

RC-113300

CONSOLIDATED RAIL

1981

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RC 113300

ORIGINAL

R-1

CLASS I RAILROADS

APPROVED BY GAO

3-180230 (R0470)

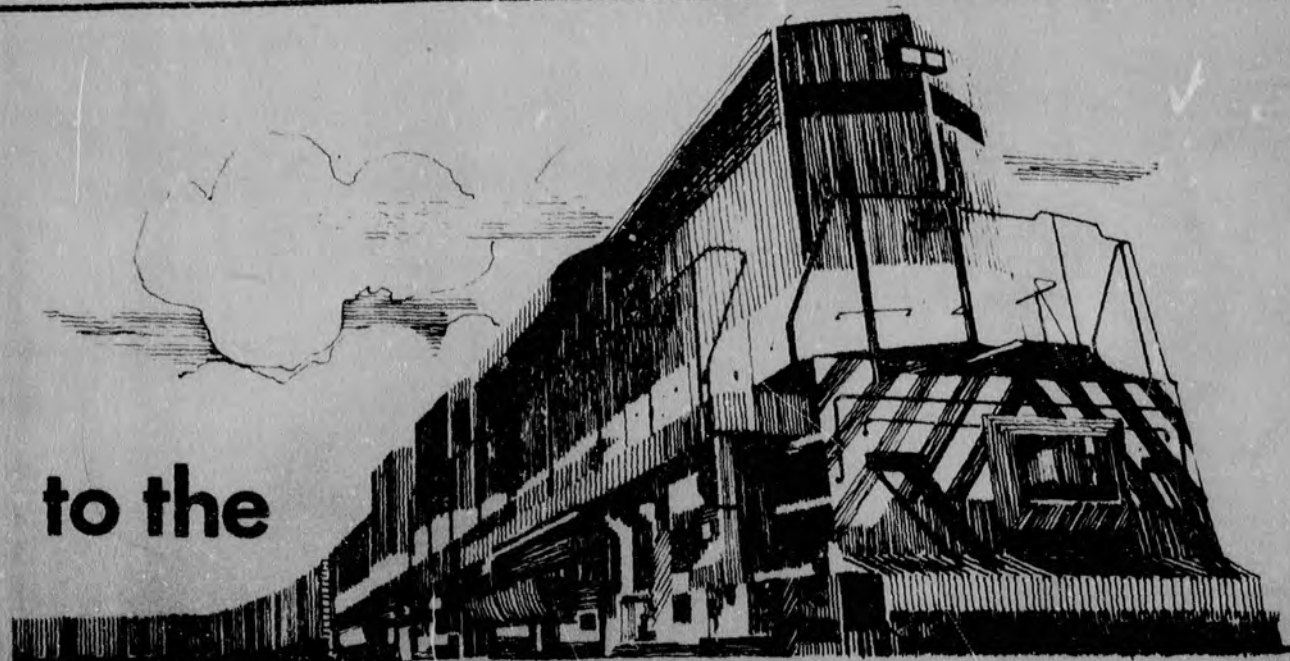
EXPIRES 3-31-83

annual report

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ICC - P.O. 2040

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

CONSOLIDATED RAIL CORPORATION

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) Robert V. Wadden (Title) Vice President & Controller

(Telephone number) (215) 977-5589
(Area code) (Telephone number)

(Office address) Room 1334, Six Penn Center Plaza, Philadelphia, Pa. 19104
(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:

Docket

Title

Decision Date

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) _____

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* Schedules and related pages have been eliminated per Interstate Commerce Commission Order No. 38590.

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
19	300	Items in Selected Current Asset Accounts.
27-28	315	Special Funds and Other Investments.
29-30	319	Securities, Advances and Other Intangibles Owned or Controlled through Non-Reporting Subsidiaries.
31-32	325	Property Used in Other than Carrier Operations.
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64	413	Rent for Leased Roads and Equipment.
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79	451	Railway Tax Accruals.
123	760A	Grade Crossings-A-Railroad with Railroad.
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128	900	Compensation of Officers, Directors, Etc.
NOTE: Schedules and related pages have been eliminated per Interstate Commerce Commission Order No. 38590.		

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 Consolidated Rail Corporation
2. Date of incorporation February 10, 1976; Restated Articles of Incorp. filed March 30, 1976
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 Incorporated in the Commonwealth of Pennsylvania pursuant to Pennsylvania Business Corporation Law, 1933, P.L. 364, as amended, as Merger Rail Corporation. Additional powers granted pursuant to the provisions of the Regional Rail Reorganization Act of 1973, as amended.
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. _____

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, \$ 1 per share; A preferred, \$ 1 per share; B preferred, \$ 1 per share; debenture stock, \$ _____ 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 footnotes
3. Are voting rights proportional to holdings? No 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? Yes 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? Yes 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 _____
BOOKS NOT CLOSED
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. 95,790,474 votes, as of December 31, 1981
(Date)

8. State the total number of stockholders of record, as of the date shown in answer to inquiry No. 7. 4 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	Address of security holder	Number of votes to which security holder was entitled	NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED		
				Stocks		
				Common (d)	PREFERRED	
	(a)	(b)	(c)		Series A (e)	Series B (f)
1	See (1) below	See (1) below	31,740,373	-	-	31,740,373
2	See (2) below	See (2) below	25,000,000	25,000,000		
3	See (3) below	See (3) below	1	-	-	1
4	USRA	Washington, DC	25,487,840	-	25,487,840	-
5	USRA	Washington, DC	9,150,500	(*)	-	-
6	See (4) below	See (4) below	4,411,760	4,411,760	-	-
7						
8	(1) The United States of America, As Represented by the Secretary of Transportation, Department of Transportation, Washington, D.C.					
9						
10						
11	(2) The United States of America, as Represented by the Secretary of Transportation, Department of Transportation, Washington, D.C.					
12						
13						
14	(3) The Erie & Kalamazoo Railroad Company, 600 Hunt Lane, Manhasset, N.Y. 11030					
15						
16	(4) Conrail Equity Corporation, Philadelphia, Pa. holds Common Stock, but is					
17	restricted from voting its stock based upon its Articles of Incorporation.					
18						
19	(*) United States Railway Association held \$915,050,000 principal amount of 7.5%					
20	Convertible Debentures due January 1, 2011. The holders of such Debentures					
21	are entitled to one vote for with respect to the election of Directors for					
22	each \$100 principal amount of Debentures.					
23						
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. 91,286,846
votes cast.

11. Give the date of such meeting. April 15, 1981

12. Give the place of such meeting. Philadelphia, Pa.

NOTES AND REMARKS

Holders of the Series A Preferred Stock, the Series B Preferred Stock and the Common Stock, respectively, are entitled to cast one vote for each share held on all matters presented upon which the holders of such class or series of stock are entitled to vote as follows:

A. Common Stock

1. The holders of the Common Stock, voting as a class, are entitled to elect two members of the Board of Directors.
2. The holders of the Common Stock are entitled to one vote for each share of stock held on any matters which are required by law, the Restated Articles of Incorporation or the By-Laws to be submitted to a vote of security holders.
3. See Page 3, Schedule C Footnote (4).

B. Series A Preferred Stock

1. The holders of the Series A Preferred Stock and the Convertible Debentures, voting as a single class, are entitled to elect six members of the Board of Directors.
2. The holders of the Series A Preferred Stock have no other voting rights except the right to vote as a class with respect to any amendment to the Articles of Incorporation or By-Laws which would (a) make any change in the powers, preferences, qualifications, limitations, restrictions or special or relative rights of the shares of Series A Preferred Stock so as to affect such shares adversely, (b) increase or decrease the number of shares of Series A Preferred Stock authorized for issuance, (c) increase or decrease the par value of shares of Series A Preferred Stock, (d) authorize the issuance of any class of stock senior or superior in any respect to or on a parity with the Series A Preferred Stock, (e) increase the number of authorized shares of any class of stock senior or superior in any respect to or on a parity with the Series A Preferred Stock or (f) amend the provisions of Article Seven (election of directors) of the Articles of Incorporation.

C. Series B Preferred Stock

1. The holders of the Series B Preferred Stock, voting as a class, are entitled to elect three members of the Board of Directors.
2. The holders of the Series B Preferred Stock have no other voting rights except the right to vote as a class with respect to any amendment to the Articles of Incorporation or By-Laws which would (a) make any change in the powers, preferences, qualifications, limitations, restrictions or special or relative rights of the shares of Series B Preferred Stock so as to effect such shares adversely, (b) increase or decrease the number of shares of Series B Preferred Stock authorized for issuance,

(c) increase or decrease the par value of shares of Series B Preferred Stock, (d) authorize the issuance of any class of stock senior or superior in any respect to or on a parity with the Series B Preferred Stock, (e) increase the number of authorized shares of any Class of stock senior or superior in any respect to or on a parity with the Series B Preferred Stock or (f) amend the provisions of Article Seven (election of directors) of the Articles of Incorporation.

D. 7.5% Debentures

The holders of Debentures have no voting rights except the right to vote with holders of the Series A Preferred Stock as a single class with respect to the election of six members of the Board of Directors.

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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	(12,052)	(13,884)
2	702	Temporary Cash Investments	382,523	132,105
3	703	Special Deposits	8,919	14,913
		<u>Accounts Receivable</u>		
4	705	- Interline and Other Balances	7,464	23,815
5	706	- Customers	140,915	156,616
6	707, 704	- Other	310,655	312,209
7	709, 708	- Accrued Accounts Receivables	363,613	483,336
8	708.5	- Receivables from Affiliated Companies	4,266	3,721
9	709.5	- Less: Allowance for Uncollectible Accounts	(109,725)	(96,282)
10	710, 711, 714	Working funds prepayments deferred income tax debits	15,839	12,352
11	712	Materials and Supplies	212,793	247,827
12	713	Other Current Assets	11,147	5,737
13		Total Current Assets	1,336,357	1,282,465
		<u>Other Assets</u>		
14	715, 716, 717, 722, 723, 724	Special Funds and Other Investments and advances	22,916	14,001
15	721, 721.5	Investments and Advances; Affiliated Companies (Sch. 310)	95,217	143,835
16	737, 738	Property used in other than Carrier Operations (less depreciation \$655)	1,934	665
17	739, 741	Other Assets	66,574	89,909
18	743, 744	Other Deferred Debits	3,727	4,615
19		Total Other Assets	190,368	253,025
		<u>Road and Equipment</u>		
20	731, 732	Road (Sch. 330 & 330A)	1,407,536	1,203,466
21		Equipment	1,902,819	1,889,066
22		Unallocated Items	238,685	278,627
23	733, 734, 735, 736	Accumulated Depreciation and amortization (Sch. 335, 351, 342, 339)	(751,078)	(531,751)
24		Net road and Equipment	2,797,962	2,839,408
25		Total Assets	4,324,687	4,374,898

NOTES AND REMARKS

See accompanying notes to financial statements.

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

Line No.	Account No.	Title (a)	Balance at Close of Year (b)	Balance at Beginning of Year (c)
		<u>Current Liabilities</u>	\$	\$
26	751	Loans and Notes Payable		
27	752	Accounts Payable; Interline and Other Balances	6,858	6,610
28	753, 754	Other Accounts Payable	112,689	119,868
29	755, 756	Interest and Dividends Payable	31,220	19,636
30	757	Payables to Affiliated Companies	25	20
31	759	Accrued accounts Payable	666,916	694,391
32	760, 761, 761.5, 762	Taxes Accrued	59,930	56,672
33	763	Other Current Liabilities	112,471	128,003
34	764	Equipment obligations and other long-term debt due within one year	156,496	126,753
35		Total Current Liabilities	1,146,605	1,151,953
		<u>Non Current Liabilities</u>		
36	765, 767	Funded debt unmatured	930,391	1,038,785
37	766	Equipment obligations	54,274	70,351
38	766.5	Capitalized Lease Obligations	878,017	957,549
39	768	Debt in default		
40	769	Accounts payable; Affiliated Companies	10,133	145
41	770.1, 770.2	Unamortized debt premium	(1,803)	(2,341)
42	781	Interest in default		
43	783	Deferred revenues-Transfers from Government Authorities		
44	786	Accumulated deferred income tax credits		
45	771, 772, 774, 775, 782, 784	Other long-term liabilities and deferred credits	174,800	171,057
46		Total Noncurrent Liabilities	2,045,812	2,235,546
		<u>Shareholders' Equity</u>		
47	791, 792	Capital Stock: (Sch. 230)	86,640	85,148
48		Common Stock	29,412	29,412
49		Preferred Stock	57,228	55,736
50	793	Discount on Capital Stock		
51	794, 795	Additional Capital (230)	3,922,160	3,670,022
		Retained Earnings:		
52	797	Appropriated (221)		
53	798	Unappropriated (220)	(2,869,472)	(2,759,830)
54	798.1	Net Unrealized loss on noncurrent marketable equity securities		
55	798.5	Less Treasury Stock	(7,058)	(7,941)
56		Net Stockholders Equity	1,132,270	987,399
57		Total Liabilities and Shareholders Equity	4,324,687	4,374,898

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 \$ _____

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 See Note on Page 8 \$ Indeterminable.

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 1 to Financial Statements)

(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 6 to Financial Statements) \$ _____

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

(i) If funding is by insurance, give name of insuring company Not Applicable

(ii) If funding is by trust agreement, list trustee(s) Girard Bank and Mellon Bank

Date of trust agreement or latest amendment April 1, 1976 and June 1, 1978, respectively

If respondent is affiliated in any way with the trustee(s), explain affiliation: No affiliation

(d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement (See Note 2 on Page 8)

(e) (i) Is any part of the pension plan fund invested in stock or other securities of the respondent or any of its affiliates? Specify. Yes X No _____

If yes, give number of the shares for each class of stock or other security: Trailer Train 7½% Bond Due 1999, Face Value \$1,502; Trailer Train 6½% Bond Due 1997, Face Value \$1,223

(ii) Are voting rights attached to any securities held by the pension plan? Specify. Yes _____ No X 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 X

5. (a) The amount of employers contribution to employee stock ownership plans for the current year was \$ _____

(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 \$ (See Note 6 to Financial Statements).

6. Specify the total amount of business entertainment expenditures charged to the non-reporting expense account \$ _____

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 _____				XXXXX
as of / / Noncurrent Portfolio _____			XXXXX	\$ _____
(Previous Yr.) Current Portfolio _____			XXXXX	XXXXX
as of / / Noncurrent Portfolio _____			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

NOTES:

1. The Company has reported Net Operating Losses in Federal Income Tax Returns for the prior years, which are available as offset to future income, however, the Company is a member of an affiliated group filing Consolidated Federal Income Tax Returns and there is no predictable relationship between the Company's future earnings and its Federal Income Tax accruals.
2. Following are the Affiliated Companies included in the Company's Pension Plans:

Detroit Terminal Railroad
 Indiana Harbor Belt Railroad Company
 Merchants Despatch Transportation Corporation
 Pennsylvania Truck Lines, Inc.

Annually, each participating company makes contributions to the Fund as determined by independent actuary reports.

NOTES AND REMARKS

NOTES TO FINANCIAL STATEMENTS1. Summary of Significant Accounting PoliciesIndustry:

Consolidated Rail Corporation was established by the Regional Rail Reorganization Act of 1973, as amended (the Act), to acquire, operate and rehabilitate rail properties of railroads in reorganization and certain other transferors in the midwest and northeast regions of the United States. Such properties were acquired on April 1, 1976. The Company's operations are predominantly in the railroad industry.

Investments:

Investments in companies owned 20% or more are recorded under the equity method. Investments in companies owned less than 20% are stated at cost.

Material and Supplies:

Inventories are valued at the lower of cost, principally weighted average, or market.

Property and Equipment, Depreciation and Maintenance:

Depreciation of properties is generally provided on a composite straight line method at rates approved by the Interstate Commerce Commission (ICC). Replacement accounting is used for certain properties, principally track accounts. Under this method, additions and betterments are capitalized and the cost of depreciable property retired or replaced less salvage is charged to accumulated depreciation and generally no gain or loss is recognized. Expenditures for repairs and maintenance are charged to operations as incurred.

Casualty Losses:

Estimated losses from casualties and accidents are charged to operations as incurred. Such estimates are continually reviewed and any required adjustments are included in operations.

Pensions:

Pension expense is based on normal costs and amortization of prior service costs over 30 to 40 years, and is funded currently.

Accretion to Redemption Price of Series A Preferred Stock:

Differences between mandatory redemption price and fair market value of Series A preferred stock issued in lieu of cash interest on 7.5% debentures are charged to deficit over the period to redemption.

NOTES AND REMARKS

NOTES TO FINANCIAL STATEMENTS2. Conveyance Adjustments

A Special Court was established by the Act to determine if the consideration received or to be received by the transferors of assets conveyed to the Company on April 1, 1976, constituted a fair and equitable exchange for such assets.

In 1980, the Penn Central Corporation and certain affiliated transferors, the United States Government, and the United States Railway Association (USRA) reached an agreement as to the value of approximately 80% of the assets conveyed to the Company. In order to maintain comparability, the Company in 1980 restated its financial statements to reflect the increase in value assigned to the assets conveyed with a corresponding increase in paid-in capital of approximately \$950 million. The increased value included an estimate for settlement with the remaining transferors.

During 1981, certain remaining transferors reached agreements on the value of assets conveyed to the Company. As a result, the Company revised its earlier estimate of settlements, thereby increasing property and equipment and additional paid-in capital by \$115 million. This adjustment did not have a material effect on the financial statements.

3. Passenger Operations

The Company operates commuter and intercity passenger services on behalf of governmental authorities, in accordance with various agreements. The Company is entitled to reimbursement for costs based upon standards issued by the ICC or the terms of separate agreements. Under the Northeast Rail Service Act of 1981 (NERSA), on January 1, 1983 the Company will be relieved of any legal obligation to operate commuter service.

4. Long-Term Debt

	December 31,	
	1981	1980
	(Dollars in Thousands)	
7.5% debentures	\$ 915,050	\$1,000,000
Equipment and other obligations	133,335	140,326
Capital leases	979,123	1,050,916
	2,027,508	2,191,242
Less current maturities	(156,496)	(126,753)
	<u>\$1,871,012</u>	<u>\$2,064,489</u>

NOTES AND REMARKS

NOTES TO FINANCIAL STATEMENTS4. Long-Term Debt continued

Under the Financing Agreement between USRA and the Company, USRA purchased \$1 billion (authorized limit) of 7.5% debentures. The Financing Agreement contains restrictions relating to working capital, stockholders' equity, indebtedness and payment of dividends.

The 7.5% debentures have preference in liquidation over equity securities and are convertible into Series A preferred stock at the option of the holder at a ratio of 10 shares per \$1,000 of debentures. The debentures are callable without penalty and must be redeemed beginning in 1986 under certain circumstances. During 1981, the Company, as provided by NERSA, initiated and recorded a transaction to exchange \$84,950,000 of debentures for a like amount of passenger receivables. Such exchange was formally approved by an agreement with USRA, dated as of January 14, 1982. All remaining debentures must be redeemed by the year 2011.

Interest on the debentures is payable in cash under certain circumstances, or otherwise in shares of Series A preferred stock (at the rate of one share for each \$100 of interest) or 8% contingent interest notes. Upon settling the consideration for conveyed assets (see Note 2), interest otherwise payable in Series A preferred stock is payable in contingent interest notes. In 1981, the Company issued 141,368 shares of Series A preferred stock and a contingent interest note of \$60,863,200 as payment for interest. The note is payable only upon the commencement of bankruptcy or other similar proceedings and, accordingly, is not reflected in the financial statements. The effective rates of interest were .1% in 1981 and .3% in 1980. Based upon the stated interest rate of 7.5% and giving effect to the issuance of contingent interest notes, interest expense for 1981 and 1980 would have been approximately \$11,470,000 and \$34,352,000, respectively. The loss would have increased by approximately \$10,673,000 in 1981 and \$30,995,000 in 1980. The unaccreted difference between the mandatory redemption price and the fair market value of Series A preferred stock issued in lieu of interest aggregated \$245,900,000 at December 31, 1981.

Equipment obligations, \$75 million at December 31, 1981, bear interest principally from 5% to 10.5% and are payable over periods from 1 to 8 years. Substantially all of these obligations were assumed at conveyance and recorded at their present values using an effective interest rate of 8.75%. At December 31, 1981, such obligations were collateralized by assets with a net book value of \$158 million.

Maturities of long-term debt, exclusive of lease obligations, are: 1982, \$55 million; 1983, \$22 million; 1984, \$24 million; 1985, \$9 million; 1986, \$7 million; thereafter, \$931 million.

The Company's noncancelable, long-term leases, principally for equipment, generally include options to purchase at fair value and to extend the terms. Capital leases have been discounted at rates which average

NOTES AND REMARKS

NOTES TO FINANCIAL STATEMENTS4. Long-Term Debt continued

9.4% and are collateralized by equipment with a net book value of \$874 million at December 31, 1981. Minimum rental commitments, exclusive of executory costs borne by the Company, are:

	Capital Leases (Dollars in Thousands)	Operating Leases (Thousands)
1982	\$ 189,262	\$ 16,122
1983	180,100	14,584
1984	165,980	12,019
1985	151,108	11,098
1986	136,201	9,797
Thereafter	690,283	47,650
Total lease payments	<u>1,512,934</u>	<u>\$111,270</u>
Less amount representing interest	(533,811)	
Present value of lease payments	<u>\$ 979,123</u>	

Rent expense was \$45 million in 1981 and \$46 million in 1980.

5. Income Taxes

The Company and qualifying affiliated companies file consolidated federal income tax returns. At December 31, 1981, net operating loss and investment credit carryforwards for income tax purposes, available to reduce future taxable income and tax payments, respectively, expire as follows:

<u>Year of Expiration</u>	<u>Net Operating Loss (Dollars in Thousands)</u>	<u>Investment Credit (Thousands)</u>
1991	\$ 426,000	\$ 47,000
1992	372,000	46,000
1993	395,000	56,000
1994	441,000	59,000
1995	288,000	34,000
1996		7,000
	<u>\$1,922,000</u>	<u>\$249,000</u>

NOTES AND REMARKS

NOTES TO FINANCIAL STATEMENTS5. Income Taxes continued

The net operating losses for financial reporting purposes are greater than those available for income tax purposes by approximately \$940 million at December 31, 1981 principally because of the capitalization for tax purposes of certain repair costs. Additional differences result from the effects of the Economic Recovery Tax Act of 1981 (ERTA), the timing of the recognition of depreciation expense and the depreciation on the excess of the tax basis of conveyed assets over book value.

The ERTA eliminated the "retirement-replacement-betterment" (RRB) method of tax depreciation, established a new accelerated cost recovery system and liberalized leasing rules that allow the transfer of tax benefits. Further, this Act provided for the amortization of certain capital assets acquired prior to 1981 which were previously not depreciable for tax purposes.

6. Employee Benefits

The Company and certain subsidiaries maintain defined benefit pension plans which are noncontributory for all non-agreement employees and contributory for participating agreement employees. Pension expense for the Company was \$26 million in 1981 and 1980. Accumulated plan benefits and plan net assets as of the benefit information dates follow:

	January 1,	
	<u>1981</u>	<u>1980</u>
	(Dollars in Thousands)	
Actuarial present value of accumulated plan benefits:		
Vested	\$321,682	\$299,231
Nonvested	<u>5,097</u>	<u>4,593</u>
	<u>\$326,779</u>	<u>\$303,824</u>
Net assets available for benefits	<u>\$358,956</u>	<u>\$307,473</u>
Assumed weighted average rate of return	<u>6.8%</u>	<u>6.9%</u>

The Company's noncontributory employee stock ownership plan (ESOP), effective January 1, 1980, is intended to provide benefits to all eligible employees. Annual contributions to the ESOP consist of 441,176 shares of a subsidiary's preferred stock which are convertible into an equivalent number of shares of the Company's common stock if certain tests are met. If the tests are not met, the preferred shares are redeemable at \$.01 per share. Distributions to employees will not be made earlier than 1991.

NOTES AND REMARKS

NOTES TO FINANCIAL STATEMENTS7. Preferred Stock With Mandatory Redemption

The Company has authorized 41,250,000 shares of Series A preferred stock with a par value of \$1.00 per share. Changes in Series A preferred stock during 1981 and 1980 were:

	<u>Shares</u>	<u>Par Value</u>	<u>Additional Paid-In Capital</u>
(Amounts in Thousands)			
Balance, January 1, 1980	18,344	\$18,344	\$1,649,865
Issuances to USRA:			
Sales	4,900	4,900	485,100
Payment of interest	752	752	2,958
Accretion			<u>2,328</u>
Balance, December 31, 1980	23,996	23,996	2,140,251
Issuances to USRA:			
Sales	1,350	1,350	133,650
Payment of interest	142	142	462
Accretion			<u>3,026</u>
Balance, December 31, 1981	<u>25,488</u>	<u>\$25,488</u>	<u>\$2,277,389</u>

All shares of Series A preferred stock have been issued to USRA (see "Federal Investments", Note 10). Under certain circumstances, Series A preferred stock is entitled to an annual noncumulative dividend of \$7.50 per share. To date, no dividends have been declared. Each share is entitled to \$100 upon liquidation with preference over Series B preferred stock and common stock and must be redeemed at \$100 per share after redemption of the 7.5% debentures (see Note 4).

8. Preferred Stock without Mandatory Redemption and Common Stock

Authorized and outstanding shares of Series B preferred stock and common stock at December 31, 1981 were:

	<u>Authorized</u>	<u>Issued</u>	<u>Stock Held by Subsidiary</u>
Series B preferred stock, \$1 par value	35,000,000	31,740,374	
Common stock, \$1 par value	250,000,000	29,411,760	4,411,760

NOTES AND REMARKS

NOTES TO FINANCIAL STATEMENTS8. Preferred Stock without Mandatory Redemption and Common Stock continued

There have been no changes in Series B preferred stock since April 1, 1976. The changes in common stock, additional paid-in capital and stock held by subsidiary during 1981 and 1980 relate to the adjustment to the value of conveyed assets (see Note 2) and the issuance of 4,411,760 non-voting shares in connection with the ESOP.

Series B preferred stock is entitled to an annual noncumulative dividend of \$5.00 per share after payment of interest on the 7.5% debentures and cash dividends on Series A preferred stock. To date, no dividends have been declared. Each share is entitled to \$50 upon liquidation with preference over common stock, and is callable after 1987 at \$50 per share after redemption of all Series A preferred stock. No dividends may be declared on the common stock until all Series A preferred stock is redeemed and Series B preferred stock dividends are paid.

USRA, as holder of the 7.5% debentures and the Series A preferred stock, voting as a single class, has the right to elect six Directors. The United States Department of Transportation (DOT), as holder of the voting shares of Series B preferred stock and common stock, has the right to elect five Directors. The Chief Executive Officer and the Chief Operating Officer of the Company also serve as Directors.

9. Unusual Items

Certain 1981 transactions are classified separately on the statements of income because of their unusual nature and significant impact on components of operating results. The unusual items are:

(Dollars in Thousands)

Sales of tax benefits	\$ 94,394
Reversal of allowances for uncollectible receivables	35,000
Settlement with the Penn Central Corporation	19,781
Provision for disposition of property	(92,742)
Provision for writedown of investments	(46,700)
	<u>\$ 9,733</u>

NOTES AND REMARKS

NOTES TO FINANCIAL STATEMENTS9. Unusual Items continued

Certain investment tax credits and Accelerated Cost Recovery System depreciation deductions were sold as permitted by the Economic Recovery Tax Act of 1981. Net proceeds from such sales are included in income.

Under NERSA, the Company may sell to USRA certain receivables from passenger authorities. Accordingly, certain amounts previously provided as allowances have been reversed.

Various preconveyance matters were settled with the Penn Central Corporation. The excess of the proceeds received over related recorded amounts has been included in income.

Under NERSA, the Company negotiated for the sale of certain properties in New England and applied to the ICC for permission to abandon approximately 2,600 miles of unprofitable rail lines. Application for abandonment of additional lines is anticipated. A provision for loss on disposition, related to a writedown of facilities to estimated recoverable value, was recorded. This provision is based on estimates which the Company will continue to review. Future adjustments, if any, will be recorded when such determinations are made.

The Company is involved in discussions and negotiations for the sale of certain subsidiaries and other investments. The Company's investments were reduced to estimated recoverable values.

10. ContingenciesConveyance Issues:

Various claims have been or may be asserted against the Company, generally seeking reconveyance of properties and, in some instances, damages and other claims for relief. The Company has or intends to assert claims for recovery of amounts for which it believes it is entitled. Although uncertainties exist with respect to the foregoing, management believes the ultimate resolution of these matters will not have a material adverse effect on the accompanying financial statements.

Federal Investments:

Purchases by USRA of the 7.5% debentures and Series A preferred stock have been made under the Financing Agreement, which limits such purchases to \$3.3 billion, of which \$3.28 billion has been invested at December 31, 1981. The remaining \$20 million has been appropriated. Additional purchases of up to \$329 million

NOTES AND REMARKS

NOTES TO FINANCIAL STATEMENTS10. Contingencies continuedFederal Investments: continued

of Series A preferred stock were authorized by the Staggers Rail Act of 1980, of which \$65 million has been appropriated. Purchase of the \$65 million of stock requires amendment of the Financing Agreement and an affirmative finding by USRA that appropriate action has been taken to eliminate losses on certain lines.

NERSA authorizes purchases by USRA of additional shares of Series A preferred stock and certain accounts receivable in an amount not to exceed \$262 million, none of which has been appropriated.

