

RC-113300

CONSOLIDATED RAIL

1982

1 OF 4

RC 113300

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ORIGINAL

R-1

annual report

Section of Accounting
and Reporting

APPROVED BY OMB

3120-0029

EXPIRES 3-31-83

APR 4 1983

Bureau of Accounts Received

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ICC - P.O. 2040

	<i>Consolidated Rail</i>
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.)

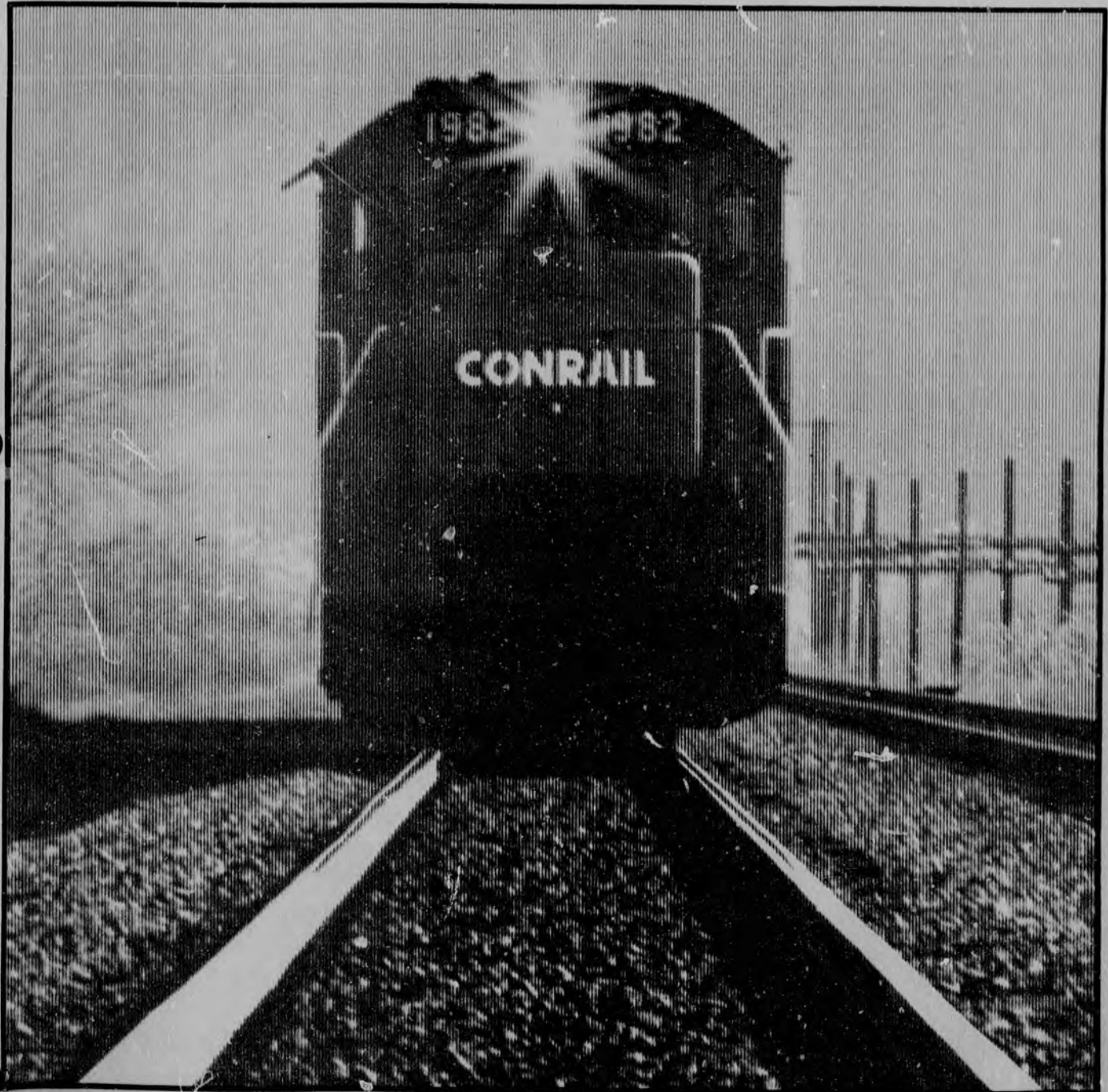
to the



Interstate Commerce Commission

FOR THE YEAR ENDED DECEMBER 31, 1982

ANNUAL REPORT
of Consolidated Rail Corporation
to the Interstate Commerce Commission
for the year ended December 31, 1982



R-1
Class 1 Railroads

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. Reports by carriers, lessors, and associations

(a) The Interstate Commerce Commission may require—

(1) carriers, brokers, lessors, and associations, or classes of them as the Commission may prescribe, to file annual, periodic, and special reports with the Commission containing answers to questions asked by it; and

(2) a person furnishing cars or protective service against heat or cold to a rail or express carrier providing transportation subject to this subtitle, to file reports with the Commission containing answers to questions about those cars or services.

(b)(1) An annual report shall contain an account, in as much detail as the Commission may require, of the affairs of the carrier, broker, lessor, or association for the 12-month period ending on the 31st day of December of each year. However, when an annual report is made by a motor carrier, a broker, or a lessor or an association maintained by or interested in one of them, the person making the report may elect to make it for the 13-month period accounting year ending at the close of one of the last 7 days of each calendar year if the books of the person making the report are kept by that person on the basis of that accounting year.

(2) An annual report shall be filed with the Commission by the end of the 3d month after the end of the year for which the report is made unless the Commission extends the filing date or changes the period covered by the report. The annual report and, if the Commission requires, any other report made under this section, shall be made under oath.

(c) The Commission shall streamline and simplify, to the maximum extent practicable, the reporting requirements applicable under this subchapter to motor common carriers of property with respect to transportation provided under certificates to which the provisions of section 10922(b)(4)(E) of this title apply and to motor contract carriers of property with respect to transportation provided under permits to which the provisions of section 10923(b)(5) of this title apply. Pub. L. 95-473, Oct. 17, 1978. 92 Stat. 1427; Pub. L. 96-296, § 5(b), July 1, 1980, 94 Stat. 796.

49 U.S.C. 11901 (g) A person required to make a report to the Commission, answer a question, or make, prepare, or preserve a record under this subtitle concerning transportation subject to the jurisdiction of the Commission under subchapter II of chapter 105 of this title, or an officer, agent, or employee of that person that (1) does not make the report, (2) does not specifically, completely, and truthfully answer the question, (3) does not make, prepare, or preserve the record in the form and manner prescribed by the Commission, or (4) does not comply with section 10921 of this title, is liable to the United States Government for a civil penalty of not more than \$500 for each violation and for not more than \$250 for each additional day the violation continues. After the date of enactment of this sentence, no penalties shall be imposed under this subsection for a violation relating to the transportation of household goods. Any such penalties that were imposed prior to such date of enactment shall be collected only in accordance with the provisions of subsection (h) of 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.

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.

Class III companies are those having annual operating revenues of \$10,000,000 or less.

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. 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, 1982

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
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The following schedule was added to Railroad Annual Report Form R-1:

Schedule 512	Transactions Between Respondent and Companies or Persons Affiliated with Respondent for Services Received or Provided. Reinserted, it was inadvertently omitted from the 1981 report. Revised to reflect Accounting Series Circular No. 192 "Related Party Disclosures" dated May 18, 1982 which required F.A.S. No. 57 dated March 1982.
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Changes were made to the following schedules:

Schedule 200	Added three lines to segregate account Nos. in other assets and renumbered.
Schedule 210	Deleted lines 69-74 and added a line 53 Total Provision For Income Tax and renumbered.
Schedule 310A	Added heading Non-carrier (lists specifics for each company)
Schedule 335	Changed line Nos. 27, 36 and 37.
Schedule 361	Part Total Rental Expenses. Deleted columns c-h.
Schedule 412	Added column (e) Amortization Adjustment During Year, and Instruction No. 4.
Schedule 415	Changed column (e) from Depreciation to Amortization Adjustment Net During Year and minor changes to the Instructions.
Schedule 450	Changed heading to "Analysis of Taxes" from "Analysis of Federal Income Taxes" and the format of schedule. Segregate three line items.
Schedule 710	Deleted Diesel B Units and renumbered lines.
Schedule 721	Changed line No. 9 and added Instruction.
Schedule 723	Changed line No. 10 and added Instruction.
Schedule 755	Deleted 14 line items and renumbered the schedule. Minor changes were made in the Instructions.
Schedule 450	Item 3 added to analyze the affect of certain provisions of the Economic Recovery Tax Act of 1981 on Tax accruals.

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 furnish the following information:

(1) Best estimate of the number of staff hours required to complete this report. In making this estimate please include the number of hours attributable to preparing the report and 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) _____

(2) Best estimate of the number of staff hours required to comply with the Uniform System of Accounts (USOA). In making this estimate only include the incremental staff hours required for the USOA. (Those hours in addition to the data needs of management and requirements of other Federal and State agencies.)

Total hours (Estimated) _____

(3) Best estimate of staff hours and storage costs to comply with the Commission's Record Retention Regulations. In making this estimate only include the incremental costs required for the Commission's rules. (Those costs in addition to retention requirements of management and other Federal and State agencies.)

Total hours (Estimated) _____

Storage costs (Estimated) _____

TABLE OF CONTENTS

SCHEDULE NO.	PAGE	SCHEDULE NO.	PAGE
Schedules Omitted by Respondent	A 1	Supporting Schedule: Equipment	415 54
Identity of Respondent	B 2	Specialized Service Subschedule - Transportation	417 56
Voting Powers and Elections	C 3	Remunerations from Nation Railroad Passenger Corporation	419 57
Comparative Statement of Financial Position	200 5	Analysis of Texas	450 62
Comparative Results of Operations	210 9	Items in Selected Income and Retained Earnings	
Retained Earnings - Unappropriated	220 11	Accounts for the Year	460 64
Retained Earnings - Appropriated	221 13	Contingent Assets and Liabilities	500 66
Transfers from Government Authorities	225 13	Guaranties and Suretyships	501 67
Capital Stock	230 14	Compensating Balances and Short-Term Borrowing	
Statement of Changes in Financial Position	240 15	Arrangements	502 68
Changes in Working Capital	241 16	Debt Holdings	510 69
Working Capital Information	245 17	Transportation Between Respondent and Companies or Person Affiliated With Respondent For Services Received or Provided	512 74
Investments and Advances Affiliated Companies	310 19	Mileage Operated at Close of Year	700 76
Investments in Common Stocks of Affiliated Companies	310A 24	Mileage Owned but not Operated by Respondent at Close of Year	701 77
Road and Equipment Property Owned	330 26	Miles of Road at Close of Year - By States and Territories (Single Track) (For Other Than Switching and Terminal Companies)	702 78
Improvements on Leased Property	330A 28	Changes During the Year	705 79
Depreciation Base and Rates-Road and Equipment Owned and Used and Leased from Others	332 30	Inventory of Equipment	710 82
Accumulated Depreciation-Road and Equipment Owned and Used	335 31	Unit Cost of equipment Installed During Year	710S 88
Accrued Liability-Leased Property	339 32	Highway Motor Vehicle Operations	715 90
Depreciation Base and Rates-Improvements to Road Equipment Leased from Others	340 33	Highway Motor Vehicle Enterprises in Which the Respondent had a Direct or Indirect Financial Interest During the Year	716 92
Accumulated Depreciation-Improvements to Road and Equipment Leased from Others	342 34	Track and Traffic Conditions	720 93
Depreciation Base and Rates-Road and Equipment Leased to Others	350 36	Ties Laid in Replacement	721 94
Accumulated Depreciation-Road and Equipment Leased to Others	351 37	Ties Laid in Additional Tracks and in New Lines and Extensions	722 95
Investments in Railroad Property Used in Transportation Service (By Company)	352A 38	Rails Laid in Replacement	723 96
Investment in Railway Property Used in Transportation Service (By Property Accounts)	352B 39	Rails Laid in Additional Tracks and in New Lines and Extensions	724 97
Capitalized Capital Leases	361 41	Weight of Rail	725 97
Operating Leases	363 42	Summary of Track Maintenance	726 98
Lessee Disclosure	364 43	Ten-Year Summary of Track Maintenance	727 98
Railway Operating Expenses	410 44	Deferred Maintenance - Tracks	728 99
Way and Structures	412 51	Consumption of Fuel by Motive-Power Units	750 100
Rents for Interchanged Freight Train Cars Other Freight Carrying Equipment	414 52	Railroad Operating Statistics	755 103
Supporting Schedule Equipment	415 54	Contracts, Agreements, Etc	800 107
Specialized Service Subschedule - Transportation	417 56	Competitive Bidding - Clayton Antitrust Act	850 108
Remunerations from Nation Railroad Passenger Corporation	419 57	Verification	109 129
		Memoranda	110 130

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 provided below.

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

Page	Schedule No.	Title
		NONE

B. IDENTITY OF RESPONDENT

Answers to the questions asked should be made in full, without reference to data returned on the corresponding page of previous reports. In case any changes of the nature referred to under inquiry 4 on this page have taken place during the year covered by this report, they should be explained in full 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 on bondholders, or individuals otherwise in possession of the property, state names and facts with precision. If the report is for a consolidated group, pursuant to Special Permission from the Commission, Accounting and Valuation

Board, indicate such fact on line 1 below and list the consolidated group on page 4.

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

Series A

Series B

1. State the par value of each share of stock: Common, \$ 1 per share; first preferred, \$ 1 per share; second 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. 95,218,677 votes, as of December 31, 1982
(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 (a)	Address of security holder (b)	Number of votes to which security holder was entitled (c)	NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED		
				Stocks		
				Common (d)	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	25,522,153	-	25,522,153	-
5	USRA	Washington, DC	8,544,390	(*)	-	-
6	See (4) below	See (4) below	4,411,760	4,411,760	-	-
7						
8	(1) The United States Department of Transportation,	Washington, DC				
9						
10	(2) The United States Department of Transportation,	Washington, DC				
11						
12	(3) The Erie & Kalamazoo Railroad Company,	600 Hunt Lane, Manhasset, NY 11030				
13						
14	(4) Conrail Equity Corporation, Philadelphia, Pa. holds common stock, but is					
15	restricted from voting its stock based upon its Articles of Incorporation.					
16						
17	(*) United States Railway Association held \$854,439,000 principal amount of 7.5%					
18	Convertible debentures due January 1, 2011. The holders of such debentures					
19	are entitled to one vote for the election of Directors for each \$100 principal					
20	amount of debentures.					
21						
22						
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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. 91,378,714 votes cast.
11. Give the date of such meeting. April 21, 1982
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	Title (a)	Balance at Close of Year (b)	Balance at Beginning of Year (c)
		Current Asset	\$	\$
1	701	Cash	(4,598)	(12,052)
2	702	Temporary Cash Investments	425,746	382,523
3	703	Special Deposits	2,606	8,919
		Accounts Receivable		
4	704	— Loan and Notes	1,090	562
5	705	— Interline and Other Balances	9,558	7,464
6	706	— Customers	133,530	140,915
7	707	— Other	64,593	310,093
8	709, 708	— Accrued Accounts Receivables	339,426	363,613
9	708.5	— Receivables from Affiliated Companies	2,775	4,266
10	709.5	— Less: Allowance for Uncollectible Accounts	333,528	4109,725
11	710, 711, 714	Working funds prepayments deferred income tax debits	8,447	15,839
12	712	Materials and Supplies	163,953	212,793
13	713	Other Current Assets	6,395	11,147
14		Total Current Assets	1,119,993	1,336,357
		Other Assets		
15	715, 716, 717	Special funds	12,456	19,629
16	721, 721.5	Investments and Advances Affiliated Companies (sch 310)	90,417	95,217
17	722, 723	Other Investments and Advances	10,843	3,287
18	724	Allowances for Net Unrealized Loss on Noncurrent Marketable Equity Securities—Cr.		
19	737, 738	Property used in other than Carrier Operation (less depreciation)	1,843	1,934
20	739, 741	Other Assets	36,733	66,574
21	743	Other Deferred Debits	4,914	3,727
22	744	Accum. deferred Income Tax debits		
23		Total Other Assets	157,206	190,368
		Road and Equipment		
24	731, 732	Road (Sch 330 & 330A)	1,555,999	1,407,536
25		Equipment	1,874,443	1,902,819
26		Unallocated Items	132,528	238,685
27		Accumulated Depreciation and amortization (Sens 335, 351, 342, 340)	(885,232)	(751,078)
28		Net road and Equipment	2,677,738	2,797,962
29		Total Assets	3,954,937	4,324,687

NOTES AND REMARKS

See accompanying notes to financial statements.

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

Line No.	Account	Title (a)	Balance at Close of Year (b)	Balance at Beginning of Year (c)
		Current Liabilities	\$	\$
30	751	Loans and Notes Payable		
31	752	Accounts Payable; Interline and Other Balances	3,816	6,858
32	753	Audited Accounts and Wages	64,732	75,167
33	754	Other Accounts Payable	31,153	37,522
34	755, 756	Interest and Dividends Payable	17,242	31,220
35	757	Payables to Affiliated Companies		25
36	759	Accrued accounts Payable	564,781	666,916
37	760, 761, 761.5, 762	Taxes Accrued	47,949	59,930
38	763	Other Current Liabilities	93,832	112,471
39	764	Equipment obligations and other long-term debt due within one year	121,168	156,496
40		Total Current Liabilities	944,673	1,146,605
		Non Current Liabilities		
41	765, 767	Funded debt unmatured	854,442	930,391
42	766	Equipment obligations	38,987	54,274
43	766.5	Capitalized Lease Obligations	801,528	878,017
44	768	Debt in default		
45	769	Accounts payable; Affiliated Companies	268	10,133
46	770.1, 770.2	Unamortized debt premium	(1,477)	(1,803)
47	781	Interest in default		
48	783	Deferred revenues-Transfers from Government Authorities		
49	786	Accumulated deferred income tax credits		
50	771, 772, 774, 775, 782, 784	Other long-term liabilities and deferred credits	180,497	174,800
51		Total Noncurrent Liabilities	1,874,245	2,045,812
		Shareholders' Equity		
52	791, 792	Capital Stock: (Sch. 230)	86,674	86,640
53		Common Stock	29,412	29,412
54		Preferred Stock	57,262	57,228
55	793	Discount on Capital Stock		
56	794, 795	Additional Capital (230)	3,926,179	3,922,160
		Retained Earnings:		
57	797	Appropriate (221)		
58	798	Unappropriated (220)	(2,870,658)	(2,869,472)
59	798.1	Net Unrealized loss on noncurrent marketable equity securities		
60	798.5	Less Treasury Stock	16,176	17,058
61		Net Stockholders Equity	1,136,019	1,132,270
62		Total Liabilities and Shareholders Equity	3,954,937	4,324,687

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES

The notes listed below are provided to disclose supplementary information on matters which have an important effect on the financial condition of the carrier. The carrier shall give the particulars called for herein and where there is nothing to report, insert the word "none"; and in addition thereto shall enter in separate notes with suitable particulars other matters involving material amounts of the character commonly disclosed in financial statements under generally accepted accounting and reporting principles, except as shown in other schedules. This includes statements explaining (1)

service interruption insurance policies and indicating the amount of indemnity to which respondent will be entitled for work stoppage losses and the maximum amount of additional premium respondent may be obligated to pay in the event such losses are sustained by other railroads; (2) particulars concerning obligations for stock purchase options granted to officers and employees; and (3) what entries have been made for net income or retained income restricted under provisions of mortgages and other arrangements (*Dollars in thousands*).

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

2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made See Note 4 to \$ Financial Statements.

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 5 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 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 X No If yes, who determines how stock is voted? Outside Investment Managers

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 \$ See Note 5 to Financial State.

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

6. In reference to Docket No. 37465 specify the total amount of business entertainment expenditures charged to the non-operating expense account \$ None

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 _____	33	33		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	\$ <u>None</u>	\$ <u>None</u>
Noncurrent	<u>None</u>	<u>None</u>

(c) A net unrealized gain (loss) of \$ None on the sale of marketable equity securities was included in net income for ____ (year). The cost of securities sold was based on the None (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 reported year unless specified as previous year.

NOTES AND REMARKS

NOTE: Following are the affiliated companies included in the Company's pension plans:

Detroit Terminal Railroad Company
 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 TO FINANCIAL STATEMENTS

1. Summary of Significant Accounting Policies

Industry

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.

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

Property and equipment are recorded at cost. Additions and betterments are capitalized and depreciated using the composite straight-line method over estimated useful lives. Replacement accounting is used for certain properties, principally track accounts. Under this method, the cost (net of salvage) of depreciable property retired or replaced in the ordinary course of business is charged to accumulated depreciation and generally no gain or loss is recognized. Repairs and maintenance are charged to 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 TO FINANCIAL STATEMENTS, Continued

2. Passenger Operations

Since inception, the Company operated commuter and intercity passenger service on behalf of governmental authorities under agreements which entitled the Company to be reimbursed based upon standards issued by the Interstate Commerce Commission (ICC) or the terms of separate agreements. In accordance with the Northeast Rail Service Act of 1981 (NERSA), on December 31, 1982, the Company transferred its commuter service to the appropriate authorities and transferred to Amtrak (National Railroad Passenger Corporation) most intercity passenger service previously operated by the Company.

3. Long-Term Debt

	December 31,	
	1982	1981
	(In Thousands)	
7.5% debentures	\$ 854,439	\$ 915,050
Equipment and other obligations	54,854	133,335
Capital leases	905,623	979,123
	<u>1,814,916</u>	<u>2,027,508</u>
Less current maturities	(121,168)	(156,496)
	<u>\$1,693,748</u>	<u>\$1,871,012</u>

Under the Financing Agreement between the United States Railway Association (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 debentures are subordinated to all other obligations of the Company, 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. As provided by NERSA, during 1982 and 1981 the Company initiated and recorded transactions to exchange \$54,153,000 and \$84,950,000, respectively, of passenger receivables for a like amount of debentures. In addition, as of December 31, 1982 the Company redeemed \$6,458,000 of debentures in connection with the transfer of property and equipment to commuter authorities. 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, interest otherwise payable in Series A preferred stock is payable in contingent interest notes. At December 31, 1982, the Company has contingent interest notes

NOTES TO FINANCIAL STATEMENTS, Continued

3. Long-Term Debt continued

outstanding in the amount of \$126,056,900 (\$65,193,700 issued in 1982 and \$60,863,200 in 1981). Such notes are payable only upon the commencement of bankruptcy or other similar proceedings and, accordingly, are not reflected in the financial statements. The effective rates of interest on the debentures were .1% in 1982 and 1981. Based upon the stated interest rate of 7.5% and giving effect to the issuance of contingent interest notes, interest expense for 1982 and 1981 would have been approximately \$5,899,000 and \$11,470,000, respectively. Net income would have decreased by approximately \$5,317,000 in 1982 and the loss would have increased by approximately \$10,673,000 in 1981. The unaccreted difference between the mandatory redemption price and the fair market value of Series A preferred stock issued in lieu of interest aggregated \$245,269,000 at December 31, 1982.

Equipment obligations, \$54 million at December 31, 1982, bear interest at an average rate of 9.1% and are payable over periods up to 10 years. Most of these obligations were assumed at conveyance and recorded at their present values using an effective interest rate of 8.75%. At December 31, 1982, such obligations were collateralized by assets with a net book value of \$86 million.

Maturities of long-term debt, exclusive of lease obligations, are: 1983, \$17 million; 1984, \$14 million; 1985, \$10 million; 1986, \$7 million; 1987, \$3 million; thereafter, \$858 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 9.8% and are collateralized by equipment with a net book value of \$803 million at December 31, 1982. Minimum rental commitments, exclusive of executory costs borne by the Company, are:

	Capital Leases	Operating Leases
	(In Thousands)	
1983	\$ 183,551	\$11,967
1984	173,142	9,548
1985	158,492	8,615
1986	142,496	7,928
1987	120,752	7,193
Thereafter	613,555	27,579
Total lease payments	<u>1,391,988</u>	<u>\$72,830</u>
Less amount representing interest	(486,365)	
Present value of lease payments	<u>\$ 905,623</u>	

NOTES TO FINANCIAL STATEMENTS, Continued

4. Income Taxes

A provision for income taxes is not required for 1982 because of the effects of depreciation on the excess of the tax basis of conveyed assets over book value. The Company and qualifying affiliated companies file consolidated federal income tax returns.

At December 31, 1982, net operating loss and investment credit carryforwards for income tax purposes, available to reduce future taxable income and tax payments, respectively, expire as follows:

	Net Operating Loss	Investment Credit
	(In Thousands)	
1991	\$ 481,000	\$ 47,000
1992	372,000	46,000
1993	395,000	57,000
1994	441,000	59,000
1995	288,000	34,000
1996	106,000	11,000
1997	262,000	8,000
	<u>\$2,345,000</u>	<u>\$262,000</u>

The net operating losses indicated for financial reporting purposes are greater than those available for income tax purposes by approximately \$500 million at December 31, 1982. The differences principally relate to lower tax deductions resulting from tax benefit transfers (safe harbor leasing) in 1982 and 1981, the tax basis capitalization of certain repair costs and the timing of the recognition of depreciation expense. These differences are partially offset by additional tax deductions arising from depreciation on the excess of the tax basis of conveyed assets over book value and the amortization, commencing in 1981, of certain capital assets which were previously not depreciable for tax purposes.

5. 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 \$22 million in 1982 and \$26 million in 1981. Accumulated plan benefits and plan net assets as of the benefit information dates follow:

NOTES TO FINANCIAL STATEMENTS, Continued

5. Employee Benefits continued

	January 1,	
	1982	1981
	(In Thousands)	
Actuarial present value of accumulated plan benefits:		
Vested	\$327,424	\$321,682
Nonvested	4,199	5,097
	<u>\$331,623</u>	<u>\$326,779</u>
Net assets available for benefits	<u>\$369,425</u>	<u>\$358,956</u>
Assumed weighted average rate of return	<u>6.8%</u>	<u>6.8%</u>

The Company's noncontributory Employee Stock Ownership Plan (ESOP), effective January 1, 1980, is intended to provide benefits to all eligible employees. In connection with the ESOP, the Company contributed 4,411,760 non-voting shares of its common stock valued at \$8,824,000 to a subsidiary. Such amount is being amortized over a 10 year period consistent with the annual contributions to the ESOP of 441,176 shares of the 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. Stock conversion and distribution to employees will not be made earlier than 1991.

6. 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 1982 and 1981 were:

NOTES TO FINANCIAL STATEMENTS, Continued

6. Preferred Stock with Mandatory Redemption continued

	<u>Shares</u>	<u>Par Value</u> (In Thousands)	<u>Additional Paid-In Capital</u>
Balance, January 1, 1981	23,996	\$23,996	\$2,140,251
Issuances to USRA:			
Sales	1,350	1,350	133,650
Payment of interest	142	142	462
Accretion			3,026
Balance, December 31, 1981	25,488	25,488	2,277,389
Issuance to USRA:			
Payment of interest	34	34	405
Accretion			3,614
Balance, December 31, 1982	<u>25,522</u>	<u>\$25,522</u>	<u>\$2,281,408</u>

All shares of Series A preferred stock have been issued to USRA. Under certain circumstances, Series A preferred stock is entitled to an annual noncumulative dividend of \$7.50 per share. 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 debentures (see Note 3).

7. Preferred Stock without Mandatory Redemption and Common Stock

	<u>December 31, 1982</u>		
	<u>Authorized</u>	<u>Issued</u>	<u>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

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 relate to the issuance of shares in connection with the ESOP (see note 5) and a \$115 million adjustment in 1981 to the value of the assets conveyed to the Company on April 1, 1976 resulting from settlements with predecessor railroads.

Series B preferred stock is entitled to an annual noncumulative dividend of \$5.00 per share after payment of interest on the debentures and cash dividends on Series A preferred stock. No dividends have been declared. Each share is entitled to \$50 upon liquidation with preference over com-

NOTES TO FINANCIAL STATEMENTS, Continued

7. Preferred Stock without Mandatory Redemption and Common Stock continued

mon 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 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.

8. Unusual Items

Certain 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:

	<u>1982</u>	<u>1981</u>
	<u>(In Thousands)</u>	
Sales of tax benefits	\$ 91,022	\$ 94,394
Reversal of allowances for uncollectable receivables	44,116	35,000
Settlement with Penn Central Corporation		19,781
Provision for disposition of property		(92,742)
Provision for writedown of investments		(46,700)
	<u>\$ 135,138</u>	<u>\$ 9,733</u>

Certain investment tax credits and Accelerated Cost Recovery System depreciation deductions were sold in 1982 and 1981 and net proceeds are included in income. Based on current tax regulations, similar transactions will be reduced substantially after 1982.

As permitted by NERSA, in 1982 and 1981 the Company sold to USRA certain receivables from passenger authorities. Also in 1982, the Company settled substantive issues with passenger authorities. As a result of these transactions, certain amounts previously provided as allowances were reversed.

Various preconveyance matters were settled with the Penn Central Corporation in 1981 with the excess of proceeds received over related recorded amounts included in income.

NOTES TO FINANCIAL STATEMENTS, Continued

8. Unusual Items continued

Under NERSA, the Company sold 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 was recorded in 1981 to writedown facilities to estimated recoverable value. This provision was based on estimates which the Company continues to monitor. No adjustment was recorded in 1982.

The Company is involved in discussions and negotiations for the sale of certain subsidiaries and other investments. The related assets, principally property, were reduced in 1981 to estimated recoverable values.

9. Contingencies

Financing Agreement

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, 1984, 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. DOT may at any time 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, subject to the approval of the Board of Directors of USRA, 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 lia-

9. Contingencies continued

NOTES TO FINANCIAL STATEMENTS, Continued

Other Matters continued

bility, if any, with respect to these 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, aggregating approximately \$350 million at December 31, 1982, in addition to the contingent interest notes (see Note 3).

10. 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 net income as reported under GAAP to amounts reported in the accompanying statements is:

	<u>1982</u>	<u>1981</u>
	<u>(In Thousands)</u>	
Net income reported under GAAP	\$ 174,229	\$ 39,228
Capitalization of track structure replacements	(228,036)	(198,184)
Depreciation	<u>56,235</u>	<u>52,340</u>
Net income (loss)	<u>\$ 2,428</u>	<u>\$(106,616)</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 stockholders.

	<u>1982</u>	<u>1981</u>
	<u>(In Thousands)</u>	
Working capital	\$ 18,468	\$ 15,544
Other assets/liabilities net	<u>(18,468)</u>	<u>(15,544)</u>
Operating revenues	53,182	73,988
Operating and other expenses	<u>53,182</u>	<u>73,988</u>

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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 on page 12 Results of Operations.

