Data Processing _____ | |
| 604 | Marketing _____ | |
| 605 | Sales _____ | |
| 607 | Personnel and Labor Relations _____ | |
| 608 | Legal and Secretarial _____ | |
| 609 | Public Relations and Advertising _____ | |
| 610 | Research and Development _____ | |
| 611 | Fringe Benefits _____ | |
| 612 | Casualties and Insurance _____ | |
| 613 | Writedown of Uncollectible Accounts _____ | |
| 614 | Property Taxes _____ | |
| 615 | Other Taxes Except on Corporate Income or Payrolls _____ | |
| 616 | Joint Facility - Debit _____ | |
| 617 | Joint Facility - (Credit) _____ | |
| 618 | Other _____ | |
| 619 | TOTAL GENERAL AND ADMINISTRATIVE _____ | |
| 650 | TOTAL REMUNERATIONS _____ | |

450. ANALYSIS OF FEDERAL INCOME TAXES

1. In column (a) are listed the particulars which most often cause a differential between taxable income and pretax accounting income. Other particulars which cause such a differential should be listed under the caption "Other", including State and other taxes deferred if computed separately. Minor items each less than \$100,000 may be combined in a single entry under "Other".

2. Indicate in column (b) the beginning of the year total of accounts 714, 744, 762 and 786 applicable to each particular item in column (a).

3. Indicate in column (c) the net change in accounts 714, 744, 762 and 786 for the net tax effect of timing differences originating and reversing in the current accounting period.

4. Indicate in column (d) any adjustments, as appropriate, including adjustments to eliminate or reinstate deferred tax effects (credits or debits) due to applying or recognizing a loss carry-forward or a loss carry-back.

5. The total of line 10 in columns (c) and (d) should agree with the total of the contra charges (credits) to account 557, "Provision for deferred taxes," and account 591, "Provision for deferred taxes—extraordinary items," for the current year.

6. Indicate in column (e) the cumulative total of columns (b), (c), and (d). The total of column (e) must agree with the total of accounts 714, 744, 762 and 786.

Dollars in thousands.

| Line No. | Particulars (a) | Beginning of Year Balance (b) | Net Credits (Charges) for Current Year (c) | Adjustments (d) | End of Year Balance (e) |
|----------|--|-------------------------------|--|-----------------|-------------------------|
| 1 | Accelerated depreciation, Sec. 167 I.R.C.: Guideline lives pursuant to Rev. Proc. 62-21. | \$ 21,262 | \$ 5,416 | \$ (237) | \$ 26,441 |
| 2 | Accelerated amortization of facilities Sec. 168, I.R.C. | | | | |
| 3 | Accelerated amortization of rolling stock, Sec. 184 I.R.C. | | | | |
| 4 | Amortization of rights of way, Sec. 185 I.R.C. | | | | |
| 5 | Other (Specify) | | | | |
| 6 | Deferred Investment Credit | 9,729 | 1,498 | - | 11,227 |
| 7 | | | | | |
| 8 | | | | | |
| 9 | Investment tax credit* | | | | |
| 10 | TOTALS | 30,991 | 6,914 | (237) | 37,668 |

*Footnotes:

| | | |
|---|----|-----|
| 11. If flow-through method was elected, indicate net decrease (or increase) in tax accrual because of investment tax credit | \$ | - |
| 12. If deferral method for investment tax credit was elected: | | |
| (1) Indicate amount of credit utilized as a reduction of tax liability for current year | \$ | 706 |
| (2) Deduct amount of current year's credit applied to reduction of tax liability but deferred for accounting purposes | \$ | 692 |
| (3) Balance of current year's credit used to reduce current year's tax accrual | \$ | 14 |
| (4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accrual | \$ | 518 |
| (5) Total decrease in current year's tax accrual resulting from use of investment tax credits | \$ | 532 |
| 13. Total-Other than U.S. Government Taxes | \$ | 359 |

Income taxes:

| | | |
|----------------------------------|----|--------|
| Normal tax and surtax | \$ | 13,866 |
| Excess profits | | - |
| Total-Income taxes | \$ | 13,866 |
| Old-age retirement* | | 4,415 |
| Unemployment insurance | | 458 |
| All other United States Taxes | | (53) |
| Total-U.S. Government Taxes | \$ | 18,686 |
| Grant Total-Railway Tax Accruals | \$ | 19,045 |

* Includes taxes for hospital insurance (Medicare) and supplemental annuities as follows:

| | | |
|------------------------|----|-----|
| Hospital insurance | \$ | 375 |
| Supplemental annuities | | 36 |

451. 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.

2. Dollars in thousands.

A. Other than U.S. Government Taxes

| Line No. | State (a) | Amount (b) | State (a) | Amount (b) | Line No. |
|----------|----------------|------------|--|------------|----------|
| | | \$ | | \$ | |
| 1 | Alabama | | South Dakota | | 41 |
| 2 | Alaska | | Tennessee | | 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 | | 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 | | Total—Other than U.S. Government Taxes | | 56 |
| 19 | Maine | | | | |
| 20 | Maryland | | 3. U.S. Government Taxes | | |
| 21 | Massachusetts | | Kind of tax (a) | Amount (b) | |
| 22 | Michigan | | | \$ | |
| 23 | Minnesota | | | | |
| 24 | Mississippi | | Income taxes: | | |
| 25 | Missouri | | Normal tax and surtax | | 57 |
| 26 | Montana | | Excess profits | | 58 |
| 27 | Nebraska | | Total—Income taxes | | 59 |
| 28 | Nevada | | Old-age retirement* | | 60 |
| 29 | New Hampshire | | Unemployment insurance | | 61 |
| 30 | New Jersey | | All other United States Taxes | | 62 |
| 31 | New Mexico | | Total—U.S. Government Taxes | | 63 |
| 32 | New York | | Grand Total—Railway Tax Accruals | | 64 |
| 33 | North Carolina | | | | |
| 34 | North Dakota | | | | |
| 35 | Ohio | | | | |
| 36 | Oklahoma | | *Includes taxes for hospital insurance (Medicare) and supplemental annuities as follows: | | |
| 37 | Oregon | | Hospital insurance | \$ | 65 |
| 38 | Pennsylvania | | Supplemental annuities | | 66 |
| 39 | Rhode Island | | | | |
| 40 | South Carolina | | | | |

460. ITEMS IN SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS FOR THE YEAR

Give a brief description for all items, regardless of amount, included during the year in accounts 555, "Unusual or infrequent items"; 560, "Income or loss from operations of discontinued segments"; 562, "Gain or loss on disposal of discontinued segments"; 570, "Extraordinary items"; 590, "Income taxes on extraordinary items"; 592, "Cumulative effect of changes in accounting principles"; 603, "Appropriations released"; 606, "Other credits to retained earnings"; 616, "Other debits to retained earnings"; 620, "Appropriations for sinking and other funds"; 621,

"Appropriations for other purposes". If appropriations released reflect appropriations provided during the year, each account should not be reported.

For accounts 519, "Miscellaneous income" and 551, "Miscellaneous income charges", if the total in either account exceeds 10% of net income before extraordinary items, describe the three largest items in each account and any other items in excess of 10% of net income.

(Dollars in thousands)

| Line No. | Account No. (a) | Item (b) | Debits (c) | Credits (d) |
|----------|-----------------|--|------------|-------------|
| 1 | 603 | Appropriations Released: | \$ | \$ |
| 2 | | Additional First Year Depreciation | | 1 |
| 3 | | Amortization of Acc. Dep. of Fringe | | |
| 4 | | Benefits Capitalized | | 50 |
| 5 | | Amortization Inv. Cr.-ICC Basis | 558 | |
| 6 | | | | |
| 7 | | | 507 | |
| 8 | | | | |
| 9 | 621 | Appropriations for Other Reasons: | | |
| 10 | | Fringe Ben. & Vac.-Hol. Accruals Charged | | |
| 11 | | to Investment | 144 | |
| 12 | | Deferred Inv. Cr.-ICC Basis | | 2,057 |
| 13 | | | | |
| 14 | | | | 1,913 |
| 15 | | | | |
| 16 | | Accounts 519 and 551 Less than 10% of Net Income | | |
| 17 | | | | |
| 18 | | | | |
| 19 | | | | |
| 20 | | | | |
| 21 | | | | |
| 22 | | | | |
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MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

NOTES AND REMARKS

[Empty rectangular box for notes and remarks]

500. CONTINGENT ASSETS AND LIABILITIES

1. Give particulars with respect to contingent assets and liabilities at the close of the year, in accordance with Instruction 5-6 in the Uniform System of Accounts for Railroad Companies, that are not reflected in the accounts of the respondent.

Disclose all items amounting to \$100,000. 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 obligations 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 | NONE | \$ |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |
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| 10 | | |
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501. GUARANTIES AND SURETYSHIPS

1. If the respondent was under obligation as guarantor or surety for the performance by any other corporation or other association of any agreement or obligation, show the particulars of each contract of guaranty or suretyship in effect at the close of the year or entered into and expired during the year.

This inquiry does not cover the case of ordinary commercial paper maturing on demand or not later than 2 years after date of issue. Items of less than \$50,000 may be shown as one total.
(Dollars in thousands)

| Line No. | Names of all parties principally and primarily liable (a) | Description (b) | Amount of contingent liability (c) | Sole or joint contingent liability (d) |
|----------|--|--------------------|---------------------------------------|---|
| 1 | | NONE | \$ | |
| 2 | | | | |
| 3 | | | | |
| 4 | | | | |
| 5 | | | | |
| 6 | | | | |
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| 38 | | | | |

2. If any corporation or other association was under obligation as guarantor or surety for the performance by the respondent of any agreement or obligation, show for each such contract of guaranty or suretyship in effect at the close of the year or entered into and expired during the year, the particulars called for hereunder.

This inquiry does not cover the case of ordinary commercial paper maturing on demand or not later than 2 years after date of issue, nor does it include ordinary surety bonds or undertakings on appeals in court proceedings.

| Line No. | Finance Docket number, title, maturity date and concise description of agreement or obligation (a) | Names of all guarantors and sureties (b) | Amount of contingent liability of guarantors (c) | Sole or joint contingent liability (d) |
|----------|---|---|---|---|
| 1 | | | \$ | |
| 2 | | | | |
| 3 | | | | |
| 4 | | | | |
| 5 | | | | |
| 6 | | | | |
| 7 | | | | |
| 8 | | | | |
| 9 | | | | |

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS

Using the following notes as a guideline, show the requirements compensating balances and short-term borrowing arrangements. Footnote disclosure is required even though the arrangement is not reduced to writing. (Dollars in thousands)

1. Disclose compensating balances not legally restricted, lines of credit used and unused, average interest rate of short-term borrowings outstanding at balance sheet date, maximum amount of outstanding borrowings during the period and the weighted average rate of those borrowings.
2. Time deposits and certificates of deposit constituting compensating balances not legally restricted should be disclosed.
3. Compensating balance arrangements need only be disclosed for the latest fiscal year.
4. Compensating balances included in account 703, Special deposits, and in account 717, Other funds, should also be separately disclosed below.
5. Compensating balance arrangements are sufficiently material to require disclosure in footnotes when the aggregate of written and oral agreement balances amount to 15 percent or more of liquid assets (current cash balances, restricted and unrestricted plus marketable securities).
6. When a carrier is not in compliance with a compensating balance requirement, that fact should be disclosed along with stated and possible sanctions whenever such possible sanctions may be immediate (not vague or unpredictable) and material.

NONE

510. DEBTHOLDINGS

Give particulars of the various issues of securities of the respondent and disclose the name and address of the creditor, the character (nature) of the debt, nature of the security, if any, the date of origin, the date of maturity, the total amount of the debt, the rate of interest, and the total amount of interest to be paid. Include a copy of any and all restrictive covenants attached to the indebtedness. Where such indebtedness is widely held, such as bonds and debentures, provide the name of the trustee in place of the creditor.

Accounts to be considered in completing this schedule are:

- 765. Funded Debt Unmatured
- 766. Equipment Obligations
- 767. Receivers' and Trustees' Securities
- 768. Debt in Default
- 769. Accounts Payable; Affiliated Companies

In column (a) show the symbol and name, and account number of each bond or other obligation according to the following designations in the numerical order given, and give a total for each such numerical alphabetical and each numerical group and for each account:

(1) MORTGAGE BONDS:

- (a) With fixed interest.
- (b) With contingent interest.

(2) COLLATERAL TRUST BONDS:

- (a) With fixed interest.
- (b) With contingent interest.

(3) UNSECURED BONDS (Debentures):

- (a) With fixed interest.
- (b) With contingent interest.

(4) EQUIPMENT OBLIGATIONS:

- (a) Equipment securities (Corporation).
- (b) Equipment securities (Receivers' and Trustee').
- (c) Conditional or deferred payment contracts.

(5) MISCELLANEOUS OBLIGATIONS**(6) RECEIVERS' AND TRUSTEE' SECURITIES (Other than equipment obligations)****(7) SHORT-TERM NOTES IN DEFAULT.**

Indicate in the description or by footnote the property pledge for each issue, stating assets covered by first lien and by junior lien.

If an issue is a serial issue, state amounts due annually. If amounts are not due regularly, give full particulars.

If an issue is an income bond, the interest rate shown should be the maximum rate specified by the indenture. State in the description or by footnote the amount of interest that is contingent, the percent paid for the current year, and the aggregate percent of contingent interest unpaid at the beginning and end of the year.

If any issue is in default, indicate the date of the first default, payments of interest made during the current year, and total amount of interest in default at beginning and end of the year.

If any issue contains a conversion feature, call feature, or is subject to a sinking fund provision prior to maturity, describe particulars in footnotes. Dollars in thousands.

