

RC-113300

CONSOLIDATED RAIL

1983

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APPROVED BY OMB
3120-0029
EXPIRES 3-31-84

annual report

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CONSOLIDATED RAIL CORPORATION

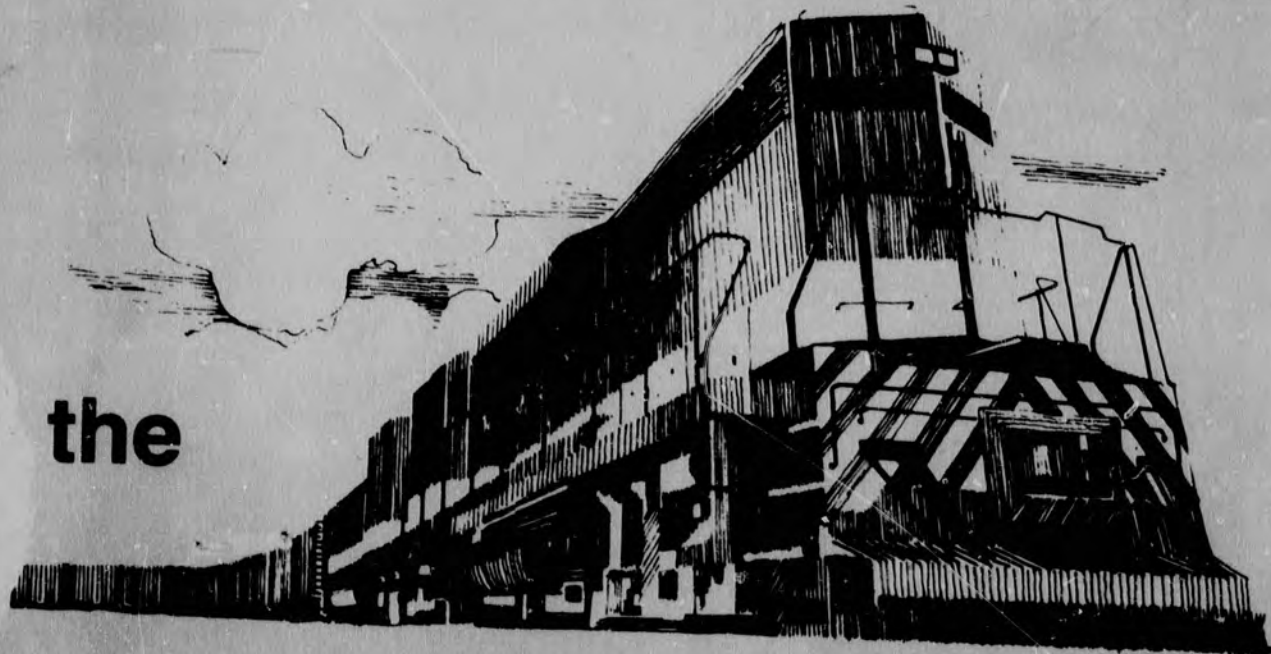
6 PENN CENTER PLAZA

PHILADELPHIA

PA 19104

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.)



the

Interstate Commerce Commission

FOR THE YEAR ENDED DECEMBER 31, 1983

ANNUAL REPORT
of Consolidated Rail Corporation
to the Interstate Commerce Commission
for the year ended December 31, 1983



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 services 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 3rd 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 that 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; 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 stated below:

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, 1983

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 No. 36988

Title: Alternative Methods of Accounting for Railroad Track Structures

Decision Date 1/26/83

Listing of schedules that have been changed from the preceding year and description of the changes.

Schedule 205	Restatement of the Results of Operations Under Depreciation Accounting
Schedule 205A	Restatement of Retained Earnings Under Depreciation Accounting
Schedule 205B	Restatement of Road and Equipment and Accumulated Depreciation and Amortization Accounts
Schedule 205C	Summary of Track Operating Expense
Schedule 416	Supporting Schedule, Track
Schedule 416A	Supporting Schedule, Track
Schedule 240	Deleted line number 2 and renumbered
Schedule 330	Combine Accounts 9 & 10 eliminate lines 1, 12, 43 and 44 and renumbered
Schedule 330A	Combine Accounts 9 & 10 eliminate lines 1, 12, 43 and 44 and renumbered
Schedule 332	Added 3 lines Accounts 8, 9 and 11 eliminated line 1 and instructions No. 4 and renumbered
Schedule 335	Added 3 lines Accounts 8, 9 and 11 eliminated line 1 and renumbered
Schedule 339	Added 3 lines Accounts 8, 9 and 11 and Amortization of equipment eliminated line 1 and renumbered
Schedule 340	Added 3 lines Accounts 8, 9 and 11 and Amortization of equipment eliminated line 1 and Instruction No. 3 and renumbered
Schedule 342	Added 3 lines Accounts 8, 9 and 11 eliminated line 1 and renumbered
Schedule 350	Added 3 lines Accounts 8, 9 and 11 eliminated line 1 and Instruction No. 4 and renumbered
Schedule 351	Added 3 lines accounts 8, 9 and 11 eliminated line 1 and renumbered
Schedule 352B	Combined Accounts 9 and 10 eliminated lines 1, 12, 44 and 45 and renumbered
Schedule 410	Combine lines 16 and 17, 20 and 21 and renumbered
Schedule 412	Combine accounts 9 and 10 eliminated lines 1, 12, and 32 and part of Instructions 2 and 3 and column c
Schedule 415	Deleted column f. Data should be included on Schedule 410 lines, 218, 237 and 322

The following schedules were deleted by NOTICE ON July 25, 1983 F.R. vol. 48, no. 143/33773

Schedule 225	Transfers From Government Authorities
Schedule 363	Operating Leases
Schedule 364	Lessee Disclosures
Schedule 419	Remunerations From National Railroad Passenger Corporation
Schedule 715	Highway Motor Vehicle Operations
Schedule 716	Highway Motor Vehicle Enterprises in Which the Respondent Had a Director or Indirect Financial Interest During the Year
Schedule 727	Ten-Year Summary of Track Maintenance
Schedule 800	Contracts, Agreements, etc.
Schedule 850	Competitive Bidding — Clayton Antitrust Act
Other changes	
Schedule 22:	Deleted and added to Schedule 220
Schedule 414	Editorial correction for Instruction 2
Schedule 510	Eliminated columns K and L

Schedules 720, 721, 723, 726, 728

Track categories F & AB have been moved below the total line. Track categories A thru E should include all track including potential abandonments and mileage over which passenger trains operate. As a check, the total track miles shown in Schedule 720 col(b) should be equal to Schedule 700, total of track classes 1, 2, 3, and 4.

SPECIAL NOTICE

Docket No. 38559 Railroad Classification Index, served January 20, 1983, modified the reporting requirements for class, II, III and all Switching and terminal companies. These carriers will notify the Commission only if the calculation results in a different revenue level than its current classification.

The dark border on the schedules represents data that are captured for processing by the Commission.

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 include only 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 include only 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) _____

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TOTAL HOURS (Estimated) 3,586

(2) Best estimate of the number of staff hours required to comply with the Uniform System of Accounts (USOA). In making this estimate include only 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) 814

(3) Best estimate of staff hours and storage costs to comply with the Commission's Record Retention Regulations. In making this estimate include only 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) _____

A. SCHEDULES OMITTED BY RESPONDENT

1. The respondent, at its option, may omit pages from this report provided there is nothing to report or the schedules are not applicable.
2. Show below the pages excluded and indicate the schedule number and title in the space provided below.
3. If no schedules were omitted indicate "NONE."

Page	Schedule No.	Title
		NONE

B. IDENTITY OF RESPONDENT

Answers to the questions asked should be made in full, without reference to data returned on the corresponding page of previous reports. In case any changes of the nature referred to under inquiry 4 on this page have taken place during the year covered by this report, they should be explained in 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 of 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 Incorporation 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. 95,195,544 votes, as of December 31, 1983 (Date)

8. State the total number of stockholders of record, as of the date shown in answer to inquiry No. 7. 3 stockholders.

9. Give the names of the thirty security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within 1 year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, with respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreements, give as supplemental information the names and addresses of the thirty largest holders of the voting trust certificates and the amount of their individual holdings. If the stock book was not closed or the list of stockholders compiled within such year, show such thirty security holders as of the close of the year.

Line No.	Name of security holder	Address of security holder	Number of votes to which security holder was entitled	NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED			Line No.
				Stocks			
				Common	PREFERRED		
	(a)	(b)	(c)	(d)	(e)	(f)	
1	See (1) below	See (1) below	31,740,374	-	-	31,740,374	1
2	See (2) below	See (2) below	25,000,000	25,000,000	-	-	2
3	USRA	Washington, DC	25,534,020	-	25,534,020	-	3
4	USRA	Washington, DC	8,509,390	(*)	-	-	4
5	See (3) below	See (3) below	4,411,760	4,411,760	-	-	5
6							6
7	(1) The United States Department of Transportation,	Washington, DC					7
8							8
9	(2) The United States Department of Transportation,	Washington, DC					9
10							10
11	(3) Conrail Equity Corporation, Philadelphia, Pa. holds common stock, but is						11
12	restricted from voting its stock based upon its Articles of Incorporation.						12
13							13
14	(*) United States Railway Association held \$850,939,000 principal amount of 7.5%						14
15	convertible debentures due January 1, 2011. The holders of such debentures						15
16	are entitled to one vote for the election of Directors for each \$100 principal						16
17	amount of debentures.						17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25
26							26
27							27
28							28
29							29
30							30

C. VOTING POWERS AND ELECTIONS - Continued

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent. 90,806,917
votes cast.
11. Give the date of such meeting. April 20, 1983
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 (3).

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.

NOTES AND REMARKS

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.

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - ASSETS
(Dollars in Thousands)

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
Current Assets						
1		701	Cash	(31,609)	(4,598)	1
2		702	Temporary Cash Investments	558,663	425,746	2
3		703	Special Deposits	85	2,606	3
Accounts Receivable						
4		704	- Loan and Notes	4,538	1,090	4
5		705	- Interline and Other Balances	3,307	9,558	5
6		706	- Customers	170,905	133,530	6
7		707	- Other	49,262	64,593	7
8		709, 708	- Accrued Accounts Receivables	279,851	339,426	8
9		708.5	- Receivables from Affiliated Companies	1,766	2,775	9
10		709.5	- Less: Allowance for Uncollectible Accounts	(31,178)	(33,528)	10
11		710, 711, 714	Working Funds Prepayments Deferred Income Tax Debits	4,394	8,447	11
12		712	Materials and Supplies	138,071	163,953	12
13		713	Other Current Assets	3,494	6,395	13
14			TOTAL CURRENT ASSETS	1,151,549	1,119,993	14
Other Asset:						
15		715, 716, 717	Special Funds	27,212	12,456	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedule 310)	69,303	89,556	16
17		722, 723	Other Investments and Advances	17,049	10,843	17
18		724	Allowances for Net Unrealized Loss on Noncurrent Marketable Equity Securities - Cr.			18
19		737, 738	Property Used in Other than Carrier Operation (less Depreciation) \$ 956)	1,715	1,843	19
20		739, 741	Other Assets	35,336	36,733	20
21		743	Other Deferred Debits	4,694	4,914	21
22		744	Accumulated Deferred Income Tax Debits			22
23			TOTAL OTHER ASSETS	155,309	156,345	23
Road and Equipment						
24		731, 732	Road (Schedules 330 and 330A)	3,612,070	3,339,787	24
25	*		Equipment	1,915,966	1,874,443	25
26			Unallocated Items	145,655	132,525	26
27			Accumulated Depreciation and Amortization (Schedules 335, 340, 342, 351)	(1,310,868)	(1,149,721)	27
28			Net Road and Equipment	4,362,823	4,197,034	28
29	*		TOTAL ASSETS	5,669,681	5,473,372	29

NOTES AND REMARKS

See accompanying notes to financial statements.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - LIABILITIES AND SHAREHOLDERS' EQUITY
(Dollars in Thousands)

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
Current Liabilities						
30		751	Loans and Notes Payable			30
31		752	Accounts Payable; Interline and Other Balances	4,385	3,816	31
32		753	Audited Accounts and Wages	53,823	64,732	31
33		754	Other Accounts Payable	26,952	31,153	33
34		755, 756	Interest and Dividends Payable	13,932	17,242	34
35		757	Payables to Affiliated Companies			35
36		759	Accrued Accounts Payable	490,430	564,781	36
37		760, 761, 761.5, 762	Taxes Accrued	39,568	47,949	37
38		763	Other Current Liabilities	98,454	93,832	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	116,336	121,168	39
40			TOTAL CURRENT LIABILITIES	843,880	944,673	40
Non-Current Liabilities						
41		765, 767	Funded Debt Unmatured	850,939	854,442	41
42		766	Equipment Obligations	22,886	38,987	42
43		766.5	Capitalized Lease Obligations	808,349	801,528	43
44		768	Debt in Default			44
45		769	Accounts payable; Affiliated Companies	1,770	268	45
46		770.1, 770.2	Unamortized Debt Premium	(1,231)	(1,477)	46
47		781	Interest in Default			47
48		783	Deferred Revenues-Transfers from Government Authorities			48
49		786	Accumulated Deferred Income Tax Credits			49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	174,488	180,497	50
51			TOTAL NONCURRENT LIABILITIES	1,857,201	1,874,245	51
Shareholders' Equity						
52		791, 792	Capital Stock: (Schedule 230)	86,686	86,674	52
53			Common Stock	29,412	29,412	53
54			Preferred Stock	57,274	57,262	54
55			Discount on Capital Stock			55
56		794, 795	Additional Capital (Schedule 230)	3,930,691	3,926,179	56
57		797	Retained Earnings: Appropriated			57
58		798	Unappropriated (Schedule 220)	(1,043,483)	(1,352,223)	58
59		798.1	Net Unrealized Loss on Noncurrent Marketable Equity Securities			59
60		798.5	Less Treasury Stock	(5,294)	(6,176)	60
61			Net Stockholders Equity	2,968,600	2,654,454	61
62	*		TOTAL LIABILITIES AND SHAREHOLDERS EQUITY	5,669,681	5,473,372	62

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES

(Dollars in Thousands)

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.

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

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

See Note 5 to Financial Statements

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

(b) The amount of investment tax credit used to reduce current income tax expense resulting from contributions to qualified employee stock ownership plans for the current year was \$ 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

(a) Changes in Valuation Accounts

		Cost	Market	Dr. (Cr) to Income	Dr. (Cr) to Stockholders Equity
(Current Yr.)	Current Portfolio	1	1		N/A
as of / /	Noncurrent Portfolio			N/A	\$
(Previous Yr.)	Current Portfolio	33	33	N/A	N/A
as of / /	Noncurrent Portfolio			N/A	N/A

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

	Gains	Losses
Current	\$ None	\$ None
Noncurrent	None	None

(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 plan:

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, 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. In accordance with the Northeast Rail Service Act of 1981 (NERSA), on December 31, 1982, the Company transferred its commuter service to regional authorities and most intercity passenger service to Amtrak (National Railroad Passenger Corporation). Such services were previously operated under agreements which entitled the Company to cost reimbursement.

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 renewals are capitalized and depreciated using the composite straight-line method over estimated useful lives. 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.

2. Credit Agreement

In April 1983 the Company entered into a \$100 million unsecured revolving credit agreement with a group of banks for a nominal annual fee. Interest on each borrowing will not exceed the prevailing prime rate. The credit agreement is for general corporate purposes and contains, among other conditions, restrictive covenants relating to working capital, stockholders' equity, indebtedness and payment of dividends. There have been no borrowings under this agreement, which terminates on January 1, 1985.

3. Long-Term Debt

	December 31,	
	1983	1982
	(In Thousands)	
7.5% debentures	\$ 850,939	\$ 854,439
Equipment and obligations	36,108	54,854
Capital leases	912,002	905,623
	<u>1,799,049</u>	<u>1,814,916</u>
Less current maturities	(116,336)	(121,168)
	<u>\$1,682,713</u>	<u>\$1,693,748</u>

The United States Railway Association (USRA) initially purchased \$1 billion of 7.5% debentures under a financing agreement containing restrictions relating to working capital, stockholders' equity, indebtedness and payment of dividends.

The debentures, which are callable without penalty, 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. Redemption of debentures is to begin in 1986 under certain circumstances and must be concluded by 2011. As provided by NERSA, debentures have been redeemed for receivables and other assets related to passenger operations (see Note 8).

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 paid to predecessor railroads for conveyed assets, interest otherwise payable in Series A preferred stock is payable in contingent interest notes. Contingent interest obligations, \$266,568,000 at December 31, 1983, are payable only upon the commencement of bankruptcy or other similar proceedings and, accordingly, are not reflected in the financial statements. The effective interest rates on the debentures reflected in expense were .03% in 1983 and .09% in 1982. Based upon the stated interest rate of 7.5% and giving effect to the issuance of contingent interest rates, interest expense for 1983 and 1982 would have been approximately \$1,224,765 and \$5,899,000, respectively. Net income would have decreased by approximately \$961,441 in 1983 and approximately \$5,317,000 in 1982. The unaccreted difference between the mandatory redemption price and the fair market value of Series A preferred stock issued in lieu of interest aggregated \$241,946,000 at December 31, 1983.

Equipment obligations bear interest at an average rate of 9.1% and are payable over periods up to 9 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, 1983, such obligations, collateralized by equipment with a net book value of \$60.1 million, mature as follows: 1984, \$12.7 million; 1985, \$7.8 million; 1986, \$7.1 million; 1987, \$2.7 million; 1988, \$2.1 million; thereafter, \$3.7 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 9.7% and are collateralized by assets with a net book value of \$797.8 million at December 31, 1983. Minimum rental commitments, exclusive of executory costs borne by the Company, are:

	Capital Leases	Operating Leases
	(In Thousands)	
1984	\$ 179,366	\$ 12,615
1985	174,869	11,187
1986	158,504	10,625
1987	136,265	9,803
1988	116,335	9,087
Thereafter	627,732	25,926
Total lease payments	<u>1,393,071</u>	<u>\$ 79,243</u>
Less amount representing interest	<u>(481,069)</u>	
Present value of lease payments	<u>\$ 912,002</u>	

4. Income Taxes

Income taxes for 1983 represent a charge equivalent to federal income tax before utilization of net operating loss carryforward. The effective tax rate of 4.8% differs from the U.S. corporate income tax rate of 46.0% because of the effects of depreciation on the excess of the tax basis of conveyed assets over book value ("permanent differences"), (14.3%), and available investment credits for financial reporting purposes, (26.9%). A provision for federal income tax is not required for 1982 because of the permanent differences and the utilization of \$31 million of investment credits. The Company is exempt from state income taxes under NERSA.

At December 31, 1983, net operating loss and investment credit carryforwards for federal income tax purposes, available to reduce future taxable income and tax payments, respectively, expire as follows:

	Net Operating Loss	Investment Credit
	(In Thousands)	
1991	\$ 382,000	\$ 46,500
1992	372,200	46,000
1993	392,900	57,100
1994	438,600	59,400
1995	288,600	34,600
1996	106,100	10,600
1997	147,500	10,000
1998		10,800
	<u>\$2,127,900</u>	<u>\$275,000</u>

Net operating losses are greater than those indicated for financial reporting purposes by approximately \$1.1 billion at December 31, 1983. The differences principally relate to additional tax deductions arising from permanent differences, the use of "retirement-replacement-betterment" accounting for track structures for tax purposes prior to 1981, and the amortization, commencing in 1981, of certain capital assets which were previously not depreciable for tax purposes. These differences are partially offset by lower tax deductions resulting from tax benefit transfers (safe harbor leasing) and the tax basis capitalization of certain repair costs. Investment credit carryforwards for financial reporting purposes at December 31, 1983 are \$159.6 million.

5. Employee Benefits

The Company and certain subsidiaries maintain defined benefit pension plans which are noncontributory for all non-union employees and contributory for participating union employees. Pension expense for the Company was \$9.6 million in 1983 and \$21.9 million in 1982. The reduction in pension expense in 1983 was primarily attributable to a change in certain actuarial assumptions (\$3.4 million) and the effect of actuarial gains (\$9.7 million). Accumulated plan benefits and plan net assets as of the benefit information dates follow:

	January 1,	
	1983	1982
	(In Thousands)	
Actuarial present value of accumulated plan benefits:		
Vested	\$330,502	\$327,424
Nonvested	2,936	4,199
	<u>\$333,438</u>	<u>\$331,623</u>
Net assets available for benefits	<u>\$451,895</u>	<u>\$369,425</u>
Assumed weighted average rate of return	<u>6.8%</u>	<u>6.8%</u>

The Company has a noncontributory Employee Stock Ownership Plan (ESOP) which is intended to provide benefits to all eligible employees. In connection with the ESOP, in 1980 the Company contributed to a subsidiary 4,411,760 shares of common stock (currently not entitled to vote) valued at \$8,824,000. 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. The ESOP provides that 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 1983 were:

	Shares	Par Value (In Thousands)	Additional Paid-In Capital
Balance, January 1, 1982	25,488	\$25,488	\$2,277,389
Issued in payment of interest	34	34	405
Accretion			<u>3,614</u>
Balance, December 31, 1982	25,522	25,522	2,281,408
Issued in payment of interest	12	12	244
Accretion			<u>4,268</u>
Balance, December 31, 1983	<u>25,534</u>	<u>\$25,534</u>	<u>\$2,285,920</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

	Shares at December 31, 1983		
	<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 or common stock during 1983. The decreases in stock held by subsidiary relate to the contribution of shares in connection with the ESOP (see Note 5).

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 common stock, and is callable after 1987 at \$50 per share after redemption of all Series A preferred stock. No dividends may be declared on common stock until all Series A preferred stock is redeemed and dividends on Series B preferred stock 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 Series B preferred stock and the voting shares of 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>1983</u>	<u>1982</u>
	<u>(In Thousands)</u>	
Sales of tax benefits	\$27,534	\$ 91,022
Reversal of allowances for uncollectable receivables		44,116
	<u>\$27,534</u>	<u>\$135,138</u>

Certain investment tax credits and Accelerated Cost Recovery System depreciation deductions were sold and net proceeds are included in income.