3. List dividends from investments accounted for under the cost method on the appropriate line No. 19, for, Account No. 513, "Di-

vidend income." List dividends accounted for by the equity method on the appropriate dividend line No. 25 for Account No. 512 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 Revenue & Expenses (d)	Passenger-Related Revenue & Expenses (e)
	ORDINARY ITEMS				
	OPERATING INCOME				
	Railway Operating Income				
1	(101) Freight **	\$2,833,975	\$3,338,552	\$2,833,975	\$
2	(102) Passenger **	245,275	228,464		245,275
	(103) Passenger-Related	1,991	1,950		1,991
4	(104) Switching	44,137	45,514	44,137	
5	(105) Water Transfers				
6	(106) Demurrage	43,919	62,136	43,919	
7	(110) Incidental	31,030	42,584	23,380	7,650
8	(121) Joint Facility-Credit	284	488	274	10
9	(122) Joint Facility-Debit	339	567	339	
10	(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	3,200,272	3,719,121	2,945,346	254,926
11	502) Railway operating revenues-Transfers from Government Authorities for current operations	240,200	282,001	52	240,148
12	503) Railway operating revenues-Amortization of deferred transfers from Government Authorities				
13	Total railway operating revenues (lines 10-12)	3,440,472	4,001,122	2,945,398	495,074
14	(531) Railway operating expenses	3,565,286	4,087,510	3,068,834	496,452
15	*Net revenue from railway operations	(124,814)	(86,388)	(123,436)	(1,378)
	OTHER INCOME				
16	(506) Revenue from property used in other than carrier operations	559	497		
17	(510) Miscellaneous rent income	19,111	16,613		
18	(512) Separately operated properties-Profit				
19	(513) Dividend Income (cost method)				
20	(514) Interest income	60,031	41,093		
21	(516) Income from sinking and other funds	1,677	1,869		
22	(517) Release of premiums on funded debt				
23	(518) Contributions from other companies				
24	(519) Miscellaneous income	22,798	39,305		
	Income from affiliated companies				
25	(513) Dividends (equity method)	321	8,490		
26	Equity in undistributed earnings (losses)	3,196	(1,431)		
27	Total other income (lines 16-26)	107,693	106,436		
28	Total income (lines 15, 27)	(17,121)	20,048		
	MISCELLANEOUS DEDUCTIONS FROM INCOME				
29	(534) Expenses of property used in other than carrier operations	140	104		
30	(535) Taxes on property used in other than carrier operations				
31	(543) Miscellaneous rent expense	924	1,152		
32	(544) Miscellaneous taxes				
33	(545) Separately operated properties-Loss	805	167		
34	(549) Maintenance of investment organization				
35	(550) Income transferred to other companies				
36	(551) Miscellaneous income charges	8,786	19,974		
37	(553) Uncollectible accounts	861			
38	Total miscellaneous deductions (lines 29-37)	11,516	21,397		
39	Income available for fixed charges Lines 28, 38)	(28,637)	(1,349)		

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	103,753	116,351
41	(b) Interest in default		
42	(547) Interest on unfunded debt	182	160
43	(548) Amortization of discount on funded debt	572	834
44	Total fixed charges (lines 40-43)	104,507	117,345
45	Income after fixed charges (lines 39, 44)	(133,144)	(118,694)
	OTHER DEDUCTIONS		
(546)	Interest on funded debt:		
46	(c) Contingent interest		
	UNUSAL OR INFREQUENT ITEMS		
47	(555) Unusual or infrequent items (debit) credit	135,138	9,733
48	Income (loss) from continuing operations (before income taxes)	1,994	(108,961)
	PROVISIONS FOR INCOME TAXES		
(556)	Income taxes on ordinary income:		
49	Federal income taxes	(434)	(2,345)
50	State income taxes		
51	Other income taxes		
52	(557) Provision for deferred taxes		
53	Total provisions for income taxes (lines 49-52)	(434)	(2,345)
54	Income from continuing operations	2,428	(106,616)
	DISCONTINUED OPERATIONS		
55	(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$)		
56	(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$)		
57	Income before extraordinary items	2,428	(106,616)
	EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES		
58	(570) Extraordinary items (Net)		
59	(590) Income taxes on extraordinary items		
60	(591) Provision for deferred taxes - Extraordinary items		
61	Total extraordinary items (lines 57-59)	-2,428	
62	(592) Cumulative effect of changes in accounting principles (less applicable income taxes of \$)		
63	Net income (Loss)	2,428	(106,616)
	*Reconciliation of net railway operating income (NROI)		
64	Net revenues from railway operations	(124,814)	(86,388)
65	(556) Income taxes on ordinary income (-)	(434)	(2,345)
66	(557) Provision for deferred income taxes (-)		
67	Income from lease of road and equipment (+)	(44)	(125)
68	Rent for leased roads and equipment (+)	516	205
69	Net railway operating income (loss)	(123,908)	(83,963)

220. RETAINED EARNINGS—UNAPPROPRIATED

1. Show below 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 shown in parentheses.

3. Show under "Remarks" the amount of assigned Federal income tax consequences, for accounts 606 and 616.

4. Segregate in column (c) all amounts applicable to the equity in undistributed earnings (losses) of affiliated companies based on the equity method of accounting.

5. Line 3 (line 7 if debit balance), column (c), should agree with line 26, column (b), Schedule 210. The total of columns (b) and (c), lines 3 and 7, should agree with line 62, column (b), Schedule 210.

6. Include in column (b) only amounts applicable to retained earnings exclusive of any amounts included in column (c). (Dollars in thousands).

Line No.	Item (a)	Retained earnings— Unappropriated (b)	Equity in undistributed earnings (losses), of affiliated companies (c)
1	Balances of beginning of year	\$ (2,886,743)	\$ 17,271
2	(601.5) Prior period adjustments to beginning retained earnings		
	CREDITS		
3	(602) Credit balance transferred from income		3,196
4	(693) Appropriations released		
5	(606) Other credits to retained earnings equity in undistributed earnings (losses of affiliated companies)	6,212**	
6	Total	6,212	3,196
	DEBITS		
7	(612) Debit balance transferred from income	768	
8	(616) Other debits to retained earnings equity in undistributed earnings (losses of affiliated companies)	3,614*	6,212*
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	4,382	6,212
14	Net increase (decrease) during year (Line 6 minus line 13)	1,830	(3,016)
15	Balances at close of year (Lines 1, 2 and 14)	(2,884,913)	14,255
16	Balances from line 15(c)	14,255	XXXXX
17	Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of Year	(2,870,658)	XXXXX
	REMARKS		
18	Amount of assigned Federal income tax consequences: Account 606		XXXXX
19	Account 616		XXXXX

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

* See Notes 1 and 6 of the Notes to Financial Statements.

**Adjustment to recognize the merger of a subsidiary company.

NOTES AND REMARKS FOR SCHEDULES 210 and 220

221. RETAINED EARNINGS-APPROPRIATED

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

Line No.	Class of appropriation (a)	Credits during year (b)	Debits during year (c)	Balance at close of year (d)
1	Additions to property through retained earnings _____	\$	\$	\$
2	Funded debt retired through retained earnings _____			
3	Sinking funds _____			
4	Miscellaneous funds _____	NOTHING TO REPORT		
5	Other appropriations (specify): _____			
15				
16	TOTAL			

225. TRANSFERS FROM GOVERNMENT AUTHORITIES

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

Line No.	Description (a)	Amount (b)	Applied to current operations (c)	Deferred to future periods (d)	Applied to contributed capital (e)
	Source and description of transfers				
1	Light Density Freight Subsidies	\$	\$	\$	\$
2	Connecticut	13	13		
3	Delaware	(6)	(6)		
4	Illinois	(12)	(12)		
5	Maryland	2	2		
6	Massachusetts	20	20		
7	Michigan	207	207		
8	New Jersey	2	2		
9	New York	5	5		
10	Ohio	20	20		
11	Pennsylvania	(199)	(199)		
12					
13					
14	Passenger Commuter Subsidies:				
15	Metropolitan Transportation Auth.				
16	Connecticut Dept. of Transp.	97,132	97,132		
17	Southeastern Pa. Transp. Authority	43,649	43,649		
18	Maryland Dept. of Transportation	510	510		
19	New Jersey Dept. of Transportation	97,888	97,888		
20	Metropolitan Transp. Authority				
21	Service between Port Jervis				
22	and Suffern	950	950		
23	Pa. Dept. of Transportation	19	19		
24					
25					
26					
27					
28					
29					
30					
31	Total received during year	240,200	240,200		
32					
33	Cumulative total of Government transfers-beginning of year	969,933	XXXXX	XXXXX	XXXXX
34			XXXXX	XXXXX	XXXXX
35	Cumulative total of Government transfers-end of year	1,210,133	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	25,522,153		25,522,153	\$25,522	
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	86,674,287	4,411,760	82,262,527	\$82,262	\$4,412
	7.5% Convertible Debentures						\$854,439	

(See Note 3 to Financial Statements) PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR

1. The purpose of this part is to disclose capital stock changes during the 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	57,228,214	\$ 57,228	29,411,760	\$ 29,412	4,411,760	\$ 4,412	\$ 3,922,160
12	Capital Stock Sold ¹	*34,313	34					.405
13	Capital Stock Reacquired							
14	Capital Stock Canceled							
15	Stock Dividends							
	Accretion - See Note 1 to Financial Statements							3,614
16	Balance at Close of Year	57,262,527	57,262	29,411,760	29,412	4,411,760	4,412	3,926,179

¹ By footnote on page 18 state the purpose of the issue and authority.

See Notes 1, 3, 6 and 7 of the Notes 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 investment in property provided by the issue of securities. Sources and uses of funds should be individually disclosed. For example, outlays for fixed assets should not be reported net of retirements. Dollars in thousands.

Line No.	Description (a)	Current year (b)	Prior year (c)
	SOURCES OF WORKING CAPITAL		
	Working capital provided by operations:		
1	Income (loss) from continuing operations	2,428	(106,616)
	Add expenses not requiring outlay of working capital, (subtract) credits not generating working capital:		
2	Retirement of nondepreciable property	19,316	18,678
3	Loss (gain) on sale or disposal of tangible property		
4	Depreciation and amortization expenses	179,140	168,563
5	Net increase (decrease) in deferred income taxes		
6	Net decrease (increase) in parent's share of subsidiary's undistributed income for the year	(3,196)	(16,190)
7	Net increase (decrease) in noncurrent portion of estimated liabilities	6,465	12,207
	Other (specify):		
8	Provision for disposition of assets		139,443
9	Net (increase) decrease in noncurrent assets	4,076	(4,605)
10	All other	15,925	(7,656)
11			
12			
13	Total working capital from continuing operations	224,154	203,824
14	Add funds generated by reason of discontinued operations, extraordinary items, and changes in accounting principles		
15	Total working capital from operations	224,154	203,824
	Working capital from sources other than operating:		
16	Proceeds from issuance of long-term liabilities	52,892	46,548
17	Proceeds from sale/disposition of carrier operating property	55,836	24,517
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	7,173	
21	Proceeds from issue of capital stock	439	250,604
	Other (specify):		
22	Other property transactions	6,162	11,725
23	Current portion of noncurrent receivables	22,589	47,418
24			
25			
26			
27	Total working capital from sources other than operating	145,091	400,550
28	Total sources of working capital	369,245	604,374

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	220,231	250,276
30	Cash dividends declared		
31	Purchase price of carrier operating property	133,195	161,047
32	Purchase price of other tangible property		
33	Purchase price of long-term investment and advances	16,589	7,481
34	Net increase in sinking or other special funds		5,646
35	Purchase price of acquiring treasury stock		
	Other (specify):		
36			
37	Conveyance adjustment		115,000
38	Net increase in other noncurrent assets	13,602	5,684
39			
40			
41			
42			
43			
44			
45	Total application of working capital	383,677	545,134
46	Net increase (decrease) in working capital	(14,432)	59,240

241. CHANGES IN WORKING CAPITAL

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

Line No.	Item (a)	End of year (b)	Beginning of year (c)	Increase (Decrease) (d)
1	Cash and temporary investments	423,754	379,390	44,364
2	Net receivables	517,444	717,188	(199,744)
3	Prepayments	8,447	15,839	(7,392)
4	Materials and supplies	163,953	212,793	(48,840)
5	Other current assets not included above	6,395	11,147	(4,752)
6	Notes payable and matured obligations			
7	Accounts payable	729,673	877,638	147,965
8	Current equipment obligations and other debt	121,168	156,496	35,328
9	Other current liabilities not included above	93,832	112,471	18,639
10	Net increase (decrease) in working	175,320	189,752	(14,432)

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, 7, 8, and 9 on the amount applicable to common-carrier transportation service included in accounts 707, 753, 754, and 761.5 (Do not include taxes levied in lieu of property taxes.)
4. Dollars in thousands.

Line No.	Item	Amount
	(a)	(b)
1	Construction and additions and betterments	13,197
2	Common-carrier operating purposes	589,676
3	Used by other than respondent's lessor companies	25,568
4	Total	628,441
5	Portion of balance in the material and supplies account at end of year that represents scrap and obsolete material	7,041
6	Account 707. Accounts receivable, other	49,306
7	Account 753. Audited accounts and wages payable	54,879
8	Account 754. Accounts payable, other	464
9	Account 761.5 Other taxes accrued	47,949

NOTES AND REMARKS

NOTES AND REMARKS

GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310, 310A

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

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

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

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

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

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

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

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

7. By an active corporation is meant one which maintains an organization for operating property or administering its financial affairs. An inactive corporation is one which has been practically absorbed in a controlling corporation and which neither operates property nor administers its financial affairs; if it maintains an organization it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises.

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

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

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

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

12. Dollars in thousands.

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

1. Give particulars of investments in 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, "Other Funds."

2. Entries in this schedule should be made in accordance with the definitions and general instructions given on page 19, 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 shown 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				Indiana Harbor Belt Railroad Company	51.0
12				Lake Erie & Eastern Railroad Company	50.0
13				Lakefront Dock & Railroad Terminal Company	50.0
14				Merchants Despatch Transportation Corporation	100.0
15				Merchants Despatch Transportation Corporation (1)	
16				Monongahela Railway Company	33.3
17				Nicholas, Fayette & Greenbrier Railroad Company	50.0
18				Pennsylvania Car Leasing Company, Inc.	100.0
19				Pennsylvania Truck Lines, Inc.	100.0
20				Peoria & Pekin Union Railway Company	25.6
21				Pittsburgh, Chartiers & Youghiogheny Railway Company	50.0
22				Relco-Pa., Inc.	100.0
23				St. Lawrence & Adirondack Railway Company	100.0
24				Terminal Railroad Association of St. Louis	12.5
25				Toledo Terminal Railroad Company	42.9
26				Trailer Train Company	4.9
27					
28				Total A-1	
29					
30	721	A-3	VII	Philadelphia, Reading & Pottsville Telegraph Company	100.0
31				Conrail Equity Corporation	100.0
32					
33				Total A-3	
34					
35	721	A-4	VII	Jersey Central Transportation Company	
36					
37				Total A Stock	
38					
39					
40	(1) & (2)		See Notes on Page 23A.		

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 are 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 (f)	Additions (g)	Deductions (if other than sale explain) (h)	Closing balance (i)				
\$ 100	\$	\$	\$ 100	\$	\$	\$	1
5			5				2
857			857				3
690			690				4
118			118				5
12,037			12,037				6
1,293			1,293			321	7
3,742			3,742				8
2,182			2,182				9
14,940			14,940				10
7,858			7,858				11
3,451			3,451				12
4,403			4,403				13
	251		251				14
29,189		(1) 29,189					15
3,580			3,580				16
3,711			3,711				17
	9,437		9,437				18
(14,690)	703		(13,987)				19
1,591			1,591				20
917			917				21
970			970				22
1,384			1,384				23
(239)			(239)				24
1,666			1,666				25
8,866			8,866				26
88,621	10,391	29,189	69,823				27
							28
148			148				29
44			44				30
							31
192			192				32
						321	33
3		(2) 3					34
							35
88,816	10,391	29,192	70,015				36
						321	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% "B"	
4				2/1/66 Extended	
5					
6				Total B - Bonds	
7					
8	721	C-1	VII	Detroit Terminal Railroad Company 7½% Notes	
9				Akron & Barberton Belt Railroad Company, 14%	
10				Conditional Sale Agreement	
11					
12				Total C- Secured Notes	
13					
14	721	E-1	VII	Akron & Barberton Belt Railroad Company	
15				Albany Port Railroad Company	
16				Belt Railway Company of Chicago	
17				Buffalo Creek Railroad Company	
18				Canada Southern Railway Company	
19				Chicago & Western Indiana Railway Company	
20				Detroit River Tunnel Company	
21				Detroit Terminal Railroad Company	
22				Lakefront Dock & Railroad Terminal Company	
23				Merchants Despatch Transportation Corporation	
24				Monongahela Railway Company	
25				Nicholas, Fayette & Greenbrier Railroad Company	
26				Pennsylvania Truck Lines, Inc.	
27				Relco-Pa., Inc.	
28				St. Lawrence & Adirondack Railway Company	
29				Toledo Terminal Railroad Company	
30					
31				Total E-1	
32					
33	721	E-3	VII	Philadelphia, Reading & Pottsville Telegraph Company	
34					
35				Total E-3	
36				Total E - Advances	
37					
38				Undistributed earnings from certain investments in	
39				affiliated companies	
40				Total Credit Excess	
				Allowance for disposition	
				Total 721	

(3) See notes on Page 23A.

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES—Concluded

Investments and advances				Disposed of; Profit (loss) (j)	Adjustments Account 721.5 (k)	Dividends or interest credited to income (l)	Line No.
Opening balance (f)	Additions (g)	Deductions (if other than sale explain) (h)	Closing balance (i)				
\$	\$	\$	\$	\$	\$	\$	1
10,055			10,055				2
2,309		500	1,809			896	3
12,364		500	11,864			896	4
90			90			7	5
	453		453				6
90	453		543			7	7
695			695			8	8
25			25				9
906	82		988				10
2,780	4	80	2,704			40	11
22,721	577	28	23,270				12
5,413		100	5,313				13
18,287	78	44	18,321				14
367	46	29	384				15
271		271					16
	2,116	992	1,124			158	17
372		322	50				18
2,266		21	2,245				19
23,934			23,934				20
	2,705		2,705				21
	137	23	114				22
375			375				23
78,412	5,745	(3) 1,910	82,247			206	24
333			333				25
333			333				26
78,745	5,745	1,910	82,580			206	27
17,271	3,196	6,212	14,255				28
(55,763)		(13,228)	(42,535)				29
141,523	19,785	24,586	136,722		(46,305)		30
					(46,305)	1,430	31

NOTES AND REMARKS

Schedule 310 Notes

NOTES

1. Pursuant to the terms of an agreement and plan of merger, Merchants Despatch Transportation Corporation (MDT) was merged with Consolidated Rail Corporation on March 1, 1982. Prior to the merger MDT transferred certain of its assets and liabilities to a wholly owned subsidiary, Conper Services, Inc. which then changed its name to Merchants Despatch Transportation Corporation.
2. Dissolution of the Jersey Central Transportation Company.
3.

Repayment of advances	\$1,314
Leased line property accounting	124
Other	472
Total	<u>\$1,910</u>

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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 & Barberton Belt Railroad Company	11			2		13
2	500 Shares \$100 Par Value Common Stock						
3	Albany Port Railroad Company	28		60			88
4	500 Shares \$5 Par Value Common Stock						
5	Buffalo Creek Railroad Company	1,238		8	46		1,292
6	1,500 Shares \$100 Par Value Common Stock						
7	Calumet Western Railway Company	139			5		144
8	1,080 Shares \$100 Par Value Common Stock						
9	Canada Southern Railway Company	4,283		(321)			3,962
10	107,163 shares \$100 Par Value Common Stock						
11	Chicago & Western Indiana Railroad Company	349		54	34		437
12	10,000 Shares \$100 Par Value Common Stock						
13	Detroit River Tunnel Company	2,224			270		2,494
	30,000 Shares \$100 Par Value Common Stock						
	Detroit Terminal Railroad Company	804		(22)	81		863
14	10,000 Shares \$100 Par Value Common Stock						
15	Fruit Growers Express Company	3,613		71			3,684
16	26,602 Shares \$100 Par Value Stock						
17	Indiana Harbor Belt Railroad Company	427		115	180		722
18	38,760 Shares \$100 Par Value Common Stock						
19	Lake Erie & Eastern Railroad Company	(1,599)		(690)			(2,289)
20	34,515 Shares \$100 Par Value Common Stock						
21	Lakefront Dock & Railroad Terminal Company	440		41	81		562
22	46,250 Shares \$100 Par Value Common Stock						
23	Merchants Despatch Transportation Corporation			170			170
24	100 Shares \$10 Par Value Common Stock						
25	Merchants Despatch Transportation Corporation*	5,964		245	3	(6,212)	
26							
27	*See Note 1, Page 23A.						

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

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)
28	Carriers: (List specifics for each company) Monongahela Railway Company	\$ 913	\$	\$ 1,167	\$ 65	\$	\$ 2,145
29	41,633.3 Shares \$50 Par Value Common Stock						
30	Nicholas, Fayette & Greenbrier Railroad Company	405			68		473
31	37,359 Shares \$100 Par Value Common Stock						
32	Pennsylvania Car Leasing Company, Inc.						
33	25,000 Shares \$10 Par Value Common Stock						
34	Pennsylvania Truck Lines, Inc.	(1,503)		2,434	36		967
35	10,000 Shares No Par Value						
36	Peoria & Pekin Union Railway Company	784		(622)	29		191
37	2,564 Shares \$100 Par Value Common Stock						
38	Pittsburgh, Chartiers & Youghioghent Railway Co	(78)		38	17		(23)
39	13,900 Shares \$50 Par Value Common Stock						
40	Relco-Pa., Inc.	(882)		209	(734)		(1,407)
41	1,000 Shares \$1 Par Value Common Stock						
42	St. Lawrence & Adirondack Railway Company	393			41		434
43	16,150 Shares \$100 Par Value Common Stock						
44	Toledo Terminal Railway Company	(734)		8			(726)
45	15,488 Shares \$100 Par Value Common Stock						
46	Non-Carriers	52			7		59
47							
48							
49							
50							
51							
52							
53							
54							
55							
56							
57							
58							
59							
60	Total	17,271		2,965	231	(6,212)	14,255

Road Initials: CRC

Year 19 82

24-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 ori- ginal road and equip- ment, and road exten- sions (c)	Expenditures during the year for pur- chase of existing lines, reorganiza- tions, etc. (d)
1	(1) Engineering	\$	\$	\$
2	(2) Land for transportation purposes	123,000		
3	(3) Grading	232,093		
4	(4) Other right-of-way expenditures	1,238		
5	(5) Tunnels and subways	11,582		
6	(6) Bridges, trestles, and culverts	135,729		
7	(7) Elevated structures	2,742		
8	(8) Ties	63,556		
9	(9) Rails	157,538		
10	(10) Other track material	124,562		
11	(11) Ballast	77,632		
12	(12) Track laying and surfacing	132,402		
13	(13) Fences, snowsheds, and signs	562		
14	(16) Station and office buildings	53,563		
15	(17) Roadway buildings	8,179		
16	(18) Water stations	85		
17	(19) Fuel stations	5,541		
18	(20) Shops and enginehouses	35,917		31
19	(22) Storage warehouses			
20	(23) Wharves and docks	1,831		
21	(24) Coal and ore wharves	11,291		
22	(25) TOFC/COFC terminals	5,508		
23	(26) Communication systems	12,929		
24	(27) Signals and interlockers	81,467		
25	(29) Power plants	1,007		
26	(31) Power-transmission systems	11,683		
27	(35) Miscellaneous structures	1,270		
28	(37) Roadway machines	66,900		1,166
29	(39) Public improvements—Construction	15,478		
30	(44) Shop machinery	24,698		35
31	(45) Power-plant machinery	2,783		
32	Other (specify and explain)			
33	Total expenditures for road	1,402,766		1,232
34	(52) Locomotives	699,712		1,215
35	(53) Freight-train cars	1,012,704		13,089
36	(54) Passenger-train cars	21,371		
37	(55) Highway revenue equipment	35,157		
38	(56) Floating equipment			
39	(57) Work equipment	60,729		
40	(58) Miscellaneous equipment	71,877		
41	Total expenditures for equipment	1,901,550		14,304
42	(76) Interest during construction			
43	(77) Other expenditures—General			
44	Total general expenditures			
45	Total	3,304,316		15,536
46	(80) Other elements of investment			
47	(90) Construction in progress	234,545		
48	Grand Total	3,538,861		(A) 15,536

(A) Merger of Merchants Despatch Transportation Corporation with Consolidated Rail Corporation on March 1, 1982.

330. ROAD AND EQUIPMENT PROPERTY (See Instructions)

Expenditures for additions and betterments during the year	Credits for property retired during the year	Net changes during the year	Balance at close of year	Line No.
(e)	(f)	(g)	(h)	
\$	\$	\$	\$	
941	5,713	(4,772)	118,228	1
5,457	7,914	(2,457)	229,636	2
	21	(21)	1,217	3
34	521	(487)	11,095	4
11,096	3,419	7,677	143,406	5
			2,742	6
2,383	3,121	(738)	62,818	7
13,557	7,026	6,531	164,069	8
10,501	4,826	5,675	130,237	9
477	2,414	(1,937)	75,695	10
17,781	4,719	13,062	145,464	11
81	43	38	600	12
16,114	2,697	13,417	66,980	13
1,260	19	1,241	9,420	14
6	7	(1)	84	15
10,284	47	10,237	15,778	16
21,752	915	20,868	56,785	17
				18
	30	(30)	1,801	19
1,734	137	1,597	12,888	20
2,549	10	2,539	8,047	21
12,839	415	12,424	25,353	22
47,358	1,276	46,082	127,549	23
314	71	243	1,250	24
2,134	3,450	(1,316)	10,367	25
741	9	732	2,002	26
12,681	12,399	1,448	68,348	27
838	431	407	15,885	28
11,813	(92)	11,940	36,638	29
348	(19)	367	3,150	30
				31
205,073	61,539	144,766	1,547,532	32
4,645	21,404	(15,544)	684,168	33
7,012	15,488	4,613	1,017,317	34
	21,371	(21,371)		35
782	175	607	35,764	36
				37
5,243	1,325	3,918	64,647	38
13,399	13,504	(105)	71,772	39
31,081	73,267	(27,882)	1,873,668	40
				41
				42
				43
236,154	134,806	116,884	3,421,200	44
				45
(102,911)		(102,911)	131,634	46
133,243	134,806	13,973	3,552,834	47
				48

330A. IMPROVEMENTS ON LEASED PROPERTY (See Instruction)

Line No.	Account (Dollars in thousands)	Balance at beginning of year	Expenditures during the year for original road and equipment, and road extensions	Expenditures during the year for purchase of existing lines, 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	NOT APPLICABLE - 5% RULE		
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			
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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332. DEPRECIATION BASE AND RATES—ROAD AND EQUIPMENT OWNED AND USED AND LEASED FROM OTHERS

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

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

3. Show in columns (e), (f), and (g), data applicable to property, used but not owned, when the rent therefor is not 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 (A)			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	21,573	21,337	.72	8,332	7,868	1.04
3	(4) Other right-of-way expenditures	1,191	1,202	2.29	4	4	0.29
4	(5) Tunnels and subways	9,000	9,074	1.63	5,927	6,583	1.01
5	(6) Bridges, trestles, and culverts	123,744	130,873	2.15	7,954	7,746	1.46
6	(7) Elevated structures	2,459	2,475	6.15			
7	(13) Fences, snowsheds, and signs	428	515	15.61	306	306	2.00
8	(16) Station and office buildings	61,822	81,028	7.80	6,166	5,959	1.55
9	(17) Roadway buildings	8,791	8,996	3.88	18	13	3.58
10	(18) Water stations	1,155	32	13.39	6	6	2.18
11	(19) Fuel stations	5,370	15,515	2.27	42	35	2.92
12	(20) Shops and enginehouses	48,774	57,252	2.85	829	480	2.72
13	(22) Storage warehouses						
14	(23) Wharves and docks	1,663	1,671	4.49			
15	(24) Coal and ore wharves	16,459	49,884	1.81			
16	(25) TOFC/COFC terminals	4,626	8,325	2.94	123	123	2.17
17	(26) Communications systems	19,124	24,894	1.78	528	489	4.08
18	(27) Signals and interlockers	102,626	126,835	3.35	2,358	2,268	2.72
19	(29) Power plants	977	1,172	3.84	61	61	1.29
20	(31) Power transmission systems	11,583	12,468	4.15	325	325	2.95
21	(35) Miscellaneous structures	1,381	2,622	1.68	9	9	2.98
22	(37) Roadway machines	98,913	96,166	11.38	295	271	2.50
23	(39) Public improvements—Construction	15,184	15,440	1.41	683	576	2.49
24	(44) Shop machinery	27,654	29,826	6.50	448	439	3.39
25	(45) Power plant machinery	3,133	3,339	6.59	19	19	0.26
26	All other road accounts	842	842	5.16	20,109	20,576	2.74
27	Amortization (other than defense projects)						
28	Total road	588,472	701,783	4.55	54,542	54,156	1.97
	EQUIPMENT						
29	(52) Locomotives	699,426	678,935	6.71			
30	(53) Freight-train cars	1011,576	1018,295	6.95			
31	(54) Passenger-train cars	21,371		5.18			
32	(55) Highway revenue equipment	35,157	35,765	12.72			
33	(56) Floating equipment						
34	(57) Work equipment	60,177	61,524	9.25			
35	(58) Miscellaneous equipment	71,694	71,514	18.82			
36	Total equipment	1899,401	1866,033	7.49			
37	GRAND TOTAL	2487,873	2567,816		54,542	54,156	

(A) See Notes Page 35.

Railroad Annual Report R-1

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 lines 27 and 36.
6. 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	13,463	154		81	80	13,456
3	(4) Other, right-of-way	179	28		3		204
4	(5) Tunnels and subways	391	148		7	2	530
5	(6) Bridges, trestles, and culverts	8,795	2,811	1	412	20	11,175
6	(7) Elevated structures	869	152				1,021
7	(13) Fences, snow sheds, and signs	59	80		21		118
8	(16) Station and office buildings	11,085	6,317	356	2,38	32	15,344
9	(17) Roadway buildings	DR 62	349		15		272
10	(18) Water stations	DR 65	4		1	2	DR 64
11	(19) Fuel stations	852	344		21		1,175
12	(20) Shops and enginehouses	3,483	1,629	20	528	2	4,602
13	(22) Storage warehouses						
14	(23) Wharves and docks	478	75		20		533
15	(24) Coal and ore wharves	12	904		44		872
16	(25) TOFC/COFC terminals	1,054	245		10		1,289
17	(26) Communication systems	DR 152	444	8	218		82
18	(27) Signals and interlockers	8,718	4,248	31	457	1	12,539
19	(29) Power plants	352	45		19	2	376
20	(31) Power-transmission systems	DR 738	518	18	CR 25		DR 177
21	(35) Miscellaneous structures	369	44		1		412
22	(37) Roadway machines	15,792	10,944	3,181	9,077	349	20,491
23	(39) Public improvements—Construction	1,405	218		31		1,592
24	(44) Shop machinery*	4,709	1,942	135	369		6,417
25	(45) Power-plant machinery*	DR 50	220	9	CR 34	3	210
26	All other road accounts	136	43			79	100
27	Amortization (Adjustment) (A)	92,742		4,808			97,550
28	Total road	163,876	31,906	8,567	13,658	572	190,119
	EQUIPMENT						
29	(52) Locomotives	257,004	48,863	1,007	17,525		289,349
30	(53) Freight-train cars	262,476	70,757	11,747	14,559		330,421
31	(54) Passenger-train cars	6,469	1,107		7,576		
32	(55) Highway revenue equipment	14,758	4,310	1	175		18,894
33	(56) Floating equipment						
34	(57) Work equipment	5,996	5,634	1,089	1,092		11,627
35	(58) Miscellaneous equipment	35,032	14,951	8	12,572		37,419
36	Amortization Adjustments						
37	Total Equipment	581,735	145,622	13,852	53,499		687,710
38	GRAND TOTAL	745,611	177,528	22,419	67,157	572	877,829

*To be reported with equipment expense rather than M&S expenses. (A) See Page 35.

339. ACCRUED LIABILITY - LEASED PROPERTY

1. Disclose the required information relating to credits and debits of Account 772, "Accrued liability-leased property," during the year concerning road and equipment leased from others.

2. In column (c), enter amounts charged to operating expenses; in column (e), enter debits to account arising from retirements; in column (f), enter amounts paid to lessor.