510. DEBTHOLDINGS—Continued

| Line No | Description of obligation | Name and address of creditor or trustee | Original amount | Portion due | |
|---------|--|---|-----------------|-----------------|----------------|
| | | | | Within one year | After one year |
| (a) | (b) | (c) | (d) | (e) | |
| 1 | 1(a) Mortgage Bonds: | | | | |
| 2 | First Mortgage | | | | |
| 3 | 2-7/8% Series A | | | | |
| 4 | PB&LE Bonds | U. S. Trust Co. | | | |
| 5 | issued 12/1/46 | of New York, Trustee | | | |
| 6 | (Assumed under | 130 John Street | | | |
| 7 | Merger Finance | New York, | | | |
| 8 | Docket #16278) | New York 10038 | 12,000 | | 241 |
| 9 | | | | | |
| 10 | 4(c) Equipment Obligations: | | | | |
| 11 | Conditional Sales | American National Bank | | | |
| 12 | Agreement for | & Trust of Chicago | | | |
| 13 | purchase of 600 | 33 N. LaSalle St. | | | |
| 14 | Hoppers | Chicago, IL 60690 | 12,525 | 1,566 | 5,088 |
| 15 | | | | | |
| 16 | NOTE: | | | | |
| 17 | The First Mortgage 2-7/8% Series A Bonds, callable December, 1996, are | | | | |
| 18 | subject to the following Sinking Fund provisions: | | | | |
| 19 | | | | | |
| 20 | Payment to the Sinking Fund Agent on December 1 of each year shall | | | | |
| 21 | be the lesser of: | | | | |
| 22 | | | | | |
| 23 | (a) The sum of \$120,000 plus a sum equal to annual interest at the | | | | |
| 24 | rate of 2-7/8% on the aggregate principal amount of all Bonds | | | | |
| 25 | of Series A theretofore acquired through the operation of the | | | | |
| 26 | sinking fund, whether by purchase, redemption or otherwise; | | | | |
| 27 | | | | | |
| 28 | or | | | | |
| 29 | (b) a sum equal to the income of Bessemer after fixed charges | | | | |
| 30 | computed in accordance with the Accounting Rules and Regulations, | | | | |
| 31 | or other similar regulations from time to time in effect, | | | | |
| 32 | prescribed by the Interstate Commerce Commission or other | | | | |
| 33 | governmental agency having jurisdiction over the accounting | | | | |
| 34 | practice of Bessemer, or in the absence of any such rules and | | | | |
| 35 | regulations in accordance with generally accepted accounting | | | | |
| 36 | principles for the year ending December 31 next preceding such | | | | |
| 37 | sinking fund payment date. | | | | |
| 38 | | | | | |
| 39 | | | | | |
| 40 | | | | | |
| 41 | | | | | |
| 42 | | | | | |
| 43 | | | | | |
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| 50 | | | | | |

510. DEBTHOLDINGS—Continued

| Date of issue (f) | Date of maturity (g) | Interest | | | At year end | |
|---|-------------------------|-------------|----------------------------|-------------------------|---|-------------------------------------|
| | | Rate (h) | Accrued during year (i) | Paid during year (j) | Unamortized debt discount 770.1 (k) | Unamortized premium 770.2 (l) |
| 12/1/46 | 12/1/96 | 2-7/8% | 7 | 7 | | |
| 11/15/77 | 3/1/86 | 7.5% | 563 | 572 | | |
| DEBTHOLDING - OTHER | | | | Date of Agreement | Date of Expiration | Total Dollar Amount |
| Lease with the State of Ohio | | | | 7/11/76 | 7/1/84 | \$22,000 |
| <p>On August 5, 1976, the State of Ohio issued \$19.0 million of its industrial development obligations for the purpose of financing port facilities to be used by the Company at Conneaut, Ohio. The obligations consisted of an industrial development bond issued by the State in the amount of \$19,000,000 purchased by Morgan Guaranty Trust Company of New York. On the same date the Company entered into a lease with the State under which the Company leases the facilities. Rentals are calculated to provide sufficient funds to retire the bond over its term, and the Company has the right and expects to acquire full title to the facilities upon termination of the lease. The Company has not guaranteed the bond or otherwise assumed liability in respect of the bond.</p> <p>The amount of the industrial development obligations issued by the State of Ohio was increased during 1978 from \$19.0 million to \$23.0 million. The Company entered into a supplemental lease with the State of Ohio as of June 1, 1978, under which the Company agreed to pay increased rentals in accordance with the increase in the amount of obligations issued by the State. The Company has not guaranteed such obligations or otherwise assumed liability in respect thereof. Debt reduction amounted to \$1.0 million in 1981.</p> | | | | | | |
| See Reverse - page 88(a) | | | | | | |

510 DEBTHOLDINGS - Continued

| | <u>Date of Agreement</u> | <u>Date of Expiration</u> | <u>Total Dollar Amt.</u> |
|------------------------------|--------------------------|---------------------------|--------------------------|
| Lease with the State of Ohio | 9/15/80 | 10/1/92 | \$2,300 |

On September 15, 1980, the State of Ohio issued \$2.3 million of its industrial development obligations for the purpose of financing pollution control facilities to be used by the Company at Conneaut, Ohio. The obligations consisted of an industrial development bond issued by the State in the amount of \$2,300,000 purchased by First National Bank of Minneapolis. On the same date the Company entered into a lease with the State under which the Company leases the facilities. Rentals are calculated to provide sufficient funds to retire the bond over its term, and the Company has the right and expects to acquire full title to the facilities upon termination of the lease. The Company has not guaranteed the bond or otherwise assumed liability in respect of the bond.

| | | | |
|------------------------------|--------|--------|----------|
| Lease with the State of Ohio | 6/1/81 | 6/1/93 | \$22,000 |
|------------------------------|--------|--------|----------|

On June 1, 1981, the State of Ohio issued \$22 million of its industrial development obligations for the purpose of financing an ore screening facility to be used by the Company at Conneaut, Ohio. The obligations consisted of an industrial development bond issued by the State in the amount of \$22,000,000 purchased by Mellon Bank, N.A. On the same date the Company entered into a lease with the State under which the Company leases the facility. Rentals are calculated to provide sufficient funds to retire the bond over its term, and the Company has the right and expects to retire the bond over its term. The Company has not guaranteed the bond or otherwise assumed liability in respect of the bond.

510. DEBTHOLDINGS—Continued
(Notes and Other Disclosures)

| Line No. | a. Nature of Security or Collateral, if any |
|----------|---|
| 1 | |
| 2 | |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
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| 14 | |
| 15 | |
| 16 | |
| 17 | |

b. With respect to each holder of more than five percent of each issue reported, provide the name, address, and type of holder—bank, broker, holding company, individual or other specified category.

| Line No. | Name and address of holder | Type of holder |
|----------|---|----------------|
| 1 | The Bowery Savings Bank | |
| 2 | 110 East 42nd Street | |
| 3 | New York, NY 10017 | |
| 4 | (Conditional Sales Agreement) | Bank |
| 5 | | |
| 6 | | |
| 7 | | |
| 8 | Washington National Insurance of New York | |
| 9 | 1630 Chicago Avenue | |
| 10 | Evanston, IL 47711 | Insurance |
| 11 | | |
| 12 | | |
| 13 | | |
| 14 | | |
| 15 | | |
| 16 | | |
| 17 | | |
| 18 | | |

c. Other Notes and Comments

INSTRUCTIONS CONCERNING RETURNS IN SCHEDULE 700

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 of track should be reported to the nearest WHOLE mile adjusted to accord with footings, i.e.: counting one-half mile and over as a whole mile and disregarding any fraction less than one-half 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 (h) and (i) 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 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.

Switching and terminal companies leave column (c) (Miles of Branch Lines) blank. They should prepare also the following schedule for tracks operated at cost for joint benefit.

TRACKS OPERATED AT COST FOR JOINT BENEFIT (For Switching and Terminal Companies Only)

| Line No. | Name of owner(s) | Joint or common title holder(s) | Total mileage operated |
|----------|------------------|---------------------------------|------------------------|
| 1 | | NOT APPLICABLE | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |

700. MILEAGE OPERATED AT CLOSE OF YEAR

| Line No. | Class | Proportion owned or leased by respondent (b) | Main (M) or branch (B) line (c) | Running Tracks, Passing Tracks, CrossOvers, 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, turnouts (g) | | | |
| 1 | 1 | B&LE RR | M | 161 | 41 | | 12 | 46 | 135 | 395 |
| 2 | | (100) | B | 31 | - | | 1 | 6 | - | 38 |
| 3 | | TOTAL | | 192 | 41 | | 13 | 52 | 135 | 433 |
| 4 | 5J | Union RR | M | 1 | 1 | | - | 13 | - | 15 |
| 5 | | (50) | | | | | | | | |
| 6 | | | | | | | | | | |
| 7 | 5 | N&W Ry. | M | 12 | - | | - | 4 | - | 16 |
| 8 | | | | | | | | | | |
| 9 | | | | | | | | | | |
| 10 | | | | | | | | | | |
| 11 | | | | | | | | | | |
| 12 | | | | | | | | | | |
| 13 | | | | | | | | | | |
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| 35 | | | | | | | | | | |
| 36 | | | | | | | | | | |
| 37 | | | | | | | | | | |
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| 41 | | | | | | | | | | |
| 42 | | | | | | | | | | |
| 43 | | | | | | | | | | |
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| 45 | | | | | | | | | | |
| 46 | | | | | | | | | | |
| 47 | | | | | | | | | | |
| 48 | | | | | | | | | | |
| 49 | | | | | | | | | | |
| 50 | | | | | | | | | | |
| 51 | | | | | | | | | | |
| 52 | | | | | | | | | | |
| 53 | | | | | | | | | | |
| 54 | | | | | | | | | | |
| 55 | | Total Main Line | XXX | 174 | 42 | | 12 | 63 | 135 | 426 |
| 56 | | Total Branch Lines | XXX | 31 | - | | 1 | 6 | - | 38 |
| 57 | | Grand Total | XXX | 205 | 42 | | 13 | 69 | 135 | 464 |
| 58 | | Miles of road or track electrified included in preceding grand total | XXX | | | | | | | |

NOTE: THE 16 MILES OF TRACK LEASED FROM NORFOLK & WESTERN RAILWAY ARE OPERATED JOINTLY WITH THE LESSOR COMPANY

701. 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 | Main (M) or branch (B) line | Running Tracks, Passing Tracks, Cross-Overs, Etc. | | | | Miles of way switching tracks | Miles of yard switching tracks | Total |
|----------|-------|-----------------------|-----------------------------|---|----------------------------|--------------------------------|---|-------------------------------|--------------------------------|-------|
| | | | | Miles of road | Miles of second main track | Miles of all other main tracks | Miles of passing tracks, cross-overs, and turn-outs | | | |
| (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | |
| 1 | | | | | | | | | | |
| 2 | | | | | | | | | | |
| 3 | | | | | | | | | | |
| 4 | | | | | | | | | | |
| 5 | | | | | | | | | | |
| 6 | | | | | | | | | | |
| 7 | | | | | | | | | | |
| 8 | | | | | | | | | | |
| 9 | | | | | | | | | | |
| 10 | | | | | | | | | | |
| 11 | | | | | | | | | | |
| 12 | | | | | | | | | | |
| 13 | | | | | | | | | | |
| 14 | | | | | | | | | | |
| 15 | | | | | | | | | | |
| | | Total | XXX | | | | | | | |

(NOT APPLICABLE)

702. 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 appropriate. Tracks which have been permanently abandoned should not be included in columns (i) and (j).

Lengths of track should be reported to the nearest WHOLE mile adjusted to accord with footings, i.e.: counting one-half mile and over as a whole mile and disregarding any fraction less than one-half 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 | Pennsylvania | 156 | 31 | | | | 13 | 200 | | | |
| 2 | | | | | | | | | | | |
| 3 | Ohio | 5 | - | | | | - | 5 | | | |
| 4 | | | | | | | | | | | |
| 5 | | | | | | | | | | | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |
| 16 | Total Mileage (single track) | 161 | 31 | | | | 13 | 205 | | | |

705. 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 whole mile adjusted to accord with footings, i.e.: counting one-half mile and over as a whole mile and disregarding any fraction less than one-half 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. Any certificates of convenience and necessity, issued under 10901 of the Interstate Commerce Act should make reference to such authority by docket number 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 | Main (M) or branch (B) line | Running Tracks, Passing Tracks, Cross-Overs, Etc. | | | | Miles of way switching tracks | Miles of yard switching tracks | Total | Remarks |
|----------|----------------|-----------------------------|---|----------------------------|--------------------------------|--|-------------------------------|--------------------------------|-------|---------|
| | | | Miles of road | Miles of second main track | Miles of all other main tracks | Miles of passing tracks, cross-overs and turn-outs | | | | |
| (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | |
| 1 | | | | | | | | | | |
| 2 | | | | | | | | | | |
| 3 | | | | | | | | | | |
| 4 | | | | | | | | | | |
| 5 | | | | | | | | | | |
| 6 | | | | | | | | | | |
| 7 | | | | | | | | | | |
| 8 | | | | | | | | | | |
| 9 | | | | | | | | | | |
| 10 | | | | | | | | | | |
| 11 | | | | | | | | | | |
| 12 | | | | | | | | | | |
| 13 | Total Increase | | | | | | | | | |

DECREASES IN MILEAGE

| | | | | | | | | | |
|----|----------------|---|--|--|--|--|---|---|--------------------|
| 14 | 1 | B | | | | | 1 | 1 | Queen Jct to Dewey |
| 15 | | | | | | | | | |
| 16 | | | | | | | | | |
| 17 | | | | | | | | | |
| 18 | | | | | | | | | |
| 19 | | | | | | | | | |
| 20 | | | | | | | | | |
| 21 | | | | | | | | | |
| 22 | | | | | | | | | |
| 23 | | | | | | | | | |
| 24 | | | | | | | | | |
| 25 | Total Decrease | | | | | | 1 | 1 | |

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.

INSTRUCTIONS CONCERNING RETURNS IN SCHEDULE 710

Instructions for reporting locomotive and passenger-train car data.

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 (1); 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. For reporting purposes indicate radio-controlled self-powered diesel units on lines 1 through 8, as appropriate. Radio-controlled units that are not self-powered, i.e., those without a diesel, should be reported on line 13 under "Auxiliary units".

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.