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

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, 1985, 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. Since USRA determined on June 1, 1983 that the Company would be a "profitable carrier" (as defined in NERSA) and subsequently determined that, in fact, the Company was profitable for the five month period ended October 31, 1983, attempts to sell the common stock must continue through at least 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 approval of the Board of Directors of USRA, direct the sale of the Company's assets. Legislation may be necessary to conclude any sale of common stock or assets.

Other Matters

The Company is involved in legal actions including antitrust matters and challenges to the reasonableness of certain freight rates. Although the amount of liability, 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 \$346 million at December 31, 1983, in addition to the contingent interest obligations (see Note 3).

NOTES AND REMARKS

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205. RESTATEMENT OF THE RESULTS OF OPERATIONS UNDER DEPRECIATION ACCOUNTING
(Dollars in Thousands)

Line No.	Description	1979	1980	1981	1982	Line No.
1	Original Railway Operating Expenses	4,244,668	4,144,126	4,087,510	3,565,286	1
	Adjustments:					
2	- Retirement Costs Expensed	13,474	20,874	2,424	(7,989)	2
3	- Maintenance Expense Capitalized	(356,336)	(234,797)	(208,601)	(218,641)	3
4	+ Track Depreciation Expense	40,270	48,805	52,341	56,235	4
5	Revised Railway Operating Expenses Under Depreciation Accounting	3,942,076	3,979,008	3,933,674	3,394,891	5
6	Revised Net Revenue From Railway Operations	(179,489)	(188,391)	67,380	45,573	6
7	Adjustment for Deferred Income Taxes					7
8	Revised Net Income (Loss)	(220,530)	(243,726)	39,228	174,229	8
9	Revised Net Railway Operating Income	(178,019)	(185,857)	69,805	46,479	9

205A. RESTATEMENT OF RETAINED EARNINGS UNDER DEPRECIATION ACCOUNTING
(Dollars in Thousands)

10	Original Retained Earnings 12/31/____	(2,351,721)	(2,759,830)	(2,869,472)	(2,870,658)	10
11	Adjustment to Restate Property Prior To 1/1/79	741,745				11
12	Restated Retained Earnings	(1,609,976)	(1,721,095)	(1,668,682)	(1,524,024)	12
	Adjustments:					
13	+ Retirement Costs Expensed	(17,972)	(21,537)	(11,036)	7,927	13
14	+ Maintenance Expense	355,232	232,397	209,221	220,109	14
15	- Track Depreciation Expense	(40,270)	(48,805)	(52,341)	(56,235)	15
16	Adjustment for Deferred Income Taxes					16
17	Revised Retained Earnings 12/31/____	(1,312,986)	(1,559,040)	(1,522,838)	(1,352,223)	17

205B. RESTATEMENT OF ROAD AND EQUIPMENT AND ACCUMULATED DEPRECIATION AND AMORTIZATION ACCOUNTS
(Dollars in Thousands)

18	Original Road and Equipment	3,224,402	3,371,159	3,549,040	3,562,970	18
19	Adjustment	1,164,444	1,377,712	1,579,838	1,783,785	19
20	Revised Road and Equipment	4,388,846	4,748,871	5,128,878	5,346,755	20
21	Original Accumulated Depreciation and Amortization	(418,141)	(531,751)	(751,078)	(885,232)	21
22	Adjustment	(125,120)	(176,108)	(232,485)	(264,489)	22
23	Revised Accumulated Depreciation and Amortization	(543,261)	(707,859)	(983,563)	(1,149,721)	23
24	Original Net Road and Equipment	2,806,261	2,839,408	2,797,962	2,677,738	24
25	Adjustment	1,039,324	1,201,604	1,347,353	1,519,296	25
26	Revised Net Road and Equipment	3,845,585	4,041,012	4,145,315	4,197,034	26

205C. SUMMARY OF TRACK OPERATING EXPENSE
(Dollars in Thousands)

State the summary of track operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies.

Line No.	Cross Check	Name of Railway Operating Expense Account (a)	Freight					Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	
1		Ties Running (12)						1
2		1979	8,467	3,213	2,743	159	14,582	2
3		1980	9,601	3,680	2,837	553	16,671	3
4		1981	9,079	5,625	1,895	1,118	17,717	4
5		1982	7,545	5,335	1,858	1,384	16,122	5
6		Ties Switching (13)						6
7		1979	637	1,192	206	12	2,047	7
8		1980	723	1,425	214	42	2,404	8
9		1981	683	1,277	143	84	2,187	9
10		1982	568	940	140	104	1,752	10
11		Rail and Other Track Material Running (14)						11
12		1979	36,690	10,714	11,884	688	59,976	12
13		1980	41,604	16,072	12,297	2,399	72,372	13
14		1981	39,342	13,154	8,214	4,845	65,555	14
15		1982	32,697	17,840	8,053	5,999	64,589	15
16		Rail and Other Track Material Switching (15)						16
17		1979	2,762	1,888	894	52	5,596	17
18		1980	3,132	2,132	926	181	6,371	18
19		1981	2,961	2,187	618	365	6,131	19
20		1982	2,461	1,314	606	451	4,832	20
21		Ballast Running (16)						21
22		1979	11,896	4,078	3,852	222	20,048	22
23		1980	13,499	4,293	3,988	778	22,558	23
24		1981	12,756	3,667	2,664	1,571	20,658	24
25		1982	10,602	3,309	2,611	1,945	18,467	25
26		Ballast Switching (17)						26
27		1979	243	621	79	5	943	27
28		1980	266	522	81	16	885	28
29		1981	260	425	54	32	771	29
30		1982	216	291	53	40	600	30

205C. SUMMARY OF TRACK OPERATING EXPENSE — CONCLUDED
(Dollars in Thousands)

State the summary of track operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies.

Line No.	Cross Check	Name of Railway Operating Expense Account (a)	Freight					Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	
31		Depreciation Running (136)						31
32		1979				33,797	33,797	32
33		1980				40,461	40,461	33
34		1981				42,612	42,612	34
35		1982				46,122	46,122	35
36		Depreciation Switching (137)						36
37		1979				10,253	10,253	37
38		1980				12,195	12,195	38
39		1981				18,355	18,355	39
40		1982				19,822	19,822	40
41		Depreciation Other (138)						41
42		1979				14,198	14,198	42
43		1980				16,547	16,547	43
44		1981				15,468	15,468	44
45		1982				19,340	19,340	45

210. RESULTS OF OPERATIONS (Dollars in Thousands)

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.

3. List dividends from investments accounted for under the cost method on the appropriate line No. 19 for Account No. 513. "Dividend Income." List dividends accounted for by the equity method on the appropriate dividend line No. 25 for Account No. 513 under the "Income from Affiliated Companies" subsection of this schedule.

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

5. Cross-checks

Schedule 210

Line 15, column (b)
Line 49 plus 50 plus 51, column (b)
Line 52, column (b)

Line 14, column (b)
Line 14, column (d)
Line 14, column (e)

Schedule 210

= Line 64, column (b)
= Line 65, column (b)
= Line 66, column (b)

Schedule 410

= Line 620, column (h)
= Line 620, column (f)
= Line 620, column (g)

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)	Line No.
		ORDINARY ITEMS					
		OPERATING INCOME					
		Railway Operating Income					
1		(101) Freight	2,916,294	2,833,975	2,916,294		1
2		(102) Passenger		245,275			2
3		(103) Passenger-Related		1,991			3
4		(104) Switching	47,559	44,137	47,559		4
5		(105) Water Transfers					5
6		(106) Demurrage	38,178	43,919	38,178		6
7		(110) Incidental	24,124	31,030	24,124		7
8		(121) Joint Facility-Credit	(44)	284	(44)		8
9		(122) Joint Facility-Debit	(804)	(339)	(804)		9
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	3,025,307	3,200,272	3,025,307		10
11		(502) Railway operating revenues-Transfers from Government Authorities for current operations	3	240,192	3		11
12		(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities					12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	3,025,310	3,440,464	3,025,310		13
14	*	(531) Railway operating expenses	2,740,633	3,394,891	2,740,633		14
15	*	Net revenue from railway operations	284,677	45,573	284,677		15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	599	559			16
17		(510) Miscellaneous rent income	30,218	19,111			17
18		(512) Separately operated properties-Profit					18
19		(513) Dividend Income (cost method)					19
20		(514) Interest Income	43,481	60,031			20
21		(516) Income from sinking and other funds	1,933	1,677			21
22		(517) Release of premiums on funded debt					22
23		(518) Contributions from other companies	91				23
24		(519) Miscellaneous income	27,794	22,703			24
		Income from affiliated companies					
25		(513) Dividends (equity method)	321	321			25
26		Equity in undistributed earnings (losses)	6,447	3,056			26
27		TOTAL OTHER INCOME (lines 16-26)	110,884	107,458			27
28		TOTAL INCOME (lines 15, 27)	395,561	153,031			27
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	141	140			29
30		(535) Taxes on property used in other than carrier operations					30
31		(543) Miscellaneous rent expense	882	924			31
32		(544) Miscellaneous taxes					32
33		(545) Separately operated properties-Loss	35	805			33
34		(549) Maintenance of investment organization					34
35		(550) Income transferred to other companies					35
36		(551) Miscellaneous income charges	22,101	8,753			36
37		(553) Uncollectible accounts	920	861			37
38		TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-37)	24,079	11,483			38
39		Income available for fixed charges Lines 28, 38)	371,482	141,548			39

210. RESULTS OF OPERATIONS-Continued
(Dollars in Thousands)

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
FIXED CHARGES					
		(546) Interest on funded debt:			
40		(a) Fixed interest not in default	85,475	102,137	40
41		(b) Interest in default			41
42		(547) Interest on unfunded debt	207	182	42
43		(548) Amortization of discount on funded debt	326	572	43
44		TOTAL FIXED CHARGES (lines 40-43)	86,008	102,891	44
45		Income after fixed charges (lines 39, 44)	285,474	38,657	45
OTHER DEDUCTIONS					
		(546) Interest on funded debt:			
46		(c) Contingent interest			46
UNUSUAL OR INFREQUENT ITEMS					
47		(555) Unusual or infrequent items (debit) credit	27,534	135,138	47
48		Income (Loss) from continuing operations (before income taxes)	313,008	173,795	48
PROVISIONS FOR INCOME TAXES					
		(556) Income taxes on ordinary income:			
49	*	Federal income taxes	14,892	(434)	49
50	*	State income taxes			50
51	*	Other income taxes			51
52	*	(557) Provision for deferred taxes			52
53		TOTAL PROVISIONS FOR INCOME TAXES (lines 49-52)	14,892	(434)	53
54	*	Income from continuing operations	298,116	174,229	54
DISCONTINUED OPERATIONS					
55		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$)			55
56		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$)			56
57		Income before extraordinary items	298,116	174,229	56
EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES					
58		(570) Extraordinary items (Net)	14,892		58
59		(590) Income taxes on extraordinary items			59
60		(591) Provision for deferred taxes-Extraordinary items			60
61		TOTAL EXTRAORDINARY ITEMS (lines 58-60)	14,892		61
62		(592) Cumulative effect of changes in accounting principles (less applicable income taxes of \$)			62
63	*	Net income (Loss)	313,008	174,229	63
Reconciliation of net railway operating income (NROI)					
64	*	Net revenues from railway operations	284,677	45,573	64
65		(556) Income taxes on ordinary income (-)	14,892	(434)	65
66	*	(557) Provision for deferred income taxes (-)			66
67		Income from lease of road and equipment (+)		(44)	67
68		Rent for leased roads and equipment (+)	512	516	68
69		Net railway operating income (loss)	270,297	46,479	69

NOTES AND REMARKS FOR SCHEDULES 210 and 220

220. RETAINED EARNINGS

(Dollars in Thousands)

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).

Line No.	Cross Check	Item (a)	Retained earnings - Unappropriated (b)	Equity in undistributed earnings (losses) of affiliated companies (c)	Line No.
1		Balances of beginning of year	(1,365,617)	\$ 13,394	1
2		(601.5) Prior period adjustments to beginning retained earnings			2
		CREDITS			
3	*	(602) Credit balance transferred from income	306,561	6,447	3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings equity in undistributed earnings (losses of affiliated companies)		** 4,518	5
6		TOTAL	306,561	10,965	6
		DEBITS			
7	*	(612) Debit balance transferred from income			7
8		(616) Other debits to retained earnings equity in undistributed earnings (losses of affiliated companies)	{ * 4,268 ** 4,518	786	8
9		(620) Appropriations for sinking and other funds			9
10		(621) Appropriations for other purposes			10
11		(623) Dividends: Common stock			11
12		Preferred stock ¹			12
13		TOTAL	8,786		13
14		Net increase (decrease) during year (Line 6 minus line 13)	297,775	10,965	14
15		Balances at close of year (Lines 1, 2 and 14)	(1,067,842)	24,359	15
16		Balances from line 15(c)	24,359	N/A	16
17		Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	(1,043,483)	N/A	17
18		(797) Total appropriated retained earnings:			18
19		Credits during year \$ _____			19
20		Debits during year \$ _____			20
21		Balance at Close of Year \$ _____			21
		REMARKS			
		Amount of assigned Federal income tax consequences:			
22		Account 606		N/A	22
23		Account 616		N/A	23

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 mergers and sales of affiliated companies.

230. CAPITAL STOCK

PART 1. CAPITAL STOCK (Dollars in Thousands)

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.

Line No.	Class of Stock (a)	Par Value (b)	Number of Shares				Book Value at End of Year		Line No.
			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	1
2									2
3									3
4	Preferred Series A	\$1.00	41,250,000	25,534,020		25,534,020	25,534		4
5	Series B	\$1.00	35,000,000	31,740,374		31,740,374	31,740		5
6									6
7									7
8									8
9									9
10	TOTAL		326,250,000	26,686,154	4,411,760	82,274,394	\$82,274	\$4,412	10

7.5% Convertible Debentures

\$850,939

(See Note 3 to Financial Statements)

PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR (Dollars in Thousands)

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) require 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.

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	57,262,527	\$57,262	29,411,760	\$29,412	4,411,760	\$4,412	\$3,926,179
12	Capital Stock Sold ¹	11,867*	12					244
13	Capital Stock Reacquired							
14	Capital Stock Canceled							
15	Stock Dividends							
	Accretion-See Note 1 to Financial Statements							4,268
16	Balance at Close of Year	57,274,394	\$57,274	29,411,760	\$29,412	4,411,760	\$4,412	\$3,930,691

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

(Dollars in Thousands)

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 of 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.

1. Cross-checks**Schedule 240****Schedule 210**

Line 1, column B = Line 54, column B

Line No.	Cross Check	Description (a)	Current year (b)	Prior year (c)	Line No.
SOURCES OF WORKING CAPITAL					
1	*	Working capital provided by operations: Income (loss) from continuing operations	298,116	174,229	1
2		Add expenses not requiring outlay of working capital: (subtract) credits not generating working capital: Loss (gain) on sale or disposal of tangible property			2
3		Depreciation and amortization expenses	241,612	235,374	3
4		Net increase (decrease) in deferred income taxes			4
5		Net decrease (increase) in parent's share of subsidiary's undistributed income for the year	(6,447)	(3,056)	5
6		Net increase (decrease) in noncurrent portion of estimated liabilities	(9,806)	6,465	6
7		Other (specify):			7
8		Net (increase) decrease in noncurrent assets	(3,198)	4,076	8
9		All other	5,100	15,927	9
10					10
11					11
12		TOTAL WORKING CAPITAL FROM CONTINUING OPERATIONS	525,377	433,015	12
13		Add funds generated by reason of discontinued operations, extraordinary items, and changes in accounting principles	14,892		13
14		TOTAL WORKING CAPITAL FROM OPERATIONS	540,269	433,015	14
15		Working capital from sources other than operating: Proceeds from issuance of long-term liabilities	117,599	52,892	15
16		Proceeds from sale/disposition of carrier operating property	44,590	67,119	16
17		Proceeds from sale/disposition of other tangible property			17
18		Proceeds from sale/repayment of investments advances			18
19		Net decrease in sinking and other special funds		7,173	19
20		Proceeds from issue of capital stock	255	439	20
21		Other (specify):			21
22		Other property transactions	968	8,519	22
23		Current portion of noncurrent receivables	2,827	22,589	23
24					24
25					25
26		TOTAL WORKING CAPITAL FROM SOURCES OTHER THAN OPERATING	166,239	158,731	26
27		TOTAL SOURCES OF WORKING CAPITAL	706,508	591,746	27

240. STATEMENT OF CHANGES IN FINANCIAL POSITION-Concluded
(Dollars in Thousands)

Line No.	Cross Check	Description (a)	Current year (b)	Prior year (c)	Line No.
		APPLICATION OF WORKING CAPITAL			
28		Amount paid to acquire/retire long-term liabilities	130,137	220,291	28
29		Cash dividends declared			29
30		Purchase price of carrier operating property	446,884	355,795	30
31		Purchase price of other tangible property			31
32		Purchase price of long-term investment and advances	24,863	16,729	32
33		Net increase in sinking or other special funds	14,756		33
34		Purchase price of acquiring treasury stock			34
35		Other (specify):			35
36		Net increase (decrease) in noncurrent assets	(42,481)	13,363	36
37					37
38					38
39					39
40					40
41					41
42					42
43					43
44		TOTAL APPLICATION OF WORKING CAPITAL	574,159	606,178	44
45		Net increase (decrease) in working capital	132,349	(14,432)	45

NOTES AND REMARKS

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)	Line No.
1	Cash and temporary investments	527,139	423,754	103,385	1
2	Net receivables	478,451	517,444	(38,993)	2
3	Prepayments	4,394	8,447	(4,053)	3
4	Materials and supplies	138,071	163,953	(25,882)	4
5	Other current assets not included above	3,494	6,395	(2,901)	5
6	Notes payable and matured obligations				6
7	Accounts payable	629,090	729,673	100,583	7
8	Current equipment obligations and other debt	116,336	121,168	4,832	8
9	Other current liabilities not included above	98,454	93,832	(4,622)	9
10	Net increase (decrease) in working capital	307,669	175,320	132,349	10

NOTES AND REMARKS

245. WORKING CAPITAL
(Dollars in Thousands)

1. This schedule should include only data pertaining to railway transportation services.
2. Carry out calculation of lines 8, 9, 10, 20, 21, and 22 to two decimal places.

Line No.	Item (a)	Source (b)	Amount (b)	Line No.
CURRENT OPERATING ASSETS				
1	Interline and Other Balances (705)	Schedule 200, line 5, column b	3,307	1
2	Customers (706)	Schedule 200, line 6, column b	170,905	2
3	Other (707)	Note A	49,262	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2 + 3	223,474	4
OPERATING REVENUE				
5	Railway Operating Revenue	Schedule 210, line 13, column b	3,025,310	5
6	Rent Income	Note B	103,604	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	3,128,914	7
8	Average Daily Operating Revenues	Line 7 ÷ 360 days	8,691	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 ÷ line 8	25.71	9
10	Revenue Delay Days Plus Buffer	Line 9 + 15 days	40.71	10
CURRENT OPERATING LIABILITIES				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	4,385	11
12	Audited Accounts and Wages Payable (753)	Note A	53,823	12
13	Accounts Payable—Other (754)	Note A	26,952	13
14	Other Taxes Accrued (761.5)	Note A	39,568	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	124,728	15
OPERATING EXPENSES				
16	Railway Operating Expenses	Schedule 210, line 14, column b	2,740,633	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	241,610	17
18	Cash Related Operating Expenses	line 16 + line 6 - line 17	2,602,627	18
19	Average Daily Expenditures	line 18 ÷ 360 days	7,230	19
20	Days of Operating Expenses in Current Operating Liabilities	line 15 ÷ line 19	17.25	20
21	Days of Working Capital Required	line 10 - line 20 (Note C)	23.46	21
22	Cash Working Capital Required	line 22 × line 19	169,616	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	527,054	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	169,616	24
MATERIALS AND SUPPLIES				
25	Total Material and Supplies (712)	Note A	138,071	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	6,855	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	131,216	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	300,832	28

Notes: (A) Use common carrier portion only. Common carrier refers to railway transportation service.

(B) Rent Income is the sum of Schedule 410, column h, lines 121, 122, 123, 127, 128, 129, 133, 134, 135, 208, 210, 212, 227, 231, 312, 314, and 316. Rent income is added to railway operating revenues to produce total revenues. Rent income is also added to total operating expenses to exclude the rent revenue items from operating expense.

(C) If result is negative, use zero.

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.

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 18, 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

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	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	A-1	VII	Akron & Barberton Belt Railroad Company	50.00	1
2				Albany Port Railroad Company	50.00	2
3				Belt Railway Company of Chicago	15.39	3
4				Buffalo Creek Railroad Company	100.00	4
5				Calumet Western Railway Company	50.50	5
6				Canada Southern Railway Company	71.44	6
7				Chicago & Western Indiana Railroad Company	20.00	7
8				Detroit River Tunnel Company	100.00	8
9				Detroit Terminal Railroad Company	100.00	9
10				Fruit Growers Express Company	23.52	10
11				Indiana Harbor Belt Railroad Company	51.00	11
12				Lake Erie & Eastern Railroad Company	50.00	12
13				Lakefront Dock & Railroad Terminal Company	50.00	13
14				Merchants Despatch Transportation Corporation	100.00	14
15				Monongahela Railway Company	33.33	15
16				Nicholas, Fayette & Greenbrier Railroad Company	50.00	16
17				Pennsylvania Car Leasing Company, Inc.	100.00	17
18				Pennsylvania Truck Lines, Inc.	100.00	18
19				Peoria & Pekin Union Railway Company	25.64	19
20				Pittsburgh, Chartiers & Youghiogheny Railway Company	50.00	20
21				Relco-Pa., Inc.	100.00	21
22				St. Lawrence & Adirondack Railway Company	100.00	22
23				Terminal Railroad Association of St. Louis	12.50	23
24				Toledo Terminal Railroad Company	42.87	24
25				Trailer Train Company	4.88	25
26				Total A-1		26
27						27
28	721	A-3	X	Conrail Equity Corporation	100.00	23
29			VI	CRC Properties, Inc.	100.00	29
30			VII	Philadelphia, Reading & Pottsville Telegraph Company	100.00	30
31				Total A-3		31
32						32
33				Total A Stock		33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES—Continued
(Dollars in Thousands)

be used to conserve space.