The Company has reported to USRA various conditions of possible noncompliance with the Financing Agreement. Should USRA determine that any of these conditions constitutes an Event of Default, repayment of the debentures and certain other long-term debt could be accelerated and redemption of the Series A preferred stock could be required. USRA has waived to January 1, 1983, its rights with respect to those instances reported.

Future Operations:

NERSA provides for the sale, under certain circumstances, of the Company's common stock or assets. After August 13, 1981, DOT may submit a plan for the sale of the common stock. USRA must determine on June 1, 1983, if the Company will be a "profitable carrier" (as defined in NERSA), and as soon after November 1, 1983 as practicable, if the Company was a "profitable carrier" for the five month period ending October 31, 1983. If such determinations are affirmative, attempts to sell the common stock must continue through June 1, 1984. If such attempts are unsuccessful, DOT may approve a plan for the purchase of the common stock by Company employees, or direct the sale of the Company's assets. Asset sales may occur before June 1, 1984 only if USRA makes a negative determination as to profitability or Federal financing is required in excess of amounts authorized. Any plan to sell the common stock or assets must be submitted to Congress and will be deemed approved unless Congress passes a resolution not favoring the plan.

Other Matters:

The Company is involved in various legal actions including challenges to the reasonableness of certain freight rates. Although the amount of liability, if any, with respect to these

NOTES AND REMARKS

NOTES TO FINANCIAL STATEMENTS10. Contingencies continuedOther Matters: continued

matters cannot be ascertained presently, management believes the resolution of these issues will not have a material adverse effect on the accompanying financial statements.

The Company may be contingently liable under indemnification provisions related to sales of tax benefits and for guarantees of debt, approximating \$218 million at December 31, 1981, in addition to the contingent interest note (see Note 4).

11. Reporting Under Generally Accepted Accounting Principles (GAAP)

As prescribed by the ICC, reports to the Commission reflect the use of the RRB accounting method for track structure whereas track structure replacements are capitalized and depreciated in financial statements under GAAP. A reconciliation of the loss as reported under GAAP and the loss reported in the accompanying statements is as follows:

(Dollars in Thousands)	<u>1981</u>	<u>1980</u>
Income (loss) reported under GAAP	\$ 39,228	\$ (243,726)
Capitalization, principally of track structure replacements, net of salvage credits	(198,184)	(210,860)
Depreciation, principally of track structures	<u>52,340</u>	<u>48,805</u>
Loss reported for ICC purposes	<u>\$ (106,616)</u>	<u>\$ (405,781)</u>

For GAAP reporting, the financial statements include companies which are more than 50% owned. The following is a summary of the key financial position and operating data necessary to adjust this report to that furnished shareholders.

(Dollars in Thousands)	<u>1981</u>	<u>1980</u>
Working Capital	\$ 15,544	\$ 20,419
Other assets/liabilities net	<u>(15,544)</u>	<u>(20,419)</u>
Operating revenues	73,988	70,519
Operating and other expenses	<u>73,988</u>	<u>70,519</u>

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 **	\$3,338,552	\$3,153,584	\$3,338,552	\$
2	(102) Passenger **	228,464	194,569		228,464
3	(103) Passenger-Related	1,950	1,932		1,950
4	(104) Switching	45,514	37,123	45,514	
5	(105) Water Transfers				
6	(106) Demurrage	62,136	64,653	62,136	
7	(110) Incident	42,584	46,996	35,271	7,313
8	(121) Joint Facility-Credit	488	496	452	36
9	(122) Joint Facility-Debit	(567)	(745)	(567)	
10	(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	3,719,121	3,498,608	3,481,358	237,763
11	(502) Railway operating revenues-Transfers from Government Authorities for current operations	282,001	294,328		282,001 280,354
12	(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities				
13	Total railway operating revenues (lines 10-12)	4,001,122	3,792,936	3,481,358	518,117
14	(531) Railway operating expenses	4,087,510	4,144,126	3,558,313	529,197
15	*Net revenue from railway operations	(86,388)	(351,190)	(76,955)	(11,080)
	OTHER INCOME				
16	(506) Revenue from property used in other than carrier operations	497	65		
17	(510) Miscellaneous rent income	16,613	17,964		
18	(512) Separately operated properties-Profit				
19	(513) Dividend Income				
20	(514) Interest income	41,093	34,517		
21	(516) Income from sinking and other funds	1,869	1,566		
22	(517) Release of premiums on funded debt				
23	(518) Contributions from other companies				
24	(519) Miscellaneous income	39,305	20,072		
	Income from affiliated companies:				
25	Dividends	8,490	10,744		
26	Equity in undistributed earnings (losses)	(1,431)	(3,578)		
27	Total other income (lines 16-26)	106,436	81,350		
28	Total income (lines 15, 27)	20,048	(269,840)		
	MISCELLANEOUS DEDUCTIONS FROM INCOME				
29	(534) Expenses of property used in other than carrier operations	104	3		
30	(535) Taxes on property used in other than carrier operations				
31	(543) Miscellaneous rent expense	1,152	1,945		
32	(544) Miscellaneous taxes				
33	(545) Separately operated properties-Loss	167	1,771		
34	(549) Maintenance of investment organization				
35	(550) Income transferred to other companies				
36	(551) Miscellaneous income charges	19,974	13,048		
37	(553) Uncollectible accounts				
38	Total miscellaneous deductions (lines 29-37)	21,397	16,767		
39	Income available for fixed charges (lines 28, 38)	(1,349)	(286,607)		

NOTES:

1. Column B, "Amount for current year" includes revenue which is neither freight nor passenger related.

Line 11 - \$1,647

2. The 1980 accounts have been reclassified for comparative purposes. Each of the amounts previously reported in lines 7, 10, 13 and 14 was decreased by \$8,406.

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		116,351	118,775
41 (b) Interest in default			
42 (547) Interest on unfunded debt		160	953
43 (548) Amortization of discount on funded debt		834	1,404
44 Total fixed charges (lines 40-43)		117,345	121,132
45 Income after fixed charges (lines 39, 44)		(118,694)	(407,739)
	OTHER DEDUCTIONS		
(546) Interest on funded debt:			
46 (c) Contingent interest			
	UNUSUAL OR INFREQUENT ITEMS		
47 (555) Unusual or infrequent items (debit) credit		9,733	
48 Income (loss) for continuing operations (before income taxes)		(108,961)	(407,739)
	PROVISIONS FOR INCOME TAXES		
(556) Income taxes on ordinary income:			
49 Federal income taxes		(2,345)	(1,958)
50 State income taxes			
51 Other income taxes			
52 (557) Provision for deferred taxes			
53 Income from continuing operations		(106,616)	(405,781)
	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		(106,616)	(405,781)
	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		(106,616)	(405,781)
	*Reconciliation of net railway operating income (NROI)		
63 Net revenues from railway operations		(86,388)	
64 (556) Income taxes on ordinary income		(2,345)	
65 (557) Provision for deferred income taxes			
66 Income from lease of road and equipment		(125)	
67 Rent for leased roads and equipment		205	
68 Net railway operating income		(83,963)	(348,656)
	**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 \$ 127			
(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 \$ 60,416			
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		\$ 2	
72 (b) Payments for transportation of freight shipments		\$ 33	
NOTE: Gross charges for protective charges 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		\$ 879	
74 Charges for service for the protection against cold		\$ 99	

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	Retained earnings—Unappropriated	Equity in undistributed earnings (losses) of affiliated companies
	(a)	(b)	(c)
1	Balances at beginning of year _____	(2,768,522)	\$ 8,692
2	(601.5) Prior period adjustments to beginning retained earnings _____		
	CREDITS		
3	(602) Credit balance transferred from income _____		* 17,621
4	(603) Appropriations released _____		
5	(606) Other credits to retained earnings _____	7,611	
6	Total	7,611	17,621
	DEBITS		
7	(612) Debit balance transferred from income _____	122,806	1,431
8	(616) Other debits to retained earnings _____	3,026	** 7,611
9	(620) Appropriations for sinking and other funds _____		
10	(621) Appropriations for other purposes _____		
11	(623) Dividends: Common stock _____		
12	Preferred stock ¹ _____		
13	Total	125,832	9,042
14	Net increase (decrease) during year (Line 6 minus line 13) _____	(118,221)	8,579
15	Balances at close of year (Lines 1, 2 and 14) _____	(2,886,743)	17,271
16	Balance from line 15(c) _____	17,271	xxxxx
17	Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year _____	(2,869,472)	xxxxx
	REMARKS		
	Amount of assigned Federal income tax consequences:		
18	Account 606 _____		xxxxx
19	Account 616 _____		xxxxx

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

* Various pre-conveyance matters were settled with Penn Central Corporation. The excess of proceeds received by certain subsidiary companies over related recorded amounts (\$17,621) has been classified in account 555, Unusual or infrequent items on the statements of income (Note 9).

** Adjustment for investments disposed of.

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 income		NOTHING TO	REPORT
2	Funded debt retired through retained income			
3	Sinking fund reserves			
4	Incentive per diem funds			
5	Miscellaneous fund reserves			
6	Other appropriations (specify):			
7				

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.

Line No.	Description (a)	Amount (b)	Applied to current operations (c)	Deferred to future periods (d)	Applied to contributed capital (e)
	Source and description of transfers				
1	Light Density Freight Subsidies:	\$	\$	\$	\$
2	Connecticut	54	54		
3	Delaware	29	29		
4	Illinois	216	216		
5	Indiana	95	95		
6	Maryland	13	13		
7	Massachusetts	256	256		
8	Michigan-Ann Arbor	4	4		
9	Michigan-Other	157	157		
10	New Jersey	(2)	(2)		
11	New York	(42)	(42)		
12	Ohio	124	124		
13	Pennsylvania	391	391		
14	Rhode Island	5	5		
15	Virginia	347	347		
16					
17					
18	Passenger Commuter Subsidies:				
19	Metropolitan Transp. Authority /				
20	Connecticut Transp. Authority	111,254	111,254		
21	Southeastern Penna. Transp. Auth.	52,118	52,118		
22	Maryland Dept. of Transportation	832	832		
23	New Jersey Department of Transp.	111,960	111,960		
24	Metropolitan Transp. Authority				
25	Service Between Pt. Jervis and				
26	Suffern	2,824	2,824		
27	Pennsylvania Dept. of Transportation	1,366	1,366		
28					
29					
30					
31	Total received during year	282,001	282,001		
32					
33	Cumulative total of Government transfers-beginning	687,932			
34	of year		XXXXX	XXXXX	XXXXX
35	Cumulative total of Government transfers-end of year	969,933	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	\$1.00	250,000,000	29,411,760	4,411,760	25,000,000	\$25,000	\$4,412
2								
3								
4	Preferred Series A	\$1.00	41,250,000	25,487,840		25,487,840	\$25,488	
5	Series B	\$1.00	35,000,000	31,740,374		31,740,374	\$31,740	
6								
7								
8								
9								
10	TOTAL	XXXXX	326,250,000	86,639,974	4,411,760	82,228,214	\$82,228	\$4,412

7.5% Convertible Debentures

(See Note 4 to Financial Statements)

PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR

915,050 (PA)

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	55,736,846	\$55,736	29,411,760	\$29,412	4,411,760	\$4,412	\$3,670,022
12	Capital Stock Sold ¹	*1,491,368	1,492					249,112
13	Capital Stock Reacquired							
14	Capital Stock Canceled							
15	Stock Dividends							
	Accretions-See Note 1 to Financial Statements							3,026
16	Balance at Close of Year	57,228,214	\$57,228	29,411,760	\$29,412	4,411,760	\$4,412	\$3,922,160

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

See Notes 2, 7 and 8 to financial statements.

*Represents changes in Series A Preferred stock.

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.

Report 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	(106,616)	(405,781)
	Add expenses not requiring outlay of working capital; (subtract) credits not generating working capital:		
2	Retirement of nondepreciable property	18,678	2,698
3	Loss (gain) on sale or disposal of tangible property		
4	Depreciation and amortization expenses	168,563	159,799
5	Net increase (decrease) in deferred income taxes		
6	Net decrease (increase) in parent's share of subsidiary's undistributed income for the year	(16,190)	3,578
7	Net increase (decrease) in noncurrent portion of estimated liabilities	12,207	24,219
	Other (specify):		
8	Provision for disposition of assets	139,443	
9	Net increase in noncurrent assets	(4,605)	(11,526)
10	All other	(7,656)	10,562
11			
12			
13	Total working capital from operations before extraordinary items	203,824	(237,575)

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 _____	203,824	(237,575)
	Working capital from sources other than operating:		
16	Proceeds from issuance of long-term liabilities _____	46,548	92,103
17	Proceeds from sale/disposition of carrier operating property _____	24,517	17,423
18	Proceeds from sale/disposition of other tangible property _____	19,738	
19	Proceeds from sale/repayment of investments advances _____		
20	Net decrease in sinking and other special funds _____		10,957
21	Proceeds from issue of capital stock _____	250,604	502,534
	Other (specify):		
22	<u>Other property transactions</u>	11,725	4,636
23	<u>Current portion of noncurrent receivables</u>	47,418	58,505
24	_____		
25	_____		
26	_____		
27	Total working capital from sources other than operating _____	400,550	686,158
28	Total sources of working capital _____	604,374	448,583

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	250,276	127,304
30	Cash dividends declared		
31	Purchase price of carrier operating property	161,047	218,359
32	Purchase price of other tangible property		
33	Purchase price of long-term investments and advances	7,481	5,086
34	Net increase in sinking or other special funds	5,646	
35	Purchase price of acquiring treasury stock		
	Other (specify):		
36	Conveyance Adjustment	115,000	
37	Net increase in other noncurrent assets	5,684	8,859
38	Stock held by subsidiary in Treasury		8,823
39			
40			
41			
42			
43			
44			
45	Total application of working capital	545,134	368,431
46	Net increase (decrease) in working capital	59,240	80,152

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	\$ 379,390	\$ 133,134	\$ 246,256
2	Net receivables	717,128	883,415	(166,227)
3	Prepayments	15,839	12,352	3,487
4	Materials and supplies	212,793	247,827	(35,034)
5	Other current assets not included above	11,147	5,737	5,410
6	Notes payable and matured obligations			
7	Accounts payable	877,638	897,197	(19,559)
8	Current equipment obligations and other debt	156,496	126,753	29,743
9	Other current liabilities not included above	112,471	128,003	(15,532)
10	Net increase (decrease) in working capital	189,752	130,512	59,240

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 _____	\$ 18,090
2	Common-carrier operating purposes _____	733,666
3	Used by other than respondent's lessor companies _____	44,463
4	Total _____	796,219
5	Portion of balance in the material and supplies account at end of year that represents scrap and obsolete material _____	42,201 9,741
6	Account 707. Accounts receivable; other _____	164,488
7	Account 754. Accounts payable; other _____	258
8	Account 760. Federal income taxes accrued _____	-
9	Account 761. State and other income taxes accrued _____	-
10	Account 761.5 Other taxes accrued _____	59,930
11	Account 556. Income taxes on ordinary income _____	(2,345)
12	Account 762. Deferred Income tax credits _____	-

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:

<u>Symbol</u>	<u>Kind of Industry</u>
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 stocks, 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	721	A-1	VII	Akron & Barberton Belt Railroad Company	50.0
2				Albany Port Railroad Company	50.0
3				Belt Railway Company of Chicago	15.4
4				Buffalo Creek Railroad Company	100.0
5				Calumet Western Railway Company	50.5
6				Canada Southern Railway Company	71.4
7				Chicago & Western Indiana Railroad Company	20.0
8				Detroit River Tunnel Company	100.0
9				Detroit Terminal Railroad Company	100.0
10				Fruit Growers Express Company	23.5
11				Illinois Terminal Railroad Company	
12				Indiana Harbor Belt Railroad	51.0
13				Lake Erie & Eastern Railroad Company	50.0
14				Lakefront Dock & Railroad Terminal Company	50.0
15				Merchants Despatch Transportation Corporation	100.0
16				Monongahela Railway Company	33.3
17				Nicholas, Fayette & Greenbrier Railroad Company	50.0
18				Pennsylvania Truck Lines, Inc.	100.0
19				Peoria & Pekin Union Railway Company	25.6
20				Pittsburgh, Chartiers & Youghiogheny Railway Company	50.0
21				St. Lawrence & Adirondack Railway Company	100.0
22				Terminal Railroad Association of St. Louis	12.5
23				Toledo Terminal Railroad Company	42.9
24				Trailer Train Company	4.9
25					
26				TOTAL A-1	
27					
28	721	A-3	VII	Philadelphia, Reading & Pottsville Telegraph Company	100.0
29				Conrail Equity Corporation	100.0
30				Relco-Pa., Inc.	100.0
31			X	Excelsior Truck Leasing Company	
32					
33				TOTAL A-3	
34					
35	721	A-4	VII	Jersey Central Transportation Company	100.0
36					
37				TOTAL A STOCK	
38					
39					
40					

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)	
\$ 100	\$	\$	\$ 100	\$	\$	\$	1
5			5				2
857			857				3
690			690			1,650	4
118			118				5
12,037			12,037			322	6
1,293			1,293				7
3,742			3,742				8
1,130	1,052		2,182				9
14,940			14,940				10
1,140		1,140		(380)			11
7,858			7,858				12
3,451			3,451				13
4,403			4,403				14
29,189			29,189				15
3,580			3,580				16
3,711			3,711				17
(16,800)	2,110		(14,690)				18
1,591			1,591				19
917			917			125	20
1,384			1,384				21
(239)			(239)				22
1,666			1,666				23
8,866			8,866				24
							25
85,629	3,162	1,140	87,651	(380)		2,097	26
							27
148			148				28
44			44				29
970			970				30
20,429		20,429		(687)		6,393	31
							32
21,591		20,429	1,162			6,393	33
							34
3			3				35
							36
107,223	3,162	21,569	88,816	(1,067)		8,490	37
							38
							39
							40

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	721	B-1	VII	Canada Southern Railway Company 1st & Ref. 5%	
2				10/1/62	
3				Monongahela Railway Company, 1st Mortgage, 6%	
4				"B" 2/1/66 extended	
5					
6				TOTAL B - BONDS	
7					
8	721	C-1	VII	Detroit Terminal Railroad Company 7½% Notes	
9					
10	721	E-1	VII	Akron & Barberton Belt Railroad Company	
11				Belt Railway Company of Chicago	
12				Buffalo Creek Railroad Company	
13				Canada Southern Railway Company	
14				Chicago & Western Indiana Railway Company	
15				Detroit River Tunnel Company	
16				Lakefront Dock & Railroad Terminal Company	
17				Monongahela Railway Company	
18				Nicholas, Fayette & Greenbrier Railroad Company	
19				Pennsylvania Truck Lines, Inc.	
20				Toledo Terminal Railroad Company	
21				Detroit Terminal Railroad Company	
22					
23				TOTAL E-1	
24					
25	721	E-2	VII	Albany Port Railroad Company	
26					
27	721	E-3	VII	Philadelphia, Reading & Pottsville Telegraph Company	
28					
29				TOTAL E - ADVANCES	
30					
31					
32				Undistributed earnings from certain investments in	
33				Affiliated Companies	
34					
35				TOTAL CREDIT EXCESS	
36					
37				TOTAL ADJUSTMENTS-INVESTMENT AND ADVANCES	
38					
39				TOTAL 721	
40					

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - Concluded

Investments and advances				Disposed of; Profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income	Line No.
Opening balance (f)	Additions (g)	Deductions (if other than sale explain) (h)	Closing balance (i)				
\$	\$	\$	\$	\$	\$	\$	1
10,055			10,055				2
							3
2,309			2,309			75	4
							5
12,364			12,364			75	6
							7
90			90			7	8
							9
695			695			8	10
811	387	292	906			35	11
2,892		112	2,780				12
22,483	344	106	22,721				13
5,415		2	5,413				14
17,940	561	214	18,287				15
1,100		829	271				16
372			372			21	17
2,455		189	2,266				18
21,349	2,585		23,934				19
300	75		375			26	20
	367		367				21
							22
75,812	4,319	1,744	78,387			90	23
							24
25			25				25
							26
333			333				27
							28
76,170	4,319	1,744*	78,745			90	29
							30
							31
8,353	16,190	7,272	17,271				32
							33
(60,365)	(1,052)	5,654	(55,763)				34
							35
					(46,305)		36
							37
							38
143,835	22,619	24,931	141,523		(46,305)	8,662	39
							40

* Accounting adjustments
Leased line property accounting
Other

\$1,553
189
2
\$1,744

310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES
Undistributed Earnings From Certain Investments in Affiliated Companies

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)
	Carriers: (List specifics for each company)	\$	\$	\$	\$	\$	\$
1	Akron and Barberton Belt Railroad Company	9			2		11
2	500 Shares \$100 Par Value Common Stock						
3	Albany Port Railroad Company	27		1			28
4	500 Shares \$5 Par Value Common Stock						
5	Buffalo Creek Railroad Company	1,981	61	(850)	46		1,238
6	1,500 Shares \$100 Par Value Common Stock						
7	Calumet Western Railway Company	124	11		4		139
8	1,080 Shares \$100 Par Value Common Stock						
9	Canada Southern Railway Company	1,738	1,526	629	390		4,283
10	107,163 Shares \$100 Par Value Common Stock						
11	Chicago & Western Indiana Railroad Company	246		69	34		349
12	10,000 Shares \$100 Par Value Common Stock						
13	Detroit River Tunnel Company	(322)	2,271		275		2,224
14	30,000 Shares \$100 Par Value Common Stock						
15	Detroit Terminal Railroad Company	(311)		(621)	55		(877)
16	10,000 Shares \$100 Par Value Common Stock						
17	Fruit Growers Express Company	2,112		1,299	202		3,613
18	26,602 Shares \$100 Par Value Common Stock						
19	Indiana Harbor Belt Railroad Company	(827)	406	650	198		427
20	38,760 Shares \$100 Par Value Common Stock						
21	Lake Erie and Eastern Railroad Company	(973)		(690)	64		(1,599)
22	34,515 Shares \$100 Par Value Common Stock						
23	Lakefront Dock and Railroad Terminal Company	222		136	82		440
24	46,250 Shares \$100 Par Value Common Stock						
25	Merchants Despatch Transportation Corporation	5,094	(3,497)	2,996	20		4,613
26	78,750 Shares No Par Value Common Stock						
27							

310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES
Undistributed Earnings From Certain Investments in Affiliated Companies

(Continued)

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)
	Carriers: (List specifics for each company)	\$	\$	\$	\$	\$	\$
1	Monongahela Railway Company	(200)		1,047	66		913
2	41,633.3 Shares \$50 Par Value Common Stock						
3	Nicholas, Fayette & Greenbrier Railroad Co.	337			68		405
4	37,359 Shares \$100 Par Value Common Stock						
5	Pennsylvania Truck Lines, Inc.	(13,922)	(443)	(1,765)	38		(16,092)
6	10,000 Shares No Par Value Common Stock						
7	Peoria & Pekin Union Railway Company	999		(244)	29		784
8	2,564 Shares \$100 Par Value Common Stock						
9	Pittsburgh, Chartiers & Youghiogheny Rwy. Co.	(9)		(86)	17		(78)
10	13,900 Shares \$50 Par Value Common Stock						
11	St. Lawrence & Adirondack Railway Company	(12)	358		47		393
12	16,150 Shares \$100 Par Value Common Stock						
13	Toledo Terminal Railway Company	(561)		(204)	31		(734)
14	15,488 Shares \$100 Par Value Common Stock						
15	Non-Carriers	12,601	(693)	(4,768)	(698)	(7,272)	(830)
16	Total	8,353		(2,401)	970	(7,272)	(350)
17	Unusual Items-Settlement with Penn Central						
18	Merchants Despatch Transportation Corp.			1,351			1,351
19	Pennsylvania Truck Lines			14,589			14,589
20	Detroit Terminal Railroad			1,681			1,681
21							
22							
23							
24							
25	Total	8,353		15,220	970	(7,272)	17,271

Read Initials: CAC

Year 19 81

25 A

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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 original road and equipment, and road extensions (c) (1)	Expenditures during the year for purchase of existing lines, reorganizations, etc. (d) (2)
1	(1) Engineering	\$	\$	\$
2	(2) Land for transportation purposes	145,363	(31,388)	10,823
3	(3) Grading	216,405	(6,332)	19,695
4	(4) Other right-of-way expenditures	1,414	(97)	122
5	(5) Tunnels and subways	4,530	4,839	818
6	(6) Bridges, trestles, and culverts	93,599	17,532	9,350
7	(7) Elevated structures	1,944	285	215
8	(8) Ties	56,125	1,160	5,327
9	(9) Rails	137,440	2,959	10,098
10	(10) Other track material	110,083	270	8,085
11	(11) Ballast	67,386	3,235	6,526
12	(12) Track laying and surfacing	107,478	1,464	7,451
13	(13) Fences, snowsheds, and signs	378	74	64
14	(16) Station and office buildings	55,058	(13,039)	3,214
15	(17) Roadway buildings	1,031	137	115
16	(18) Water stations	722	(692)	66
17	(19) Fuel stations	5,430	(1,507)	240
18	(20) Shops and enginehouses	37,310	(7,402)	2,372
19	(22) Storage warehouses			
20	(23) Wharves and docks	2,149	(187)	161
21	(24) Coal and ore wharves	5,437	3,318	855
22	(25) TOFC/COFC terminals	4,139	994	413
23	(28) Communication systems	8,253	2,034	484
24	(27) Signals and interlockers	56,740	(6,029)	3,394
25	(29) Power plants	1,525	(653)	87
26	(31) Power-transmission systems	2,100	7,724	918
27	(35) Miscellaneous structures	2,412	(1,482)	74
28	(37) Roadway machines	47,893	16,043	2,081
29	(39) Public improvements—Construction	8,979	5,161	1,314
30	(44) Shop machinery	18,450	(298)	899
31	(45) Power-plant machinery	524	1,877	189
32	Other (specify and explain)			
33	Total expenditures for road	1,200,197		95,450
34	(52) Locomotives	716,338		3,247
35	(53) Freight-train cars	1,001,718		15,380
36	(54) Passenger-train cars	21,371		
37	(55) Highway revenue equipment	35,381		
38	(56) Floating equipment			
39	(57) Work equipment	57,455		923
40	(58) Miscellaneous equipment	51,435		
41	Total expenditures for equipment	1,883,698		19,550
42	(76) Interest during construction			
43	(77) Other expenditures—General			
44	Total general expenditures			
45	Total	3,083,895		115,000
46	(80) Other elements of investment			
47	(90) Construction in progress	274,549		
48	Grand Total	3,358,444		115,000

- (1) Redistribution to primary accounts due to allocation to units of property.
 (2) See Note 2 of Notes to Financial Statements, "Conveyance Adjustments".