710. INVENTORY OF EQUIPMENT

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

| Line No. | Type or design of units (a) | Units in service of respondent at beginning of year (b) | Changes During the Year | | | | Units retired from service of respondent whether owned or leased, including reclassification (g) | Units at Close of Year | | | | |
|------------------|--|--|-------------------------------------|-------------------------------------|--|---|---|------------------------|---------------------------|--|--|-------------------------|
| | | | Units installed | | | | | 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) | | | | | | |
| Locomotive Units | | | | | | | | | | | | |
| 1 | Diesel-Freight A units | 3 | | | 1 | | 4 | | 4 | | (H.P.) | |
| 2 | Diesel-Freight B units | 1 | | | | | 1 | | 1 | | 6,000 | 4 |
| 3 | Diesel-Passenger A units | | | | | | | | | | 1,500 | 3 |
| 4 | Diesel-Passenger B units | | | | | | | | | | | |
| 5 | Diesel-Multiple purpose A units | 62 | | | | | 50 | 12 | 62 | | 106,500 | 2 |
| 6 | Diesel-Multiple purpose B units | | | | | | | | | | | |
| 7 | Diesel-Switching A units | | | | | | | | | | | |
| 8 | Diesel-Switching B units | | | | | | | | | | | |
| 9 | Total (lines 1 to 8) | 66 | | | 1 | | 55 | 12 | 67 | | 114,000 | 9 |
| 10 | Electric-Locomotives | | | | | | | | | | | |
| 11 | Other self powered units | | | | | | | | | | | |
| 12 | Total (lines 9, 10 and 11) | 66 | | | 1 | | 55 | 12 | 67 | | 114,000 | 9 |
| 13 | Auxiliary units | | | | | | | | | | XXXX | |
| 14 | Total Locomotive Units (lines 12 and 13) | 66 | | | 1 | | 55 | 12 | 67 | | XXXX | 9 |

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

| Line No. | Type or design of units (a) | Before Jan. 1, 1960 (b) | Between Jan. 1, 1960, and Dec. 31, 1964 (c) | Between Jan. 1, 1965, and Dec. 31, 1969 (d) | Between Jan. 1, 1970, and Dec. 31, 1974 (e) | Between Jan. 1, 1975 and Dec. 31, 1979 (f) | During Calendar Year | | | | | TOTAL (l) |
|----------|--|----------------------------|--|--|--|---|----------------------|-------------|-------------|-------------|-------------|--------------|
| | | | | | | | 1980 (g) | 1981 (h) | 1982 (i) | 1983 (j) | 1984 (k) | |
| | | | | | | | 15 | Diesel | 39 | 7 | 3 | |
| 16 | Electric | | | | | | | | | | | |
| 17 | Other self-powered units | | | | | | | | | | | |
| 18 | Total (lines 15 to 17) | 39 | 7 | 3 | 16 | 2 | | | | | | 67 |
| 19 | Auxiliary units | | | | | | | | | | | |
| 20 | Total Locomotive Units (lines 18 and 19) | | | | | | | | | | | |

750. INVENTORY OF EQUIPMENT - Continued

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

| Line No. | Class of equipment and car designations | Units in service of respondent at beginning of year | Changes During the Year | | | | | Units at Close of Year | | | | |
|--------------------------------------|---|---|------------------------------|------------------------------|--|--|--|------------------------|--------------------|---|---|------------------|
| | | | Units Installed | | | | Units retired from service of respondent whether owned or leased, including reclassification | Owned and used | Leased from others | Total in service of respondent (col. (h) & (i)) | Aggregate capacity of units reported in col. (j) (see ins. 7) | Leased to others |
| | | | New units purchased or built | New units leased from others | Rebuilt units acquired and rebuilt units re-written into property accounts | An other units, including reclassification and second hand units purchased or leased from others | | | | | | |
| (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | (l) | |
| PASSENGER TRAIN CARS | | | | | | | | | | | | |
| <i>Non-Self-Propelled</i> | | | | | | | | | | | | |
| 21 | Coaches [PA, PB, PBO] | | | | | | | | | | | |
| 22 | Combined cars [All class C, except CSB] | | | | | | | | | | | |
| 23 | Parlor cars [PBC, PC, PL, PO] | | | | | | | | | | | |
| 24 | Sleeping cars [PS, PT, PAS, PDS] | | | | | | | | | | | |
| 25 | Dining, grill and tavern cars | | | | | | | | | | XXXX | |
| 26 | [All class D, PD] | | | | | | | | | | | |
| 27 | Non-passenger carrying cars [All class B, CSB, M, PSA, IA] | | | | | | | | | | XXXX | |
| 28 | Total (lines 21 to 27) | | | | | | | | | | | |
| <i>Self-Propelled Rail Motorcars</i> | | | | | | | | | | | | |
| 29 | Electric passenger cars [EP, ET] | | | | | | | | | | | |
| 30 | Electric combined cars [EC] | | | | | | | | | | | |
| 31 | Internal combustion rail motorcars [ED, EG] | | | | | | | | | | | |
| 32 | Other self-propelled cars Specify types: | | | | | | | | | | | |
| 33 | Total (lines 29 to 32) | | | | | | | | | | | |
| 34 | Total (lines 28 and 33) | | | | | | | | | | | |
| COMPANY SERVICE CARS | | | | | | | | | | | | |
| 35 | Business cars [PV] | 4 | | | | | | 4 | | 4 | XXXX | |
| 36 | Boarding outfit cars [MWX] | 0 | | | | | | | | | XXXX | |
| 37 | Derrick and snow removal cars [MWU, MWV, MWW, MWK] | 4 | | | | | 1 | 3 | | 3 | XXXX | |
| 38 | Dump and ballast cars [MWB, MWD] | | | | | | | | | | XXXX | |
| 39 | Other maintenance and service equipment cars | 78 | | | | | 5 | 5 | 77 | 1 | 78 | XXXX |
| 40 | Total (lines 35 to 39) | 86 | | | | | 5 | 6 | 84 | 1 | 85 | XXXX |

Road Initials

BLE

Year 19 81

710. INVENTORY OF EQUIPMENT—Continued

Instructions for reporting freight-train car data:

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

2. In column (d) give the number of units purchased or built in company shops. In column (e) 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 (n); units temporarily out of respondent's service and rented to others for less than one year are to be included in column (i); units rented from others for a period less than one year should not be included in column (j).

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 | | Changes During the Year | | | |
|---------------------------|---|---|-----------------------|--|---|---|--|
| | | Time-mileage cars (b) | All others (c) | Units Installed | | | |
| | | | | New units purchased or built ¹ (d) | New or rebuilt units leased from others ¹ (e) | Rebuilt units acquired and rebuilt units rewritten into property accounts ¹ (f) | All other units, including reclassification and second hand units purchased or leased from others (g) |
| FREIGHT TRAIN CARS | | | | | | | |
| 41 | Plain Box Cars - 40' (B100-129) | 3 | | | | | - |
| 42 | Plain Box Cars - 50' (B200-229; B300-329) | 7 | | | | | 10 |
| 43 | Equipped Box Cars (All Code A) | 26 | | | | | - |
| 44 | Plain Gondola Cars (G092-392; G401-492) | 663 | | | | | 165 |
| 45 | Equipped Gondola Cars (All Codes C and E) | 156 | | | | | 15 |
| 46 | Covered Hopper Cars (L151-154; 251-254; 351-354; 451-454; 551-554; 651-654; 751-754) | 122 | | | | | - |
| 47 | Open Top Hopper Cars- General Service (All Code H) | 6,169 | | | | | 498 |
| 48 | Open Top Hopper Cars- Special Service (All Codes J and K) | 258 | | | | | 99 |
| 49 | Refrigerator Cars - Non-mechanical (R100, 101, 102, 103, 105, 106, 107, 108, 109, 113, 114, 115, 116, R200, 201, 202, 203, 205, 206, 207, 208, 209, 213, 214, 215, 216) | | | | | | |
| 50 | Refrigerator Cars - Mechanical (R104, 110, 111, 112, 117, 118, R204, 210, 211, 212, 217, 218) | | | | | | |
| 51 | Flat Cars - TOFC/COFC (F071-078; F871-978; F771-778) | | | | | | |
| 52 | Flat Cars - Multi-level (All Code V) | | | | | | |
| 53 | Flat Cars - General Service (F101-109; F201-209) | 96 | | | | | 71 |
| 54 | Flat Cars - Other (F111-189; 211-289; 301-389; 401-540) | 9 | | | | | - |
| 55 | Tank Cars - Under 22,000 Gallons (T-0, T-1, T-2, T-3, T-4, T-5) | | | | | | |
| 56 | Tank Cars - 22,000 Gallons & Over (T-6, T-7, T-8, T-9) | | | | | | |
| 57 | All Other Freight Cars (F191-199; 291; 391; L006-048; L070, L080, L090 - All "L" with second numeric 6; L161-L764; T-770; All Class S) | | | | | | |
| 58 | Total (lines 41 to 57) | 7,509 | | | | | 858 |
| 59 | Caboose (All N) | XXXX | 25 | | | | 9 |
| 60 | Total (lines 58, 59) | 7,509 | 25 | | | | 867 |

710. INVENTORY OF EQUIPMENT—Continued

4. Column (m) should show aggregate capacity for all units reported in columns (k) and (l), 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. 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

| Changes during year (Concluded) | Units At Close of Year | | | | | | Line No. |
|---------------------------------|------------------------|--------------------|---|-----------|---|------------------|----------|
| | Owned and used | Leased from others | Total in service of respondent (col. (i) & (j)) | | Aggregate capacity of units reported in col. (k) & (l) (see ins. 4) | Leased to others | |
| | | | Time-mileage cars | All other | | | |
| (h) | (i) | (j) | (k) | (l) | (m) | (n) | |
| 1 | 2 | | 2 | | 110 | | 41 |
| - | 17 | | 17 | | 1,309 | | 42 |
| - | 26 | | 26 | | 1,958 | | 43 |
| 166 | 662 | | 662 | | 57,101 | 679 | 44 |
| 4 | 167 | | 167 | | 14,319 | | 45 |
| 3 | 119 | | 119 | | 10,705 | | 46 |
| 861 | 4,514 | 1,292 | 5,806 | | 492,439 | 129 | 47 |
| 94 | 263 | | 263 | | 20,251 | 381 | 48 |
| | | | | | | | 49 |
| | | | | | | | 50 |
| | | | | | | | 51 |
| | | | | | | | 52 |
| 22 | 43 | 102 | 145 | | 11,099 | 4 | 53 |
| - | 9 | | 9 | | 1,658 | | 54 |
| | | | | | | | 55 |
| | | | | | | | 56 |
| | | | | | | | 57 |
| 1,151 | 5,822 | 1,394 | 7,216 | | 610,949 | 1,193 | 58 |
| - | 26 | 8 | xxx | 34 | xxxxxxxxxxx | 1 | 59 |
| 1,151 | 5,848 | 1,402 | 7,216 | 34 | 610,949 | 1,194 | 60 |

710. INVENTORY OF EQUIPMENT—Concluded

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

| Line No. | Class of equipment and car designations | Units in service of respondent at beginning of year | | Changes During the Year | | | |
|----------------------------------|--|---|-----------|------------------------------|------------------------------|---|---|
| | | Per diem | All other | Units Installed | | | |
| | | | | 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 |
| (a) | (b) | (c) | (d) | (e) | (f) | (g) | |
| FLOATING EQUIPMENT | | | | | | | |
| 61 | Self-propelled vessels [Tugboats, car ferries, etc.] | X X X X | | NOTHING TO REPORT | | | |
| 62 | Non-self-propelled vessels [Car floats, lighters, etc.] | X X X X | | | | | |
| 63 | Total (lines 61 and 62) | X X X X | | | | | |
| HIGHWAY REVENUE EQUIPMENT | | | | | | | |
| 64 | Bogie-chassis _____ | | | | | | |
| 65 | Dry van _____ | | | | | | |
| 66 | Flat bed _____ | | | | | | |
| 67 | Open top _____ | | | | | | |
| 68 | Mechanical refrigerator _____ | | | | | | |
| 69 | Bulk _____ | | | | | | |
| 70 | Insulated _____ | | | | | | |
| 71 | Platform removable sides _____ | | | | | | |
| 72 | Other trailer or container _____ | | | | | | |
| 73 | Tractor _____ | | | | | | |
| 74 | Truck _____ | | | | | | |
| 75 | Total (lines 64 to 74) | | | | | | |

NOTES AND REMARKS

710. 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 | Leased from others | Total in service of respondent (col. (i) & (j)) | | Aggregate capacity of units reported in col. (k) & (l) (see ins. 4) | Leased to others | |
| | | | Pier diem | All other | | | |
| (h) | (i) | (j) | (k) | (l) | (m) | (n) | |
| | | | XXXX | | | | 61 |
| | | | XXXX | | | | 62 |
| | | | XXXX | | | | 63 |
| | | | NOTHING TO REPORT | | | | 64 |
| | | | | | | | 65 |
| | | | | | | | 66 |
| | | | | | | | 67 |
| | | | | | | | 68 |
| | | | | | | | 69 |
| | | | | | | | 70 |
| | | | | | | | 71 |
| | | | | | | | 72 |
| | | | | | | | 73 |
| | | | | | | | 74 |
| | | | | | | | 75 |

NOTES AND REMARKS

710-S. UNIT COST OF EQUIPMENT INSTALLED DURING THE YEAR

1. Give particulars as requested, separately, for the various classes of new units and rebuilt units of equipment installed by Respondent during the year. If information regarding the cost of any units installed is not complete at time of filing of report, the units should be omitted, but reference to the number of units omitted should be given in a footnote, the details as to cost to be given in the report of the following year. The cost of units under construction at the close of the year should not be reflected in this schedule even though part of the cost appears in the property account for the year. Indicate in column (e) whether an installation represents equipment purchased, (P); built or rebuilt by contract in outside railroad shops, (C); or built or rebuilt in company or system shops, (S).

2. In column (a) list each class or type of locomotive unit, car, or TOFC/COFC equipment on a separate line. By class is meant the standard classification used to distinguish types of locomotive units, freight cars or other equipment adopted by the Association of American Railroads; and should include physical characteristics requested by Schedule 710: locomotive units should be identified as to power source, wheel arrangement, and horsepower per unit; such as Multiple purpose diesel locomotive A units (B-B), 2500 HP; and cars should be identified as to special construction or service characteristics such as Aluminum covered hopper cars, LO: Steel boxcars-special service, XAP, etc., for TOFC/COFC show type of equipment as enumerated in Schedule 710.