3. Any inconsistencies between credits to account, charges to operating expenses and payments to lessors should be fully explained.

4. Required disclosure may be omitted if leased road and equipment property represents 5% or less of total property owned and used.

5. If settlement for depreciation is made currently between lessee and lessor, and no debits or credits to account No. 772 are made by the accounting company, show in column (c) the charges to operating expenses and in column (f) show payments made to the lessor in settlement thereof.

6. Dollars in thousands.

Line No.	Account (a)	Balance at beginning of year (b)	CREDITS TO ACCOUNT During the Year		DEBITS TO ACCOUNT During the Year		Balance at close of year (g)
			Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)	
	ROAD	\$	\$	\$	\$	\$	\$
1	(1) Engineering						
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		NOT APPLICABLE - 5% RULE				
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						

346. 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 changes 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			
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			

RC-113300

CONSOLIDATED RAIL

1982

2 OF 4

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 on page 35. 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 on page 35.

4. Show in column (e) the debits to the reserve arising from retirements. These debits should not exceed investment etc.

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

6. Dollars in thousands.

Line No.	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the Year		DEBITS TO RESERVE During the Year		Balance at close of year (g)
			Charges to others (c)	Other credits (d)	Retirements (e)	Other debits (f)	
	ROAD	\$	\$	\$	\$	\$	\$
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		NOT APPLICABLE - 5% RULE				
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						

NOTES AND REMARKS

Note to Schedule 332 - Depreciation Base and Rates - Road and Equipment Owned and Used and Leased From Others

Data reported in columns (b) and (c) reflect a general reallocation of values assigned individual primary accounts based upon the Company's review of equipment and conveyed roadway properties. The findings were submitted to the Commission in a request for approval of revised depreciation rates, effective January 1, 1982 which was granted November 8, 1982.

Note to Schedule 335 - Accumulated Depreciation-Road and Equipment-Owned and Used

Entries to Other Credits (Column (d):

Roadway

Salvage	\$ 782
Merger of subsidiary company	1,194
Accounting adjustments	1,783
Increase in allowance for disposition of properties	4,808
	<u>8,567</u>

Equipment

Salvage	5,426
Merger of subsidiary company	7,397
Accounting adjustments	1,029
	<u>13,852</u>

Total Column (d)	<u>\$22,419</u>
------------------	-----------------

Entries to Other Debit (Column (f)) relate to accounting adjustments.

Line 27

Allowance for disposition of properties - During 1982, the Company sold certain properties which were filed for abandonment. The excess of proceeds from such sales over estimated recoverable values was added to the allowance for disposition (see Note 8 to Financial Statements), pending completion of the abandonment and property disposition process.

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 to compute

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 to compute the depreciation for December and dividing the total also 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 _____			
6	(7) Elevated structures _____			
7	(13) Fences, snowsheds, and signs _____			
8	(16) Station and office buildings _____			
9	(17) Roadway buildings _____			
10	(18) Water stations _____			
11	(19) Fuel stations _____			
12	(20) Shops and enginehouses _____			
13	(22) Storage warehouses _____			
14	(23) Wharves and docks _____			
15	(24) Coal and ore wharves _____			
16	(25) TOFC/COFC terminals _____			
17	(26) Communication systems _____			
18	(27) Signals and interlockers _____			
19	(29) Power plants _____			
20	(31) Power transmission systems _____			
21	(35) Miscellaneous structures _____			
22	(37) Roadway machines _____			
23	(39) Public improvements—Construction _____			
24	(44) Shop machinery _____			
25	(45) Power-plant machinery _____			
26	All other road accounts _____			
27	Total road _____			
	EQUIPMENT			
28	(52) Locomotives _____			
29	(53) Freight-train cars _____			
30	(54) Passenger-train cars _____			
31	(55) Highway revenue equipment _____			
32	(56) Floating equipment _____			
33	(57) Work equipment _____			
34	(58) Miscellaneous equipment _____			
35	Total equipment _____			
36	GRAND TOTAL _____			X X X X

351. ACCUMULATED DEPRECIATION--ROAD AND EQUIPMENT LEASED TO OTHERS

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

2. Disclose credits and debits to Account 735, "Accumulated depreciation-road and equipment property," during the year relating to road and equipment leased to others, the depreciation charges for which are not includible in operating expenses of the respondent. (See Schedule 350 for the reserve relating to road and equipment owned and used by the respondent).

3. If any entries are made for "Other credits" and "Other debits," state the facts occasioning such entries. A debit balance in columns (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."

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

5. Dollars in thousands.

Line No.	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the Year		DEBITS TO RESERVE During the Year		Balance at close of year (g)
			Charges to others (c)	Other credits (d)	Retirements (e)	Other debits (f)	
	ROAD	\$	\$	\$	\$	\$	\$
1	(1) Engineering						
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		NOT APPLICABLE - 5% RULE				
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	14,599	\$ 3,562,970	\$ 885,232
2					
3	L	Amsterdam Chuctanunda & No. RR	3	20	
4		Canada Southern Railway Company	280	37,505	4,324
5		Central RR Co. of Indianapolis	2	156	2
6		Detroit Terminal Railroad Company	78	5,035	1,826
7		Detroit River Tunnel Company	3	22,054	1,149
8		St. Lawrence & Adirondack Railway Co.	46	3,727	1,293
9		Buffalo Creek Railroad Company	35	3,253	687
10			447	71,750	9,281
11					
12	P	Niagara River Bridge Company		2,000	306
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. now owned by Eli Lilly Co.)			
18				4,002	
19					
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)		(793)	
26		Port Authority Trans-Hudson Corp.		(55)	
27				(976)	
28					
29					
30					
31					
32					
33					
34					
35					
36					
37					
38					
39		TOTAL	15,046	3,639,746	894,819

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 on page 35 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 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.

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	118,228	6,223	87	620
3	(3) Grading	229,627	8,674	4	2,023
4	(4) Other right-of-way expenditures	1,217	4		
5	(5) Tunnels and subways	11,095	7,045		
6	(6) Bridges, trestles, and culverts	143,406	4,861	1,646	629
7	(7) Elevated structures	2,742			
8	(8) Ties	62,815	7,601	4	213
9	(9) Rails	164,063	6,645	7	232
10	(10) Other track material	130,227	4,232	7	214
11	(11) Ballast	75,691	2,782	4	157
12	(12) Track laying and surfacing	145,465	2,494	6	161
13	(13) Fences, snowsheds, and signs	600	305	2	CR 2
14	(16) Station and office buildings	75,444	7,887		59
15	(17) Roadway buildings	9,414	10	3	1
16	(18) Water stations	84	6		
17	(19) Fuel stations	15,777	33		7
18	(20) Shops and enginehouses	56,767	750		51
19	(22) Storage warehouses				
20	(23) Wharves and docks	1,801	3		
21	(24) Coal and ore wharves	12,955			
22	(25) TOFC/COFC terminals	8,047	115		
23	(26) Communication systems	25,352	485		22
24	(27) Signals and interlockers	127,543	2,065	1	46
25	(29) Power plants	1,250	72		
26	(31) Power-transmission systems	10,366	353		1
27	(35) Miscellaneous structures	2,002	13		11
28	(37) Roadway machines	68,348	338		
29	(39) Public improvements—Construction	15,885	1,310	1	4
30	(44) Shop machinery	36,638	906		31
31	(45) Power-plant machinery	3,150	31		
32	Leased property capitalized rentals (explain)				6
33	Other (specify & explain) *Acct. 38				
34	Total expenditures for road	1,555,999	65,781	1,922	4,584
35	(52) Locomotives	684,334	860		
36	(53) Freight-train cars	1,017,876	360		
37	(54) Passenger-train cars				
38	(55) Highway revenue equipment	35,764			
39	(56) Floating equipment				
40	(57) Work equipment	64,697	118		
41	(58) Miscellaneous equipment	71,772	9		
42	Total expenditures for equipment	1,274,443	1,347		
43	(76) Interest during construction		124		211
44	(77) Other expenditures—General				34
45	Total general expenditures		124		245
46	Total	3,430,442	67,252	1,922	4,829
47	(80) Other elements of investment		3,283	78	CR 1,803
48	(90) Construction work in progress	132,528	1,215		
49	Grand Total	3,562,970	71,750	2,000	3,026

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

Disclose in the following schedules the required information concerning the respondents leases.

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	\$	\$	\$	\$	\$	\$	\$
	Less: Executory costs:							
2	- Taxes							
3	- Maintenance							
4	- Insurance							
5	- Other							
6	Total executory costs (2-5)							
7	Minimum lease payments (1, 6)	196,943	183,551	173,142	158,492	142,496	734,307	1,588,931
8	Less: Amount representing interest	93,980	79,456	72,664	62,679	53,508	218,058	580,345
9	Present value of minimum lease payments (line 7, 8)	102,963	104,095	100,478	95,813	88,988	516,249	1,008,586

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)
10	Present value of minimum lease payments from Part I above	\$ 102,963
11	Contingent rentals	
12	Minimum noncancelable sublease rentals	
13	Net rental expense	102,963

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	\$ 30,102	\$
15	Revenue equipment	453,772	511,609
16	Shop and garage equipment		
17	Service cars and equipment	4,968	3,785
18	Noncarrier operating property		
19	Other: (Specify) <u>Locomotives, roadway machines, highway vehicles and computer equipment.</u>	416,781	463,730
20			
21	Gross capitalized assets	1,326,284	1,329,395
22	Less: Accumulated amortization	530,136	454,949
23	Net capitalized lease assets	796,148	874,446

Road Initials

CRC

Year 19 82

41

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	\$ 34,335	\$ 11,967	\$ 9,548	\$ 8,615	\$ 7,928	\$ 34,772	\$ 107,165
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	\$ 34,335	\$ 45,035
5	Contingent rentals		
6	Less: Sublease rentals		
7	Total rental expense	34,335	45,035

42

Road Initials CRC

Year 19 82

364. LESSEE DISCLOSURES

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

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

Line No.	
	(a)
1	Floating prime interest rate
2	
3	Units of equipment under lease
4	
5	
6	
7	
8	
	(b)
9	Renewal options for specific time periods at fair rental value.
10	
11	Renewal options for specific time periods at specific set rentals
12	
13	Purchase options at the end of lease for fair market value.
14	
15	Purchase options at the end of lease at specific price.
16	
	(c)
17	Guarantee payments of bank loan of lessor to purchase equipment.
18	
19	
20	
21	
22	
23	
24	
	(d)
25	None.
26	
27	
28	
29	
30	
31	
32	
	(e)
33	None.
34	
35	
36	
37	
38	
39	
40	

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.

IN THOUSANDS

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 & WAGES (B)	Materials, tools, supplies, fuels, and lubricants (C)	PURCHASED SERVICES (D)	GENERAL (E)		
	WAY AND STRUCTURES:		\$	\$	\$	\$	\$	\$
	ADMINISTRATION:							
1	TRACK	02	32,542	2,286	12,818	1,800	49,446	51,973
2	BRIDGE AND BUILDING	03	3,258	193	880	206	2,051	6,593
3	SIGNAL	04	9,015	593	2,750	495	12,843	14,613
4	COMMUNICATION	05	1,238	86	414	81	496	2,315
5	OTHER	06	152	4	760	8	2,105	3,029
	REPAIR AND MAINTENANCE:							
6	ROADWAY-RUNNING	10	10,035	782	18,500	376	1,212	30,905
7	ROADWAY-SWITCHING	10	995	77	36	63	2	1,173
8	TUNNELS & SUBWAYS-RUNNING	11	128	9	16	6	95	256
9	TUNNELS & SUBWAYS-SWITCHING	11						
10	BRIDGES & CULVERTS-RUNNING	12	5,708	2,262	582	249	2,174	10,975
11	BRIDGES & CULVERTS-SWITCHING	12	10			1	11	11
12	TIES-RUNNING	13		33,066			942	34,008
13	TIES-SWITCHING	13		3,918			12	3,930
14	RAIL-RUNNING	14		7,424			128	7,552
15	RAIL-SWITCHING	14		(42)			(22)	(64)
16	OTHER TRK MATL-RUNNING	15		25,904			995	26,899
17	OTHER TRK MATL-SWITCHING	15		5,946			(3)	5,943
18	BALLAST-RUNNING	16		13,403			208	13,611
19	BALLAST-SWITCHING	16		718			718	718
20	TRK LAYING & SURFACING-RUNNING	17	106,562	7,036	24,412	3,169	12,830	154,009
21	TRK LAYING & SURFACING-SWITCHING	17	5,984	493	214	155	81	6,927
22	RD PROPERTY DAMAGED-RUNNING	48	4,234	2,791	305	32	290	7,652
23	RD PROPERTY DAMAGED-SWITCHING	48	570	899	1		8	1,477
24	RD PROPERTY DAMAGED-OTHER	48	173	81	100	1	124	479
25	SIGNALS AND INTERLOCKERS-RUNNING	19	29,914	10,399	1,088	982	10,143	52,526
26	SIGNALS AND INTERLOCKERS-SWITCHING	19	1,380	142	(33)	38	25	1,552
27	COMMUNICATIONS SYSTEMS	20	5,816	3,060	46	193	4,453	13,991
28	ELECTRIC POWER SYSTEMS	21	1,185	738	2,153	40	8,379	12,500
29	HWY GRADE CROSSINGS-RUNNING	22	7,246	4,985	3,467	271	578	16,547
30	HWY GRADE CROSSINGS-SWITCHING	22	163	157	(8)	4	3	319
31	STATION AND OFFICE BLDGS	23	4,150	1,330	1,442	181	7,939	15,042
32	SHOP BUILDINGS-LOCOMOTIVES	24	3,146	697	255	40	223	4,361
33	SHOP BUILDINGS-FREIGHT CARS	25	1,726	523	(15)	40	2,274	2,274
34	SHOP BUILDINGS-OTHER EQUIPMENT	26	135	32	21	6	4,920	5,114

Road Initials: CRC Year 1982

IN THOUSANDS

SCHEDULE 410, RAILWAY OPERATING EXPENSES - continued

NAME OF RAILWAY OPERATING EXPENSE ACCOUNT		SALARIES & WAGES	Material, tools, supplies, fuels, and lubricants	FREIGHT		TOTAL FREIGHT EXPENSE (F)	PASSENGER (G)	TOTAL (H)
LINE	N/A - NATURAL ACCOUNT F/C - FUNCTION CODE NO (A) N/A F/C			PURCHASED SERVICES (D)	GENERAL (E)			
		(B)	(C)	(D)	(E)	(F)	(G)	(H)
	WAY AND STRUCTURES -(CONTINUED)	\$	\$	\$	\$	\$	\$	\$
	REPAIR AND MAINTENANCE -(CONTINUED)							
101	LOCOMOTIVE SERVICING FACILITIES 27	372	155	114	16	657	155	812
102	MISC BUILDINGS AND STRUCTURES 28	5,243	1,602	262	195	7,302	2,429	9,731
103	COAL TERMINALS 29	1,628	167	1,029	1	2,825		2,825
104	ORE TERMINALS 30	16	15	441	1	473		473
105	OTHER MARINE TERMINALS 32	39	11	21	1	72		72
106	TOFC/COFC TERMINALS 31	10	22	633	1	666		666
107	MTR VEHICLE LRG & DISTRIB FAC 33	67	7	37	(1)	110		110
108	FAC FOR OTH SPEC SERVICE OPER 35	120	131	70	11	332		332
109	ROADWAY MACHINES 36	11,571	22,302	1,226	304	35,403	2,356	37,759
110	SMALL TOOLS AND SUPPLIES 37	14	10,248	891	15	11,168	2,147	13,315
111	SNOW REMOVAL 38	9,268	2,467	4,069	229	16,033	1,886	17,919
112	FRINGE BENEFITS-RUNNING 12 00				48,968	48,968	7,510	56,478
113	FRINGE BENEFITS-SWITCHING 12 00				5,278	5,278	15	5,293
114	FRINGE BENEFITS-OTHER 12 00				27,217	27,217	8,200	35,417
115	CASUALTIES & INS-RUNNING 52/53 00				11,590	11,590	1,395	12,985
116	CASUALTIES & INS-SWITCHG 52/53 00				1,168	1,168		1,168
117	CASUALTIES & INS-OTHER 52/53 00				7,455	7,455	705	8,160
118	LEASE RENTALS-DR-RUNNING 31 00			4,206		4,206	504	4,710
119	LEASE RENTALS-DR-SWITCHING 31 00			1,331		1,331	17	1,348
120	LEASE RENTALS-DR-OTHER 31 00			5,435		5,435	364	5,799
121	LEASE RENTALS-CR-RUNNING 32 00			16		16		16
122	LEASE RENTALS-CR-SWITCHING 32 00			184		184		184
123	LEASE RENTALS-CR-OTHER 32 00			184		184		184
124	JT FACILITY RENT-DR-RUNNG 33 00			1,584		1,584	161	1,578
125	JT FACILITY RENT-DR-SWCHG 33 00			1,725		1,725	50	1,775
126	JT FACILITY RENT-DR-OTHER 33 00			441		441	30	471
127	JT FACILITY RENT-CR-RUNNG 34 00			18,462		18,462	131	18,493
128	JT FACILITY RENT-CR-SWCHG 34 00			1,083		1,083	11	1,084
129	JT FACILITY RENT-CR-OTHER 34 00			1479		1479	161	1485
130	OTHER RENTS-DR-RUNNING 35 00			2,476		2,476	222	2,698
131	OTHER RENTS-DR-SWITCHING 35 00							
132	OTHER RENTS-DR-OTHER 35 00			216		216	402	618
133	OTHER RENTS-CR-RUNNING 36 00							

Road Initials: CRC Year 1982

IN THOUSANDS

SCHEDULE 410, RAILWAY OPERATING EXPENSES - continued

NAME OF RAILWAY OPERATING EXPENSE ACCOUNT			FREIGHT						
N/A - NATURAL ACCOUNT			SALARIES & WAGES	Material, tools, supplies, fuels, and lubricants	PURCHASED SERVICES	GENERAL	TOTAL FREIGHT EXPENSE	PASSENGER	TOTAL
LINE	F/C - FUNCTION CODE								
NO	(A)	N/A F/C	(B)	(C)	(D)	(E)	(F)	(G)	(H)
WAY AND STRUCTURES -(CONTINUED)			\$	\$	\$	\$	\$	\$	\$
REPAIR AND MAINTENANCE -(CONTINUED)									
134	OTHER PENTS-CR-SWITCHING	36 00							
135	OTHER PENTS-CR-OTHER	36 00							
136	DEPRECIATION-RUNNING	62 00				5,829	5,829	243	6,072
137	DEPRECIATION-SWITCHING	62 00				2,278	2,278	23	2,301
138	DEPRECIATION-OTHER	62 00				19,340	19,340	1,281	20,621
139	JOINT FACILITY-DR-RUNNING	37 00			3,149		3,149	(40)	3,109
140	JOINT FACILITY-DR-SWITCHG	37 00			2,277		2,277	40	2,317
141	JOINT FACILITY-DR-OTHER	37 00			1,643		1,643		1,643
142	JOINT FACILITY-CR-RUNNING	38 00			10,058		10,058	119	10,077
143	JOINT FACILITY-CR-SWITCHG	38 00			725		725	11	726
144	JOINT FACILITY-CR-OTHER	38 00			80		80		80
145	DISMNTLG RET PROP-RUNNING	39	306		34	10	350	(1)	349
146	DISMNTLG RET PROP-SWITCHG	39	1				1		1
147	DISMNTLG RET PROP-OTHER	39	3,638	(155)	606	100	4,189	(3)	4,186
148	OTHER-RUNNING	99				3,940	3,940	(23)	3,917
149	OTHER-SWITCHING	99			5	2,257	2,262	(1)	2,261
150	OTHER-OTHER	99	1,558	6	220		1,784	1,280	3,064
151	TOTAL WAY AND STRUCTURES		269,316	166,959	83,798	144,640	6,4,713	95,810	760,523
EQUIPMENT									
LOCOMOTIVES:									
201	ADMINISTRATION	01	10,872	518	1,151	535	13,076	1,343	14,419
202	REPAIRS AND MAINTENANCE	41	46,848	95,842	3,596	256	146,542	18,028	164,570
203	MACHINERY REPAIRS	40	1,334	878	79	2	2,293	137	2,430
204	EQUIPMENT DAMAGED	48	888	508	49	2	1,447	22	1,469
205	FRINGE BENEFITS	12 00				19,968	19,968	2,285	22,253
206	OTH CASUALTIES & INS	52/53 00				10,949	10,949	2,018	12,967
207	LEASE RENTALS-DR	31 00			(622)		(622)	2	(620)
208	LEASE RENTALS-CR	32 00			11,103		11,103		11,103
209	JOINT FACILITY RENT-DR	33 00			126		126		126
210	JOINT FACILITY RENT-CR	34 00			151		151		151
211	OTHER RENTS-DR	35 00						(93)	(93)
212	OTHER RENTS-CR	36 00			11,825		11,825	1433	12,258
213	DEPRECIATION	62 00				48,646	48,646	192	48,838
214	JOINT FACILITY-DR	37 00			254		254		254
215	JOINT FACILITY-CR	38 00			571		571		571
216	RPS BILLED OTH-CR	ALL 40 XX			978		978		978

Road Initials: CRC Year 1982

IN THOUSANDS

SCHEDULE 410, RAILWAY OPERATING EXPENSES - continued

NAME OF RAILWAY OPERATING EXPENSE ACCOUNT			FREIGHT					PASSENGER	TOTAL
N/A - NATURAL ACCOUNT			SALARIES & WAGES	Material, tools, supplies, fuels, and lubricants	PURCHASED SERVICES	GENERAL	TOTAL FREIGHT EXPENSE		
LINE NO	F/C - FUNCTION CODE (A)	N/A F/C	(B)	(C)	(D)	(E)	(F)	(G)	(H)
	LOCOMOTIVES -(CONTINUED)		\$	\$	\$	\$	\$	\$	\$
217	DISMANTLING RETIRED PROPERTY	39	33	5	244	1	283		283
218	OTHER	99	315	57	308	(535)	145	35	180
219	TOTAL LOCOMOTIVES		60,290	97,808	557	79,824	238,479	23,536	262,015
	FREIGHT CARS:								
220	ADMINISTRATION	01	11,476	630	1,287	524	13,917		13,917
221	REPAIR AND MAINTENANCE	42	32,656	42,961	45,570	349	121,536		121,536
222	MACHINERY REPAIRS	40	1,721	713	136		2,570		2,570
223	EQUIPMENT DAMAGED	48	781	83	29	10	903		903
224	FRINGE BENEFITS	12 00				15,047	15,047		15,047
225	OTH CASUALTIES & INS	52/53 00				9,777	9,777		9,777
226	LEASE RENTALS-DR	31 00			6,753		6,753		6,753
227	LEASE RENTALS-CR	32 00			370		370		370
228	JOINT FACILITY RENT-DR	33 00			122		122		122
229	JOINT FACILITY RENT-CR	34 00			14		14		14
230	OTHER RENTS-DR	35 00			360,274		360,274		360,274
231	OTHER RENTS-CR	36 00			96,717		96,717		96,717
232	DEPRECIATION	62 00				70,737	70,737		70,737
233	JOINT FACILITY-DR	37 00			421		421		421
234	JOINT FACILITY-CR	38 00			298		298		298
235	REP BILLED OTH-CR	ALL 40 00			36,978		36,978		36,978
236	DISMANTLING RETIRED PROPERTY	39	378	61	72		511		511
237	OTHER	99	567	(313)	(306)	(279)	(331)		(331)
238	TOTAL FREIGHT CARS		47,579	44,135	280,009	96,165	467,888		467,888
	OTHER EQUIPMENT:								
301	ADMINISTRATION	01	364	6	862	18	1,250	3,702	4,952
	REPAIR AND MAINTENANCE:								
302	TRKS, TRLS, & CONTAINERS-REV SER	43	6		10,034		10,040		10,040
303	FLTG EQUIPMENT-REVENUE SERVICE	44			3		3		3
304	PSGR AND OTHER REVENUE EQUIP	45						70,806	70,806
305	COMPUTERS & DATA PROCESS SYS	46			1,321		1,321		1,321
306	MACHINERY	40	610	343	152	16	1,121	1,872	2,993
307	WORK & OTH NON-REV EQUIP	47	3,335	2,239	345	19	5,938	302	6,240
308	EQUIPMENT DAMAGED	48	25	28	69		122	92	214
309	FRINGE BENEFITS	12 00				1,263	1,263	10,927	12,190
310	OTH CASUALTIES & INS	52/53 00				1,849	1,849	1,793	3,642
311	LEASE RENTALS-DR	31 00			18,984		18,984	398	19,382
312	LEASE RENTALS-CR	32 00			31		31		31

Road Initials: CRC Year 1982

IN THOUSANDS

SCHEDULE 410, RAILWAY OPERATING EXPENSES - continued

NAME OF RAILWAY OPERATING EXPENSE ACCOUNT			SALARIES & WAGES	Material, tools, supplies, fuels, and lubricants	FREIGHT PURCHASED SERVICES	GENERAL	TOTAL FREIGHT EXPENSE	PASSENGER	TOTAL
LINE NO	N/A - NATURAL ACCOUNT F/C - FUNCTION CODE (A)	N/A F/C	(B)	(C)	(D)	(E)	(F)	(G)	(H)
	OTHER EQUIPMENT -(CONTINUED)		\$	\$	\$	\$	\$	\$	\$
313	JOINT FACILITY RENT-DR	33 00			53		53	686	739
314	JOINT FACILITY RENT-CR	34 00			171		171		171
315	OTHER RENTS-DR	35 00			15,075		15,075	80	15,155
316	OTHER RENTS-CR	36 00			4,940		4,940	852	5,792
317	DEPRECIATION	62 00				28,199	28,199	2,372	30,571
318	JOINT FACILITY-DR	37 00			880		880	96	976
319	JOINT FACILITY-CR	38 00			19		19		19
320	REP BILLED OTH-CR	ALL 40 XX			4,721		4,721		4,721
321	DISMANTLING RETIRED PROPERTY	39							
322	OTHER	99	1		122	(109)	14	(5)	9
323	TOTAL OTHER EQUIPMENT		4,341	2,616	38,222	31,255	76,434	92,269	168,703
324	TOTAL EQUIPMENT		112,210	144,559	318,788	207,244	782,801	115,805	898,606
	TRANSPORTATION:								
	TRAIN OPERATIONS:								
401	ADMINISTRATION	01	26,714	1,062	5,573	1,504	34,853	9,130	43,983
402	ENGINE CREWS	56	76,124	1	(33)	7,472	83,564	20,566	104,130
403	TRAIN CREWS	57	142,813	4,131	1,420	13,484	161,848	44,842	206,690
404	DISPATCHING TRAINS	58	10,574	244	814	1	11,633	2,791	14,424
405	OPERATING SIGNALS & INTERLKS	59	23,918	330	4,566	285	29,099	11,588	40,687
406	OPERATING DRAWBRIDGES	60	1,295	60	303	19	1,677	707	2,384
407	HWY CROSSING PROTECTION	61	2,209	107	1,140	26	3,482	370	3,852
408	TRAIN INSPECTN & LUBRICATION	62	32,186	2,227	3,346	412	38,171	7,403	45,574
409	LOCOMOTIVE FUEL	67	1,399	247,016	4,211	21	252,647	13,077	265,724
410	ELEC PWR PUR / PROD FOR MOTV PWR	68			25		25	42,285	42,310
411	SERVICING LOCOMOTIVES	69	12,830	2,688	36	(15)	15,539	4,674	20,213
412	FGT LOST/DMGD-SOL'Y RELATD	51 00							
413	CLEARING WRECKS	63	3,416	839	3,376	6	7,637	63	7,700
414	FRINGE BENEFITS	12 00				88,054	88,054	26,561	114,615
415	OTH CASUALTIES & INS	52/53 00				32,419	32,419	4,971	37,390
416	JOINT FACILITY-DR	37 00			2,352		2,352	(14)	2,338
417	JOINT FACILITY-CR	38 00			19,562		19,562	167	19,729
418	OTHER	99	3,071	972	3,577	14	7,634	10,029	17,663
419	TOTAL TRAIN OPERATIONS		336,549	259,677	21,144	143,702	761,072	198,976	960,048
	YARD OPERATIONS:								
420	ADMINISTRATION	01	23,903	1,368	4,685	1,286	31,242	1,693	32,935
421	SWITCH CREWS	64	129,660	1	(146)	398	129,913	7,781	137,694

IN THOUSANDS

SCHEDULE 410, RAILWAY OPERATING EXPENSES - continued

LINE NO	NAME OF RAILWAY OPERATING EXPENSE ACCOUNT N/A - NATURAL ACCOUNT F/C - FUNCTION CODE (A)	N/A F/C	SALARIES & WAGES (B)	Material, tools, supplies, fuels, and lubricants (C)	FREIGHT PURCHASED SERVICES (D)	GENERAL (E)	TOTAL FREIGHT EXPENSE (F)	PASSENGER (G)	TOTAL (H)
	YARD OPERATIONS -(CONTINUED)		\$	\$	\$	\$	\$	\$	\$
422	CONTROLLING OPERATIONS	65	30,816	1,674	6,006	25	38,521	2,196	40,717
423	YARD & TERMINAL CLERICAL	66	31,734	1,861	5,872	3	39,470	4,865	44,335
424	OPERTG SWITCHES, SIG, RETDR, 4 HUMP	59	4,198	267	660	7	5,132	419	5,551
425	LOCOMOTIVE FUEL	67	240	41,274	(24)	4	41,494	1,620	43,114
426	ELEC PWR PUR / PROD FOR MOTV PWR	68						1,184	1,184
427	SERVICING LOCOMOTIVES	69	3,141	408	45	(3)	3,591	202	3,793
428	FGT LOST/DMGD-SOL'Y RELATD	51 00							
429	CLEARING WRECKS	63	572	9	91		674	(8)	666
430	FRINGE BENEFITS	12 00				63,116	63,116	2,885	66,001
431	OTH CASUALTIES & INS	52/53 00				17,275	17,275		17,275
432	JOINT FACILITY-DR	37 00			17,326		17,326	108	17,434
433	JOINT FACILITY-CR	38 00			5,977		5,977		5,977
434	OTHER	99	1,397		168		1,565	(177)	1,388
435	TOTAL YARD OPERATIONS		225,661	46,862	28,706	82,113	383,342	22,768	406,110
	TRAIN & YARD OPER-COMMON:								
501	CLEANING CAR INTERIORS	70	325	63	1,094		1,482	5,110	6,592
502	ADJ & TRFG LOADS	71	742	122	(86)		778		778
503	CAR LOADING DEV & GRAIN DOORS	72	21	172	22		215		215
504	FGT LOST/DMGD-ALL OTHER	51 00							
505	FRINGE BENEFITS	12 00				250	250	1,448	1,698
506	TOTAL TRAIN & YARD OPER-COMMON		1,088	357	1,030	16,736	19,211	6,558	25,769
	SPECIALIZED SERVICE OPERATIONS:								
507	ADMINISTRATION	01	981	183	3,546	9	4,719		4,719
508	PICKUP & DEL & MARINE LINE HAUL	73	8	3	8,326	2	8,339		8,339
509	LDG & UNLDG & LOCAL MARINE	74	3,729	365	54,169	50	58,313		58,313
510	PROTECTIVE SERVICES	75	20		4,430		4,450		4,450
511	FGT LOST/DMGD-SOL'Y RELATD	51 00							
512	FRINGE BENEFITS	12 00				1,282	1,282		1,282
513	CASUALTIES & INSURANCE	52/53 00				457	457		457
514	JOINT FACILITY-DR	37 00							
515	JOINT FACILITY-CR	38 00							
516	OTHER	99	19		288		307		307
517	TOTAL SPECIALIZED SERVICE OPER		4,757	551	70,759	1,800	77,867		77,867
	ADMINISTRATIVE SUPPORT OPERS:								
518	ADMINISTRATIVE	01	4,370	145	1,555	314	6,384	1,007	7,391

Road Initials: CRC Year 1982

IN THOUSANDS

SCHEDULE 410, RAILWAY OPERATING EXPENSES - continued

NAME OF RAILWAY OPERATING EXPENSE ACCOUNT		FREIGHT							
N/A - NATURAL ACCOUNT		SALARIES & WAGES	Material, tools, supplies, fuels, and lubricants	PURCHASED SERVICES	GENERAL	TOTAL FREIGHT EXPENSE	PASSENGER	TOTAL	
LINE	F/C - FUNCTION CODE								
NO	(A)	N/A F/C	(B)	(C)	(D)	(E)	(F)	(G)	(H)
	ADMINISTRATIVE SUPPORT -(CONTINUED)		\$	\$	\$	\$	\$	\$	\$
519	EMP PERFMG CLER & ACCTG FUNCT'NS	76	50,072	2,607	11,481	1,081	65,241	20,438	85,679
520	COMMUNICATION SYSTEMS OPERATION	77	1,051	102	10,432	15	11,600	2,270	13,870
521	LOSS & DMG CLAIMS PROCESSING	78	7,425	106	1,671	326	9,528		9,528
522	FRINGE BENEFITS	12 00				19,452	19,452	5,583	25,035
523	CASUALTIES & INSURANCE	52/53 00				13,738	13,738		13,738
524	JOINT FACILITY-DR	37 00			571		571	16	587
525	JOINT FACILITY-CR	38 00			697		697		697
526	OTHER	99	1,897		691	1	2,589	137	2,726
527	TOTAL ADMINISTRATIVE SUPT OPER		64,815	2,960	26,304	34,927	129,006	29,451	158,457
528	TOTAL TRANSPORTATION		632,870	310,407	147,943	279,278	1,370,498	257,753	1,628,251
	GENERAL AND ADMINISTRATIVE:								
601	OFFICERS-GENL ADMINISTRATION	01	14,642	479	8,370	533	24,024	3,959	27,983
602	ACCTG, AUDITING AND FINANCE	86	38,936	444	5,439	522	45,341	9,695	55,036
603	MANAGEMENT SERVICES & DATA PROC	87	20,433	1,131	3,032	547	25,143	1,658	26,801
604	MARKETING	88	7,695	184	1,760	126	9,765	47	9,812
605	SALES	89	12,121	125	4,154	1,090	17,490	1	17,491
606	INDUSTRIAL DEVELOPMENT	90	1,567	21	272	90	1,950		1,950
607	PERSONNEL & LABOR RELATIONS	91	10,288	328	1,578	374	12,568	2,269	14,837
608	LEGAL AND SECRETARIAL	92	6,880	108	14,289	(356)	20,921	2,219	23,140
609	PUBLIC RELATIONS AND ADVERTISING	93	1,238	388	4,079	96	5,801	176	5,977
610	RESEARCH AND DEVELOPMENT	94	4,254	123	553	665	5,595	988	6,583
611	FRINGE BENEFITS	12 00				40,493	40,493	4,672	45,165
612	CASUALTIES & INSURANCE	52/53 00				1,097	1,097	2	1,099
613	WRITEDOWN OF UNCOLL ACCTS	63 00				12,194	12,194	46	12,240
614	PROPERTY TAXES	64 00				21,411	21,411		21,411
615	OTH TX EXCEPT ON C/I OR P/R	65 00				(5,652)	(5,652)	476	(5,176)
616	JOINT FACILITY-DR	37 00			747		747	13	765
617	JOINT FACILITY-CR	38 00			4411		4411	(17)	4281
618	OTHER	99	4,213	(41)	2,992	5,181	12,345	875	13,220
619	TOTAL GENERAL & ADMINISTRATIVE		122,267	3,290	46,854	78,411	250,822	27,084	277,906
620	TOTAL CARRIER OPERATING EXPENSES		1,136,663	625,215	597,383	709,573	3,068,834	496,452	3,565,286

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 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 column (e), 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. Amortization adjustment of each road property type which is included in column (b) shall be repeated in column (e) as a debit or credit to the appropriate line item; the net adjustment on line 35 shall equal the adjustment reported on line 27 of schedule 335.