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

Line No.	Investments and advances				Disposed of: profit (loss)	Adjustments Account 721.5	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	100			100				1
2	5			5				2
3	857			857				3
4	690			690				4
5	118			118				5
6	12,037			12,037			321	6
7	1,293			1,293				7
8	3,742			3,742				8
9	2,182			2,182				9
10	14,940			14,940				10
11	7,858			7,858				11
12	3,451		3,451					12
13	4,403			4,403				13
14	251			251				14
15	3,580			3,580				15
16	3,711			3,711				16
17	9,437		(1) 4,220	5,217				17
18	(13,987)			(13,987)				18
19	1,591			1,591				19
20	917			917				20
21	970		(2) 970					21
22	1,384			1,384				22
23	(239)		(239)					23
24	1,666		1,666					24
25	8,866			8,866				25
26	69,823		10,068	59,755			321	26
27								27
28	44			44				28
29		500		500				29
30	148		(2) 148					30
31	192	500	148	544				31
32								32
33	70,015	500	10,216	60,299			321	33
34								34
35								35
36								36
37								37
38								38
39								39
40								40

Notes: (1) Reclassification of that portion of the acquisition cost representing goodwill.

(2) Merged into Conrail.

See pages 25A and 25B for additional notes.

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES-Continued
(Dollars in Thousands)

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	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	B-1	VII	Canada Southern Railway Company 1st & Ref. 5½		1
2				10/1/62		2
3				Monongahela Railway Company, 1st Mortgage, 6½ "B"		3
4				2/1/66 Extended		4
5				Total B - Bonds		5
6						6
7	721	C-1	VII	Akron & Barberton Belt Railroad Company, 14½		7
8				Conditional Sales Agreement		8
9				Detroit Terminal Railroad Company, 7½ Notes		9
10				Total C - Secured Notes		10
11						11
12	721	D-1	VII	Indiana Harbor Belt Railroad Company		12
13				Total D - Unsecured Notes		13
14						14
15	721	E-1	VII	Akron & Barberton Belt Railroad Company		15
16				Albany Port Railroad Company		16
17				Belt Railway Company of Chicago		17
18				Buffalo Creek Railroad Company		18
19				Canada Southern Railway Company		19
20				Chicago & Western Indiana Railway Company		20
21				Detroit River Tunnel Company		21
22				Detroit Terminal Railroad Company		22
23				Merchants Despatch Transportation Corporation		23
24				Monongahela Railway Company		24
25				Nicholas, Fayette & Greenbrier Railroad Company		25
26				Pennsylvania Truck Lines, Inc.		26
27				Relco-Pa., Inc.		27
28				St. Lawrence & Adirondack Railway Company		28
29				Toledo Terminal Railroad Company		29
30				Total E-1		30
31						31
32	721	E-3	VI	CRC Properties, Inc.		32
33			VII	Philadelphia, Reading & Pottsville Telegraph Company		33
34				Total E-3		34
35						35
36				Total E-Advances		36
37						37
38				Undistributed earnings from certain investments in		38
39				affiliated companies		39
40				Credit excess, net		40
				Allowance for disposition		
				Total 721		

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES—Concluded
(Dollars in Thousands)

Line No.	Investments and advances				Disposed of: profit (loss)	Adjustments Account 721.5	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								1
2	10,055			10,055				2
3								3
4	1,809			1,809			119	4
5	11,864			11,864			119	5
6								6
7								7
8	453		72	381				8
9	90			90			7	9
10	543		72	471			7	10
11								11
12		269	84	185				12
13		269	84	185				13
14								14
15	695			695			8	15
16	25			25				16
17	988	134		1,122			44	17
18	2,704	981	602	3,083				18
19	23,270	122	303	23,089				19
20	5,313		200	5,113				20
21	18,321	103	4,628	13,796				21
22	384	2,739	3,123					22
23	1,124	824	2,188	(240)				23
24	50			50				24
25	2,245			2,245				25
26	23,934	160	18,585	5,509				26
27	2,705		2,705					27
28	114	152	173	93				28
29	375		375					29
30	82,247	5,215	32,882	54,580			52	30
31								31
32		935		935				32
33	333		333					33
34	333	935	333	935				34
35								35
36	82,580	6,150	33,215	55,515			52	36
37								37
38								38
39	13,394	10,965		24,359				39
40	(42,535)	13,426	8,117	(37,226)				40
						(46,164)		
	135,861	31,310	51,704	115,467		(46,164)	499	

NOTES AND REMARKS

SCHEDULE 310 NOTESOwnership of affiliated companies.% OwnershipAKRON AND BARBERTON BELT RAILROAD COMPANY

Consolidated Rail Corporation	50.00
Baltimore and Ohio Railroad Company	25.00
Norfolk and Western Railway Company	25.00
	<u>100.00</u>

ALBANY PORT RAILROAD CORPORATION

Consolidated Rail Corporation	50.00
Delaware and Hudson Railroad Company	50.00
	<u>100.00</u>

BELT RAILWAY COMPANY OF CHICAGO

Consolidated Rail Corporation	15.386
Atchison, Topeka and Santa Fe Railway Company	7.692
Burlington Northern Railroad	7.692
Chesapeake and Ohio Railway Company	7.692
Chicago, Rock Island and Pacific Railroad Company	7.692
Grand Trunk Western Railroad Company	7.692
Illinois Central Gulf Railroad Company	7.692
Seaboard System Railroad, Inc.	15.386
Missouri Pacific Railroad Company	7.692
Norfolk and Western Railway Company	7.692
Soo Line Railroad Company	7.692
	<u>100.000</u>

CALUMET WESTERN RAILWAY COMPANY

Consolidated Rail Corporation	25.00
Indiana Harbor Belt Railroad Company	50.00
Chicago, Rock Island and Pacific Railroad Company	25.00
	<u>100.00</u>

CANADA SOUTHERN RAILWAY COMPANY

Consolidated Rail Corporation	71.44
Penn Central Corporation	21.54
Other	7.02
	<u>100.00</u>

CHICAGO AND WESTERN INDIANA RAILROAD COMPANY

Consolidated Rail Corporation	20.00
Grand Trunk Western Railroad Company	20.00
Seaboard System Railroad, Inc.	20.00
Missouri Pacific Railroad Company	20.00
Norfolk and Western Railway Company	20.00
	<u>100.00</u>

NOTES AND REMARKS

Z OwnershipFRUIT GROWERS EXPRESS COMPANY

Consolidated Rail Corporation	23.52
Baltimore and Ohio Railroad Company	6.68
Chesapeake and Ohio Railway Company	4.67
CSX Corporation	22.13
Denver and Rio Grande Western Railroad Company	1.84
Norfolk and Western Railway Company	1.18
Seaboard System Railroad, Inc.	39.98
	<u>100.00</u>

INDIANA HARBOR RAILROAD COMPANY

Consolidated Rail Corporation	51.00
Chicago, Milwaukee, St. Paul and Pacific Railroad Company	49.00
	<u>100.00</u>

THE LAKEFRONT DOCK AND RAILROAD TERMINAL COMPANY

Consolidated Rail Corporation	50.00
Baltimore and Ohio Railroad Company	50.00
	<u>100.00</u>

MONONGAHELA RAILWAY COMPANY

Consolidated Rail Corporation	33 1/3
Baltimore and Ohio Railroad Company	33 1/3
Pittsburgh and Lake Erie Railroad Company	33 1/3
	<u>100.00</u>

NICHOLAS, FAYETTE AND GREENERIER RAILROAD COMPANY

Consolidated Rail Corporation	50.00
Chesapeake and Ohio Railway Company	50.00
	<u>100.00</u>

PEORIA AND PEKIN UNION RAILWAY COMPANY

Consolidated Rail Corporation	25.64
Chicago and Northwestern Railroad Company	12.50
Illinois Central Gulf Railroad Company	46.86
Norfolk and Western Railway Company	15.00
	<u>100.00</u>

PITTSBURGH, CHARTERS AND YOUGHIOGHENY RAILWAY COMPANY

Consolidated Rail Corporation	50.00
Pittsburgh and Lake Erie Railroad Company	50.00
	<u>100.00</u>

TRAILER TRAIN COMPANY

Consolidated Rail Corporation	4.88
26 Other operating railroads, the Trustees of the Estates of two former operating railroads and two nonrailroad companies	95.12
	<u>100.00</u>

310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES
(Dollars in Thousands)

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.

Name of issuing company and description of security held (a)	Balance at beginning of year (b)	Adjustment for investments equity method (c)	Equity in undistributed earnings (losses) during year (d)	Amortization during year (e)	Adjustment for investments disposed of or written down during year (f)	Balance at Close of year (g)	
Carriers: (List specifics for each company)							
1 Akron & Barberton Belt Railroad Company	\$ 13			\$ 2		\$ 15	1
2 500 Shares \$100 Par Value Common Stock							2
3 Albany Port Railroad Company	88		\$ (8)			80	3
4 500 Shares \$5 Par Value Common Stock							4
5 Buffalo Creek Railroad Company	1,292		6	46		1,344	5
6 1,500 Shares \$100 Par Value Common Stock							6
7 Calumet Western Railway Company	133		(2)	5		136	7
8 1,080 Shares \$100 Par Value Common Stock							8
9 Canada Southern Railway Company	3,962					3,962	9
10 107,163 Shares \$100 Par Value Common Stock							10
11 Chicago & Western Indiana Railroad Company	437		49	34		520	11
12 10,000 Shares \$100 Par Value Common Stock							12
13 Detroit River Tunnel Company	2,494			247		2,741	13
14 30,000 Shares \$100 Par Value Common Stock							14
15 Detroit Terminal Railroad Company	863		3	80		946	15
16 10,000 Shares \$100 Par Value Common Stock							16
17 Fruit Growers Express Company	3,684					3,684	17
18 26,602 Shares \$100 Par Value Stock							18
19 Indiana Harbor Belt Railroad Company	(128)		527	180		579	19
20 38,760 Shares, \$100 Par Value Common Stock							20
21 Lake Erie & Eastern Railroad Company	(2,289)		(75)		\$2,364	-	21
22 34,515 Shares \$100 Par Value Common Stock							22
23 Lakefront Dock & Railroad Terminal Company	562			80		642	23
24 46,250 Shares \$100 Par Value Common Stock							24
25 Merchants Despatch Transportation Corporation	170		201			371	25
26 100 Shares \$10 Par Value Common Stock							26
27 Monongahela Railway Company	2,145		1,036	65		3,246	27
28 41,633.3 Shares \$50 Par Value Common Stock							28

310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES (Continued)
(Dollars in Thousands)

Undistributed Earnings From Certain Investments in Affiliated Companies

Name of issuing company and description of security held (a)	Balance at beginning of year (b)	Adjustment for investments equity method (c)	Equity in undistributed earnings (losses) during year (d)	Amortization during year (e)	Adjustment for investments disposed of or written down during year (f)	Balance at Close of year (g)	
Carriers: (List specifics for each company)							
1 Nicholas, Fayette & Greenbrier Railroad Company	473		68			541	1
2 37,359 Shares \$100 Par Value Common Stock							2
3 Pennsylvania Car Leasing Company, Inc.			988	(480)		508	3
4 25,000 Shares \$10 Par Value Common Stock							4
5 Pennsylvania Truck Lines, Inc.	967		3,086	36	67	4,156	5
6 10,000 Shares No Par Value							6
7 Peoria & Pekin Union Railway Company	191		157	29		377	7
8 2,564 Shares \$100 Par Value Common Stock							8
9 Pittsburgh, Chartiers & Youghiogeny Railway Company	(23)		37	17		31	9
10 13,900 Shares \$50 Par Value Common Stock							10
11 Relco-Pa., Inc.	(1,407)				1,407	-	11
12 Merged with Conrail in 1983							12
13 St. Lawrence & Adirondack Railway Company	434			40		474	13
14 16,150 Shares \$100 Par Value Common Stock							14
15 Toledo Terminal Railway Company	(726)				726	-	15
16 15,488 Shares \$100 Par Value Common Stock							16
17							17
18 Total Carriers	<u>13,335</u>		<u>6,073</u>	<u>381</u>	<u>4,564</u>	<u>24,353</u>	18
19 Non-Carriers:							19
20 Conrail Equity Corporation	13		5			18	20
21 1 Share \$1 Par Value Common Stock							21
22 3,970,584 Shares \$.01 Par Value Preferred Stock*							22
23 CRC Properties, Inc.			(12)			(12)	23
24 1,000 Shares No Par Value Common Stock							24
25 Philadelphia, Reading & Pottsville Telegraph Co.	46				(46)	-	25
26 Merged with Conrail in 1983							26
27							27
28 Total Noncarriers	<u>59</u>		<u>(7)</u>		<u>(46)</u>	<u>6</u>	28
29							29
30							30
31 Total	<u>\$13,394</u>		<u>\$6,066</u>	<u>\$381</u>	<u>\$4,518</u>	<u>\$24,359</u>	31

* See Note 5 of Notes to Financial Statements.

NOTES AND REMARKS

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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 column (c) and (e) should be included all entries covering expenditures for additions and betterments, as defined, whether or not replacing other property.
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 29 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 \$2,000 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.

NOTES AND REMARKS

Acquisition of land for transportation purposes. (Account No. 2)

<u>Location</u>	<u>Purpose</u>	<u>Amount</u>
Newark, N.J.	18.7 acres for auto unloading facility	\$1,516
Morrisville, Pa.	13.8 acres for intermodal facility	290
Mingo Jct., Ohio	20.1 acres for yard	181

330. ROAD AND EQUIPMENT PROPERTY
(Dollars in Thousands)

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	Expenditures during the year for original road and equipment ment, and road extensions (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc. (d)	Line No.
1		(2) Land for transportation purposes	118,228			1
2		(3) Grading	230,788			2
3		(4) Other right-of-way expenditures	1,217			3
4		(5) Tunnels and subways	11,095			4
5		(6) Bridges, trestles, and culverts	143,406			5
6		(7) Elevated structures	2,742			6
7	✓	(8) Ties	708,013			7
8	✓	(9) Rail and other track material	1,263,593			8
9	✓	(11) Ballast	382,336			9
10		(13) Fences, snowsheds, and signs	600			10
11		(16) Station and office buildings	66,980			11
12		(17) Roadway buildings	9,420			12
13		(18) Water stations	84			13
14		(19) Fuel stations	15,778			14
15		(20) Shops and enginehouses	56,785			15
16		(22) Storage warehouses				16
17		(23) Wharves and docks	1,801			17
18		(24) Coal and ore wharves	12,888			18
19		(25) TOFC/COFC terminals	8,047			19
20		(26) Communication systems	25,353			20
21		(27) Signals and interlockers	127,549			21
22		(29) Power plants	1,250			22
23		(31) Power-transmission systems	10,367			23
24		(35) Miscellaneous structures	2,002			24
25		(37) Roadway machines	68,348			25
26		(39) Public improvements - Construction	15,885			26
27		(44) Shop machinery	36,638			27
28		(45) Power-plant machinery	3,150			28
29		Other (specify and explain)				29
30		TOTAL EXPENDITURES FOR ROAD	3,324,343			30
31		(52) Locomotives	684,168			31
32		(53) Freight-train c	1,017,317		9,896	32
33		(54) Passenger-train cars				33
34		(55) Highway revenue equipment	35,764			34
35		(56) Floating equipment				35
36		(57) Work equipment	64,647			36
37		(58) Miscellaneous equipment	71,772			37
38		TOTAL EXPENDITURES FOR EQUIPMENT	1,873,668		9,896	38
39		(76) Interest during construction				39
40		TOTAL	5,198,011		9,896	40
41		(80) Other elements of investment				41
42		(90) Construction in progress	131,634			42
43		GRAND TOTAL	5,329,645		(A) 9,896	43

(A) Relco-Pa., Inc. merger.

330. ROAD AND EQUIPMENT PROPERTY - Continued
(Dollars in Thousands)

Line No.	Cross Check	Expenditures for additions and betterments during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1		2,347	3,136	(789)	117,439	1
2		2,358	4,403	(2,045)	228,743	2
3			12	(12)	1,205	3
4			318	(318)	10,777	4
5		5,439	1,936	3,503	146,909	5
6					2,742	6
7		64,319	9,785	54,534	762,547	7
8		133,410	9,967	123,443	1,387,036	8
9		49,705	4,224	45,481	427,817	9
10			16	(16)	584	10
11		31,298	1,476	29,822	96,802	11
12		53	40	13	9,433	12
13			22	(22)	62	13
14		337	49	288	16,066	14
15		6,273	861	5,412	62,197	15
16						16
17			61	(61)	1,740	17
18		5,234	31	5,203	18,091	18
19		3,118	192	2,926	10,973	19
20		3,417	110	3,307	28,660	20
21		7,430	831	6,599	134,148	21
22		(1)	188	(189)	1,061	22
23		209	3,164	(2,955)	7,412	23
24		162	4	158	2,160	24
25		7,940	7,257	683	69,031	25
26		478	238	240	16,125	26
27		640	157	483	37,121	27
28		112	267	(155)	2,995	28
29						29
30		324,278	48,745	275,533	3,599,876	30
31		93,805	42,947	50,858	735,026	31
32		5,278	23,081	(7,907)	1,009,410	32
33						33
34		3,413	68	3,345	39,109	34
35						35
36		2,421	1,023	1,398	66,045	36
37		7,066	13,191	(6,125)	65,647	37
38		111,983	80,310	41,569	1,915,237	38
39						39
40		436,261	129,055	317,102	5,515,113	40
41	*					41
42		13,072		13,072	144,706	42
43		449,333	129,055	330,174	5,659,819	43
44						44
45						45
46						46
47						47
48						48

330A. IMPROVEMENTS ON LEASED PROPERTY
(Dollars in Thousands)

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

330A. IMPROVEMENTS ON LEASED PROPERTY -- Continued
(Dollars in Thousands)

Line No.	Cross Check	Expenditures for additions and betterments during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1						1
2						2
3						3
4						4
5						5
6						6
7			NOT APPLICABLE - 5% RULE			7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
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31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40
41	*					41
42						42
43						43
44						44
45						45
46						46
47						47
48						48

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

(Dollars in Thousands)

1. Show in columns (b) and (c), for each primary account, the depreciation base used to compute the depreciation charges for the month of January, and in columns (e) and (f) show the depreciation base used to compute the depreciation charges for the month of December; in columns (d) and (g) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 38 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 therefor 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 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.

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.	Account (a)	OWNED AND USED			LEASED FROM OTHERS			Line No.
		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	(3) Grading	208,922	209,518	1.09	7,868	8,276	0.99	
2	(4) Other, right-of-way expenditures	1,202	1,202	4.87	4	4	0.29	2
3	(5) Tunnels and subways	10,561	10,548	1.70	6,583	6,593	1.14	3
4	(6) Bridges, trestles, and culverts	130,873	138,059	2.10	7,746	7,954	1.27	4
5	(7) Elevated structures	2,475	2,463	6.18				5
6	(8) Ties	696,802	763,104	3.20	9,356	10,851	5.00	6
7	(9) Rail and other track material	1,099,332	1,190,292	2.13	10,226	10,957	5.04	7
8	(11) Ballast	370,176	419,255	1.87	2,814	3,248	7.54	8
9	(13) Fences, snow sheds, and signs	515	510	16.05	306	306	2.00	9
10	(16) Station and office buildings	81,028	115,318	6.04	5,959	6,191	1.51	10
11	(17) Roadway buildings	8,996	9,304	3.84	13	18	0.99	11
12	(18) Water stations	32	33	4.14	6	6	2.18	12
13	(19) Fuel stations	15,515	15,969	2.92	35	46	2.37	13
14	(20) Shops and enginehouses	57,252	66,250	2.55	480	499	2.48	14
15	(22) Storage warehouses							15
16	(23) Wharves and docks	1,671	1,610	4.56				16
17	(24) Coal and ore wharves	49,884	51,000	3.13				17
18	(25) TOFC/COFC terminals	8,325	10,915	3.95	123	123	2.17	18
19	(26) Communication systems	24,894	31,871	1.67	489	529	3.38	19
20	(27) Signals and interlockers	126,835	138,761	3.42	2,268	2,462	2.55	20
21	(29) Power plants	1,172	1,006	3.68	61	61	1.29	21
22	(31) Power-transmission systems	12,468	7,296	4.72	325	325	2.95	22
23	(35) Miscellaneous structures	2,622	2,912	1.99	9	9	1.44	23
24	(37) Roadway machines	96,166	88,566	11.18	271	366	3.18	24
25	(39) Public improvements—Construction	15,440	15,472	1.91	576	706	2.09	25
26	(44) Shop machinery	29,826	36,359	7.02	439	444	2.97	26
27	(45) Power-plant machinery	3,339	3,439	5.96	19	19	0.26	27
28	All other road accounts	59	16	13.45	14	14	1.01	28
29	Amortization (other than defense projects)							29
30	TOTAL ROAD	3,056,382	3,331,048	2.81	55,990	60,007	3.09	30
	EQUIPMENT							
31	(52) Locomotives	678,935	720,635	6.55				31
32	(53) Freight-train cars	1,018,295	963,568	7.01				32
33	(54) Passenger-train cars							33
34	(55) Highway revenue equipment	35,765	39,110	12.28				34
35	(56) Floating equipment							35
36	(57) Work equipment	61,524	64,123	9.38				36
37	(58) Miscellaneous equipment	71,514	64,957	20.44				37
38	TOTAL EQUIPMENT	1,866,033	1,852,393	7.49				38
39	GRAND TOTAL	4,922,415	5,183,441		55,990	60,007		39

NOTE

Track structure (accounts 8, 9 and 11) depreciation rates are based on consistent use of the Company's net salvage method, which produces financial statement results consistent with the method suggested by Docket No. 36988. The Company's methodology has been approved by the Commission.