3. In column (c) show the total weight in tons of 2,000 pounds. The weight of the equipment acquired should be the weight empty.

4. The cost should be the complete cost as entered on the ledger, including foreign line freight charges and handling charges.

5. Data for this schedule should be confined to the units reported in Schedule 710, columns (c) and (e) for locomotive units, passenger train cars and company service cars; columns (d) and (f) for freight train cars, floating equipment and highway revenue equipment. Disclose new units in the upper section of this schedule and in the lower section disclose rebuilt units acquired or rewritten into the Respondent's accounts. The term "new" as used herein shall refer to and mean a unit or units placed in service for the first time on any railroad.

6. All unequipped boxcars acquired in whole or in part with incentive per diem funds should be reported on separate lines and appropriately identified by footnote or sub-heading.

7. Dollars in thousands.

NEW UNITS

| Line No. | Class of equipment (a) | Number of units (b) | Total weight (tons) (c) | Total cost (d) | Method of acquisition (see instructions) (e) |
|----------|---------------------------|------------------------|----------------------------|-------------------|---|
| 1 | NOTHING TO REPORT | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
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| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
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| 14 | | | | | |
| 15 | | | | | |
| 16 | | | | | |
| 17 | | | | | |
| 18 | | | | | |
| 19 | | | | | |
| 20 | | | | | |
| 21 | | | | | |
| 22 | | | | | |
| 23 | | | | | |
| 24 | | | | | |
| 25 | TOTAL | | XXXX | | XXXX |

REBUILT UNITS

| | | | | | |
|----|-------------------|--|------|--|------|
| 26 | NOTHING TO REPORT | | | | |
| 27 | | | | | |
| 28 | | | | | |
| 29 | | | | | |
| 30 | | | | | |
| 31 | | | | | |
| 32 | | | | | |
| 33 | | | | | |
| 34 | | | | | |
| 35 | | | | | |
| 36 | | | | | |
| 37 | | | | | |
| 38 | TOTAL | | XXXX | | XXXX |
| 39 | GRAND TOTAL | | XXXX | | XXXX |

Road Initials: BLE

Year 19 ~~81~~

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NOTES AND REMARKS

715. 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 — 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 line 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 _____ | | 9 | |
| 17 | Number installed during the year _____ | | 2 | |
| 18 | Number retired during the year _____ | | - | |
| 19 | Number available at close of year _____ | | 11 | |

*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 _____ | XXXXXX | | XXXXXX |
| Traffic handled 1 mile: | | | | |
| 22 | Ton-miles—Revenue freight _____ | XXXXXX | XXXXXX | XXXXXX |
| 23 | Revenue passenger-miles _____ | XXXXXX | | XXXXXX |

715. 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 |
| | | | | 73 | | 16 |
| | | | | 5 | | 17 |
| | | | | 4 | | 18 |
| | | | | 74 | | 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 |

716. 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 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 in-

terest 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 | | NONE | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |
| 14 | | | |
| 15 | | | |
| 16 | | | |
| 17 | | | |
| 18 | | | |
| 19 | | | |
| 20 | | | |
| 21 | | | |
| 22 | | | |
| 23 | | | |
| 24 | | | |
| 25 | | | |

GENERAL INSTRUCTIONS FOR PREPARING SCHEDULES 720, 721, 723, 726, 727, and 728

1. For purposes of these schedules, the track categories are defined as follows:

***Track category**

- A - Freight density of 20 million or more gross ton-miles per mile per year (including track over which passenger service is provided—see Category F).
- B - Freight density of less than 20 million gross ton-miles per mile per year but at least 5 million (does not include track over which passenger service is provided—see Category F).
- C - Freight density of less than 5 million gross ton-miles per mile per year but at least 1 million (does not include track over which passenger service is provided—see Category F).
- D - Freight density of less than 1 million gross ton-miles per year (does not include track over which passenger service is provided—see Category F).
- E - Way and yard switching tracks (passing tracks, crossovers and turnouts shall be included in appropriate Category A, B, C, D, F, and Potential Abandonments, as appropriate).

F - Track over which any passenger service is provided (other than potential abandonments); however, if annual freight traffic density is greater than 20 million gross ton-miles per mile per year, the track shall be included in Track Category A.

Potential Abandonments - Route segments identified by railroads as potentially subject to abandonment as required by Section 10904 of the Interstate Commerce Act.

2. These schedules shall only include those lines maintained by the reporting carrier. It shall not include track maintained by others over which the reporting carrier has trackage rights.

3. If, for two consecutive years, a line segment classified in one track category maintains a traffic density which would place it in another, it shall be reclassified into that category as of the beginning of the second year.

4. Traffic density related to passenger service shall not be included in the determination of the track category of a line segment.

Note: For line segments containing more than single tracks, the total density over the route shall be used to determine track category.
 Note: To determine average density, total track miles (route miles times number of tracks) rather than route miles shall be used.

720. TRACK AND TRAFFIC CONDITIONS

- 1. Disclose the requested information pertaining to track and traffic conditions.
- 2. Average speed reduction per slow order mile in column (e) shall be based on reduction from the maximum authorized timetable train speeds.

3. Miles under slow order in column (f) shall not include those due to ongoing maintenance, or other temporary track conditions such as floods or derailments.

| Line No. | Track category (a) | Mileage of tracks at end of period (b) | Average annual traffic density in millions of gross ton-miles per mile ⁺⁺ (c) | Average running speed limit (d) | Average speed reduction per slow order track mile (e) | Track miles under slow orders at end of period (f) |
|----------|------------------------|---|---|------------------------------------|--|---|
| 1 | Conneaut Branch | | | | | |
| 1 | A RA-XB via KO line | 184.08 | 27.40 | 35 | | |
| 2 | B KO-KY via Shen. | 14.66 | 10.40 | 33 | | |
| 3 | C Erie Branch | 10.57 | 3.20 | 30 | | |
| 4 | D Hilliards-WA Branch | 31.72 | .43 | 18 | | |
| 5 | E Yards and Way Trk | 191.64 | XXXXXXXXXX | XXXXXX | XXXXXX | |
| 6 | F | | XXXXXXXXXX | XXXXXX | XXXXXX | |
| 7 | Potential abandonments | | | | | |
| 8 | Total | 432.67 | 12.39 | 25 | | |

721. TIES LAID IN REPLACEMENT

- (1) Disclose the requested information concerning ties laid in replacement.
 (2) In column (j), report the total board feet of switch and bridge ties laid in replacement.
 (3) The term "spot maintenance" in column (k) means repairs to track components during routing inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "% of Spot Maintenance" refers to the percentage of total ties or board feet laid in replacement considered to be spot maintenance.

| Line No. | Track Category (a) | Number of cross-ties laid in replacement | | | | | | Total (i) | Switch and Bridge Ties (Board feet) (j) | Cross-ties Switch and Bridge Ties % of Spot Maintenance (k) |
|----------------|------------------------|--|------------------|-----------------|--------------|------------------|--|--------------|---|---|
| | | New Ties | | | | Second-hand ties | | | | |
| | | Wooden | | Concrete (d) | Other (e) | Wooden | | | | |
| Treated (b) | Untreated (c) | Treated (f) | Untreated (g) | | | | | | | |
| 1 | A | 43,152 | | | | | | 43,152 | 75,164 | .27% |
| 2 | B | 3,433 | | | | | | 3,433 | | |
| 3 | C | 9 | | | | | | 9 | | |
| 4 | D | 193 | | | | | | 193 | 7,261 | |
| 5 | E | 2,452 | | | | | | 2,452 | 70,282 | .20% |
| 6 | F | | | | | | | | | |
| 7 | Potential Abandonments | | | | | | | | | |
| 8 | Total | 49,239 | | | | | | 49,239 | 152,707 | .47% |

9 Average cost of a tie \$ 20.58

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

Give particulars of ties laid during the year in new construction during the year.

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 handling 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. In these columns, "total cost" is to be reported in thousands.

| Line No. | Class of ties | CROSSTIES | | | SWITCH AND BRIDGE TIES | | | Remarks |
|----------|---------------|------------------------------|----------------------|--|---|---|---|------------------------------|
| | | Total number of ties applied | Average cost per tie | Total cost of crossties laid in new tracks during year | Number of feet (board measure) laid in tracks | Average cost per M feet (board measure) | Total cost of switch and bridge ties laid in new tracks during year | |
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) |
| 1 | T | 25 | \$ 20.58 | \$ 514.50 | | \$ | \$ | Shenango Yard, Runaway Track |
| 2 | | | | | | | | |
| 3 | | | | | | | | |
| 4 | | | | | | | | |
| 5 | | | | | | | | |
| 6 | | | | | | | | |
| 7 | | | | | | | | |
| 8 | | | | | | | | |
| 9 | | | | | | | | |
| 10 | | | | | | | | |
| 11 | | | | | | | | |
| 12 | | | | | | | | |
| 13 | | | | | | | | |
| 14 | | | | | | | | |
| 15 | | | | | | | | |
| 16 | | | | | | | | |
| 17 | | | | | | | | |
| 18 | | | | | | | | |
| 19 | | | | | | | | |
| 20 | Total | 25 | 20.58 | 514.50 | | | | |

21 Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid None

22 Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid .03

723. RAILS LAID IN REPLACEMENT

- (1) Furnish the requested information concerning rails laid in replacement.
 (2) The term "spot maintenance" in column (h) means repairs to track components during routine inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "% of Spot Maintenance" refers to the percentage of total rails laid in replacement considered to be spot maintenance.

| Line No. | Track category (a) | Miles of rail laid in replacement (rail-miles) | | | | Total | | Percent of spot maintenance (h) |
|----------|--|--|--------------------|--------------------|--------------------|--------------------|--------------------|------------------------------------|
| | | New rail | | Relay rail | | Welded rail (f) | Bolted rail (g) | |
| | | Welded rail (b) | Bolted rail (c) | Welded rail (d) | Bolted rail (e) | | | |
| 1 | A | 2.94 | 1.80 | | .66 | 2.94 | 2.46 | .20% |
| 2 | B | | | | | | | |
| 3 | C | | | | | | | |
| 4 | D | | | | .06 | | .06 | |
| 5 | E | | .87 | .51 | .12 | .51 | .99 | .03% |
| 6 | F | | | | | | | |
| 7 | Potential Abandonments | | | | | | | |
| 8 | Other | | | | | | | |
| 9 | TOTAL | 2.94 | 2.67 | .51 | .84 | 3.45 | 3.51 | .23% |
| 10 | Average cost of rails laid in replacement. | | | | | | | \$ 7.97 foot |

RC-111300

BESSEMER & LAKE ERIE

1981

3/3

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

Give particulars of all rails applied during the year in connection with the construction of new track.

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 (e) 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. In these columns, "total cost" is to be reported in thousands.

| Line No. | Class of rail | 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 | Average cost per ton (2,000 lb.) | Weight of Rail | | Total cost of rail applied in yard, station, team, industry, and other switching tracks during year | Average cost per ton (2,000 lb.) |
| | | Pounds per yard of rail | Number of tons (2,000 lb.) | | | Pounds per yard of rail | Number of tons (2,000 lb.) | | |
| (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | |
| 1 | 2 | | | | 140 | 3.76 | 2,146.93 | 570.99 | |
| 2 | 4 | | | | 130 | 3.25 | 81.00 | 24.92 | |
| 3 | | | | | | | | | |
| 4 | | | | | | | | | |
| 5 | | | | | | | | | |
| 6 | | | | | | | | | |
| 7 | | | | | | | | | |
| 8 | | | | | | | | | |
| 9 | | | | | | | | | |
| 10 | | | | | | | | | |
| 11 | | | | | | | | | |
| 12 | | | | | | | | | |
| 13 | | | | | | | | | |
| 14 | | | | | | | | | |
| 15 | | | | | | | | | |
| 16 | Total | XXX | | | XXX | 7.01 | | | |

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

18 Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid .03

19 Track-miles of welded rail installed this year _____ : total to date _____

725. 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. 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) |
|----------|------------------------------|---|--|--------------------------------|
| 1 | Pounds 155 | 43.05 | | N. Bessemer to Conneaut via KO |
| 2 | 152 | 47.93 | | " " " " " " |
| 3 | 140 | 78.93 | | " " " " " " |
| 4 | 131 | 3.99 | | " " " " " " |
| 5 | 130 | 3.43 | | " " " " " " |
| 6 | 115 | 1.53 | | " " " " " " |
| 7 | 155 | 1.17 | | KY to KO Junction via Shenango |
| 8 | 140 | 10.41 | | " " " " " " |
| 9 | 131 | 2.33 | | " " " " " " |
| 10 | 130 | .05 | | " " " " " " |
| 11 | 130 | .90 | | Cascade to Erie |
| 12 | 140 | 1.72 | | NA Tower to Wallace Junction |
| 13 | 131 | 5.77 | | " " " " " " |
| 14 | 130 | .88 | | " " " " " " |
| 15 | | | | |
| 16 | | | | (Continued on 112(a)) |

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

Give particulars of all rails applied during the year in connection with the construction of new track.