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.
(c)	(f)	(g)	(h)	
\$	\$	\$	\$	
1,271	3,069	(22,363)	123,000	1
7,102	4,777	15,688	232,093	2
	201	(176)	1,238	3
1,432	37	7,052	11,582	4
16,685	1,437	42,130	135,729	5
	(398)	898	2,742	6
2,283	1,339	7,431	63,556	7
9,539	2,498	20,098	157,538	8
8,541	2,417	14,479	124,562	9
1,927	1,442	10,246	77,632	10
17,899	1,890	24,924	132,402	11
64	18	184	562	12
11,722	3,392	(1,495)	53,563	13
6,980	84	7,148	8,179	14
19	30	(637)	85	15
1,488	110	111	5,541	16
5,984	2,347	(1,393)	35,917	17
	292	(318)	1,831	18
1,747	66	5,854	11,291	19
19	57	1,369	5,508	20
2,496	338	4,676	12,929	21
29,651	2,289	24,727	81,467	22
58	10	(518)	1,007	23
1,011	70	9,583	11,683	24
296	30	(1,142)	1,270	25
8,497	7,614	19,007	66,900	26
143	119	6,499	15,478	27
6,032	385	6,248	24,698	28
181	(12)	2,259	2,783	29
				30
143,067	35,948	202,569	1,402,766	31
11,692	31,565	(16,626)	699,712	32
19,591	23,985	10,986	1,012,704	33
			21,371	34
	224	(224)	35,157	35
				36
3,336	985	3,274	60,729	37
23,921	3,479	20,442	71,877	38
58,540	60,238	17,852	1,901,550	39
				40
				41
				42
201,607	96,186	220,421	3,304,316	43
				44
(39,425)	579	(40,004)	234,545	45
162,182	96,765	180,417	3,538,861	46

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, reorganizations, 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 _____			
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 _____		NOT APPLICABLE	- 5% RULE
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
				4
				5
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				7
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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 (e) and (f) show the depreciation base used in computing the depreciation charges for 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.	(Dollars in thousands) 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						
2	(3) Grading	220,491	222,286	1.26	7,951	8,332	0.99
3	(4) Other right-of-way expenditures	1,413	1,231	4.61	4	4	0.29
4	(5) Tunnels and subways	4,554	5,973	1.32	5,927	5,927	1.13
5	(6) Bridges, trestles, and culverts	93,657	110,841	1.59	7,704	7,954	1.35
6	(7) Elevated structures	2,014	2,014	4.96			
7	(13) Fences, snowsheds, and signs	385	440	7.73	301	306	2.00
8	(16) Station and office buildings	56,005	73,045	5.85	5,522	6,166	1.41
9	(17) Roadway buildings	1,007	8,659	2.17	54	18	2.20
10	(18) Water stations	809	1,837	3.62	8	6	2.18
11	(19) Fuel stations	5,326	6,823	3.24	23	42	1.72
12	(20) Shops and enginehouses	37,062	54,452	2.42	529	829	1.31
13	(22) Storage warehouses						
14	(23) Wharves and docks	2,268	1,859	4.54			
15	(24) Coal and ore wharves	6,814	12,462	2.95			
16	(25) TOFC/COFC terminals	4,015	3,964	3.11	123	123	2.17
17	(26) Communications systems	5,253	16,967	1.49	497	528	3.63
18	(27) Signals and interlockers	57,660	107,495	2.94	2,166	2,358	2.49
19	(29) Power plants	524	1,611	4.74	61	61	1.29
20	(31) Power transmission systems	2,290	3,211	2.34	232	325	2.60
21	(35) Miscellaneous structures	2,440	2,848	2.69	10	9	2.98
22	(37) Roadway machines	76,670	83,562	10.63	274	295	1.91
23	(39) Public improvements—Construction	8,683	9,408	1.37	576	683	2.17
24	(44) Shop machinery	16,555	27,283	3.91	335	448	2.53
25	(45) Power plant machinery	721	1,070	2.92	19	19	0.26
26	All other road accounts	842	842	4.80	19,899	20,109	2.75
27	Amortization (other than defense projects)						
28	Total road	608,458	760,183	3.33	52,215	54,542	1.90
	EQUIPMENT						
29	(52) Locomotives	706,106	691,559	9.01			
30	(53) Freight-train cars	934,266	951,017	4.39			
31	(54) Passenger-train cars	21,371	21,371	5.20			
32	(55) Highway revenue equipment	35,381	35,157	12.26			
33	(56) Floating equipment						
34	(57) Work equipment	52,359	55,813	2.86			
35	(58) Miscellaneous equipment	51,434	71,876	19.44			
36	Total equipment	1800,917	1826,793	6.83			
37	GRAND TOTAL	2409,375	2586,976		52,215	54,542	

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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	Balance at beginning of year	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year
			Charges to operating expenses	Other credits	Retirements	Other debits	
	(a)	(b)	(c)	(d)	(e)	(f)	(g)
	ROAD						
1	(1) Engineering						
2	(3) Grading	10,762	2,807	1	107		13,463
3	(4) Other, right-of-way	290	57	15	183		179
4	(5) Tunnels and subways	349	79		37		391
5	(6) Bridges, trestles, and culverts	8,292	1,763	132	1,392		8,795
6	(7) Elevated structures	542	100	398		171	869
7	(13) Fences, snow sheds, and signs	43	34		18		59
8	(16) Station and office buildings	8,935	4,275	433	2,127	431	11,085
9	(17) Roadway buildings	DR 167	188	1	84		DR 62
10	(18) Water stations	DR 2	67		130		DR 65
11	(19) Fuel stations	722	221	19	110		852
12	(20) Shops and enginehouses	2,616	1,320	10	463		3,483
13	(22) Storage warehouses						
14	(23) Wharves and docks	478	84	29	19	94	478
15	(24) Coal and ore wharves	DR 291	367	2	66		12
16	(25) TOFC/COFC terminals	989	123		58		1,054
17	(26) Communication systems	DR 114	253	46	337		DR 152
18	(27) Signals and interlockers	7,828	3,163	14	2,287		8,718
19	(29) Power plants	288	76		12		352
20	(31) Power-transmission systems	DR 212	75	81	682		DR 738
21	(35) Miscellaneous structures	326	77		34		369
22	(37) Roadway machines	13,649	8,885	732	7,474		15,792
23	(39) Public improvements—Construction	1,387	129	2	113		1,405
24	(44) Shop machinery	3,587	1,066	259	203		4,709
25	(45) Power-plant machinery	DR 124	31	47		4	DR 50
26	All other road accounts	92	44				136
27	Amortization (other than defense projects)		92,742*				92,742
28	Total road	60,265	118,026	2,221	15,936	700	163,876
	EQUIPMENT						
29	(52) Locomotives	211,056	66,537	9,595	30,184		257,004
30	(53) Freight-train cars	214,358	57,420	14,028	23,330		262,476
31	(54) Passenger-train cars	5,357	1,112				6,469
32	(55) Highway revenue equipment	10,528	4,462		232		14,758
33	(56) Floating equipment						
34	(57) Work equipment	5,104	1,539	338	985		5,996
35	(58) Miscellaneous equipment	20,551	17,938	22	3,479		35,032
36	Total equipment	466,954	149,008	23,983	58,210		581,735
37	Depreciation Adjustment						
38	GRAND TOTAL	527,219	267,034	26,204	74,146	700	745,611

* See Page 40A

NOTE TO SCHEDULE 335 - ACCUMULATED DEPRECIATION-ROAD AND EQUIPMENT-OWNED AND USED

Entries to Other Credits (Column (d)):

Roadway-Salvage	\$ 1,469
Roadway-Accounting Adjustments	752
Equipment-Salvage	<u>23,983</u>
	<u>\$26,204</u>

Entries to Other Debits (Column (f)):

Roadway-Transferred to Account 738	\$ 529
Roadway-Accounting Adjustments	<u>171</u>
	<u>\$ 700</u>

Line 27

*Provision for anticipated losses on disposition of properties (see Note 9 to Financial Statements).

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.

NOT APPLICABLE 5% RULE

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						
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	\$	\$	%
1	(1) Engineering			
2	(3) Grading			
3	(4) Other right-of-way expenditures			
4	(5) Tunnels and subways			
5	(6) Bridges, trestles and culverts	NOT APPLICABLE 5% RULE		
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.

NOT APPLICABLE 5% RULE

Line No.	Account	Balance at beginning of year	CREDITS TO RESERVE During the Year		DEBITS TO RESERVE During the Year		Balance at close of year
			Charges to others	Other credits	Retirements	Other debits	
	(a)	(b)	(c)	(d)	(e)	(f)	(g)
	ROAD	\$	\$	\$	\$	\$	\$
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						

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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.	(Dollars in thousands) Account (a)	DEPRECIATION BASE		Annual composite rate (percent) (d)
		Beginning of year (b)	Close of year (c)	
	ROAD	\$	\$	\$
1	(1) Engineering _____			
2	(3) Grading _____			
3	(4) Other right-of-way expenditures _____			
4	(5) Tunnels and subways _____			
5	(6) Bridges, trestles, and culverts _____	NOT APPLICABLE 5% RULE		
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 _____			XXXX

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.

NOT APPLICABLE 5% RULE

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						
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) 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	R	Consolidated Rail Corporation	15,602	\$ 3,549,040	\$ 751,078
2					
3	L	Amsterdam Chuctanunda & No. RR	3	20	-
4		Canada Southern Railway Company	275	36,955	3,572
5		Central RR Co. of Indianapolis	2	156	1
6		Detroit Terminal Railroad Company	16	5,101	1,841
7		Detroit River Tunnel Company	3	22,019	977
8		St. Lawrence & Adirondack Railway Co.	48	3,331	1,306
9		Buffalo Creek Railroad Company	35	3,822	1,136
10			382	71,404	8,833
11					
12	P	Niagara River Bridge Company		2,000	135
13					
14	O	Canadian National Railway*		167	
15		Chicago & Western Indiana RR Co.		2,335	
16		Indianapolis Stock Yards, Co., Inc.		1,500	
17		(Formerly Belt RR & Stockyards Co.			
18		now owned by Eli Lilly Co.)			
19				4,002	
20		Less Investments in Railway Property			
21		Leased to others			
22					
23		Chesapeake & Ohio Railway Co. (C.S. Ry.)		(37)	
24		Grand Trunk & Western RR		(91)	
25		Indiana Harbor Belt RR (CRC)		(973)	
26		Port Authority Trans-Hudson Corp.		(55)	
27				(976)	
28					
29		NOTES			
30	*	Capitalization of rental at 6%			
31					
32					
33					
34					
35					
36					
37					
38					
39		TOTAL	15,984	3,625,470	760,046

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	\$	\$ 538	\$ 150	\$ 98
2	(2) Land for transportation purposes	123,000	6,207	87	620
3	(3) Grading	232,093	8,673	4	2,023
4	(4) Other right-of-way expenditures	1,238	4		
5	(5) Tunnels and subways	11,582	6,421		
6	(6) Bridges, trestles, and culverts	135,729	4,861	1,646	629
7	(7) Elevated structures	2,742			
8	(8) Ties	63,556	7,215	4	213
9	(9) Rails	157,538	6,639	7	232
10	(10) Other track material	124,562	4,163	7	214
11	(11) Ballast	77,632	2,704	4	157
12	(12) Track laying and surfacing	132,402	2,489	6	161
13	(13) Fences, snowsheds, and signs	562	305	2	CR 2
14	(16) Station and office buildings	58,286	7,839		59
15	(17) Roadway buildings	8,179	10	3	1
16	(18) Water stations	85	6		
17	(19) Fuel stations	5,541	33		7
18	(20) Shops and enginehouses	35,917	750		51
19	(22) Storage warehouses				
20	(23) Wharves and docks	1,831	3		
21	(24) Coal and ore wharves	11,291			
22	(25) TOFC/COFC terminals	5,508	111		
23	(26) Communication systems	12,929	483		22
24	(27) Signals and interlockers	81,514	1,951	1	46
25	(29) Power plants	1,007	59		
26	(31) Power-transmission systems	11,683	353		1
27	(35) Miscellaneous structures	1,270	13		11
28	(37) Roadway machines	66,900	340		
29	(39) Public improvements—Construction	15,478	1,238	1	4
30	(44) Shop machinery	24,698	825		31
31	(45) Power-plant machinery	2,783	31		
32	Leased property capitalized rentals (explain)				
33	Other (specify & explain) Acct. 38*		13		6
34	Total expenditures for road	1,407,536	64,277	1,922	4,584
35	(52) Locomotives	699,896	860		
36	(53) Freight-train cars	1,013,734	933		
37	(54) Passenger-train cars	21,371			
38	(55) Highway revenue equipment	35,157			
39	(56) Floating equipment				
40	(57) Work equipment	60,784	118		
41	(58) Miscellaneous equipment	71,877	81		
42	Total expenditures for equipment	1,902,819	1,992		
43	(76) Interest during construction		124		211
44	(77) Other expenditures—General				34
45	Total general expenditures		124		245
46	Total	3,310,355	66,393	1,922	4,829
47	(80) Other elements of investment		3,283	78	CR 1,803
48	(90) Construction work in progress	238,685	1,728		
49	Grand Total	3,549,040	71,404	2,000	3,026

*Canadian Property

Railroad Annual Report R-

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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	\$ 218,897	\$ 196,375	\$ 185,870	\$ 170,068	\$ 153,759	\$ 828,893	\$ 1,753,862
	Less: Executory costs:							
2	- Taxes	-	-	-	-	-	-	-
3	- Maintenance	4,685	4,565	3,704	2,624	1,702	1,547	18,827
4	- Insurance	1,487	1,450	1,176	833	540	491	5,977
5	- Other	1,126	1,098	890	631	409	371	4,525
6	Total executory costs (2-5)	7,298	7,113	5,770	4,088	2,651	2,409	29,329
7	Minimum lease payments (1, 6)	211,599	189,262	180,100	165,980	151,108	826,484	1,724,533
8	Less: Amount representing interest	113,611	88,156	77,644	67,879	58,491	241,641	647,422
9	Present value of minimum lease payments (line 7, 8)	97,988	101,106	102,456	98,101	92,617	584,843	1,077,111

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	\$ 97,988	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	97,988	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	\$	\$
15	Revenue equipment	511,609	554,300
16	Shop and garage equipment		
17	Service cars and equipment	3,785	3,989
18	Noncarrier operating property		
19	Other: (Specify) Locomotives, various roadway machines, Excelsior Truck Leasing Co. and Other Automotive leased equipment	463,730	492,628
20			
21	Gross capitalized assets	1,329,395	1,318,193
22	Less: Accumulated amortization	454,949	357,189
23	Net capitalized lease assets	874,446	961,004

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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	\$ 45,035	\$ 16,122	\$ 14,584	\$ 12,019	\$ 11,098	\$ 57,447	\$ 156,305
2	Minimum noncancelable sublease rentals							
3	Net minimum lease payments							

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	\$ 45,035	\$ 46,032
5	Contingent rentals		
6	Less: Sublease rentals		
7	Total rental expense	45,035	46,032

344. 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)

1 Floating prime interest rate

2 Units of Equipment under lease

(b)

9 Renewal options for specific time periods at fair rental value.

10 Renewal options for specific time periods at specific set rentals.

11 Purchase options at the end of lease for fair market value.

12 Purchase options at the end of lease at specific price.

(c)

17 Guarantee payments of bank loan of lessor to purchase equipment.

(d)

25 None

(e)

33 None

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 N/A-Natural Code F/C-Function Code		Freight					Passenger	Total
			Salaries and wages	Material, tools, supplies, fuels, and lubricants	Purchased services	General	Total freight expense		
	N/A F/C		(b)	(c)	(d)	(e)	(f)	(g)	(h)
			\$	\$	\$	\$	\$	\$	\$
		WAY AND STRUCTURES:							
		ADMINISTRATION:							
1		Track XX 02	31,649	2,078	10,893	2,028	46,648	3,809	50,457
2		Bridge and Building XX 03	4,274	282	1,506	269	6,331	2,411	8,742
3		Signal XX 04	6,710	259	1,186	147	8,302	3,433	11,735
4		Communication XX 05	1,296	82	458	83	1,919	482	2,401
5		Other XX 06	2,872	218	1,117	181	4,388	2,002	6,390
		REPAIR AND MAINTENANCE:							
6		Roadway - Running XX 10	9,083	684	18,479	238	28,484	1,206	29,690
7		Roadway - Switching XX 10	1,694	80	8	79	1,861	3	1,864
8		Tunnels and Subways - Running XX 11	139	17	19	5	180	172	352
9		Tunnels and Subways - Switching XX 11							
10		Bridges and Culverts - Running XX 12	5,995	1,387	1,571	326	9,279	3,155	12,434
11		Bridges and Culverts - Switching XX 12	37	2	(5)	3	37		37
12		Ties - Running XX 13	N/A	31,359	N/A	N/A	31,359	714	32,073
13		Ties - Switching XX 13	N/A	4,492	N/A	N/A	4,492	4	4,496
14		Rail - Running XX 14	N/A	14,016	N/A	N/A	14,016	(89)	13,927
15		Rail - Switching XX 14	N/A	35	N/A	N/A	35	(14)	21
16		Other Track Material - Running XX 15	N/A	23,960	N/A	N/A	23,960	782	24,742
17		Other Track Material - Switching XX 15	N/A	5,605	N/A	N/A	5,605	9	5,614
18		Ballast - Running XX 16	N/A	11,344	N/A	N/A	11,344	354	11,698
19		Ballast - Switching XX 16	N/A	1,001	N/A	N/A	1,001	14	1,015
20		Track laying and surfacing - Running XX 17	102,493	8,433	19,765	3,241	133,932	17,704	151,636
21		Track laying and surfacing - Switching XX 17	11,319	1,083	392	320	13,114	6	13,120
22		Road Property Damaged - Running XX 48	5,054	2,799	553		8,406	250	8,656
23		Road Property Damaged - Switching XX 48	1,630	1,089			2,719	2	2,721
24		Road Property Damaged - Other XX 48	159	47	55		261	65	326
25		Signals and Interlockers - Running XX 19	33,326	9,122	(111)	1,192	43,529	9,173	52,702
26		Signals and Interlockers - Switching XX 19	1,834	129	(12)	63	2,014	25	2,039
27		Communications Systems XX 20	7,804	3,258	941	323	12,326	4,060	16,386
28		Electric Power Systems XX 21	670	447	2,072	24	3,213	8,782	11,995
29		Highway Grade Crossings - Running XX 22	6,888	3,760	3,992	263	14,903	338	15,241
30		Highway Grade Crossings - Switching XX 22	653	36	4	25	718	7	725
31		Station and Office Buildings XX 23	4,562	1,050	6,249	237	12,098	8,553	20,651
32		Shop Buildings - Locomotives XX 24	4,069	1,158	458	61	5,746	647	6,393
33		Shop Buildings - Freight Cars XX 25	1,411	281	68	51	1,811	N/A	1,811
34		Shop Buildings - Other Equipment XX 26	644	419	119	21	1,203	4,403	5,606

410. RAILWAY OPERATING EXPENSE - Continued

Line No.	Name of railway operating expense account N/A-Natural Code F/C-Function Code (a) N/A F/C		Freight				Passenger	Total
			Salaries and wages	Materials, tools, supplies, fuels, and lubricants	Purchased services	General		
			(b)	(c)	(d)	(e)	(f)	(g)
			\$	\$	\$	\$	\$	\$
	WAY AND STRUCTURES - Continued:							
	REPAIR AND MAINTENANCE - Continued:							
101	Locomotive Servicing Facilities	XX 27	674	176	49	34	933	298
102	Miscellaneous Buildings and Structures	XX 28	5,613	1,351	217	257	7,438	2,957
103	Coal Terminals	XX 29	1,777	370	1,785	4	3,936	N/A
104	Ore Terminals	XX 30	27	13	531	2	573	N/A
105	Other Marine Terminals	XX 32	73	28	(48)	2	55	N/A
106	TOFC/COFC - Terminals	XX 31	26	1	556	1	584	N/A
107	Motor Vehicle Loading and Distribution Facilities	XX 33	65	6	1	2	74	N/A
108	Facilities for Other Specialized Service Operations	XX 35	58	104	1	6	169	N/A
109	Roadway Machines	XX 36	10,797	18,551	331	482	30,161	2,181
110	Small Tools and Supplies	XX 37	25	8,325	1,233	13	9,596	1,935
111	Snow Removal	XX 38	6,059	1,502	2,320	173	10,054	870
112	Fringe Benefits - Running	12 XX	N/A	N/A	N/A	46,325	46,325	6,338
113	Fringe Benefits - Switching	12 XX	N/A	N/A	N/A	7,130	7,130	283
114	Fringe Benefits - Other	12 XX	N/A	N/A	N/A	23,398	23,398	6,196
115	Casualties and Insurance - Running	52/53 XX	N/A	N/A	N/A	11,642	11,642	2,805
116	Casualties and Insurance - Switching	52/53 XX	N/A	N/A	N/A	2,006	2,006	
117	Casualties and Insurance - Other	52/53 XX	N/A	N/A	N/A	4,894	4,894	849
118	Lease Rentals - Debit - Running	31 XX	N/A	N/A	9,250	N/A	9,250	688
119	Lease Rentals - Debit - Switching	31 XX	N/A	N/A	2,776	N/A	2,776	34
120	Lease Rentals - Debit - Other	31 XX	N/A	N/A	1,226	N/A	1,226	52
121	Lease Rentals - (Credit) - Running	32 XX	N/A	N/A		N/A		
122	Lease Rentals - (Credit) - Switching	32 XX	N/A	N/A		N/A		
123	Lease Rentals - (Credit) - Other	32 XX	N/A	N/A	(125)	N/A	(125)	
124	Joint Facility Rent - Debit - Running	33 XX	N/A	N/A	1,477	N/A	1,477	20
125	Joint Facility Rent - Debit - Switching	33 XX	N/A	N/A	2,733	N/A	2,733	16
126	Joint Facility Rent - Debit - Other	33 XX	N/A	N/A	656	N/A	656	42
127	Joint Facility Rent - (Credit) - Running	34 XX	N/A	N/A	(9,122)	N/A	(9,122)	(82)
128	Joint Facility Rent - (Credit) - Switching	34 XX	N/A	N/A	(2,230)	N/A	(2,230)	(2)
129	Joint Facility Rent - (Credit) - Other	34 XX	N/A	N/A	(524)	N/A	(524)	(16)
130	Other Rents - Debit - Running	35 XX	N/A	N/A	2,043	N/A	2,043	386
131	Other Rents - Debit - Switching	35 XX	N/A	N/A	21	N/A	21	1
132	Other Rents - Debit - Other	35 XX	N/A	N/A	118	N/A	118	428
133	Other Rents - (Credit) - Running	36 XX	N/A	N/A		N/A		

410. RAILWAY OPERATING EXPENSE - Continued

Line No.	Name of railway operating expense account N/A-Natural Account F/C-Function Code (a) N/A F/C		Freight				Passenger (g)	Total (h)
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	
	WAY AND STRUCTURES - Continued:		\$	\$	\$	\$	\$	\$
	REPAIR AND MAINTENANCE - Continued:							
134	Other Rents - (Credit) - Switching	36 XX	N/A	N/A		N/A		
135	Other Rents - (Credit) - Other	36 XX	N/A	N/A		N/A		
136	Depreciation - Running	62 XX	N/A	N/A	N/A	5,495	5,495	478
137	Depreciation - Switching	62 XX	N/A	N/A	N/A	2,283	2,283	47
138	Depreciation - Other	62 XX	N/A	N/A	N/A	15,468	15,468	1,303
139	Joint Facility - Debit - Running	37 XX	N/A	N/A	5,491	N/A	5,491	165
140	Joint Facility - Debit - Switching	37 XX	N/A	N/A	2,001	N/A	2,001	50
141	Joint Facility - Debit - Other	37 XX	N/A	N/A	1,595	N/A	1,595	13
142	Joint Facility - (Credit) - Running	38 XX	N/A	N/A	(11,497)	N/A	(11,497)	(76)
143	Joint Facility - (Credit) - Switching	38 XX	N/A	N/A	(1,165)	N/A	(1,165)	(1)
144	Joint Facility - (Credit) - Other	38 XX	N/A	N/A	54	N/A	54	54
145	Dismantling Retired Road Property - Running	XX 39	265	26		2	293	6
146	Dismantling Retired Road Property - Switching	XX 39	9		11		20	20
147	Dismantling Retired Road Property - Other	XX 39	2,017	30	627	59	2,733	45
148	Other - Running	XX 99				9,249	9,249	46
149	Other - Switching	XX 99				2,539	2,539	
150	Other - Other	XX 99	1,785	31	422	(2,795)	(557)	2,153
151	Total Way and Structures		275,535	160,526	82,591	137,851	656,503	102,970
	EQUIPMENT:							
	LOCOMOTIVES:							
201	Administration	XX 01	11,208	654	1,335	592	13,789	1,758
202	Repair and Maintenance	XX 41	62,821	116,558	6,151	197	185,727	11,033
203	Machinery Repair	XX 40	3,870	1,697	225	5	5,797	76
204	Equipment Damaged	XX 48	846	453	(44)	(1)	1,254	18
205	Fringe Benefits	12 XX	N/A	N/A	N/A	18,307	18,307	3,156
206	Other Casualties and Insurance	52/53 XX	N/A	N/A	N/A	8,529	8,529	1,290
207	Lease Rentals - Debit	31 XX	N/A	N/A	2,073	N/A	2,073	
208	Lease Rentals - (Credit)	32 XX	N/A	N/A	(689)	N/A	(689)	
209	Joint Facility Rent - Debit	33 XX	N/A	N/A		N/A		
210	Joint Facility Rent - (Credit)	34 XX	N/A	N/A	(265)	N/A	(265)	
211	Other Rents - Debit	35 XX	N/A	N/A	38	N/A	38	(139)
212	Other Rents - (Credit)	36 XX	N/A	N/A	(13,380)	N/A	(13,380)	
213	Depreciation	62 XX	N/A	N/A	N/A	62,659	62,659	168
214	Joint Facility - Debit	37 XX	N/A	N/A	8	N/A	8	8
215	Joint Facility - (Credit)	38 XX	N/A	N/A	(1,128)	N/A	(1,128)	
216	Repairs Billed to Others - (Credit)	40 XX	N/A	N/A	(967)	N/A	(967)	

410. RAILWAY OPERATING EXPENSE - Continued

Line No.	Name of railway operating expense account N/A-Natural Account F/C-Function Code		Freight					Passenger	Total
			Salaries and wages	Material, tools, supplies, fuels, and lubricants	Purchased services	General	Total freight expense		
	(a)	N/A F/C	(b)	(c)	(d)	(e)	(f)	(g)	(h)
	LOCOMOTIVES—Continued:		\$	\$	\$	\$	\$	\$	\$
217	Dismantling Retired Property	XX 39	35				35		35
218	Other	XX 99	479	47	205	552	1,283	17	1,300
219	Total Locomotives		79,259	119,409	(6,438)	90,840	283,070	17,377	300,447
	FREIGHT CARS:								
220	Administration	XX 01	12,490	641	1,312	493	14,936	N/A	14,936
221	Repair and Maintenance	XX 42	53,910	67,990	55,259	411	177,570	N/A	177,570
222	Machinery Repair	XX 40	1,648	597	(39)		2,206	N/A	2,206
223	Equipment Damaged	XX 48	1,048	68	39	12	1,167	N/A	1,167
224	Fringe Benefits	12 XX	N/A	N/A	N/A	22,246	22,246	N/A	22,246
225	Other Casualties and Insurance	52/53 XX	N/A	N/A	N/A	10,904	10,904	N/A	10,904
226	Lease Rentals - Debit	31 XX	N/A	N/A	12,906	N/A	12,906	N/A	12,906
227	Lease Rentals - (Credit)	32 XX	N/A	N/A	(93)	N/A	(93)	N/A	(93)
228	Joint Facility Rent - Debit	33 XX	N/A	N/A		N/A		N/A	
229	Joint Facility Rent - (Credit)	34 XX	N/A	N/A	(221)	N/A	(221)	N/A	(221)
230	Other Rents - Debit	35 XX	N/A	N/A	410,577	N/A	410,577	N/A	410,577
231	Other Rents - (Credit)	36 XX	N/A	N/A	(116,564)	N/A	(116,564)	N/A	(116,564)
232	Depreciation	62 XX	N/A	N/A	N/A	57,061	57,061	N/A	57,061
233	Joint Facility - Debit	37 XX	N/A	N/A	517	N/A	517	N/A	517
234	Joint Facility - (Credit)	38 XX	N/A	N/A	(314)	N/A	(314)	N/A	(314)
235	Repairs Billed to Others - (Credit)	40 XX	N/A	N/A	(51,432)	N/A	(51,432)	N/A	(51,432)
236	Dismantling Retired Property	XX 39	1,361	116	57		1,534	N/A	1,534
237	Other	XX 99	638	16,763	1,400	1,809	20,610	N/A	20,610
238	Total Freight Cars		71,095	86,175	313,404	92,936	563,610	N/A	563,610
	OTHER EQUIPMENT:								
301	Administration	XX 01	4,318	251	808	281	6,158	3,495	9,653
	Repair and Maintenance:	XX							
302	Trucks, Trailers, and Containers - Revenue Service	43	6	2	19,047		19,055	N/A	19,055
303	Floating Equipment - Revenue Service	XX 44		(1)			(1)	N/A	(1)
304	Passenger and Other Revenue Equipment	XX 45						79,483	79,483
305	Computers and Data Processing Systems	XX 46							
306	Machinery	XX 40	776	359	234	18	1,387	2,163	3,550
307	Work and Other Non-Revenue Equipment	XX 47	3,996	2,464	527	21	7,008	440	7,448
308	Equipment Damaged	XX 48	12	(22)	15		5	484	489
309	Fringe Benefits	12 XX	N/A	N/A	N/A	5,429	5,429	7,685	13,114
310	Other Casualties and Insurance	52/53 XX	N/A	N/A	N/A	1,870	1,870	998	2,868
311	Lease Rentals - Debit	31 XX	N/A	N/A	29,050	N/A	29,050	1,614	30,664
312	Lease Rentals - (Credit)	32 XX	N/A	N/A		N/A			

410. RAILWAY OPERATING EXPENSE - Continued

Line No.	Name of railway operating expense account N/A-Natural Account F/C-Function Code (a)		Freight					Passenger (g)	Total (h)
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)		
		N/A F/C	\$	\$	\$	\$	\$	\$	\$
OTHER EQUIPMENT—Continued:									
313	Joint Facility Rent - Debit	33 XX	N/A	N/A		N/A		2,053	2,053
314	Joint Facility Rent - (Credit)	34 XX	N/A	N/A	(5)	N/A	(5)		(5)
315	Other Rents - Debit	35 XX	N/A	N/A	10,470	N/A	10,470	43	10,513
316	Other Rents - (Credit)	36 XX	N/A	N/A	(6,990)	N/A	(6,990)	(875)	(7,865)
317	Depreciation	62 XX	N/A	N/A	N/A	20,187	20,187	2,875	23,062
318	Joint Facility - Debit	37 XX	N/A	N/A	2,153	N/A	2,153	59	2,212
319	Joint Facility - (Credit)	38 XX	N/A	N/A	39	N/A	39		39
320	Repairs Billed to Others - (Credit)	40 XX			(9,194)		(9,194)		(9,194)
321	Dismantling Retired Property	XX 39	6				6		6
322	Other	XX 99			386	378	764	535	1,299
323	Total Other Equipment		9,614	3,053	46,540	28,184	87,391	101,052	188,443
324	Total Equipment		159,968	208,637	353,506	211,960	934,071	118,429	1,052,500
TRANSPORTATION:									
TRAIN OPERATIONS:									
401	Administration	XX 01	30,442	979	5,163	1,815	38,399	7,050	45,449
402	Engine Crews	XX 56	104,009		1,076	8,950	114,035	24,638	138,673
403	Train Crews	XX 57	178,040	4,049	2,115	15,896	200,100	46,167	246,267
404	Dispatching Trains	XX 58	11,191	75	2,528		13,794	2,126	15,920
405	Operating Signals and Interlockers	XX 59	27,551	535	7,021	380	35,487	16,391	51,878
406	Operating Drawbridges	XX 60	1,459	54	339	14	1,866	327	2,193
407	Highway Crossing Protection	XX 61	2,692	236	1,266	32	4,226	311	4,537
408	Train Inspection and Lubrication	XX 62	41,474	3,178	4,303	490	49,445	7,481	56,926
409	Locomotive Fuel	XX 67	1,158	312,054	10,960	15	324,187	13,058	337,245
410	Electric Power Purchased or Produced for Motive Power	XX 68			(29)		(29)	45,730	45,701
411	Servicing Locomotives	XX 69	16,616	5,050	1,131	(153)	22,644	878	23,522
412	Freight Lost or Damaged - Solely Related	51 XX	N/A	N/A	N/A				
413	Clearing Wrecks	XX 63	4,259	1,051	3,692	6	9,008	145	9,153
414	Fringe Benefits	12 XX	N/A	N/A	N/A	102,656	102,656	23,072	125,728
415	Other Casualties and Insurance	52/53 XX	N/A	N/A	N/A	36,711	36,711	8,414	45,125
416	Joint Facility - Debit	37 XX	N/A	N/A	3,937	N/A	3,937	138	4,075
417	Joint Facility - (Credit)	38 XX	N/A	N/A	(10,500)	N/A	(10,500)	(186)	(10,686)
418	Other	XX 99	4,134	2,114	1,852	26	8,126	10,966	19,092
419	Total Train Operations		423,025	329,375	34,854	166,838	954,092	206,706	1,160,798
YARD OPERATIONS:									
420	Administration	XX 01	23,322	650	3,688	1,473	29,133	1,830	30,963
421	Switch Crews	XX 64	184,626		(370)	594	184,850	7,644	192,494