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CONSOLIDATED RAIL

1983

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335. ACCUMULATED DEPRECIATION—ROAD AND EQUIPMENT OWNED AND USED

(Dollars in Thousands)

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 29 and 35.

Line No.	Cross Check	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)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
ROAD									
1		(3) Grading	37,571	2,292		1,193		38,670	1
2		(4) Other, right-of-way expenditures	205	59				264	2
3		(5) Tunnels and subways	820	179		28		971	3
4		(6) Bridges, trestles, and culverts	11,175	2,904	628	247		14,460	4
5		(7) Elevated structures	1,021	152				1,173	5
6		(8) Ties	115,714	24,382		6,291	843,768	142,729	6
7		(9) Rail and other track material	104,264	25,389	16,838	6,790	1000 4,803	147,624	7
8		(11) Ballast	11,294	7,848		3,305	950 3,250	12,387	8
9		(13) Fences, snow sheds, and signs	118	82		7		193	9
10		(16) Station and office buildings	15,344	6,960	3,663	4,544		21,423	10
11		(17) Roadway buildings	272	357		38		591	11
12		(18) Water stations	DR 64	1		15		DR 79	12
13		(19) Fuel stations	1,175	467		49		1,593	13
14		(20) Shops and enginehouses	4,602	1,689	100	812		5,579	14
15		(22) Storage warehouses							15
16		(23) Wharves and docks	533	73		61		545	16
17		(24) Coal and ore wharves	872	1,597	3	31		2,441	17
18		(25) TOFC/COFC terminals	1,289	431	6	192		1,534	18
19		(26) Communication systems	82	533	23	45		593	19
20		(27) Signals and interlockers	12,539	4,746	11	354		16,942	20
21		(29) Power plants	376	37	117	177		353	21
22		(31) Power-transmission systems	DR 177	344	2,082	3,159		DR 910	22
23		(35) Miscellaneous structures	412	58		4		466	23
24		(37) Roadway machines	20,491	9,906	431	4,716		26,112	24
25		(39) Public improvements—Construction	1,589	295		15		1,869	25
26		(44) Shop machinery*	6,417	2,553	53	143		8,880	26
27		(45) Power-plant machinery*	210	205	179	270		324	27
28		All other road accounts	15	2		4		13	28
29		Amortization (Adjustments)	101,631				6,136	95,495	29
30		TOTAL ROAD	449,790	93,541	24,134	32,491	17,957	517,017	30
EQUIPMENT									
31		(52) Locomotives	289,349	48,428	12,193	42,823		307,147	31
32		(53) Freight-train cars	330,421	81,696	10,016	23,337		398,796	32
33		(54) Passenger-train cars							33
34		(55) Highway revenue equipment	18,894	4,623	7	68		23,456	34
35		(56) Floating equipment							35
36		(57) Work equipment	11,627	5,882	72	767		16,814	36
37		(58) Miscellaneous equipment	37,419	12,957	1	13,190	176	37,011	37
38		Amortization Adjustments							38
39		TOTAL EQUIPMENT	687,710	153,586	22,289	80,185	176	783,224	39
40		GRAND TOTAL	1137,500	247,127	46,423	112,676	18,133	1300,241	40

* To be reported with equipment expenses rather than M&S expenses.

339. ACCRUED LIABILITY—LEASED PROPERTY

(Dollars in Thousands)

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.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO ACCOUNTS During the year		DEBIT'S TO ACCOUNTS During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading							1
2		(4) Other, right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts							4
5		(7) Elevated structures							5
6		(8) Ties		NOT APPLICABLE - 5% RULE					6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snow sheds, and signs							9
10		(16) Station and office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops and enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals and interlockers							20
21		(29) Power plants							21
22		(31) Power-transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public improvements—Construction							25
26		(44) Shop machinery*							26
27		(45) Power-plant machinery*							27
28		All other road accounts							28
29		Amortization (Adjustments)							29
30		TOTAL ROAD							30
		EQUIPMENT							
31		(52) Locomotives							31
32		(53) Freight-train cars							32
33		(54) Passenger-train cars							33
34		(55) Highway revenue equipment							34
35		(56) Floating equipment							35
36		(57) Work equipment							36
37		(58) Miscellaneous equipment							37
38		Amortization Adjustments							38
39		TOTAL EQUIPMENT							39
40		GRAND TOTAL							40

* To be reported with equipment expenses rather than M&S expenses.

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

(Dollars in Thousands)

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 30 and 39 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 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.

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

Line No.	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
		At beginning of year (b)	At close of year (c)		
	ROAD				
1	(3) Grading			%	1
2	(4) Other, right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts				4
5	(7) Elevated structures				5
6	(8) Ties	NOT APPLICABLE - 5% RULE			6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snow sheds, and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings				11
12	(18) Water stations				12
13	(19) Fuel stations				13
14	(20) Shops and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communication systems				19
20	(27) Signals and interlockers				20
21	(29) Power plants				21
22	(31) Power-transmission systems				22
23	(35) Miscellaneous structures				23
24	(37) Roadway machines				24
25	(39) Public improvements—Construction				25
26	(44) Shop machinery*				26
27	(45) Power-plant machinery*				27
28	All other road accounts				28
29	Amortization (Adjustments)				29
30	TOTAL ROAD				30
	EQUIPMENT				
31	(52) Locomotives				31
32	(53) Freight-train cars				32
33	(54) Passenger-train cars				33
34	(55) Highway revenue equipment				34
35	(56) Floating equipment				35
36	(57) Work equipment				36
37	(58) Miscellaneous equipment				37
38	Amortization Adjustments				38
39	TOTAL EQUIPMENT				39
40	GRAND TOTAL				40

* To be reported with equipment expense rather than M&S expenses.

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

(Dollars in Thousands)

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.

Line No.	Cross Check	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)	List No.
				Charges to others (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading							1
2		(4) Other, right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts							4
5		(7) Elevated structures							5
6		(8) Ties		NOT APPLICABLE - 5% RULE					6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snow sheds, and signs							9
10		(16) Station and office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops and enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals and interlockers							20
21		(29) Power plants							21
22		(31) Power-transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public improvements—Construction							25
26		(44) Shop machinery*							26
27		(45) Power-plant machinery*							27
28		All other road accounts							28
29		TOTAL ROAD							29
		EQUIPMENT							
30		(52) Locomotives							30
31		(53) Freight-train cars							31
32		(54) Passenger-train cars							32
33		(55) Highway revenue equipment							33
34		(56) Floating equipment							34
35		(57) Work equipment							35
36		(58) Miscellaneous equipment							36
37		TOTAL EQUIPMENT							37
38		GRAND TOTAL							38

* To be reported with equipment expense rather than M&S expenses.

NOTES AND REMARKS

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

Entries to Other Credits (Column (d)):

Roadway

Salvage	\$19,000
Accounting adjustments	2,000
Reserve transferred from Account 733	3,115
Merger of Philadelphia, Reading & Pottsville Telegraph Company	19
	<u>24,134</u>

Equipment

Salvage	15,787
Accounting adjustments	DR 209
Merger of Relco-Pa., Inc.	2,018
Loss on retired equipment	133
Termination of lease	4,560
	<u>22,289</u>
Total Column (d)	<u>\$46,423</u>

Entries to Other Debits (Column (f)):

Roadway

Dismantling costs	\$10,005
Accounting adjustments	1,816
Allowance for disposition of properties-charges relating to Company sales of certain properties which were filed for abandonment-Line 29	6,136
	<u>17,957</u>

Equipment

Accounting adjustments	<u>176</u>
Total Column (f)	<u>\$18,133</u>

Notes and Remarks for Schedule 342 - None

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

(Dollars in Thousands)

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 29 and 37 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 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. If total road leased to others is less than 5% of total road owned; omit. If total equipment leased to others is less than 5% of total equipment owned; omit.

Line No.	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
		At beginning of year (b)	At close of year (c)		
	ROAD				
1	(3) Grading				1
2	(4) Other, right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts				4
5	(7) Elevated structures				5
6	(8) Ties	NOT APPLICABLE - 5% RULE			6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snow sheds, and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings				11
12	(18) Water stations				12
13	(19) Fuel stations				13
14	(20) Shops and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communication systems				19
20	(27) Signals and interlockers				20
21	(29) Power plants				21
22	(31) Power-transmission systems				22
23	(35) Miscellaneous structures				23
24	(37) Roadway machines				24
25	(39) Public improvements—Construction				25
26	(44) Shop machinery*				26
27	(45) Power-plant machinery*				27
28	All other road accounts				28
29	TOTAL ROAD				29
	EQUIPMENT				
30	(52) Locomotives				30
31	(53) Freight-train cars				31
32	(54) Passenger-train cars				32
33	(55) Highway revenue equipment				33
34	(56) Floating equipment				34
35	(57) Work equipment				35
36	(58) Miscellaneous equipment			N/A	36
37	TOTAL EQUIPMENT				37
38	GRAND TOTAL				38

351. ACCUMULATED DEPRECIATION—ROAD AND EQUIPMENT LEASED TO OTHERS

(Dollars in Thousands)

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 330 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.

Line No.	Cross Check	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)	Line No.
				Charges to others (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading							1
2		(4) Other, right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts							4
5		(7) Elevated structures							5
6		(8) Ties		NOT APPLICABLE - 5% RULE					6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snow sheds, and signs							9
10		(16) Station and office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops and enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals and interlockers							20
21		(29) Power plants							21
22		(31) Power-transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public improvements—Construction							25
26		(44) Shop machinery							26
27		(45) Power-plant machinery							27
28		All other road accounts							28
29		TOTAL ROAD							29
		EQUIPMENT							
30		(52) Locomotives							30
31		(53) Freight-train cars							31
32		(54) Passenger-train cars							32
33		(55) Highway revenue equipment							33
34		(56) Floating equipment							34
35		(57) Work equipment							35
36		(58) Miscellaneous equipment							36
37		TOTAL EQUIPMENT							37
38		GRAND TOTAL							38

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

(Dollars in Thousands)

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, track, 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, and (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 of 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 column (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 or 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.

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)	Line No.
(a)		(b)	(c)	(d)	(e)	
1	R	Consolidated Rail Corporation	13,801	5,673,691	1,310,868	1
2						2
3	L	Amsterdam Chuctanunda & No. RR		20		3
4		Canada Southern Railway Company	280	37,310	4,434	4
5		Central Railroad Company of Indianapolis		156	3	5
6		Detroit Terminal Railroad Company	18	3,535	1,407	6
7		Detroit River Tunnel Company	4	17,528	1,282	7
8		St. Lawrence & Adirondack Railway Company	46	3,360	1,300	8
9		Buffalo Creek Railroad Company	6	4,276	759	9
10			354	66,185	9,185	10
11						11
12	P	Niagara River Bridge Company	0.30	2,000	183	12
13						13
14	O	Canadian National Railway Company		167		14
15		Chicago & Western Indiana Railroad Company		2,335		15
16		Indianapolis Stock Yards Co., Inc.		1,500		16
17		(Formerly Belt RR & Stockyards Co. now owned by Eli Lilly Co.)				17
18						18
19				4,002		19
20		Less Investments in Railway Property				20
21		Leased to Others				21
22						22
23		Chesapeake & Ohio Railway Co. (C.S. Ry.)		(37)		23
24		Grand Trunk Western Railroad Company		(91)		24
25		Indiana Harbor Belt Railroad Company (CRC)		(2,210)		25
26		Port Authority Trans-Hudson Corp.		(55)		26
27				(2,393)		27
28						28
29						29
30						30
31		TOTAL	14,155	5,743,485	1,320,236	31

352B. INVESTMENT IN RAILWAY PROPERTY USED IN TRANSPORTATION SERVICE

(By Property Accounts)

(Dollars in Thousands)

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 43 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 29 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 30 amounts not includible in the accounts shown, or in line 29. 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.

Line No.	Cross Check	Account (a)	Respondent (b)	Lessor railroads (c)	Inactive (proprietary companies) (d)	Other Leased properties (e)	Line No.
1		(2) Land for transportation purposes	117,439	5,542	87	833	1
2		(3) Grading	228,732	8,369	4	1,731	2
3		(4) Other, right-of-way expenditures	1,205	4			3
4		(5) Tunnels and subways	10,777	7,045			4
5		(6) Bridges, trestles, and culverts	146,909	4,755	1,646	600	5
6		(7) Elevated structures	2,742				6
7		(8) Ties	767,596	9,900	9	25	7
8		(9) Rail and other track material	1,388,161	10,649	15	CR 42	8
9		(11) Ballast	428,535	2,831	4	59	9
10		(13) Fences, snow sheds, and signs	584	310	2	CR 3	10
11		(16) Station and office buildings	102,081	5,527		CR 25	11
12		(17) Roadway buildings	9,427	10	3	1	12
13		(18) Water stations	62	6		CR 6	13
14		(19) Fuel stations	16,065	33		CR 17	14
15		(20) Shops and enginehouses	62,179	481		CR 41	15
16		(22) Storage warehouses		43			16
17		(23) Wharves and docks	1,740	43			17
18		(24) Coal and ore wharves	18,158				18
19		(25) TOFC/COFC terminals	10,973	114			19
20		(26) Communication systems	28,659	478		CR 14	20
21		(27) Signals and interlockers	134,142	2,100	1	CR 2	21
22		(29) Power plants	1,061	72			22
23		(31) Power-transmission systems	7,411	353		CR 8	23
24		(35) Miscellaneous structures	2,160	13		10	24
25		(37) Roadway machines	69,031	338			25
26		(39) Public improvements—Construction	16,125	1,419	1	CR 49	26
27		(44) Shop machinery	37,121	908		13	27
28		(45) Power-plant machinery	2,995	31		CR 2	28
29		Leased property capitalized rentals (explain)					29
30		Other (specify and explain) *		426	150	104	30
31		Total expenditures for road	3,612,070	61,800	1,922	3,167	31
32		(52) Locomotives	735,113	287			32
33		(53) Freight-train cars	1,010,002	339			33
34		(54) Passenger-train cars					34
35		(55) Highway revenue equipment	39,109				35
36		(56) Floating equipment					36
37		(57) Work equipment	66,095	111			37
38		(58) Miscellaneous equipment	65,647	9			38
39		Total expenditures for equipment	1,915,966	746			39
40		(76) Interest during construction		124		245	40
41		(80) Other elements of investment		2,117	78	CR 1,803	41
42		(90) Construction work in progress	145,655	1,398			42
43		GRAND TOTAL	5,673,691	66,185	2,000	1,609	43

*Line 30 - Engineering and Small Tools.

GENERAL INSTRUCTIONS AND DEFINITIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 361**A. General Instructions**

Disclose the required information concerning the respondent's leases, in Schedule 361, Parts I, II, and III.

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.

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.
- 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

(Dollars in Thousands)

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.

Line No.	Item (a)	Current year (b)	Year 2 (c)	Year 3 (d)	Year 4 (e)	Year 5 (f)	Later years (g)	Total (h)	Line No.
1	Lease payments								1
	Less executory costs								
2	- Taxes								2
3	- Maintenance								3
4	- Insurance								4
5	- Other								5
6	TOTAL EXECUTORY COSTS (2-5)								6
7	Minimum lease payments (1, 6)	196,626	182,489	174,870	158,504	136,266	740,942	1,589,697	7
8	Less amount representing interest	87,082	78,836	72,243	62,290	53,286	214,414	568,151	8
9	Present value of minimum lease payments (line 7, 8)	109,544	103,653	102,627	96,214	82,980	526,528	1,021,546	9

PART II. TOTAL RENTAL EXPENSES

(Dollars in Thousands)

Complete this part if gross rental expense in the most recent reporting year exceeds 1 percent of operating revenue. Otherwise, show total rental expenses reduced by rentals received from subleases 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)	Line No.
10	Present value of minimum lease payments from Part I above	109,544	10
11	Contingent rentals		11
12	Minimum noncancelable sublease rentals	142	12
13	Net rental expense	109,402	13

PART III. CLASSES OF CAPITAL LEASES

(Dollars in Thousands)

Complete this part only if the present values of the minimum lease commitments are more than 5 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 properties presented. Subtract amounts representing the accumulated amortization to derive at "Net capitalized lease assets."

Line No.	Classes of leased property (a)	Present value		Line No.
		Current year (b)	Prior year (c)	
14	Structures	31,293	30,102	14
15	Revenue equipment	407,099	453,772	15
16	Shop and garage equipment			16
17	Service cars and equipment	4,603	4,968	17
18	Noncarrier operating property			18
19	Other (Specify) Locomotives; Roadway Machines; Highway Vehicles and Computer Equipment	469,007	416,781	19
20				20
21	Gross capitalized assets	1,375,592	1,326,284	21
22	Less accumulated amortization	578,186	530,136	22
23	Net capitalized lease assets	797,406	796,148	23

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INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

Cross-checks

Schedule 410		Schedule 210
Line 620, column (h)	"	Line 14, column (b)
Line 620, column (f)	"	Line 14, column (d)
Line 620, column (g)	"	Line 14, column (e)
		Schedule 412
Lines 136 thru 138, column (f)	"	Line 31, column (b)
Lines 148 thru 150, column (e) (equal to or greater than)	"	Line 31, column (c)
Lines 118 thru 123, and 130 thru 135, column (f)	"	Line 31, column (d)
		Schedule 414
Line 231, column (f)	"	Line 19, columns (b) thru (d)
Line 230, column (f)	"	Line 19, columns (e) thru (g)
		Schedule 415
Lines 207, 208, 211, 212, column (f)	"	Lines 5, 38, column (f)
Lines 226, 227, column (f)	"	Lines 24, 39, column (f)
Lines 311, 312, 315, 316, column (f)	"	Lines 32, 35, 36, 37, 40, 41, column (f)
		And
		Schedule 414
		Minus line 24, columns (b) thru (d) plus line 24, columns (e) thru (g)
		Schedule 415
Line 213, column (f)	"	Lines 5, 38, columns (c) and (d)
Line 232, column (f)	"	Lines 24, 39, columns (c) and (d)
Line 317, column (f)	"	Lines 32, 35, 36, 37, 40 41, columns (c) and (d)
Lines 202, 203, 216, column (f) (equal to or greater than, but variance cannot exceed line 216, column (f))	"	Lines 5, 38, column (b)
Lines 221, 222, 235, column (f) (equal to or greater than, but variance cannot exceed line 235, column (f))	"	Lines 24, 39, column (b)
Lines 302 thru 307 and 320, column (f) (equal to or greater than, but variance cannot exceed line 320, column (f))	"	Lines 32, 35, 36, 37, 40, 41, column (b)
		Schedule 417
Line 507, column (f)	"	Line 1, column (j)
Line 508, column (f)	"	Line 2, column (j)
Line 509, column (f)	"	Line 3, column (j)
Line 510, column (f)	"	Line 4, column (j)
Line 511, column (f)	"	Line 5, column (j)
Line 512, column (f)	"	Line 6, column (j)
Line 513, column (f)	"	Line 7, column (j)
Line 514, column (f)	"	Line 8, column (j)
Line 515, column (f)	"	Line 9, column (j)
Line 516, column (f)	"	Line 10, column (j)
Line 517, column (f)	"	Line 11, column (j)

410. RAILWAY OPERATING EXPENSES

(Dollars in Thousands)

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.