5. Report on line 34 all other lease rentals not apportioned to any category listed on lines 1-33.

6. Line 14, account 16, should not include computer and data processing equipment reported on line 37 of Schedule 415.

7. Dollars in thousands.

Line No.	Property account	Category (a)	Depreciation (b)	Retirement (c)	Lease/Rentals (net) (d)	Amortization Adjustment During year (e)
1	1	Engineering	\$	\$	\$	
2	2	Land for transportation purposes	N/A	N/A		
3	3	Grading	142	1,606		
4	4	Other right-of-way expenditures	26			
5	5	Tunnels and subways	134			
6	6	Bridges, trestles and culverts	2,565	N/A	438	
7	7	Elevated structures	139	N/A		
8	8	Ties	N/A	583		
9	9	Rails	N/A	432	422	
10	10	Other track material	N/A	1,121	197	
11	11	Ballast	N/A	571	12	
12	12	Track laying and surfacing	N/A	1,893	8,193	
13	13	Fences, snowsheds and signs	73	N/A	36	
14	16	Station and office buildings	5,764	N/A	481	
15	17	Roadway buildings	317	N/A	194	
16	18	Water stations	3	N/A		
17	19	Fuel stations	315	N/A	29	
18	20	Shops and enginehouses	1,487	N/A	172	
19	22	Storage warehouses		N/A		
20	23	Wharves and docks	75	N/A	14	
21	24	Coal and ore wharves	904	N/A	12	
22	25	TOFC/COFC terminals	245	N/A	11	
23	26	Communications systems	404	N/A	642	
24	27	Signals and interlockers	3,876	N/A	1,417	
25	29	Power plants	42	N/A	16	
26	31	Power transmission systems	472	N/A	156	
27	35	Miscellaneous structures	39	N/A	16	
28	37	Roadway machines	9,986	N/A	842	
29	39	Public improvements; construction	199	2	274	
30	45	Power plant machines	201	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	39			
35	-	Total	27,447	6,208	13,574	

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		35	148		1,043	1,536
2	Box-Plain 50 Foot and Longer		817	6,004	6,800	9,570	38,399
3	Box-Equipped		6,758	23,210	5	14,321	51,508
4	Gondola-Plain		4,598	8,478	520	3,218	8,720
5	Gondola-Equipped		722	3,095	1	726	3,067
6	Hopper-Covered		1,137	5,260	18,823	4,354	15,397
7	Hopper-Open Top-General Service		1,234	8,514	1	5,987	18,945
8	Hopper-Open Top-Special Service		1	22	1	2	8
9	Refrigerator-Mechanical		22	773	440	5,981	6,541
10	Refrigerator-Non-Mechanical		889	3,321	1,224	2,503	7,586
11	Flat TOFC/COFC		143	197	27,868	575	2,111
12	Flat Multi-Level	5,432	346	695	21,468	524	3,499
13	Flat-General Service		919	1,537	1	164	641
14	Flat-Other	41	203	2,414	7,389	602	2,339
15	Tank-Under 22,000 Gallons				30,646		
16	Tank-22,000 Gallons and Over				23,119		
17	All Other Freight Cars		5	171	386	173	390
18	Auto Racks			9,576			11,152
19	Total Freight Train Cars	5,473	17,829	73,415	138,692	49,743	171,839
	OTHER FREIGHT CARRYING EQUIPMENT						
20	Refrigerated Trailers				26		37
21	Other Trailers			4,909	8,525		6,115
22	Refrigerated Containers				284		
23	Other Containers						
24	Total Trailers & Containers			4,909	8,835		6,152
25	Grand Total (Lines 19 & 24)	5,473	17,829	78,324	147,527	49,743	177,991

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) locomotives: line 5 plus line 38 compared to the sum of Schedule 410, lines 202, 203 plus 216, Freight Cars: line 24 plus line 39 compared to the sum of the 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-Order Equipment (line 40), and Work and Other Non-Revenue Equipment (line 41) compared to Schedule 410, the sum of lines 302 through 307. 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). 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 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. Amortization adjustment of each equipment type which is included in column (c) shall be reported in column (e) as a debit or credit to the appropriate line item, the net adjustment on line 43 shall equal the equipment amortization adjustment reported on line 36 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 charges 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 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 (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 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 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 in column (c) of Schedule 332 should equal the combined aggregate totals of line items comprising the equipment depreciation bases of columns (h) and (i).
9. Accumulated depreciation for each class of equipment shall be reported in columns (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 columns (j) and (k).

SCHEDULE 415. SUPPORTING SCHEDULE: EQUIPMENT

SEE INSTRUCTIONS ON PAGE 53

SEE INSTRUCTIONS ON PAGE 5.

Line No.	Types of Equipment (a)	Repairs (Net Expense) (b)	Depreciation		Amortization
			Owned (c)	Capitalized lease (d)	Adjustment net during year (e)
LOCOMOTIVES:					
1	Diesel Locomotive - Yard	\$ 20,262	\$ 3,219	\$ 1,968	\$
2	Diesel Locomotive - Road	124,045	2,840	39,913	
3	Other Locomotive - Yard				
4	Other Locomotive - Road	1,272			
5	TOTAL	145,579	6,059	41,881	
FREIGHT TRAIN CARS:					
6	Box-Plain 40 Foot	239	13		
7	Box-Plain 50 Foot and Longer	4,868	520	2,116	
8	Box-Equipped	22,148	8,159	8,045	
9	Gondola-Plain	12,857	5,281	5,896	
10	Gondola-Equipped	1,961	1,055	2,388	
11	Hopper-Covered	9,163	2,361	3,397	
12	Hopper-Open Top-General Service	8,241	6,082	15,514	
13	Hopper-Open Top-Special Service	2,441	542	366	
14	Refrigerator-Mechanical	378	120	791	
15	Refrigerator-Nonmechanical	4,264	687		
16	Flat TOP/COFC	1,019	148		
17	Flat Multi-level	603	459		
18	Flat-General Service	4,011	443	66	
19	Flat-Other	839	670	317	
20	All Other Freight Cars	6,422	6	4	
21	Cabooses	5,303	1,520	86	
22	Auto Racks	566	439	2,186	
23	Miscellaneous Accessories				
24	TOTAL FREIGHT TRAIN CARS	85,323	28,505	41,172	
OTHER EQUIPMENT-REVENUE FREIGHT HIGHWAY EQUIPMENT					
25	Refrigerated Trailers	158			
26	Other Trailers	5,520		4,310	
27	Refrigerated Containers	2			
28	Other Containers	147			
29	Bogies				
30	Chasis	20			
31	Other Highway Equipmer (Freight)				
32	TOTAL HIGHWAY EQUIPMENT	5,847		4,310	
FLOATING EQUIPMENT-REVENUE SERVICE					
33	Marine Line-Haul				
34	Local Marine	3			
35	TOTAL FLOATING EQUIPMENT	3			
OTHER EQUIPMENT					
36	Passenger and Other Revenue Equipment (Freight Portion)				
37	Computer & Data Processing Equipment	1,321	376	2,273	
38	Machinery - Locomotives ¹	2,278	706		
39	Machinery - Freight Cars ²	1,805	1,060		
40	Machinery - Other Equipment ³	1,121	176		
41	Work & Other Non-revenue Equipment	5,410	5,520	15,544	
42	TOTAL OTHER EQUIPMENT	11,935	7,838	17,817	
43	TOTAL, ALL EQUIPMENT (FREIGHT PORTION)	248,687	42,402	105,180	

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 222 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 302 through 306 reduced by the allocable portion of line 320.

Retirements (f)	Lease and Rentals (Net) (g)	Depreciation Base as of 12/31		SEE INSTRUCTIONS ON PAGE 53 Accumulated Depreciation as of 12/31	
		Owned	Capitalized lease	Owned	Capitalized lease
		(h)	(i)	(j)	(k)
\$	116	\$ 40,043	24,992	\$ 15,186	10,996
	(3,666)	107,722	495,326	44,676	216,156
	(3,550)	147,765	520,318	59,862	227,152
	906	166		38	
		6,904	26,769	1,694	14,027
	58	96,990	118,629	27,440	44,502
	45	72,263	84,012	19,699	34,170
	18	14,780	38,620	4,314	11,427
	1,320	32,961	49,668	9,542	19,015
	853	96,677	241,736	25,473	79,022
	3	7,194	5,924	1,767	1,741
	6	1,886	11,773	725	4,307
	1,814	8,918		2,023	
	113	1,921		436	
	546	5,965		1,353	
	614	5,758	1,084	1,306	314
	3	9,468	5,138	2,849	1,505
	69	98	91	38	26
		20,003	1,197	4,756	485
	15	5,703	29,723	1,293	11,632
	6,383	387,655	614,364	104,746	222,173
	3,484		35,765		18,894
	3,484		35,765		18,894
	15,510	6,719	13,062	986	6,106
		10,852		2,335	
		16,276		3,502	
		2,698		580	
	46	52,262	78,078	8,798	39,668
	15,556	88,807	91,140	16,201	45,774
	21,873	624,227	1,261,587	180,809	513,993

*The data to be reported on lines 38, 39, and 40 in columns (h) and (i), 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 (k) is calculated by multiplying the investment in each element by the effective composite rate for property account 44, and then adding or subtracting the adjustment reported in column (e) should equal amount shown in column (c) schedule 335.

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 (total debits and credits). The expenses on line 4, column (h) relate to refrigerator cars only.

8. Report in column (i) total expenses incurred in performing rail substitute service, other highway revenue service, LCL terminal operations, warehouse operations, freight car transloading, grain elevator terminal operations and livestock feeding operations only.

9. Dollars in Thousands.

Line No.	Items	TOFC/COFC Terminal	Floating Equipment	Coal Marine Terminal	Ore Marine Terminal	Other Marine Terminal	Motor Vehicle Load and Distribution	Protective Services Refrigerator Car	Other Special Services	Total Columns (b-i)
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)
1	Administration	\$ 3,229	\$ 10	\$ 993	\$ 34	\$ 122	\$ 309	\$	\$ 22	\$ 4,719
2	Pick up & delivery, marine line haul	7,984	126				229	N/A		8,339
3	Loading and unloading and local marine	39,559	15	14,118	480	(8)	4,149	N/A		58,313
4	Protective services Total debit and credits	649						380/4,450		4,450
5	Freight lost or damaged-solely related									
6	Fringe benefits	805		333			144			1,282
7	Casualty and insurance	300	1	93	3	12	29	19		457
8	Joint facility - Debit									
9	Joint facility - Credit									
10	Other	187		83			37			307
11	Total	52,715	152	15,620	517	126	4,897	3820	22	77,867

Road Initials:

CRC

Year 1982

Received for rate for Publications

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	87
	Repair and Maintenance	
6	Roadway - Running	14
7	Roadway - Switching	
8	Tunnels and Subways - Running	
9	Tunnels and Subways - Switching	
10	Bridges and Culverts - Running	36
11	Bridges and Culverts - Switching	
12	Ties - Running	16
13	Ties - Switching	
14	Rail - Running	9
15	Rail - Switching	
16	Other Track Material - Running	105
17	Other Track Material - Switching	
18	Ballast - Running	3
19	Ballast - Switching	
20	Track laying and surfacing - Running	3,964
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	245
26	Signals and Interlockers - Switching	
27	Communications systems	18
28	Electric Power Systems	1,190
29	Highway Grade Crossings - Running	48
30	Highway Grade Crossings - Switching	
31	Station and Office Buildings	337
32	Shop Buildings - Locomotives	
33	Shop Buildings - Other Equipment	1

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	11
109	Roadway Machines	2
110	Small Tools and Supplies	5
111	Snow Removal	15
112	Fringe Benefits - Running	682
113	Fringe Benefits - Switching	
114	Fringe Benefits - Other	483
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	20
126	Joint Facility Rent - Debit - Other	
127	Joint Facility Rent - (Credit) - Running	1
128	Joint Facility Rent - (Credit) - Switching	
129	Joint Facility Rent - (Credit) - Other	
130	Other Rents - Debit - Running	
131	Other Rents - Debit - Switching	
132	Other Rents - Debit - Other	
133	Other Rents - (Credit) - Running	
134	Other Rents - (Credit) - Switching	
135	Other Rents - (Credit) - Other	
136	Depreciation - Running	
137	Depreciation - Switching	
138	Depreciation - Other	
139	Joint Facility - Debit - Running	
140	Joint Facility - Debit - Switching	
141	Joint Facility - Debit - Other	
142	Joint Facility - (Credit) - Running	1
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	2
151	Total WAY AND STRUCTURES	7,295

419. REMUNERATIONS FROM NATIONAL RAILROAD PASSENGER CORPORATION—Continued

Line No.	Name of Account (a)	Amount (b)
	EQUIPMENT	\$
	Locomotives	
201	Administration	
202	Repair and Maintenance	407
203	Machinery Repair	
204	Equipment Damaged	
205	Fringe Benefits	67
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	93
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	567
	Other Equipment	
301	Administration	3
	Repair and Maintenance:	
304	Passenger and Other Revenue Equipment	860
305	Computers and Data Processing System	
306	Machinery	7
307	Work and Other Non-Revenue Equipment	1
308	Equipment Damaged	
309	Fringe Benefits	277
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	7
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	1,155
324	TOTAL EQUIPMENT	1,722

419. REMUNERATIONS FROM NATIONAL RAILROAD PASSENGER CORPORATION—Continued

Line No.	Name of Account (a)	Amount (b)
	TRANSPORTATION	\$
	Train Operation	
401	Administration	
402	Engine Crews	21,526
403	Train Crews	24,255
404	Dispatching Trains	154
405	Operating Signals and Interlockers	1,125
406	Operating Drawbridges	3
407	Highway Crossing Protection	38
408	Train Inspection and Lubrication	
409	Locomotive Fuel	1,816
410	Electric Power Purchased or Produced for Motive Power	21,257
411	Servicing Locomotives	1,665
412	Freight Lost or Damaged - Solely Related	
413	Clearing Wrecks	110
414	Fringe Benefits	13,134
415	Other Casualties and Insurance	817
416	Joint Facility - Debit	
417	Joint Facility - (Credit)	
418	Other	2,571
419	Total Train Operations	88,471
	Yard Operations	
420	Administration	
421	Switch Crews	7,880
422	Controlling Operations	
423	Yard and Terminal Clerical	1,882
424	Operating Switches, Signals, Retarders and Humps	277
425	Locomotive Fuel	21
426	Electric Power Purchased or Produced for Motive Power	
427	Servicing Locomotives	10
428	Freight Lost or Damaged - Solely Related	
429	Clearing Wrecks	
430	Fringe Benefits	2,995
431	Other Casualties and Insurance	111
432	Joint Facility - Debit	26
433	Joint Facility - (Credit)	
434	Other	
435	Total Yard Operations	13,202

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 _____	
506	Total Train and Yard Operations Common _____	
	Administrative Support Operations	
518	Administration _____	807
519	Employees Performing Clerical and Accounting Functions _____	5,331
520	Communication Systems Operation _____	93
521	Loss and Damage Claims Processing _____	
522	Fringe Benefits _____	587
523	Casualties and Insurance _____	
524	Joint Facility - Debit _____	
525	Joint Facility - (Credit) _____	
526	Other _____	89
527	Total Administrative Support Operations _____	6,907
528	TOTAL TRANSPORTATION _____	108,580
	GENERAL AND ADMINISTRATIVE	\$
601	Officers - General Administration _____	146
602	Accounting, Auditing and Finance _____	826
603	Management Services and Data Processing _____	
604	Marketing _____	
605	Sales _____	
607	Personnel and Labor Relations _____	
608	Legal and Secretarial _____	5
609	Public Relations and Advertising _____	
610	Research and Development _____	
611	Fringe Benefits _____	496
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 _____	3,839
619	TOTAL GENERAL AND ADMINISTRATIVE _____	5,312
620	TOTAL REMUNERATIONS _____	122,909

Schedule 450 Analysis of Taxes

Report dollars in thousands

A. Railway Taxes

Line No.	Kind of Tax (a)	Amount (b)
1	Other than U.S. Government Taxes	\$ 16,233
	U.S. Government Taxes	
	Income Taxes:	(434)
2	Normal tax and surtax	
3	Excess Profits	(434)
4	Total Income Taxes	210,018
5	Railroad Retirement	19,026
6	Hospital Insurance	16,032
7	Supplemental Annuities	17,462
8	Unemployment insurance	2
9	All other United States Taxes	262,106
10	Total - U. S. Government Taxes	278,339
11	Total - Railway Taxes	

B. Adjustments to 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 19 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.				
5	Other (Specify)				
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18	Investment tax credit*				
19	TOTALS				

450. ANALYSIS OF TAXES—Continued
(Dollars in thousands)

*Footnotes:

1. If flow-through method was elected, indicate net decrease (or increase) in tax accrual because of investment tax credit \$ _____

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 \$ _____

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 4 to Financial Statements. \$ _____

3(a) Indicate the amount of ACRS depreciation expense and investment tax credits claimed under the provisions of the Economic Recovery Tax Act of 1981 (ERTA).

3 year recovery property
5 year recovery property
10 year recovery property
15 year recovery property

Total:

ACRS Depreciation	Investment Tax Credits
\$ _____	\$ _____

(b) ERTA repealed retirement-replacement-betterment accounting (RRB) for track property. Provide actual or estimated data for the following:

- The adjusted basis of RRB property (frozen base) at January 1, 1981, was \$ _____
- The Frozen base will be amortized over a period of _____ years.
- Amortization of frozen base property for the following years was:

1981 - \$ _____
1982 - \$ _____

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		13,649
3		Profit from sales of equipment		3,205
4		Insurance proceeds		688
5		Premiums on exchange of foreign currency		1,823
6		Equity in Earnings of Affiliates		3,517
7		Settlements of claims		2,178
8		All Other		1,255
9		TOTAL		26,315
10	551	Miscellaneous Income Charges:		
11		Loss on Sale and Retirement of Property	1,001	
12		FRA Fines	782	
13		Discount on Exchange of Foreign Currency	2,124	
14		Settlements of Claims	3,691	
15		All Other	1,188	
16		TOTAL	8,786	
17				
18	616	Other debits to retained earnings:		
19		Accretion to redemption price of Series A pre-		
20		ferred stock	3,614	
21				
22	555	Unusual or infrequent items		135,138
23		See Note to Financial Statements, Note 8		
24				
25				
26				
27				
28				
29				
30				

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

NOTES AND REMARKS

NONE

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 be shown in schedule 501.

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	Contingent liability under indemnification provisions related to	
3	sales of tax benefits	269,939
4		
5	Contingent interest notes	126,057
6		
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14	See Notes 3 and 9 of Notes to Financial Statements.	
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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 Cor	CSA 10.50% (6/ 7/71) 3/ 1/86	\$ 547	Sole
2	Bankers Trust Co.	CSA 10.00% (4/15/70) 5/15/85	4,678	Sole
3	Chemical Bank	CSA 6.25% (9/15/66) 12/31/86	1,351	Sole
4	C.I.T. Corp.	CSA 8.75% (9/15/69) 10/14/84	1,435	Sole
5	C.I.T. Corp.	CSA 7.25% (3/ 1/68) 1/13/83	794	Sole
6	C.I.T. Corp.	CSA 7.375% (11/ 1/68) 1/15/84	1,743	Sole
7	C.I.T. Corp.	CSA 8.00% (12/ 1/68) 3/ 1/84	434	Sole
8	C.I.T. Corp.	CSA 10.75% (6/ 1/70) 8/ 1/85	856	Sole
9	Del. Valley Equip.	CSA 7.75% (1/15/68) 2/15/83	44	Sole
10	Eastern States Equip	CSA 8.00% (2/ 1/68) 5/ 1/83	319	Sole
11	Exton Leasing Corp.	CSA 8.125% (3/15/69) 9/ 1/84	761	Sole
12	1st Pa.Bk., Trustee	CSA 9.75% (10/ 2/72) 7/ 1/87	2,043	Sole
13		& 10.25%		
14	1st Pa.Bk., Trustee	CSA 10.25% (10/23/73) 10/ 1/88	2,523	Sole
15	Girard Bank	CSA 11.00% (7/15/70) 8/27/85	1,038	Sole
16	New Eng. Mer. Fin. Corp	CSA 7.375% (11/ 1/68) 7/ 1/83	497	Sole
17	Provident Bk. (Cin.O)	CSA 9.00% (5/15/69) 9/15/84	369	Sole
18	Raylin Equip. Corp.	CSA 7.25% (8/15/68) 9/15/83	2,120	Sole
19	Tombar Equip. Corp.	CSA 7.375% (11/ 1/68) 1/15/84	1,916	Sole
20	Unilease No. 8, Inc.	CSA 10.00% (4/15/72) 1/ 1/87	688	Sole
21	U.S. Leasing Int.	CSA 9.50% (6/ 9/69) 12/ 2/87	4,965	Sole
22	Belt Rwy. of Chicago	1st Mtg. Series A, 4-5/R* (8/15/62) 8/15/87	20,842	Jt. (A)
23	Term. RR. Assoc. of StL	Refunding & Improvement Mtge. Series C, 4% due 2019	7,787	Jt. (B)
24		Refunding & Improvement Mtge. Series D, 2-7/8% due 1985 (Agreements dated 7/1/44 & 10/1/45)	21,817	Jt. (B)
25				
26	St. Lawrence &	1st Mtge., 5% (7/1/1896) (7/1/1996)	590	Sole
27	Adirondack Rwy. Co.	2nd Mtge., 6% (10/1/1896) (10/1/1996)	352	Sole
28				
29				
30	(A) Atchison, Topeka & Santa Fe; Burlington Northern; Chesapeake & Ohio; Chicago			
31	Rock Island & Pacific; Grand Trunk Western; Illinois Central Gulf; Louisville			
32	& Nashville; Missouri Pacific; Norfolk & Western (Wabash); Soo Line			
33	(B) Baltimore & Ohio; Burlington Northern; Chicago; Rock Island & Pacific;			
34	Illinois Central Gulf; Louisville & Nashville; Missouri-Kansas-Texas;			
35	Missouri Pacific; Norfolk & Western; St. Louis Southwestern; St. Louis-San			
36	Francisco; Southern			
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 amount 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 765/766 (e)
1.	SPECIAL FINANCING WITH				
2.	UNITED STATES RAILWAY ASSOCIATION				
3.	7.5% Convertible Debentures				
4.		USRA	1,000,000		854,439
5.					
6.					
7.	GOVERNMENT LOANS FOR ESTATES' OBLIGATIONS				
8.		USRA	393,614	2	3
9.					
10.					
11.	TOTAL FUNDED DEBT		1,393,614	2	854,442
12.					
13.					
14.	CONDITIONAL SALES AGREEMENTS - ASSUMED FROM PCTC				
15.					
16.		1st Natl. City Bk.			
17.		of N.Y.	52,265	3,484	10,453
18.		Girard Tr. Co.	19,750	987	2,962
19.		1st Pa. Bk. & Tr. Co.	7,950	522	
20.		Girard Tr. Co.	20,000	1,333	
21.		Provident Natl. Bk.	20,000	1,000	5,000
22.		Central Penn Natl.			
23.		Bk.	12,000	600	3,600
24.		1st Pa. Bk. & Tr. Co.	10,690	534	3,207
25.		Mellon Natl. Bk.	15,840	1,056	1,056
26.		Provident Natl. Bk.	23,150	1,543	1,543
27.		Mellon Natl. Bk.	3,120	208	208
28.		Girard Tr. Co.	10,500	700	1,400
29.		TOTAL	195,265	11,967	29,429
30.	CONSOLIDATED RAIL CORPORATION				
31.		Fidelity Bank	8,390	1,643	1,489
32.	13616	CIT Fin. Ser., Inc	2,090	105	1,916
33.	Exhibit A	Radnor Associate	115	55	47
34.		TOTAL	10,595	1,803	3,452
35.					
36.	ASSUMED FROM ERIE LACKAWANNA RAILWAY CO.				
37.		Mor. Guar. Tr. Co. NY	3,827	118	
38.		Mor. Guar. Tr. Co. NY	1,595	44	
39.		Mor. Guar. Tr. Co. NY	4,389	299	1,198
40.		Mor. Guar. Tr. Co. NY	4,491	293	1,170
41.		1st Jer. Natl. Bk.	1,234	123	45
42.		Union Comm. Bk.	1,009	101	28
43.		Natl. City Bk.	2,543	254	55
44.		Society Natl. Bk.	705	70	35
45.		Cleveland Tr. Co.	3,566	357	93
46.		Central Natl. Bk.	2,543	254	75
47.		TOTAL	25,902	1,913	2,699
48.	TOTAL - CONDITIONAL SALES AGREEMENTS		231,762	15,683	35,580
49.					
50.					