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. In these columns, "total cost" is to be reported 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 | | | | | | | | | |
| 3 | | | | | | | | | |
| 4 | | | | | | | | | |
| 5 | | | | | | | | | |
| 6 | | | | | | | | | |
| 7 | | | | | | | | | |
| 8 | | | | | | | | | |
| 9 | | | | | | | | | |
| 10 | | | | | | | | | |
| 11 | | | | | | | | | |
| 12 | | | | | | | | | |
| 13 | | | | | | | | | |
| 14 | | | | | | | | | |
| 15 | | | | | | | | | |
| 16 | Total | XXX | | | | XXX | | | |
| 17 | Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid _____ | | | | | | | | |
| 18 | Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid _____ | | | | | | | | |
| 19 | Track-miles of welded rail installed this year _____ total to date _____ | | | | | | | | |

725. 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. 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) |
|----------|---------------------------------|--|---|---|
| | <i>Pounds</i> | | | |
| 1 | | | | |
| 2 | 130 | 9.55 | | Branchton to Hilliards |
| 3 | 100 | .68 | | " " " |
| 4 | 155 | 4.68 | | Queen Junction to Dewey |
| 5 | 152 | 5.31 | | " " " " |
| 6 | 131 | 6.34 | | " " " " |
| 7 | 130 | 3.08 | | " " " " |
| 8 | 100 | .96 | | " " " " |
| 9 | | | | |
| 10 | TOTAL | 232.69 | | TOTAL MILES OF MAIN TRACK |
| 11 | | | | 155# 152# 140# 131# 130# 115# 100# |
| 12 | | | | 48.90 53.24 91.06 18.43 17.89 1.53 1.64 |
| 13 | | | | |
| 14 | | | | |
| 15 | | | | |
| 16 | | | | |

726. SUMMARY OF TRACK MAINTENANCE

1. Disclose the requested information concerning the summary of track maintenance.

2. In column (d), (f), and (i) give the percentage of replacements to total units of property at year end.

| Line No. | Track category (a) | Ties | | | | Rail | | Ballast | Track surfacing | |
|----------|------------------------|-------------------------|---|------------------|---|---|----------------------|-----------------------------------|--------------------|----------------------|
| | | Number of ties replaced | | Percent replaced | | Miles of rail replaced (rail-miles) (c) | Percent replaced (f) | Cubic yards of ballast placed (g) | Miles surfaced (h) | Percent surfaced (i) |
| | | Crossties (b) | Switch and Bridge Ties (Board Feet) (c) | Crosstie (d) | Switch and Bridge Ties (Board Feet) (e) | | | | | |
| 1 | A | 43,152 | 75,164 | 3.70 | 3.70 | 5.40 | 1.25% | 80,870 | 73.0 | 16.87% |
| 2 | B | 3,433 | | .29 | | | | 10,846 | 11.4 | 2.63% |
| 3 | C | 9 | | | | | | | | |
| 4 | D | 193 | 7,261 | .02 | .37 | .06 | .01% | 105 | .2 | .05% |
| 5 | F | 2,452 | 70,282 | .21 | 3.67 | 1.50 | .35% | 8,003 | 1.2 | .28% |
| 6 | I | | | | | | | | | |
| 7 | Potential abandonments | | | | | | | | | |
| 8 | Total | 49,239 | 152,707 | 4.22 | 7.74 | 6.96 | 1.61% | 99,824 | 85.8 | 19.83% |

727. TEN-YEAR SUMMARY OF TRACK MAINTENANCE

1. Report in appropriate columns total numbers of replacements for all categories of track lines and the percentage of replacements to the units of property.

2. Explain in "Remarks" changes in track mileage due to acquisition, mergers, major abandonments and other disposals.

| Line No. | Year (a) | Ties | | | | Rail | | Ballast | Track surfacing | |
|----------|------------------------|-------------------------|---|------------------|---|---|----------------------|-----------------------------------|--------------------|----------------------|
| | | Number of ties replaced | | Percent replaced | | Miles of rail replaced (rail-miles) (c) | Percent replaced (f) | Cubic yards of ballast placed (g) | Miles surfaced (h) | Percent surfaced (i) |
| | | Crossties (b) | Switch and Bridge Ties (Board Feet) (c) | Crosstie (d) | Switch and Bridge Ties (Board Feet) (e) | | | | | |
| 1 | Current year 1981 | 49,239 | 152,707 | 4 | 7 | 6.960 | 2 | 99,824 | 85.8 | 20 |
| 2 | First preceding 1980 | 14,199 | 127,617 | 1 | | 10.400 | 2 | 29,589 | 58.7 | 14 |
| 3 | Second preceding 1979 | 27,773 | 151,560 | 2 | | 13.721 | 2 | 48,849 | 115.5 | 27 |
| 4 | Third preceding 1978 | 50,607 | 136,503 | 4 | | 14.885 | 2 | 87,268 | 129.0 | 30 |
| 5 | Fourth preceding 1977 | 54,294 | 186,432 | 5 | | 7.401 | 1 | 66,135 | 161.9 | 38 |
| 6 | Fifth preceding 1976 | 57,712 | 532,118 | 5 | | 14.895 | 2 | 140,389 | 224.0 | 51 |
| 7 | Sixth preceding 1975 | 61,312 | 313,884 | 5 | | 26.039 | 3 | 105,299 | 167.8 | 38 |
| 8 | Seventh preceding 1974 | 67,489 | 322,615 | 6 | | 15.266 | 2 | 76,894 | 140.3 | 32 |
| 9 | Eighth preceding 1973 | 41,322 | 198,831 | ? | | 68.038 | 8 | 36,670 | 107.6 | 24 |
| 10 | Ninth preceding 1972 | 47,037 | 218,165 | 4 | | 76.971 | 8 | 35,293 | 107.1 | 23 |

REMARKS

728. DEFERRED MAINTENANCE-TRACKS

- (1) Disclose the requested information concerning the monetary and quantity of deferred maintenance of tracks.
- (2) Explain in remarks section below the methods and/or calculations used in determining the amounts and quantities reported.

| Line No. | Type of Track | Monetary Amount of Deferred Maintenance | |
|----------------------------|------------------------|---|-----------------------|
| | | End of the Year | Beginning of the Year |
| | (a) | (b) | (c) |
| 1 | A | \$ | \$ |
| 2 | B | | |
| 3 | C | | |
| 4 | D | (NO MAINTENANCE IS DEFERRED) | |
| 5 | E | | |
| 6 | F | | |
| 7 | Potential Abandonments | | |
| 8 | Total Tracks | | |
| | | Quantities of Deferred Maintenance | |
| Selected Track Maintenance | | End of the Year | Beginning of the Year |
| 9 | Crossties | | |
| 10 | Rail | | |
| 11 | Ballast | | |

Remarks

NOTES AND REMARKS

750. 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 _____ | 5,647,288 | | | |
| 2 | Passenger _____ | --- | | | |
| 3 | Yard switching _____ | 311,414 | | | |
| 4 | Total _____ | 5,958,702 | | | |
| 5 | Cost of Fuel* _____ | \$ 6,168 | \$ | \$ | \$ |
| 6 | Work Train _____ | 1,680 | | | |

B. RAIL MOTORCARS

| Line No. | Kind of locomotive service (f) | Diesel | Electric | Gasoline |
|----------|-----------------------------------|-----------------------------|-----------------------|---------------------------|
| | | Diesel oil (gallons) (g) | Kilowatt-hours (h) | Gasoline (gallons) (i) |
| 7 | Freight _____ | | | |
| 8 | Passenger _____ | | | |
| 9 | Yard switching _____ | | | |
| 10 | Total _____ | | | |
| 11 | Cost of Fuel* _____ | \$ | \$ | \$ |
| 12 | Work Train _____ | | | |

*Show cost of fuel charged to train and yard service (Functions 67-Loco. Fuels and 68-Electric Power Purchased/Produced for Motive Power). 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)

Function 67 - Locomotive Fuel - \$6,168

755 Railroad Operating Statistics

Unit Train, Way Train, and Through data under Items 2, 3, 5, 7, and 13 shall be obtained from conductor's wheel reports (freight) or similar records. Unit Trains, for the purpose of this report, are defined as a solid train with a fixed, coupled consist operated continuously, in shuttle service under load from origin and delivered intact at destination, and returning empty for reloading at the same origin. Way Trains are defined as trains operated primarily to gather and distribute cars in road service and move them between way stations or way points. Through Trains are those trains operated between two or more major concentration or distribution points. Do not include unit train statistics in way and through train statistics. A transportation train is a train transporting revenue freight or passengers or moving with empty cars prior or subsequent to such revenue service. A work train is a train operated solely or preponderantly for the purpose of transporting company freight, work equipment or company employees. Statistics for work trains should be reported under Item 12 or 13. Statistics related to company equipment, company employees and company freight moving in transportation trains are not to be reported in Item 12, but are to be reported in Items 5-17, 7-04, 8-02, 8-03, and 9-04 through 9-07 as instructed in notes I, K, and L.

(A) Miles of road operated at close of year, excluding industrial tracks, yard tracks, and sidings. Compute data for columns (b) and (c) by averaging mileage for each quarter.

(B) A train-mile is the movement of a train a distance of one-mile. In computing train-miles, fractions representing less than one-half mile shall be disregarded and other fractions considered as one mile. Train miles-running shall be based on the actual distance run between terminals and/or stations and shall be computed from the official time tables or distance tables. Train-miles shall not be increased to cover the running of locomotives from shops to terminals, doubling hills, switching, or other work at way stations, or for the service of helper or pusher locomotives or of extra locomotives on double-head or triple-head trains. When the carrier's trains are detoured over foreign roads, the miles shall be computed on the basis of the miles actually run and in accordance with the service performed. Train-miles shall be kept separately for trains hauled by locomotives and trains moved by motorcars.

(C) A locomotive is a self-propelled unit of equipment designed solely for moving other equipment. A locomotive unit-mile is a movement of a locomotive unit one mile under its own power. Include miles made by all locomotive units. In spaces marked "type" indicate type of motive power (electric, etc.), accumulating unit-miles reported. Types making less than 2 percent of total miles for service need not be segregated. Exclude miles made by motorcars. Miles of locomotives in helper service shall be computed on the basis of actual distance run in such service.

(D) All locomotive unit-miles in road service shall be based on the actual distance run between terminals and/or stations. Follow instructions (B) regarding fractions and official time-tables for computing locomotive-miles.

(E) Train switching locomotive-miles shall be computed at the rate of six miles per hour for the time actually engaged in such service. Include miles allowed train locomotives for performing switching service at terminals and Way stations.

(F) Yard switching locomotive-miles shall be computed at the rate of six miles per hour for the time actually engaged in yard switching service. Include miles allowed yard locomotives for switching service in yards where regular switching service is maintained and in terminal switching and transfer service.

(G) A motorcar is a self-propelled unit of equipment designed to carry freight or passenger traffic, and is not considered a locomotive. Include miles of all motorcars and trailing units.

(H) Use car designations shown in Schedule 710. Report under Railroad owned and leased miles. Items 5-1 and 5-11 both foreign cars and respondents' own cars while on the line of the respondent railroad. Report in Items 5-13 and 5-15 miles for private-line cars (whether under railroad control or not) and shipper owned cars under the private-line category. A car-mile is a movement of a unit of car equipment a distance of one mile. Report miles made by flatcars carrying loaded highway trailers or empty highway trailers moving under revenue billings as loaded freight car-miles and miles made by flatcars carrying other empty highway trailers as empty freight car-miles. Exclude miles made by motorcars and report miles made by business cars of other than reporting carrier as sleeping car-miles in Item 6-03. Report mail, express baggage cars and combination cars other than 6-02 combination cars, in Item 6-05.

(I) Exclude from Items 5-01, 5-11, 5-13, and 5-15 Car-Miles of work equipment, cars carrying company freight and no-payment cars moving in transportation trains. Include such car-miles in Item 5-17 and 5-18. No payment car-miles are miles made by private-line cars (other than railroad controlled) and shipper-owned cars for which the railroad does not reimburse the owner on a loaded and/or empty mile basis. That is, if the payment for the loaded miles includes the empty miles, the loaded and empty miles should not be considered no-payment car miles.

(J) Report miles actually run by passenger-train cars in transportation service. Passenger-train car-miles include miles run by coaches and cars in which passengers are carried at regular tariff fares without extra charge for space occupied; miles run by combination passenger and baggage, passenger and mail, passenger and express; miles run by sleeping, parlor and other cars for which an extra fare is charged; miles run by dining, cafe, and other cars devoted exclusively to the serving of meals and other refreshments and by club, lounge, and observation cars; miles run by railway business cars operated for the transportation of the carriers officers and employees; miles run by other passenger-train cars where services are combined such as baggage, express and mail.

(K) Compute from conductors' or dispatchers' train reports or other appropriate source, weight in tons (2,000 pounds). Item 7-01 includes weight of all locomotive units moved one mile in transportation trains. Ton-miles of motorcars should be excluded. Items 7-02 and 7-03 represent tons behind locomotive units (cars and contents, cabooses) moved one mile in transportation trains (excluding non-revenue gross ton-miles). Non-revenue gross ton-miles in transportation trains include work equipment and cars carrying company freight (and their contents). Use 150 lbs. as the average weight per passenger, and 4 tons as the average weight of contents of each headend car.

(L) Compute from conductors' train reports or other appropriate source. Ton-miles represent the number of tons of revenue and non-revenue freight moved one mile in transportation train. Include net ton-miles in motorcar trains. Exclude i.e.l. shipment of freight handled in mixed baggage express cars. Total Ton-Miles Revenue Freight, should correspond to the Ton-Miles reported on Form CBS.

(M) Road service represents elapsed time of transportation trains (both ordinary and light) between time of assignment at initial terminals and time of completion of work at final terminals including train switching at way stations and delays on road as shown by conductors' or dispatchers' train reports. Include time of motorcar service performed by train locomotives at terminals and way stations. Report in Item 9-02 train switching hours included in Item 9-01. Train switching is the time spent by the train while performing switching service initial, intermediate and final at terminals and way stations. A train hour is independent of the number of locomotives in the train.

755 Railroad Operating Statistics--Continued

(N) Yard switching hours expended in switching service performed by yard crews in yards where regular switching service is maintained, including terminal switching and transfer service in connection with the transportation of revenue and incidentally of company freight. Hours in yard switching are independent of the number of locomotives used.

(O) Work-train miles include the miles run by trains engaged in company service such as official inspection; inspection trains for railway Commissioners for which no revenue is received; trains running special with fire apparatus to save carrier's property from destruction; trains run for transporting the carrier's employees to and from work when no transportation charge is made; wrecking trains, trains run solely for the purpose of transporting company material; trains run for distributing material and supplies for use in connection with operations and all other trains used in work-train services. Exclude miles run by locomotives while engaged incidentally in switching company materials in company shops or material yards in connection with regular yard switching service or in switching equipment for repairs between yards and shops.

(P) The number of loaded freight cars shall be obtained from the conductors' wheel report and shall be the sum of all loaded cars handled by each train. For example, if a car moves loaded in: (1) a way train from the origination point; (2) in two through trains; and (3) in a way train to the destination point, the total count of loaded cars would be four--two counts for the movements in the way trains and two counts for the movement in through trains. Therefore, each car originated or received from a connecting carrier receives an initial count plus one count for each subsequent physical transfer between trains on respondent's lines. No additional count is given because of crew change or changes in track identification number unless there is a physical transfer of the car between trains. Each car moving under revenue billing shall be considered as loaded cars.