NAME OF RAILWAY OPERATING EXPENSE ACCOUNT			FREIGHT					PASSENGER	TOTAL	LINE NO
LINE	CROSS	N/A - NATURAL ACCOUNT F/C - FUNCTION CODE	SALARIES & WAGES	MAT'L, TOOLS SUPPLIES FUEL & LUBS	PURCHASED SERVICES	GENERAL	TOTAL FREIGHT EXPENSE			
NO	CHECK	(A) N/A F/C	(B)	(C)	(D)	(E)	(F)	(G)	(H)	
WAY AND STRUCTURES:										
ADMINISTRATION:										
1		TRACK 02	24,766	1,306	7,865	1,324	35,261		35,261	1
2		BRIDGE AND BUILDING 03	2,841	197	789	192	4,018		4,018	2
3		SIGNAL 04	8,422	505	2,323	462	11,712		11,712	3
4		COMMUNICATION 05	1,355	87	395	80	1,917		1,917	4
5		OTHER 06	760		698	7	1,465		1,465	5
REPAIR AND MAINTENANCE:										
6		ROADWAY-RUNNING 10	7,406	1,003	20,363	251	29,023		29,023	6
7		ROADWAY-SWITCHING 10	332	58	2	14	406		406	7
8		TUNNELS & SUBWAYS-RUNNING 11	132	29	10	3	174		174	8
9		TUNNELS & SUBWAYS-SWITCHING 11								9
10		BRIDGES & CULVERTS-RUNNING 12	5,632	2,224	212	201	8,269		8,269	10
11		BRIDGES & CULVERTS-SWITCHING 12								11
12		TIES-RUNNING 13	7,009	3,396	292	413	11,110		11,110	12
13		TIES-SWITCHING 13	528	772	22	31	1,353		1,353	13
14		RAIL & OTH TRK MAT'L - RUNNING 14	30,374	12,493	1,261	1,789	45,917		45,917	14
15		RAIL & OTH TRK MAT'L - SWITCHING 14	2,286	869	94	135	3,384		3,384	15
16		BALLAST-RUNNING 16	9,848	4,166	409	580	15,003		15,003	16
17		BALLAST-SWITCHING 16	201	196	8	12	417		417	17
18		RD PROPERTY DAMAGED-RUNNING 48	4,343	3,767	453	48	8,611		8,611	18
19		RD PROPERTY DAMAGED-SWITCHING 48	69	1,322	12		1,403		1,403	19
20		RD PROPERTY DAMAGED-OTHER 48	215	112	(80)	4	251		251	20
21		SIGNALS AND INTERLOCKERS-RUNNING 19	26,835	6,312	(355)	563	33,355		33,355	21
22		SIGNALS AND INTERLOCKERS-SWITCHG 19	578	232	1	11	822		822	22
23		COMMUNICATIONS SYSTEMS 20	5,498	2,464	21	101	8,074		8,074	23
24		POWER SYSTEMS 21	1,203	587	26	37	1,853		1,853	24
25		HVY GRADE CROSSINGS-RUNNING 22	6,225	2,349	577	198	9,349		9,349	25
26		HVY GRADE CROSSINGS-SWITCHING 22	60	68	9		137		137	26
27		STATION AND OFFICE BLDGS 23	3,853	1,243	342	126	5,574		5,574	27
28		SHOP BUILDINGS-LOCOMOTIVES 24	2,858	781	296	39	3,974		3,974	28
29		SHOP BUILDINGS-FREIGHT CARS 25	1,674	577	134	50	2,435		2,435	29
30		SHOP BUILDINGS-OTHER EQUIPMENT 26	107	112	54	3	276		276	30

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416. RAILWAY OPERATING EXPENSES - Continued
(Dollars in Thousands)

NAME OF RAILWAY OPERATING EXPENSE ACCOUNT				FREIGHT					PASSENGER	TOTAL	LINE
N/A - NATURAL ACCOUNT				SALARIES & WAGES	MAT'L, TOOLS SUPPLIES	PURCHASED SERVICES	GENERAL	TOTAL FREIGHT EXPENSE			
LINE NO	CROSS CHECK	F/C - FUNCTION CODE	N/A F/C	(B)	(C)	(D)	(E)	(F)	(G)	(H)	NO
		WAY AND STRUCTURES -(CONTINUED)									
		REPAIR AND MAINTENANCE -(CONTINUED)									
101		LOCOMOTIVE SERVICING FACILITIES	27	412	144	7	16	579		579	101
102		MISC BUILDINGS AND STRUCTURES	28	4,700	1,402	253	113	6,468		6,468	102
103		COAL TERMINALS	29	1,673	397	1,160	4	3,224		3,224	103
104		ORE TERMINALS	30	23	5	176	1	205		205	104
105		OTHER MARINE TERMINALS	32	25	1	(56)		(30)		(30)	105
106		TOFC/COFC TERMINALS	31	18	6	821	1	846		846	106
107		MTR VEHICLE LDG & DISTRIB FAC	33	91	10	101	2	204		204	107
108		FAC FOR OTH SPEC SERVICE OPER	35	218	70	410	14	712		712	108
109		ROADWAY MACHINES	36	8,439	12,517	175	489	21,620		21,620	109
110		SMALL TOOLS AND SUPPLIES	37	9	6,354	374	10	6,747		6,747	110
111		SNOW REMOVAL	38	4,155	1,312	1,938	129	7,534		7,534	111
112		FRINGE BENEFITS-RUNNING	12 00				26,721	26,721		26,721	112
113		FRINGE BENEFITS-SWITCHING	12 00				5,120	5,120		5,120	113
114		FRINGE BENEFITS-OTHER	12 00				22,678	22,678		22,678	114
115		CASUALTIES & INS-RUNNING	52/53 00				10,969	10,969		10,969	115
116		CASUALTIES & INS-SWITCHG	52/53 00				633	633		633	116
117		CASUALTIES & INS-OTHER	52/53 00				2,324	2,324		2,324	117
118	*	LEASE RENTALS-DR-RUNNING	31 00			829		829		829	118
119	*	LEASE RENTALS-DR-SWITCHING	31 00			934		934		934	119
120	*	LEASE RENTALS-DR-OTHER	31 00			4,181		4,181		4,181	120
121	*	LEASE RENTALS-CR-RUNNING	32 00								121
122	*	LEASE RENTALS-CR-SWITCHING	32 00								122
123	*	LEASE RENTALS-CR-OTHER	32 00			(80)		(80)		(80)	123
124		JT FACILITY RENT-DR-RUNNING	33 00			1,249		1,249		1,249	124
125		JT FACILITY RENT-DR-SWITCHG	33 00			879		879		879	125
126		JT FACILITY RENT-DR-OTHER	33 00			1,972		1,972		1,972	126
127		JT FACILITY RENT-CR-RUNNING	34 00			(7,805)		(7,805)		(7,805)	127
128		JT FACILITY RENT-CR-SWITCHG	34 00			(765)		(765)		(765)	128
129		JT FACILITY RENT-CR-OTHER	34 00			(478)		(478)		(478)	129
130	*	OTHER RENTS-DR-RUNNING	35 00			2,191		2,191		2,191	130
131	*	OTHER RENTS-DR-SWITCHING	35 00								131
132	*	OTHER RENTS-DR-OTHER	35 00			343		343		343	132
133	*	OTHER RENTS-CR-RUNNING	36 00								133

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410. RAILWAY OPERATING EXPENSES - Continued (Dollars in Thousands)

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Year 1983

LINE NO	CROSS CHECK	NAME OF RAILWAY OPERATING EXPENSE ACCOUNT N/A - NATURAL ACCOUNT F/C - FUNCTION CODE (A)	N/A F/C	FREIGHT					PASSENGER (G)	TOTAL (H)	LINE NO
				SALARIES & WAGES (B)	MAT'L, TOOLS SUPPLIES FUEL & LUBS (C)	PURCHASED SERVICES (D)	GENERAL (E)	TOTAL FREIGHT EXPENSE (F)			
		WAY AND STRUCTURES -(CONTINUED)		\$	\$	\$	\$	\$	\$	\$	
		REPAIR AND MAINTENANCE -(CONTINUED)									
134	*	OTHER RENTS-CR-SWITCHING	36 00								134
135	*	OTHER RENTS-CR-OTHER	36 00								135
136	*	DEPRECIATION-RUNNING	62 00				45,965	45,965		45,965	136
137	*	DEPRECIATION-SWITCHING	62 00				19,742	19,742		19,742	137
138	*	DEPRECIATION-OTHER	62 00				19,447	19,447		19,447	138
139		JOINT FACILITY-DR-RUNNING	37 00			2,141		2,141		2,141	139
140		JOINT FACILITY-DR-SWITCHG	37 00			4,241		4,241		4,241	140
141		JOINT FACILITY-DR-OTHER	37 00			15,760		15,760		15,760	141
142		JOINT FACILITY-CR-RUNNING	38 00			(8,597)		(8,597)		(8,597)	142
143		JOINT FACILITY-CR-SWITCHG	38 00			(425)		(425)		(425)	143
144		JOINT FACILITY-CR-OTHER	38 00			(20)		(20)		(20)	144
145		DISINTLG RET PROP-RUNNING	39	138	45	222	1	406		406	145
146		DISINTLG RET PROP-SWITCHG	39			4		4		4	146
147		DISINTLG RET PROP-OTHER	39	2	1,497	1	475	1,975		1,975	147
148	*	OTHER-RUNNING	99								148
149	*	OTHER-SWITCHING	99								149
150	*	OTHER-OTHER	99	1,644	5	23	2	1,674		1,674	150
151		TOTAL WAY AND STRUCTURES		176,957	70,982	58,391	161,530	467,860		467,860	151
		EQUIPMENT									
		LOCOMOTIVES:									
201		ADMINISTRATION	01	10,816	501	1,022	775	13,114		13,114	201
202	*	REPAIRS AND MAINTENANCE	41	32,290	79,268	2,727	45	114,330		114,330	202
203	*	MACHINERY REPAIRS	40	1,494	910	163	2	2,569		2,569	203
204		EQUIPMENT DAMAGED	48	1,614	719	1	2	2,336		2,336	204
205		FRINGE BENEFITS	12 00				16,211	16,211		16,211	205
206		OTH CASUALTIES & INS	52/53 00				7,545	7,545		7,545	206
207	*	LEASE RENTALS-DR	31 00			229		229		229	207
208	*	LEASE RENTALS-CR	32 00			(13,087)		(13,087)		(13,087)	208
209		JOINT FACILITY RENT-DR	33 00			360		360		360	209
210		JOINT FACILITY RENT-CR	34 00			(155)		(155)		(155)	210
211	*	OTHER RENTS-DR	35 00			2		2		2	211
212	*	OTHER RENTS-CR	36 00			(130)		(130)		(130)	212
213	*	DEPRECIATION	62 00				47,936	47,936		47,936	213
214		JOINT FACILITY-DR	37 00			835		835		835	214
215		JOINT FACILITY-CR	38 00			(760)		(760)		(760)	215
216		RPS BILLED OTH-CR	ALL 40 XX			(620)		(620)		(620)	216

410. RAILWAY OPERATING EXPENSES - Continued
(Dollars in Thousands)

NAME OF RAILWAY OPERATING EXPENSE ACCOUNT N/A - NATURAL ACCOUNT F/C - FUNCTION CODE (A)		N/A F/C	FREIGHT					PASSENGER (G)	TOTAL (H)	LINE NO
			SALARIES & WAGES (B)	MAT'L, TOOLS SUPPLIES FUEL & LUBS (C)	PURCHASED SERVICES (D)	GENERAL (E)	TOTAL FREIGHT EXPENSE (F)			
LINE	CROSS									
NO	CHECK									
LOCOMOTIVES - (CONTINUED)										
217		DISMANTLING RETIRED PROPERTY	39	10	13	2	25		25	217
218	*	OTHER	99	276	73	104	453		453	218
219		TOTAL LOCOMOTIVES		46,500	81,484	685	72,516		201,185	219
FREIGHT CARS:										
220		ADMINISTRATION	01	10,211	477	889	460		12,037	220
221	*	REPAIR AND MAINTENANCE	42	30,358	36,921	32,392	442		100,103	221
222	*	MACHINERY REPAIR	40	1,163	750	139	2		2,049	222
223		EQUIPMENT DAMAGED	48	854	83	49	12		998	223
224		FRINGE BENEFITS	12 00				12,858		12,858	224
225		OTH CASUALTIES & INS	52/53 00				7,746		7,746	225
226	*	LEASE RENTALS-DR	31 00			4,274			4,274	226
227	*	LEASE RENTALS-CR	32 00			(433)			(433)	227
228		JOINT FACILITY RENT-DR	33 00			311			311	228
229		JOINT FACILITY RENT-CR	34 00			(325)			(325)	229
230	*	OTHER RENTS-DR	35 00			364,254			364,254	230
231	*	OTHER RENTS-CR	36 00			(83,921)			(83,921)	231
232	*	DEPRECIATION	62 00				81,778		81,778	232
233		JOINT FACILITY-DR	37 00			196			196	233
234		JOINT FACILITY-CR	38 00			(362)			(362)	234
235		REP BILLED OTH-CR	ALL 40 00			(29,203)			(29,203)	235
236		DISMANTLING RETIRED PROPERTY	39	771	124	145			1,040	236
237	*	OTHER	99	188	(5)	(7)	(232)		144	237
238		TOTAL FREIGHT CARS		43,745	38,350	288,383	103,066		473,544	238
OTHER EQUIPMENT:										
301		ADMINISTRATION	01	151	12	909	1		1,073	301
302	*	REPAIR AND MAINTENANCE:								
302	*	TRKS, TRLS, & CONTAINERS-REV SER	43	6	8	10,364			10,378	302
303		FLTG EQUIPMENT-REVENUE SERVICE	44							303
304		PSER AND OTHER REVENUE EQUIP	45							304
305		COMPUTERS & DATA PROCESS SYS	46			1,159			1,159	305
306		MACHINERY	40	497	108	9	11		615	306
307	*	WORK & OTH NON-REV EQUIP	47	1,041	1,058	337	7		2,443	307
308		EQUIPMENT DAMAGED	48	12	111	23			146	308
309		FRINGE BENEFITS	12 00				660		660	309
310		OTH CASUALTIES & INS	52/53 00				1,810		1,810	310
311	*	LEASE RENTALS-DR	31 00			15,330			15,330	311
312	*	LEASE RENTALS-CR	32 00			(11)			(11)	312

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410. RAILWAY OPERATING EXPENSES - Continued
(Dollars in Thousands)

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LINE NO	CROSS CHECK	NAME OF RAILWAY OPERATING EXPENSE ACCOUNT N/A - NATURAL ACCOUNT F/C - FUNCTION CODE (A)	N/A F/C	FREIGHT					PASSENGER (G)	TOTAL (H)	LINE NO
				SALARIES & WAGES (B)	MAT'L, TOOLS SUPPLIES FUEL & LUBS (C)	PURCHASED SERVICES (D)	GENERAL (E)	TOTAL FREIGHT EXPENSE (F)			
		OTHER EQUIPMENT -(CONTINUED)									
313		JOINT FACILITY RENT-DR	33 00			57		57		57	313
314		JOINT FACILITY RENT-CR	34 00								314
315	*	OTHER RENTS-DR	35 00			19,862		19,862		19,862	315
316	*	OTHER RENTS-CR	36 00			16,731		16,731		16,731	316
317	*	DEFRECIATION	62 00				26,742	26,742		26,742	317
318		JOINT FACILITY-DR	37 00			828		828		828	318
319		JOINT FACILITY-CR	38 00			148		148		148	319
320	*	REP BILLED OTH-CR	ALL 40 XX			14,024		14,024		14,024	320
321		DISHANTLING RETIRED PROPERTY	39								321
322	*	OTHER	99		(11)	257	(67)	189		189	322
323		TOTAL OTHER EQUIPMENT		1,697	1,296	36,321	29,164	70,478		70,478	323
324		TOTAL EQUIPMENT		91,942	121,130	327,389	204,746	745,207		745,207	324
		TRANSPORTATION:									
		TRAIN OPERATIONS:									
401		ADMINISTRATION	01	26,930	831	6,659	1,286	35,706		35,706	401
402		ENGINE CREWS	56	69,995	5	112	6,276	76,388		76,388	402
403		TRAIN CREWS	57	137,067	3,259	700	12,426	153,452		153,452	403
404		DISPATCHING TRAINS	58	10,355	140	(15)		10,480		10,480	404
405		OPERATING SIGNALS & INTERLKS	59	22,979	276	1,581	270	25,106		25,106	405
406		OPERATING DRAWBRIDGES	60	1,045	31	268	23	1,367		1,367	406
407		HWY CROSSING PROTECTION	61	1,505	83	1,068	21	2,677		2,677	407
408		TRAIN INSPECTN & LUBRICATION	62	30,872	2,756	3,304	376	37,308		37,308	408
409		LOCOMOTIVE FUEL	67	1,700	219,002	(953)	11	219,760		219,760	409
410		ELEC PWR FUR / PROD FOR MOTV PWR	68								410
411		SERVICING LOCOMOTIVES	69	13,593	3,399	1,381	38	18,411		18,411	411
412		FGT LOST/DMD-SOL'Y RELATD	51 00			3,110	5	6,909		6,909	412
413		CLEARING TRECKS	63	3,244	542						413
414		FRINSE BENEFITS	12 00				89,610	89,610		89,610	414
415		OTH CASUALTIES & INS	52/53 00				34,175	34,175		34,175	415
416		JOINT FACILITY-DR	37 00			1,566		1,566		1,566	416
417		JOINT FACILITY-CR	38 00			10,282		10,282		10,282	417
418		OTHER	99	2,812	167	8,264		11,243		11,243	418
419		TOTAL TRAIN OPERATIONS		322,097	230,491	16,771	144,517	713,876		713,876	419
		YARD OPERATIONS:									
420		ADMINISTRATION	01	24,222	951	5,309	1,164	31,646		31,646	420
421		SNITCH CREWS	64	120,545		(174)	403	120,774		120,774	421

410. RAILWAY OPERATING EXPENSES - Continued
(Dollars in Thousands)

LINE/CROSS NO/CHECK		NAME OF RAILWAY OPERATING EXPENSE ACCOUNT N/A - NATURAL ACCOUNT F/C - FUNCTION CODE (A) N/A F/C	FREIGHT					PASSENGER (G)	TOTAL (H)	LINE NO
			SALARIES & WAGES (B)	MAT'L. TOOLS SUPPLIES FUEL & LUBS (C)	PURCHASED SERVICES (D)	GENERAL (E)	TOTAL FREIGHT EXPENSE (F)			
422		YARD OPERATIONS -(CONTINUED)								
422		CONTROLLING OPERATIONS 65	24,557	1,491	5,137	13	31,198		31,198	422
423		YARD & TERMINAL CLERICAL 66	29,528	1,709	4,946	1	36,184		36,184	423
424		OPERTG SWITCHES, SIG, RETDR, 4 HUMP 59	3,037	134	449	8	3,628		3,628	424
425		LOCOMOTIVE FUEL 67		33,362	6		33,368		33,368	425
426		ELEC FOR PUR / PROD FOR MOTV PWR 68								426
427		SERVICING LOCOMOTIVES 69	2,087	600	250	6	2,943		2,943	427
428		FGT LOST/DMSO-SOL'Y RELATO 51 00								428
429		CLEARING TREES 63	315	9	294	2	620		620	429
430		FRINGE BENEFITS 12 00				59,133	59,133		59,133	430
431		OTH CASUALTIES & INS 52/53 00				19,637	19,637		19,637	431
432		JOINT FACILITY-DR 37 00			16,102		16,102		16,102	432
433		JOINT FACILITY-CR 38 00			16,366		16,366		16,366	433
434		OTHER 99	1,377		662		2,039		2,039	434
435		TOTAL YARD OPERATIONS	205,668	38,256	26,595	80,367	350,835		350,835	435
501		TRAIN & YARD OPER-COMMON:								
501		CLEANING CAR INTERIORS 70	258	54	512		824		824	501
502		ADJ & TRFG LOADS 71	663	135	181		790		790	502
503		CAR LOADING DEV & GRAIN DOORS 72	39	103	16		158		158	503
504		FGT LOST/DMSO-ALL OTHER 51 00				11,801	11,801		11,801	504
505		FRINGE BENEFITS 12 00				208	208		208	505
506		TOTAL TRAIN & YARD OPER-COMMON	960	292	620	12,009	13,781		13,781	506
507	*	SPECIALIZED SERVICE OPERATIONS:								
507	*	ADMINISTRATION 01	1,353	118	3,849	116	5,436		5,436	507
508	*	PICKUP & DEL & MARINE LINE HAUL 73			10,016		10,016		10,016	508
509	*	LOG & INLDG & LOCAL MARINE 74	4,363	347	48,776	49	53,535		53,535	509
510	*	PROTECTIVE SERVICES 75	76		2,910		2,986		2,986	510
511	*	FGT LOST/DMSO-SOL'Y RELATO 51 00								511
512	*	FRINGE BENEFITS 12 00				1,527	1,527		1,527	512
513	*	CASUALTIES & INSURANCE 52/53 00				370	370		370	513
514	*	JOINT FACILITY-DR 37 00								514
515	*	JOINT FACILITY-CR 38 00								515
516	*	OTHER 99								516
517	*	TOTAL SPECIALIZED SERVICE OPER	5,792	465	65,551	2,062	73,870		73,870	517

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410. RAILWAY OPERATING EXPENSES - Continued (Dollars in Thousands)

NAME OF RAILWAY OPERATING EXPENSE ACCOUNT				FREIGHT					PASSENGER	TOTAL	LINE NO
N/A - NATURAL ACCOUNT F/C - FUNCTION CODE				SALARIES & WAGES	MAT'L. TOOLS SUPPLIES FUEL & LUBS	PURCHASED SERVICES	GENERAL	TOTAL FREIGHT EXPENSE			
LINE NO	CROSS CHECK	(A)	N/A F/C	(B)	(C)	(D)	(E)	(F)	(G)	(H)	
ADMINISTRATIVE SUPPORT OPER:											
518		ADMINISTRATIVE	01	4,255	220	1,451	339	6,265		6,265	518
519		EMP PERFORM CLER & ACCTG FUNCT'NS	76	46,527	2,098	7,928	918	57,471		57,471	519
520		COMMUNICATION SYSTEMS OPERATION	77	734	116	10,563	12	11,425		11,425	520
521		LOSS & DNG CLAIMS PROCESSING	78	6,801	59	663	350	7,873		7,873	521
522		FRINGE BENEFITS	12 00				18,538	18,538		18,538	522
523		CASUALTIES & INSURANCE	52/53 00				7,253	7,253		7,253	523
524		JOINT FACILITY-DR	37 00			3,101		3,101		3,101	524
525		JOINT FACILITY-CR	38 00								525
526		OTHER	99	1,920		290		2,210		2,210	526
527		TOTAL ADMINISTRATIVE SUPT OPER		60,237	2,493	23,996	27,410	114,135		114,135	527
528		TOTAL TRANSPORTATION		594,754	271,997	133,433	266,365	1,266,549		1,266,549	528
GENERAL AND ADMINISTRATIVE:											
601		OFFICERS-GENL ADMINISTRATION	01	15,188	852	6,867	640	23,547		23,547	601
602		ACCTG, AUDITING AND FINANCE	86	40,658	275	7,167	568	48,658		48,658	602
603		MANAGEMENT SERVICES & DATA PROC	87	21,163	1,252	4,277	521	27,213		27,213	603
604		MARKETING	88	7,677	129	1,350	150	9,306		9,306	604
605		SALES	89	11,895	241	3,485	1,173	16,795		16,795	605
606		INDUSTRIAL DEVELOPMENT	90	1,474	24	362	92	1,952		1,952	606
607		PERSONNEL & LABOR RELATIONS	91	10,369	265	2,468	430	13,512		13,512	607
608		LEGAL AND SECRETARIAL	92	7,027	76	14,855	351	22,309		22,309	608
609		PUBLIC RELATIONS AND ADVERTISING	93	1,296	345	3,466	89	5,196		5,196	609
610		RESEARCH AND DEVELOPMENT	94	4,341	182	720	658	5,901		5,901	610
611		FRINGE BENEFITS	12 00				41,582	41,582		41,582	611
612		CASUALTIES & INSURANCE	52/53 00				1,019	1,019		1,019	612
613		WRITEDOWN OF UNCOLL ACCTS	63 00				5,859	5,859		5,859	613
614		PROPERTY TAXES	64 00				24,519	24,519		24,519	614
615		OTH TX EXCEPT CN C/I OR P/R	65 00				(421)	(421)		(421)	615
616		JOINT FACILITY-DR	37 00			659		659		659	616
617		JOINT FACILITY-CR	38 00			4374		4374		4374	617
618		OTHER	99	4,839	179	5,921	2,836	13,775		13,775	618
619		TOTAL GENERAL & ADMINISTRATIVE		125,927	3,800	51,224	80,066	261,017		261,017	619
620		TOTAL CARRIER OPERATING EXPENSES		989,580	467,909	570,437	712,707	2,740,633		2,740,633	620

Road Initials: CRC

Year 1983

412. WAY AND STRUCTURES

(Dollars in Thousands)

1. Report freight expenses only.
2. The total depreciation expense reported in column (b), line 31, should balance to the sum of the depreciation expense reported in schedule 410, column (f) lines, 136, 137, and 138.
3. Report in column (c) the lease/rentals for the various property categories of Way and Structures. The total net lease/rentals reported in column (c), line 31 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 to the depreciation bases for all categories of depreciable 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 (d) as a debit or credit to the appropriate line item; the net adjustment on line 31 shall equal the adjustment reported on line 29 of schedule 335.
5. Report on line 30 all other lease rentals not apportioned to any category listed on lines 1-30.
6. Line 11, Account 16, should not include computer and data processing equipment reported on line 37 of Schedule 415.