410. RAILWAY OPERATING EXPENSE - Continued

Line No.	Name of railway operating expense account N/A-Natural Account F/C-Function Code (a) N/A F/C	Freight					Passenger (g)	Total (h)
		Salaries and wages	Material, tools, supplies, fuels, and lubricants	Purchased services	General	Total freight expense		
		(b)	(c)	(d)	(e)	(f)		
YARD OPERATIONS - Continued:								
422	Controlling Operations XX 65	\$ 34,764	\$ 1,735	\$ 5,755	\$ 20	\$ 42,274	\$ 2,559	\$ 44,833
423	Yard and Terminal Clerical XX 66	44,575	2,806	6,621	5	54,007	8,905	62,912
424	Operating Switches, Signals, Retarders and Hump XX 59	5,681	346	1,333	9	7,369	935	8,304
425	Locomotive Fuel XX 67	273	58,994	(303)	4	58,968	1,653	60,621
426	Electric Power Purchased or Produced for Motive Power XX 68						1,319	1,319
427	Servicing Locomotives XX 69	4,118	1,128	301	(22)	5,525	35	5,560
428	Freight Lost or Damaged - Solely Related 51 XX	N/A	N/A	N/A				
429	Clearing Wrecks XX 63	994	73	213		1,280	9	1,289
430	Fringe Benefits 12 XX	N/A	N/A	N/A	69,684	69,684	8,513	78,197
431	Other Casualties and Insurance 52/53 XX	N/A	N/A	N/A	22,693	22,693		22,693
432	Joint Facility - Debit 37 XX	N/A	N/A	18,678	N/A	18,678	61	18,739
433	Joint Facility - (Credit) 38 XX	N/A	N/A	(9,154)	N/A	(9,154)	(1)	(9,155)
434	Other XX 99	1,452		215		1,667	(383)	1,284
435	Total Yard Operations	299,805	65,732	26,977	94,460	486,974	33,079	520,053
TRAIN AND YARD OPERATIONS COMMON:								
501	Cleaning Car Interiors XX 70	468	75	1,286	N/A	1,829	4,613	6,442
502	Adjusting and Transferring Loads XX 71	903	122	(73)	N/A	952	N/A	952
503	Car Loading Devices and Grain Doors XX 72	40	172	23	N/A	235	N/A	235
504	Freight Lost or Damaged - all other 51 XX	N/A	N/A	N/A	22,793	22,793		22,793
505	Fringe Benefits 12 XX	N/A	N/A	N/A	628	628	533	1,161
506	Total Train and Yard Operations Common	1,411	369	1,236	23,421	26,437	5,146	31,583
SPECIALIZED SERVICE OPERATIONS:								
507	Administration XX 01	414	9	58	30	511	N/A	511
508	Pickup & Delivery and Marine Line Haul XX 73	4	(1)	6,471		6,474	N/A	6,474
509	Loading & Unloading and Local Marine XX 74	4,097	361	51,252	74	55,784	N/A	55,784
510	Protective Services XX 75			4,832		4,832	N/A	4,832
511	Freight Lost or Damaged - Solely Related 51 XX	N/A	N/A	N/A			N/A	
512	Fringe Benefits 12 XX	N/A	N/A	N/A	1,705	1,705	N/A	1,705
513	Casualties and Insurance 52/53 XX	N/A	N/A	N/A	306	306	N/A	306
514	Joint Facility - Debit 37 XX	N/A	N/A		N/A		N/A	
515	Joint Facility - (Credit) 38 XX	N/A	N/A	24	N/A	24	N/A	24
516	Other XX 99	19		13		32	N/A	32
517	Total Specialized Services Operations	4,534	369	62,650	2,115	69,668	N/A	69,668
ADMINISTRATIVE SUPPORT OPERATIONS:								
518	Administration XX 01	5,783	153	2,728	478	9,142	1,715	10,857

410. RAILWAY OPERATING EXPENSE - Concluded

Line No.	Name of railway operating expense account N/A-Natural Account F/C-Function Code (a)	N/A F/C	Freight					Passenger (g)	Total (h)
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)		
	ADMINISTRATIVE SUPPORT OPERATIONS	XX 76	\$	\$	\$	\$	\$	\$	\$
519	Employees Performing Clerical and Accounting Functions	XX 76	64,224	2,308	13,917	1,692	82,141	23,982	106,123
520	Communication Systems Operation	XX 77	1,463	164	11,587	20	13,234	1,746	14,980
521	Loss and Damage Claims Processing	XX 78	8,317	13	911	7	9,248		9,248
522	Fringe Benefits	12 XX	N/A	N/A	N/A	18,765	18,765	4,391	23,156
523	Casualties and Insurance	52/53 XX	N/A	N/A	N/A	4,837	4,837		4,837
524	Joint Facility - Debit	37 XX	N/A	N/A	397	N/A	397	17	414
525	Joint Facility - (Credit)	38 XX	N/A	N/A	(87)	N/A	(87)		(87)
526	Other	XX 99	2,318	29	57	1	2,405	156	2,561
527	Total Administrative Support Operations		82,105	2,667	29,510	25,800	140,082	32,007	172,089
528	Total Transportation		810,880	398,512	155,227	312,634	1,677,253	276,938	1,954,191
	GENERAL AND ADMINISTRATIVE:								
601	Officers - General Administration	XX 01	15,049	402	8,695	656	24,802	5,638	30,440
602	Accounting, Auditing and Finance	XX 86	46,279	1,553	8,849	1,296	57,977	13,319	71,296
603	Management Services and Data Processing	XX 87	19,539	1,106	2,779	496	23,920	1,632	25,552
604	Marketing	XX 88	8,158	153	1,500	161	9,972		9,972
605	Sales	XX 89	12,212	159	3,862	1,113	17,346		17,346
606	Industrial Development	XX 90	1,291	40	214	91	1,636	N/A	1,636
607	Personnel and Labor Relations	XX 91	10,936	187	1,723	376	13,222	979	14,201
608	Legal and Secretarial	XX 92	7,187	144	11,069	428	18,828	1,880	20,708
609	Public Relations and Advertising	XX 93	1,608	242	5,653	81	7,584	393	7,977
610	Research and Development	XX 94	5,032	58	476	827	6,393	411	6,804
611	Fringe Benefits	12 XX	N/A	N/A	N/A	44,406	44,406	6,016	50,422
612	Casualties and Insurance	52/53 XX	N/A	N/A	N/A	1,783	1,783	92	1,875
613	Writedown of Uncollectible Accounts	63 XX	N/A	N/A	N/A	18,962	18,962	53	19,015
614	Property Taxes	64 XX	N/A	N/A	N/A	29,331	29,331		29,331
615	Other Taxes Except on Corporate Income or Payrolls	65 XX	N/A	N/A	N/A	6,035	6,035	1,570	7,605
616	Joint Facility - Debit	37 XX	N/A	N/A	648	N/A	648	14	662
617	Joint Facility - (Credit)	38 XX	N/A	N/A	(493)	N/A	(493)	(35)	(528)
618	Other	XX 99	3,450	360	4,716	(392)	8,134	(1,102)	7,032
619	Total General and Administrative		130,741	4,404	49,691	105,650	290,486	30,860	321,346
620	Total Carrier Operating Expenses		1,377,124	772,079	641,015	768,095	3,558,313	529,197	4,087,510

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	2,745	2,727	
4	4	Other right-of-way expenditures	54	19	
5	5	Tunnels and subways	138		
6	6	Bridges, trestles and culverts	1,781	N/A	496
7	7	Elevated structures	95	N/A	
8	8	Ties	N/A	507	
9	9	Rails	N/A	(2,033)	476
10	10	Other track material	N/A	(129)	222
11	11	Ballast	N/A	851	14
12	12	Track laying and surfacing	N/A	892	9,240
13	13	Fences, snowsheds and signs	38	N/A	39
14	16	Station and office buildings	4,221	N/A	543
15	17	Roadway buildings	179	N/A	218
16	18	Water stations	64	N/A	
17	19	Fuel stations	213	N/A	32
18	20	Shops and enginehouses	1,173	N/A	195
19	22	Storage warehouses		N/A	
20	23	Wharves and docks	86	N/A	16
21	24	Coal and ore wharves	367	N/A	14
22	25	TOFC/COFC terminals	126	N/A	12
23	26	Communications systems	258	N/A	724
24	27	Signals and interlockers	3,070	N/A	1,597
25	29	Power plants	71	N/A	18
26	31	Power transmission systems	64	N/A	177
27	35	Miscellaneous structures	73	N/A	18
28	37	Roadway machines	774-8,304	N/A	948
29	39	Public improvements; construction	144	20	310
30	45	Power plant machines	14	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	568	4	
35	-	Total	23,246-23,846	2,858	15,309

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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		65	262	--	1,767	3,004
2	Box-Plain 50 Foot and Longer		920	3,542	8,855	12,246	50,827
3	Box-Equipped		8,118	26,439	3	16,960	61,157
4	Gondola-Plain		9,163	14,949	1,877	5,019	13,861
5	Gondola-Equipped		1,305	4,368	5	837	3,193
6	Hopper-Covered		1,326	6,223	15,129	4,705	18,282
7	Hopper-Open Top-General Service		1,254	10,259	1	7,126	22,893
8	Hopper-Open Top-Special Service		6	112	2	4	11
9	Refrigerator-Mechanical		24	426	740	5,404	8,477
10	Refrigerator-Non-Mechanical		1,248	4,838	1,729	3,210	10,092
11	Flat TOFC/COFC		148	203	32,215	412	1,876
12	Flat Multi-Level	5,770	324	694	25,206	526	2,909
13	Flat-General Service		832	1,365	4	268	766
14	Flat-Other	136	302	2,950	7,977	719	3,170
15	Tank-Under 22,000 Gallons				25,994		
16	Tank-22,000 Gallons and Over				18,305		
17	All Other Freight Cars		6	37	447	149	475
18	Auto Racks			8,950			11,743
19	Total Freight Train Cars	5,906	25,041	85,617	138,489	59,352	212,736
	OTHER FREIGHT CARRYING EQUIPMENT						
20	Refrigerated Trailers				108		41
21	Other Trailers			6,859	5,566		4,507
22	Refrigerated Containers						
23	Other Containers				248		
24	Total Trailers & Containers			6,859	5,922		4,548
25	Grand Total (Lines 19 & 24)	5,906	25,041	92,476	144,411	59,352	217,284

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 Schedule 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 (c) 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 (c) 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 66

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	\$ 32,477	\$ 4,779	\$ 352	\$
2	Diesel Locomotive - Road	148,043	14,112	42,529	
3	Other Locomotive - Yard	32			
4	Other Locomotive - Road	4,237	477		
5	TOTAL	184,789	19,368	42,881	
FREIGHT TRAIN CARS:					
6	Box-Plain 40 Foot	349	52	38	
7	Box-Plain 50 Foot and Longer	5,900	209	2,532	
8	Box-Equipped	30,809	2,463	7,032	
9	Gondola-Plain	34,271	1,998	7,145	
10	Gondola-Equipped	4,208	749	2,466	
11	Hopper-Covered	16,095	1,259	3,180	
12	Hopper-Open Top-General Service	12,102	6,995	15,922	
13	Hopper-Open Top-Special Service	1,264	222	175	
14	Refrigerator-Mechanical	976		11	
15	Refrigerator-Nonmechanical	3,527	472	881	
16	Flat TOFC/COFC	885			
17	Flat Multi-level	1,148			
18	Flat-General Service	5,004	98	45	
19	Flat-Other	782	198	233	
20	All Other Freight Cars	3,800			
21	Cabooses	5,230	65	72	
22	Auto Racks	419	122	1,867	
23	Miscellaneous Accessories				
24	TOTAL FREIGHT TRAIN CARS	126,769	14,902	41,599	
OTHER EQUIPMENT-REVENUE FREIGHT HIGHWAY EQUIPMENT					
25	Refrigerated Trailers	95			
26	Other Trailers	9,410		4,313	
27	Refrigerated Containers	3			
28	Other Containers	361			
29	Bogies				
30	Chasis	129			
31	Other Highway Equipment (Freight)				
32	TOTAL HIGHWAY EQUIPMENT	9,998		4,313	
FLOATING EQUIPMENT-REVENUE SERVICE					
33	Marine Line-Haul	(1)			
34	Local Marine				
35	TOTAL FLOATING EQUIPMENT	(1)			
OTHER EQUIPMENT					
36	Passenger and Other Revenue Equipment (Freight Portion)	-			
37	Computer & Data Processing Equipment	-	63	1,974	
38	Machinery - Locomotives ¹	5,768	410		
39	Machinery - Freight Cars ²	1,575	560		
40	Machinery - Other Equipment ³	1,387	96		
41	Work & Other Non-revenue Equipment	6,872	299	13,442	
42	TOTAL OTHER EQUIPMENT	15,602	1,428	15,416	
43	TOTAL, ALL EQUIPMENT (FREIGHT PORTION)	337,157	35,698	104,209	

¹The 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 216.²The data to be reported on line 39, in column (b) is the amount reported in Schedule 410, column (f), line 227 reduced by the allocable portions of line 235.³The data to be reported on line 40, in column (b) is the amount reported in Schedule 410, column (f), lines 112 through 306 reduced by the allocable portion of line 320.

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)
\$		\$ 38,467	4,393	\$ 14,638	1,621
	(11,958)	113,561	531,304	43,214	196,071
		3,834		1,459	
	(11,958)	155,862	535,697	59,311	197,692
	1	1,113	568	260	170
	921	4,522	37,545	1,057	11,219
		55,617	104,256	13,007	31,154
	102	45,080	105,931	10,543	31,655
		16,195	36,553	3,788	10,923
	2,128	28,412	47,146	6,645	14,088
	23	157,900	236,061	36,929	70,541
		4,806	2,593	1,124	775
			160		48
	2,534	10,205	13,068	2,387	3,905
	614				
	5,564				
	926	2,107	671	493	200
		4,286	3,453	1,002	1,032
		1,397	1,063	327	318
		2,628	27,681	615	8,271
	12,813	334,268	616,749	78,177	184,299
	7,566		35,157		14,759
	7,566		35,157		14,759
	21,311	659	15,305	191	4,087
		10,488		1,810	
		14,340		2,475	
		2,455		424	
	42	50,562	77,127	4,602	36,426
	21,353	78,504	92,432	9,502	40,513
	29,774	568,634	1,280,035	146,990	437,263

*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 (e) is calculated by multiplying the investment in each element by the effective composite rate for property account 44.

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 Service	Total Columns (b-i)
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)
1	Administration	\$ 273	\$	\$ 91	\$ 80	\$	\$ 67	\$	\$	\$ 511
2	Pick up & delivery, marine line haul	6,277	197					N/A		6,474
3	Loading and unloading and local marine	36,121		9,208	8,100		2,355	N/A		55,734
4	Protective services							4,832		4,832
5	Freight lost or damaged-solely related									
6	Fringe benefits	928	5	296	254		222			1,705
7	Casualty and insurance	194	1	42	37		11	21		306
8	Joint facility - Debit									
9	Joint facility - Credit						24			24
10	Other	21		5	4		2			32
11	Total	43,814	203	9,642	8,475		2,681	4,853		69,668

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 _____	
2	Bridge and Building _____	
3	Signal _____	
4	Communication _____	
5	Other _____	20
	Repair and Maintenance	
6	Roadway - Running _____	58
7	Roadway - Switching _____	6
8	Tunnels and Subways - Running _____	
9	Tunnels and Subways - Switching _____	
10	Bridges and Culverts - Running _____	13
11	Bridges and Culverts - Switching _____	
12	Ties - Running _____	12
13	Ties - Switching _____	
14	Rail - Running _____	
15	Rail - Switching _____	
16	Other Track Material - Running _____	29
17	Other Track Material - Switching _____	
18	Ballast - Running _____	8
19	Ballast - Switching _____	
20	Track laying and surfacing - Running _____	4,209
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 _____	163
26	Signals and Interlockers - Switching _____	
27	Communications systems _____	2
28	Electric Power Systems _____	1,371
29	Highway Grade Crossings - Running _____	55
30	Highway Grade Crossings - Switching _____	
31	Station and Office Buildings _____	186
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	36
109	Roadway Machines	5
110	Small Tools and Supplies	20
111	Snow Removal	99
112	Fringe Benefits - Running	543
113	Fringe Benefits - Switching	
114	Fringe Benefits - Other	429
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	14
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	7,278

419. REMUNERATIONS FROM NATIONAL RAILROAD PASSENGER CORPORATION - Continued

Line No.	Name of Account (a)	Amount (b)
	EQUIPMENT	\$
	Locomotives	
201	Administration _____	
202	Repair and Maintenance _____	802
203	Machinery Repair _____	
204	Equipment Damaged _____	
205	Fringe Benefits _____	105
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 _____	140
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 _____	1,047
	Other Equipment	
301	Administration _____	14
	Repair and Maintenance:	
304	Passenger and Other Revenue Equipment _____	1,358
305	Computers and Data Processing System _____	
306	Machinery _____	19
307	Work and Other Non-Revenue Equipment _____	5
308	Equipment Damaged _____	
309	Fringe Benefits _____	311
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 _____	1,707
324	TOTAL EQUIPMENT _____	2,754

419. REMUNERATIONS FROM NATIONAL RAILROAD PASSENGER CORPORATION—Continued

Line No.	Name of Account (a)	Amount (b)
	TRANSPORTATION	\$
	Train Operation	
401	Administration	440
402	Engine Crews	22,194
403	Train Crews	26,696
404	Dispatching Trains	92
405	Operating Signals and Interlockers	1,505
406	Operating Drawbridges	11
407	Highway Crossing Protection	99
408	Train Inspection and Lubrication	
409	Locomotive Fuel	2,485
410	Electric Power Purchased or Produced for Motive Power	20,587
411	Servicing Locomotives	1,697
412	Freight Lost or Damaged - Solely Related	
413	Clearing Wrecks	59
414	Fringe Benefits	9,308
415	Other Casualties and Insurance	839
416	Joint Facility - Debit	
417	Joint Facility - (Credit)	1
418	Other	4,706
419	Total Train Operations	90,719
	Yard Operations	
420	Administration	440
421	Switch Crews	7,533
422	Controlling Operations	
423	Yard and Terminal Clerical	1,428
424	Operating Switches, Signals, Retarders and Humps	65
425	Locomotive Fuel	139
426	Electric Power Purchased or Produced for Motive Power	
427	Servicing Locomotives	55
428	Freight Lost or Damaged - Solely Related	
429	Clearing Wrecks	
430	Fringe Benefits	2,025
431	Other Casualties and Insurance	120
432	Joint Facility - Debit	60
433	Joint Facility - (Credit)	
434	Other	
435	Total Yard Operations	11,865

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 _____	
504	Freight Lost or Damaged - all other _____	
505	Fringe Benefits _____	0 (119)
506	Total Train and Yard Operations Common _____	0 (119)
	Administrative Support Operations	
518	Administration _____	216
519	Employees Performing Clerical and Accounting Functions _____	7,421
520	Communication Systems Operation _____	63
521	Loss and Damage Claims Processing _____	
522	Fringe Benefits _____	841
523	Casualties and Insurance _____	
524	Joint Facility - Debit _____	
525	Joint Facility - (Credit) _____	
526	Other _____	86
527	Total Administrative Support Operations _____	8,627
528	TOTAL TRANSPORTATION _____	111,211
	GENERAL AND ADMINISTRATIVE	\$
601	Officers - General Administration _____	104
602	Accounting, Auditing and Finance _____	757
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 _____	469
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 _____	3,463
619	TOTAL GENERAL AND ADMINISTRATIVE _____	4,793
650	TOTAL REMUNERATIONS _____	126,036

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.	\$	\$	\$	\$
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.		NONE		
5	Other (Specify)				
6					
7					
8					
9	Investment tax credit*				
10	TOTALS				

*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	\$ -
(2) Deduct amount of current year's credit applied to reduction of tax liability but deferred for accounting purposes	\$ -
(3) Balance of current year's credit used to reduce current year's tax accrual	\$ -
(4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accrual	\$ -
(5) Total decrease in current year's tax accrual resulting from use of investment tax credits	\$ -
13. Total—Other than U.S. Government Taxes	36,936
Income taxes:	(2,345)
Normal tax and surtax	
Excess profits	(2,345)
Total—Income taxes	259,404
Old-age retirement*	24,463
Unemployment insurance	1
All other United States Taxes	281,523
Total—U.S. Government Taxes	318,459
Grand Total—Railway Tax Accruals	

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

Hospital insurance	22,419
Supplemental annuities	17,352

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	519	Miscellaneous Income:	\$	\$
2		Profit from sales of property		13,283
3		Insurance proceeds-fires and derailments		11,202
4		Profit from sale of equipment		4,827
5		All other items		9,993
6				39,305
7				
8	551	Miscellaneous Income Charges:		
9		Loss on sale of retired property	3,684	
10		Retirement losses, capitalized leases	3,591	
11		Discount on exchange	2,018	
12		All other items	10,681	
13			19,974	
14				
15				
16	616	Other debit to retained earnings	3,026	
17		Accretion to redemption price of Series A		
18		preferred stock (See Notes 1 and 4 of Notes		
19		to Financial Statements.)		
20				
21				
22				
23				
24				
25				
26	555	Unusual or infrequent items		9,733
27		See Note 9 of Notes to Financial Statements		
28		for explanation.		
29				
30				

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

NOTES AND REMARKS

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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	CONTINGENT LIABILITIES:	
2		
3	Contingent liability under indemnification provisions related to	
4	sales of tax benefits	114,825
5		
6	Contingent interest note	60,863
7		
8		
9		
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13		
14	See Notes 4 and 10 Pages 8B and 8J	
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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	Ardleigh Leasing Corp	CSA 10.50% (6/ 7/71) 3/ 1/86	\$ 670	Sole
2	Bankers Trust Co.	CSA 10.00% (4/15/70) 5/15/85	6,252	Sole
3	Chemical Bank	CSA 6.25% (9/15/66) 12/31/86	1,697	Sole
4	C.I.T. Corp.	CSA 8.75% (9/15/69) 10/14/84	2,064	Sole
5	C.I.T. Corp.	CSA 7.25% (3/ 1/68) 1/13/83	2,300	Sole
6	C.I.T. Corp.	CSA 7.375% (11/ 1/68) 1/15/84	2,805	Sole
7	C.I.T. Corp.	CSA 8.00% (12/ 1/68) 3/ 1/84	704	Sole
8	C.I.T. Corp.	CSA 10.75% (6/ 1/70) 8/ 1/85	1,095	Sole
9	Del. Valley Equip.	CSA 7.75% (1/15/68) 2/15/83	121	Sole
10	Eastern States Equip	CSA 8.00% (2/ 1/68) 5/ 1/83	924	Sole
11	Exton Leasing Corp.	CSA 8.125% (3/15/69) 9/ 1/84	1,099	Sole
12	1st Pa/Bank,Trustee	CSA 9.75% (10/ 2/72) 7/ 1/87		
13		and 10.25%	2,342	Sole
14	1st Pa.Bank,Trustee	CSA 10.25% (10/23/73) 10/ 1/88	2,814	Sole
15	Girard Bank	CSA 11.00% (7/15/70) 8/27/85	1,043	Sole
16	Irving Trust Co.	CSA 6.25% (6/ 1/67) 9/1'/82	619	Sole
17	New England Mer-			
18	chants Fin.Corp.	CSA 7.375% (11/ 1/68) 7/ 1/83	959	Sole
19	Provident Bk.(Cin.O)	CSA 9.00% (5/15/69) 9/15/84	531	Sole
20	Raylin Equip.Corp.	CSA 7.25% (8/15/68) 9/15/83	4,093	Sole
21	Tombar Equip.Corp.	CSA 7.375% (11/ 1/68) 1/15/84	3,083	Sole
22	Unilease No.8, Inc.	CSA 10.00% (4/15/72) 1/ 1/87	804	Sole
23	U.S.Leasing Intl.	CSA 9.50% (6/ 9/69) 12/ 2/87	5,826	Sole
24	W.J.C.Leasing Corp.	CSA 7.25% (1/ 1/67) 2/27/82	33	Sole
25	W.J.C.IV,Leas.Corp.	CSA 6.50% (5/15/67) 7/31/32	99	Sole
26	W.J.C.IV,Leas.Corp.	CSA 6.50% (5/15/67) 10/24/82	46	Sole
27	*Lease dated 12/1/67			
28				
29				
30		(Continued, Page 83A)		
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501. GUARANTIES AND SURETYSHIPS (Continued)

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	Belt Rwy. of Chicago	First Mortgage Series A, 4-5/8%	\$	
2		(8/15/62) 8/15/87	21,542	Jt. (A)
3	Ind. Harbor Belt RR	First Mortgage, 5-1/8%		
4		(4/12/57) 6/ 1/82	2,995	Jt. (B)
5	Terminal RR Assoc.	Refunding and Improvement Mortgage		
6	of St. Louis	Series C, 4% due 2019	7,787	Jt. (C)
7		Refunding and Improvement Mortgage		
8		Series D, 2-7/8% due 1985		
9		(Agreements dated 7/1/44 & 10/1/45)	24,157	Jt. (C)
10	Toledo Terminal RR	First Mortgage, 4-3/4%		
11		(9/ 6/57) 10/ 1/82	2,987	Jt. (D)
12	Trailer Train Co.	Three Conditional Sales Agreements		
13		due to 6/15/82	1,217	Jt. (E)
14	St. Lawrence and	First Mortgage, 5%		
15	Adirondack Rwy. Co.	(7/1/1896) (7/1/1996)	590	Sole
16		Second Mortgage, 6%		
17		(10/1/1896) (10/1/1996)	352	Sole
18				
19				
20	(A) Atchison, Topeka & Santa Fe; Burlington Northern; Chesapeake & Ohio; Chicago			
21	Rock Island & Pacific; Grand Trunk Western; Illinois Central Gulf, Louisville			
22	& Nashville; Missouri Pacific; Norfolk & Western (Wabash); Soo Line			
23	(B) Chicago & Northwestern; Chicago, Milwaukee, St. Paul & Pacific			
24	(C) Baltimore & Ohio; Burlington Northern; Chicago, Rock Island & Pacific;			
25	Illinois Central Gulf; Louisville & Nashville; Missouri-Kansas-Texas;			
26	Missouri Pacific; Norfolk & Western; St. Louis Southwestern; St. Louis-San			
27	Francisco; Southern			
28	(D) Baltimore & Ohio; Chesapeake & Ohio; Norfolk & Western			
29	(E) Companies owning Trailer Train Company Stock			
30				
31				
32				
33				
34				
35				
36				
37				
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.