(Q) Report vehicles (TOFC trailers/containers, automobiles and trucks) loaded and unloaded to and from TOFC and multiple level freight cars when the work is performed at the railroad's expense.

(R) Report total number of loaded revenue trailers/containers picked up plus trailers/containers delivered, when the work is performed at the railroad's expense.

(S) Report under Marine Terminals, Item 16, the tons loaded onto and unloaded from marine vessels at the expense of the reporting railroad.

(T) Report the total number of foreign per diem cars on line. Foreign Per Diem Cars refers to freight cars other than cabooses owned by other railroads, whose interline rental is settled on a per diem basis under the code of per diem rules.

Carriers will be governed by local conditions in determining whether a car at an interchange point should be considered as "on line". Unserviceable cars include cars out of service in connection with repair work. It includes cars on repair tracks repaired and awaiting switching, cars on repair tracks undergoing or awaiting switching, cars awaiting movement to repair tracks held in train yard (excluding cars which are to be repaired in train yard without loss of time), cars moving empty in trains en route to shops, and cars stored awaiting disposition.

Surplus cars are cars which are in serviceable condition available for loading at the initial count on the last day of the year, but which have not been placed for loading within 48 hours. A record shall be made of all such cars on hand at 12:01 a.m. of the day following the last day of each year and a count of the same cars made 48 hours later to ascertain those still not placed for loading. The count of surplus cars shall include cars assembled in advance to meet loading requirements of more than one day, cars which have not been moved because of infrequent train service as on branch lines, cars set aside or stored for special or future loading such as perishables, grain, autos, rough freight, et cetera, cars stored because of seasonal decline in traffic, such as coal cars, ore cars, et cetera. The count of surplus cars shall not include cars out of service in connection with repairs, cars actually moving en route to owners, cars moving on car service order, cars in transit to loading points on holding road or to another road. The phrase "placed for loading" refers to (1) physical switching of a car into position for loading (2) physical switching of a car into possession of a shipper who will subsequently move it to loading position; and (3) physical switching onto tracks at a freight house, pier, et cetera, for the purpose of being loaded.

NOTES AND REMARKS

A large rectangular area for notes and remarks, mostly blank with some faint pencil scribbles. The scribbles include a long, thin, curved line on the left side, a small horizontal line in the center, and a curved line at the bottom left. There are also some very faint, illegible marks scattered throughout the area.

755 Railroad Operating Statistics

| ITEM DESCRIPTION (a) | LINE NO | FREIGHT TRAIN (b) | PASSENGER TRAIN (c) | ITEM DESCRIPTION (a) | LINE NO | FREIGHT TRAIN (b) | PASSENGER TRAIN (c) |
|--|------------|-------------------------|---------------------------|---------------------------------------|------------|-------------------------|---------------------------|
| 1 Miles of Road Operated (A) | 1 | 205 | | 5 Freight Car-Miles: (Thousands) (H) | | - | |
| 2 Train Miles-Running (B) | | | | 5-01 RR Owned & Leased Cars-Loaded | | | |
| 2-01 Unit Trains | 2 | - | | 5-010 Box-Plain 40-Foot | 27 | 11 | |
| 2-02 Way Trains | | - | | 5-011 Box-Plain 50-Foot & Longer | 28 | 32 | |
| 2-020 Diesel Locomotives | 3 | 34,538 | | 5-012 Box-Equipped | 29 | 57 | |
| 2-021 Other Locomotives | 4 | 52,320 | | 5-013 Gondola-Plain | 30 | 561 | |
| 2-03 Through Trains | | - | | 5-014 Gondola-Equipped | 31 | 261 | |
| 2-030 Diesel Locomotives | 5 | 477,894 | | 5-015 Hopper-Covered | 32 | 258 | |
| 2-031 Other Locomotives | 6 | 483,914 | | 5-016 Hopper-Open Top-General Service | 33 | 22,298 | |
| 2-04 Total Train Miles (lines 2-6) | 7 | 1,048,666 | | 5-017 Hopper-Open Top-Special Service | 34 | 553 | |
| 2-05 Motorcars | 8 | | | 5-018 Refrigerator-Mechanical | 35 | | |
| 2-06 Total, All Trains (lines 7, 8) | 9 | 1,048,666 | | 5-019 Refrigerator-Non-Mechanical | 36 | 1 | |
| 3 Locomotive Unit Miles: (C) | | | | 5-020 Flat-TOFC/COFC | 37 | | |
| Road Service: (D) | | | | 5-021 Flat Multi-Level | 38 | | |
| 3-01 Unit Trains | 10 | - | | 5-022 Flat-General Service | 39 | 3 | |
| 3-02 Way Trains | | - | | 5-023 Flat-All Other | 40 | 23 | |
| 3-020 Diesel | 11 | 96,974 | | 5-024 All Other Car Types-Total | 41 | - | |
| 3-021 All Other (Type) | 12 | - | | 5-025 Total (lines 27-41) | 42 | 24,058 | |
| 3-03 Through Trains | | - | | 5-11 RR Owned & Leased Cars-Empty | | | |
| 3-030 Diesel | 13 | 1,875,938 | | 5-110 Box-Plain 40-Foot | 43 | 6 | |
| 3-031 All Other (Type) | 14 | - | | 5-111 Box-Plain 50-Foot & Longer | 44 | 57 | |
| 3-04 Total (lines 10-14) | 15 | 1,972,912 | | 5-112 Box-Equipped | 45 | 52 | |
| Train Switching: (E) | | - | | 5-113 Gondola-Plain | 46 | 564 | |
| 3-11 Diesel | 16 | 136,712 | | 5-114 Gondola-Equipped | 47 | 221 | |
| 3-12 A. Other (Type) | 17 | - | | 5-115 Hopper-Covered | 48 | 188 | |
| 3-13 Total (lines 16, 17) | 18 | 136,712 | | 5-116 Hopper-Open Top-General Service | 49 | 11,201 | |
| Yard Switching: (F) | | - | | 5-117 Hopper-Open Top-Special Service | 50 | 558 | |
| 3-21 Diesel | 19 | 108,800 | | 5-118 Refrigerator-Mechanical | 51 | - | |
| 3-22 All Other (Type) | 20 | - | | 5-119 Refrigerator-Non-Mechanical | 52 | 1 | |
| 3-23 Total (lines 19, 20) | 21 | 108,800 | | 5-120 Flat-TOFC/COFC | 53 | - | |
| 3-31 Total All Services (lines 15, 18, 21) | 22 | 2,218,424 | | 5-121 Flat-Multi-Level | 54 | - | |
| 4 Motorcar Car-Miles: (Thousands) (G) | | - | | 5-122 Flat-General Service | 55 | 5 | |
| 4-01 Diesel | 23 | - | | 5-123 Flat-All Other | 56 | 120 | |
| 4-02 Electric | 24 | - | | 5-124 All Other Car Types | 57 | | |
| 4-03 All Other | 25 | - | | 5-125 Total (lines 43-57) | 58 | 12,973 | |
| 4-04 Total (lines 23-25) | 26 | - | | | | | |

NOTES AND REMARKS

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755 Railroad Operating Statistics

| ITEM DESCRIPTION (a) | LINE NO. | FREIGHT TRAIN (b) | PASSENGER TRAIN (c) | ITEM DESCRIPTION (a) | LINE NO. | FREIGHT TRAIN (b) | PASSENGER TRAIN (c) |
|--|-------------|-------------------------|---------------------------|---------------------------------------|-------------|-------------------------|---------------------------|
| 1. Miles of Road Operated (A) | 1 | 205 | | 5. Freight Car-Miles: (Thousands)(H) | | - | |
| 2. Train Miles-Running (B) | | | | 5-01 RR Owned & Leased Cars-Loaded | | | |
| 2-01 Unit Trains | 2 | - | | 5-010 Box-Plain 40-Foot | 27 | 11 | |
| 2-02 Way Trains | | - | | 5-011 Box-Plain 50-Foot & Longer | 28 | 32 | |
| 2-020 Diesel Locomotives | 3 | 34,538 | | 5-012 Box-Equipped | 29 | 57 | |
| 2-021 Other Locomotives | 4 | | | 5-013 Gondola-Plain | 30 | 561 | |
| 2-03 Through Trains | | - | | 5-014 Gondola-Equipped | 31 | 261 | |
| 2-030 Diesel Locomotives | 5 | 477,894 | | 5-015 Hopper-Covered | 32 | 258 | |
| 2-031 Other Locomotives | 6 | | | 5-016 Hopper-Open Top-General Service | 33 | 22,298 | |
| 2-04 Total Train Miles (lines 2-6) | 7 | 512,432 | | 5-017 Hopper-Open Top-Special Service | 34 | 553 | |
| 2-05 Motorcars | 8 | | | 5-018 Refrigerator-Mechanical | 35 | | |
| 2-06 Total, All Trains (lines 7, 8) | 9 | 512,432 | | 5-019 Refrigerator-Non-Mechanical | 36 | 1 | |
| 3 Locomotive Unit Miles: (C) | | | | 5-020 Flat-TOFC/COFC | 37 | | |
| Road Service: (D) | | | | 5-021 Flat Multi-Level | 38 | | |
| 3-01 Unit Trains | 10 | - | | 5-022 Flat-General Service | 39 | 3 | |
| 3-02 Way Trains | | - | | 5-023 Flat-All Other | 40 | 23 | |
| 3-020 Diesel | 11 | 96,974 | | 5-024 All Other Car Types-Total | 41 | - | |
| 3-021 All Other (Type) | 12 | - | | 5-025 Total (lines 27-41) | 42 | 24,058 | |
| 3-03 Through Trains | | | | 5-11 RR Owned & Leased Cars-Empty | | | |
| 3-030 Diesel | 13 | 1,875,938 | | 5-110 Box-Plain 40-Foot | 43 | 6 | |
| 3-031 All Other (Type) | 14 | - | | 5-111 Box-Plain 50-Foot & Longer | 44 | 57 | |
| 3-04 Total (lines 10-14) | 15 | 1,972,912 | | 5-112 Box-Equipped | 45 | 52 | |
| Train Switching: (E) | | | | 5-113 Gondola-Plain | 46 | 564 | |
| 3-11 Diesel | 16 | 136,712 | | 5-114 Gondola-Equipped | 47 | 221 | |
| 3-12 A. Other (Type) | 17 | - | | 5-115 Hopper-Covered | 48 | 188 | |
| 3-13 Total (lines 16, 17) | 18 | 136,712 | | 5-116 Hopper-Open Top-General Service | 49 | 11,201 | |
| Yard Switching: (F) | | | | 5-117 Hopper-Open Top-Special Service | 50 | 558 | |
| 3-21 Diesel | 19 | 108,800 | | 5-118 Refrigerator-Mechanical | 51 | - | |
| 3-22 All Other (Type) | 20 | - | | 5-119 Refrigerator-Non-Mechanical | 52 | 1 | |
| 3-23 Total (lines 19, 20) | 21 | 108,800 | | 5-120 Flat-TOFC/COFC | 53 | - | |
| 3-31 Total All Services (lines 15, 18, 21) | 22 | 2,218,424 | | 5-121 Flat-Multi-Level | 54 | - | |
| 4 Motorcar Car-Miles: (Thousands) (G) | | | | 5-122 Flat-General Service | 55 | 5 | |
| 4-01 Diesel | 23 | - | | 5-123 Flat-All Other | 56 | 120 | |
| 4-02 Electric | 24 | | | 5-124 All Other Car Types | 57 | | |
| 4-03 All Other | 25 | - | | 5-125 Total (lines 43-57) | 58 | 12,973 | |
| 4-04 Total (lines 23-25) | 26 | | | | | | |

REVISED 4/7/82

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755 Railroad Operating Statistics--Continued