Line No.	Cross Check	Property account	Category (a)	Depreciation (b)	Lease/Rentals (net) (c)	Amortization adjustment during year (d)	Line No.
1		2	Land for transportation purposes	N/A			1
2		3	Grading				2
3		4	Other right-of-way expenditures				3
4		5	Tunnels and subways				4
5		6	Bridges, trestles and culverts	2,751	271		5
6		7	Elevated structures				6
7		8	Ties	7,707	760		7
8		9	Rail and other track material	37,288	3,678		8
9		11	Ballast	10,363	1,022		9
10		13	Fences, snowsheds and signs	222	22		10
11		16	Station and office buildings	3,014	297		11
12		17	Roadway buildings	1,218	120		12
13		18	Water stations				13
14		19	Fuel stations	179	18		14
15		20	Shops and enginehouses	1,081	107		15
16		22	Storage warehouses				16
17		23	Wharves and docks	85	8		17
18		24	Coal and ore wharves	77	7		18
19		25	TOFC/COFC terminals	68	6		19
20		26	Communications systems	4,028	397		20
21		27	Signals and interlockers	8,890	877		21
22		29	Power plants	102	10		22
23		31	Power transmission systems	979	97		23
24		35	Miscellaneous structures	102	10		24
25		37	Roadway machines	5,280	521		25
26		39	Public improvements; construction	1,720	170		26
27		45	Power plant machines				27
28		76	Interest during construction		N/A		28
29		80	Other elements of investment		N/A		29
30		—	Other lease/rentals				30
31	*	—	TOTAL	85,154	8,398		31

414. RENTS FOR INTERCHANGED FREIGHT TRAIN CARS AND OTHER FREIGHT-CARRYING EQUIPMENT (Dollars in Thousands)

1. Repon 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, owned or leased equipment and privately owned equipment (reporting for leased equipment covers equipment that carrier on railroad markings).
 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.

Line No.	Cross Check	Type of equipment (a)	GROSS AMOUNTS RECEIVABLE Per diem basis			GROSS AMOUNTS PAYABLE Per diem basis			Line No.
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)	
CAR TYPES									
1		Box-Plain 40 Foot		11	91		763	1,021	1
2		Box-Plain 50 Foot and Longer		834	8,094	2,370	9,423	37,112	2
3		Box-Equipped		5,905	21,604	7	14,317	49,170	3
4		Gondola-Plain		2,350	5,836	143	3,271	7,927	4
5		Gondola-Equipped		692	3,642		657	3,277	5
6		Hopper-Covered		1,048	5,058	24,449	4,603	15,853	6
7		Hopper-Open Top-General Service		834	5,401	1	5,331	15,124	7
8		Hopper-Open Top-Special Service		1	157		9	28	8
9		Refrigerator-Mechanical		4	837	27	5,259	5,843	9
10		Refrigerator-Non-Mechanical		723	2,730	1,026	2,260	6,628	10
11		Flat TOFC/COFC		110	163	30,350	914	3,044	11
12		Flat Multi-Level	4,245	383	1,005	17,020	493	3,906	12
13		Flat-General Service		576	701	4	157	267	13
14		Flat-Other	56	218	1,974	8,990	880	3,247	14
15		Tank-Under 22,000 Gallons				37,567		2	15
16		Tank-22,000 Gallons and Over				30,440			16
17		All Other Freight Cars		7	92	464	179	392	17
18		Auto Racks			8,539			10,039	18
19		TOTAL FREIGHT TRAIN CARS	4,301	13,696	65,924	152,858	48,516	162,880	19
OTHER FREIGHT-CARRYING EQUIPMENT									
20		Refrigerated Trailers				173		1,025	20
21		Other Trailers			6,685	8,936		9,128	21
22		Refrigerated Containers							22
23		Other Containers				489			23
24	*	TOTAL TRAILERS AND CONTAINERS			6,685	9,598		10,153	24
25		GRAND TOTAL (LINES 19 AND 24)	4,301	13,696	72,609	162,456	48,516	173,033	25

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415

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, purchase 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:

Refer to Docket 37080.

Do not report in this schedule Equipment Damaged expenses from Schedule 410, lines 204, 223, and 308, or the Repairs 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.

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. Locomotives, line 5 plus line 38 compared to the sum of Schedule 410, lines 202, 203 plus 216
- b. Freight Cars, line 24 plus line 39 compared to the sum of Schedule 410, lines 221, 222 plus 235
- c. Sum of Highway Equipment (line 32), Floating Equipment (line 35), Passenger and Other Revenue Equipment (line 36), Computer and Data Processing Equipment (line 37), Machinery—Other Equipment (line 40), and Work and Other Non-Revenue Equipment (line 41) compared to Schedule 410, the sum of lines 302 through 307 plus 320.

When using the line data referred to in this instruction, it should be noted that lines 216, 235 and 320 of Schedule 410 are credit balances.

4. Depreciation expense for each class of equipment by car type shall be reported in columns (c) and (d). 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 on columns (c) and (d) will balance to Schedule 410, column (f), as follows:

- a. Locomotives, line 5 plus 38 compared to Schedule 410, line 213
- b. Freight Cars, line 24 plus line 39 compared to Schedule 410, line 232
- c. 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 should be included 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 (f) should balance to column (f) of Schedule 410 as follows:

- a. Locomotives, line 5 plus 38 compared with Schedule 410, lines 207, 208, 211 and 212
- b. 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)
- c. 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 and 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 and Container rentals reported in Schedule 414.

8. Depreciation base by types of equipment shall be reported in columns (g); and (h) and 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. 31-21-00, 31-22-00, 31-23-00, 31-25-00, 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 Account 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 Account 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 constituting the equipment depreciation bases of columns (g) and (h).

9. Accumulated depreciation for each class of equipment shall be reported in columns (i) and (j). The grand total of each equipment reserve account in column (g), Schedule 335, shall equal the combined aggregate total accumulated depreciation for line items constituting the corresponding equipment accounts reported in columns (i) and (j).

NOTES AND REMARKS

415. SUPPORTING SCHEDULE—EQUIPMENT

(Dollars in Thousands)

Line No.	Cross Check	Types of equipment (a)	Repairs (net expense) (b)	Depreciation		Amortization	Line No.
				Owned (c)	Capitalized lease (d)	Adjustment net during year (e)	
1		LOCOMOTIVES					
		Diesel Locomotive-Yard	15,443	2,704	1,801		1
2		Diesel Locomotive-Road	98,280	6,891	35,547		2
3		Other Locomotive-Yard					3
4		Other Locomotive-Road					4
5	*	TOTAL	113,723	9,595	37,348		5
6		FREIGHT TRAIN CARS					
		Box-Plain 40 Foot	352	32			6
7		Box-Plain 50 Foot and Longer	4,225	1,800	2,178		7
8		Box-Equipped	15,420	12,241	5,818		8
9		Gondola-Plain	6,548	3,792	7,687		9
10		Gondola-Equipped	1,197	999	1,740		10
11		Hopper-Covered	8,731	1,374	3,149		11
12		Hopper-Open Top-General Service	8,449	7,531	15,174		12
13		Hopper-Open Top-Special Service	986	7,220	1,373		13
14		Refrigerator-Mechanical	634	9			14
15		Refrigerator-Nonmechanical	1,760	1,646	624		15
16		Flat TOFC/COFC	3,661	270			16
17		Flat Multi-level	1,972	837			17
18		Flat-General Service	2,676	382	216		18
19		Flat-Other	3,380	284	12		19
20		All Other Freight Cars	7,886	7	9		20
21		Cabooses	2,535	1,941	52		21
22		Auto Racks	1,071	552	1,501		22
23		Miscellaneous Accessories					23
24	*	TOTAL FREIGHT TRAIN CARS	71,483	40,917	39,533		24
		OTHER EQUIPMENT-REVENUE FREIGHT HIGHWAY EQUIPMENT					
25		Refrigerated Trailers	76				25
26		Other Trailers	6,350		4,623		26
27		Refrigerated Containers	2				27
28		Other Containers	91				28
29		Bogies					29
30		Chassis	35				30
31		Other Highway Equipment (Freight)					31
32	*	TOTAL HIGHWAY EQUIPMENT	6,554		4,623		32
		FLOATING EQUIPMENT-REVENUE SERVICE					
33		Marine Line-Haul					33
34		Local Marine					34
35	*	TOTAL FLOATING EQUIPMENT					35
		OTHER EQUIPMENT					
36	*	Passenger and Other Revenue Equipment (Freight Portion)					36
37	*	Computer and Data Processing Equipment	1,159	1,008	2,960		37
38	*	Machinery-Locomotives ¹	2,556	202	791		38
39	*	Machinery-Freight Cars ²	1,465	675	653		39
40	*	Machinery-Other Equipment ³	615	53	179		40
41	*	Work and Other Non-revenue Equipment	2,303	4,496	13,423		41
42		TOTAL OTHER EQUIPMENT	8,098	6,434	18,006		42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	199,858	56,946	99,510		43

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.

415. SUPPORTING SCHEDULE—EQUIPMENT—Continued

Line No.	Cross Check	Lease and rentals (net) (f)	Depreciation base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1		(151)	35,636	27,043	18,417	13,392	1
2		(2,845)	101,073	542,738	51,940	219,943	2
3							3
4							4
5		(2,996)	136,709	569,721	70,357	233,335	5
6							6
7		869	1,570	27,645	661	16,321	7
8		101	93,557	84,820	38,355	40,582	8
9		27	64,716	111,292	26,332	49,161	9
10		36	20,736	27,176	8,651	9,677	10
11		1,036	30,310	49,332	12,572	22,245	11
12		265	86,108	230,498	35,033	90,162	12
13		22	6,980	19,812	2,781	6,779	13
14			72		28		14
15		1,442	10,559	8,465	4,247	3,641	15
16			1,857		728		16
17			5,683		2,227		17
18			5,758	4,409	2,257	1,659	18
19		48	4,014	235	1,583	89	19
20		(33)	98	157	44	55	20
21			19,652	1,006	7,777	384	21
22		29	6,488	21,650	2,544	7,402	22
23							23
24		3,842	358,158	586,497	145,820	248,357	24
25							25
26				39,110		23,456	26
27							27
28							28
29							29
30							30
31							31
32				39,110		23,456	32
33							33
34							34
35							35
36							36
37		12,951	17,460	17,945	2,173	5,874	37
38			2,737	11,408	800	2,655	38
39			7,171	11,742	1,709	2,910	39
40			1,216	2,085	152	654	40
41		2,433	56,342	69,437	13,793	39,226	41
42		15,384	84,926	112,617	18,627	51,319	42
43		16,230	579,793	1,308,005	234,804	556,467	43

*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 (c) 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). This calculation should equal the amount shown in column (c), Schedule 335.

416. SUPPORTING SCHEDULE—TRACK
(Dollars in Thousands)

Line No.	(1) Density category (Class)	(2) Account No.	Owned and used			Improvements to leased property			Capitalized leases			TOTAL		Line No.
			(3) Base \$000	(4) Accum. depr. \$000	(5) Depr. rate %	(6) Base \$000	(7) Accum. depr. \$000	(8) Depr. rate %	(9) Base \$000	(10) Accum. depr. \$000	(11) Depr. rate %	(12) Category total base	(13) Category accum. depr.	
1	I	3	74,431	14,134	1.16							74,431	14,134	1
2		8	282,119	48,885	3.44	1,881	341	2.86				284,000	49,226	2
3		9	461,799	45,787	1.84	378	23	1.68				462,177	45,810	3
4		11	152,415	4,793	1.84	259	42	1.70				152,674	4,835	4
5	SUB-TOTAL		970,764	113,599	2.25	2,518	406	2.56				973,282	114,005	5
6	II	3	118,928	22,626	1.15				223	57	6.49	119,151	22,683	6
7		8	443,562	76,870	3.44	2,958	536	2.86	60	18	6.49	446,580	77,424	7
8		9	799,983	79,329	1.84	653	40	1.68	119	28	6.49	800,755	79,397	8
9		11	243,962	7,673	1.84	413	68	1.70	27	7	6.49	244,402	7,748	9
10	SUB-TOTAL		1,606,435	186,498	2.23	4,024	644	2.55	429	110	6.49	1,610,888	187,252	10
11	III	3	25,101	N/A	N/A		N/A	N/A		N/A	N/A	25,101		11
12		8	5,383	N/A	N/A		N/A	N/A		N/A	N/A	5,383		12
13		9	11,817	N/A	N/A		N/A	N/A		N/A	N/A	11,817		13
14		11	10,813	N/A	N/A		N/A	N/A		N/A	N/A	10,813		14
15	SUB-TOTAL		53,114	N/A	N/A		N/A	N/A		N/A	N/A	53,114		15
16	IV	3	8,838	1,678	1.22							8,838	1,678	16
17		8	27,636	4,789	3.43	184	33	2.86				27,820	4,822	17
18		9	99,566	9,872	1.84	82	5	1.68				99,648	9,877	18
19		11	18,098	569	1.86	30	5	1.72				18,128	574	19
20	SUB-TOTAL		154,138	16,908	2.09	296	43	2.42				154,434	16,951	20
21	V	3	1,222	232	0.98							1,222	232	21
22		8	3,787	656	3.49	26	4	2.77				3,813	660	22
23		9	13,752	1,364	1.83	12	1	1.60				13,764	1,365	23
24		11	2,502	79	1.92	5	1	1.68				2,507	80	24
25	SUB-TOTAL		21,263	2,331	2.09	43	6	2.32				21,306	2,337	25
26	BASE GRAND TOTAL		2805,714	N/A	N/A	6,881	N/A	N/A	429	N/A	N/A	2813,024	N/A	26
27	ACCUMULATED DEPRECIATION GRAND TOTAL		N/A	—	N/A	N/A	—	N/A	N/A	—	N/A	N/A	320,545	27

(1) Columns (3) + (6) + (9) = Column 12
Columns (4) + (7) + (10) = Column 13

(2) The base grand total for owned and used, improvements to leased property and capitalized leases should equal the sum of Accounts 3, 8, 9 and 11 shown at year end on Schedule 330.

415. SUPPORTING SCHEDULE—EQUIPMENT—Continued

Line No.	Cross Check	Lease and rentals (net) (f)	Depreciation base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1		(151)	35,636	27,043	18,417	13,392	1
2		(2,845)	101,073	542,738	51,940	219,943	2
3							3
4							4
5		(2,996)	136,709	569,781	70,357	233,335	5
6							6
7		869	1,570	27,645	661	16,321	7
8		101	93,557	84,820	38,355	40,582	8
9		27	64,716	111,292	26,332	49,161	9
10		36	20,736	27,176	8,651	9,677	10
11		1,036	30,310	49,332	12,572	22,245	11
12		265	86,108	230,498	35,033	90,162	12
13		22	6,980	19,812	2,781	6,779	13
14			72		28		14
15		1,442	10,559	8,465	4,247	3,841	15
16			1,857		728		16
17			5,683		2,227		17
18			5,758	4,409	2,257	1,659	18
19		48	4,014	235	1,533	89	19
20		(33)	98	157	44	55	20
21			19,652	1,006	7,777	384	21
22		29	6,488	21,650	2,544	7,402	22
23							23
24		3,842	358,158	586,497	145,820	248,357	24
25							25
26				39,110		23,456	26
27							27
28							28
29							29
30							30
31							31
32				39,110		23,456	32
33							33
34							34
35							35
36							36
37		12,951	17,460	17,945	2,173	5,874	37
38			2,737	11,408	800	2,655	38
39			7,171	11,742	1,709	2,910	39
40			1,216	2,085	152	654	40
41		2,433	56,342	69,437	13,793	39,226	41
42		15,384	84,926	112,617	18,627	51,319	42
43		16,230	579,793	1,308,005	234,804	556,467	43

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 (c) 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). This calculation should equal the amount shown in column (c), Schedule 335.

416. SUPPORTING SCHEDULE--TRACK
(Dollars in Thousands)

Revised 8/18/84

Line No.	(1) Density category (Class)	(2) Account No.	Owned and used			Improvements to leased property			Capitalized leases			TOTAL		Line No.
			(3) Base \$000	(4) Accum. depr. \$000	(5) Depr. rate %	(6) Base \$000	(7) Accum. depr. \$000	(8) Depr. rate %	(9) Base \$000	(10) Accum. depr. \$000	(11) Depr. rate %	(12) Category total base	(13) Category accum. depr.	
1	I	3	21,876	3,184	1.07							21,877	3,184	1
2		8	286,124	48,120	3.06	1,881	341	2.86				288,005	48,461	2
3		9	463,930	33,525	2.05	378	23	1.68				464,307	33,548	3
4		11	155,418	5,538	1.45	259	42	1.70				155,677	5,580	4
5	SUB-TOTAL		927,348	90,367		2,518	406	2.56				929,866	90,773	5
6	II	3	113,121	21,359	6.11				223	57	6.49	113,344	21,416	6
7		8	443,981	77,711	3.39	2,958	536	2.86	60	18	6.49	446,999	78,265	7
8		9	800,225	74,322	1.90	653	40	1.68	119	28	6.49	800,997	74,390	8
9		11	244,288	8,714	1.71	413	68	1.70	27	7	6.49	244,728	8,789	9
10	SUB-TOTAL		1,601,615	182,106		4,024	644	2.55	429	110	6.49	1,606,068	182,860	10
11	III	3	25,101	N/A	N/A		N/A	N/A		N/A	N/A	25,101		11
12		8	5,383	N/A	N/A		N/A	N/A		N/A	N/A	5,383		12
13		9	11,817	N/A	N/A		N/A	N/A		N/A	N/A	11,817		13
14		11	10,813	N/A	N/A		N/A	N/A		N/A	N/A	10,813		14
15	SUB-TOTAL		53,114	N/A	N/A		N/A	N/A		N/A	N/A	53,114		15
16	IV	3	60,145	12,368	1.13							60,145	12,368	16
17		8	23,733	6,233	7.52	184	33	2.86				23,917	6,266	17
18		9	97,524	19,181	1.17	82	5	1.68				97,606	19,186	18
19		11	15,182	553	4.52	30	5	1.72				15,212	558	19
20	SUB-TOTAL		196,584	38,335		296	43	2.42				196,880	38,378	20
21	V	3	8,277	1,702	1.12							8,277	1,702	21
22		8	3,266	857	7.53	26	4	2.77				3,292	861	22
23		9	13,421	2,640	1.16	12	1	1.60				13,433	2,641	23
24		11	2,089	75	4.50	5	1	1.68				2,094	76	24
25	SUB-TOTAL		27,053	5,274		43	6	2.32				27,096	5,280	25
26	BASE GRAND TOTAL		2,805,714	N/A	N/A	6,881	N/A	N/A	429	N/A	N/A	2,813,024	N/A	26
27	ACCUMULATED DEPRECIATION GRAND TOTAL		N/A	—	N/A	N/A	—	N/A	N/A	—	N/A	N/A	317,291	27

(1) Columns (3) + (6) + (9) = Column 12
Columns (4) + (7) + (10) = Column 13

(2) The base grand total for owned and used, improvements to leased property and capitalized leases should equal the sum of Accounts 3, 8, 9 and 11 shown at year end on Schedule 330.