NOTHING TO REPORT

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 Account 764 (d)	After one year Account 765 (e)
1.	SPECIAL FINANCING WITH				
2.	UNITED STATES RAILWAY ASSOCIATION				
3.	CONVERTIBLE DEBENTURES				
4.		USRA	1,000,000		915,050
5.					
6.					
7.	GOVERNMENT LOANS FOR ESTATES' OBLIGATIONS				
8.		USRA	393,614	33,159	15,341
9.					
10.					
11.	TOTAL FUNDED DEBT		1,393,614	33,159	930,391
12.					
13.					
14.	MISCELLANEOUS OBLIGATIONS—CRC				
15.	MISC. OBLG.	Union 1st Natl.,	936	156	
16.		Wash., D.C.			
17.					
18.	EQUIPMENT TRUST CERTIFICATES - ASSUMED FROM PCTC				
19.	(NYC) 1st 1966	Chemical Bank	7,200		
20.	(NYC) 2nd 1966	Chemical Bank	7,200		
21.	(NYC) 3rd 1966	Chemical Bank	7,200		
22.	(NYC) 1st 1967	Chemical Bank	7,275	485	
23.	(NYC) 2nd 1967	Irving Tr.	7,200	480	
24.	(NYC) 3rd 1967	Irving Tr.	7,200	480	
25.	(PRR) Ser. B	Phila. Natl. Bk.	12,000		
26.					
27.	TOTAL		55,275	1,445	
28.					
29.	CONDITIONAL SALES AGREEMENTS - ASSUMED FROM PCTC				
30.					
31.		1st Natl. City Bk.			
32.		of N.Y.	52,265	3,484	13,937
33.		Girard Tr. Co.	19,750	989	3,950
34.		Fidelity Phila. Tr.			
35.		Co.	22,145	1,476	-
36.		Provident Natl. Bk.	12,150	810	-
37.		Phila. Natl. Bk.	14,400	960	-
38.		1st Pa. Bk. & Tr. Co.	7,950	521	522
39.		Girard Tr. Co.	20,000	1,333	1,333
40.		Provident Natl. Bk.	20,000	1,000	6,000
41.		Central Penn Natl.			
42.		Bk.	12,000	600	4,200
43.		1st Pa. Bank & Tr. Co.	10,690	534	3,742
44.		Mellon Natl. Bk.	15,840	1,056	2,112
45.		Provident Natl.			
46.		Bk.	23,150	1,543	3,087
47.		Mellon Natl. Bk.	3,120	208	416
48.		Girard Tr. Co.	10,500	700	2,100
49.					
50.		TOTAL	243,960	15,214	41,399

510. DEBTHOLDINGS—Continued

510. DEBTHOLDINGS--Continued							
Date of issue (f)	Date of maturity (g)	Interest			At year end		Line No.
		Rate (h)	Accrued during year (i)	Paid during year (j)	Unamortized debt discount 770.1 (k)	Unamortized premium 770.2 (l)	
SPECIAL FINANCING WITH							1.
UNITED STATES RAILWAY ASSOCIATION							2.
CONVERTIBLE DEBENTURES							3.
VAR.	1/1/2011	.32%	796				4.
							5.
							6.
GOVERNMENT LOANS FOR ESTATES' OBLIGATIONS							7.
VAR.		VAR.	8,472				8.
							9.
							10.
			9,268				11.
							12.
							13.
MISCELLANEOUS OBLIGATIONS--CRC							14.
VAR.	VARIOUS	VAR.	27	29			15.
							16.
							17.
EQUIPMENT TRUST CERTIFICATES - ASSUMED FROM PCTC							18.
2/15/66	2/15/81	4-3/4%	3	11			19.
6/15/66	6/15/81	5-3/8%	12	13			20.
11/ 1/66	11/ 1/81	5-7/8%	25	28			21.
3/ 1/67	3/ 1/82	5%	28	36			22.
6/15/67	6/15/82	5-3/4%	41	42			23.
9/15/67	9/15/82	6-1/4%	51	60			24.
2/ 1/66	2/ 1/81	5-1/4%	4	21			25.
							26.
TOTAL			164	211			27.
							28.
CONDITIONAL SALES AGREEMENTS - ASSUMED FROM PCTC							29.
							30.
							31.
5/ 1/66	2/15/86	5-3/4%	1,026	1,102	546		32.
7/ 1/66	7/ 1/86	5-7/8%	319	348	154		33.
							34.
1/ 3/67	2/ 1/82	6-1/2%	104	144			35.
3/ 1/67	4/ 1/82	6%	61	73			36.
12/ 1/67	2/ 1/82	7%	73	101			37.
2/ 1/68	1/ 1/83	7%	73	91	20		38.
5/15/68	6/15/83	7-1/4%	238	241	52		39.
7/15/68	8/15/88	7-1/2%	571	600	235		40.
							41.
2/15/69	2/15/89	8%	390	408	166		42.
5/15/69	8/15/89	8-3/4%	406	422	147		43.
8/ 1/60	8/ 1/84	9%	341	380	83		44.
							45.
10/ 1/69	10/ 1/84	9-3/4%	564	602	121		46.
12/20/69	12/15/84	10-1/2%	87	87	16		47.
2/ 1/70	2/ 1/85	10-1/4%	293	323	82		48.
							49.
			4,546	4,922	1,622		50.

510. DEBTHOLDINGS—Continued

Line No.	Description of obligation	Name and address of creditor or trustee	Original amount	Portion due	
				Within one year Account 764	After one year Account 765
(a)	(b)	(c)	(d)	(e)	
1.	EQUIPMENT OBLIGATIONS (CONTINUED)				
2.	CONDITIONAL SALES AGREEMENTS (CONTINUED)				
3.	ASSUMED FROM CENTRAL RR OF N.J.				
4.		Baltimore & Ohio RR	2,219	190	
5.					
6.	ASSUMED FROM LEHIGH VALLEY RR				
7.		First Valley Bk.	675		
8.					
9.					
10.					
11.					
12.	CONSOLIDATED RAIL CORPORATION				
13.		Fidelity Bank	8,390	1,678	3,356
14.					
15.					
16.					
17.	ASSUMED FROM ERIE LACKAWANNA RAILWAY CO.				
18.		1st Natl. City Bk.	2,160		
19.		1st Natl. City Bk. Agt.	1,322	65	
20.		1st Natl. City Bk.	1,334	41	
21.		1st Natl. City Bk. Agt.	2,712	180	
22.		1st Natl. City Bk. Agt.	658	30	
23.		Mor. Guar. Tr. Co. NY	3,827	237	119
24.		Mor. Guar. Tr. Co. NY	1,595	106	53
25.		Cleveland Tr. Co.	3,720		
26.		Cont. Ill. Natl. Bk.			
27.		& Tr.	6,966		
28.		Mor. Guar. Tr. Co. NY	4,389	293	1,463
29.		Mor. Guar. Tr. Co. NY	4,491	299	1,497
30.		1st Jer. Natl. Bk.	1,234	123	167
31.		Union Comm. Bk.	1,009	101	129
32.		Natl. City Bk.	2,543	254	310
33.		Society Natl. Bk.	705	70	106
34.		Cleveland Tr. Co.	3,566	357	450
35.		Central Natl. Bk.	2,543	254	329
36.					
37.		TOTAL	44,774	2,410	4,623
38.					
39.	GRAND TOTAL - CONDITIONAL SALES AGREEMENTS	300,018		19,492	49,378
40.					
41.					
42.					
43.					
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510. DEBTHOLDINGS—Continued

Date of issue (f)	Date of maturity (g)	Interest			At year end		Line No.
		Rate (h)	Accrued during year (i)	Paid during year (j)	Unamortized debt discount 770.1 (k)	Unamortized premium 770.2 (l)	
EQUIPMENT OBLIGATIONS (CONTINUED)							1.
CONDITIONAL SALES AGREEMENTS (CONTINUED)							2.
ASSUMED FROM CENTRAL RR OF N.J.							3.
12/15/67	12/15/82	5-3/5%	17	18			4.
							5.
ASSUMED FROM LEHIGH VALLEY RR							6.
12/21/71	12/21/81	8-1/2%	2	4			7.
							8.
							9.
							10.
							11.
CONSOLIDATED RAIL CORPORATION							12.
7/ 1/77	7/ 1/84	Var.	446	511			13.
							14.
							15.
							16.
ASSUMED FROM ERIE LACKAWANNA RAILWAY CO.							17.
8/19/66	7/ 1/81	6.25%	4	8			18.
7/26/67	5/ 1/82	6.50%	6	7			19.
5/19/67	5/ 1/82	6.50%	5	5			20.
6/28/67	5/ 1/82	6.50%	16	18			21.
6/28/67	5/ 1/82	6.50%	3	4			22.
5/31/68	4/15/83	7.33%	37	42	4		23.
7/30/68	4/15/83	7.33%	16	18	2		24.
7/28/70	7/ 1/81	Var.	21	46			25.
							26.
6/11/71	6/ 1/81	Var.	22	27			27.
12/ 4/72	11/ 1/87	8.7705%	166	170	57		28.
12/ 1/72	11/ 1/87	8.7705%	169	174	58		29.
5/ 1/74	5/ 1/84	Var.	74	81	7		30.
5/ 1/74	5/ 1/84	Var.	60	65	5		31.
5/ 1/74	5/ 1/84	Var.	148	159	12		32.
5/ 1/74	5/ 1/84	Var.	43	46	4		33.
5/ 1/74	5/ 1/84	Var.	212	228	18		34.
5/30/74	5/ 1/84	Var.	152	164	13		35.
							36.
	TOTAL		1,154	1,262	180		37.
							38.
			6,165	6,717	1,802		39.
							40.
							41.
							42.
							43.
							44.
							45.
							46.
							47.
							48.
							49.
							50.

510. DEBTHOLDINGS—Continued

Line No.	Description of obligation	Name and address of creditor or trustee	Original amount	Portion due	
				Within one year Account 764 (d)	After one year Account 765 (e)
1.	INSTALLMENT PURCHASE AGREEMENTS				
2.					
3.		Saxon Bus. Prod. Inc	265	107	-
4.		Red Rd. at N.W. 139th			
5.		Miami Lake, Fla.			
6.		33014			
7.					
8.	Exhibit F	IBM Corp.	6,094	1,031	4,896
9.		Philadelphia, Pa.			
10.					
11.	TOTAL		6,359	1,138	4,896
12.					
13.	TOTAL EQUIPMENT OBLIGATIONS		369,865	22,231	54,274
14.					
15.					
16.					
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510. DEBTHOLDINGS—Continued

510. DEBTHOLDINGS—Continued							Line No.
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)	
INSTALLMENT PURCHASE AGREEMENTS							1.
							2.
8/ 6/80	9/ 1/82	12.00	27	13			3.
							4.
							5.
							6.
							7.
10/27/81	10/26/85	20.50%	103	103			8.
							9.
							10.
	TOTAL		130	116			11.
							12.
			6,486	7,073	1,802		13.
							14.
							15.
							16.
							17.
							18.
							19.
							20.
							21.
							22.
							23.
							24.
							25.
							26.
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							41.
							42.
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							48.
							49.
							50.

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.	CAPITAL LEASES	Port Authority of New			
2.	EQUIPMENT	York & New Jersey	2,966	241	1,405
3.		New York, NY			
4.		Port Authority of New			
5.		York & New Jersey	2,292	168	1,201
6.		New York, NY			
7.		CIT Corporation	2,725	183	1,644
8.		New York, NY			
9.		CIT Corporation	2,203	150	1,346
10.		New York, NY			
11.		GATX-Armco-Boothe	12,680	989	8,864
12.		San Francisco, CA			
13.		Ford Motor Credit Corp.	17,394	1,248	10,667
14.		Dearborn, MI			
15.		Port Authority of New			
16.		York & New Jersey	15,503	470	13,053
17.		New York, NY			
18.		Pullman, Inc.	19,624	1,557	10,141
19.		Chicago, IL			
20.		Greyhound Leasing &			
21.		Financial Corporation	33,931	2,494	17,682
22.		Phoenix, AR			
23.		XTRA, Inc.	9,452	466	6,443
24.		Boston, MASS			
25.		Greyhound Leasing &			
26.		Financial Corporation	27,404	2,023	14,613
27.		Phoenix, AR			
28.		U.S. Railway Leasing	12,472	460	9,823
29.		Chicago, IL			
30.		Kellogg Co.	2,160	166	1,243
31.		Battle Creek, MI			
32.		CIT Corporation	7,171	565	3,790
33.		New York, NY			
34.		Delaware Car Leasing	1,251	34	345
35.		Wilmington, DE			
36.		General Car Leasing	1,825	44	436
37.		Wilmington, DE			
38.		GSC Leasing Corporation	1,160	84	518
39.		Wilmington, DE			
40.		Wessinghouse Lease Corp	305	16	232
41.		Pittsburgh, PA			
42.		Edw. C. Leber &			
43.		Jane S. Kubiak	3,554	378	1,348
44.		Philadelphia, PA			
45.		Eastern States Eq. Corp	7,784	294	1,825
46.		Manhasset, NY			
47.		Eastern States Eq. Corp	1,951	169	1,052
48.		Manhasset, NY			
49.		U.S. Railway Equip. Co.	274	4	1
50.		Chicago, IL			

Road Initials: CRC

Year 19 81

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)
5/23/61	12/15/87	8.75	163	167		
9/24/63	2/ 1/89	8.75	135	136		
12/ 1/69	6/ 1/85	8.75	129	87		
12/ 1/69	2/27/85	8.75	120	144		
3/ 1/70	4/27/85	8.75	899	912		
1/30/70	2/28/85	8.75	1,097	1,098		
10/20/70	9/ 1/95	8.75	1,201	1,212		
4/21/71	10/ 1/86	8.75	1,091	1,094		
6/23/71	2/ 1/86	8.75	1,886	1,897		
11/ 8/71	4/ 1/92	8.75	474	474		
2/28/72	6/ 1/87	8.75	2,594	2,986		
6/12/72	1/30/88	8.75	919	920		
4/30/73	7/ 1/88	8.75	131	131		
9/15/69	10/14/84	8.75	407	415		
6/ 1/59	10/ 1/89	8.75	35	35		
6/15/59	10/ 1/89	8.75	44	45		
8/ 1/59	2/ 1/90	8.75	56	58		
5/25/73	9/12/89	8.75	22	22		
7/15/70	9/ 3/85	8.75	164	174		
2/ 1/68	3/28/83	8.75	199	206		
2/ 1/68	3/28/83	8.75	116	117		
6/10/69	3/16/83	8.75	-	-		

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.	CAPITAL LEASES	National Bk. of Detroit	30	3	6
2.	EQUIPMENT	Detroit, MI			
3.	(Continued)	Equitable Life Assurance Society of U.S.	1,534	43	605
4.		New York, NY			
5.		WJC IV Equip. Corp.	675	102	-
6.		Manhasset, NY			
7.		WJC IV Equip. Corp.	621	47	-
8.		Manhasset, NY			
9.		1st Penna. Bk. & Tr. Co.	4,984	363	2,978
10.		Philadelphia, PA			
11.		CIT Corp.	2,210	319	517
12.		New York, NY			
13.		WJC III Leasing Corp.	437	107	-
14.		Manhasset, NY			
15.		Delaware Valley Eq. Co.	672	83	44
16.		Manhasset, NY			
17.		CIT Corp.	2,872	213	1,856
18.		New York, NY			
19.		Exton Leasing Corp.	2,528	348	793
20.		Wynnewood, PA			
21.		Provident Bank	1,219	170	387
22.		Cincinnati, OH			
23.		Penna. Car Leasing	11,276	464	4,640
24.		Wilmington, DE			
25.		Greenlease Co.	336	30	208
26.		Greenville, PA			
27.		Greenlease Co.	235	21	146
28.		Greenville, Pa.			
29.		Genl. Elec. Credit Corp.	1,413	75	1,090
30.		Stamford, CONN			
31.		Budd Leasing Corp.	4,409	188	3,239
32.		Troy, MI			
33.		U.S. Trust Co. of NY	3,775	179	2,827
34.		New York, NY			
35.		U.S. Trust Co. of NY	75,989	3,707	58,721
36.		New York, NY			
37.		1st Security Bk. of Utah	8,330	387	6,799
38.		Salt Lake City, UT			
39.		1st Security Bk. of Utah	8,953	415	7,301
40.		Salt Lake City, UT			
41.		1st Security Bk. of Utah	4,901	228	4,010
42.		Salt Lake City, UT			
43.		Fruhauf Corp.	13,170	2,535	9,376
44.		Philadelphia, PA			
45.		1st Security Bk. of Utah	2,736	135	2,197
46.		Salt Lake City, UT			
47.		Mfg. Nat. Bk. of Detroit	14,529	816	11,596
48.		Detroit, MI			
49.					
50.					

Road Initials: CRC

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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)
1/15/65	11/15/84	8.75	1	1		
6/10/66	10/27/81	8.75	61	63		
5/15/67	7/31/82	8.75	14	19		
5/15/67	10/24/82	8.75	10	13		
10/23/73	1/ 1/88	8.75	305	311		
12/ 1/68	3/ 1/84	8.75	83	92		
1/ 1/67	2/27/82	8.75	12	14		
1/15/68	2/15/83	8.75	14	17		
6/ 1/70	8/ 1/85	8.75	187	194		
3/15/69	9/ 1/84	8.75	112	121		
5/15/69	9/15/84	8.75	55	59		
6/15/59	10/ 1/89	8.75	461	281		
2/ 2/70	4/30/85	8.75	22	22		
2/ 3/70	4/31/85	8.75	15	16		
9/ 1/77	8/31/91	9.95	178	178		
2/ 1/77	1/15/93	8.23	287	294		
5/ 1/77	1/15/93	8.18	250	256		
4/15/77	12/ 9/92	8.05	5,239	5,247		
6/ 1/77	1/ 5/93	8.59	626	640		
6/ 1/77	1/ 5/93	8.59	673	687		
6/ 1/77	1/ 5/93	8.59	370	378		
6/10/77	2/10/86	7.35	972	974		
2/ 1/78	4/24/93	7.32	176	178		
12/23/77	7/ 9/93	8.27	1,054	1,066		

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.	CAPITAL LEASES	Mfg.Natl.Bk.of Detroit	2,045	175	1,441
2.	EQUIPMENT	Detroit, MI			
3.	(Continued)	Mfg.Natl.Bk.of Detroit	2,413	209	1,737
4.		Detroit, MI			
5.		Pocahontas Kentucky			
6.		Corp.	4,189	302	2,866
7.		Inez, KEN			
8.		U.S. Trust Co.of NY	17,566	800	15,219
9.		New York, NY			
10.		U.S. Trust Co.of NY	32,842	1,446	26,701
11.		New York, NY			
12.		1st Penna. Bank	8,300	528	6,320
13.		Philadelphia, PA			
14.		Westinghouse Leas.Corp.	807	37	664
15.		Pittsburgh, PA			
16.		Pittsburgh Natl.Bank	854	38	713
17.		Pittsburgh, PA			
18.		Connecticut Bank & Tr.	12,725	675	10,681
19.		Hartford, CONN			
20.		Connecticut Bank & Tr.	7,235	384	6,076
21.		Hartford, CONN			
22.		Heleasco One, Inc.	8,270	370	6,786
23.		Wilmington, DE			
24.		Heleasco One, Inc.	5,797	475	4,048
25.		Wilmington, DE			
26.		U.S. Trust Co. of NY	12,273	542	10,471
27.		New York, NY			
28.		Mfg.Natl.Bk.of Detroit	5,952	330	4,890
29.		Detroit, MI			
30.		Mfg.Natl.Bk.of Detroit	793	43	639
31.		Detroit, MI			
32.		Pullman Leasing	25,629	1,086	21,778
33.		Chicago, IL			
34.		U.S. Trust Co.of NY	36,940	1,413	32,833
35.		New York, NY			
36.		1st Security Bk.of Utah	12,873	512	11,669
37.		Salt Lake City, UT			
38.		Unilease No.15, Inc.	12,960	527	11,609
39.		New York, NY			
40.		Heleasco One, Inc.	3,872	168	3,253
41.		Wilmington, DE			
42.		U.S. Trust Co.of NY	15,331	575	13,987
43.		New York, NY			
44.		Connecticut Bank & Tr.	43,632	1,234	37,569
45.		Hartford, CONN			
46.		Beneficial Leasing Group	7,738	237	6,937
47.		New York, NY			
48.		Connecticut Bank & Tr.	9,602	273	8,601
49.		Hartford, CONN			
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)
12/23/77	7/10/88	10.39	175	178		
12/23/77	7/10/88	10.57	214	218		
4/ 1/77	5/31/93	8.81	295	298		
4/ 3/78	10/ 4/93	8.72	1,482	1,445		
4/ 1/78	8/18/93	8.25	2,361	2,415		
5/15/78	1/15/94	9.04	639	661		
5/ 1/78	6/30/93	8.93	64	64		
5/ 1/78	7/30/93	8.93	68	69		
3/15/78	1/ 2/94	8.72	1,006	1,031		
3/15/78	1/ 2/94	8.73	573	587		
6/ 1/78	7/ 1/93	8.59	628	634		
7/18/78	11/30/88	10.16	368	369		
7/ 1/78	12/15/93	8.96	1,019	1,020		
1/ 2/78	10/10/93	8.35	447	452		
1/ 2/78	10/10/93	8.48	45	45		
9/ 1/78	12/ 1/93	9.33	2,181	2,185		
9/ 1/78	1/ 1/95	8.68	3,006	3,058		
2/ 1/79	1/15/95	8.43	1,039	1,057		
2/ 1/79	1/ 1/95	8.32	1,027	1,035		
10/15/78	10/ 1/93	8.92	311	314		
6/ 1/79	2/ 2/95	9.30	1,373	1,391		
2/ 1/79	4/ 1/95	8.50	3,392	4,264		
2/ 1/79	1/ 1/95	8.42	621	778		
7/15/79	10/ 2/95	8.10	737	924		

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.	CAPITAL LEASES	1st Security Bk.of Utah	3,853	98	3,498
2.	EQUIPMENT	Salt Lake City, UT			
3.	(Continued)	1st Security Bk.of Utah	22,243	776	20,421
4.		Salt Lake City, UT			
5.		1st Security Bk.of Utah	2,232	57	2,024
6.		Salt Lake City, UT			
7.		U.S. Trust Co.of NY	7,633	568	6,100
8.		New York, NY			
9.		Merrill Lynch Lse.Corp.	16,921	631	15,340
10.		New York, NY			
11.		U.S. Lease Financing	15,257	1,769	9,348
12.		San Francisco, CA			
13.		1st Security Bk.of Utah	8,333	293	7,646
14.		Salt Lake City, UT			
15.		Connecticut Bank & Tr.	5,026	182	4,529
16.		Hartford, CONN			
17.		Connecticut Bank & Tr.	6,908	259	6,255
18.		Hartford, CONN			
19.		Connecticut Bank & Tr.	10,034	375	9,122
20.		Hartford, CONN			
21.		Connecticut Bank & Tr.	19,689	532	18,674
22.		Hartford, CONN			
23.		U.S. Trust Co.of NY	15,061	477	13,939
24.		New York, NY			
25.		Chestnut Fleet Rentals	815	294	-
26.		Pennsauken, NJ			
27.		Chestnut Fleet Rentals	1,557	420	462
28.		Pennsauken, NJ			
29.		Connecticut Bank & Tr.	10,033	165	9,417
30.		Hartford, CONN			
31.		Connecticut Bank & Tr.	8,259	130	7,949
32.		Hartford, CONN			
33.		Phila. Natl. Bank	4,061	130	3,321
34.		Philadelphia, PA			
35.		Radnor Associates	763	21	694
36.		Radnor, PA			
37.		Connecticut Bank & Tr.	13,477	394	12,727
38.		Hartford, CONN			
39.		Unilease #24	2,376	100	2,135
40.		Wilmington, DE			
41.		Excelsior Truck Leasing			
42.		Co.	69,223	13,032	30,117
43.		Conshohocken, PA			
44.	13315	Mellon Intl.Leas.Co.	3,556	239	3,297
45.		Pittsburgh, PA			
46.	Exhibit G	Chestnut Fleet Rentals	4	1	2
47.	Blanket Auto	Pennsauken, NJ			
48.	Lease	Chestnut Fleet Rentals	6	1	3
49.		Pennsauken, NJ			
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)
2/ 1/79	10/ 2/96	8.12	298	374		
2/ 1/79	1/15/97	8.72	1,868	1,895		
2/ 1/79	10/ 2/96	8.12	173	217		
8/ 1/79	12/31/89	10.46	740	740		
9/ 1/79	1/15/96	7.96	1,295	1,303		
6/20/79	6/ 1/87	5.76	692	694		
2/ 1/79	1/ 1/97	8.63	692	703		
9/15/79	1/15/96	8.28	396	399		
10/ 2/79	3/ 1/96	7.87	524	525		
10/ 1/79	1/ 1/96	7.99	772	778		
6/15/80	9/ 1/97	9.81	1,907	1,920		
2/ 1/79	1/ 4/97	8.46	1,231	1,248		
4/12/79	11/ 1/82	18.68	82	83		
4/12/79	11/ 1/83	19.22	206	208		
12/15/79	7/ 1/96	9.16	903	1,359		
4/15/80	11/ 2/96	10.01	826	1,240		
5/15/80	1/ 2/90	12.82	467	709		
5/22/80	4/ 1/94	12.45	91	114		
7/15/80	9/15/96	10.34	1,375	1,381		
3/15/78	10/ 1/93	12.28	278	324		
Various	Various	Various	22,960	22,960		
2/11/81	12/11/89	16.94	83	-		
2/ 9/80	2/ 8/84	26.20	1	1		
2/ 9/80	2/ 8/84	20.60	1	1		

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.	CAPITAL LEASES	Chestnut Fleet Rentals	18	4	11
2.	EQUIPMENT	Pennsauken, NJ			
3.	(Continued)	Chestnut Fleet Rentals	18	4	11
4.		Pennsauken, NJ			
5.	Exhibit G	Chestnut Fleet Rentals	5	1	3
6.	Blanket Auto	Pennsauken, NJ			
7.	Lease	Chestnut Fleet Rentals	10	2	7
8.		Pennsauken, NJ			
9.		Chestnut Fleet Rentals	5	2	3
10.		Pennsauken, NJ			
11.		Chestnut Fleet Rentals	5	1	4
12.		Pennsauken, NJ			
13.		Fair-Cast Enterprises			
14.		Inc.	43	10	22
15.		Pawling, NY			
16.		Fair-Cast Enterprises,			
17.		Inc.	7	3	2
18.		Pawling, NY			
19.		Chemical Bank	4,224	404	2,012
20.		New York, NY			
21.		Irving Trust Co.	4,599	820	-
22.		New York, NY			
23.		The Northwestern Mutual			
24.		Life Ins. Co.	4,928	429	-
25.		New York, NY			
26.		Provident Mut. Life Ins.	496	38	276
27.		Philadelphia, PA			
28.		Conn. Mut. Life Ins. Co.	10,133	872	4,993
29.					
30.		Mer. Safe Dep. & Tr. Co.	21,623	2,629	7,647
31.		Baltimore, MD			
32.		U.S. Trust Co. of NY	19,302	1,764	6,307
33.		New York, NY			
34.		SHPX Fifth Corp.	13,174	544	8,505
35.		New York, NY			
36.		Freuhauf Corp.	29,940	2,728	14,632
37.		Detroit, MI			
38.		U.S. Rwy. Leasing Co.	11,865	684	7,947
39.		Chicago, IL			
40.		Freuhauf Corp.	15,522	1,240	8,311
41.		Detroit, MI			
42.		EL-PCTC Leasing Corp.			
43.		c/o U.S. Tr. Co. of NY	19,070	1,736	8,705
44.		New York, NY			
45.		North American Car Corp.	8,101	708	4,167
46.		Chicago, IL			
47.		Gen. Ele. Credit Corp.	12,063	1,044	6,478
48.		Stamford, CONN			
49.		Citicorp Leasing, Inc.	7,247	607	3,961
50.		New York, NY			

Road Initials: CRC

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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)
2/ 9/80	2/ 8/84	20.70	3	3		
2/ 9/80	2/ 8/84	23.36	3	3		
2/ 9/80	2/ 8/84	22.01	1	1		
2/ 9/80	2/ 8/84	21.19	1	1		
2/ 9/80	2/ 8/83	12.01	-	-		
2/ 9/80	2/ 8/84	20.95	1	1		
7/30/80	7/29/84	30.14	17	17		
7/30/80	7/29/84	33.44	3	3		
9/15/66	12/86	8.75	113	114		
6/ 1/67	9/82	8.75	104	121		
10/20/67	5/82	8.75	88	94		
1/ 2/68	2/88	8.75	29	30		
6/ 9/69	6/87	8.75	563	566		
4/15/70	5/85	8.75	1,036	559		
12/15/70	12/85	8.75	794	798		
3/23/71	12/91	8.75	818	829		
6/23/71	1/87	8.75	1,612	1,658		
7/13/71	3/92	8.75	784	785		
6/13/72	1/88	8.75	879	899		
6/26/72	7/87	8.75	979	1,007		
6/ 8/72	7/87	8.75	456	458		
7/25/72	12/87	8.75	1,385	2,088		
10/ 9/72	11/87	8.75	424	431		

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.	CAPITAL LEASES	North American Car Corp.	7,847	667	4,365
2.	EQUIPMENT	Chicago, IL			
3.	(Continued)	U.S. Rwy. Leasing Co.	545	85	-
4.		Chicago, IL			
5.		EMD Leasing Corp. c/o			
6.		U.S. Tr. Co. of NY	22,962	2,069	9,995
7.		New York, NY			
8.		CIT Leasing Corp.	6,081	815	1,854
9.		New York, N.Y.			
10.		CIT Leasing Corp.	2,582	343	781
11.		New York, NY			
12.		CIT Leasing Corp.	3,258	431	980
13.		New York, NY			
14.		CIT Leasing Corp.	769	102	231
15.		New York, NY			
16.		EL-MC Leasing Corp.			
17.		c/o Gen. Motors Corp.	1,584	285	153
18.		New York, NY			
19.		CIT Leasing Corp.	9,889	1,479	788
20.		New York, NY			
21.		First Penna. Bank	6,409	971	518
22.		Philadelphia, PA			
23.		CIT Leasing Corp.	8,378	1,198	2,001
24.		New York, NY			
25.		New Eng. Mer. Leas. Corp.	3,306	496	541
26.		Boston, MASS			
27.		Mer. Safe Dep. & Tr. Co.	13,721	2,197	2,394
28.		Baltimore, MD			
29.		Mer. Safe Dep. & Tr. Co.	8,693	1,268	2,118
30.		Baltimore, MD			
31.		Continental Assur. Co.	1,634	265	141
32.		New York, NY			
33.		North American Car Corp.	11,750	825	7,032
34.		Chicago, IL			
35.		U.S. Trust Co. of NY	6,488	503	3,654
36.		New York, NY			
37.		Gen. Ele. Credit Corp.	1,007	75	620
38.		Stamford, CONN			
39.		Gen. Ele. Credit Corp.	2,015	154	1,200
40.		Stamford, CONN			
41.		Gen. Ele. Credit Corp.	3,789	289	2,249
42.		Stamford, CONN			
43.		North American Car Corp.	2,810	172	1,806
44.		Chicago, IL			
45.		Norfolk & Western Rwy.	1,587	211	417
46.		Roanoke, VA			
47.		GATX-ARMCO Leasing Co.	267	33	66
48.		San Francisco, CA			
49.		Norfolk & Western Rwy.	3,085	443	611
50.		Roanoke, VA			