510. DEBTHOLDINGS—Continued

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)
SPECIAL FINANCING WITH						
UNITED STATES RAILWAY ASSOCIATION						
7.5% Convertible Debentures						
VAR.	1/1/2011	.1	782	439		
GOVERNMENT LOANS FOR ESTATES' OBLIG.						
VAR.		VAR.	3,520			
			4,302	439		
CONDITIONAL SALES AGREEMENTS - ASSUMED FROM PCTC						
5/ 1/66	2/15/86	5-3/4	829	902	480	
7/ 1/66	7/ 1/86	5-7/8	261	290	136	
2/ 1/68	1/ 1/83	7	37	55		
5/15/68	6/15/83	7-1/4	141	145		
7/15/68	8/15/88	7-1/2	498	525	229	
2/15/69	2/15/89	8	343	360	165	
5/15/69	8/15/89	8-3/4	324	343	147	
8/ 1/69	8/ 1/84	9	246	285	48	
10/ 1/69	10/ 1/84	9-3/4	414	451	71	
12/20/69	12/15/84	10-1/2	65	66	12	
2/ 1/70	2/ 1/85	10-1/4	221	251	65	
			3,379	3,673	1,353	
CONSOLIDATED RAIL CORPORATION						
7/ 1/77	7/ 1/84	Prime+1/4	391	381		
3/15/82	3/15/92	16	263	248		
7/ 1/82	7/ 1/84	15	8	4		
			662	633		
ASSUMED FROM ERIE LACKAWANNA RAILWAY CO.						
5/31/68	4/15/83	7.33	18	22		
7/30/68	4/15/83	7.33	7	9		
12/ 4/72	11/ 1/87	8.7705	143	148	55	
12/ 1/72	11/ 1/87	8.7705	140	144	54	
5/ 1/74	5/ 1/84	Prime +2	42	46	2	
5/ 1/74	5/ 1/84	Prime +2	33	36	1	
5/ 1/74	5/ 1/84	Prime +2	80	89	3	
5/ 1/74	5/ 1/84	Prime +2	28	28	2	
5/ 1/74	5/ 1/84	Prime +2	115	127	4	
5/30/74	5/ 1/84	Prime +2	84	92	3	
			690	741	124	
			4,731	5,047	1,477	

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 766 (e)
1.	INSTALLMENT PURCHASE AGREEMENTS				
2.		IBM Corp.	6,094	1,388	3,407
3.		Philadelphia, Pa.			
4.	TOTAL		6,094	1,388	3,407
5.					
6.	TOTAL EQUIPMENT OBLIGATIONS		237,856	17,071	38,987
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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 766 (e)
1.	CAPITAL LEASES				
2.	EQUIPMENT	CIT Corporation	2,725	199	1,444
3.		New York, NY			
4.		CIT Corporation	2,203	161	1,168
5.		New York, NY			
6.		GATX-Armco-Boothe	12,680	1,078	7,786
7.		San Francisco, CA			
8.		Ford Motor Cr. Corp.	17,394	1,362	9,303
9.		Dearborn, MI			
10.		Pullman, Inc.	19,624	1,700	8,440
11.		Chicago, IL			
12.		Greyhound Leasing			
13.		& Fin. Corp.	33,931	2,717	14,928
14.		Phoenix, AR			
15.		XTRA, Inc.	9,452	491	5,952
16.		Boston, MASS			
17.		Greyhound Leasing			
18.		& Fin. Corp.	27,404	2,205	12,387
19.		Phoenix, AR			
20.		U.S. Railway Leasing	12,472	502	9,321
21.		Chicago, IL			
22.		Kellogg Co.	2,160	179	1,052
23.		Battle Creek, MI			
24.		CIT Corporation	7,171	616	3,176
25.		New York, NY			
26.		Delaware Car Leasing	1,251	38	307
27.		Wilmington, DE			
28.		General Car Leasing	1,825	47	388
29.		Wilmington, DE			
30.		GSC Leasing Corp.	1,160	81	438
31.		Wilmington, DE			
32.		Westinghouse Lease			
33.		Corp.	305	18	214
34.		Pittsburgh, PA			
35.		Edw.C. Leber &			
36.		Jane S. Kubiak	3,554	411	937
37.		Philadelphia, PA			
38.		Eastern States Eq.			
39.		Corp.	7,784	210	1,606
40.		Manhasset, NY			
41.		Eastern States Eq.			
42.		Corp.	1,951	121	930
43.		Manhasset, NY			
44.		Natl.Bk.of Detroit	30	3	3
45.		Detroit, MI			
46.		Equitable Life As-			
47.		surance Society			
48.		of U.S.	1,534	46	554
49.		New York, NY			
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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)
12/ 1/69	6/ 1/85	3.75	155	156		
12/ 1/69	2/27/85	3.75	122	128		
3/ 1/70	4/27/85	3.75	815	830		
1/30/70	2/28/85	8.75	991	993		
4/21/71	10/ 1/86	8.75	951	962		
6/23/71	2/ 1/86	8.75	1,646	1,665		
11/ 8/71	4/ 1/92	8.75	582	586		
2/28/72	6/ 1/87	8.75	2,468	2,229		
6/12/72	1/30/88	8.75	880	882		
4/30/73	7/ 1/88	8.75	116	116		
9/15/69	10/14/84	8.75	358	369		
6/ 1/59	10/ 1/89	8.75	32	32		
6/15/59	10/ 1/89	8.75	40	41		
8/ 1/59	2/ 1/90	8.75	48	51		
5/25/73	9/12/89	8.75	21	21		
7/15/70	9/ 3/85	8.75	132	143		
2/ 1/68	3/28/83	8.75	172	179		
2/ 1/68	3/28/83	8.75	101	103		
1/15/65	11/15/84	8.75	1	1		
6/10/66	10/27/81	8.75	54	55		

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 766 (e)
1.	CAPITAL LEASES	1st Pa. Bk. & Tr. Co.	4,984	395	2,583
2.	EQUIPMENT	Philadelphia, PA			
3.	(Continued)	CIT Corp.	2,210	333	178
4.		New York, NY			
5.		Delaware Valley			
6.		Eq. Co.	672	43	
7.		Manhasset, NY			
8.		CIT Corp.	2,872	231	1,613
9.		New York, NY			
10.		Exton Leas. Corp.	2,528	379	413
11.		Wynnewood, PA			
12.		Provident Bank	1,219	185	202
13.		Cincinnati, OH			
14.		Pa. Car Leasing	11,276	505	4,135
15.		Wilmington, DE			
16.		Greenlease Co.	336	23	123
17.		Greenville, PA			
18.		Greenlease Co.	235	33	175
19.		Greenville, PA			
20.		Gen. Ele. Cr. Corp.	1,413	83	1,008
21.		Stamford, CONN			
22.		Budd Leas. Corp.	4,409	204	3,035
23.		Troy, MI			
24.		U.S. Trust Co. of NY	3,775	194	2,634
25.		New York, NY			
26.		U.S. Trust Co. of NY	75,989	4,013	54,707
27.		New York, NY			
28.		1st Security Bk.			
29.		of Utah	8,330	420	6,362
30.		Salt Lake City, UT			
31.		1st Security Bk. of			
32.		Utah	8,953	453	6,851
33.		Salt Lake City, UT			
34.		1st Security Bk. of			
35.		Utah	4,901	248	3,762
36.		Salt Lake City, UT			
37.		Fruehauf, Corp.	26,640	2,932	6,612
38.		Philadelphia, PA			
39.		1st Security Bk. of			
40.		Utah	2,736	145	2,052
41.		Salt Lake City, UT			
42.		Mfg. Nat. Bk. of Detroit	14,529	886	10,710
43.		Detroit, MI			
44.		Mfg. Nat. Bk. of Detroit	2,045	191	1,232
45.		Detroit, MI			
46.		Mfg. Nat. Bk. of Detroit	2,413	232	1,504
47.		Detroit, MI			
48.		Pocahontas Kentucky			
49.		Corp.	4,189	296	2,570
50.		Inez, KY			

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)
10/23/73	1/ 1/88	8.75	273	281		
12/ 1/68	3/ 1/84	8.75	56	65		
1/15/68	2/15/83	8.75	6	9		
6/ 1/70	8/ 1/85	8.75	168	176		
3/15/69	9/ 1/84	8.75	82	92		
5/15/69	9/15/84	8.75	41	45		
6/15/59	10/ 1/89	8.75	420	437		
2/ 2/70	4/30/85	8.75	14	14		
2/ 3/70	4/31/85	8.75	19	20		
9/ 1/77	8/31/91	9.95	170	165		
2/ 1/77	1/15/93	8.23	271	278		
5/ 1/77	1/15/93	8.18	236	242		
4/15/77	12/ 9/92	8.05	4,934	4,952		
6/ 1/77	1/ 5/93	8.59	591	608		
6/ 1/77	1/ 5/93	8.59	637	654		
6/ 1/77	1/ 5/93	8.59	350	359		
6/10/77	2/10/86	7.35	14	14		
2/ 1/78	4/24/93	7.32	166	168		
12/23/77	7/ 9/93	8.27	986	1,002		
12/23/77	7/10/88	10.39	155	160		
12/23/77	7/10/88	10.57	193	198		
4/ 1/77	5/31/93	8.81	270	273		

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 766 (e)
1.	CAPITAL LEASES	U.S.Tr.Co.of NY	17,566	719	11,840
2.	EQUIPMENT	New York, NY			
3.	(Continued)	U.S.Tr.Co.of NY	32,842	1,568	25,132
4.		New York, NY			
5.		1st Pa. Bank	8,300	577	5,743
6.		Philadelphia, PA			
7.		Westinghouse Leas.			
8.		Corp.	807	40	624
9.		Pittsburgh, PA			
10.		Pittsburgh Nat.Bk.	854	42	672
11.		Pittsburgh, PA			
12.		Connecticut Bk.&Tr.	12,725	734	9,927
13.		Hartford, CONN			
14.		Connecticut Bk.&Tr.	7,235	414	5,601
15.		Hartford, CONN			
16.		Heleasco One, Inc.	8,270	402	6,365
17.		Wilmington, DE			
18.		Heleasco One, Inc.	5,797	526	3,522
19.		Wilmington, DE			
20.		U.S.Tr.Co.of NY	12,273	591	9,880
21.		New York, NY			
22.		Mfg.Nat.Bk.ofDetroit	5,952	358	4,531
23.		Detroit, MI			
24.		Mfg.Nat.Bk.ofDetroit	793	46	593
25.		Detroit, MI			
26.		Pullman Leasing	25,629	1,192	20,586
27.		Chicago, IL			
28.		U.S.Tr.Co.of NY	36,940	1,539	31,294
29.		New York, NY			
30.		1st Security Bk.			
31.		of Utah	12,873	556	11,113
32.		Salt Lake City, UT			
33.		Unilease No.15, Inc.	12,960	572	11,037
34.		New York, NY			
35.		Heleasco One, Inc.	3,872	183	3,070
36.		Wilmington, DE			
37.		U.S.Tr.Co. of NY	15,331	628	13,326
38.		New York, NY			
39.		Connecticut Bk.&Tr.	43,632	1,342	35,798
40.		Hartford, CONN			
41.		Beneficial Leasing			
42.		Group	7,738	257	6,598
43.		New York, NY			
44.		Connecticut Bk.&Tr.	9,602	295	8,182
45.		Hartford, CONN			
46.		1st Security Bk.of			
47.		Utah	3,853	107	3,353
48.		Salt Lake City, UT			
49.					
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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)
4/ 3/78	10/ 4/93	8.72	1,363	1,380		
4/ 1/78	8/18/93	8.25	2,249	2,293		
5/15/78	1/15/94	9.04	585	607		
5/ 1/78	6/30/93	8.93	61	61		
5/ 1/78	7/30/93	8.93	65	66		
3/15/78	1/ 2/94	8.72	946	976		
3/15/78	1/ 2/94	8.72	536	556		
6/ 1/78	7/ 1/93	8.59	594	602		
7/18/78	11/30/88	10.16	434	438		
7/ 1/78	12/15/93	8.96	973	975		
1/ 2/78	10/10/93	8.35	419	426		
1/ 2/78	10/10/93	8.48	56	57		
9/ 1/78	12/ 1/93	9.33	2,079	2,088		
9/ 1/78	1/ 1/95	8.68	2,881	2,943		
2/ 1/79	1/15/95	8.43	996	1,016		
2/ 1/79	1/ 1/95	8.32	983	994		
10/15/78	10/ 1/93	8.92	296	300		
6/ 1/79	2/ 2/95	9.30	1,318	1,341		
2/ 1/79	4/ 1/95	8.50	3,246	3,246		
2/ 1/79	1/ 1/95	8.42	594	594		
7/15/79	10/ 2/95	8.10	706	706		
2/ 1/79	10/ 2/96	8.12	288	288		

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 766 (e)
1.	CAPITAL LEASES	1st Security Bk. of			
2.	EQUIPMENT	Utah	22,243	845	19,576
3.	(Continued)	Salt Lake City, UT			
4.		1st Security Bk. of			
5.		Utah	2,232	62	1,942
6.		Salt Lake City, UT			
7.		U.S.Tr.Co. of NY	7,633	629	5,471
8.		New York, NY			
9.		Merrill Lynch Lse.			
10.		Corp.	16,921	682	14,629
11.		New York, NY			
12.		U.S. Lease Financing	15,257	1,859	7,418
13.		San Francisco, CA			
14.		1st Security Bk. of			
15.		Utah	8,333	318	7,327
16.		Salt Lake City, UT			
17.		Connecticut Bk. & Tr.	5,026	196	4,305
18.		Hartford, CONN			
19.		Connecticut Bk. & Tr.	6,908	280	5,975
20.		Hartford, CONN			
21.		Connecticut Bk. & Tr.	10,034	403	8,664
22.		Hartford, CONN			
23.		Connecticut Bk. & Tr.	19,689	585	18,088
24.		Hartford, CONN			
25.		U.S.Tr.Co. of NY	15,061	518	13,421
26.		New York, NY			
27.	Blanket Auto	Chestnut Fleet			
28.	Lease	Rentals	2,080	312	353
29.		Pennsauken, NJ			
30.		Connecticut Bk. & Tr.	10,033	180	9,064
31.		Hartford, CONN			
32.		Connecticut Bk. & Tr.	8,259	143	7,670
33.		Hartford, CONN			
34.		Phila. Nat. Bk.	4,061	147	3,025
35.		Philadelphia, PA			
36.		Radnor Associates	763	23	664
37.		Radnor, PA			
38.		Connecticut Bk. & Tr.	13,477	435	12,292
39.		Hartford, CONN			
40.		Unilease #24	2,376	102	2,036
41.		Wilmington, DE			
42.	Blanket Auto	Excelsior Truck			
43.	Lease	Leasing Co.	64,340	13,246	24,038
44.		Conshohocken, PA			
45.		Mellon Int. Leas. Co.	3,556	282	3,015
46.		Pittsburgh, PA			
47.	Blanket Auto	Fair-Cast Enter-			
48.	Lease	prises, Inc.	622	88	435
49.		Pawling, NY			
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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/ 1/79	1/15/97	8.72	1,801	1,832		
2/ 1/79	10/ 2/96	8.12	167	167		
8/ 1/79	12/31/89	10.46	683	683		
9/ 1/79	1/15/96	7.96	1,240	1,251		
6/20/79	6/ 1/87	5.76	586	591		
2/ 1/79	1/ 1/97	8.63	667	679		
9/15/79	1/15/96	8.28	379	383		
10/ 2/79	3/ 1/96	7.87	503	505		
10/ 1/79	1/ 1/96	7.99	737	746		
6/15/80	9/ 1/97	9.81	1,856	1,871		
2/ 1/79	1/ 4/97	8.46	1,190	1,210		
Various	Various	Various	232	243		
12/15/79	7/ 1/96	9.16	870	870		
4/15/80	11/ 2/96	10.01	802	802		
5/15/80	1/ 2/90	12/82	433	433		
5/22/80	4/ 1/94	12.45	88	88		
7/15/80	9/15/96	10.34	1,335	1,347		
3/15/78	10/ 1/93	12.28	266	269		
Various	Various	Various	8,117	8,117		
2/11/81	12/11/89	16.94	594	584		
Various	Various	Various	79	74		

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 766 (e)
1.	CAPITAL LEASES	Chemical Bank	4,224	439	1,568
2.	EQUIPMENT	New York, NY			
3.	(Continued)	Provident Mt. Life			
4.		Ins.	496	41	235
5.		Philadelphia, PA			
6.		Conn.Mut.Life Ins.			
7.		Co.	10,133	950	4,043
8.					
9.		Mer.Safe Dep.&Tr.Co.	21,623	2,864	4,783
10.		Baltimore, MD			
11.		U.S.Tr.Co. of NY	19,302	1,843	4,201
12.		New York, NY			
13.		SHPX Fifth Corp.	13,174	665	7,821
14.		New York, NY			
15.		Fruehauf Corp.	29,940	2,975	11,657
16.		Detroit, MI			
17.		U.S.Rwy.Leas.Co.	11,865	744	7,188
18.		Chicago, IL			
19.		Fruehauf Corp.	15,522	1,351	6,951
20.		Detroit, MI			
21.		EL-PCTC Leas.Corp.			
22.		c/o U.S.Tr.Co. of			
23.		NY	19,070	1,548	7,157
24.		New York, NY			
25.		North American Car			
26.		Corp.	8,101	773	3,394
27.		Chicago, IL			
28.	-	Gen.Ele.Cr.Corp.	12,063	1,139	5,340
29.		Stamford, CONN			
30.		Citicorp Leas., Inc.	7,247	661	3,300
31.		New York, NY			
32.		North American Car			
33.		Corp.	7,847	722	3,700
34.		Chicago, IL			
35.		EMD Leasing Corp.			
36.		c/o U.S.Tr.Co. of NY	22,962	1,716	8,279
37.		New York, NY			
38.		CIT Leasing Corp.	6,081	864	942
39.		New York, NY			
40.		CIT Leasing Corp.	2,582	374	407
41.		New York, NY			
42.		CIT Leasing Corp.	3,258	446	485
43.		New York, NY			
44.		CIT Leasing Corp.	769	111	121
45.		New York, NY			
46.		EL-MC Leas.Corp.			
47.		c/o Gen.Motors			
48.		Corp.	1,584	56	
49.		New York, NY			
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)
9/15/66	12/86	8.75	201	202		
1/ 2/68	2/88	8.75	25	27		
6/ 9/69	6/87	8.75	488	494		
4/15/70	5/85	8.75	814	843		
12/15/70	12/85	8.75	627	635		
3/23/71	12/91	8.75	765	769		
6/23/71	1/87	8.75	1,371	1,431		
7/13/71	3/92	8.75	764	767		
6/13/72	1/88	8.75	768	796		
6/26/72	7/87	8.75	822	854		
6/ 8/72	7/87	8.75	393	399		
7/25/72	12/87	8.75	1,891	1,547		
10/ 9/72	11/87	8.75	371	380		
8/14/72	12/87	8.75	411	416		
4/ 3/73	2/88	8.75	965	989		
8/ 1/69	9/84	8.75	194	214		
8/ 1/69	10/84	8.75	86	91		
8/ 1/69	11/84	8.75	110	114		
8/ 1/69	12/84	8.75	26	27		
11/ 1/57	1/83	8.75	7	24		

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 766 (e)
1.	CAPITAL LEASES	CIT Leasing Corp.	9,889	788	
2.	EQUIPMENT	New York, NY			
3.	(Continued)	1st Pa. Bk.	6,409	518	
4.		Philadelphia, PA			
5.		CIT Leasing Corp.	8,378	1,306	696
6.		New York, NY			
7.		New Eng.Mer.Leas.			
8.		Corp.	3,306	541	
9.		Boston, MASS			
10.		Mer.Safe Dep.&Tr.			
11.		Co.	13,721	2,394	
12.		Baltimore, MD			
13.		Mer.Safe Dep.&Tr.			
14.		Co.	8,693	1,382	736
15.		Baltimore, MD			
16.		Continental Assur.			
17.		Co.	1,634	141	
18.		New York, NY			
19.		North American			
20.		Car Corp.	11,750	893	6,210
21.		Chicago, IL			
22.		U.S.Tr.Co. of NY	6,488	549	3,106
23.		New York, NY			
24.		Gen.Ele.Cr.Corp.	1,007	82	537
25.		Stamford, CONN			
26.		Gen.Ele.Cr.Corp.	2,015	168	1,032
27.		Stamford, CONN			
28.		Gen.Ele.Cr.Corp.	3,789	315	1,934
29.		Stamford, CONN			
30.		North American			
31.		Car Corp.	2,810	196	1,611
32.		Chicago, IL			
33.		Norfolk & Western			
34.		Rwy. Co.	1,587	231	186
35.		Roanoke, VA			
36.		GATX-ARMCO Leasing			
37.		Co.	267	33	26
38.		San Francisco, CA			
39.		Norfolk & Western			
40.		Rwy. Co.	3,085	483	128
41.		Roanoke, VA			
42.		Gen.Foods Corp.	2,460	174	1,431
43.		White Plains, NY			
44.		Mfg.Nat.Bk.ofDetroit	4,554	210	
45.		Detroit, MI			
46.		CentlPenn Nat.Bk.	1,512	141	601
47.		Philadelphia, PA			
48.		Ind.Valley Bk.&Tr.	4,287	372	2,133
49.		Philadelphia, PA			
50.					

510. DEBTHOLDINGS—Continued

Date of issue (f)	Date of maturity (g)	Interest			At year end	
		% Rate (h)	Accrued during year (i)	Paid during year (j)	Unamortized debt discount 770.1 (k)	Unamortized premium 770.2 (l)
12/ 1/67	1/83	8.75	106	167		
12/ 1/67	1/83	8.75	70	109		
11/ 1/68	1/84	8.75	208	257		
11/ 1/68	7/83	8.75	58	80		
8/15/68	9/83	8.75	298	355		
11/ 1/68	1/84	8.75	218	269		
8/15/68	3/83	8.75	23	30		
6/22/73	2/89	8.75	645	651		
10/ 8/73	10/88	8.75	338	348		
8/13/73	10/88	8.75	57	58		
8/13/73	8/88	8.75	112	114		
8/13/73	9/88	8.75	213	213		
2/ 4/74	12/89	8.75	165	167		
8/ 1/69	9/84	8.75	47	48		
9/ 8/69	9/84	8.75	7	7		
4/ 1/69	3/84	3.75	76	78		
10/29/74	12/89	3.75	147	148		
10/ 1/74	3/83	3.75	51	57		
4/15/72	1/87	3.75	68	73		
10/ 2/72	1/88	8.75	227	242		

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 766 (e)
1.	CAPITAL LEASES	The Fidelity Bank	1,552	265	
2.	EQUIPMENT	Philadelphia, PA			
3.	(Continued)	Girard Tr.Bk.	7,916	553	4,543
4.		Philadelphia, PA			
5.		Chemical Bank	40,595	2,545	25,631
6.		New York, NY			
7.		Cen.Penn Nat.Bk.	1,482	158	459
8.		Philadelphia, PA			
9.		U.S.Steel Cr.Corp.	1,526	141	652
10.		New York, NY			
11.		Indiana Nat.Bk.	466	43	214
12.		Indianapolis, IND			
13.		Connecticut Bk.&Tr.	28,349	1,635	22,129
14.		Hartford, CONN			
15.		MTV Leasing Corp.	465	29	357
16.		Bank of Pa.			
17.		Reading, PA.			
18.		1st Nat.Bk.of			
19.		Louisville	1,204	86	921
20.		Louisville, KY			
21.	Exhibit B	Colgate-Palmolive	51	16	33
22.		Jersey City, NJ			
23.	Blank Auto Lease	Automotive Rentals			
24.	Exhibit C	Inc.	4,735	1,079	2,169
25.		Maple Shade, NJ			
26.					
27.					
28.	Exhibit D	North American			
29.		Car Corp.	1,181	78	1,044
30.		Chicago, IL			
31.	Exhibit E	Fruehauf Corp.	782	235	524
32.		Philadelphia, PA			
33.					
34.					
35.					
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48.					
49.					
50.	TOTAL CAPITAL LEASES-EQUIPMENT		1,283,800	96,694	751,605

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3 OF 4

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 766 (e)
1.	CAPITAL LEASES	Plasser Amer. Corp.	1,333	8	
2.	ROADWAY	Chesapeake, VA			
3.		1st Greyhound			
4.		Leasing Corp.	6,395	1,010	1,568
5.		Greyhound Tower			
6.		Phoenix, AR			
7.		American Computer	3,192	169	
8.		Sales & Leasing			
9.		Inc.			
10.		440 Park Ave., So.			
11.		New York, NY			
12.		Michigan Nat. Leasing	3,737	561	1,323
13.		38200 W 10 Mile Rd			
14.		Farmington Hills, MI			
15.		U.S. Leasing Fin.			
16.		Inc.	2,924	429	1,278
17.		633 Battery St.			
18.		San Fran. CA			
19.		U.S. Leasing Fin.			
20.		Inc.	279	42	99
21.		633 Battery St.			
22.		San Fran. CA			
23.		U.S. Leasing Fin.			
24.		Inc.	1,104	163	502
25.		633 Battery St.			
26.		San Fran. CA			
27.		U.S. Leasing Fin.			
28.		Inc.	739	176	97
29.		633 Battery St.			
30.		San Fran. CA			
31.		Melcorp Leasing			
32.		Inc.	3,843	544	2,053
33.		Suite 3629			
34.		Mellon Bank Bldg.			
35.		Pittsburgh, PA			
36.		Melcorp Leasing, Inc.	1,541	201	845
37.		Suite 3629			
38.		Mellon Bank Bldg.			
39.		Pittsburgh, PA			
40.		Pittsburgh Nat. Bk.	1,153	152	564
41.		Pittsburgh Nat. Bldg.			
42.		5th Ave. & Wood St.			
43.		Pittsburgh, PA			
44.		MTV Leasing Corp.	427	60	226
45.		Reading, PA			
46.		MTV Leasing Corp.	196	23	98
47.		Reading, PA			
48.		1st Nat. Bk. of			
49.		Louisville	1,993	258	1,072
50.		Louisville KY			

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	4	5		
3/30/77	8/15/85	Var.	355	349		
3/ 6/78	3/26/83	2.37	12	13		
5/ 1/74	8/17/85	11.23	236	258		
7/15/75	1/17/86	10.22	186	204		
7/15/75	10/17/85	10.95	18	19		
9/30/78	3/ 1/86	12.14	90	94		
9/30/78	3/ 1/84	13.07	46	51		
4/16/79	12/ 1/86	11.39	338	338		
4/16/79	3/31/87	12.09	143	143		
5/25/79	9/ 1/86	11.45	91	91		
8/15/79	12/ 1/86	11.27	36	36		
8/15/79	1/31/87	11.52	17	17		
7/31/79	1/1/87	11.39	247	251		

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 766 (e)
1.	CAPITAL LEASES	1st Nat.Bk.of			
2.	ROADWAY	Louisville	572	63	259
3.	(Continued)	Louisville, KEN			
4.		Lease Fin.Corp.	140	22	77
5.		Suite 400, Bldg.3			
6.		100 Matsonford Rd.			
7.		Radnor, PA			
8.		Communication Asst.			
9.		Inc.	2,832	754	612
10.		6835 S. Canton			
11.		Tulsa, OK			
12.		Evans Track-Work	591	72	387
13.		Leasing Co.			
14.		P.O.Box 91697			
15.		Chicago, IL			
16.		Evans Track-Work	685	83	445
17.		Leasing Co.			
18.		P.O. Box 91697			
19.		Chicago, IL			
20.		Communications Asst.			
21.		Inc.	213	43	88
22.		6835 S. Canton			
23.		Tulsa, OK			
24.		Evans Track-Work	231	28	152
25.		Leasing Co.			
26.		P.O. Box 91697			
27.		Chicago, IL			
28.		State St.Bk.&Tr.	520	67	363
29.		Boston, MASS			
30.		North American			
31.		Corp.	2,835	698	1,275
32.		New York, NY			
33.		Evans Track-Work	57	7	41
34.		Leasing Co.			
35.		Chicago, IL			
36.		Evans Track-Work	74	9	53
37.		Leasing Co.			
38.		Chicago, IL			
39.		Evans Track-Work	73	9	53
40.		Leasing Co.			
41.		Chicago, IL			
42.		Evans Track-Work	83	5	69
43.		Leasing Co.			
44.		Chicago, IL			
45.		Evans Track-Work	90	6	76
46.		Leasing Co.			
47.		Chicago, IL			
48.					
49.					
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)
7/31/79	4/ 3/87	9.40	62	62		
7/10/80	7/ 1/87	18.58	20	20		
7/17/80	9/ 1/84	9.11	154	159		
9/11/80	11/26/87	15.59	76	77		
9/11/80	9/ 5/87	15.67	88	89		
9/24/80	9/30/85	10.67	16	16		
9/11/80	9/26/87	15.84	30	30		
12/22/80	12/25/87	12.94	60	60		
3/31/81	6/30/85	15.78	356	363		
9/11/80	11/17/87	15.39	8	8		
9/22/80	11/21/87	15.56	10	10		
9/22/80	11/21/87	15.39	10	10		
5/22/81	5/21/91	13.33	10	10		
6/28/81	6/27/91	13.29	11	11		

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 766 (e)
1.	CAPITAL LEASES	Evans Track-Work	74	5	62
2.	ROADWAY	Leasing Co.			
3.	(Continued)	Chicago, IL			
4.		Evans Track-Work	74	5	62
5.		Leasing Co.			
6.		Chicago, IL			
7.		Evans Track-Work	138	14	99
8.		Leasing Co.			
9.		Chicago, IL			
10.		Evans Track-Work	554	54	395
11.		Leasing Co.			
12.		Chicago, IL			
13.		Evans Track-Work	272	26	198
14.		Leasing Co.			
15.		Chicago, IL			
16.		Evans Track-Work	128	12	95
17.		Leasing Co.			
18.		Chicago, IL			
19.		Evans Track-Work	128	12	94
20.		LEASING Co.			
21.		Chicago, IL			
22.		Evans Track-Work	128	12	94
23.		Leasing Co.			
24.		Chicago, IL			
25.		Storage Technology			
26.		Corp.	1,887	459	938
27.		Louisville, COL			
28.		Omnilease Corp.	125	18	94
29.		P.O.Box 81224			
30.		San Diego, CA			
31.		North American			
32.		Corp.	922	183	684
33.		P.O. Box 409			
34.		Grand Central			
35.		Station			
36.		New York, NY			
37.		Leverage Leasing			
38.		Inc.	185	41	131
39.		1101 S. Ave. West			
40.		Westfield, NJ			
41.		Leverage Leasing	848	135	682
42.		1101 S. Ave. West			
43.		Westfield, NJ			
44.	ICC Recordation No.	Portec Lease Corp.	450	71	378
45.	13898	300 Windsor Dr.			
46.		Oakbrook, IL			
47.	ICC Recordation No.	Portec Lease Corp.	238	23	215
48.	13899	300 Windsor Dr.			
49.		Oakbrook, IL			
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)
5/23/81	5/22/91	13.33	9	9		
5/22/81	5/21/91	13.33	9	9		
7/ 3/81	7/ 2/88	19.58	23	23		
7/ 4/81	7/ 3/88	19.36	91	92		
7/24/81	7/23/88	19.78	46	47		
9/15/81	9/14/88	19.91	22	22		
9/25/81	9/24/88	20.34	23	23		
9/25/81	9/24/88	20.34	23	23		
12/11/81	12/10/85	7.77	146	150		
4/ 1/82	4/ 1/87	19.07	19	19		
9/ 1/82	10/31/86	14.18	53	43		
10/ 1/82	3/31/85	21.61	10	7		
11/ 1/82	10/31/87	11.26	16	9		
12/20/82	12/20/87	15.24				
12/20/82	12/20/89	15.06				

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 766 (e)
1.	CAPITAL LEASES				
2.	ROADWAY				
3.	(Continued)				
4.	Exhibit F	1st City Leasing			
5.		Corp.	1,358	108	1,242
6.		P.O.Box 100798			
7.		Houston, TX			
8.	Exhibit F	1st City Leasing			
9.		Corp.	666	53	609
10.		P.O.Box 100798			
11.		Houston, TX			
12.	Exhibit F	1st City Leasing			
13.		Corp.	598	46	537
14.		P.O.Box 100798			
15.		Houston, TX			
16.					
17.	TOTAL CAPITAL LEASES-ROADWAY		46,625	6,939	20,284
18.					
19.	CAPITAL LEASES	Comm.of Pa.	20,820	439	20,381
20.	REAL ESTATE	Dept. of Gen.Serv.			
21.		515 N. OFF.Bldg.			
22.		Harrisburg, PA.			
23.		P-A Associates	9,281	23	9,258
24.		c/o Collins,Tuttle			
25.		& Co., Inc.			
26.		261 Madison Ave.			
27.		New York, NY			
28.					
29.	TOTAL CAPITAL LEASES-REAL ESTATE		30,101	462	29,639
30.					
31.					
32.	TOTAL CAPITAL LEASES		1,360,526	104,095	801,528
33.					
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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.	Open Accounts	Lakefront Dock			268
4.					
5.	TOTAL ACCOUNT 769				268
6.					
7.					
8.					
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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 3 of Notes to Financial Statements.
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
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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.		
4.		
5.		
6.		
7.		
8.		
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18.		

c. Other Notes and Comments

Conversion Features: Refer to Note 3 - Long-Term Debt of Notes to Financial Statements.

Restrictive Covenants: In order to provide ready access to restrictive covenants, ICC recordation numbers and Exhibit references are included in Column (a). References to additional restrictive covenants have been provided in the Company's previous Annual Reports.

SCHEDULE 512—TRANSACTIONS BETWEEN RESPONDENT AND COMPANIES OR PERSONS AFFILIATED WITH RESPONDENT FOR SERVICES RECEIVED OR PROVIDED

1. Furnish the information called for below between the respondent and the affiliated companies or persons affiliated with the respondent including officers, directors, stockholders, owners, partners or their wives and other close relatives, or their agents. Examples of transactions are, but not restricted to, management, legal, accounting, purchasing or other type of service including the furnishing of materials, supplies, purchase of equipment, leasing of structures, land and equipment, and agreements relating to allocation of officers salaries and other common costs between affiliated companies.