416A. SUPPORTING SCHEDULE — TRACK
(Dollars in Thousands)

Line No.	Lessor Property					Line No.
	Density category (Class)	Account	Base \$000	Accumulated depreciation \$000	Depreciation rate %	
1	I	3	3,062	207	1.00	1
2		8	3,309	1,103	2.79	2
3		9	3,885	1,350	1.88	3
4		11	1,104	605	3.90	4
5	SUB-TOTAL		11,360	3,265	2.10	5
6	II	3	4,902	332	1.00	6
7		8	5,204	1,734	2.79	7
8		9	6,730	2,340	1.88	8
9		11	1,768	967	3.90	9
10	SUB-TOTAL		18,604	5,373	2.10	10
11	III	3		N/A	N/A	11
12		8		N/A	N/A	12
13		9		N/A	N/A	13
14		11		N/A	N/A	14
15	SUB-TOTAL			N/A	N/A	15
16	IV	3	364	25	1.00	16
17		8	324	108	2.79	17
18		9	838	291	1.88	18
19		11	131	72	3.90	19
20	SUB-TOTAL		1,657	496	2.02	20
21	V	3	50	3	1.00	21
22		8	44	15	2.80	22
23		9	116	40	1.88	23
24		11	18	10	3.93	24
25	SUB-TOTAL		228	68	2.03	25
26	GRAND TOTAL		31,849	9,202	2.09	26

417. SPECIALIZED SERVICE SUBSCHEDULE — TRANSPORTATION
(Dollars in Thousands)

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. See schedule 755, note R.
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.

Line No.	Cross Check	Items (a)	TOFC/COFC terminal (b)	Floating equipment (c)	Coal marine terminal (d)	Ore marine terminal (e)	Other marine terminal (f)	Motor vehicle load and distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b-i) (j)	Line No.
1	*	Administration	3,850	5	856	283		442			5,436	1
2	*	Pick up and delivery, marine line haul	10,016						N/A		10,016	2
3	*	Loading and unloading and local marine	35,003	85	9,980	3,313		5,154	N/A		53,535	3
4	*	Protective services, total debit and credits	540						2,446		2,986	4
5	*	Freight lost or damaged—solely related										5
6	*	Fringe benefits	860		314			340	13		1,527	6
7	*	Casualty and insurance	208		76			82	4		370	7
8	*	Joint facility — Debit										8
9	*	Joint facility — Credit										9
10	*	Other										10
11	*	TOTAL	50,477	90	11,226	3,596		6,018	2,463		73,870	11

450. ANALYSIS OF TAXES

(Dollars in Thousands)

A. Railway Taxes

Line No.	Cross Check	Kind of tax (a)	Amount (b)	Line No.
1		Other than U.S. Government Taxes	24,095	1
		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax and Surtax See Note 4 of Notes to Financial Statements		2
3		Excess Profits		3
4		Total - Income Taxes		4
5		Railroad Retirement	148,551	5
6		Hospital Insurance	13,608	6
7		Supplemental Annuities	9,436	7
8		Unemployment Insurance	11,739	8
9		All Other United States Taxes	3	9
10		Total - U.S. Government Taxes	183,337	10
11		Total - Railway Taxes	207,432	11

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 (Specify), 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 (Specify).

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.

Line No.	Particulars (a)	Beginning of year balance (b)	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No.
1	Accelerated depreciation, Sec. 167 I.R.C.: Guideline lives pursuant to Rev. Proc. 62-21.					1
2	Accelerated amortization of facilities, Sec. 168 I.R.C.					2
3	Accelerated amortization of rolling stock, Sec. 184 I.R.C.					3
4	Amortization of rights of way, Sec. 185 I.R.C.					4
5	Other (Specify)					5
6						6
7						7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18	Investment tax credit*					18
19	TOTALS					19

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 of Notes to Financial Statements

460. ITEMS IN SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS FOR THE YEAR
(Dollars in Thousands)

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.

Line No.	Account No. (a)	Item (b)	Debits (c)	Credits (d)	Line No.
1	519	Miscellaneous Income:			1
2		Profit from sales of property		9,227	2
3		Equity in affiliated companies		6,768	3
4		Amtrak-trackage-Northeast Corridor		4,870	4
5		All other items		13,697	5
6		Total		34,562	6
7					7
8	555	Unusual or infrequent items:			8
9		Sales of tax benefits		27,534	9
10					10
11	570	Extraordinary items, net			11
12		Extraordinary credit resulting from			12
13		utilization of net operating loss carry-			13
14		forward		14,892	14
15					15
16	616	Other debits to retained earnings:			16
17		Accretion to redemption price of Series A			17
18		preferred stock	4,268		18
19					19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

500. CONTINGENT ASSETS AND LIABILITIES
(Dollars in Thousands)

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 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.

Line No.	Item (a)	Amount (b)	Line No.
1	CONTINGENT LIABILITIES:		1
2	Contingent liability under indemnification provisions related to		2
3	sales of tax benefits	309,717	3
4			4
5	Contingent interest obligations	266,568	5
6			6
7			7
8			8
9			9
10			10
11			11
12			12
13			13
14	See Notes 3 and 9 of Notes to Financial Statements		14
15			15
16			16
17			17
18			18
19			19
20			20
21			21
22			22
23			23
24			24
25			25
26			26
27			27
28			28
29			29
30			30
31			31
32			32
33			33
34			34
35			35
36			36
37			37
38			38
39			39
40			40
41			41
42			42
43			43
44			44
45			45
46			46
47			47

501. GUARANTIES AND SURETYSHIPS

(Dollars in Thousands)

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 the date of issue. Items of less than \$50,000 may be shown as one total.

Line No.	Names of all parties principally and primarily liable (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)	Line No.
1	Ardleigh Leasing C	CSA 10.50% (6/ 7/71) (3/ 1/86	410	Sole	1
2	Bankers Trust Co.	CSA 10.00% (4/15/70) 5/15/85	2,942	Sole	2
3	Chemical Bank	CSA 6.25% (9/15/66) 12/31/86	1,010	Sole	3
4	C.I.T. Corp.	CSA 8.75% (9/15/69) 10/14/84	743	Sole	4
5	C.I.T. Corp.	CSA 7.375% (11/ 1/68) 1/15/84	591	Sole	5
6	C.I.T. Corp.	CSA 8.00% (12/ 1/68) 3/ 1/84	150	Sole	6
7	C.I.T. Corp.	CSA 10.75% (6/ 1/70) 8/ 1/85	593	Sole	7
8	Exton Leasing Corp.	CSA 8.125% (3/15/69) 9/ 1/84	396	Sole	8
9	1st Pa.Bk., Trustee	CSA 9.75% (10/ 2/72) 7/ 1/87	1,711	Sole	9
10		& 10.25%			10
11	1st Pa.Bk., Trustee	CSA 10.25% (10/23/73) 10/ 1/88	2,201	Sole	11
12	Provident Bk. (Cin.O	CSA 9.00% (5/15/69) 9/15/84	193	Sole	12
13	Tombar Equip. Corp.	CSA 7.375% (11/ 1/68) 1/15/84	662	Sole	13
14	Unilease No.8, Inc.	CSA 10.00% (4/15/71) 1/ 1/87	560	Sole	14
15	U.S. Leasing Int.	CSA 9.50% (6/ 9/69) 12/ 2/87	4,025	Sole	15
16	Belt Rwy. of Chicago	1st Mtg. Series A, 4-5/8% (8/15/62) 8/15/87	19,360	Jt. (A)	16
17	St. Lawrence &	1st Mtge., 5% (7/1/1896) (7/1/1996)	590	Sole	17
18	Adirondack Rwy. Co	2nd Mtge., 6% (10/1/1896) (10/1/1996)	352	Sole	18
19					19
20	(A) Atchison, Topeka & Santa Fe; Burlington Northern; Chesapeake & Ohio; Chicago				20
21	Rock Island & Pacific; Grand Trunk Western; Illinois Central Gulf; Seaboard				21
22	System; Missouri Pacific; Norfolk & Western; Soo Line				22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					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 the particulars called for hereunder for each such 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, 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 contingent liability of guarantors (c)	Sole or joint contingent liability (d)	Line No.
1					1
2					2
3					3
4					4
5					5
6					6
7					7
8					8
9					9

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS
(Dollars in Thousands)

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.

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.

On April 18, 1983, the Company secured a \$100 million unsecured revolving line of credit. Through December 31, 1983, no amounts had been drawn down.

510. INSTRUCTIONS CONCERNING RETURNS IN SCHEDULE

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:

- 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 Trustees')
- (c) Conditional or deferred payment contracts

(5) MISCELLANEOUS OBLIGATIONS

(6) RECEIVERS' AND TRUSTEES' 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.

Road Initials: CRC Year 1983

510. DEBTHOLDINGS-CONTINUED

Line No.	Description obligation (a)	Name and address of creditor or trustee (b)	Original amount (c)	Portion Due		Line No.
				Within one year Account 764 (d)	After one year Account 765/66 (e)	
1	SPECIAL FINANCING WITH					1
2	UNITED STATES RAILWAY ASSOCIATION					2
3	7.5% Convertible Debentures					3
4		USRA	\$1,000,000		\$850,939	4
5	TOTAL FUNDED DEBT		<u>1,000,000</u>		<u>850,939</u>	5
6						6
7	CONDITIONAL SALES AGREEMENTS - ASSUMED FROM PCTC					7
8		Central Penn Natl. Bk.	12,017	600	3,000	8
9		1st Natl. City Bk. of NY	52,318	3,484	6,969	9
10		1st Pa. Bk. & Tr. Co.	10,700	534	2,672	10
11		Girard Tr. Co.	20,757	988	1,975	11
12		Girard Tr. Co.	10,583	700	700	12
13		Mellon Natl. Bk.	15,861	1,056	--	13
14		Mellon Natl. Bk.	3,247	208	--	14
15		Provident Natl. Bk.	20,020	1,000	4,000	15
16		Provident Natl. Bk.	23,165	1,543	--	16
17		TOTAL	<u>168,668</u>	<u>10,113</u>	<u>19,316</u>	17
18						18
19	CONSOLIDATED RAIL CORPORATION					19
20		CIT Fin. Ser., Inc.	2,090	123	1,794	20
21		Radnor Associate	115	47	--	21
22		Fidelity Bank	8,390	1,477	--	22
23		TOTAL	<u>10,595</u>	<u>1,647</u>	<u>1,794</u>	23
24						24
25	ASSUMED FROM ERIE LACKAWANNA RAILWAY CO.					25
26		Mor. Guar. Tr. Co. NY	4,491	299	898	26
27		Mor. Guar. Tr. Co. NY	4,389	293	878	27
28		1st Jer. Natl. Bk.	1,234	45	--	28
29		Union Comm. Bk.	1,009	28	--	29
30		Natl. City Bk.	2,543	55	--	30
31		Society Natl. Bk.	705	35	--	31
32		Cleveland Tr. Co.	3,566	93	--	32
33		Central Natl. Bk.	2,543	75	--	33
34		TOTAL	<u>20,480</u>	<u>923</u>	<u>1,776</u>	34
35	TOTAL - CONDITIONAL SALES AGREEMENTS		<u>\$ 199,743</u>	<u>\$ 12,683</u>	<u>\$ 22,886</u>	35
36						36
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Road Initials: CRC Year 1983

510. DEBTHOLDINGS-CONTINUED						
Line No.	Date of issue (f)	Date of maturity (g)	% Rate (h)	Interest		Line No.
				Accrued during year (i)	Paid during year (j)	
1	SPECIAL FINANCING WITH					1
2	UNITED STATES RAILWAY ASSOCIATION					2
3	7.5% Convertible Debentures					3
4	VAR.	01/01/2011	.03	\$ 263	\$ 255	4
5				<u>263</u>	<u>255</u>	5
6	CONDITIONAL SALES AGREEMENTS - ASSUMED FROM PCTC					6
7	02/15/69	02/15/89	8	294	312	7
8	05/01/66	02/15/86	5-3/4%	626	701	8
9	05/15/69	08/15/89	8-3/4	310	327	9
10	07/01/66	07/01/86	5-7/8	203	232	10
11	02/01/70	02/01/85	10-1/4	149	179	11
12	08/01/69	08/01/84	9	150	190	12
13	12/20/69	12/15/84	10-1/2	43	44	13
14	07/15/68	08/15/88	7-1/2	422	450	14
15	10/01/69	10/01/84	9-3/4	263	301	15
16				<u>2,460</u>	<u>2,736</u>	16
17	CONSOLIDATED RAIL CORPORATION					17
18	03/15/82	03/15/92	16	317	317	18
19	07/01/82	07/01/84	15	10	12	19
20	07/01/77	07/01/84	Prime + $\frac{1}{2}$	194	329	20
21				<u>521</u>	<u>658</u>	21
22	ASSUMED FROM ERIE LACKAWANNA RAILWAY CO.					22
23	11/21/72	11/01/87	8.7705	117	121	23
24	11/21/72	11/01/87	8.7705	114	119	24
25	02/01/74	05/01/84	Prime+2	14	18	25
26	04/01/74	05/01/84	Prime+2	11	13	26
27	04/01/74	05/01/84	Prime+2	25	32	27
28	04/01/74	05/01/84	Prime+2	9	11	28
29	04/01/74	05/01/84	Prime+2	36	46	29
30	04/01/74	05/01/84	Prime+2	27	34	30
31				<u>353</u>	<u>394</u>	31
32				<u>\$ 3,334</u>	<u>\$ 3,788</u>	32
33						33
34						34
35						35
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40						40
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Road Initials: CRC Year 1983

510. DEBTHOLDINGS-CONTINUED						
Line No.	Description obligation (a)	Name and address of creditor or trustee (b)	Original amount (c)	Portion Due		Line No.
				Within one year Account 764 (d)	After one year Account 765/66 (e)	
1	CAPITAL LEASES					1
2	EQUIPMENT					2
3		Connecticut Bk. & Tr.	\$ 43,632	\$ 1,461	\$ 33,871	3
4		Hartford, CONN				4
5		Beneficial Leasing Group	7,738	281	6,228	5
6		New York, NY				6
7		Connecticut Bk. & Tr.	9,602	321	7,760	7
8		Hartford, CONN				8
9		1st Security Bk. of Utah	3,853	116	3,200	9
10		Salt Lake City, UT				10
11		1st Security Bk. of Utah	22,243	920	18,656	11
12		Salt Lake City, UT				12
13		1st Security Bk. of Utah	2,232	67	1,854	13
14		Salt Lake City, UT				14
15		U.S. Tr. Co. of NY	7,633	1,018	4,775	15
16		New York, NY				16
17		Merril Lynch Lse. Corp.	16,921	736	13,866	17
18		New York, NY				18
19	Exhibit A	U.S. Lease Financing	18,670	2,176	8,632	19
20		San Francisco, CA				20
21		1st Security Bk. of Utah	8,333	346	6,981	21
22		Salt Lake City, UT				22
23		Connecticut Bk. & Tr.	5,026	211	4,067	23
24		Hartford, CONN				24
25		Connecticut Bk. & Tr.	6,908	303	5,672	25
26		Hartford, CONN				26
27		Connecticut Bk. & Tr.	10,035	330	8,228	27
28		Hartford, CONN				28
29		Connecticut Bk. & Tr.	19,689	644	17,444	29
30		Hartford, CONN				30
31		U.S. Tr. Co. of NY	15,061	563	12,859	31
32		New York, NY				32
33		Connecticut Bk. & Tr.	10,033	197	8,679	33
34		Hartford, CONN				34
35		Chemical Bank	4,224	476	1,085	35
36		New York, NY				36
37		Connecticut Bk. & Tr.	8,259	157	7,363	37
38		Hartford, CONN				38
39		Philadelphia Nat. Bank	4,061	166	2,703	39
40		Philadelphia, PA				40
41		Radnor Associates	763	25	638	41
42		Radnor, PA				42
43		Connecticut Bk. & Tr.	13,477	481	11,811	43
44		Hartford, CONN				44
45		Chgo., Rock Isl. & Pacific RR	2,376	115	1,925	45
46		Chicago, IL				46
47		CIT Leasing	8,378	696	--	47
48		New York, N.Y.				48
49		CIT Leasing	6,081	891	--	49
50		New York, N.Y.				50
51		CIT Leasing	2,582	407	--	51
52		New York, N.Y.				52
53		CIT Leasing	3,258	485	--	53
54		New York, N.Y.				54
55		CIT Leasing	769	121	--	55
56		New York, N.Y.				56
57		CIT Leasing	7,171	665	2,486	57
58		New York, N.Y.				58
59		CIT Leasing	2,725	217	1,227	59
60		New York, N.Y.				60

Road Initials: CRC Year 1983

510. DEBTHOLDINGS-CONTINUED						
Line No.	Date of issue (f)	Date of maturity (g)	% Rate (h)	Interest		Line No.
				Accrued during year (i)	Paid during year (j)	
1						1
2						2
3	02/01/79	04/01/95	8.50	\$ 3,100	\$ 3,100	3
4						4
5	02/01/79	01/01/95	8.42	566	566	5
6						6
7	07/15/79	10/02/95	8.10	675	675	7
8						8
9	02/01/79	10/02/96	8.12	277	277	9
10						10
11	02/01/79	01/15/97	8.72	1,729	1,763	11
12						12
13	02/01/79	10/02/96	8.12	160	160	13
14						14
15	08/01/79	12/31/89	10.46	622	319	15
16						16
17	09/01/79	01/15/96	7.96	1,187	1,199	17
18						18
19	06/20/79	Various	Various	495	485	19
20						20
21	02/01/79	01/01/97	8.63	640	653	21
22						22
23	09/15/79	01/15/96	8.28	363	367	23
24						24
25	10/02/79	03/01/96	7.87	482	484	25
26						26
27	10/01/79	01/01/96	7.99	705	886	27
28						28
29	06/15/80	09/01/97	9.81	1,801	1,818	29
30						30
31	02/01/79	01/04/97	8.46	1,147	1,169	31
32						32
33	12/15/79	07/01/96	9.16	838	838	33
34						34
35	09/15/66	12/13/86	8.75	164	165	35
36						36
37	04/15/80	11/02/96	10.01	775	775	37
38						38
39	05/15/80	01/02/90	12.82	399	397	39
40						40
41	05/22/80	04/01/94	12.45	95	95	41
42						42
43	07/15/80	09/15/96	10.34	1,292	1,305	43
44						44
45	08/01/80	01/01/93	12.28	255	245	45
46						46
47	11/01/68	01/15/84	8.75	94	147	47
48						48
49	08/01/69	12/11/84	8.75	118	140	49
50						50
51	08/01/69	12/11/84	8.75	55	60	51
52						52
53	08/01/69	12/11/84	8.75	68	72	53
54						54
55	08/01/69	12/11/84	8.75	17	18	55
56						56
57	09/15/69	10/14/84	8.75	306	318	57
58						58
59	12/01/69	06/01/85	8.75	138	140	59
60						60

Road Initials: CRC Year 1983

510. DEBTHOLDINGS-CONTINUED						
Line No.	Description obligation (a)	Name and address of creditor or trustee (b)	Original amount (c)	Portion Due		Line No.
				Within one year Account 764 (d)	After one year Account 765/66 (e)	
1		CIT Leasing	\$ 2,203	\$ 176	\$ 993	1
2		New York, N.Y.				2
3		Mellon Int. Leas. Co.	3,536	333	2,683	3
4		Pittsburgh, PA				4
5		MTV Leasing	465	32	325	5
6		Washington, D.C.				6
7		1st Nat. Bk. of Louisville	1,204	72	826	7
8		Louisville, KY				8
9		U.S. Tr. Co. of NY	6,488	518	2,587	9
10		New York, NY				10
11		U.S. Tr. Co. of NY	19,302	1,997	2,177	11
12		New York, NY				12
13		U.S. Tr. Co. of NY	19,070	1,688	5,470	13
14		New York, NY				14
15		U.S. Tr. Co. of NY	22,962	1,684	6,596	15
16		New York, NY				16
17	ICC Recordation	U.S. Tr. Co. of NY	53,933	996	52,938	17
18	No. 14098	New York, NY				18
19	ICC Recordation	General Motors				19
20	No. 14187	Acceptance Corp.	15,450	461	14,989	20
21		Detroit, Mich.				21
22		General Motors				22
23		Acceptance Corp.	20,903	304	20,599	23
24		Detroit, Mich.				24
25		Pa. Car Leasing	11,276	550	3,585	25
26		Wilmington, DE				26
27		CATX-Armco-Boothe	12,680	1,169	6,593	27
28		San Francisco, CA				28
29		Ford Motor Cr. Corp.	17,394	1,487	7,817	29
30		Dearborn, MI				30
31		Fruehauf Corp.	15,522	1,471	5,473	31
32		Detroit, MI				32
33		Fruehauf Corp.	29,940	3,244	8,412	33
34		Detroit, MI				34
35		Gen. Electric Cr. Corp.	1,007	90	448	35
36		Stamford, CONN				36
37		Gen. Electric Cr. Corp.	2,015	183	848	37
38		Stamford, CONN				38
39		Gen. Electric Cr. Corp.	3,789	344	1,590	39
40		Stamford, CONN				40
41		Gen. Electric Cr. Corp.	12,063	1,242	4,098	41
42		Stamford, CONN				42
43		Greyhound Leasing & Fin.				43
44		Corp.	33,931	2,960	11,944	44
45		Phoenix, AR				45
46		Greyhound Leasing & Fin.				46
47		Corp.	27,404	2,403	9,967	47
48		Phoenix, AR				48
49		Mer. Safe Dep. & Tr. Co.	8,693	736	--	49
50		Baltimore, MD				50
51		Mer. Safe Dep. & Tr. Co.	21,623	3,120	1,663	51
52		Baltimore, MD				52
53		New Eng. Mer. Leas. Corp.	3,306	--	--	53
54		Boston, MASS				54
55		General Electric Railcar				55
56		Services Corp.	8,101	841	2,546	56
57		Chicago, IL				57
58		General Electric Railcar				58
59		Services Corp.	7,847	788	2,912	59
60		Chicago, IL				60