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CONSOLIDATED RAIL

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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)
8/14/72	12/87	8.75	467	470		
10/13/72	10/82	8.75	12	12		
4/ 3/73	2/88	8.75	1,143	1,160		
8/ 1/69	9/84	8.75	266	283		
8/ 1/69	10/84	8.75	115	119		
8/ 1/69	11/84	8.75	146	150		
8/ 1/69	12/84	8.75	35	35		
11/ 1/57	1/83	8.75	45	56		
12/ 1/67	1/83	8.75	264	345		
12/ 1/67	1/83	8.75	164	206		
11/ 1/68	1/84	8.75	314	360		
11/ 1/68	7/83	8.75	103	121		
8/15/68	9/83	8.75	487	535		
11/ 1/68	1/84	8.75	330	377		
8/15/68	3/83	8.75	46	52		
6/22/73	2/89	8.75	721	724		
10/ 8/73	10/88	8.75	382	389		
8/13/73	10/88	8.75	63	65		
8/13/73	8/88	8.75	125	126		
8/13/73	9/88	8.75	237	237		
2/ 4/74	12/89	8.75	183	183		
8/ 1/69	9/84	8.75	65	66		
9/ 8/69	9/84	8.75	10	10		
4/ 1/69	3/84	8.75	114	115		

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.	CAPITAL LEASES	General Foods Corp.	2,460	159	1,604
2.	EQUIPMENT	White Plains, NY			
3.	(Continued)	Manf.Natl.Bk.of Detroit	4,554	797	210
4.		Detroit, MI			
5.		Central Penn Nat.Bk.	1,512	122	742
6.		Philadelphia, PA			
7.		Indust.Valley Bk.&Tr.	4,287	342	2,505
8.		Philadelphia, PA			
9.		The Fidelity Bank	1,552	244	266
10.		Philadelphia, PA.			
11.		Girard Trust Bank	7,916	507	5,096
12.		Philadelphia, PA			
13.		The Penn Mut.Life Ins.	614	121	-
14.		Philadelphia, PA			
15.		Chemical Bank	40,595	2,334	28,196
16.		New York, NY			
17.		Central Penn Nat.Bank	1,482	145	617
18.		Philadelphia, PA			
19.		U.S. Steel Credit Corp	1,526	129	793
20.		New York, NY			
21.		Indiana Natl.Bank	466	39	257
22.		Indianapolis, IND			
23.		Connecticut Bank & Tr.	28,349	1,515	23,961
24.		Hartford, CONN			
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50.	TOTAL EQUIPMENT CAPITALIZED LEASES		1,300,040	94,622	854,277

510. DEBTHOLDINGS—Continued

Line No.	Description of obligation CAPITAL LEASES— ROADWAY (a)	Name and address of creditor or trustee (b)	Original amount (c)	Portion due	
				Within one year (d)	After one year (e)
1.		Plasser Amer. Corp.	1,333	95	8
2.		Chesapeake, VA			
3.		Radnor Associates, Ltd	534	45	-
4.		Radnor, PA			
5.		1st Greyhound Leas. Co.	6,395	943	2,674
6.		Greyhound Tower			
7.		Phoenix, AR 85077			
8.		American Computer	3,192	665	169
9.		Sales & Leasing, Inc.			
10.		440 Park Ave., So.			
11.		New York, NY 10016			
12.		Michigan Natl. Leasing	3,737	512	1,908
13.		38200 W 10 Mile Road			
14.		Farmington Hills, MI			
15.		U.S. Leasing Fin. Inc.	2,924	388	1,707
16.		633 Battery St.			
17.		San Fran. CA 94111			
18.		U.S. Leasing Fin. Inc.	279	38	141
19.		633 Battery St.			
20.		San Fran. CA 94111			
21.		U.S. Leasing Fin. Inc.	1,104	145	664
22.		633 Battery St.			
23.		San Fran. CA 94111			
24.		U.S. Leasing Fin. Inc.	739	155	272
25.		633 Battery St.			
26.		San Fran. CA 94111			
27.		Melcorp Leasing Inc.	3,843	498	2,658
28.		Suite 3629			
29.		Mellon Bank Bldg.			
30.		Pittsburgh, Pa. 15219			
31.		Melcorp Leasing, Inc.	1,541	184	1,082
32.		Suite 3629			
33.		Mellon Bank Bldg.			
34.		Pittsburgh, Pa. 15219			
35.		Pittsburgh Natl. Bank	1,153	136	729
36.		Pittsburgh Natl. Bldg.			
37.		5th Ave. & Wood St.			
38.		Pittsburgh, PA 15222			
39.		MTV Leasing Corp.	465	27	387
40.		Bank of PA			
41.		Reading, PA			
42.		MTV Leasing Corp.	427	54	286
43.		Reading, PA			
44.		MTV Leasing Corp.	196	24	137
45.		Reading, PA			
46.		First Natl. Bk. of	1,204	78	1,007
47.		Louisville			
48.		P. O. Box 36040			
49.		Louisville, KEN 40232			
50.					

Road Initials: CRC

Year 19 81

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)
9/21/73	1/81	8.75	8	9		
1/10/75	4/82	8.75	20	49		
3/30/77	8/15/85	Var.	447	307		
3/ 6/78	3/26/83	2.37	28	28		
5/ 1/74	8/17/85	11.23	294	314		
7/15/75	1/17/86	10.22	226	241		
7/15/75	10/17/85	10.95	22	22		
9/30/78	3/ 1/86	12.14	106	110		
9/30/78	3/ 1/84	13.07	65	69		
4/16/79	12/ 1/86	11/39	472	402		
4/16/79	3/31/87	12.09	166	166		
5/25/79	9/ 1/86	11.45	108	117		
8/15/79	8/ 1/91	9.84	38	42		
8/15/79	12/ 1/86	11.27	51	31		
8/15/79	1/31/87	11.52	20	20		
8/ 1/79	1/ 1/92	9.96	164	188		

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.	CAPITAL LEASES	First Natl. Bank of	1,993	241	1,390
2.	ROADWAY	Louisville			
3.	(Continued)	Louisville, KEN 40232			
4.		First Natl. Bank of	572	72	404
5.		Louisville			
6.		Louisville, KEN 40232			
7.		Lease Fin. Corp.	140	19	100
8.		Suite 400, Bldg. 3			
9.		100 Matsonford Road			
10.		Radnor, PA 19087			
11.		Communication Asst. Inc.	2,832	689	1,366
12.		6835 S. Canton			
13.		Tulsa, OK 74136			
14.		Evans Track-Work	591	61	458
15.		Leasing Co.			
16.		P. O. Box 91697			
17.		Chicago, IL 60693			
18.		Evans Track-Work	685	71	529
19.		Leasing Co.			
20.		P. O. Box 91697			
21.		Chicago, IL 60693			
22.		Communications Asst. Inc.	213	39	131
23.		6835 S. Canton			
24.		Tulsa, OK 74136			
25.		Evans Track-Work	231	24	179
26.		Leasing Co.			
27.		P. O. Box 91697			
28.		Chicago, IL 60693			
29.	Exhibit A	State St. Bank & Trust	520	59	430
30.		Boston, MASS			
31.	Exhibit B	North Amer. Corp.	2,835	597	1,973
32.		New York, NY			
33.		Evans Track-Work	57	6	48
34.		Leasing Co.			
35.		Chicago, IL			
36.		Evans Track-Work	74	8	68
37.		Leasing Co.			
38.		Chicago, IL			
39.		Evans Track-Work	73	8	62
40.		Leasing Co.			
41.		Chicago, IL			
42.	Exhibit C	Evans Track-Work	83	5	75
43.		Leasing Co.			
44.		Chicago, IL			
45.	Exhibit C	Evans Track-Work	90	5	82
46.		Leasing Co.			
47.		Chicago, IL			
48.	Exhibit C	Evans Track-Work	74	4	67
49.		Leasing Co.			
50.		Chicago, IL			

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)
7/31/79	1/ 1/87	11.39	350	265		
7/31/79	4/ 3/87	9.40	68	74		
7/10/80	7/ 1/87	18.58	26	24		
7/17/80	9/ 1/84	9.11	286	219		
9/11/80	11/26/87	15.59	90	86		
9/11/80	9/ 5/87	15.67	104	105		
9/24/80	9/30/85	10.67	20	20		
9/11/80	9/26/87	15.84	46	48		
12/22/80	12/25/87	12.94	71	61		
3/31/81	6/30/85	15.78	212	215		
9/11/80	11/17/87	15.39	5	4		
9/22/80	11/21/87	15.56	6	6		
9/22/80	11/21/87	15.39	6	5		
5/22/81	5/21/91	13.33	6	6		
6/28/81	6/27/91	13.29	6	5		
5/23/81	5/22/91	13.33	6	6		

510. DEBTHOLDINGS—Continued

Line No.	Description of obligation CAPITAL LEASES ROADWAY (Cont.) (a)	Name and address of creditor or trustee (b)	Original amount (c)	Portion due	
				Within one year (d)	After one year (e)
1.	Exhibit C	Evans Track-Work	74	4	67
2.		Leasing Co.			
3.		Chicago, IL			
4.	Exhibit D	Evans Track-Work	138	11	112
5.		Leasing Co.			
6.		Chicago, IL			
7.	Exhibit D	Evans Track-Work	554	45	449
8.		Leasing Co.			
9.		Chicago, IL			
10.	Exhibit D	Evans Track-Work	272	22	224
11.		Leasing Co.			
12.		Chicago, IL			
13.	Exhibit D	Evans Track-Work	128	10	107
14.		Leasing Co.			
15.		Chicago, IL			
16.	Exhibit D	Evans Track-Work	128	10	106
17.		Leasing Co.			
18.		Chicago, IL			
19.	Exhibit D	Evans Track-Work	128	10	106
20.		Leasing Co.			
21.		Chicago, IL			
22.	Exhibit E	Storage Technology			
23.		Corp.	1,887	477	1,378
24.		Louisville, COL			
25.					
26.					
27.					
28.		TOTAL ROADWAY CAPITAL			
29.		LEASES	43,438	6,484	23,740
30.					
31.					
32.					
33.	TOTAL CAPITALIZED LEASES		1,345,604	101,106	878,017
34.					
35.					
36.					
37.					
38.					
39.					
40.					
41.					
42.					
43.					
44.					
45.					
46.					
47.					
48.					
49.					
50.					

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.	ACCOUNTS PAYABLE	- AFFILIATED COMPANIES			
2.					
3.	Note	Merchants Despatch			
4.		Transp. Corp.			9,882
5.					
6.	Open Accounts	St. Lawrence &			
7.		Adirondack Rwy. Co.			251
8.					
9.					
10.	TOTAL ACCOUNT	769			10,133
11.					
12.					
13.					
14.					
15.					
16.					
17.					
18.					
19.					
20.					
21.					
22.					
23.					
24.					
25.					
26.					
27.					
28.					
29.					
30.					
31.					
32.					
33.					
34.					
35.					
36.					
37.					
38.					
39.					
40.					
41.					
42.					
43.					
44.					
45.					
46.					
47.					
48.					
49.					
50.					

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510. DEBTHOLDINGS—Continued
(Notes and Other Disclosures)

Line No.	a. Nature of Security or Collateral, if any
1.	
2.	Refer to Note 4 of Notes to Financial Statements.
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	
13.	
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.	United States Railway Association	Government Corporation
2.	Washington, D. C.	
3.	Union First National Bank	Bank
4.	Washington, D. C.	
5.		
6.		
7.		
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		
17.		
18.		

c. Other Notes and Comments

Conversion Features: Refer to Note 4 - Long-Term Debt of Notes to Financial Statements.

Restrictive Covenants: Refer to Consolidated Rail Corporation's 1977, 1978, 1979 and 1980 filings for restrictive covenants. In order to provide ready access to additional restrictive covenants, ICC recordation numbers and Exhibit references are included in Column (a).

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 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			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			

MILEAGE OPERATED AT CLOSE OF YEAR

Line No.	Class	Proportion owned or leased by respondent	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, turnouts			
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)
1	1	100	M	4,956	3,452	510	881	866	3,146	13,811
2	1	1/2	M	34	34	25	10	3	8	114
3	1	100	B	10,609	1,000	53	884	1,532	4,145	18,223
4	1	1/4	B						2	2
5	1	1/2	B	3	3		6	20	19	51
6	1	2/3	B						3	3
7	1	3/4	B				1			1
9	Total 1			15,602	4,489	588	1,782	2,421	7,323	32,205
13	2	100 (USA)	M	0.07	0.07					0.14
14	2	100 (Can)	M	0.23	0.23					0.46
16	Total 2			0.30	0.30					0.60
20	3A	100 (USA)	M	6	6		1	4	25	42
21	3A	100 (Can)	M	276	224		15	24	46	585
22	3A	1/2 (Can)	M			5				5
23	3A	100 (USA)	B	2	1		1		1	5
24	3A	100 (Can)	B	48	4		2	5	4	63
26	Total 3			332	235	5	19	33	76	700
30	4		B	259	1		4	21		285
40	5	USA	M	1,025	841	700	163	662	363	3,754
41	5	USA	B	1,170	390	35	80	315	312	2,302
42	5	Can	B	32			1	1	1	35
44	Total 5			2,227	1,231	735	244	978	676	6,091
55	Total Main Line			XXX	6,297	4,557	1,240	1,070	1,559	3,588
56	Total Branch Lines			XXX	12,123	1,399	88	979	1,894	4,487
57	Grand Total			XXX	18,420	5,956	1,328	2,049	3,453	8,075
58	Miles of road or track electrified included in preceding grand total			XXX	597	200			659	1,456

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 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)
1	1	105 Sec. Track	B	2.48					2.48
2	1	Tylerdale Conn.	B	1.36					1.36
3	1	W. Brownsville	B	10.00					10.00
4	1	L. & S.	M	1.45	1.45				2.90
5	1	Terre Haute Br.	B	7.34					7.34
6	1	Dune Park Br.	B	13.13	2.16		0.49	1.99	17.77
7	1	Gibson Yard	B				0.58		77.06
8	1	Ivanhoe Br.	B	5.78	0.13		3.12	0.73	9.76
9	1	Ivanhoe Br.	B	1.10			2.73	0.83	4.66
10	1	Kankakee Br.	B	6.36	6.16		0.45		39.84
11	1	Kensington Br.	B	4.00			0.21		10.90
12									
13									
14									
15		Total	XXX	53.00	9.90		7.58	3.55	127.80
									201.83

Line 1 - Operated by Pittsburgh, Chartiers & Youghiogheny Railway
 Line 2 - Operated by The Baltimore and Ohio Railroad Company
 Line 3 - Operated by Monongahela Railway
 Line 4 - Operated by Delaware and Hudson Railway Company
 Line 5 - Operated by Louisville and Nashville Railroad Company
 Line 6 - Operated by Indiana Harbor Belt Railroad Company
 Line 7 - Operated by Indiana Harbor Belt Railroad Company
 Line 8 - Operated by Indiana Harbor Belt Railroad Company
 Line 9 - Operated by Indiana Harbor Belt Railroad Company
 Line 10 - Operated by Indiana Harbor Belt Railroad Company
 Line 11 - Operated by Indiana Harbor Belt Railroad Company

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	Connecticut		213			10	229	452			
2	Delaware		183			16	24	223			
3	Dist. of Colum.	8					4	12			
4	Illinois	342	523				51	916		5	
5	Indiana	573	1,431				70	2,074		33	
6	Kentucky		3					3			
7	Maryland	2	191				90	283			
8	Massachusetts	151	314			54	159	678			
9	Michigan	143	586		2	12	111	854			
10	New Jersey	93	766				531	1,390			
11	New York	1,141	1,593	0.07	6	35	215	2,990			
12	Ohio	1,389	1,433				200	3,022			
13	Ontario			0.23	277		9	286			
14	Pennsylvania	1,141	3,124			124	313	4,702	1	14	
15	Quebec				47		23	70			
16	Rhode Island		33			8	52	93			
17	Virginia		10					10			
18	West Virginia	7	209				146	362			
19											
20	Total Mileage (single track)	4,990	10,612	0.30	332	259	2,227	18,420	1	52	

703. MILES OF TRACKS AT CLOSE OF YEAR—BY STATES AND TERRITORIES

(For switching and terminal companies only)

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

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

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

Line No.	State or Territory	Tracks Operated						Tracks owned, not operated by respondent	New tracks constructed during year
		Tracks owned	Tracks of proprietary companies	Tracks operated under lease	Tracks operated under contract, etc.	Tracks operated under trackage rights	Total mileage operated		
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
1									
2	Total Mileage								

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	1	M	3	3	12	92	27	57	194	
2	1J	M			1				1	
3	1	B	379	187		39	56	308	969	
4	1J	B	2	3		4		1	10	
5	3A	M	1						1	
6	4	B	31			1	2		34	
7	5	M	12			1	14	7	34	
8	5	B	31	10		2	1	6	50	
9										
10										
11										
12										
13	Total Increase		459	203	13	139	100	379	1,293	

DECREASES IN MILEAGE

14	1	M	352	259	129	43	157	198	1,138	
15	1J	M	3	3		4		1	11	
16	1	B	51	3		19	50	105	228	
17										
18	3A	M					1		1	
19	4	B	313	10		5	24	13	365	
20	5	M	198	1		33			232	
21	5	B	24	1					25	
22										
23										
24										
25	Total Decrease		941	277	129	104	232	317	2,000	

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 110

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.

NOTES AND REMARKS

Note to Schedule 705 - Changes During Year

Corrections of record and/or reclassifications resulted in a net increase to Class 1 properties of 70 miles of road.

Changes in requirements for subsidized freight service on Light Density Lines resulted in a net decrease to Class 4 properties of 282 miles of road.

Changes in requirements for operations over trackage rights resulted in a net decrease to Class 5 properties of 179 miles of road.

Acquisition of remaining interest in the Detroit Terminal Railroad resulted in an increase to Class 1 properties of 18 miles of road.

Sale of a portion of the Taylor Secondary Track and a portion of the Scranton Branch to the Delaware and Hudson Railway Company in accordance with Atlantic Region General Order No. 105, effective March 1, 1981, resulted in a decrease to Class 1 properties of 62 miles of road.

Sale of a portion of the Bristol Secondary Track to the State of Rhode Island resulted in a decrease to Class 1 properties of 2 miles of road.

Sale of a portion of the Main Line, Suspension Bridge to Chicago to National Railroad Passenger Corporation (Amtrak) resulted in a decrease to Class 1 properties of 12 miles of road.

Abandonment of the Riber Line, I.C.C. Finance Docket AB 167-5, dated October 9, 1980, resulted in a decrease to Class 1 properties of 33 miles of road.

Abandonment of a portion of the G.R.&I. Branch, I.C.C. Finance Docket AB 167-4, dated February 28, 1980 resulted in a decrease to Class 1 properties of 1 mile of road.

Correction of record resulted in an increase to Class 3 properties of 1 mile of road.

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	Units in service of respondent at beginning of year	Changes During the Year				Units retired from service of respondent whether owned or leased, including reclassification	Units at Close of Year				
			Units installed					Owned and used	Leased from others	Total in service of respondent (col. (h) & (i))	Aggregate capacity of units reported in col. (j) (see ins. 7)	Leased to others
			New units purchased or built	New units leased from others	Rebuilt units acquired and rebuilt units rewritten into property accounts	All other units including reclassification and second hand units purchased or leased from others						
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
	Locomotive Units										(H.P.)	
1	Diesel-Freight _____ A units	1,963			11	9	178	746	1,059	1,805	5142,300	20
2	Diesel-Freight _____ B units	37					34	3		3	5,250	
3	Diesel-Passenger _____ A units	58						45	13	58	119,600	
4	Diesel-Passenger _____ B units											
5	Diesel-Multiple purpose _____ A units	1,533			1	16	259	503	788	1,291	2365,950	
6	Diesel-Multiple purpose _____ B units											
7	Diesel-Switching _____ A units	930			5	38	172	603	198	801	930,800	
8	Diesel-Switching _____ B units											
9	Total (lines 1 to 8)	4,521			17	63	643	1,900	2,058	3,958	8563,900	20
10	Electric-Locomotives	79					79					
11	Other self-powered units											
12	Total (lines 9, 10 and 11)	4,600			17	63	722	1,900	2,058	3,958	8563,900	20
13	Auxiliary units										XXXX	
14	Total Locomotive Units (lines 12 and 13)	4,600			17	63	722	1,900	2,058	3,958	XXXX	20

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	Before Jan. 1, 1960	Between Jan. 1, 1960, and Dec. 31, 1964	Between Jan. 1, 1965, and Dec. 31, 1969	Between Jan. 1, 1970, and Dec. 31, 1974	Between Jan. 1 1975 Dec. 31 1979	During Calendar Year					TOTAL
							1980	1981	1982	1983	1984	
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
15	Diesel _____	1,154	287	1,133	716	650	18					3,958
16	Electric _____											
17	Other self-powered units											
18	Total (lines 15 to 17)	1,154	287	1,133	716	650	18					3,958
19	Auxiliary units											
20	Total Locomotive Units (lines 18 and 19)	1,154	287	1,133	716	650	18					3,958

710. 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	All 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]	167							167	167	20,913	167
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)	167							167	167	20,913	167
34	Total (lines 28 and 33)	167							167	167	20,913	167
COMPANY SERVICE CARS												
35	Business cars [PV]	6					2	4		4	XXXX	
36	Boarding outfit cars [MWX]	904					10	891		891	XXXX	
37	Derrick and snow removal cars [MWU, MWV, MWW, MWK]	120					188	5	294	9	303	XXXX
38	Dump and ballast cars [MWB, MWD]	2,339					2	33	2,208	100	2,308	XXXX
39	Other maintenance and service equipment cars	4,097	1				292	377	3,911	102	4,013	XXXX
40	Total (lines 35 to 39)	7,466	1				492	440	7,308	211	7,519	XXXX

Road Initials

CRC

Year 19 81

Not in Publication

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	Units in service of respondent at beginning of year		Changes During the Year			
		Time-mileage cars	All others	Units Installed			
				New units purchased or built ¹	New or rebuilt units leased from others ¹	Rebuilt units acquired and rebuilt units rewritten into property accounts ¹	All other units, including reclassification and second hand units purchased or leased from others
	(a)	(b)	(c)	(d)	(e)	(f)	(g)
FREIGHT TRAIN CARS							
41	Plain Box Cars - 40' (B100-129)	774					2
42	Plain Box Cars - 50' (B200-229; B300-329)	5,701					96
43	Equipped Box Cars (All Code A)	21,335				55	120
44	Plain Gondola Cars (G092-392; G401-492)	24,879				556	689
45	Equipped Gondola Cars (All Codes C and E)	3,329				3	153
46	Covered Hopper Cars (L151-154; 251-254; 351-354; 451-454; 551-554; 651-654; 751-754)	9,932				40	2
47	Open Top Hopper Cars - General Service (All Code H)	36,589				3	821
48	Open Top Hopper Cars - Special Service (All Codes J and K)	2,872					
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)	2,903					1
50	Refrigerator Cars - Mechanical (R104, 110, 111, 112, 117, 118, R204, 210, 211, 212, 217, 218)	45					
51	Flat Cars - TOFC/COFC (F071-078; F871-978; F771-778)	236					
52	Flat Cars - Multi-level (All Code V)	4,217					126
53	Flat Cars - General Service (F101-109; F201-209)	1,875					41
54	Flat Cars - Other (F111-189; 211-289; 301-389; 401-540)	2,597				3	420
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)	56					
58	Total (lines 41 to 57)	117,340				660	2,471
59	Caboose (All N)	XXXX	2063				121
60	Total (lines 58, 59)	117,340	2063			660	2,592

91C. 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			
Units retired from service of respondent whether owned or leased in- cluding re- classification	(i)	(j)	(k)	(l)	(m)	(n)	
(h)	(i)	(j)	(k)	(l)	(m)	(n)	
233	382	161	543		29,113		41
1,556	2,111	2,130	4,241		287,828		42
1,982	13,831	5,697	19,528		1,291,894	24	43
2,392	16,261	7,471	23,732		1,960,030		44
227	2,042	1,216	3,258		297,175	96	45
379	5,995	3,600	9,595		884,880		46
1,723	18,700	16,990	35,690		3,134,823		47
29	1,759	1,084	2,843		223,879		48
19	1,738	1,147	2,885		198,369		49
9		36	36		2,340		50
44	11	181	192		11,564		51
304		4,039	4,039		230,591		52
102	1,197	617	1,814		132,322		53
226	1,120	1,674	2,794		232,582		54
							55
							56
							57
5	41	10	51		4,128		
9,230	65,188	46,053	111,241		8,921,518	120	58
141,322	1,956	87	XXXX	2,043	XXXXXXXXXXXX		59
937,351	67,144	46,140	111,241	2,043	8,921,518	120	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 re-written 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					
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	24					
65	Dry van	12,607					
66	Flat bed						
67	Open top						
68	Mechanical refrigerator						
69	Bulk						
70	Insulated	6					
71	Platform removable sides						
72	Other trailer or container Drop Frame	1					
73	Tractor						
74	Truck						
75	Total (lines 64 to 74)	12,638					

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.
Units retired from service of respondent whether owned or leased, including reclassification	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)	
							61
			X X X X				62
			X X X X				63
			X X X X				64
		24	24				65
1,656	8	10,943	10,951				66
							67
							68
							69
5	1		1				70
	1		1				71
							72
							73
							74
1,661	10	10,967	10,977				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					
2	Work Equipment				
3	Mobile sanding unit	1		113	P
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25	TOTAL	1	XXXX	113	XXXX

REBUILT UNITS

26	Diesel Locomotives	17		2,639	S
27					
28	Freight Train Cars	660		6,212	S
29					
30					
31					
32					
33					
34					
35					
36					
37					
38	TOTAL	677	XXXX	8,851	XXXX
39	GRAND TOTAL	678	XXXX	8,964	XXXX

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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 by others under contractual arrangements.

In reporting highway motor vehicle miles in line-haul service, show the mileage of buses and combination bus-trucks on line 5; the mileage of trucks and of bogies, trailers and semitrailers with trucks on line 6; and the mileage of tractors and of bogies, trailers and semitrailers with tractors on line 7. Vehicle miles in terminal service should be reported on 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 _____		237	
17	Number installed during the year _____		30	
18	Number retired during the year _____		90	
19	Number available at close of year _____		177	

*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.
			12,638			1
			-			2
			1,661			3
			10,977			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
	294	28	31	5,357		16
	-	9	-	1,048		17
	-	8	-	1,481*		18
	294	29	31	4,924		19

*Includes 1980 beginning balance adjustment of 123 units.

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	Excelsior Truck Leasing Company*		
2	Philadelphia, Pa.	Direct*	April 1, 1976
3	Jersey Central Transportation Co.		
4	Philadelphia, Pa.	Direct	April 1, 1976
5	Pennsylvania Truck Lines, Inc.		
6	Philadelphia, Pa.	Direct	April 1, 1976
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			

* In July 1981 Conrail sold its 100% interest in Excelsior Truck Leasing Company.

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	Mileage of tracks at end of period	Average annual traffic density in millions of gross ton-miles per mile**	Average running speed limit	Average speed reduction per slow order track mile	Track miles under slow orders at end of period
	(a)	(b)	(c)	(d)	(e)	(f)
1	A	3,728	28.2	46.6	15.0	41.9
2	B	4,681	11.3	40.7	17.2	575.6
3	C	4,110	2.9	34.3	16.2	913.6
4	D	5,046	0.4	24.4	16.2	931.7
5	E	10,683	XXXXXX	XXXXX	XXXXX	XXXXXXXX
6	F	1,870	XXXXXXXX	XXXXX	XXXXX	85.9
7	Potential abandonments	3,073	XXXXXXXX	XXXXX	XXXXX	491.6
8	Total	33,191	-	-	-	3,040.3

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 crossties laid in replacement							Total (i)	Switch and Bridge Ties Board feet) (j)	Crossies Switch and Bridge Ties
		New Ties				Second-hand ties					% of Spot Maintenance (k)
		Wooden		Concrete (d)	Other (e)	Wooden		Other (h)			
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)				
1	A	399,723				31,360			431,083	1,115,132	9.4
2	B	482,591				37,860			520,451	1,740,152	9.2
3	C	388,717				30,486			419,203	607,090	10.8
4	D	141,534				11,097			152,631	635,034	26.2
5	E	220,368				17,287			237,655	1,230,502	29.6
6	F	154,204				12,098			166,302	222,036	15.1
7	Potential Abandonments	10,546				819			11,365	315,306	16.0
8	Total	1,797,683				141,007			1,938,690	5,865,252	14.7

9 Average cost of a tie

\$ 17.09

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	29,122	\$ 15.71	\$ 457	310,650	\$ 564.55	\$ 175	New
2	T	11,647	12.93	151	-	-	-	
3	U				48,694	463.56	49	New
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20	Total	40,769	14.92	608	359,344	550.86	224	
21	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid _____							
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid <u>21.51</u>							

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	191.86	3.59	26.75	36.92	218.61	40.51	22.8
2	B	154.06	11.91	212.89	47.84	366.95	59.75	15.6
3	C	.84	3.96	54.39	40.60	55.23	44.56	57.7
4	D	1.04	4.86	34.08	49.83	35.12	54.69	80.5
5	E	.26	6.00	15.26	63.00	15.52	69.00	94.2
6	F	4.48	1.80	5.09	18.46	9.57	20.26	22.0
7	Potential Abandonments				5.00		5.00	100.0
8	Other							
9	TOTAL	352.54	32.12	348.46	261.65	701.00	293.77	26.8

10 Average cost of rails laid in replacement.

\$24.32
N.T.