*Revised 6/24/82

| ITEM DESCRIPTION (a) | LINE NO. | FREIGHT TRAIN (b) | PASSENGER TRAIN (c) | ITEM DESCRIPTION (a) | LINE NO. | FREIGHT TRAIN (b) | PASSENGER TRAIN (c) |
|---------------------------------------|----------|----------------------|------------------------|--|----------|----------------------|------------------------|
| 5-13 Private Line Cars-Loaded (II) | | | | 5-164 Tank-Under 22,000 Gallons | 91 | 104 | |
| 5-130 Box-Plain 40-Foot | 59 | | | 5-165 Tank-22,000 Gallons and Over | 92 | 1 | |
| 5-131 Box-Plain 50-Foot & Longer | 60 | 3 | | 5-166 All Other Car Types | 93 | | |
| 5-132 Box-Equipped | 61 | | | 5-167 Total (lines 77-93) | 94 | 126 | |
| 5-133 Gondola-Plain | 62 | 5 | | 5-17 Work Equipment & No Payment Cars-Miles (I) | | | |
| 5-134 Gondola-Equipped | 63 | 4 | | 5-170 Unit Trains | 95 | -* | ✓ |
| 5-135 Hopper-Covered | 64 | 9 | | 5-171 Way Trains | 96 | | |
| 5-136 Hopper-Open Top-General Service | 65 | 1 | | 5-172 Through Trains | 97 | | |
| 5-137 Hopper-Open Top-Special Service | 66 | | | 5-173 Total (lines 95-97) | 98 | -* | ✓ |
| 5-138 Refrigerator-Mechanical | 67 | | | 5-18 Total Car-Miles by Train Type: | | | |
| 5-139 Refrigerator-Non-Mechanical | 68 | 1 | | 5-180 Unit Trains | 99 | | |
| 5-140 Flat-TOFC/COFC | 69 | | | 5-181 Way Trains | 100 | 3,435 | |
| 5-141 Flat-Multi-Level | 70 | | | 5-182 Through Trains | 101 | 33,884* | ✓ |
| 5-142 Flat-General Service | 71 | 1 | | 5-183 Total (lines 99-101) | 102 | 37,319* | ✓ |
| 5-143 Flat-All Other | 72 | | | 5-19 Caboose Miles | 103 | 541 | |
| 5-144 Tank Under 22,000 Gallons | 73 | 137 | | 6 Passenger Car-Miles: (Thousands)(J) | | | |
| 5-145 Tank 22,000 Gallons and Over | 74 | 1 | | 6-01 Coaches | 104 | | |
| 5-146 All Other Car Types | 75 | | | 6-02 Combination, Passenger Cars | 105 | | |
| 5-147 Total (lines 59-75) | 76 | 162 | | 6-03 Sleeping and Parlor Cars | 106 | | |
| 5-15 Private Line Cars-Empty (II) | | | | 6-04 Dining, Grill and Tavern Cars | 107 | | |
| 5-150 Box-Plain 40-Foot | 77 | | | 6-05 Head-end Cars (Other than 6-02) | 108 | | |
| 5-151 Box-Plain 50-Foot & Longer | 78 | 3 | | 6-06 Total (lines 104-108) | 109 | | |
| 5-152 Box Equipped | 79 | | | 6-07 Business Cars | 110 | | |
| 5-153 Gondola-Plain | 80 | 6 | | 6-08 Crew Cars (Other than C cabooses) | 111 | | |
| 5-154 Gondola-Equipped | 81 | 4 | | 7 Gross Ton-Miles: (Thousands)(K) | | | |
| 5-155 Hopper-Covered | 82 | 4 | | 7-01 Road Locomotives | 112 | 366,349 | |
| 5-156 Hopper-Open Top-General Service | 83 | 1 | | 7-02 Freight Trains, Crs., Cnts., and Caboose | | | |
| 5-157 Hopper-Open Top-Special Service | 84 | | | 7-020 Unit Trains | 113 | | |
| 5-158 Refrigerator-Mechanical | 85 | | | 7-021 Way Trains | 114 | 216,837 | |
| 5-159 Refrigerator-Non-Mechanical | 86 | 1 | | 7-022 Through Trains | 115 | 2,460,288 | |
| 5-160 Flat-TOFC/COFC | 87 | | | 7-03 Passenger-Trains, Crs., and Cnts. | 116 | | |
| 5-161 Flat-Multi-Level | 88 | | | 7-04 Non-Revenue | 117 | | |
| 5-162 Flat-General Service | 89 | 1 | | 7-05 Total (lines 112-117) | 118 | 3,043,474 | |
| 5-163 Flat-All Other | 90 | 1 | | | | | |

*Revised 6/24/82

755 Railroad Operating Statistics—Continued

| ITEM DESCRIPTION (a) | LINE NO. | FREIGHT TRAIN (b) | PASSENGER TRAIN (c) | ITEM DESCRIPTION (a) | LINE NO. | FREIGHT TRAIN (b) | PASSENGER TRAIN (c) |
|---|----------|----------------------|------------------------|--|----------|----------------------|------------------------|
| 8. Tons of Freight (Thousands) | | | | 14. TOFC/COFC-Number of Rev. Trailers & Containers Loaded & Unloaded (Q) | 137 | | |
| 8-01 Revenue | 119 | 26,890 | | 15. Multi-Level Cars-Number of Motor Vehicles Loaded & Unloaded (Q) | 138 | | |
| 8-02 Non-Revenue | 120 | 3 | | 16. TOFC/COFC Number of Rev. Trailers Picked Up and Delivered (R) | 139 | | |
| 8-03 Total (lines 119, 120) | 121 | 26,893 | | 17. Revenue Tons-Marine Terminals (S) | | | |
| 9. Ton-Miles of Freight (Thousands)(L) | | | | 17-01 Marine Terminals-Coal | 140 | 8,218,795 | |
| 9-01 Revenue-Road Service | 122 | 2,114,659 | | 17-02 Marine Terminals-Ore | 141 | | |
| 9-02 Revenue-Lake Transfer Service | 123 | | | 17-03 Marine Terminals-Other | 142 | | |
| 9-03 Total (lines 122, 123) | 124 | 2,114,659 | | 17-04 Total (lines 140-142) | 143 | 8,218,795 | |
| 9-04 Non-Revenue-Road Service | 125 | 66 | | 18. Number of Foreign Per Diem Cars on Line (T) | | | |
| 9-05 Non-Revenue-Lake Transfer | 126 | | | 18-01 Serviceable | 144 | 411 | |
| 9-06 Total (lines 125, 126) | 127 | 66 | | 18-02 Unserviceable | 145 | - | |
| 9-07 Total-Revenue & Non-Revenue (lines 124, 127) | 128 | 2,114,725 | | 18-03 Surplus | 146 | - | |
| 10. Train Hours: (M) | | | | 18-04 Total Lines 144-146 | 147 | 411 | |
| 10-01 Road Service | 129 | 66,197 | | | | | |
| 10-02 Train Switching 1) | 130 | 9,470 | | | | | |
| 11. Total Yard-Switching Hours (N) 1) | 131 | 17,945 | | | | | |
| 12. Train-Miles Work Trains: (O) | | | | | | | |
| 12-01 Locomotives | 132 | 6,077 | | | | | |
| 12-02 Motorcars | 133 | | | | | | |
| 13. Number of Loaded Freight Cars: (P) | | | | | | | |
| 13-01 Unit Trains | 134 | | | | | | |
| 13-02 Way Trains | 135 | 160,957 | | | | | |
| 13-03 Through Trains | 136 | 357,886 | | | | | |

1) Revised 5/21/82

INTERSTATE
COMMERCE COMMISSION

JUL 2 1982

3
ADMINISTRATIVE SERVICES
MAIL UNIT

755 Railroad Operating Statistics—Continued

| ITEM DESCRIPTION (a) | LINE NO. | FREIGHT TRAIN (b) | PASSENGER TRAIN (c) | ITEM DESCRIPTION (a) | LINE NO. | FREIGHT TRAIN (b) | PASSENGER TRAIN (c) |
|---------------------------------------|----------|----------------------|------------------------|--|----------|----------------------|------------------------|
| 5-13 Private Line Cars-Loaded (H) | | | | 5-164 Tank-Under 22,000 Gallons | 91 | 104 | |
| 5-130 Box-Plain 40-Foot | 59 | | | 5-165 Tank-22,000 Gallons and Over | 92 | 1 | |
| 5-131 Box-Plain 50-Foot & Longer | 60 | 3 | | 5-166 All Other Car Types | 93 | | |
| 5-132 Box-Equipped | 61 | | | 5-167 Total (lines 77-93) | 94 | 126 | |
| 5-133 Gondola-Plain | 62 | 5 | | 5-17 Work Equipment & No Payment Cars-Miles (I) | | | |
| 5-134 Gondola-Equipped | 63 | 4 | | 5-170 Unit Trains | 95 | 16 | |
| 5-135 Hopper-Covered | 64 | 9 | | 5-171 Way Trains | 96 | | |
| 5-136 Hopper-Open Top-General Service | 65 | 1 | | 5-172 Through Trains | 97 | | |
| 5-137 Hopper-Open Top-Special Service | 66 | | | 5-173 Total (lines 95-97) | 98 | 16 | |
| 5-138 Refrigerator-Mechanical | 67 | | | 5-18 Total Car-Miles by Train Type: | | | |
| 5-139 Refrigerator-Non-Mechanical | 68 | 1 | | 5-180 Unit Trains | 99 | | |
| 5-140 Flat-TOFC/COFC | 69 | | | 5-181 Way Trains | 100 | 3,435 | |
| 5-141 Flat-Multi-Level | 70 | | | 5-182 Through Trains | 101 | 34,016 | |
| 5-142 Flat-General Service | 71 | | | 5-183 Total (lines 99-101) | 102 | 37,451 | |
| 5-143 Flat-All Other | 72 | | | 5-19 Caboose Miles | 103 | 541 | |
| 5-144 Tank Under 22,000 Gallons | 73 | 137 | | 6. Passenger Car-Miles: (Thousands)(J) | | | |
| 5-145 Tank 22,000 Gallons and Over | 74 | 1 | | 6-01 Coaches | 104 | | |
| 5-146 All Other Car Types | 75 | | | 6-02 Combination, Passenger Cars | 105 | | |
| 5-147 Total (lines 59-75) | 76 | 162 | | 6-03 Sleeping and Parlor Cars | 106 | | |
| 5-15 Private Line Cars-Empty (H) | | | | 6-04 Dining, Grill and Tavern Cars | 107 | | |
| 5-150 Box-Plain 40-Foot | 77 | | | 6-05 Head-end Cars (Other than 6-02) | 108 | | |
| 5-151 Box-Plain 50-Foot & Longer | 78 | 3 | | 6-06 Total (lines 104-108) | 109 | | |
| 5-152 Box-Equipped | 79 | | | 6-07 Business Cars | 110 | | |
| 5-153 Gondola-Plain | 80 | 6 | | 6-08 Crew Cars (Other than Cabs) | 111 | | |
| 5-154 Gondola-Equipped | 81 | 4 | | 7. Gross Ton-Miles: (Thousands)(K) | | | |
| 5-155 Hopper-Covered | 82 | 4 | | 7-01 Road Locomotives | 112 | 366,349 | |
| 5-156 Hopper-Open Top-General Service | 83 | 1 | | 7-02 Freight Trains, Crs., Cnts., and Caboose | | | |
| 5-157 Hopper-Open Top-Special Service | 84 | | | 7-020 Unit Trains | 113 | | |
| 5-158 Refrigerator-Mechanical | 85 | | | 7-021 Way Trains | 114 | 216,837 | |
| 5-159 Refrigerator-Non-Mechanical | 86 | 1 | | 7-022 Through Trains | 115 | 2,460,288 | |
| 5-160 Flat-TOFC/COFC | 87 | | | 7-03 Passenger-Trains, Crs., and Cnts. | 116 | | |
| 5-161 Flat-Multi-Level | 88 | | | 7-04 Non-Revenue | 117 | | |
| 5-162 Flat-General Service | 89 | 1 | | 7-05 Total (lines 112-117) | 118 | 3,043,474 | |
| 5-163 Flat-All Other | 90 | 1 | | | | | |

755 Railroad Operating Statistics—Continued

| ITEM DESCRIPTION (a) | LINE NO. | FREIGHT TRAIN (b) | PASSENGER TRAIN (c) | ITEM DESCRIPTION (a) | LINE NO. | FREIGHT TRAIN (b) | PASSENGER TRAIN (c) |
|---|----------|----------------------|------------------------|--|----------|----------------------|------------------------|
| 8. Tons of Freight (Thousands) | | | | 14. TOFC/COFC-Number of Rev. Trailers & Containers Loaded & Unloaded (Q) | 137 | | |
| 8-01 Revenue | 119 | 26,890 | | 15. Multi-Level Cars-Number of Motor Vehicles Loaded & Unloaded (Q) | 138 | | |
| 8-02 Non-Revenue | 120 | 3 | | 16. TOFC/COFC Number of Rev. Trailers Picked Up and Delivered (R) | 139 | | |
| 8-03 Total (lines 119, 120) | 121 | 26,893 | | 17. Revenue Tons-Marine Terminals (S) | | | |
| 9. Ton-Miles of Freight (Thousands)(L) | | | | 17-01 Marine Terminals-Coal | 140 | 8,218,795 | |
| 9-01 Revenue-Road Service | 122 | 2,114,659 | | 17-02 Marine Terminals-Ore | 141 | | |
| 9-02 Revenue-Lake Transfer Service | 123 | | | 17-03 Marine Terminals-Other | 142 | | |
| 9-03 Total (lines 122, 123) | 124 | 2,114,659 | | 17-04 Total (lines 140-142) | 143 | 8,218,795 | |
| 9-04 Non-Revenue-Road Service | 125 | 66 | | 18. Number of Foreign Per Diem Cars on Line (T) | | | |
| 9-05 Non-Revenue-Lake Transfer | 126 | | | 18-01 Serviceable | 144 | 411 | |
| 9-06 Total (lines 125, 126) | 127 | 66 | | 18-02 Unserviceable | 145 | - | |
| 9-07 Total-Revenue & Non-Revenue (lines 124, 127) | 128 | 2,114,725 | | 18-03 Surplus | 146 | - | |
| 10. Train Hours: (M) | | | | 18-04 Total Lines 144-146 | 147 | 411 | |
| 10-01 Road Service | 129 | 66,197 | | | | | |
| 10-02 Train Switching | 130 | 5,249 | | | | | |
| 11. Total Yard-Switching Hours (N) | 131 | 30 | | | | | |
| 12. Train-Miles Work Trains: (O) | | | | | | | |
| 12-01 Locomotives | 132 | 6,077 | | | | | |
| 12-02 Motorcars | 133 | | | | | | |
| 13. Number of Loaded Freight Cars: (P) | | | | | | | |
| 13-01 Unit Trains | 134 | | | | | | |
| 13-02 Way Trains | 135 | 160,957 | | | | | |
| 13-03 Through Trains | 136 | 357,886 | | | | | |