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

- (a) Lawful tariff charges for transportation services.
- (b) Payments to or from other carriers for interline services and interchange of equipment.
- (c) Payment to or from other carriers which may reasonably be regarded as as ordinarily connected with routine operation or maintenance, but any special or unusual transactions should be reported.
- (d) Payments to public utility companies for rates or charges fixed in conformity with government authority.

2. In column (a) enter the name of the affiliated company, person, or agent with which respondent received or provided services aggregating \$50,000 or more for the year. If an affiliated company provides services to more than one affiliate, and the aggregate compensation amounts to \$50,000 or more for the year, list all the affiliates included in the agreement and describe the allocation of charges. If the respondent provides services to more than one affiliate, and the aggregate compensation amounts to \$50,000 or more for the year, reference to this fact should be made and the detail as to the allocation of charges should be stated. For those affiliates providing services to the respondent, also enter in column (a) the percent of affiliate's gross income derived from transactions with respondent.

The respondent may be required to furnish as an attachment to Schedule 512 a balance sheet and income statement for each affiliate with which respondent carrier had reportable transactions during the year; or, alternatively, attach a "Pro forma" balance sheet and income statement for that portion or entity of each affiliate which furnished the agreed to services, equipment, or other reportable transaction. The statements, if required, should be prepared on a calendar year basis in conformity with the prescribed schedules for the balance sheet and income statement in annual report Form R-1; and should be noted (1) to indicate the method used for depreciating equipment or other property furnished the carrier, and (2) whether the affiliate's Federal income tax return for the year was filed on a consolidated basis with the respondent carrier.

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

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

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

5. In column (d) report the dollar amounts of transaction shown and the effect of any change in the method of establishing the terms from that used in the proceeding period.

6. In column (e) report the dollar amounts due from or to related parties and, if not otherwise approving the terms and manner of settlement. Insert (P) paid and (R) received by the amount in column (e).

SCHEDULE 512—TRANSACTIONS BETWEEN RESPONDENT AND COMPANIES OR PERSONS AFFILIATED WITH RESPONDENT FOR SERVICES RECEIVED OR PROVIDED

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (d)	Amount due from or to related parties (e)
1						
2						
3						
4						
5						
6						
8						
9						
10						
11						
12						
13						
14						
15						
16						
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22						
23						
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Nothing to report - Transactions between Conrail and companies or persons affiliated with Conrail were for services received or provided in connection with routine operations or maintenance.

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 (b) and (c) 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			

700. 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	4,801	3,353	453	852	829	3,085	13,373
2	1	1/2	M	33	33	23	7	3	7	106
3	1	100	B	9,708	981	58	851	1,462	3,822	16,882
4	1	1/4	B						2	2
5	1	1/2	B	4	2		6	20	18	50
6	1	2/3	B						3	3
7	1	3/4	B				1			1
8										
9		Total		14,546	4,369	534	1,717	2,314	6,937	30,417
10										
11										
12										
13	2	100 (USA)	M	0.07	0.07					0.14
14	2	100 (CAN)	M	0.23	0.23					0.46
15										
16		Total		0.30	0.30					0.60
17										
18										
19										
20	3A	100 (USA)	M	24	17		4	4	72	121
21	3A	100 (CAN)	M	275	224		8	17	47	571
22	3A	1/2 (CAN)	M			5				5
23	3A	100 (USA)	B	2	1		1		2	6
24	3A	100 (CAN)	B	53	3		2	4	3	65
25										
26		Total		354	245	5	15	25	124	768
27										
28										
29										
30	4		B	103			2	9		114
31										
32										
33										
34										
35										
36										
37										
38										
39										
40	5	USA	M	958	766	680	158	573	387	3,522
41	5	USA	B	1,110	385	35	75	309	287	2,201
42	5	CAN	B	32				1	1	34
43										
44		Total		2,100	1,151	715	233	883	675	5,757
45										
46										
47										
48										
49										
50										
51										
52										
53										
54										
55		Total Main Line	XXX	6,091	4,393	1,161	1,029	1,426	3,598	17,698
56		Total Branch Lines	XXX	11,012	1,372	93	938	1,805	4,138	19,358
57		Grand Total	XXX	17,103	5,765	1,254	1,967	3,231	7,736	37,056
58		Miles of road or track electrified included in preceding grand total	XXX							

701. MILEAGE OWNED BUT NOT OPERATED BY RESPONDENT AT CLOSE OF YEAR

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

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

Line No.	Class	Name of road or track	Main (M) or branch (B) line	Running Tracks, Passing Tracks, Cross-Overs, Etc.				Miles of way switching tracks	Miles of yard switching tracks	Total
				Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, and turn-outs			
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)
1	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	77.64
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	52.81
11	1	Kensington Br.	B	4.00			0.21		10.90	15.11
12	1	Winter St. Yd.	B					2.46	0.94	3.40
13										
14										
15		Total	XXX	53.00	9.90		7.58	6.01	128.74	205.23

Line 1 - Operated by Pittsburgh, Chartiers & Youghiogheny Railway Company
 " 2 - " " The Baltimore and Ohio Railroad Company
 " 3 - " " Monongahela Railway Company
 " 4 - " " Delaware and Hudson Railway Company
 " 5 - " " Louisville and Nashville Railroad Company
 " 6 - " " 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 (f) and (j), as may be appropriate. Tracks which have been permanently abandoned should not be included in columns (f) 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		116				190	306			
2	Delaware		172			16	24	212			
3	Dist. of Col.	8					4	12			
4	Illinois	266	365				50	681		5	
5	Indiana	568	1,427				56	2,051		33	
6	Kentucky		3					3			
7	Maryland	2	167				90	259			
8	Massachusetts	141	189				126	456			
9	Michigan	141	560		20		111	832			
10	New Jersey	93	748				532	1,373			
11	New York	1,141	1,400	0.07	6	6	215	2,768			
12	Ohio	1,327	1,399				210	2,936			
13	Ontario			0.23	282		9	291			
14	Pennsylvania	1,141	2,999			81	314	4,535	1	14	
15	Quebec				46		23	69			
16	Virginia		10					10			
17	West Virginia	7	209				146	362			
18											
19											
20											
21											
22											
23											
24											
25											
26											
27											
28											
29											
30											
31	Total Mileage (single track)	4,835	9,764	0.30	354	103	2,100	17,156	1	52	

701. MILEAGE OWNED BUT NOT OPERATED BY RESPONDENT AT CLOSE OF YEAR

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

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

Line No.	Class	Name of road or track	Main (M) or branch (B) line	Running Tracks, Passing Tracks, Cross-Overs, Etc.				Miles of way switching tracks	Miles of yard switching tracks	Total
				Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, and turn-outs			
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1	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	77.64
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	52.81
11	1	Kensington Br.	B	4.00			0.21		10.90	15.11
12	1	Winter St. Yd.	B					2.46	0.94	3.40
13										
14										
15		Total	XXX	53.00	9.90		7.58	6.01	128.74	205.23
				3	9		8	6	9	5

Line 1 - Operated by Pittsburgh, Chartiers & Youghiogheny Railway Company
 " 2 - " " The Baltimore and Ohio Railroad Company
 " 3 - " " Monongahela Railway Company
 " 4 - " " Delaware and Hudson Railway Company
 " 5 - " " Louisville and Nashville Railroad Company
 " 6 - 11 " " Indiana Harbor Belt Railroad Company
 " 12 - " " Providence and Worcester

Revised-
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		116				190	306			
2	Delaware		172			16	24	212			
3	Dist. of Col.	8					4	12			
4	Illinois	266	360				50	676		5	
5	Indiana	568	1,394				56	2,018		33	
6	Kentucky		3					3			
7	Maryland	2	167				90	259			
8	Massachusetts	141	189				126	456			
9	Michigan	141	560		20		111	832			
10	New Jersey	93	748				532	1,373			
11	New York	1,141	1,400	0.07	6	6	215	2,768			
12	Ohio	1,327	1,399				210	2,936			
13	Ontario			0.23	282		9	291			
14	Pennsylvania	1,140	2,985			81	314	4,520	1	14	
15	Quebec				46		23	69			
16	Virginia		10					10			
17	West Virginia	7	209				146	362			
18											
19											
20											
21											
22											
23											
24											
25											
26											
27											
28											
29											
30											
31	Total Mileage (single track)	4,834	9,712	0.30	354	103	2,100	17,103	1	52	

9712
14546
53
14599

52
53

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

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		1.	2.	18.	20.	41.	82.	
2										
3	1	B	120.	59.	7.	39.	110.	152.	487.	
4	1J	B	1.						1.	
5	3A	M	18.	11.		3.		47.	79.	USA
6	3A	M					9.	3.	12.	CAN.
7	3A	B						1.	1.	USA
8	3A	B	7.				1.		8.	CAN.
9										
10	5	M	23.	14.			3.	24.	64.	USA
11	5	B	1.	1.					2.	USA
12										
13	Total Increase		170	86	9	60	143	268	736	

DECREASES IN MILEAGE

14	1	M	155	100	59	47	57	102	520	
15	1J	M	1	1	2	3		1	8	
16	1	B	1,021	78	2	72	180	475	1,828	
17	1J	B		1				1	2	
18										
19	3A	M	1			7	16	2	26	CAN.
20	3A	B	2	1			2	1	6	CAN.
21	4	B	156	1		2	12		171	
22	5	M	90	89	20	5	92		296	USA
23	5	B	61	6		5	6	25	103	USA
24	5	B				1			1	CAN.
25	Total Decrease		1,487	277	83	142	365	607	2,961	

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 957

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

Notes to Schedule 705 - Changes During Year

1. The sale of various lines of railroad under the provisions of the Northeast Rail Service Act resulted in a decrease to Class I properties of 902 miles of road.
2. Abandonment of various lines of railroad under the provisions of the Northeast Rail Service Act resulted in a decrease to Class I properties of 55 miles of road.
3. Reclassification of various lines of railroad resulted in a net decrease to Class I properties of 28 miles of road, a net increase to Class 3 properties of 18 miles of road, and a net increase to Class 5 properties of 10 miles of road.
4. Corrections of record resulted in a net decrease to Class I properties of 71 miles of road, and a net increase to Class 3 properties of 4 miles of road.
5. Changes in requirements for subsidized freight service on Light Density Lines resulted in a decrease to Class 4 properties of 156 miles of road.
6. Changes in requirements for operations over trackage rights resulted in a net decrease to Class 5 properties of 137 miles of road.

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		1	2	18	20	41	82	
2										
3	1	B	120	59	7	39	110	152	487	
4	1J	B	1						1	
5	3A	M	18	11		3		47	79	USA
6	3A	M					9	3	12	CAN.
7	3A	B						1	1	USA
8	3A	B	7				1		8	CAN.
9										
10	5	M	23	14			3	24	64	USA
11	5	B	1	1					2	USA
12										
13	Total Increase		170	86	9	60	143	268	736	

DECREASES IN MILEAGE

14	1	M	154	99	59	47	57	102	518	
15	1J	M	1	1	2	3		1	8	
16	1	B	969	70	2	64	174	346	1,625	
17	1J	B		1				1	2	
18										
19	3A	M	1			7	16	2	26	CAN.
20	3A	B	2	1			2	1	6	CAN.
21	4	B	156	1		2	12		171	
22	5	M	90	89	20	5	92		296	USA
23	5	B	61	6		5	6	25	103	USA
24	5	B				1			1	CAN.
25	Total Decrease		1,434	268	83	134	359	478	2,756	

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 957

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

Notes to Schedule 705 - Changes During Year

The sale of various lines of railroad under the provisions of the Northeast Rail Service Act resulted in a decrease to Class I properties of 902 miles of road.

Abandonment of various lines of railroad under the provisions of the Northeast Rail Service Act resulted in a decrease to Class I properties of 55 miles of road.

Reclassification of various lines of railroad resulted in a net decrease to Class I properties of 28 miles of road, a net increase to Class 3 properties of 18 miles of road, and a net increase to Class 5 properties of 10 miles of road.

Corrections of record resulted in a net decrease to Class I properties of 18 miles of road, and a net increase to Class 3 properties of 4 miles of road.

Changes in requirements for subsidized freight service on Light Density Lines resulted in a decrease to Class 4 properties of 156 miles of road.

Changes in requirements for operations over trackage rights resulted in a net decrease to Class 5 properties of 137 miles 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.

Road Initials:

Year 19

710. INVENTORY OF EQUIPMENT

82

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 re-classification	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-Freightunits	1,808			8		38	753	1,025	1,778	5,063,000	20
2	Diesel-passengerunits	58					57	1		1	2,250	
3	Diesel-multiple purposeunits	1,291					55	460	776	1,236	2,274,600	
4	Diesel-switchingunits	801					62	561	178	739	863,700	
5	Total (lines 1 to 4)units	3,958			8		212	1,775	1,979	3,754	8,203,550	20
6	Electric-Locomotives											
7	Other self powered units											
8	Total (lines 5, 6 and 7)	3,958			8		212	1,775	1,979	3,754	8,203,550	20
9	Auxiliary units										xxxxxx	
10	Total locomotive units (lines 8 and 9)	3,958			8		212	1,775	1,979	3,754	xxxxxx	20

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

(lines 9, 10 and 11)

Line No.	Type or design of units (a)	Before Jan. 1, 1960 (b)	Between Jan. 1, 1960, and Dec. 31, 1964 (c)	Between Jan. 1, 1965, and Dec. 31, 1969 (d)	Between Jan. 1, 1970, and Dec. 31, 1974 (e)	Between Jan. 1, 1975 and Dec. 31, 1979 (f)	During Calendar Year					TOTAL (l)
							1980	1981	1982	1983	1984	
							(g)	(h)	(i)	(j)	(k)	
11	Diesel	1,025	257	1,099	712	643	18					3,754
12	Electric											
13	Other self-powered units											
14	Total (lines 11 to 13)	1,025	257	1,099	712	643	18					3,754
15	Auxiliary units											
16	Total Locomotive Units (lines 14 and 15)	1,025	257	1,099	712	643	18					3,754

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 re-classification	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 re-classification 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>											
17	Coaches [PA, PB, PBO] _____											
18	Combined cars [All class C, except CSB] _____											
19	Parlor cars [PBC, PC, PL, PO] _____											
20	Sleeping cars [PS, PT, PAS, PDS] _____											
21	Dining, grill and tavern cars											
22	[All class D, PD] _____											
23	Non-passenger carrying cars [All class B, CSB, M, PSA, IA] _____										XXXX	
24	Total (lines 21 to 27) _____										XXXX	
	<i>Self-Propelled Rail Motorcars</i>											
25	Electric passenger cars [EP, ET] _____	167					167					
26	Electric combined cars [EC] _____											
27	Internal combustion rail motorcars [ED, EG] _____											
28	Other self-propelled cars Specify types: _____											
29	Total (lines 25 to 28) _____	167					167					
30	Total (lines 28 and 29) _____	167					167					
	COMPANY SERVICE CARS											
31	Business cars [PV] _____	4						4		4	XXXX	
32	Boarding outfit cars [MWX] _____	891					60	51	900	900	XXXX	
33	Derrick and snow removal cars [MWU, MWV, MWW, MWK] _____	303					106	43	360	6	366	XXXX
34	Dump and ballast cars [MWB, MWD] _____	2,308					2	47	2,164	99	2,263	XXXX
35	Other maintenance and service equipment cars	4,013					53	327	3,637	102	3,739	XXXX
36	Total (lines 31 to 35) _____	7,519					221	468	7,065	207	7,272	XXXX

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

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						
37	Plain Box Cars - 40' (B100-129)	543					3
38	Plain Box Cars - 50' (B200-229; B300-329)	4,241				2	47
39	Equipped Box Cars (All Code A)	19,528				2	204
40	Plain Gondola Cars (G092-392; G401-492)	23,732				91	74
41	Equipped Gondola Cars (All Codes C and E)	3,258				1	9
42	Covered Hopper Cars (L151-154; 251-254; 351-354; 451-454; 551-554; 651-654; 751-754)	9,595				4	1
43	Open Top Hopper Cars-General Service (All Code H)	35,690				1	127
44	Open Top Hopper Cars-Special Service (All Codes J and K)	2,843					91
45	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)	2,885					50
46	Refrigerator Cars - Mechanical (R104, 110, 111, 112, 117, 118, R204, 210, 211, 212, 217, 218)	36					
47	Flat Cars - TOFC/COFC (F071-078; F871-978; F771-778)	192					
48	Flat Cars - Multi-level (All Code V)	4,039					
49	Flat Cars - General Service (F101-109; F201-209)	1,814					274
50	Flat Cars - Other (F111-189; 211-289; 301-389; 401-540)	2,794					761
51	Tank Cars - Under 22,000 Gallons (T-0, T-1, T-2, T-3, T-4, T-5)						
52	Tank Cars - 22,000 Gallons & Over (T-6, T-7, T-8, T-9)						
53	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)	51					
54	Total (lines 41 to 53)	111,241				101	1,641
55	Caboose (All N)	XXXX	2,043				
56	Total (lines 54, 55)	111,241	2,043			101	1,641

710. INVENTORY OF EQUIPMENT—Continued

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

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

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

Changes during year (Concluded)	Units At Close of Year						Line No.
	Owned and used	Leased from others	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4)	Leased to others	
			Time-mileage cars	All other			
(h)	(i)	(j)	(k)	(l)	(m)	(n)	
470	72	4	76		4,060		37
632	1,538	2,120	3,658		256,479		38
994	13,133	5,607	18,740		1,249,629	24	39
675	15,801	7,421	23,222		1,921,785		40
70	1,997	1,201	3,198		291,885	96	41
645	5,474	3,481	8,955		836,437		42
782	18,213	16,823	35,036		3,091,562		43
193	1,743	998	2,741		216,163		44
							45
326	1,575	1,034	2,609		179,507		46
	36		36		2,340		47
5	187		187		11,240		48
738	498	2,803	3,301		157,309		49
43	1,369	676	2,045		149,680		50
168	1,171	2,216	3,387		275,576		51
							52
							53
8	34	9	43		3,453		54
5,749	62,841	44,393	107,234		8,647,105	120	55
23	1,933	87	xxxx	2,020	xxxxxxxxxxx		56
5,772	64,774	44,480	107,234	2,020	8,647,105	120	57

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						
57	Self-propelled vessels [Tugboats, car ferries, etc.]	X X X X					
58	Non-self-propelled vessels [Car floats, lighters, etc.]	X X X X					
59	Total (lines 57 and 58)	X X X X					
	HIGHWAY REVENUE EQUIPMENT						
60	Bogie-chassis	24					
61	Dry van	10,951					
62	Flat bed						
63	Open top						
64	Mechanical refrigerator						
65	Bulk						
66	Insulated	1					
67	Platform removable sides						
68	Other trailer or container DropFrame	1					
69	Tractor						
70	Truck						
71	Total (lines 60 to 71)	10,977					

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)	
			X X X X				57
			X X X X				58
			X X X X				59
24							60
4,684	8	6,259	6,267				61
							62
							63
							64
	1		1				65
							66
	1		1				67
							68
							69
4,708	10	6,259	6,269				70
							71

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					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25	TOTAL		XXXX		XXXX

REBUILT UNITS

26	1981-Units Accounting Completed				
27	in 1982				
28	Diesel Locomotives	1		92	S
29	Freight Train Cars	92		945	S
30					
31	1982 Units Completed				
32	Diesel Locomotives	7		1,016	S
33	Freight Train Cars	9		75	S
34					
35					
36					
37					
38	TOTAL	109	XXXX	2,128	XXXX
39	GRAND TOTAL	109	XXXX	2,128	XXXX

NOTES AND REMARKS

NONE

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		177	
17	Number installed during the year			
18	Number retired during the year		26	
19	Number available at close of year		151	

*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 OPERATION^c—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.
			10,977			1
			4,708			2
			6,269			3
						4
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX		5
XXXXXX		XXXXXX			XXXXXX	6
XXXXXX				XXXXXX	XXXXXX	7
						8
						9
XXXXXX	XXXXXX	XXXXXX	XXXXXX		XXXXXX	10
XXXXXX	XXXXXX	XXXXXX	XXXXXX		XXXXXX	11
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	12
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	13
XXXXXX	XXXXXX	XXXXXX	XXXXXX		XXXXXX	14
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	15
	294	29	31	4,924		16
		5	453	974		17
	24	4		1,035		18
	270	30	484	4,863		19

B. OPERATED BY OTHERS—Concluded
(Revenue service)

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

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

Give particulars of highway motor-vehicle enterprises in which the respondent had a financial interest, either directly or indirectly, during the year.

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

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

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

Line No.	Name and address of highway motor-vehicle enterprise (a)	Nature of respondent's interest (b)	Date on which respondent's direct or indirect interest was originally acquired (c)
1	Jersey Central Transportation Co.		
2	Philadelphia, Pa.	Direct*	April 1, 1976
3			
4	Pennsylvania Truck Lines, Inc.		
5	Philadelphia, Pa.	Direct	April 1, 1976
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			

*The Jersey Central Transportation Company was dissolved on September 22, 1982.

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:

^aTrack 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	2,844	27.1	47.2	15.0	1.5
2	B	4,267	11.4	40.5	12.3	457.1
3	C	2,521	3.1	33.7	15.8	384.9
4	D	6,342	0.3	23.6	15.9	860.4
5	E	9,400	XXXXXXXX	XXXXX	XXXXX	XXXXXXXX
6	F	2,522	XXXXXXXX	XXXXX	XXXXX	300.3
7	Potential abandonments	3,289	XXXXXXXX	XXXXXX	XXXXXX	152.6
8	Total	31,185				2,004.2

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.

(9) The average cost per tie should include 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 treating ties, also the cost of handling at treating plants and the cost of treatment. The cost of

unloading, hauling over carriers 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.

Line No.	Track Category (a)	Number of crossties laid in replacement							Total (i)	Switch and Bridge Ties (Board feet) (j)	Crossties 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	457,999							457,999	860,392	10.3
2	B	525,356				73,953			599,309	1,825,844	11.8
3	C	111,587				30,702			142,289	759,438	29.4
4	D	337,692				41,656			379,348	1,426,737	27.8
5	E	197,499				36,545			234,044	1,651,707	30.1
6	F	177,079							177,079	541,112	23.7
7	Potential Abandonments					3,500			3,500	129,822	100.0
8	Total	1,807,212				186,356			1,993,568	7,195,052	19.1

9. Average cost per crosstie \$ 18.55 and switchtie (MBM) \$ 640.79

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	19,253	\$ 17.84	\$ 343	579,719	\$ 636.85	\$ 369	New
2	T	1,975	14.32	28	203,726	475.79	97	
3	U				85,438	316.26	27	New
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20	Total	21,228	17.51	371	868,883	567.03	493	
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>2.96</u>							

723. RAILS LAID IN REPLACEMENT

96

- (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.

(10) The average costs of new and relay rail 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 carriers own lines, and placing the rails in tracks, and of train service in connection with the distribution of rails, should not be included in this schedule.

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	17.07	4.46	136.00	21.41	153.07	25.87	19.9
2	B	90.81	6.71	351.37	32.12	442.18	38.83	11.1
3	C	2.02	3.97	132.37	18.98	134.39	22.95	20.1
4	D	5.34	9.98	140.55	47.74	145.89	57.72	39.1
5	E	1.12	4.95	20.89	30.21	22.01	35.16	71.2
6	F	15.92	3.97	31.66	18.98	47.58	22.95	44.8
7	Potential Abandonments				5.00		5.00	100.0
8	Other							
9	TOTAL	132.28	34.04	812.84	174.44	945.12	208.48	23.7

10 Average cost of new and relay rail laid in replacement (gross tons) \$ 266.60

Read Initials: CRC

Year 19 82

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					132W	446	271	606.79
2	2					132	79	39	499.41
3	2					131	17	5	307.77
4	2					119	15	6	367.16
5	2					105	5	1	161.71
6	4					140	30	7	237.76
7	4					133	16	4	227.04
8	4					132W	164	64	389.05
9	4					132	9		13.98
10	4					131	1		196.18
11	4					130	27	6	234.62
12	4					127W	138	36	258.81
13	4					127	55	13	229.50
14	4					105W	2		169.49
15	4					105	10	1	131.74
16									
17									
18									
19									
20									
21									
22									
23									
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32									
33									
34									
35									
36									
37									
38									
39	Total	X X X				X X X	1,014	453	444.80
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 2.96								
42	Track-miles of welded rail installed this year 1.89 : total to date 45.21								

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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) (e)	Percent replaced (f)	Cubic yards of ballast placed (g)	Miles surfaced (h)	Percent surfaced (i)
		Crossties (b)	Switch and Bridge Ties (Board Feet) (c)	Crosstie (d)	Switch and Bridge Ties (Board Feet) (e)					
1	A	457,999	860,392	5.1	5.7	178.94	3.1	740,243	1,906	67.0
2	B	599,309	1,825,844	4.5	8.1	481.01	5.6	717,001	1,846	43.3
3	C	142,289	759,438	1.8	5.7	157.34	3.1	262,667	676	26.8
4	D	379,348	1,426,737	1.9	4.3	203.61	1.6	351,178	904	14.3
5	E	234,044	1,651,707	0.9	1.1	57.17	0.3	304,694	784	8.3
6	F	177,079	541,112	2.2	4.1	70.53	1.4	132,129	341	13.5
7	Potential abandonments	3,500	129,822	0.03	0.7	5.00	0.0			
8	Total	1,993,568	7,195,052	2.1	2.7	1,153.60	1.8	2,507,912	6,457	20.7

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) (e)	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	1,997,208	7,195,052	2.1	2.7	1,153.60	1.84	2,507,912	6,457.0	20.71
2	First preceding	1,938,690	5,865,250	1.9	2.1	994.77	1.49	2,489,400	6,502.0	19.59
3	Second preceding	2,126,496	8,382,045	2.2		1,429.80	2.12	3,167,345	8,241.8	24.40
4	Third preceding	3,806,173	10,877,516	3.5		2,349.13	3.49	3,691,629	7,453.0	22.17
5	Fourth preceding	4,736,119	8,886,095	4.2		2,444.36	3.48	3,671,861	6,396.0	18.15
6	Fifth preceding	4,952,231	6,928,139	3.8		2,644.13	3.74	3,527,617	6,113.6	15.02
7	Sixth preceding	*4,487,190	5,893,897	**		1,687.95	**	3,655,491	6,754.6	**
8	Seventh preceding									
9	Eighth preceding									
10	Ninth preceding									

REMARKS

* 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 midwest 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

- (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".

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 _____	256,909,794			
2	Passenger _____	12,067,148	28,590,038		
3	Yard switching _____	43,927,765	5,444,619		
4	Total _____	312,904,707	34,034,657		
5	Cost of Fuel* _____	\$ 307,962	\$ 659	\$	\$
6	Work Train _____	2,028,413			

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 _____	895,513	481,147,115	
9	Yard switching _____		17,492,461	
10	Total _____	895,513	498,639,576	
11	Cost of Fuel* _____	\$ 876	\$ 42,825	\$
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)

755 Railroad Operating Statistics

Unit Train, Way Train, and Through data under Items, 2, 3, 4, 6, and 12 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 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 11 only. Statistics related to company equipment, company employees and company freight moving in transportation trains are not to be reported in Item 11, but are to be reported in Items 4-17, 6-04, 7-02, and 8-04 and 8-05 as instructed in notes I, K, and L.

(A) Miles of road operated at close of year, excluding industrial tracks, yard tracks, and sidings.

(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 motorcar is a self-propelled unit of equipment designed to carry freight or passenger traffic, and is not considered a locomotive.

(D) A locomotive is 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. Exclude miles made by motorcars. Miles of locomotives in helper service shall be computed on the basis of actual distance run in such service.

(E) 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.

(F) 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.

(G) 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.

(H) Use car designations shown in Schedule 710. Report under Railroad owned and leased miles. Items 4-1 and 4-11 both foreign cars and respondents' own cars while on the line of the respondent railroad. Report in Items 4-13 and 4-15 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 5-03. Report mail, express baggage cars and combination cars other than 5-02 combination cars, in Item 5-05.

(I) Exclude from Item 4-01 4-11, 4-13, and 4-15 Car-Miles of work equipment, cars carrying company freight and no-payment cars moving in transportation trains. Include such car-miles in Item 4-17, 4-18, and 4-19. 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 6-01 includes weight of all locomotive units moved one mile in transportation trains. Ton-miles of motorcars should be excluded. Items 6-02 and 6-03 represent tons behind locomotive units (cars and contents, cabooses) moved one mile in transportation trains (excluding non-revenue gross ton-miles). Non-revenue gross ton-miles in transportation trains include work equipment and cars carrying company freight (and their contents). Use 150 lbs. as the average weight per passenger, and 4 tons as the average weight of contents of each headend car.

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

(M) Road service represents elapsed time of transportation trains (both ordinary and light) between the time of leaving the initial terminals and the time at the 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 8-02 train switching hours included in Item 8-01. Train switching is the time spent by the train while performing switching service at terminals and way stations where no regular yard service is maintained. 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 respondents 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 at end of year 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 repairs 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 shop, 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.