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	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	1	309.92
2	2					132W	57	29	515.45
3	2					132	118	60	505.01
4	2					119	25	10	392.86
5	2					105	2	-	-
6	4					140W	53	14	264.51
7	4					140	84	19	193.51
8	4					133	61	15	238.64
9	4					132W	190	74	387.89
10	4					132	47	17	365.20
11	4					131W	485	128	263.11
12	4					131	284	49	172.17
13	4					130	186	44	235.59
14	4					127W	1,208	320	264.80
15	4					127	8	2	233.49
16	4					115W	58	16	535.27
17	4					115	133	32	239.39
18	4					112W	168	46	272.40
19	4					112	786	187	238.20
20	4					105W	614	105	171.47
21	4					105	7	1	129.63
22	4					100	8	2	246.32
23									
24									
25									
26									
27									
28									
29									
30									
31									
32									
33									
34									
35									
36									
37									
38									
39	Total	XXX				XXX	4,585	1,171	255.09
40	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid								
41	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid 21.51								
42	Track-miles of welded rail installed this year 13.26 : total to date 43.32								

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	L- 85	360		
3	85	273		
4	90	310		
5	91	10		
6	95	7		
7	100	1,565		
8	101	67		
9	105	2,128		
10	107	366		
11	110	130		
12	112	667		
13	115	236		
14	118	47		
15	119	30		
16	125	42		
17	127	3,410		
18	130	2,892		
19	131	2,543		
20	132	1,797		
21	133	528		
22	135	7		
23	136	832		
24	137	95		
25	140	2,628		
26	152	330		
27	155	193		
28	Gir.	18		
29				
30				
31				
32				
33				
34				
35				
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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)
		(b)	Switch and Bridge Ties (Board Feet) (c)	Crosstie (d)	Switch and Bridge Ties (Board Feet) (e)					
1	A	431,083	1,115,132	3.7	5.2	259.12	3.5	845,726	2,209	59.3
2	B	520,451	1,740,152	3.5	6.5	426.70	4.5	679,636	1,775	37.9
3	C	419,203	607,090	3.2	2.6	99.79	1.2	363,383	949	23.1
4	D	152,631	635,034	1.0	2.2	89.81	.8	68,256	178	3.5
5	E	237,655	1,230,502	0.6	.8	84.52	.4	268,475	702	6.6
6	F	166,302	222,035	2.8	2.1	29.83	.8	263,924	689	36.8
7	Potential abandonments	11,365	315,307	0.1	1.8	5.00	.08	-	-	-
8	Total	1,938,690	5,865,252	1.9	2.1	994.77	1.5	2,489,400	6,502	19.6

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	1,938,690	5,865,250	1.9	2.1	994.77	1.49	2,489,400	6,502	19.59
2	First preceding	2,126,496	8,382,045	2.2		1,429.8	2.12	3,167,345	8,241.8	24.4
3	Second preceding	3,806,173	10,877,516	3.5		2,349.13	3.49	3,691,629	7,453.0	222.17
4	Third preceding	4,786,119	8,886,095	4.2		2,444.36	3.48	3,671,861	6,396.0	18.15
5	Fourth preceding	4,952,281	6,928,139	3.8		2,644.13	3.74	3,527,617	6,113.6	15.02
6	Fifth preceding *	4,487,190	5,893,897	**		1,687.95	**	3,655,491	6,754.6	**
7	Sixth preceding									
8	Seventh preceding									
9	Eighth preceding									
10	Ninth preceding									

* For the period April 1, 1976 (date rail operations commenced) to December 31, 1976.

** Conrail's initial survey of road properties acquired on April 1, 1976 from railroads in reorganization in the mid-west and northeast regions of the United States and other transferors was completed as of December 31, 1977. Accordingly, data necessary to provide percent of ties and rails replaced and track surfaced for the period April 1, 1976 (date rail operations commenced) to December 31, 1976 are not available.

728. DEFERRED MAINTENANCE-TRACKS

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- (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	See Remarks	
5	E		
6	F		
7	Potential Abandonments		
8	Total Tracks		
	Selected Track Maintenance	Quantities of Deferred Maintenance	
		End of the Year	Beginning of the Year
9	Crossties		
10	Rail		
11	Ballast		

Remarks

In its decision of July 12, 1977 in Ex Parte 305, "Petition of Consolidated Rail Corporation for relief from certain reporting requirements pertaining to the definition of 'deferred maintenance' and 'delayed capital improvements'", the Interstate Commerce Commission found that "the modifications sought by Conrail are appropriate and that it should be permitted to report that it has no deferred maintenance or delayed capital improvements as defined in this proceeding".

Road Initials: CRC Yearly 81

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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	310,668,585	49,914,458		
2	Passenger	11,314,825	26,173,410		
3	Yard switching	58,180,987	5,403,920		
4	Total	380,164,397	81,491,788		
5	Cost of Fuel*	\$ 396,487	\$ 1,744	\$	\$
6	Work Train	1,876,643	-		

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	1,328,408	543,794,810	
9	Yard switching		17,649,793	
10	Total	1,328,408	561,444,603	
11	Cost of Fuel*	\$ 1,379	\$ 46,800	\$
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)

NOTE:

Reconciliation - Cost of Electric Power

Line 5, Column (c)	\$ 1,744
Line 11, Column (h)	46,800
	48,544
Prior Period Adjustment	1,524 Credit
Total Lines 410 and 426, Schedule 410	\$47,020

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 only. 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 l.c.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.

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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	18,759	3,712	5. Freight Car-Miles: (Thousands) (H)			
2. Train Miles-Running (B)				5-01 RR Owned & Leased Cars-Loaded			
2-01 Unit Trains	2	444,995		5-010 Box-Plain 40-Foot	27	17,561	
2-02 Way Trains				5-011 Box-Plain 50-Foot & Longer	28	151,358	
2-020 Diesel Locomotives	3	7,541,350		5-012 Box-Equipped	29	219,871	
2-021 Other Locomotives	4	19,108		5-013 Gondola-Plain	30	55,959	
2-03 Through Trains				5-014 Gondola-Equipped	31	19,319	
2-030 Diesel Locomotives	5	30,905,314	3,207,428	5-015 Hopper-Covered	32	70,707	
2-031 Other Locomotives	6	192,909	246,497	5-016 Hopper-Open Top-General Service	33	192,673	
2-04 Total Train Miles (lines 2-6)	7	39,103,676	3,453,925	5-017 Hopper-Open Top-Special Service	34	5,494	
2-05 Motorcars	8		11,792,517	5-018 Refrigerator-Mechanical	35	30,590	
2-06 Total, All Trains (lines 7, 8)	9	39,103,676	15,246,442	5-019 Refrigerator-Non-Mechanical	36	44,949	
3 Locomotive Unit Miles: (C)				5-020 Flat-TOFC/COFC	37	14,755	
Road Service: (D)				5-021 Flat Multi-Level	38	8,877	
3-01 Unit Trains	10	1,596,747		5-022 Flat-General Service	39	5,998	
3-02 Way Trains				5-023 Flat-All Other	40	13,472	
3-020 Diesel	11	16,690,171		5-024 All Other Car Types-Total	41	40,831	
3-021 All Other (Type Electric)	12	51,191		5-025 Total (lines 27-41)	42	892,414	
3-03 Through Trains				5-11 RR Owned & Leased Cars-Empty			
3-030 Diesel	13	98,815,514	4,365,889	5-110 Box-Plain 40-Foot	43	19,239	
3-031 All Other (Type Electric)	14	461,193	285,486	5-111 Box-Plain 50-Foot & Longer	44	104,221	
3-04 Total (lines 10-14)	15	117,614,816	4,651,375	5-112 Box-Equipped	45	207,235	
Train Switching: (E)				5-113 Gondola-Plain	46	45,693	
3-11 Diesel	16	697,554		5-114 Gondola-Equipped	47	21,234	
3-12 All Other (Type Electric)	17	1,266		5-115 Hopper-Covered	48	78,054	
3-13 Total (lines 16, 17)	18	698,820		5-116 Hopper-Open Top-General Service	49	166,680	
Yard Switching: (F)				5-117 Hopper-Open Top-Special Service	50	5,943	
3-21 Diesel	19	23,700,747	646,956	5-118 Refrigerator-Mechanical	51	26,016	
3-22 All Other (Type Electric)	20	1,529	50,251	5-119 Refrigerator-Non-Mechanical	52	37,528	
3-23 Total (lines 19, 20)	21	23,702,276	697,207	5-120 Flat-TOFC/COFC	53	2,086	
3-31 Total All Services (lines 15, 18, 21)	22	142,015,912	5,348,582	5-121 Flat-Multi-Level	54	8,796	
4 Motorcar Car-Miles: (Thousands) (G)				5-122 Flat-General Service	55	6,364	
4-01 Diesel	23		1,509	5-123 Flat-All Other	56	13,538	
4-02 Electric	24		47,244	5-124 All Other Car Types	57	31,626	
4-03 All Other	25			5-125 Total (lines 43-57)	58	774,253	
4-04 Total (lines 23-25)	26		48,753				

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	69,082	
5-130 Box-Plain 40-Foot	59	5		5-165 Tank-22,000 Gallons and Over	92	40,304	
5-131 Box-Plain 50-Foot & Longer	60	19,676		5-166 All Other Car Types	93	2,586	
5-132 Box-Equipped	61	252		5-167 Total (lines 77-93)	94	249,514	
5-133 Gondola-Plain	62	182		5-17 Work Equipment & No Payment Cars-Miles (I)			
5-134 Gondola-Equipped	63	337		5-170 Unit Trains	95	40,432	
5-135 Hopper-Covered	64	55,675		5-171 Way Trains	96	31,751	
5-136 Hopper-Open Top-General Service	65	4		5-172 Through Trains	97	170,655	
5-137 Hopper-Open Top-Special Service	66	13		5-173 Total (lines 95-97)	98	242,838	
5-138 Refrigerator-Mechanical	67	1,153		5-18 Total Car-Miles by Train Type:			
5-139 Refrigerator-Non-Mechanical	68	7,784		5-180 Unit Trains	99	46,854	
5-140 Flat-TOFC/COFC	69	272,975		5-181 Way Trains	100	231,547	
5-141 Flat-Multi-Level	70	38,110		5-182 Through Trains	101	2,392,584	
5-142 Flat-General Service	71	1,243		5-183 Total (lines 99-101)	102	2,670,985	
5-143 Flat-All Other	72	10,746		5-19 Caboose Miles	103	37,681	
5-144 Tank Under 22,000 Gallons	73	63,830		6. Passenger Car-Miles: (Thousands)(J)			
5-145 Tank-22,000 Gallons and Over	74	37,240		6-01 Coaches	104		19,767
5-146 All Other Car Types	75	2,741		6-02 Combination, Passenger Cars	105		
5-147 Total (lines 59-75)	76	511,966		6-03 Sleeping and Parlor Cars	106		364
5-15 Private Line Cars-Empty (H)				6-04 Dining, Grill and Tavern Cars	107		129
5-150 Box-Plain 40-Foot	77	8		6-05 Head-end Cars (Other than 6-02)	108		18
5-151 Box-Plain 50-Foot & Longer	78	6,318		6-06 Total (lines 104-108)	109		20,278
5-152 Box Equipped	79	225		6-07 Business Cars	110		
5-153 Gondola-Plain	80	58		6-08 Crew Cars (Other than Cabs)	111		
5-154 Gondola-Equipped	81	57		7. Gross Ton-Miles: (Thousands)(K)			
5-155 Hopper-Covered	82	58,846		7-01 Road Locomotives	112	17,796,752	681,427
5-156 Hopper-Open Top-General Service	83	29		7-02 Freight Trains, Crs., Cnts., and Caboose			
5-157 Hopper-Open Top-Special Service	84	40		7-020 Unit Trains	113	3,091,876	
5-158 Refrigerator-Mechanical	85	996		7-021 Way Trains	114	14,516,439	
5-159 Refrigerator-Non-Mechanical	86	8,013		7-022 Through Trains	115	147,694,712	
5-160 Flat-TOFC/COFC	87	13,632		7-03 Passenger-Trains, Crs., and Cnts.	116		4,189,502
5-161 Flat-Multi-Level	88	35,878		7-04 Non-Revenue	117	2,243,510	
5-162 Flat-General Service	89	1,563		7-05 Total (lines 112-117)	118	185,343,289	4,870,929
5-163 Flat-All Other	90	11,879					

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	1,269,525	
8-01 Revenue	119	222,190		15. Multi-Level Cars-Number of Motor Vehi- cles Loaded & Unloaded (Q)	138	380,180	
8-02 Non-Revenue	120	5,559		16. TOFC/COFC Number of Rev. Trailers Picked Up and Delivered (R)	139	499 N/A	
8-03 Total (lines 119, 120)	121	227,749		17. Revenue Tons-Marine Terminals (S)			
9. Ton-Miles of Freight (Thousands)(L)				17-01 Marine Terminals-Coal	140	11,055,957	
9-01 Revenue-Road Service	122	79,034,768		17-02 Marine Terminals-Ore	141	8,620,991	
9-02 Revenue-Lake Transfer Service	123			17-03 Marine Terminals-Other	142	1,646,422	
9-03 Total (lines 122, 123)	124	79,034,768		17-04 Total (lines 140-142)	143	21,323,370	
9-04 Non-Revenue-Road Service	125	1,084,797		18. Number of Foreign Per Diem Cars on Line (T)			
9-05 Non-Revenue-Lake Transfer	126			18-01 Serviceable	144	41,339	
9-06 Total (lines 125, 126)	127	1,084,797		18-02 Unserviceable	145	745	
9-07 Total-Revenue & Non-Revenue (lines 124, 127)	128	80,119,565		18-03 Surplus	146	1,007	
10. Train Hours: (M)				18-04 Total Lines 144-146	147	43,091	
10-01 Road Service	129	3,765,077	460,944				
10-02 Train Switching	130	55,053					
11. Total Yard-Switching Hours (N)	131	2,901,583	81,418				
12. Train-Miles Work Trains: (O)							
12-01 Locomotives	132	1,235,824					
12-02 Motorcars	133						
13. Number of Loaded Freight Cars: (P)							
13-01 Unit Trains	134	23,045					
13-02 Way Trains	135	2,954,339					
13-03 Through Trains	136	10,656,319					

L 16 4187077
 L 18 4188343
 L 130 315197
 by phone from Frank Coates
 Asst. Dir. Carrying & CR
 Wayne
 8/31/82

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 revision, 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 arrangement 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 commuter or other passenger-train services.

6. Information concerning contracts of minor importance may be omitted. A contract of minor importance is defined as one involving receipts or payments of less than \$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 carrier by section 6(5), Part 1, of the Interstate Commerce Act, which reads as follows:

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

Group (a) None

Group (b)

Alton & Southern Rwy. Co. Eff. February 1, 1981
Agreement dated January 20, 1981 covering servicing locomotives at A&S Yard, East St. Louis, Illinois.

Receipts - None
Payments - \$10.00 per Unit
(Registry No. 243325)

(Baltimore & Ohio RR Co.) Eff. October 1, 1979
Prairie Trunk Railway
Transfer of the B&O's interest in agreement dated October 22, 1907.

Receipts - \$133.87 Monthly Rate
Payments - None
(Registry No. 54712-A)

Baltimore & Ohio RR Co. Eff. November 1, 1980
Increase in switching charges at Proctor and Gamble Plant and Ross Estate, Cincinnati, Ohio, agreement dated October 7, 1915.

Receipts - None
Payments \$103.89 per Engine Hour
(Registry No. 54818-A)

Baltimore & Ohio RR Co. Eff. July 1, 1981
Increase in rate per agreement dated June 23, 1924 covering joint switching at Chevrolet Plant, East Norwood, Ohio.
Receipts - \$123.28 per Hour
Payments - None
(Registry No. 154366)

Baltimore & Ohio RR Co. Eff. November 6, 1962 covering joint switching to C.S.A., Shelby, Ohio

Receipts - Eff. 7/1/80 Eff. 7/1/81
\$108.92 per Engine Hr. \$123.04 per Engine Hr.
Payments - None
(Registry No. 130967)

Baltimore & Ohio RR Co. Eff. August 1, 1981
Increase in rate per agreement dated August 1, 1973 covering CR Trackage between Warwick and Wooster, Ohio.
Receipts - \$9.07 per Car
Payments - None
(Registry No. 182666)

Baltimore & Ohio RR Co. Eff. July 1, 1981
Increase in rate per agreement dated August 18, 1955 covering joint switching at Allied Mills, Everson, Pa.

Receipts - (\$37.46 per Engine Hour
Payments - (\$37.46 per Engine Hour
(Registry No. 198414)

Baltimore & Ohio RR Co. Eff. July 1, 1980
Increase in B&O's proportion for rental, taxes, maintenance and operations for Signal and Interlocking, agreement dated July 27, 1904.

	Units	Percent
Joint	114	64.77
CR	46	26.14
B&O	16	9.09
	176	100.00

Payments - None
(Registry No. 199409)

Baltimore & Ohio RR Co. Eff. April 1, 1980
Increase in rate per agreement dated April 1, 1976 covering Use of Track between CB Junction and Clearfield, Pa.

Receipts - None
Payments - \$1.16 per Car Mile
(Registry No. 203460)

Baltimore & Ohio RR Co.
Increase in rate per agreement dated June 20, 1957 covering use of track between JB Junction, Pa., Limestone and Carrollton, New York.

	Eff. 1/1/80	Eff. 1/1/81
Receipts - None		
Payments	\$7.26	\$8.03

(Registry No. 220293)

Baltimore & Ohio RR Co. Eff. July 1, 1981
Increase in rate per agreement dated March 3, 1980 covering trackage rights over B&O tracks from Martin's Ferry, Ohio to Wheeling, West Virginia.

Receipts - None
Payments - \$10.40 per Train Mile
(Registry No. 236813)

Baltimore & Ohio RR Co. Eff. January 1, 1981
Increase in rate per agreement dated February 1, 1980 covering trackage rights between Williams Street and Peck Slip, Buffalo, New York.

Receipts - \$2.42 per car, locomotive, and caboose
Payments - None
(Registry No. 236814)

Group (b) (Cont'd)

Baltimore & Ohio RR Co. Eff. July 1, 1982
Increase in rates - Agreement dated March 26, 1976
covering joint facilities at Lordstown, Ohio
Receipts -

Locomotive Class	Rental* Eff. 1/1/81	Repairs & Supplies Eff. 7/1/80	Hourly Rate Per Unit Eff. 1/1/81
999 HP and Under	\$1.81	\$16.40	\$18.24
1000 HP thru 1499HP	2.41	20.50	22.91
1500 HP " 1749"	4.40	28.65	31.05
1750 HP " 1999"	3.84	30.75	34.59
2000 HP " 2499"	6.24	34.90	43.14
2500 HP " 2999"	4.63	45.10	49.73
3000 HP " 3599"	6.93	54.10	61.03
3600 HP and Over	6.35	59.05	65.40

* Based on 3 Trick 90% availability
Caboose rental \$23.00 per day as prescribed in above
circular, effective July 1, 1980.

Locomotive Class	Rental* Eff. 1/1/81	Repairs & Supplies Eff. 7/1/81	Hourly Rate Per Unit Eff. 7/1/81
999 HP and Under	\$1.84	\$20.40	\$22.24
1000 HP thru 1499HP	2.41	25.50	27.91
1500 HP " 1749"	4.40	33.15	37.55
1750 HP " 1999"	3.84	38.25	42.09
2000 HP " 2499"	6.24	45.90	52.14
2500 HP " 2999"	4.63	56.10	60.73
3000 HP " 3599"	6.93	67.30	74.23
3600 HP and Over	6.35	73.45	79.80

* Based on 3 Trick 90% availability
Caboose rental \$26.00 per day as established in above
circular, effective July 1, 1981.
Payments - None
(Registry No. 202668)

Baltimore & Ohio RR Co. Eff. January 30, 1981
Termination of Trackage Rights in the vicinity of Moravia
and Division Streets in the City of New Castle, Pa.
Agreement dated December 19, 1921.
(Registry No. 237515)

Belt Rwy. Company of Chicago Eff. January 1, 1981
Increase in rates, agreement dated January 1, 1974, covering
trackage rights over the Belt.
Receipts - None
Payments - \$14.00 per loaded car, \$7.00 per empty car
(Registry No. 243122)

Burlington Northern Inc. Eff. October 1, 1981
Increase in rates, agreement dated April 1, 1976 covering
trackage rights between Joan and Lenox (Worcester Yard), Ill.
Receipts - \$1.271 per car mile
Payments - None
(Registry No. 205792-A)

Canadian National Rwy. Co. Eff. October 1, 1980
Increase in rate per agreement dated May 1, 1973 covering
use of CN Line between Helena, New York and Huntington,
Quebec.
Receipts - None
Payments - \$16.91 per train mile
(Registry No. 136706)

Canadian Pacific Rwy. Co. Eff. January 1, 1982
Increase in rates for handling cars through Tunnel-Detroit,
Michigan to Windsor Ontario. Agreement dated February 17,
1972.
Receipts - Tunnelling Charge - \$31.32
Customs Inspection - \$ 7.83
Payments - None
(Registry No. 56655-A)

Canadian Pacific Rwy. Co.
Increase in rate per agreement dated July 6, 1966 covering
cars and locomotives using C.R. tracks in lieu of bridge
at Waterford, Ontario.
Receipts - Eff. 5/1/80 Eff. 5/1/81
\$4.769 \$5.261
Payments - None
(Registry No. 139279)

Canadian Pacific Rwy. Co. Eff. January 1, 1981
Toronto, Hamilton & Buffalo Rwy.
Increase in rates for through freight service - Toronto
to Buffalo, agreement dated April 1, 1966.
Receipts - \$1.43 per mile for running and general diesel repairs.
Payments - None
(Registry No. 144160)

Cape Cod & Hyannis RR Co. Eff. April 1, 1981
Trackage rights between Hyannis and Sandwich, Massachusetts
agreement dated April 1, 1981.

Payments - None
Receipts - \$1,000 per year from M.P. 7.8 to M.P. 7.38
- \$1,000 per year from M.P. 7.38 to M.P. 6.7
(Registry No. 243521)

Chicago, Milwaukee, St. Paul & Pacific RR Co. Eff. July 1, 1980
Modification of charges for trackage rights - Preston,
Indiana to Chase, Indiana, agreement dated November 12, 1980.

Receipts - None
Payments - \$1.28 per car mile
(Registry No. 241600)

Chicago, South Shore & South Bend RR Co.
Increase in rates per agreement dated September 4, 1969
covering joint switching to Bethlehem Steel Co. at
Burns Harbor, Indiana.

Receipts - Eff. 1/1/80 Eff. 1/1/81
\$62.99 \$72.26
Payments - None
(Registry No. 152692)

Chicago Short Line Rwy. Co. Eff. May 1, 1981
Adjusted rates for handling loaded and empty cars to
and from Hennipen, Illinois plant of Jones and
Laughlin Steel Corp.

Receipts - None
Payments - None
Load - \$38.00 Proposed
Empty - 14.60 10.00
(Registry No. 161650)

Chesapeake & Ohio Rwy. Co. Eff. October 1, 1980
Increase in rates per agreement dated June 17, 1932
covering use by Conrail of certain C&O trackage
between Oakdale and Walbridge, Ohio.

Receipts - None
Payments - \$0.18 per car mile
\$5.30 per train mile (Minimum charge)
(Registry No. 57190-B)

Chesapeake & Ohio Rwy. Co. Eff. June 15, 1981
Increase in rates per agreement dated June 15, 1973
covering trackage rights between Pelton and McGregor,
Ontario.

Receipts - None
Payments - per car Eff. 6/15/80 Eff. 6/15/81
\$2.71 \$2.99
(Registry No. 186484)

Chesapeake & Ohio Rwy. Co. Eff. February 15, 1981
Increase in rate per agreement dated June 20, 1974
covering trackage rights between Pine, Indiana and Rock
Island Jct., South Chicago, Ill.

Receipts - \$1.14 per car mile
Payments - None
(Registry No. 187108)

Chesapeake & Ohio Rwy. Co. Eff. March 1, 1980
Increase in rate for trackage rights - Alexis, Ohio to
Carleton, Michigan. Agreement dated March 1, 1976.

Receipts - None
Payments - 22¢ per car mile
(Registry No. 202634)

Chesapeake System Eff. July 1, 1981
Increase in rate per agreement dated February 9, 1978 covering
use of CR tracks between Pine, Indiana and Clark Jct.,
Indiana.

Receipts - \$1.33 per car
Payments - None
(Registry No. 223351)

Chesapeake & Ohio Rwy. Co.
Increase in rates per agreement dated July 1, 1977
covering trackage rights between Delray, Michigan and
Pelton, Ontario.

Receipts - Eff. July 1, 1980 Eff. July 1, 1981
Group A - \$31.50 \$34.75
B - 27.91 30.56
C - 19.01 19.92
D - 15.48 15.68
E - 5.00 5.00

Payments - None
(Registry No. 230144)

Chesapeake & Ohio Rwy. Co. Eff. July 1, 1980
Increase in rates per agreement dated April 25, 1979 covering
trackage rights in the Buffalo, New York area.

Receipts - Via Suspension Bridge - \$3.58
Via Black Rock - \$1.69
(Registry No. 230395)

Group (b) (Cont'd)

Chesapeake & Ohio Rwy. Co. Eff. July 1, 1981
Increase in rate per agreement dated February 6, 1980
covering trackage rights west of pres. at Pleasant Street
Tower, Grand Rapids, Michigan.
Receipts - None
Payments - \$8.826 per year.
(Registry No. 236207)

Chesapeake & Ohio Rwy. Co. Eff. January 1, 1981
Increase in rate per agreement dated February 1, 1980
covering trackage rights between Williams Street and Peck
Slip, Buffalo, New York
Receipts - \$2.42 per car, locomotive and caboose
Payments - None
(Registry No. 236815)

Chesapeake & Ohio Rwy. Co. Eff. August 14, 1979
Supplemental letter agreement to Short-Term Locomotive
agreement dated February 22, 1980, between Gallipolis and
Pomeroy, Ohio

Receipts -	Locomotives	Hourly Rate
1000 HP - 1499 HP		\$22.27 per hour
1500 HP - 1749 HP		31.89 per hour
1750 HP - 1999 HP		34.52 per hour
2000 HP - 2499 HP		44.86 per hour
2500 HP - 2999 HP		48.76 per hour

(Registry No. 236816)

Chessie System
Increase in rates covering joint facilities billing
B&O, C&O, B&O CT. and WM. Two agreements dated March 27, 1980
Receipts - \$483,526.00
Payments - \$277,778.00
(Registry Nos. 238831 and 238832)

Chicago & Northwestern Transportation Co. Eff. February 18, 1981
Termination of Interchange agreement dated October 1, 1942
at Willow, Illinois.
(Registry No. 194375)

Chicago & Western Indiana RR Co. Eff. January 1, 1980
Increase in rates as per agreement dated May 31, 1935
covering use of track at 40th Street and Stewart Avenue
Chicago, Illinois.
Receipts - \$2.79 per car
Payments - None
(Registry No. 245369)

Conemaugh & Black Lick RR Co.
Agreement dated September 30, 1981 covering Interchange at
Johnstown, Pa.
Receipts - None
Payments - None
(Registry No. 246006)

Delaware & Hudson Rwy. Co.
Increase in rates per agreement dated April 25, 1979,
covering trackage rights over joint lines.
Receipts - Eff. 7/1/80 13.4 cents Eff. 7/1/81 14.5 cents
Payments - None
(Registry No. 230493)

Delray Connecting RR Co. Eff. February 1, 1981
National Steel Corp.
Increase in rates per agreement dated February 1, 1978
covering trackage rights at Ecorse, Michigan.
Receipts - \$72.62 per train
Payments - None
(Registry No. 222782)

Detroit, Toledo & Ironton RR Co.
Increase in rate per agreement dated April 1, 1976 covering
the use of Conrail's tracks and facilities between South
Charleston and (Oasis) Cincinnati, Ohio.
Receipts - Eff. April 1, 1980 1. \$0.1303 per car mile
2. \$0.4561 per car
Eff. April 1, 1981 1. \$0.1421 per car mile
2. \$0.4975 per car
Payments - None
(Registry No. 205885)

Detroit & Toledo Shore Line RR Co. Eff. March 23, 1981
Termination of agreement dated August 31, 1962 covering
joint switching at Monsanto Chemical Co., Trenton, Michigan.
(Registry No. 130397)

Grand Trunk Western RR Co. Eff. January 1, 1982
Increase in rate per agreement dated March 6, 1974 covering
use of tracks, Detroit, Michigan to Windsor, Ontario.
Receipts - \$39.25 per car
Payments - None
(Registry No. 185026)

Grand Trunk Western RR Co. Eff. February 18, 1981
New Jersey, Indiana & Illinois RR Co.
Increase in rates to M.J.I.&I. for trackage rights at
South Bend, Indiana. Agreement dated February 18, 1976.
Receipts - \$8.09 per car
Payments - None
(Registry No. 201607)

Grand Trunk Western RR Co.
Increase in rates for trackage rights between West Detroit
(Vineyard Junction and CP Mill Detroit, Toledo and Ironton
RR Connection)
Receipts - Eff. July 12, 1980--\$12,193.12 Monthly
Eff. September 1, 1980--\$13,114.23 Monthly
Payments - None
(Registry No. 205310)

Grand Trunk Western RR Co. Eff. April 1, 1980
Increase in rates for trackage rights - South Charleston, Ohio
to (Oasis) Cincinnati, Ohio. Agreement dated April 1, 1976
with DT&I.
Receipts - \$0.1303 per car mile - \$0.4561 per car
Payments - None
(Registry No. 205085)

Grand Trunk Western RR Co. Eff. August 1, 1981
Termination of agreement dated September 18, 1978 covering
trackage rights at Vicksburg, Michigan.
(Registry No. 226732)

Elgin, Joliet & Eastern Rwy. Co. Eff. March 22, 1981
(1) "Fleeting" Interlocking "Bart" agreement dated September
22, 1888, at Hobart, Indiana, in service part time - 7:00 a.m.
to 4:00 p.m.