755 Railroad Operating Statistics—Continued

| ITEM DESCRIPTION (a) | LINE NO. | FREIGHT TRAIN (b) | PASSENGER TRAIN (c) | ITEM DESCRIPTION (a) | LINE NO. | FREIGHT TRAIN (b) | PASSENGER TRAIN (c) |
|---------------------------------------|----------|----------------------|------------------------|--|----------|----------------------|------------------------|
| 5-13 Private Line Cars Loaded (H) | | | | 5-164 Tank-Under 22,000 Gallons | 91 | 104 | |
| 5-130 Box-Plain 40-Foot | 59 | | | 5-165 Tank-22,000 Gallons and Over | 92 | 1 | |
| 5-131 Box-Plain 50-Foot & Longer | 60 | 3 | | 5-166 All Other Car Types | 93 | | |
| 5-132 Box-Equipped | 61 | | | 5-167 Total (lines 77-93) | 94 | 126 | |
| 5-133 Gondola-Plain | 62 | 5 | | 5-17 Work Equipment & No Payment Cars-Miles (I) | | | |
| 5-134 Gondola-Equipped | 63 | 4 | | 5-170 Unit Trains | 95 | 16 | |
| 5-135 Hopper-Covered | 64 | 9 | | 5-171 Way Trains | 96 | | |
| 5-136 Hopper-Open Top-General Service | 65 | 1 | | 5-172 Through Trains | 97 | | |
| 5-137 Hopper-Open Top-Special Service | 66 | | | 5-173 Total (lines 95-97) | 98 | 16 | |
| 5-138 Refrigerator-Mechanical | 67 | | | 5-18 Total Car-Miles by Train Type: | | | |
| 5-139 Refrigerator-Non-Mechanical | 68 | 1 | | 5-180 Unit Trains | 99 | | |
| 5-140 Flat-TOFC/COFC | 69 | | | 5-181 Way Trains | 100 | 3,435 | |
| 5-141 Flat-Multi-Level | 70 | | | 5-182 Through Trains | 101 | 34,016 | |
| 5-142 Flat-General Service | 71 | 1 | | 5-183 Total (lines 99-101) | 102 | 37,451 | |
| 5-143 Flat-All Other | 72 | | | 5-19 Caboose Miles | 103 | | |
| 5-144 Tank-Under 22,000 Gallons | 73 | 137 | | 6. Passenger Car-Miles: (Thousands)(J) | | | |
| 5-145 Tank-22,000 Gallons and Over | 74 | 1 | | 6-01 Coaches | 104 | | |
| 5-146 All Other Car Types | 75 | | | 6-02 Combination, Passenger Cars | 105 | | |
| 5-147 Total (lines 59-75) | 76 | 162 | | 6-03 Sleeping and Parlor Cars | 106 | | |
| 5-15 Private Line Cars Empty (H) | | | | 6-04 Dining, Grill and Tavern Cars | 107 | | |
| 5-150 Box-Plain 40-Foot | 77 | | | 6-05 Head-end Cars (Other than 6-02) | 108 | | |
| 5-151 Box-Plain 50-Foot & Longer | 78 | 3 | | 6-06 Total (lines 104-108) | 109 | | |
| 5-152 Box-Equipped | 79 | | | 6-07 Business Cars | 110 | | |
| 5-153 Gondola-Plain | 80 | 6 | | 6-08 Crew Cars (Other than Cabs) | 111 | | |
| 5-154 Gondola-Equipped | 81 | 4 | | 7. Gross Ton-Miles: (Thousands)(K) | | | |
| 5-155 Hopper-Covered | 82 | 4 | | 7-01 Road Locomotives | 112 | 366 | |
| 5-156 Hopper-Open Top-General Service | 83 | 1 | | 7-02 Freight Trains, Crs., Cnts., and Caboose | | | |
| 5-157 Hopper-Open Top-Special Service | 84 | | | 7-020 Unit Trains | 113 | | |
| 5-158 Refrigerator-Mechanical | 85 | | | 7-021 Way Trains | 114 | 217 | |
| 5-159 Refrigerator-Non-Mechanical | 86 | 1 | | 7-022 Through Trains | 115 | 2,460 | |
| 5-160 Flat-TOFC/COFC | 87 | | | 7-03 Passenger-Trains, Crs., and Cnts. | 116 | | |
| 5-161 Flat-Multi-Level | 88 | | | 7-04 Non-Revenue | 117 | | |
| 5-162 Flat-General Service | 89 | 1 | | 7-05 Total (lines 112-117) | 118 | 3,043 | |
| 5-163 Flat-All Other | 90 | 1 | | | | | |

755 Railroad Operating Statistics—Continued

| ITEM DESCRIPTION (a) | LINE NO. | FREIGHT TRAIN (b) | PASSENGER TRAIN (c) | ITEM DESCRIPTION (a) | LINE NO. | FREIGHT TRAIN (b) | PASSENGER TRAIN (c) |
|---|----------|----------------------|------------------------|--|----------|----------------------|------------------------|
| 8. Tons of Freight (Thousands) | | | | 14. TOFC/COFC-Number of Rev. Trailers & Containers Loaded & Unloaded (Q) | 137 | | |
| 8-01 Revenue | 119 | 26890 | | 15. Multi-Level Cars-Number of Motor Vehicles Loaded & Unloaded (Q) | 138 | | |
| 8-02 Non-Revenue | 120 | 3 | | 16. TOFC/COFC Number of Rev. Trailers Picked Up and Delivered (R) | 139 | | |
| 8-03 Total (lines 119, 120) | 121 | 26893 | | 17. Revenue Tons-Marine Terminals (S) | | | |
| 9. Ton-Miles of Freight (Thousands)(L) | | | | 17-01 Marine Terminals-Coal | 140 | 8,218,795 | |
| 9-01 Revenue-Road Service | 122 | 2114659 | | 17-02 Marine Terminals-Ore | 141 | | |
| 9-02 Revenue-Lake Transfer Service | 123 | | | 17-03 Marine Terminals-Other | 142 | | |
| 9-03 Total (lines 122, 123) | 124 | 2114659 | | 17-04 Total (lines 140-142) | 143 | 8,218,795 | |
| 9-04 Non-Revenue-Road Service | 125 | 66 | | 18. Number of Foreign Per Diem Cars on Line (T) | | | |
| 9-05 Non-Revenue-Lake Transfer | 126 | | | 18-01 Serviceable | 144 | 411 | |
| 9-06 Total (lines 125, 126) | 127 | 66 | | 18-02 Unserviceable | 145 | - | |
| 9-07 Total-Revenue & Non-Revenue (lines 124, 127) | 128 | 2,114,725 | | 18-03 Surplus | 146 | - | |
| 10. Train Hours: (M) | | | | 18-04 Total Lines 144-146 | 147 | 411 | |
| 10-01 Road Service | 129 | 66,197 | | | | | |
| 10-02 Train Switching | 130 | 5,240 | | | | | |
| 11. Total Yard-Switching Hours (N) | 131 | 17995 | | | | | |
| 12. Train-Miles Work Trains: (O) | | | | | | | |
| 12-01 Locomotives | 132 | 6,077 | | | | | |
| 12-02 Motorcars | 133 | | | | | | |
| 13. Number of Loaded Freight Cars: (P) | | | | | | | |
| 13-01 Unit Trains | 134 | | | | | | |
| 13-02 Way Trains | 135 | 160,957 | | | | | |
| 13-03 Through Trains | 136 | 357,886 | | | | | |

800. 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 rail transportation of persons or items 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) Freight or transportation companies or lines.
- (b) Other railway companies.
- (c) Steamboat or steamship companies.
- (d) Telegraph companies.
- (e) Telephone companies.
- (f) Equipment purchased under conditional sales contracts.
- (g) Routing traffic of affiliated companies.
- (h) Other contracts.

2. Under item 1(b), 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(f), 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(g), 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(h), 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 commitee 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 \$50,000 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 49 U.S.C. 10764 of the revised, Interstate Commerce Act, which reads as follows:

(a)(1) A common carrier providing transportation subject to the jurisdiction of the Interstate Commerce Commission under subchapter 1 of chapter 105 of this title shall file with the Commission a copy of each arrangement related to transportation affected by this subtitle that the carrier has with another common carrier. The Commission may require other carriers and brokers subject to its jurisdiction under chapter 105 to file a copy of each arrangement related to transportation or service affected by this subtitle that they have with other persons.

(2) When the Commission finds that filing a class of arrangements by a carrier subject to its jurisdiction under subchapter 1 of that chapter is not necessary in the public interest, the Commission may except the class from paragraph (1) of this subsection.

(b) The Commission may disclose the existence or contents of an arrangement between a contract carrier and a shipper filed under subsection (a) of this section only if the disclosure is—

(1) limited to those parts of the arrangement that are necessary to indicate the extent of its failure to conform to a tariff then in effect under section 10762 of this title; or

(2) consistent with the public interest and made as a part of the record in a formal proceeding.

On June 1, 1981, the State of Ohio issued \$22 million of its industrial development obligations for the purpose of financing an ore screening facility to be used by the Company at Conneaut, Ohio. The obligations consisted of an industrial development bond issued by the State in the amount of \$22,000,000 purchased by Mellon Bank, N.A. On the same date the Company entered into a lease with the State under which the Company leases the facility. Rentals are calculated to provide sufficient funds to retire the bond over its term, and the Company has the right and expects to retire the bond over its term. The Company has not guaranteed the bond or otherwise assumed liability in respect of the bond.

850. COMPETITIVE BIDDING-CLAYTON ANTITRUST ACT

Section 10 of the Clayton Antitrust Act (15 U.S.C. 20) states that "no common carrier engaged in commerce shall have any dealings in securities, supplies or other articles of commerce, or shall make or have any contracts for construction or maintenance of any kind, to the amount of more than \$50,000, in the aggregate, in any one year, with another corporation, firm, partnership or association when the said common carrier shall have upon its board of directors or as its president, manager or as its purchasing or selling officer, or agent in the particular transaction, any person who is at the same time a director, manager, or purchasing or selling officer of, or who has any substantial interest in, such other corporation, form, partnership or association, unless and

except such purchases shall be made from, or such dealings shall be made with, the bidder whose bid is the most favorable to such common carrier, to be ascertained by competitive bidding under regulations to be prescribed by rule or otherwise by the Interstate Commerce Commission." The specification for competitive bids is found in the Code of Federal Regulations, Part 1010-Competitive Bids through Part 1010.7 - Carriers Subject to the Interstate Commerce Act.

In column (g), identify the company awarded the bid by including company name and address, name and title of respondent officers, directors, selling officer, purchasing officer and/or general manager that has an affiliation with the seller.

| | Nature of bid (a) | Date Published (b) | Contract number (c) | No. of bidders (d) | Method of awarding bid (e) | Date filed with the Commission (f) | Company awarded bid (g) |
|----|----------------------|-----------------------|------------------------|-----------------------|-------------------------------|--|----------------------------|
| 1 | Purchase of 83 | | | | | | |
| 2 | Hopper Cars | 7/6/81 | 1-1981 | 1 | Only Bid | 9/16/81 | DM&IR Railway Co. |
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DULUTH, MISSABE & IRON RANGE RAILWAY COMPANYDIRECTORS

| <u>Name</u> | <u>Address</u> |
|-------------------------------------|--|
| M. Spalding Toon | P. O. Box 536, Pittsburgh, Pa. 15230 |
| Donald B. Shank (Until 6/30/81) | 500 Missabe Bldg., Duluth, Minn. 55802 |
| Clinton O. Ferner (As of 7/1/81) | 500 Missabe Bldg., Duluth, Minn. 55802 |
| Franklin A. Fitzpatrick | 208 S. LaSalle St., Chicago, IL 60600 |
| Vernon W. Kraetsch | P. O. Box 536, Pittsburgh, Pa. 15230 |
| Thomas J. Siegel | P. O. Box 536, Pittsburgh, Pa. 15230 |
| John D. Morrison | P. O. Box 536, Pittsburgh, Pa. 15230 |
| James D. Wright | 520 Missabe Bldg., Duluth, Minn. 55802 |

OFFICERS

| | |
|--|--|
| M. Spalding Toon, President | P. O. Box 536, Pittsburgh, Pa. 15230 |
| Donald B. Shank, Vice President (Until 6/30/81) | 500 Missabe Bldg., Duluth, Minn. 55802 |
| Vernon W. Kraetsch, Vice President-Finance | P. O. Box 536, Pittsburgh, Pa. 15230 |
| Thomas J. Siegel, Vice President-Marketing | P. O. Box 536, Pittsburgh, Pa. 15230 |
| John D. Morrison, General Counsel & Secretary | P. O. Box 536, Pittsburgh, Pa. 15230 |
| J. E. Ralph, Jr., Treasurer (Until 1/31/81) | P. O. Box 536, Pittsburgh, Pa. 15230 |
| Joseph W. Schulte, Treasurer (As of 2/1/81) | P. O. Box 536, Pittsburgh, Pa. 15230 |
| James D. Wright, Comptroller | 520 Missabe Bldg., Duluth, Minn. 55802 |

GENERAL MANAGER

| | |
|-------------------------------------|--|
| Donald B. Shank (Until 6/30/81) | 500 Missabe Bldg., Duluth, Minn. 55802 |
| Clinton O. Ferner (As of 7/1/81) | 500 Missabe Bldg., Duluth, Minn. 55802 |

VERIFICATION

The foregoing report shall be verified by the oath of the officer having control of the accounting of the respondent. This report shall also be verified by the oath of the president or other chief officer of the respondent, unless the respondent states that such officer has no control over the respondent's accounting and reporting.

OATH

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

State of PENNSYLVANIA
County of ALLEGHENY

M. E. LANTZ makes oath and says that he is CONTROLLER
(Insert here name of the affiant) (Insert here the official title of the affiant)
Of BESSEMER AND LAKE ERIE 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 accounts of the respondent and to control the manner in which such books are kept; that he knows that such books have been kept in good faith during the period covered by this report; that he knows that the entries contained in this report relating to accounting matters have been prepared in accordance with the provisions of the Uniform System of Accounts for Railroads and other accounting and reporting directives of this Commission; that he believes that all other statements of fact contained in this report are true, and that this report is a correct and complete statement, accurately taken from the books and records, of the business and affairs of the above-named respondent during the period of time from and including

JANUARY 1, 19 81, to and including DECEMBER 31, 19 81.

M. E. Lantz
(Signature of affiant)

Subscribed and sworn to before me, a NOTARY PUBLIC in and for the State and county above named, this 30th day of March, 1982

My commission expires October 30, 1982

Use an L.S. impression seal

LOUISE E. BRANCH, Notary Public
Pittsburgh, Allegheny Co., Pa.
My Commission Expires October 30, 1982

Louise E. Branch
(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

State of PENNSYLVANIA
County of ALLEGHENY

M. S. TOON makes oath and says that he is PRESIDENT
(Insert here name of the affiant) (Insert here the official title of the affiant)
Of BESSEMER AND LAKE ERIE RAILROAD 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 operations of its property during the period of time from and including

JANUARY 1, 19 81, to and including DECEMBER 31, 19 81.

M. S. Toon
(Signature of affiant)

Subscribed and sworn to before me, a NOTARY PUBLIC in and for the State and county above named, this 30th day of March, 1982

My commission expires October 30, 1982

Use an L.S. impression seal

LOUISE E. BRANCH, Notary Public
Pittsburgh, Allegheny Co., Pa.
My Commission Expires October 30, 1982

Louise E. Branch
(Signature of officer authorized to administer oaths)

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