Schedule 755 Railroad Operating Statistics

ITEM DESCRIPTION (a)	LINE NO.	FREIGHT TRAIN (b)	PASSENGER TRAIN (c)
1. Miles of Road Operated (A)	1	17,133	3,503
2. Train Miles-Running (B)			
2-01 Unit Trains	2	654,290	
2-02 Way Trains	3	5,903,588	
2-03 Through Trains	4	27,184,468	3,262,979
2-04 Total Train Miles (lines 2-4)	5	33,742,346	3,262,979
2-05 Motorcars (C)	6		10,564,759
2-06 Total, All Trains (lines 5,6)	7	33,742,346	13,827,738
3. Locomotive Unit Miles: (D)			
Road Service: (E)			
3-01 Unit Trains	8	1,975,306	
3-02 Way Trains	9	12,774,325	
3-03 Through Trains	10	85,803,022	4,234,899
3-04 Total (lines 8-10)	11	100,552,653	4,234,899
3-11 Train Switching: (F)	12	635,359	
3-21 Yard Switching: (G)	13	17,912,629	604,012
3-31 Total All Services (lines 11,12, 13)	14	119,100,641	4,838,911
4. Freight Car-Miles: (Thousands) (H)			
4-01 RR Owned & Leased Cars-Loaded			
4-010 Box-Plain 40-Foot	15	9,339	
4-11 Box-Plain 50-Foot & Longer	16	111,717	
4-012 Box-Equipped	17	180,894	
4-013 Gondola-Plain	18	30,359	
4-014 Gondola-Equipped	19	12,345	
4-015 Hopper-Covered	20	57,850	
4-016 Hopper-Open Top-General Service	21	134,580	
4-017 Hopper-Open Top-Special Service	22	2,472	
4-018 Refrigerator-Mechanical	23	25,811	
4-019 Refrigerator-Non-Mechanical	24	31,875	
4-020 Flat-TOFC/COFC	25	18,910	
4-021 Flat Multi-Level	26	8,301	
4-022 Flat-General Service	27	4,228	
4-023 Flat-All Other	28	9,139	
4-024 All Other Car Types-Total	29	30,860	
4-025 Total (lines 15-29)	30	668,680	
4-11 RR Owned & Leased Cars-Empty			

Schedule 755 Railroad Operating Statistics—Continued

ITEM DESCRIPTION (a)	LINE NO.	FREIGHT TRAIN (b)	PASSENGER TRAIN (c)
4-110 Box-Plain 40-Foot	31	9,721	
4-111 Box-Plain 50-Foot & Longer	32	80,148	
4-112 Box-Equipped	33	160,974	
4-113 Gondola-Plain	34	25,986	
4-114 Gondola-Equipped	35	13,306	
4-115 Hopper-Covered	36	64,588	
4-116 Hopper-Open Top-General Service	37	128,976	
4-117 Hopper-Open Top-Special Service	38	3,102	
4-118 Refrigerator-Mechanical	39	22,879	
4-119 Refrigerator-Non-Mechanical	40	28,020	
4-120 Flat-TOFC/COFC	41	1,928	
4-121 Flat-Multi-Level	42	6,746	
4-123 Flat-General Service	43	5,205	
4-123 Flat-All Other	44	9,185	
4-124 All Other Car Types	45	23,923	
4-125 Total (lines 31-45)	46	584,687	
4-13 Private Line Cars-Loaded (H)			
4-130 Box-Plain 40-Foot	47	6	
4-131 Box-Plain 50-Foot & Longer	48	14,419	
4-132 Box-Equipped	49	393	
4-133 Gondola-Plain	50	266	
4-134 Gondola-Equipped	51	25	
4-135 Hopper-Covered	52	51,950	
4-136 Hopper-Open Top-General Service	53	2	
4-137 Hopper-Open Top-Special Service	54	8	
4-138 Refrigerator-Mechanical	55	731	
4-139 Refrigerator-Non-Mechanical	56	5,148	
4-140 Flat-TOFC/COFC	57	301,909	
4-141 Flat-Multi-Level	58	36,504	
4-142 Flat-General Service	59	838	
4-143 Flat-All Other	60	8,765	
4-144 Tank Under 22,000 Gallons	61	56,152	
4-145 Tank-22,000 Gallons and Over	62	34,579	
4-146 All Other Car Types	63	2,295	
4-147 Total (lines 47-63)	64	513,990	
4-15 Private Line Cars-Empty (H)			
4-150 Box-Plain 40-Foot	65	5	

Schedule 755 Railroad Operating Statistics—Continued

ITEM DESCRIPTION (a)	LINE NO.	FREIGHT TRAIN (b)	PASSENGER TRAIN (c)
4-151 Box-Plain 50-Foot & Longer	66	5,468	
4-152 Box Equipped	67	371	
4-153 Gondola-Plain	68	65	
4-154 Gondola-Equipped	69	90	
4-155 Hopper-Covered	70	55,296	
4-156 Hopper-Open Top-General Service	71	19	
4-157 Hopper-Open Top-Special Service	72	14	
4-158 Refrigerator-Mechanical	73	690	
4-159 Refrigerator-Non-Mechanical	74	5,323	
4-160 Flat-TOFC/COFC	75	14,959	
4-161 Flat-Multi-Level	76	30,695	
4-162 Flat-General Service	77	1,060	
4-163 Flat-All Other	78	8,739	
4-164 Tank-Under 22,000 Gallons	79	63,660	
4-165 Tank-22,000 Gallons and Over	80	37,734	
4-166 All Other Car Types	81	2,090	
4-167 Total (lines 65-81)	82	226,278	
4-17 Work Equipment Car-miles	83	17,444	
4-18 No payment Car miles (I)	84	257,376	
4-19 Total Car-Miles by Train Type:			
4-180 Unit Trains	85	63,357	
4-181 Way Trains	86	186,185	
4-182 Through Trains	87	2,018,913	
4-183 Total (line 85-88)	88	2,268,455	
4-20 Caboose Miles	89	25,821	
5. Passenger Car-Miles: (Thousands)(j)			
5-01 Coaches	90		19,216
5-02 Combination, Passenger Cars	91		
5-03 Sleeping and Parlor Cars	92		
5-04 Dining, Grill and Tavern Cars	93		15
5-05 Head-end Cars (Other than 5-02)	94		
5-06 Total (lines 90-94)	95		19,231
5-07 Business Cars	96		
5-08 Crew Cars (Other than Cabs)	97		
6. Gross Ton-Miles: (Thousands)(K)			
6-01 Road Locomotives	98	15,129,213	637,298
6-02 Freight Trains, Crs., Cnts., and Caboose			

Railroad Annual Report R-1

Line 84 column (b) includes 751 road railer car miles.

Schedule 755 Railroad Operating Statistic—Concluded

ITEM DESCRIPTION (a)	LINE NO.	FREIGHT TRAIN (b)	PASSENGER TRAIN (c)
6-020 Unit Trains	99	4,113,508	
6-021 Way Trains	100	12,125,775	
6-022 Through Trains	101	132,284,218	
6-03 Passenger-Trains, Crs., and Cnts.	102		4,079,407
6-04 Non-Revenue	103	2,707,131	
6-05 Total (lines 98-103)	104	166,359,845	4,716,705
7. Tons of Freight (Thousands)			
7-01 Revenue	105	17967822 182,232	
7-02 Non-Revenue	106	5,506	
7-03 Total (lines 105, 106)	107	185184 187,738	
8. Ton-Miles of Freight (Thousands)(L)			
8-01 Revenue-Road Service	108	67,999,519	
8-02 Revenue-Lake Transfer Service	109		
8-03 Total (lines 108, 109)	110	67,999,519	
8-04 Non-Revenue-Road Service	111	873,991	
8-05 Non-Revenue-Lake Transfer	112		
8-06 Total (lines 111, 112)	113	873,991	
8-07 Total-Revenue & Non-Revenue (lines 110, 113)	114	68,873,510	
9. Train Hours: (M)			
9-01 Road Service	115	1,892,111	418,200
9-02 Train Switching	116	55,902	
10. Total Yard-Switching Hours (N)	117	2,166,241	67,763
11. Train-Miles Work Trains: (O)			
11-01 Locomotives	118	1,309,439	
11-02 Motorcars	119		
12. Number of Loaded Freight Cars: (P)			
12-01 Unit Trains	120	35,946	
12-02 Way Trains	121	2,298,571	
12-03 Through Trains	122	9,047,756	
13. TOFC/COFC-Number of Rev. Trailers & Containers Loaded & Unloaded (Q)	123	1,381,598	
14. Multi-Level Cars-Number of Motor Vehicles Loaded & Unloaded (Q)	124	448 191	
15. TOFC/COFC Number of Rev. Trailers Picked Up and Delivered (R)	125	3535 648,155	
16. Revenue Tons-Marine Terminal (S)			
16-01 Marine Terminals-Coal	126	9,807,464	
16-02 Marine Terminals-Ore	127	3,303,679	
16-03 Marine Terminals-Other	128	1,805,929	
16-04 Total (lines 126-128)	129	14,917,072	
17. Number of Foreign Per Diem Cars on Line (T)			
17-01 Serviceable	130	38,897	
17-02 Unserviceable	131	750	
17-03 Surplus	132	514	
17-04 Total (Lines 130-132)	133	40,161	

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 computer 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)

Atchison, Topeka & Santa Fe Rwy. Co. Eff. April 1, 1982
Increase in rates per agreement dated June 16, 1969 covering trackage rights over CR at Pekin, Illinois.
Receipts - \$15.04 per car
Payments - None
(Registry No. 151026)

Baltimore & Ohio RR Co. Eff. January 1, 1982
Revised billing from monthly to annually covering maintenance and operation of joint interlocking facilities, Pine, Ind., agreement dated June 16, 1922.
Receipts - \$94,145.00 per year
Payments - None
(Registry No. 40499-A)

Baltimore & Ohio RR Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated June 16, 1922 covering joint interlocking facility, Pine, Ind.
Receipts - \$103,560.00 annually
Payments - None
(Registry No. 40499-A)

Baltimore & Ohio RR Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated October 8, 1900 covering joint interlocking facility, Grovesnor, Ohio
Receipts - None
Payments - \$11,868.00 annually
(Registry No. 46048-B)

Baltimore & Ohio RR Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated July 15, 1902 covering joint interlocking facility, Ivorydale, Ohio
Receipts - None
Payments - \$91,975.00 annually
(Registry No. 54670-E)

Baltimore & Ohio RR Co. Eff. January 1, 1982
Revised billing from monthly to annually covering joint interlocking facilities, Shelby, Ohio, agreement dated May 27, 1901.
Receipts - \$72,707.00 per year
Payments - None
(Registry No. 54674-A)

Baltimore & Ohio RR Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated May 27, 1901 covering joint interlocking facility, Shelby, Ohio
Receipts - \$79,978.00 annually
Payments - None
(Registry No. 54674-A)

Baltimore & Ohio RR Co. Eff. January 1, 1982
Revised billing from monthly to annually covering joint interlocking facilities, Grafton, Ohio, agreement dated December 1, 1906.
Receipts - \$57,103.00
Payments - None
(Registry No. 54675-A)

Baltimore & Ohio RR Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated December 1, 1906 covering joint interlocking facility, Grafton, Ohio.
Receipts - \$62,813.00 annually
Payments - None
(Registry No. 54675-A)

Baltimore & Ohio RR Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated January 17, 1890 covering joint interlocking facility, East Lawrenceburg, Ind.
Receipts - None
Payments - \$57,188.00 annually
(Registry No. 54677-A)

Baltimore & Ohio RR Co. Eff. January 1, 1982
Revised billing from monthly to annually covering joint interlocking facilities, Tiffin, Ohio, agreement dated May 26, 1900.
Receipts - \$70,075.00 per year
Payments - None
(Registry No. 54713-A)

Group (b) (Cont'd)

Baltimore & Ohio RR Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated May 26, 1900 covering joint interlocking facility, Tiffin, Ohio.
Receipts - \$77,083.90 annually
Payments - None
(Registry No. 54713-A)

Baltimore & Ohio RR Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated December 29, 1890 covering joint interlocking facility, Greenwich, Ohio.
Receipts - \$24,845.00 annually
Payments - None
(Registry No. 54817-A)

Baltimore & Ohio RR Co. Eff. January 1, 1982
Revised billing from monthly to annually covering joint interlocking facilities, Greenwich, Ohio, agreement dated December 29, 1890.
Receipts - \$22,585.00 per year
Payments - None
(Registry No. 54817-A)

Baltimore & Ohio RR Co. Eff. July 1, 1981
Increase in rate covering switching at P&G plant & Rose Estate, Cincinnati, Ohio, agreement dated October 7, 1915.
Receipts - None
Payments - \$115.38 per engine hour
(Registry No. 54818-A)

Baltimore & Ohio RR Co. Eff. January 1, 1982
Revised billing from monthly to annually covering joint interlocking facilities, Tates, Ohio, agreement dated September 1, 1920.
Receipts - \$32,449.00 per year
Payments - None
(Registry No. 63566-A)

Baltimore & Ohio RR Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated September 1, 1920 covering joint interlocking facility, Tates Point, Ohio.
Receipts - \$35,694.00 annually
Payments - None
(Registry No. 63566-A)

Baltimore & Ohio RR Co. Eff. January 1, 1981
Increase in rate per agreement dated November 6, 1962 covering joint switching to C.S.A., Shelby, Ohio.
Receipts - \$121.04 per engine hr. Eff. 7/1/81 \$131.14 per engine hr.
Payments - None
(Registry No. 130967)

Baltimore & Ohio RR Co. Eff. January 1, 1981
Revised billing from monthly to annually covering maintenance and operation of joint interlocking facilities, Uhrichville, Ohio, agreement dated June 16, 1936.
Receipts - \$70,123.00
Payments - None
(Registry No. 154722)

Baltimore & Ohio RR Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated June 16, 1936 covering joint interlocking facility, Uhrichville, Ohio.
Receipts - \$21,788.00 annually
Payments - None
(Registry No. 154722)

Baltimore & Ohio RR Co. Eff. July 1, 1981
Increase in rate for joint switching at Kroger Co., (Ebo Lead) Columbus, Ohio, agreement dated July 18, 1956.
Receipts - None
Payments - \$72.61 Eff. 7/1/81 \$79.17
(Registry No. 155951)

Baltimore & Ohio RR Co. Eff. January 1, 1982
Increase in rate covering management and operation of jointly owned Columbus and Newark Division.
Receipts - None
Payments - \$11,133.81 per month Eff. Jan. 1, 1981 \$33,765.58 per month
(Registry No. 157341)

Baltimore & Ohio RR Co. Eff. January 1, 1982
Change from monthly billing to annual billing covering management and operation of jointly owned Columbus and Newark Division, agreement dated January 2, 1941.
Receipts - None
Payments - \$188,720. per annum
(Registry No. 157341-A)

Baltimore & Ohio RR Co. Eff. January 1, 1981
Increase in rate covering operation over CR tracks between Fourth St. and Dennison Ave., Columbus, Ohio in effect since March 1, 1903.
Receipts - \$1.65 per car
Payments - None
(Registry No. 159551)

Baltimore & Ohio RR Co. Eff. January 1, 1981
Increase in rates covered by agreement dated March 1, 1903 for B&O - C&O trackage rights over CR's tracks between Fourth Street and Dennison Ave., Columbus, Ohio.
Receipts - \$1.82 per car
Payments - None
(Registry No. 159551)

Baltimore & Ohio RR Co. Eff. January 1, 1981
Increase in rate for joint switching at Ebo Lead, Columbus, Ohio, Agreement dated July 18, 1956.
Receipts - None
Payments - per loaded car Eff. 7/1/81 \$79.17 Eff. 7/1/82 \$84.26
(Registry No. 159551)

Baltimore & Ohio RR Co. Eff. January 1, 1981
Increase in rates - Agreement dated March 26, 1976 covering joint facilities, Lordstown, Ohio.
Receipts -

Locomotive Class	Rental* Eff. 1/1/82	Repairs & Supplies Eff. 7/1/81	Hourly Rate Per Unit Eff. 1/1/82
999 HP and Under	\$1.97	\$20.40	\$22.37
1000 HP thru 1499HP	2.39	25.50	27.89
1500 HP " 1749HP	4.75	33.15	37.90
1750 HP " 1999HP	4.46	38.25	42.71
2000 HP " 2499HP	6.25	45.90	52.15
2500 HP " 2999HP	4.66	56.10	60.76
3000 HP " 3599HP	7.04	67.30	74.34
3600 HP and Over	6.36	73.45	79.81

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

Locomotive Class	Rental* Eff. 1/1/82	Repairs & Supplies Eff. 7/1/82	Hourly Rate Per Unit Eff. 7/1/82
999 HP and Under	\$1.97	\$24.70	\$26.67
1000 HP thru 1499HP	2.39	30.90	33.29
1500 HP " 1749HP	4.75	40.15	44.90
1750 HP " 1999HP	4.46	46.30	50.76
2000 HP " 2499HP	6.25	55.60	61.85
2500 HP " 2999HP	4.66	67.95	72.61
3000 HP " 3599HP	7.04	81.50	88.54
3600 HP and Over	6.36	88.90	95.26

* Based on 3 Trick 90% availability
Caboose rental \$27.00 per day is established in above circular, effective July 1, 1982.
Payments - None
(Registry No. 202668)

Baltimore & Ohio RR Co. Eff. January 1, 1982
Revised billing from monthly to annually covering maintenance and operation of joint interlocking facilities, Butler, Penna. Agreement dated September 23, 1907.
Receipts - \$66,594.00 per year
Payments - None
(Registry No. 202664)

RC-113300

CONSOLIDATED RAIL

1982

4 OF 4

Group (b) (Cont'd)

Baltimore & Ohio RR Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated September 23, 1907
covering joint facility, Butler, Pa.
Receipts - \$73,253.00 annually
Payments - None
(Registry No. 202464)

Baltimore & Ohio RR Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated April 22, 1941
covering joint interlocking facility, Watson, Indiana.
Receipts - None
Payments - \$41,235.00 annually
(Registry No. 203111)

Baltimore & Ohio RR Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated October 6, 1903
covering joint interlocking facility, East Norwood, Ohio.
Receipts - None
Payments - \$111,971.00 annually
(Registry No. 203415-A)

Baltimore & Ohio RR Co.
Increase in rate for handling cars at Bay View, Mt. Vernon and
Perryville, Maryland. Agreement dated April 26, 1976.

Receipts - None		
Payments - per train	Eff. 9/1/81 \$987.00	Eff. 9/1/82 \$1,104.00
(Registry No. 206378)		

Baltimore & Ohio RR Co. Eff. January 1, 1982
Increase in rate per agreement dated June 20, 1979 covering use
of track between JB Junction, Pa., Limestone and Carrollton, N.Y.
Receipts - None
Payments - per train mile Eff. 1/1/81
\$8.01 Eff. 1/1/82
\$8.98
(Registry No. 220293)

Baltimore & Ohio RR Co. Eff. January 1, 1982
Revised billing from monthly to annual, covering maintenance and
operation of joint facilities, DeForest, Ohio, agreement dated
April 18, 1873.
Receipts - \$58,839.00 per year
Payments - None
(Registry No. 231708)

Baltimore & Ohio RR Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated April 18, 1873
covering joint interlocking facility, DeForest, Ohio.
Receipts - \$53,319.00 annually
Payments - None
(Registry No. 231708)

Baltimore & Ohio RR Co. Eff. January 1, 1982
Increase in rate per agreement dated February 1, 1980 covering
use of tracks between Williams and Peck Slip, Buffalo, N.Y.
Receipts - \$2.61 per car, locomotive or caboose.
Payments - None
(Registry No. 236814)

Baltimore & Ohio RR Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated June 14, 1892
covering joint interlocking facility, Mt. Vernon, Ohio.
Receipts - None
Payments - \$17,974.00 annually
(Registry No. 237346)

Baltimore & Ohio RR Co. Eff. January 1, 1982
Revised billing from monthly to annually covering maintenance
and operation of joint interlocking facilities, Massillon, Ohio,
agreement dated January 2, 1904.
Receipts - \$77,546.00 per year
Payments - None
(Registry No. 237348)

Baltimore & Ohio RR Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated January 2, 1904
covering joint interlocking facility, Massillon, Ohio.
Receipts - \$85,301.00 annually
Payments - None
(Registry No. 237348)

Baltimore & Ohio RR Co. Eff. January 1, 1982
Revised billing from monthly to annually covering maintenance
and operation of joint interlocking facilities, Canton, Ohio,
agreement dated April 23, 1924.
Receipts - \$71,594.00 per year
Payments - None
(Registry No. 237460)

Baltimore & Ohio RR Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated April 23, 1924
covering joint interlocking facility, Canton, Ohio.
Receipts - \$59,158.00 annually
Payments - None
(Registry No. 237460)

Baltimore & Ohio RR Co. Eff. January 1, 1982
Revised billing from monthly to annually covering joint interlocking
facilities, Jeffersonville, Ind., agreement dated December 12, 1897.
Receipts - \$58,597.00 per year
Payments - None
(Registry No. 241751)

Baltimore & Ohio RR Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated December 12, 1897
covering joint interlocking facility, Jeffersonville, Indiana.
Receipts - \$49,654.00 annually
Payments - None
(Registry No. 241751)

Baltimore & Ohio RR Co. Eff. January 1, 1982
Revised billing from monthly to annually covering maintenance
and operation of joint interlocking facilities, Sterling, Ohio,
agreement dated December 1, 1890.
Receipts - \$114,978.00 per year
Payments - None
(Registry No. 242508)

Baltimore & Ohio RR Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated December 1, 1890
covering joint interlocking facility, Sterling, Ohio.
Receipts - \$126,476.00 annually
Payments - None
(Registry No. 242508)

Baltimore & Ohio RR Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated October 1, 1898
covering joint interlocking facility, Heath, Ohio.
Receipts - None
Payments - \$19,417.00 annually
(Registry No. 246876)

Baltimore & Ohio RR Co. Eff. August 1, 1979
Agreement dated May 19, 1982 covering switching at Morton Salt
Co. Plant, Silver Springs, N.Y.
Receipts - None
Payments - Eff. 8/1/79 Eff. 7/1/80 Eff. 7/1/81 Eff. 7/1/82
\$32.25 per car \$38.13 per car \$41.31 per car \$46.20 per car
(Registry No. 249488)

Baltimore & Ohio RR Co. Eff. November 13, 1978
Agreement dated July 1, 1981 covering interlocking and crossing at
Kenia, Ohio.
Receipts - Units Distribution Costs
C&O \$1,974
CR 16.03%
Maintenance
(Registry No. 249497)

Baltimore & Ohio RR Co. Eff. November 1, 1981
Increase in rate per agreement dated March 8, 1890 covering use of
track, Pittsburgh, (Northside) Pa.
Receipts - None
Payments - \$68.32 per loaded car
(Registry No. 249816)

Group (b) (Cont'd)

Brandywine Valley RR Co.
Lease of locomotives, agreement dated March 15, 1982.
Eff. January 1, 1982

Receipts - Locomotive Class	Hourly Rental	Rate Per Unit
999 HP and Under	\$ 29.81	
1000 HP thru 1499HP	37.02	
1500 HP - 1749HP	54.20	
1750 HP - 1999HP	58.75	
2000 HP - 2499HP	73.83	
2500 HP - 2999	79.22	
3000 HP - 3599HP	100.36	
3600 HP and Over	104.66	

Payments - None
(Registry No. 248214)

Brooklyn Eastern Terminal District
Increase in rate, covering the operation of Greenville Yard,
Jersey City, N.J., agreement dated March 31, 1976
Eff. April 1, 1982

Receipts - None
Payments - \$102.96 per round trip handling of a car.
(Registry No. 203455)

Burlington Northern
Increase in rates per agreement dated June 1, 1916 covering RR
operations over CR tracks between E. Alton and E. St. Louis, Ill.
Eff. April 1, 1981

Receipts -	Eff. 4/1/80	Eff. 4/1/80
E. Alton & Bridge Jct.	\$3,2506	\$3,3748
E. Alton & Granite City	1,9742	2,0496
N. Wood River & Bridge Jct.	2,3816	2,4726
N. Wood River & Lenox	.5366	.5571
Lenox & Granite City	.5685	.5903
Lenox & Bridge Jct.	1,4337	1,4885

Payments - None
(Registry No. 55826-A)

Burlington Northern
Increase in rates per agreement dated June 1, 1916 covering RR
operations over CR tracks between E. Alton & E. St. Louis, Ill.
Eff. April 1, 1981

Receipts -	Eff. 4/1/81	Eff. 4/1/82
E. Alton & Bridge Jct.	\$1,3748	\$3,7830
E. Alton & Granite City	2,0496	2,2975
N. Wood River & Bridge Jct.	2,4726	2,7716
N. Wood River & Lenox	.5571	.6245
Lenox & Granite City	.5903	.6617
Lenox & Bridge Jct.	1,4885	1,6685

Payments - None
(Registry No. 55826-A)

Canadian National Rwy. Co.
Increase in rate per agreement dated May 1, 1973 covering use of
CN Line between Helena, New York and Huntington, Quebec.
Eff. October 1, 1981

Receipts - None
Payments - \$18.65 per train mile
(Registry No. 136706)

Canadian Pacific Rwy. Co.
Increase in rates for handling cars through Tunnel-Detroit,
Michigan to Windsor, Ontario, Agreement dated February 17,
1972.
Eff. January 1, 1983

Receipts - Tunneling Charges - \$33.31
Customs Inspection - \$ 8.33
Payments - None
(Registry No. 56655-A)

Canadian Pacific Rwy. Co.
Increase in rate per agreement dated July 6, 1966 covering cars
and locomotives using CR tracks in lieu of bridge at Waterford,
Ontario.
Eff. 5/1/81

Receipts -	Eff. 5/1/81	Eff. 5/1/82
	\$5,261	\$5,784

Payments - None
(Registry No. 139279)

Canadian Pacific Rwy. Co.
Toronto, Hamilton & Buffalo Rwy.
Increase in rates for through freight service - Toronto-Buffalo.
Agreement dated April 1, 1966.
Eff. January 1, 1982

Receipts - \$1.58 per mile for running and general diesel repairs.
Payments - None
(Registry No. 144160)

Canton RR Co.

Agreement dated June 28, 1982 covering trackage rights over Bear
Creek Branch and President Street Branch and The Leased Canton
West Maine Line, Baltimore, Md.

Receipts - \$1.00 per annum
Payments - None
(Registry No. 249495)

Canton RR Co.

Agreement dated June 28, 1982 covering trackage rights to Service
Agrico Chemical and Lebanon Chemical over CR tracks, Baltimore, Md.

Receipts - \$12.00 per car
Payments - None
(Registry No. 249496)

Chesapeake & Ohio Rwy. Co.

Revised billing from monthly to annually covering maintenance
and operations of joint interlocking facilities, LaPorte, Ind.,
agreement dated June 9, 1911.
Eff. January 1, 1982

Receipts - \$51,692.00 per year
Payments - None
(Registry No. 25584-A)

Chesapeake & Ohio Rwy. Co.

Increase in annual flat rate. Agreement dated June 9, 1911,
covering joint interlocking facility, LaPorte, Indiana.
Eff. July 1, 1982

Receipts - \$56,861.00 annually
Payments - None
(Registry No. 25584-A)

Chesapeake & Ohio Rwy. Co.

Revised billing from monthly to annually covering maintenance
and operations of joint interlocking facilities, Pine, Ind.,
agreement dated June 16, 1922.
Eff. January 1, 1982

Receipts - \$28,661.00 per year
Payments - None
(Registry No. 40499-A)

Chesapeake & Ohio Rwy. Co.

Increase in annual flat rate. Agreement dated June 16, 1922
covering joint interlocking facility, Pine, Indiana.
Eff. July 1, 1982

Receipts - \$30,867.00 annually
Payments - None
(Registry No. 40499-A)

Chesapeake & Ohio Rwy. Co.

Increase in annual flat rate. Agreement dated May 30, 1894
covering joint interlocking facility, Columbus, Ohio.
Eff. July 1, 1982

Receipts - None
Payments - \$93,806.00 annually
(Registry No. 42191-A)

Chesapeake & Ohio Rwy. Co.

Revised billing from monthly to annually covering joint interlocking
facilities, Columbus, Ohio, agreement dated January 5, 1912.
Eff. January 1, 1982

Receipts - \$87,323.00 per year
Payments - None
(Registry No. 42243-B)

Chesapeake & Ohio Rwy. Co.

Increase in annual flat rate charge. Agreement dated January 5,
1912 covering joint interlocking facility, Columbus, Ohio.
Eff. July 1, 1982

Receipts - \$96,055.00 annually
Payments - None
(Registry No. 42243-B)

Chesapeake & Ohio Rwy. Co.

Revised billing from monthly to annually, covering the interlocking
joint facilities at Wayne, Michigan, agreement dated September 23,
1905.
Eff. January 1, 1982

Receipts - \$41,588.00 per year
Payments - None
(Registry No. 56912-B)

Chesapeake & Ohio Rwy. Co.

Increase in annual flat rate. Agreement dated September 23, 1905
covering joint interlocking facility, Wayne, Michigan.
Eff. July 1, 1982

Receipts - \$45,747.00 annually
Payments - None
(Registry No. 56912-B)

Group (b) (Cont'd)

Chesapeake & Ohio Rwy. Co. Eff. January 1, 1982
Revised billing from monthly to annually covering joint interlocking facilities, Columbus, Ohio, agreement dated February 12, 1981.
Receipts - \$51,502.00 per year
Payments - None
(Registry No. 63304-A)

Chesapeake & Ohio Rwy. Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated July 6, 1965 covering joint interlocking facility, Grand Rapids, Michigan.
Receipts - None
Payments - \$21,679.00 annually
(Registry No. 140102)

Chesapeake & Ohio Rwy. Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated June 15, 1965 covering joint interlocking facility, Grand Rapids, Michigan.
Receipts - None
Payments - \$79,581.00 annually
(Registry No. 140103)

Chesapeake & Ohio Rwy. Co. Eff. January 1, 1982
Revised billing from monthly to annually, covering joint interlocking facilities, Lansing, Michigan, agreement dated June 22, 1965.
Receipts - \$72,904.00
Payments - None
(Registry No. 140493)

Chesapeake & Ohio Rwy. Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated June 22, 1965 covering joint interlocking facility, Lansing, Michigan.
Receipts - \$80,194.00 annually
Payments - None
(Registry No. 140493)

Chesapeake & Ohio Rwy. Co. Eff. June 15, 1982
Increase in rate per agreement dated June 15, 1973 covering trackage rights between Pelton and McGregor, Ontario.
Receipts - None
Payment - per car Eff. 6/15/81 Eff. 6/15/82
\$2.99 \$3.99
(Registry No. 186484)

Chesapeake & Ohio Rwy. Co. Eff. February 15, 1982
Increase in rate per agreement dated June 20, 1974, covering trackage rights over CR tracks between Pine, Ind. and Rock Jct., South Chicago, Ill.
Receipts - \$3.16 per car mile
Payments - None
(Registry No. 187108)

Chesapeake & Ohio Rwy. Co. Eff. February 15, 1983
Increase in rate per agreement dated June 20, 1974 covering trackage rights between Pine, Indiana and Island Jct., South Chicago, Ill.
Receipts - \$3.174 per car mile
Payments - None
(Registry No. 187108)

Chesapeake & Ohio Rwy. Co. Eff. March 7, 1981
Increase in rate for trackage rights between Alexis, Ohio and Carlton, Mich. Agreement dated March 1, 1976.
Receipts - None
Payments - 23¢ per car mile
(Registry No. 202634)

Chesapeake & Ohio Rwy. Co.
Increase in rates - trackage rights between Alexis, Ohio and Toledo, Ohio (Rockwell Jct.). Agreement dated September 26, 1977.
Receipts - Eff. 1/1/79 Eff. 1/1/80 Eff. 1/1/81
per car mile \$.163 \$.176 \$.190
per min. train mile \$4.983 \$5.36 \$5.81
Payments - None
(Registry No. 218453)

Chesapeake & Ohio Rwy. Co.
Rate increase - trackage rights between Alexis, Ohio and Toledo, Ohio (Rockwell Jct.). Agreement dated September 26, 1977.
Receipts - Eff. 1/1/79 Eff. 1/1/80 Eff. 1/1/81 Eff. 1/1/82
per car mile \$.163 \$.176 \$.190 \$.206
per min. train mile \$4.983 \$5.36 \$5.81 \$6.285
Payments - None
(Registry No. 218453)

Chesapeake & Ohio Rwy. Co.
Increase in rate per agreement dated July 1, 1977, covering trackage rights between Milroy, Michigan and Pelton, Ontario and between CR loop track, Windsor, Ontario.
Receipts - Eff. 7/1/79 Eff. 7/1/82
Group A - \$34.75 \$38.21
B - 30.56 33.39
C - 19.92 20.00
D - 15.68 15.90
E - 5.00 5.00
Payments - None
(Registry No. 230144)

Chesapeake & Ohio Rwy. Co. Eff. July 1, 1981
Increase in rate covering trackage rights, Buffalo, N.Y., agreement dated April 24, 1979.
Receipts - Via Suspension Bridge - \$3.87 per unit
Via Black Rock - \$1.84 per unit
Payments - None
(Registry No. 230395)

Chesapeake & Ohio Rwy. Co. Eff. January 1, 1982
Increase in rate per agreement dated February 1, 1980 covering use of tracks between Williams St. and Peck Slip, Buffalo, N.Y.
Receipts - \$2.61 per car, locomotive or caboose
Payments - None
(Registry No. 236815)

Chesapeake & Ohio Rwy. Co. Eff. July 1, 1982
Increase in annual flat rate. Agreement dated July 16, 1931 covering joint interlocking facility, Upper Sandusky, Ohio.
Receipts - None
Payments - \$78,610 annually
(Registry No. 240469)

Chesapeake & Ohio Rwy. Co.
Trackage right agreement dated November 9, 1982 between Kanauga, Ohio and Point Pleasant, West Virginia.
Receipts - \$10,000 per annum plus additional charge of \$1.75 per unit in excess of 5,200 units.
Payments - None
(Registry No. 254363)

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

Chessie System Eff. July 1, 1982
Increase in rates per agreement dated February 9, 1978 covering use of CR tracks between Pine, Indiana and Clark Jct., Indiana.
Receipts - \$3.37 per car
Payments - None
(Registry No. 223351)