(2) Eliminating Interchange of cars at Hobart, Indiana.
In lieu of, cars will be interchanged at Pine or Hartsdale,
Indiana.
(Registry No. 195084)

Illinois Central Gulf Railroad Eff. January 1, 1981
Changes in the proportion and increases in wages and G.M.A.
Additives per agreement dated August 1, 1980 covering the
dispatching expense for the joint trackage section between
Wann and Bridge Junction, Illinois.
Receipts - \$13,600.52 annually, \$1,133.37 monthly
Payments - None
(Registry No. 55618)

Illinois Central Gulf Railroad Eff. April 24, 1981
Termination of agreement dated December 31, 1896 covering
use of South Main Track, Louisville, Kentucky.
(Registry No. 57722-A)

Illinois Central Gulf Railroad
Increase in rate per agreement dated October 4, 1962 covering
switching to and from Bunge Edible Oil Co., Bradley, Illinois.
Receipts - None
Payments - Effective
2/14/81 \$90.42
3/11/81 \$92.41
4/10/81 \$91.32
4/27/81 \$121.07
5/20/81 \$121.89
(Registry No. 130824)

Group (b) (Cont'd.)

Illinois Central Gulf RR Co. Eff. September 1, 1980
Increase in rate for handling cars between Mann Yard,
Wood River, Illinois and Alton - East Alton, Illinois
area. Agreement dated May 1, 1977.
Receipts - None
Payments - \$50.82 per loaded car
(Registry No. 219020)

Illinois Terminal RR Co. Eff. January 1, 1981
Increase in rates for joint switching - Amoco Oil Co.,
Wood River, Illinois. Agreement dated April 19, 1913.
Receipts - None
Payments - 800 HP Engine 1200 HP Engine 1500 HP Engine
\$87.43 per hr. \$92.81 per hr. \$101.42 per hr.
(Registry No. 55698-B)

Illinois Terminal RR Co. Eff. January 1, 1981
Increase in rates for trackage rights - Campaign - Urbana
Illinois. Agreement dated August 17, 1960.
Receipts - \$3.77 per train mile
Payments - \$23.31 per train for certain operations
(Registry No. 126003)

Illinois Terminal RR Co. Eff. January 1, 1981
Increase in rates for joint switching - Shell Oil Co.,
Wood River, Illinois. Agreement dated August 17, 1971.
Receipts - None
Payments - 800 HP Engine 1200 HP Engine 1500 HP Engine
\$91.48 per hr. \$96.06 per hr. \$105.47 per hr.
(Registry No. 163085)

Indiana Harbor Belt RR Co. Eff. June 1, 1981
Haulage and trackage agreement dated May 27, 1948 and
September 25, 1948 traffic moving in either direction
between IHB Blue Island Yard, Riverdale, Illinois and
CA Ashland Avenue Yard, Chicago, Illinois.
Receipts - None
Payments - Haulage Trackage
\$10.69 \$3.82
(Registry No. 41703-14)

Indiana Harbor Belt RR Co. Eff. January 1, 1980
Haulage and trackage agreement dated May 27, 1948 and
September 25, 1948 expanded to include all traffic delivered
to Blue Island Yard, Illinois.
Receipts - None
Payments - Trackage charge \$0.164 per car mile.
(Registry No. 41703-14)

Indiana Harbor Belt RR Co. Eff. July 1, 1981
Revised engine hour rate in the joint switching service
for the plants of Mobil Oil Co. and Great Lakes Carbon Corp.,
at Blue Island and Gibson Yards.
Receipts - None
Payments - \$30.767 per hr. 1000 - 1200 HP Locomotives
\$38.362 per hr. 1500 HP Locomotives
(Registry No. 63430-B)

Indiana Harbor Belt RR Co. Eff. July 1, 1981
Revised engine hour rate in the joint switching service
for the plants of Mobil Oil Co. and Great Lakes Carbon
Corp., at Blue Island and Gibson Yards.
Receipts - None
Payments - \$30.767 per hr. 1000 - 1200 HP Locomotives
\$38.362 per hr. 1500 HP Locomotives
(Registry No. 108621)

Indiana Harbor Belt RR Co. Eff. July 1, 1981
Revised engine hour rate in the joint switching service
for the plants of Mobil Oil Co. and Great Lakes Carbon
Corp., at Blue Island and Gibson Yards.
Receipts - None
Payments - \$30.767 per hr. 1000 - 1200 HP Locomotives
\$38.362 per hr. 1500 HP Locomotives
(Registry No. 155138)

Indiana Harbor Belt RR Co. Eff. March 1, 1981
Increase tariff to agreement dated December 1, 1977
granting Conrail rights to operate its Hot Metal Trains
over IHB trackage between Calumet Park, Illinois and
Dolton, Illinois.
Receipts - None
Payments - \$131.29
\$1,299.67 Minimum Charge per shipment
(Registry No. 199265)

Indiana Harbor Belt RR Co. Eff. January 1, 1981
Revision of rental rate for space occupied by IHB in the
General Office Building, Gibson, Indiana - Hammond, Indiana
Receipts - \$9,614.02
Payments - None
(Registry No. 24095-B-3)

Indiana Interstate Rwy. Co. Inc. Eff. May 1, 1981
Termination of agreement covering car accounting functions
dated June 5, 1978.
(Registry No. 227025)

Louisville & Nashville RR Co.
Termination of agreement dated November 1, 1920 covering
Interchange at San Pierre, Indiana.
(Registry No. 34121-A)

Louisville & Nashville RR Co.
Termination of agreement dated October 4, 1901 covering
Interlocking plant at Otis Indiana.
(Registry No. 34509-A)

Louisville & Nashville RR Co.
Termination of agreement dated December 18, 1912 covering
Grade Crossing at Otis, Indiana.
(Registry No. 34787-A)

Louisville & Nashville RR Co.
Termination of agreement dated November 1, 1909 covering
Interchange track.
(Registry No. 55696-A)

Louisville & Nashville RR Co.
Termination of agreement dated March 27, 1929 covering
Interchange track at East St. Louis, Illinois.
(Registry No. 62151-A)

Louisville & Nashville RR Co. Eff. June 1, 1981
Increase in rates per agreement dated October 29, 1926
covering Interchange of cars - Cincinnati and Decoursey,
Kentucky.
Receipts - Locomotive Unit Hours \$39.00 per hr.
Payments - Crew Hourly Rate \$80.70 per hr.
Enginehouse Service \$18.00 per hr.
(Registry No. 191201)

Louisville & Nashville RR Co. Eff. January 1, 1981
Increase in rate as per agreement dated May 27, 1975 for
delivery of cars to Star/News Warehouse.
Receipts - \$123.40 per loaded car
Payments - None
(Registry No. 195782)

Louisville & Nashville RR Co.
Termination of agreement dated November 22, 1905 covering
operation of Interlocker at LaCrosse, Indiana.
(Registry No. 219219)

Louisville & Nashville RR Co. Eff. July 1, 1981
Increase in rate per agreement dated February 8, 1979 covering
trackage rights from Straight Line Jet., Indiana to
Oakland City, Indiana.
Receipts - \$4.37 unit base charge
Payments - None
(Registry No. 229573)

Louisville & Nashville RR Co.
Termination of agreement dated August 3, 1895 covering
Grade Crossing and Interlocking at Wanatah, Indiana.
(Registry No. 241186)

Louisville & Nashville RR Co. Eff. October 29, 1980
Weighing services at Monsanto Co. Scales agreement dated
October 29, 1980
Receipts - \$23.06
Payments - None
(Registry No. 243121)

Missouri Pacific RR Co. Eff. July 1, 1980
Increase in the maintenance rate agreement dated October
15, 1905 covering Interchange track at Momence, Illinois.
Receipts - None
Payments - \$148.15 per month
(Registry No. 25032-C)

Group (b) (Cont'd)

Missouri Pacific RR Co. Eff. July 1, 1980
Increase in rate per agreement dated August 1, 1923 covering maintenance and operations "MJ" Interlocking plant at Mokenca, Illinois.
Receipts - None
Payments - \$148.15 per month
(Registry No. 25032-D)

Missouri Pacific RR Co. Eff. January 1, 1980
Revision of charges for trackage rights - Pana, Illinois to Granite City, Illinois. Agreement dated November 1, 1902.
Receipts - Changes in proportions and increases in wages and G.M.A. Additives for dispatching & Supervisory services.
Payments - None
(Registry No. 55232-C-1)

Missouri Pacific RR Co. Eff. July 1, 1980
Increase in flat rate per agreement dated August 1, 1923 covering maintenance and operation of Dixie Highway Crossing signals at Mokenca, Illinois.
Receipts - None
Payments - \$131.73 per month
(Registry No. 60524-1)

Missouri Pacific RR Co. Eff. October 1, 1980
Revised rates per agreement dated February 23, 1973 covering Chicago and Eastern Illinois use of track from Westville to Danville, Illinois.
Receipts - \$30.59 per train - Southwest Division
\$19.25 per train - P & E Division
Payments - None
(Registry No. 175345)

Monongahela Rwy. Co. Eff. March 1, 1980
Agreement covering use of CR power or unit coal train service from mines on W.S.R.R. dated March 3, 1981, West Brownsville, Pa.
Receipts - (Compensation for use of Locomotives and cabooses
Payments - (on basis of G.M.'s Assn. of Chicago schedule of rates.
(Registry No. 243327)

Montour RR Eff. July 1, 1981
Increase in rates per agreement dated October 23, 1978 covering the weighing of coal shipments at Conway, Pa. and the preparation of application waybills at the Pittsburgh Factorial.
Payments - \$6.46 per car
Receipts - None
(Registry No. 236209)

National RR Passenger Corp. Eff. July 1, 1980
Trackage rights agreement dated April 1, 1976 - Kalamazoo, Michigan to Michigan City, Indiana, and Michigan City, Indiana to Porter, Indiana.
Receipts - None
Payments - \$.16 per car mile (loaded or empty)
(Registry No. 244491)

National RR Passenger Corp. Eff. July 1, 1981
Agreement covering trackage rights between Roosevelt Road and a point east of South Branch Chicago River, Chicago Illinois, dated December 11, 1981.
Receipts - None
Payments - \$1.00 per car and locomotive
(Registry No. 246979)

Norfolk & Western Rwy. Co. Eff. April 1, 1981
Increase in rate per agreement dated February 2, 1959 covering maintenance, renewal and operation expenses of the Graphic Recorder, North Liberty, Indiana.
Receipts - \$241.50 semi-annually
Payments - None
(Registry No. 25486)

Norfolk & Western Rwy. Co. Eff. January 1, 1981
Increase in maintenance charges of trackage agreement dated April 30, 1930 at Watkins Yard, Bannock, Ohio.
Receipts - None
Payments - \$14,000. per year
(Registry No. 53773-A)

Norfolk & Western Rwy. Co.
Termination of agreement dated June 26, 1929 covering Double Track operation, Lafayette, Indiana to Altamont Indiana.
(Registry No. 54701-A)

Norfolk & Western Rwy. Co. Eff. July 1, 1980
Baltimore & Ohio RR Co.
Increase in charges for switching at Ross Estate and Proctor and Gamble Plant, Cincinnati, Ohio. agreement dated October 7, 1915.
Receipts - \$103.89 per hr.
Payments - None
(Registry No. 54818-A)

Norfolk & Western Rwy. Co. Eff. March 1, 1981
Termination of agreement dated April 4, 1904 covering joint ownership of Wye Tracks and Station Building at Mansfield, Ohio.
(Registry No. 55678-A)

Norfolk & Western Rwy. Co.
Termination of agreement dated October 6, 1925 covering trackage rights, Lafayette, Indiana to Templeton Jct. Indiana.
(Registry No. 57380-A)

Norfolk & Western Rwy. Co.
Termination of agreement dated April 1, 1904 covering Passenger and Freight facilities at Lafayette, Indiana.
(Registry No. 60767-A)

Norfolk & Western Rwy. Co.
Increase in rate per agreement dated October 20, 1953 covering flat rate billing for joint crossing protection at Granite City, and Mamsoki, Illinois.
Receipts - None
Payments -

Annual Cost

22nd Street	\$ 315.28
25th Street	420.37
Pontoon Rd.	\$70.51
	\$1306.16

(Registry No. 99354-C)

Norfolk & Western Rwy. Co. Eff. July 1, 1980
Increase in rate for joint switching service at Proctor and Gamble Plant and Ross Estate, Cincinnati, Ohio.
Receipts - \$103.89 per hr.
Payments - None
(Registry No. 102092-0)

Norfolk & Western Rwy. Co. Eff. April 18, 1981
Termination of switching service agreement dated August 19, 1913 serving Proctor and Gamble Co. at St. Bernard, Ivorydale, Ohio.
(Registry No. 102093)

Norfolk & Western Rwy. Co.
Increase in rate per agreement dated July 30, 1956 covering flat rate billing for joint crossing protection at Granite City, and Mamsoki, Illinois.
Receipts - None
Payments -

Annual Cost

22nd Street	\$ 315.28
25th Street	420.37
Pontoon Rd.	\$70.51
	\$1306.16

(Registry No. 113189)

Norfolk & Western Rwy. Co.
Termination of agreement dated July 1, 1960, Interchange at Champaign, Illinois.
(Registry No. 124065)

Norfolk & Western Rwy. Co. Eff. August 1, 1981
Increase in rates of agreement dated May 20, 1968 covering Interchange of cars at Alloy, West Virginia.
Receipts - \$4,000. per year
Payments - None
(Registry No. 150449)

Baltimore & Ohio RR Co.
Increase in rate for joint switching. Ebeco Lead, Columbus, Ohio. Agreement dated July 18, 1956.
Receipt - None

Payments - Per Loaded Car	Eff. 7/1/80	Eff. 1/1/81
	\$69.05	\$72.61

Group (b) (Cont'd)

Norfolk & Western Rwy. Co. Eff. July 1, 1981
Increase in locomotive rentals - joint switching service
Georgetown, Ohio, agreement dated November 1, 1972.

Receipts -

Horsepower Size	Rate Per Unit HOUR
999 HP and Under	\$ 28.29
1000 HP thru 1499 HP	35.54
1500 HP " 1749 HP	48.83
1750 HP " 1999 HP	54.89
2000 HP " 2499 HP	68.61
2500 HP " 2999 HP	75.60
3000 HP " 3599 HP	101.62
3600 HP and Over	98.96

Payments - None
(Registry No. 157264)

Norfolk & Western Rwy. Co. Eff. January 1, 1982
Increase in rates per agreement dated January 1, 1970
covering trackage rights over former Buffalo Creek RR.

Receipts - \$2.72 per car

Payments - None
(Registry No. 161691)

Norfolk & Western Rwy. Co.
Increase in rate per agreement dated December 1, 1971
covering the switching of cars by Conrail to and from
industries and Team Tracks at Hagerstown, MD.

Receipts -

	Eff. 12/1/80	Eff. 12/1/81
Per Car	\$51.23	\$58.77

Payments - None
(Registry No. 167413)

Norfolk & Western Rwy. Co. Eff. July 1, 1980
Revision in engine rental rate for switching service
at Continental Steel Plant at Kokomo, Indiana.

Receipts - None

Payments -	750 - 999 HP	\$21.68
	1000 - 1499 HP	26.93
	1500 - 1749 HP	35.12
	1750 - 1999 HP	41.30
	2000 - 2499 HP	49.82
	2500 - 2999 HP	57.66
	3000 - 3599 HP	78.14
	3600 and Over HP	74.77

(Registry No. 173493)

Norfolk & Western Rwy. Co.
Termination of agreement dated January 13, 1913 covering
lease operation and maintenance of interchange agreement
at Columbus, Ohio.

(Registry No. 175391)

Norfolk & Western Rwy. Co. Eff. January 15, 1981
Increase in rate for trackage rights - Cambridge City to
Beasons, Indiana. Agreement dated January 15, 1973.

Receipts - None

Payments - \$5.53 Per Train Mile
(Registry No. 177761)

Norfolk & Western Rwy. Co.
Increase in rates per agreement dated January 15, 1973
covering trackage rights between Streator and Riddick,
Illinois.

	Eff. 1/15/80	Eff. 1/15/81	Eff. 1/15/82
Per Train Mile	\$5.06	\$5.53	\$6.10

Payments - None

(Registry No. 177762)

Norfolk & Western Rwy. Co. Eff. May 1, 1981
Increase in rate for maintaining and repairing the
Automatic Interlocking at "Elm", Logansport, Indiana.

Receipts - \$174.00

Payments - None
(Registry No. 180496)

Norfolk & Western Rwy. Co. Eff. April 25, 1981
Increase in rate per agreement dated April 24, 1974
covering trackage rights at Marion, Indiana.

Receipts - None

Payments - \$4.94 per Train Mile
(Registry No. 188588)

Norfolk & Western Rwy. Co. Eff. July 1, 1981
Increase in locomotive rental rates, agreement dated May
1, 1917, covering joint switching of Wheeling Steel Corp.
Plant, Yorkville, Ohio.

Receipts - None

Engine HP	
1500 - 1749	\$41.19
1750 - 1999	48.72
2000 - 2499	57.85
2500 - 2999	68.07
3000 - 3599	91.20

(Registry No. 180806)

Norfolk & Western Rwy. Co. Eff. January 1, 1981
Increase in rate per agreement dated December 17, 1975
covering trackage rights for M&W commuter trains into
Chicago Union Station.

Receipts - \$6.47

Payments - None
(Registry No. 199748)

Norfolk & Western Rwy. Co. Eff. January 1, 1981
Increase in rate covering joint trackage over Riverfront
Running Track, Cincinnati, Ohio. Agreement dated April
1, 1976.

Receipts - None

Payments - \$52.13 Per Car
\$ 0.1303 Per Car Mile
(Registry No. 203469)

Norfolk & Western Rwy. Co. Eff. January 1, 1981
Increase in rates for trackage rights - Mill to Old River
Junction, Ohio. Agreement dated April 1, 1976.

Receipts - None

Payments - \$52.13 Per Car
\$ 0.1303 Per Car Mile
(Registry No. 203471)

Norfolk & Western Rwy. Co. Eff. April 1, 1976
Letter modification of agreement dated April 1, 1976 covering
trackage rights to include new limits of Conrail operation
between Mill (M.P.16.4) and Flocton, Ohio (M.P.25.11).

(Registry No. 203471)

Norfolk & Western Rwy. Co. Eff. January 1, 1981
Increase in rate for trackage rights - vicinity of New
Castle, Indiana, agreement dated April 1, 1976.

Receipts - None

Payments - \$0.1303 Per Train Mile
\$52.13 Per Bad Order Car
(Registry No. 203474)

Norfolk & Western Rwy. Co. Eff. June 23, 1981
Termination of trackage rights from Glen, Indiana to
Richmond, Indiana. Agreement dated April 1, 1976.

(Registry No. 203475)

Norfolk & Western Rwy. Co. Eff. February 4, 1979
Termination of agreement dated March 25, 1976 covering
Grade Crossing and Interlocking at Bucyrus, Ohio.

(Registry No. 203714)

Norfolk & Western Rwy. Co. Eff. June 10, 1981
Increase in rate per agreement dated June 10, 1966 covering
use of track near Idlewild Yard and M&W's Woodburn Yard,
Cincinnati, Ohio.

Receipts - \$6,658.76 Per Year

Payments - None

(Registry No. 242305)

Norfolk & Western Rwy. Co. Eff. July 1, 1980
Wheeling & Lake Erie Rwy. Co.
Agreement dated April 21, 1981 covering trackage rights at
Terminal Junction (Martins Ferry), Ohio.

Receipts - None

Payments - \$10.00 per Train Movement
(Registry No. 243249)

Norfolk & Western Rwy. Co. Eff. July 1, 1981
Trackage rights - Richmond, Indiana, agreement dated
June 23, 1981.

Receipts - None

Payments - \$0.1303 Per Car Mile
(Registry No. 244231)

Group (b) (Cont'd)

Norfolk & Western Rwy. Co. Eff. July 1, 1981
Trackage rights - Muncie, Indiana to Richmond, Indiana.
Agreement dated June 23, 1981.
Receipts - None
Payments - \$1,103 per Car Mile - Minimum Annual Charge of \$12,000
(Registry No. 244232)

Norfolk & Western Rwy. Co. Eff. January 1, 1979
Grade Crossing and Interlocking, Bucyrus, Ohio.
Receipts - (Signal and Interlocking Unit Distribution.
Payments - (

	Conrail	NW
Maintenance	82.14	17.94
Operations	83.3	16.7

(Registry No. 244603)

Norfolk & Western Rwy. Co. Eff. July 1, 1981
Trackage rights between Altamont, Indiana and Lafayette, Indiana, agreement dated May 27, 1981.
Receipts - None
Payments - \$0.1303 per Unit Mile
(Registry No. 245956)

New York City Transit Authority Eff. April 1, 1981
Agreement dated April 1, 1981 covering joint use of track Bedford Secondary, Brooklyn, New York.
Receipts - \$1,000 per year
Payments - None
(Registry No. 243255)

Peoria Terminal Co.
Termination of agreement dated January 1, 1922 covering use of track for Interchange at Pekin, Illinois.
(Registry No. 55665)

Peoria Terminal Co.
Termination of agreement dated June 23, 1908 covering use of track for Interchange at Pekin, Illinois
(Registry No. 55673)

Pittsburgh & Lake Erie RR Co.
Increase in rates - trackage agreement dated April 1, 1980 between Youngstown, Ohio and Ashtabula Harbor, Ohio
Receipts - Eff. 4/1/80 Eff. 7/1/81
\$47.63 per car despatched 14.20 per car
Payments - None
(Registry No. 203458)

Pittsburgh & Lake Erie RR Co.
Increase in rate per agreement dated March 31, 1976 covering trackage rights between Youngstown, Ohio and Shenango, Pa.
Receipts - 14.20 per Car Mile
Payments - None
(Registry No. 203459)

Pittsburgh & Lake Erie RR Co.
Interchange agreement dated May 8, 1981 at Youngstown, Ohio
Receipts - None
Payments - \$6.00 per Car
(Registry No. 243252)

Prairie Trunk Railway Eff. January 1, 1981
Rate increase per agreement dated October 22, 1907 covering the maintenance, operation, repair and renewal of the Interlocking, Morris City, Illinois
Receipts - \$180.35 per Month
Payments - None
(Registry No. 54712-A)

South Buffalo Rwy. Co. Eff. April 1, 1981
Increase in rates for repairs of cars in Interchange. Agreement dated December 2, 1976.
Receipts - None
Payments - Based on A.A.R. hourly rate
(Registry No. 215312)

Southern Rwy. Co.
Termination of agreement dated May 1, 1907 covering Interlocking at Mt. Carmel, Illinois.
(Registry No. 59617-A,B,C&D)

Southern Rwy. Co. Eff. June 1, 1981
Increase in rate per agreement dated May 11, 1977 covering trackage rights between Mt. Carmel, Illinois and Skelton, Indiana.
Receipts - None
Payments - \$1.21 per Car
(Registry No. 214924)

Southern Rwy. Co.
Agreement dated February 16, 1981 covering automatic Interlocking at Mt. Carmel, Illinois.
Receipts - (Ownership vested equally - Maintenance 54.5% Southern
Payments - (45.5% Conrail
(Registry No. 243247)

Terminal Railroad Assoc. of St. Louis
Changes in rates covered by agreement dated June 13, 1966 for trackage between "Willows" Tower, East St. Louis and "MR" Tower, Granite City, Illinois.

	Eff. 1/1/81	Eff. 4/1/81	Eff. 7/1/81
Receipts - None			
Payments -	\$3.66	\$4.10	\$4.25

(Registry No. 166387)

Toronto, Hamilton & Buffalo Rwy. Co.
Increase in rate per agreement dated November 2, 1971 covering facilities at Welland, Ontario to a connection with the National Rwy.
Receipts - Eff. 12/18/79 Eff. 12/18/80
Payments - None \$87.23 per train \$96.23 per train
(Registry No. 206352)

Toledo Terminal RR Co. Eff. March 1, 1981
Increase in puller rates per agreement dated January 1, 1932 covering the right to operate puller trains over the Toledo Terminal Tracks.
Receipts - None
Payments - A. Non-dock puller per car mile \$0.48
Non-dock puller per min. train mile 14.40
B. Dock puller (coal and ore) per car mile 0.48
Dock puller (coal and ore) per min train mile 14.40
Special Moves \$19.25
(Registry No. 31939-D and 155011)

Group (c) None

Group (d) None

Group (e) None

Group (f)

North American Car Corp Eff. July 1, 1981
Master Short-Term Locomotive Lease dated July 1, 1981, at Sayre, Pennsylvania
Receipts -

Loco. "Size" Classes	Hourly Rental Rate Incl. Fuel	Hourly Rental Rate Excl. Fuel
999 HP and Under	\$28.12	\$24.92
1000 HP thru 1499 HP	35.56	31.56
1500 HP " 1749 HP	50.91	45.71
1750 HP " 1999 HP	54.16	48.17
2000 HP " 2499 HP	71.05	63.86
2500 HP " 2999 HP	75.73	66.94
3000 HP " 3599 HP	95.94	85.40
3600 HP and Over	100.23	89.71

(Registry No. 245365)

Toledo Terminal RR Co.
Lease agreement dated June 9, 1980 covering unspecified number of 1000 HP diesel-electric locomotives.
Receipts - \$100.00 per day unit
Payments - None
(Registry No. 246790)

Group (g) None

Group (h) None

RC-113300

CONSOLIDATED RAIL

1981

4/4

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	Rubber Railroad Cross-	12/2,3,9,10	1-1981	1	Only Bidder	1/27/81	Goodyear Tire & Rubber
2	ing	1980					Company
3							Akron, Ohio
4							R. H. Platt
5							Executive Vice Pres.-
6							Finance & Admin.
7							
8	(A) Copiers, Copier	2/10,11,17	3-1981	2	Only Bidder, Items	4/10/81	3M Business Products,
9	Supplies, Accessories	18			(A), (C) and (D)		Sales
10	& Service						St. Paul, MINN
11	(C) Visual Products						J. W. Barr
12	Equipment, Supplies						Director
13	Accessories & Service						
14	(D) Facsimile Supplies						
15							
16	(B) Micrographics				Usage, Based on Volume		3M Business Products
17	Equipment, Supplies						Sales
18	Related Processing						St. Paul, MINN
19	Accessories & Service						J. W. Barr
20							Director
21							Bell & Howell Company
22							Chicago, ILL
23							S.E.G. Hillman
24							Director
25							
26							
27							
28							
29							
30							

850. COMPETITIVE BIDDING-CLAYTON ANTITRUST ACT (Continued)

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	Rubber Hose &	8/24,25,31	4-1981	1	Only Bidder	10/21/81	Goodall Rubber Company
2	Hose Hardware and	9/1					Trenton, NJ
3	Foul Weather Gear						Roger S. Hillas
4							Director
5							
6	Gardner Denver Parts	9/21,22,28	6-1981	2	Equally Low - Parts	12/3/81	Cooper Air Compressor
7	and Repairs	29					Div. (Gardner-Denver)
8							Cooper Industries
9							Willow Grove, PA
10							S.E.G. Hillman,
11							Director
12							
13							
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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 Philadelphia

Robert V. Wadden

makes oath and says that he is

Vice President and Controller

(Insert here name of the affiant)

(Insert here the official title of the affiant)

Of Consolidated Rail Corporation

(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

[Signature]
(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, 19 82

My commission expires Oct 4, 1982

Use an
L.S.
impression seal

[Signature]
(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

State of Pennsylvania

County of Philadelphia

Robert H. Platt

makes oath and says that he is

Executive Vice President-Finance and Administration

(Insert here name of the affiant)

(Insert here the official title of the affiant)

Of Consolidated Rail Corporation

(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

[Signature]
(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, 19 82

My commission expires Oct. 4 1984

Use an
L.S.
impression seal

[Signature]
(Signature of officer authorized to administer oaths)

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