Chicago, Milwaukee, St. Paul & Pacific RR Co.
Increase in rate per agreement dated July 16, 1979 covering trackage rights between Gibson and Terre Haute, Indiana.
Receipts - Eff. 7/1/81 Eff. 7/1/82
per car mile \$1.463 \$1.58
Payments - None
(Registry No. 232313)

Group (b) (Cont'd)

Chicago, Milwaukee, St. Paul & Pacific RR Co. Eff. May 1, 1982
Increase in rate - Agreement dated July 10, 1980 covering trackage rights at Terre Haute, Indiana.
Receipts - \$436.63
Payments - None
(Registry No. 239499)

Chicago, Milwaukee, St. Paul & Pacific RR Co. Eff. July 1, 1981
Increase in rate, agreement dated November 12, 1980 covering trackage rights between Preston and Chase Indiana.
Receipts - None
Payments - \$1385 per car mile
(Registry No. 241600)

Chicago Rock Island & Pacific RR Co. Eff. May 1, 1982
Chicago South Shore & South Bend RR Co.
Illinois Central Gulf RR Co.
Termination of switching agreement dated September 25, 1972 at Lake Calumet, Ill.
(Registry No. 172031)

Chicago, South Shore & South Bend RR Co.
Increase in rate per agreement dated September 4, 1969 covering joint switching to Bethlehem Steel Co., Burns Harbor, Indiana.
Receipts - Eff. 1/1/81 \$72.26 Eff. 1/1/82 \$80.27
per loaded car handled
Payments - None
(Registry No. 152692)

Chicago & Western Indiana RR Co. Eff. January 1, 1981
Increase in rates per agreement dated May 31, 1939 covering use of track at 40th St. and Stewart Ave., Chicago, Ill.
Receipts - \$1.26 per car
Payments - None
(Registry No. 245369)

Delaware & Hudson Rwy. Co.
Increase in rates. Agreement dated November 3, 1978 covering trackage and haulage rights by the DM over CR tracks between Emola, Pa. and Potomac Yard, Washington, D.C.
Receipts - Eff. 7/1/81 14.50 Eff. 7/1/82 15.60
tracks 14.50 15.60
haulage 56.00 61.00
Payments - None
(Registry No. 227462)

Delaware & Hudson Rwy. Co.
Increase in rates per agreement dated April 25, 1979, covering trackage rights over joint lines.
Receipts - Eff. 7/1/81 14.50 Eff. 7/1/82 15.60
Payments - None
(Registry No. 230493)

Detroit, Toledo & Ironton RR Co.
Increase in rate per supplemental agreement dated February 14, 1962 covering switches and trackage to Edison's Rouge Plant, River Rouge, Michigan.
Receipts - \$1,089.08 annually
Payments - None
(Registry No. 57517-F)

Detroit, Toledo & Ironton RR Co. Eff. January 1, 1982
Increase in rate per agreement dated January 1, 1966 covering maintenance and operation of interlocking and crossing at Quincy, Ohio.
Receipts - \$86.61 per month
Payments - None
(Registry No. 57585-A)

Family Lines Rail System Eff. July 1, 1981
Increase in the semi-annual flat rate covering maintenance and operation of the interlocking at Gosport, Indiana. Agreement dated September 6, 1982.
Receipts - None
Payments - \$702.00 - 7/1/81
\$743.00 - 1/1/82
(Registry No. 151702)

Grand Trunk Western RR Co.
Termination of crossings and interlocker agreement dated May 13, 1910, Kalamazoo, Michigan.
(Registry No. 24997-A)

Grand Trunk Western RR Co. Eff. July 1, 1982
Increase in rates per agreement dated May 15, 1928 covering interlocker for GTW's use of CR tracks and facilities, South Bend, Indiana.
Receipts - \$4,725.49 per month
Payments - None
(Registry No. 48554-A)

Grand Trunk Western RR Co.
Revision of annual charge per agreement dated December 8, 1954 covering maintenance of switches and tracks to Edison's Rouge Plant, River Rouge, Michigan.
Receipts - \$300.00
Payments - None
(Registry No. 57517-F)

Grand Trunk Western RR Co. Eff. June 1, 1982
Increase in rate - Agreement dated September 3, 1975 for switching at Kalamazoo Paper Co., Kalamazoo, Michigan.
Receipts - \$28.82 per car
Payments - None
(Registry No. 59346-B)

Grand Trunk Western RR Co.
Termination of trackage rights agreement dated November 30, 1965, Kalamazoo, Michigan.
(Registry No. 141354)

Grand Trunk Western RR Co. Eff. July 1, 1982
Increase in rate per agreement dated September 14, 1979 covering trackage rights between Washington Avenue and Vandal Street, Battle Creek, Michigan.
Receipts - \$146.30 annually
Payments - None
(Registry No. 233321)

Grand Trunk & Western RR Co.
Agreement dated July 31, 1982 covering trackage rights at Kalamazoo, Michigan.
Receipts -

Segment Description	Per Loaded Car
Pavilion Jct. to GR&I Connection	\$5.20
To Bryant St. Branch	
Pavilion Jct. to Arvan Corp.	\$2.40
Pavilion Jct. to Grand Trunk	
Mosel Road Connection	\$6.40
Pavilion Jct. to Connection to Kalamazoo Paper Co. (Georgia Pacific)	
Retained Fee \$831.44 per month	\$6.40

Payments - None
(Registry No. 249499)

Illinois Central Gulf RR Co. Eff. January 1, 1982
Increase in rate per agreement dated November 7, 1901 covering use of CR tracks from Relay Depot to Broadway Street, E. St. Louis, Illinois.
Receipts - \$1,100.00
Payments - None
(Registry No. 62152-A)

Illinois Central Gulf RR Co.
Rate increase per agreement dated October 4, 1962 covering switching to and from Swift & Co., Bradley, Illinois.
Receipts - None
Payments - Effective 1/26/82 \$134.78
2/27/82 \$217.00
(Registry No. 130824)

Illinois Central Gulf RR Co.
Increase in flat rate per agreement dated May 1, 1977 covering handling of cars for CR between Wann Yard, Wood River, Ill., and Alton and East Alton, Ill.
Receipts - None
Payments - Eff. 9/1/81 \$58.29 Eff. 9/1/82 \$64.78
per loaded car
(Registry No. 219020)

Group (b) (Cont'd)

Illinois Terminal RR Co. Eff. September 1, 1982
Termination of trackage right agreement dated August 17, 1960,
between Champaign and DeLong, Illinois.
(Registry No. 126003)

Illinois Terminal RR Co. Eff. April 1, 1982
Termination of agreement dated September 12, 1980 covering
interchange at Champaign, Ill.
(Registry No. 242480)

Indiana Harbor Belt RR Co. Eff. January 1, 1981
Increase in rates per agreement dated September 14, 1933 covering
joint switching north of OTW, LeMayne District and Dickinson
Plant, Chicago, Ill.
Receipts - North of Grand Trunk Western \$11.30
LeMayne District 26.48
Dickinson Plant 18.66
Payments - None
(Registry No. 106745)

Indiana Harbor Belt RR Co.
Termination of CR-IHB joint switching agreement at Hammond, Ind.
(Registry No. 107507)

Indiana Harbor Belt RR Co. Eff. January 1, 1982
Increase in switching rates per agreement dated January 3, 1961
covering switching of cars in and out of Midwest Station (Burns
Harbor, Indiana).
Receipts - Local Base Rate \$54.04 per car switched
Other Base Rate \$81.39 per car switched
Payments - None
(Registry No. 125200)

Indiana Harbor Belt RR Co. Eff. July 1, 1982
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 - \$37,822 per hour for 1000-1200 HP locomotives
\$45,763 per hour for 1500 HP locomotives
(Registry Nos. 155138, 108621 and 63410-B)

Indiana Harbor Belt RR Co. Eff. July 1, 1982
Increase in rate - Agreement dated February 1, 1975, interchange
of W.B. Cars to Western Connections, Chicago Terminal Area.
Receipts - 236.00 per consist
Payments - None
(Registry No. 193457)

Indiana Harbor Belt RR Co. Eff. July 1, 1982
Increase in rate per agreement, agreement dated February 1, 1975
covering interchange of Westbound Cars between Conrail and
certain Western Connections with IHB Acting Agent in Chicago
Terminal Area.
Receipts - None
Payments - \$26.50 per car
(Registry No. 193457)

Indiana Interstate Ry. Co., Inc.
Termination of trackage rights for interchange agreement dated
May 12, 1978, Bicknell, Indiana.
(Registry No. 224648)

Indiana and Ohio RR Inc. Eff. January 1, 1982
Increase in rate per agreement dated June 21, 1979 covering
trackage rights at Valley Junction, Ohio.
Receipts - \$2,434.25 per year (excluding fuel)
Payments - None
(Registry No. 231710)

Louisville & Nashville RR Co.
Termination of agreement dated May 10, 1922 covering joint use
of tracks in Canal Area, LaFayette, Indiana.
(Registry No. 56447-A)

Louisville & Nashville RR Co.
Increase in rate per agreement dated October 5, 1937 covering tracks
east and west of Wood St. to allow L&N access to CR tracks between
Mill St. and Smith St., Cincinnati, Ohio.
Receipts - per engine or freight car, loaded or empty, moving in either
direction between Wood St. and Mill St.
Eff. 4/1/78 Eff. 4/1/79 Eff. 4/1/80
\$0.54 \$0.59 \$0.65
\$1.08 \$1.18 \$1.30

Payments - None
(Registry No. 58484-C)

Louisville & Nashville RR Co.
Termination of agreement dated October 1, 1926, covering crossing
protection at Louisville, Ky.
(Registry No. 75774-A)

Louisville & Nashville RR Co.
Increase in rates per engine or freight car. Use of Water Street
track to reach Plum Street Yard, Cincinnati, Ohio. Agreement dated
March 1, 1972.
Receipts - Eff. 4/1/79 Eff. 4/1/80 Eff. 4/1/81
\$0.50 \$0.55 \$0.61
Payments - None
(Registry No. 175344)

Louisville & Nashville RR Co. Eff. July 1, 1982
Increase in rate per agreement dated February 8, 1979 covering
trackage rights from Straight Line Jct., Indiana to Oakland
City, Indiana.
Receipts - \$4.63 unit base charge
Payments - None
(Registry No. 229573)

Maryland & Delaware RR Co. Eff. April 30, 1982
Interchange agreement dated April 30, 1982 at Frankford, Delaware.
Receipts - Maintenance of interchange will be assumed by M&D and access
Payments - track to be assumed by CR.
(Registry No. 248748)

Maryland & Delaware RR Co. Eff. July 1, 1982
Trackage rights agreement dated July 8, 1981 over CR tracks
between Townsend and Clayton, Delaware.
Receipts - \$5.81 per round trip
Payments - None
(Registry No. 249913)

Mellon International Leasing Co.
Lease of 120 bi-level auto rack, agreement dated November 2, 1981.
Receipts - None
Payments - \$205,792.12 per quarter for the first 20 basic rental payment
dates, and \$137,197.36 per quarter for the second 20 basic
rental payment dates.
(Registry No. 247442)

Missouri Pacific RR Co. Eff. July 1, 1981
Increase in the maintenance rate per agreement dated October 15,
1905, covering maintenance of interchange track at Mowena,
Ill.
Receipts - None
Payments - \$164.81 per month
(Registry No. 25032-C)

Missouri Pacific RR Co.
Increase in maintenance and operation "M" interlocking plant at
Mowena, Ill., agreement dated October 15, 1905.
Receipts - None
Payments - Eff. July 1, 1981 Eff. July 1, 1982
\$690.35 per month \$775.09 per month
(Registry No. 25032-D)

Group (b) (cont'd)

Missouri Pacific RR Co. Eff. May 1, 1982
Revision of charges for trackage rights - Lenox, 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 and supervisory
services.
Payments - None
(Registry No. 55232-C-1)

Missouri Pacific RR Co. Eff. July 1, 1981
Increase in flat rate for maintenance and operations of Dixie
Highway Crossing Signals at Mowence, Ill., agreement dated
August 1, 1923.
Receipts - None
Payments - \$161.00 per month
(Registry No. 60524-1)

Montour RR Co. Eff. July 1, 1982
Increase in rates per agreement dated October 23, 1979 covering
weighing and waybilling of coal shipments at Conway, Pa.
Receipts - \$7.12 per car
Payments - None
(Registry No. 236209)

National Railroad Passenger Corp. Eff. July 1, 1982
Trackage rights agreement dated April 1, 1974 - Kalamazoo,
Michigan to Michigan City, Indiana and Michigan City, Indiana
to Porter, Indiana.
Receipts - None
Payments - \$.194111 per mile (loaded or empty)
(Registry No. 244491)

New Jersey, Indiana & Illinois RR Co.
Grand Trunk Western RR Co.
Termination of agreement dated February 18, 1976, covering
trackage rights at South Bend, Ind.
(Registry No. 201607)

New York, Susquehanna & Western Rwy. Corp. Eff. July 1, 1983
Increase in rate per agreement dated March 30, 1982 covering
interchange from Binghamton, N.Y. to Warwick, N.Y. via Campbell
Hall and Maybrook, N.Y.
Receipts - .16 cents per car mile
Payments - None
(Registry No. 248447)

Norfolk & Western Rwy. Co. Eff. April 1, 1982
Increase in rate per agreement dated February 2, 1959 covering
maintenance, renewal and operation expense of the Graphic
Recorder, North Liberty, Indiana.
Receipts - \$277.00 semi-annually
Payments - None
(Registry No. 25486-A)

Norfolk & Western Rwy. Co. Eff. May 1, 1982
Increase in rate per agreement dated October 2, 1954 covering
ferrying of cars by the M&W between Detroit, Michigan and
Windsor, Ontario.
Receipts - None
Payments - (a) Cars less than 75 ft. in length - \$36.20 per car
(b) Cars 75 ft. or more in length - \$72.40 per car
(Registry No. 139321)

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

Receipts -	Eff. 7/1/82	Eff. 7/1/82
Locomotive Rates	1 Trick	1 Trick
999 HP and Under	\$ 28.51	\$ 32.81
1000 HP thru 1499 HP	35.52	40.92
1500 HP " 1749 HP	49.84	56.84
1750 HP " 1999 HP	56.19	64.24
2000 HP " 2499 HP	68.88	78.58
2500 HP " 2999 HP	75.67	87.52
3000 HP " 3599 HP	101.83	116.03
3600 HP and Over	100.15	115.60
Payments - None		

(Registry No. 157264)

Norfolk & Western Rwy. Co. Eff. December 1, 1982
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. 12/1/81 Eff. 12/1/82
per loaded car \$58.77 \$65.28
Payments - None
(Registry No. 167413)

Norfolk & Western Rwy. Co.
Revision in engine rental rates for switching service at Continental
Steel Plant at Kokomo, Indiana.

Receipts -	Eff. 7/1/81	GMA Rule 2(a)	GMA Rule 2(c)	Total
750 - 999 HP	\$ 3.77		\$ 20.40	\$ 24.17
1000 - 1499 HP	4.58		25.50	30.08
1500 - 1749 HP	6.04		33.15	39.19
1750 - 1999 HP	7.84		38.25	46.11
2000 - 2499 HP	8.98		45.90	54.88
2500 - 2999 HP	8.99		56.10	65.09
3000 - 3599 HP	17.95		67.30	85.25
3600 and Over	11.25		73.45	84.70

Receipts -	Eff. 7/1/82	GMA Rule 2(a)	GMA Rule 2(c)	Total
750 - 999 HP	\$ 4.29		\$ 24.70	\$ 28.99
1000 - 1499 HP	5.29		30.90	36.19
1500 - 1749 HP	7.24		40.15	47.39
1750 - 1999 HP	9.09		46.30	55.39
2000 - 2499 HP	10.57		55.60	66.17
2500 - 2999 HP	10.33		67.95	78.28
3000 - 3599 HP	20.63		81.50	102.13
3600 and Over	14.10		80.90	103.00

(Registry No. 173493)

Norfolk & Western Rwy. Co. Eff. January 15, 1982
Increase in rate. Agreement dated January 15, 1973, covering
trackage rights between Streator and Riddick, Ill.
Receipts - None
Payments - Eff. 1/15/81 Eff. January 15, 1982
\$5.53 per train mile \$6.10 per train mile
(Registry No. 177761)

Norfolk & Western Rwy. Co. Eff. May 1, 1982
Increase in rate for maintaining, repairs and supplying Graphic
Recorder for interlocker at "Elm", Logansport, Indiana.
Receipts - \$222.46
Payments - None
(Registry No. 180496)

Norfolk & Western Rwy. Co. Eff. July 1, 1982
Increase in rates covered by agreement dated May 1, 1917 for
joint switching at Yorkville, Ohio.
Receipts - None
Payments -

Engine Horsepower	Rental	Repair & Supplies	Rental Per Hour
1500 - 1749	\$ 9.85	\$ 40.15	\$ 50.00
1750 - 1999	12.37	46.30	58.67
2000 - 2499	14.38	55.60	69.98
2500 - 2999	14.05	67.95	82.00
3000 - 3599	28.04	81.50	109.56

(Registry No. 180806)

Norfolk & Western Rwy. Co. Eff. April 25, 1982
Increase in rate per agreement dated April 24, 1974 covering
trackage rights at Marion, Indiana.
Receipts - None
Payments - \$5.19 per train mile
(Registry No. 188588)

Group (b) (Cont'd)

Eff. January 1, 1982
 Norfolk & Western Rwy. Co.
 Increase in rate per agreement dated December 17, 1975 providing
 trackage rights to handle N&W commuter trains, Chicago, Illinois.
 Receipts - \$7.11 per car and engine.
 Payments - None
 (Registry No. 199748)

Eff. January 1, 1982
 Norfolk & Western Rwy. Co.
 Increase in rate covering joint trackage over Riverfront Running
 track, Cincinnati, Ohio. Agreement dated April 1, 1976.
 Receipts - None
 Payments - \$56.86 per car
 \$ 0.1420 per car
 (Registry No. 203469-A)

Eff. January 1, 1982
 Norfolk & Western Rwy. Co.
 Increase in rates - agreement dated April 1, 1976 covering trackage
 rights, Mill to Old River Junction, Ohio.
 Receipts - None
 Payments - \$56.86 per car
 \$0.1420 per car
 (Registry No. 203471)

Eff. January 1, 1982
 Norfolk & Western Rwy. Co.
 Increase in rate per agreement dated April 1, 1976 covering
 trackage right from Mill, Ohio to Valley, Randolph Jct., and
 Ocala, Ohio.
 Receipts - \$52.12
 per car mile \$ 0.1303
 Payments - None
 (Registry No. 203472)

Eff. January 1, 1982
 Norfolk & Western Rwy. Co.
 Increase in rates. Agreement dated April 1, 1976 covering
 trackage rights from MP 100.5 to MP 104.1, near New Castle, Ind.
 Receipts - None
 Payments - \$56.86 per car
 \$ 0.1420 per car
 (Registry No. 203474)

Eff. January 1, 1982
 Norfolk & Western Rwy. Co.
 Termination of agreement dated April 14, 1925, covering interlocking
 at Burgoon, Ohio.
 (Registry No. 241604)

Eff. June 10, 1982
 Norfolk & Western Rwy. Co.
 Increase in rate per agreement dated June 10, 1966 covering
 use of track near Idlewild Yard and N&W's Woodburn Yard,
 Cincinnati, Ohio.
 Receipts - \$7,340.50 per year
 Payments - None
 (Registry No. 242305)

Eff. July 1, 1982
 Norfolk & Western Rwy. Co.
 Increase in rates - trackage rights between Muncie and Richmond,
 Indiana. Agreement dated June 23, 1981.
 Receipts - None
 Payments - \$.1514 per car mile
 \$58.11 per car pick-up
 (Registry No. 244232)

Eff. January 1, 1982
 Norfolk & Western Rwy. Co.
 Agreement dated May 6, 1982 covering trackage right from Oakley
 Jct. (Cincinnati) to East Norwood, Ohio.
 Receipts - None
 Payments - \$0.146 per car
 (Registry No. 249636)

Eff. January 1, 1982
 Northwest Illinois Regional
 Commuter Railroad Corp.
 Increase in rates for use of Wye track in error for each car,
 caboose and engine covered by agreement dated November 21, 1975.
 Receipts - \$2.71 per car
 Payments - None
 (Registry No. 60421-4)

Eff. July 1, 1982
 Prairie Central Rwy. Co.
 Increase in rate per agreement dated July 1, 1979 covering use
 CR trackage and interchange of cars at Paris, Illinois.
 Receipts - \$665.00 per month
 Payments - None
 (Registry No. 241390)

Eff. June 1, 1982
 Prairie Central Rwy. Co.
 Trackage rights agreement dated June 18, 1982 over CR tracks,
 Paris, Illinois.
 Receipts - \$1.00 per car locomotive or caboose
 Payments - None
 (Registry No. 245914)

Eff. October 1, 1982
 South Buffalo Rwy. Co.
 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)

Eff. June 1, 1982
 Southern Rwy. Company
 Increase in rate per agreement dated May 11, 1977 covering
 trackage rights between Mt. Carmel, Illinois and Skelton,
 Indiana.
 Receipts - None
 Payments - \$1.28 per car
 (Registry No. 214924)

Eff. July 1, 1982
 Southern Rwy. Company
 Agreement dated February 23, 1982, covering trackage rights,
 between Mt. Carmel, Ill. and Keansburg, Ill.
 Receipts - \$0.15 per car mile, loaded or empty
 Payments - None
 (Registry No. 247448)

Eff. July 1, 1982
 Staten Island RR Co.
 Increase in annual flat rate. Agreement dated December 31, 1906
 covering joint interlocking facility, Cranford Jct., N.J.
 Receipts - \$15,428.00 annually
 Payments - None
 (Registry No. 216476)

Eff. July 1, 1982
 Terminal RR Association of St. Louis
 Termination of agreement dated April 17, 1944 covering handling
 cars from E. St. Louis, Ill. to Missouri Pacific, St. Louis, Mo.
 (Registry No. 136205)

Eff. July 1, 1982
 Terminal RR Association 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.
 Receipts - None
 Payments - \$4.13 per car
 (Registry No. 166387)

Eff. July 1, 1982
 Toledo, Peoria & Western RR Co.
 Increase in rates. Agreement dated March 31, 1976 covering trackage
 rights and miscellaneous services, Kenneth to Logansport, Indiana.
 Receipts - \$.32
 Trackage Rights \$.22
 " " " .14
 " " " .12
 Local Train Dispatched 130.39
 Car or Caboose Dispatched 12.18
 Locomotive Unit 37.60
 Caboose 24.26
 Grain Train Dispatched 265.92
 Car Storage Per Day 1.72
 West Bound Train Order 6.55
 Red Order Cars 68.62
 Payments - None
 (Registry No. 203866)

Group (b) (Cont'd)

Toronto, Hamilton & Buffalo Ry. Co.

Increase in rate per agreement dated November 2, 1971 covering facility at Welland, Ontario to a connection with the National Railway.

Receipts -	Eff. 12/18/80	Eff. 12/1/81
	\$96.23 per train	\$105.88

Payments - None
(Registry No. 206352)

Western Maryland Ry. Co.

Increase in annual flat rate. Agreement dated December 4, 1983 covering joint interlocking facility, Hagerstown, Maryland.

Receipts - None
Payments - \$25,271.00 annually
(Registry No. 237495)

Western Maryland Ry. Co.

Increase in annual flat rate. Agreement dated May 9, 1948 covering joint interlocking facility, Lurgan, Pa.

Receipts - \$28,229.00 annually
Payments - \$38,753.00 annually
(Registry No. 239572)

Youngtown & Southern Ry. Co.

Increase in rate for switching of CR and P&M cars to General Foods Plant at Boardman, Ohio. Agreement dated May 20, 1977.

Receipts - None
Payments - \$120.24 per loaded car
(Registry No. 215140)

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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	4/22,23,29,	1-1982	2	Lowest bidder	06/16/82	Director
2	Crossing	4/30					Goodyear Tire & Rubber
3							Company
4							Akron, Ohio
5							R. H. Platt
6							Executive Vice Pres.-
7							Finance & Admin.
8							
9	Drain Valve Testing	4/5,6,12,13	3-1982	2	Lowest bidder	06/03/82	Director
10							The Budd Company
11							CRC Director
12							Judith Richards Hope
13							Fort Washington, Pa.
14							
15	Rubber Railroad	7/15,16,20	5-1982	3	Only bidder to meet	08/30/82	Director
16	Crossing	7/21			specifications.		Goodyear Tire & Rubber
17							Company
18							Akron, Ohio
19							R. H. Platt
20							Executive Vice Pres.-
21							Finance & Admin.
22							
23	Gardner-Denver Equip.	10/12,13,19	6-1982	2	Only acceptable bid.	11/30/82	Cooper Air Compressor
24	Repairs and Repair	10/20			Other bid was rejected		Div. (Gardner-Denver)
25	Parts				as it did not contain		Cooper Industries
26					list of officers and		Willow Grove, Pa.
27					directors		Stanley E. G. Hillman
28							CRC Director
29							
30							

850. COMPETITIVE BIDDING-CLAYTON ANTITRUST ACT

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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.

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	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	11/1,2,8,9,	7-1982	3	Awarded to maintain	01/07/83	Goodyear Tire & Rubber
2	Crossing	11/10,11			firm pricing for 6		Company
3					months and does not		Akron, Ohio
4					commit Conrail for		R. H. Platt
5					any procurements. A-		Executive Vice Pres.-
6					wards will be made		Finance & Admin.
7					based on type of cross-		
8					ing required and traf-		
9					fic tonnage over pro-		
10					posed location.		
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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 82, to and including December 31, 19 82

Robert V. Wadden
(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 83

My commission expires April 4, 1986

Use an
L.S.
impression seal

Carol Ann Connell
(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. Piatt 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 82, to and including December 31, 19 82

R. H. Piatt
(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 83

My commission expires April 4, 1986

Use an
L.S.
impression seal

Carol Ann Connell
(Signature of officer authorized to administer oaths)

INDEX

	Page No.		Page No.
Accruals—railway tax.....	62	Gauge of track.....	97
Agreements, contracts, etc.....	107	Gasoline (see Fuel).....	
Amortization of defense projects.....	38	Guaranties and suretyships.....	67
Analysis of taxes.....	62	Highway motor-vehicle operations—respondent's.....	90-91
Application of funds—Source.....	15	Financial interest.....	92
Balance sheet.....	5-8	Identity of respondent.....	2
Capital stock.....	14	Items in selected income and retained earning accounts.....	64
Car, locomotive, and floating equipment—classification of respondents.....	82-86	Investments in common stocks of affiliated companies.....	24
Changes in financial position.....	15-16	Investments and advances affiliated companies.....	20-21
Changes in working capital.....	16	Railway property used in transportation service.....	38-39
Company service equipment.....	83	Road and equipment.....	26-27
Compensating balances and short-term borrowing arrangements.....	68	Changes during year.....	26-27
Competitive bidding—Clayton Antitrust Act.....	108	Leased lines—Investments made during the year in additions and betterments on.....	26-27
Consumption of fuel by motive-power units.....	100	Leases.....	41-43
Contingent assets and liabilities.....	66	Locomotive equipment.....	82
Contracts—		Electric and other.....	82
Agreements, etc.....	107	Consumption of fuel.....	100
Crossties (see Ties).....		Locomotive unit miles.....	103
Debt holdings.....	70-72	Mileage—Average of road operated.....	97
Deferred maintenance—tracks.....	99	Changes during the year.....	79
Road and equipment leased:		Of main tracks and weight of rail.....	97
From others.....	30	Of new tracks in which rails were laid.....	97
Improvements to.....	28-29	Of new tracks in which ties were laid.....	97
To others.....	36	Of road constructed and abandoned.....	79
Owned and used.....	30	Operated at close of year.....	77
Road and equipment leased:		By States and Territories.....	78
From others.....	30	Owned and not operated at close of year.....	76
Improvements to.....	31	Miscellaneous items in retained income accounts.....	64
To others.....	37	for the year.....	103
Owned and used.....	31	Motorcar car miles.....	83
Dividend appropriations.....	13	Motor rail cars owned or leased.....	92
Elections and voting powersD.....	83	Motor-vehicle enterprises, highway, in which respondent had an interest during year.....	90,91
Electric locomotive equipment at close of year.....	82	Motor vehicles, highway.....	10
Enterprises—highway motor-vehicle.....	92	Net income.....	109
Equipment—Classified.....	82-92	Oath.....	
Company service.....	83	Operating expenses (see Expenses).....	
Floating.....	86	Revenues (see Revenues).....	
Freight-train cars.....	84-85	Statistics (see Statistics).....	9
Inventory.....	82-87	Ordinary income.....	105
Owned—not in service of respondent.....	82,87	Passenger car miles.....	104
Passenger-train cars.....	83	Private line cars loaded.....	104
Equipment—leased, depreciation base and rate.....	30	Private line cars empty.....	100
From others.....	28,29	Rail motor cars.....	
Improvements to.....	32-33	Rails.....	
Reserve.....	36	Laid in replacement.....	96
To others.....	37	Charges to additions and betterments.....	96
Reserve.....	30	Charges to operating expenses.....	96
Equipment—owned, depreciation base rates.....	31	Salvage value.....	97
Expenses—		Additional tracks, new lines, and extensions.....	97
Railway operating.....	44-50	Miles of new track in which rails were laid.....	97
Extraordinary items.....	10	Weight of.....	97
Federal income taxes.....	62	Railway—Operating expenses.....	44-50
Financial position—Changes in.....	15-16	Operating Revenues.....	9
Floating equipment.....	86	Remuneration From National Railroad Passenger Corporation.....	57,61
Freight cars loaded.....	103	Results of Operations.....	9,10
Freight-train cars.....	84-85	Retained income—Appropriated.....	13
Freight car-miles.....	103	Unappropriated.....	11
Fuel consumed by motive-power units.....	100	Miscellaneous items in account for year.....	64
Cost.....	100	Revenues.....	
Funded debt (see Debt).....		Freight.....	9
Funds—Capital.....	14	Passenger.....	9
Insurance.....	14	Road and equipment—Investment in.....	26,29
Other reserve.....	14	Improvements to leased property.....	28,29,33
Sinking.....	14	Reserve.....	32,34

INDEX—Continued

	Page No.		Page No.
Leased to others—Depreciation base and rates	36	Total voting power	3,4
Reserve	37	Value per share	3,4
Owned—Depreciation base and rates	30	Voting rights	3,4
Reserve	31	Suretyships—Guaranties and	67
Used—Depreciation base and rates	25	Temporary cash investments	16
Reserve	31	Ties laid in replacement	94
Road—Mileage Operated at close of year	78	Charges to additions and betterments	94
By states and Territories	78	Charges to operating expenses	94
Road—Owned and not operated at close of year	87	Salvage	94
Roadway and Equipment—Deferred maintenance at year end	99	Ties—Additional tracks, new lines, and extensions	95
Ties withdrawn	94	Ties—Miles of new tracks in which ties were laid	95
Securities (see Investments).		Number in maintained tracks	94
Short-term borrowing arrangements—Compensating balances and	68	Tracks operated at close of year (switching and terminal companies)	76
Sinking Funds	14	Miles of, at close of year, by State and Territories (switching and terminal companies)	76
Source and application of funds	15,16	Track and traffic conditions	93
Specialized service subschedule	56	Transfers from Government authorities	13
Statement of changes in financial position	15,16	Train Hours	106
Statistics of rail-line operations	97	Train Miles	103
Stock outstanding	14	Tons of freight	105
Changes during year	14	Ton miles of freight	105
Consideration received for issues	14	TOFC/COFC number of revenues trailers & containers loaded & unloaded	106
Liability for conversion	14		
Number of security holders	3,4		