Road Initials: CRC Year 1983

510. DEBTHOLDINGS-CONTINUED						
Line No.	Date of issue (f)	Date of maturity (g)	% Rate (h)	Interest		Line No.
				Accrued during year (i)	Paid during year (j)	
1	12/01/69	02/27/85	8.75	\$ 108	\$ 113	1
2						2
3	02/11/81	12/11/89	16.94	533	541	3
4						4
5	08/15/79	08/01/91	9.84	37	37	5
6						6
7	08/01/79	01/01/92	9.96	103	130	7
8						8
9	10/08/73	10/15/88	8.75	292	302	9
10						10
11	12/15/70	12/15/85	8.75	460	468	11
12						12
13	06/26/72	07/15/87	8.75	683	712	13
14						14
15	04/03/73	02/15/88	8.75	794	814	15
16						16
17	05/01/83	12/31/98	7.58	574	591	17
18						18
19						19
20	03/15/83	11/30/98	10.41	134	--	20
21						21
22						22
23	03/15/83	12/31/98	10.41	--	--	23
24						24
25	06/15/59	10/01/89	8.75	377	395	25
26						26
27	03/01/70	04/27/85	8.75	723	740	27
28						28
29	01/30/70	02/28/85	8.75	877	879	29
30						30
31	06/13/72	03/31/88	8.75	653	683	31
32						32
33	06/23/71	03/01/87	8.75	1,119	1,184	33
34						34
35	08/13/73	10/09/88	8.75	50	52	35
36						36
37	08/13/73	08/88	8.75	98	100	37
38						38
39	08/13/73	09/88	8.75	186	187	39
40						40
41	07/25/72	01/01/88	8.75	942	942	41
42						42
43						43
44	06/23/71	02/01/86	8.75	1,416	1,436	44
45						45
46						46
47	02/28/72	06/01/87	8.75	1,770	1,786	47
48						48
49	11/01/68	01/15/84	8.75	100	156	49
50						50
51	04/15/70	05/15/85	8.75	576	608	51
52						52
53	11/01/68	01/01/84	8.75	12	36	53
54						54
55						55
56	06/08/72	07/01/87	8.75	328	334	56
57						57
58						58
59	08/14/72	12/31/87	8.75	353	358	59
60						60

Road Initials: CRC Year 1983

510. DEBTHOLDINGS-CONTINUED

Line No.	Description obligation (a)	Name and address of creditor or trustee (b)	Original amount (c)	Portion Due		Line No.
				Within one year Account 764 (d)	After one year Account 765/66 (e)	
1	-	General Electric Railcar				1
2		Services Corp.	\$ 9,303	\$ 763	\$ 4,099	2
3		Chicago, IL				3
4		Citicorp Industrial Credit	2,447	210	1,129	4
5		Harrison, NY				5
6		Pullman, Inc.	19,624	1,853	6,579	6
7		Chicago, IL				7
8		Citicorp Leas., Inc.	7,247	721	2,579	8
9		New York, NY				9
10		SHPX Fifth Corp.	13,174	776	7,037	10
11		New York, NY				11
12		GSC Leasing Corp.	1,160	77	361	12
13		Wilmington, DE				13
14		U.S. Leasing	496	45	190	14
15		San Francisco, Calif.				15
16		U.S. Leasing	10,133	1,034	3,009	16
17		San Francisco, CA				17
18		U.S. Rwy. Leasing Co.	11,865	812	6,376	18
19		Chicago, IL				19
20		U.S. Railway Leasing	12,472	546	8,756	20
21		Chicago, IL				21
22		XTRA, Inc.	9,452	535	5,417	22
23		Boston, MA				23
24		General Electric Railcar				24
25		Service Corp.	2,810	213	1,397	25
26		Chicago, IL				26
27		Norfolk & Western Rwy. Co.	1,587	186	--	27
28		Roanoke, VA				28
29		Westinghouse Lease Corp.	305	19	195	29
30		Pittsburgh, PA				30
31		GATX-ARMCO Leasing Co.	267	25	--	31
32		San Francisco, CA				32
33		Norfolk & Western Rwy. Co.	3,090	128	--	33
34		Roanoke, VA				34
35		Gen. Foods Corp.	2,460	190	1,241	35
36		White Plains, NY				36
37		Edw. C. Leber &				37
38		Jane S. Kubiak	3,554	448	488	38
39		Philadelphia, PA				39
40		Greenlease Co.	336	36	139	40
41		Greenville, PA				41
42		Greenlease Co.	235	25	98	42
43		Greenville, PA				43
44		Central Penn Nat. Bk.	1,512	154	447	44
45		Philadelphia, PA				45
46		Ind. Valley Bk. & Tr.	4,287	406	1,727	46
47		Philadelphia, PA				47
48		Girard Tr. Bank	7,916	603	3,940	48
49		Philadelphia, PA				49
50		Natl. Bk. of Detroit	30	3	--	50
51		Detroit, MI				51
52		Equitable Life Assurance	1,534	50	504	52
53		Society				53
54		New York, N.Y.				54
55		1st Pa. Bk. & Tr. Co.	4,984	431	2,151	55
56		Philadelphia, PA				56
57		Chemical Bank	40,595	2,773	22,822	57
58		New York, NY				58
59		CIT Corp.	2,210	177	--	59
60		New York, NY				60

Road Initials: CRC Year 1983

510. DEBTHOLDINGS-CONTINUED						
Line No.	Date of issue (f)	Date of maturity (g)	% Rate (h)	Interest		Line No.
				Accrued during year (i)	Paid during year (j)	
1						1
2	06/22/73	03/01/89	8.75	\$ 454	\$ 459	2
3						3
4	06/02/83	03/01/89	8.75	125	127	4
5						5
6	04/21/71	10/01/86	8.75	807	820	6
7						7
8	10/09/72	11/01/87	8.75	316	325	8
9						9
10	03/23/71	12/25/91	8.75	711	716	10
11						11
12	08/01/59	02/01/90	8.75	41	44	12
13						13
14	01/02/68	02/88	8.75	22	23	14
15						15
16	06/09/69	12/02/87	8.75	410	417	16
17						17
18	07/13/71	03/21/92	8.75	662	665	18
19						19
20	06/12/72	01/30/88	8.75	837	839	20
21						21
22	11/08/71	04/01/92	8.75	541	544	22
23						23
24						24
25	02/04/74	12/89	8.75	149	150	25
26						26
27	08/01/69	09/84	8.75	27	29	27
28						28
29	05/25/73	09/12/89	8.75	19	20	29
30						30
31	09/08/69	09/84	8.75	4	4	31
32						32
33	04/01/69	03/84	8.75	36	38	33
34						34
35	10/29/74	12/89	8.75	132	134	35
36						36
37						37
38	07/15/70	09/03/85	8.75	97	109	38
39						39
40	02/03/70	04/31/85	8.75	17	17	40
41						41
42	02/02/70	04/30/85	8.75	12	12	42
43						43
44	04/15/72	01/87	8.75	56	62	44
45						45
46	10/02/72	01/88	8.75	195	211	46
47						47
48	11/15/74	10/89	8.75	416	428	48
49						49
50	01/15/65	11/15/84	8.75	--	1	50
51						51
52	06/10/66	10/27/91	8.75	50	51	52
53						53
54						54
55	10/23/73	01/01/88	8.75	239	248	55
56						56
57	09/02/75	01/91	8.75	2,363	2,364	57
58						58
59	12/01/68	03/01/84	8.75	28	38	59
60						60

Road Initials: CRC Year 1983

510. DEBTHOLDINGS-CONTINUED

Line No.	Description obligation (a)	Name and address of creditor or trustee (b)	Original amount (c)	Portion Due		Line No.
				Within one year Account 764 (d)	After one year Account 765/66 (e)	
1		Central Penn Nat. Bk.	\$ 1,482	\$ 172	\$ 287	1
2		Philadelphia, PA				2
3		CIT Corp.	2,872	248	1,346	3
4		New York, NY				4
5		U.S. Steel Cr. Corp.	1,526	152	493	5
6		New York, NY				6
7		Exton Leasing Corp.	2,528	413	--	7
8		Wynnewood, PA				8
9		Provident Bank	1,219	202	--	9
10		Cincinnati, OH				10
11		General Electric Railcar				11
12		Service Corp.	1,181	80	946	12
13		Chicago, IL				13
14		Indiana Nat. Bk.	466	47	167	14
15		Indianapolis, IND				15
16		Gen.Elec.Cr. Corp.	1,413	91	916	16
17		Stamford, CONN				17
18		Budd Leasing Corp.	4,371	221	2,814	18
19		Troy, MI				19
20		U.S. Trust Co. of NY	3,748	210	2,424	20
21		New York, NY				21
22		U.S. Trust Co. of NY	75,989	4,342	50,365	22
23		New York, NY				23
24		1st Security Bk. of Utah	8,330	455	5,891	24
25		Salt Lake City, UT				25
26		1st Security Bk. of Utah	8,953	491	6,358	26
27		Salt Lake City, UT				27
28		1st Security Bk. of Utah	4,901	270	3,492	28
29		Salt Lake City, UT				29
30		Fruehauf Corp.	26,640	3,152	3,687	30
31		Philadelphia, Pa.				31
32		Fruehauf Corp.	177	59	54	32
33		Philadelphia, Pa.				33
34		Fruehauf Corp.	520	173	176	34
35		Philadelphia, Pa.				35
36		Fruehauf Corp.	86	28	32	36
37		Philadelphia, Pa.				37
38		1st Security Bk. of Utah	2,736	156	1,896	38
39		Salt Lake City, UT				39
40		Mfg.Nat.Bk. of Detroit	14,641	959	9,717	40
41		Detroit, MI				41
42		Mfg.Nat.Bk. of Detroit	2,045	212	1,021	42
43		Detroit, MI				43
44		Mfg.Nat.Bk. of Detroit	2,444	258	1,246	44
45		Detroit, MI				45
46		Pocahontas Kentucky Corp.	4,189	287	2,283	46
47		Inez, KY				47
48		U.S. Trust. Co. of NY	17,916	783	11,058	48
49		New York, NY				49
50		U.S. Trust Co. of NY	32,842	1,701	23,431	50
51		New York, NY				51
52		1st Pa. Bank	8,300	622	5,121	52
53		Philadelphia, PA				53
54		Westinghouse Leasing Corp.	807	44	580	54
55		Pittsburgh, Pa.				55
56		Pittsburgh Nat. Bk.	854	45	626	56
57		Pittsburgh, PA				57
58		Connecticut Bk. & Tr.	12,722	799	9,127	58
59		Hartford, CONN				59
60						60

Road Initials: CRC Year 1983

510. DEBTHOLDINGS-CONTINUED						
Line No.	Date of issue (f)	Date of maturity (g)	% Rate (h)	Interest		Line No.
				Accrued during year (i)	Paid during year (j)	
1	06/07/71	03/86	8.75	\$ 46	\$ 51	1
2						2
3	06/01/70	08/01/85	8.75	147	156	3
4						4
5	06/01/75	08/87	8.75	63	65	5
6						6
7	03/15/69	09/01/84	8.75	50	61	7
8						8
9	05/15/69	09/15/84	8.75	25	30	9
10						10
11						11
12	10/01/81	09/30/91	11.67	125	136	12
13						13
14	12/08/72	12/87	8.75	21	21	14
15						15
16	09/01/77	08/31/91	9.95	125	129	16
17						17
18	02/01/77	01/15/93	8.23	255	262	18
19						19
20	05/01/77	01/15/93	8.18	220	227	20
21						21
22	04/15/77	12/09/92	8.05	4,628	4,648	22
23						23
24	06/01/77	01/05/93	8.59	555	574	24
25						25
26	06/01/77	01/05/93	8.59	599	618	26
27						27
28	06/01/77	01/05/93	8.59	329	339	28
29						29
30	06/10/77	02/10/86	7.35	595	611	30
31						31
32	10/01/81	10/01/84	Various	15	15	32
33						33
34	10/01/82	11/01/85	10.69	46	46	34
35						35
36	10/01/82	12/01/85	10.69	8	8	36
37						37
38	02/01/78	04/24/93	7.32	156	158	38
39						39
40	12/23/77	07/09/93	8.27	913	930	40
41						41
42	12/23/77	07/10/88	10.39	136	141	42
43						43
44	12/23/77	07/10/88	10.57	169	175	44
45						45
46	04/01/77	05/31/93	8.81	243	245	46
47						47
48	04/03/78	10/04/93	8.72	1,012	1,084	48
49						49
50	04/01/78	08/18/93	8.25	2,123	2,171	50
51						51
52	05/15/78	01/15/94	9.04	535	559	52
53						53
54	05/01/78	06/30/93	8.93	58	58	54
55						55
56	05/01/78	07/30/93	8.93	62	62	56
57						57
58	03/15/78	01/02/94	8.72	882	914	58
59						59
60						60

Road Initials: CRC Year 1983

510. DEBTHOLDINGS-CONTINUED

Line No.	Description obligation (a)	Name and address of creditor or trustee (b)	Original amount (c)	Portion Due		Line No.
				Within one year Account 764 (d)	After one year Account 765/66 (e)	
1		Connecticut Bk. & Tr.	\$ 7,236	\$ 451	\$ 5,150	1
2		Hartford, CONN				2
3		Connecticut Bk. & Tr.	28,587	1,781	20,348	3
4		Hartford, CONN				4
5		Heleasco One, Inc.	8,270	438	5,927	5
6		Wilmington, DE				6
7		Fidelity Bank	5,797	582	2,941	7
8		Philadelphia, PA				8
9		U.S. Tr. Co. of NY	12,273	645	9,234	9
10		New York, NY				10
11		Mfg.Nat.Bk. of Detroit	6,052	389	4,142	11
12		Detroit, MI				12
13		Mfg.Nat.Bk. of Detroit	793	51	542	13
14		Detroit, MI				14
15		Pullman Leasing	25,629	1,307	19,259	15
16		Chicago, IL				16
17		U.S. Tr. Co. of NY	37,296	855	29,619	17
18		New York, NY				18
19		1st Security Bk. of Utah	12,873	604	10,509	19
20		Salt Lake City, UT				20
21		Unilease No. 15, Inc.	12,960	471	10,416	21
22		New York, NY				22
23		Heleasco One, Inc.	3,872	200	2,870	23
24		Wilmington, DE				24
25		U.S. Tr. Co. of NY	15,331	687	12,638	25
26		New York, NY				26
27						27
28		TOTAL CAPITAL LEASE REVENUE-EQUIPMENT	<u>1,251,792</u>	<u>81,853</u>	<u>729,919</u>	28
29						29
30	AUTOMOTIVE					30
31		Colgate-Palmolive	51	15	15	31
32		Jersey City, NJ				32
33	Blanket Auto Lease	Excelsior Truck Leasing Co.	54,156	9,426	17,141	33
34		Conshohocken, PA				34
35	Blanket Auto Lease	Automotive Rental, Inc.	4,735	1,065	1,164	35
36		Maple Shade, NJ				36
37	Blanket Auto Lease	Chestnut Fleet Rentals	3,486	937	1,815	37
38		Pennsauken, NJ				38
39	Blanket Auto Lease	Fair-Cast Enterprises, Inc.	622	91	344	39
40		Pawling, NY				40
41	L050 Exhibit B	Midlantic National Bank	347	44	303	41
42		Bloomfield, N.J.				42
43	L050A Exhibit B	Midlantic National Bank	413	53	360	43
44		Bloomfield, N.J.				44
45	L051 Exhibit C	Key Capital Corp.	490	40	436	45
46		Wellesley, Mass.				46
47	L052 Exhibit D	Ingersoll-Rand				47
48		Financial Corp.	985	157	828	48
49		Woodcliff Lake, N.J.				49
50	Blanket Auto Lease	MGC Leasing	816	198	480	50
51		New York, NY				51
52						52
53		TOTAL CAPITAL LEASES - AUTOMOTIVE	<u>66,101</u>	<u>12,026</u>	<u>22,886</u>	53
54						54
55						55
56						56
57						57
58						58
59						59
60						60

Road Initials: CRC Year 1983

510. DEBTHOLDINGS-CONTINUED						
Line No.	Date of issue (f)	Date of maturity (g)	% Rate (h)	Interest		Line No.
				Accrued during year (i)	Paid during year (j)	
1	03/15/78	01/02/94	8.72	\$ 498	\$ 516	1
2						2
3	03/15/78	01/02/94	8.57	1,969	2,040	3
4						4
5	06/01/78	07/01/93	8.59	560	569	5
6						6
7	07/18/78	11/30/88	10.16	383	387	7
8						8
9	07/01/78	12/15/93	8.96	923	925	9
10						10
11	01/02/78	10/10/93	8.35	391	397	11
12						12
13	01/02/78	10/10/93	8.48	52	53	13
14						14
15	09/01/78	12/01/93	9.33	1,970	1,981	15
16						16
17	09/01/78	01/01/95	8.68	2,750	4,175	17
18						18
19	02/01/79	01/15/95	8.43	951	972	19
20						20
21	02/01/79	01/01/95	8.32	936	1,178	21
22						22
23	10/15/78	10/01/93	8.92	280	284	23
24						24
25	06/01/79	02/02/95	9.30	1,259	1,283	25
26						26
27						27
28				<u>67,690</u>	<u>70,369</u>	28
29						29
30						30
31	05/01/82	05/01/85	12.0	5	11	31
32						32
33	Various	Various	Various	6,545	6,545	33
34						34
35	Various	Various	Various	600	620	35
36						36
37	Various	Various	Various	213	202	37
38						38
39	Various	Various	Various	59	60	39
40						40
41	06/20/83	09/30/89	12.68	25	7	41
42						42
43	06/20/83	12/31/89	12.68	--	--	43
44						44
45	08/15/83	09/30/91	11.65	14	10	45
46						46
47						47
48	09/20/83	12/31/88	13.44	9	--	48
49						49
50	Various	Various	Various			50
51				<u>108</u>	<u>99</u>	51
52						52
53				<u>7,578</u>	<u>7,554</u>	53
54						54
55						55
56						56
57						57
58						58
59						59
60						60

Road Initials: CRC Year 1983

510. DEBTHOLDINGS-CONTINUED

Line No.	Description obligation (a)	Name and address of creditor or trustee (b)	Original amount (c)	Portion Due		Line No.
				Within one year Account 764 (d)	After one year Account 765/66 (e)	
1	CAPITAL LEASES					1
2	ROADWAY					2
3						3
4		1st Greyhound Leasing Corp. \$	4,502 \$	774 \$	565	4
5		Phoenix, AR				5
6		1st Greyhound Leasing Corp.	450	52	--	6
7		Phoenix, AR				7
8		1st Greyhound Leasing Corp.	510	48	--	8
9		Phoenix, AR				9
10		1st Greyhound Leasing Corp.	530	76	--	10
11		Phoenix, AR				11
12		1st Greyhound Leasing Corp.	403	57	--	12
13		Phoenix, AR				13
14		U.S. Leasing	3,737	626	698	14
15		San Francisco, CA				15
16		U.S. Leasing Fin. Inc.	2,935	474	805	16
17		San Francisco, CA				17
18		U.S. Leasing Fin. Inc.	279	47	52	18
19		San Francisco, CA				19
20		U.S. Leasing Fin. Inc.	1,104	183	319	20
21		San Francisco, CA				21
22		U.S. Leasing Fin. Inc.	739	97	--	22
23		San Francisco, CA				23
24		Melcorp Leasing Inc.	4,049	753	1,447	24
25		Pittsburgh, PA				25
26		Melcorp Leasing, Inc.	1,541	280	622	26
27		Pittsburgh, PA				27
28		Pittsburgh Leasing	1,153	170	379	28
29		Pittsburgh, PA				29
30		MTV Leasing Corp.	427	83	159	30
31		Washington, D.C.				31
32		MTV Leasing Corp.	196	27	73	32
33		Washington, D.C.				33
34		1st Nat. Bk. of Louisville	1,993	292	790	34
35		Louisville, KY				35
36		1st Nat. Bk. of Louisville	572	72	194	36
37		Washington, D.C.				37
38		Evans Track-Work Leasing Co.	591	77	303	38
39		Chicago, ILL				39
40		Evans Track-Work Leasing Co.	685	89	348	40
41		Chicago, ILL				41
42		Evans Track-Work Leasing Co.	60	8	33	42
43		Chicago, ILL				43
44		Evans Track-Work Leasing Co.	231	30	119	44
45		Chicago, ILL				45
46		Evans Track-Work Leasing Co.	77	10	42	46
47		Chicago, ILL				47
48		Evans Track-Work Leasing Co.	77	10	42	48
49		Chicago, ILL				49
50		State St. Bk. & Tr.	545	76	287	50
51		Boston, MASS				51
52		Evans Track-Work Leasing Co.	82	5	63	52
53		Chicago, ILL				53
54		Evans Track-Work Leasing Co.	90	6	70	54
55		Chicago, ILL				55
56		Evans Track-Work Leasing Co.	73	5	57	56
57		Chicago, ILL				57
58		Evans Track-Work Leasing Co.	73	5	57	58
59		Chicago, ILL				59
60						60

Road Initials: CRC Year 1983

510. DEBTHOLDINGS-CONTINUED						
Line No.	Date of issue (f)	Date of maturity (g)	% Rate (h)	Interest		Line No.
				Accrued during year (i)	Paid during year (j)	
1						1
2						2
3						3
4	03/30/77	08/15/85	10.56	\$ 179	\$ 182	4
5						5
6	03/30/77	07/15/84	12.18	12	12	6
7						7
8	03/30/77	07/15/84	12.18	10	11	8
9						9
10	03/30/77	09/15/84	12.18	15	16	10
11						11
12	03/30/77	09/15/84	12.18	12	12	12
13						13
14	05/01/78	08/17/85	11.23	172	197	14
15						15
16	07/15/78	01/17/86	10.22	144	164	16
17						17
18	07/15/78	10/17/85	10.95	13	14	18
19						19
20	09/30/78	03/30/86	12.14	71	76	20
21						21
22	09/30/78	03/30/84	13.07	24	30	22
23						23
24	04/16/79	12/31/86	11.39	275	211	24
25						25
26	04/16/79	03/30/87	12.09	118	91	26
27						27
28	05/25/79	09/01/86	11.45	73	73	28
29						29
30	08/15/79	12/31/86	11.27	30	23	30
31						31
32	08/15/79	01/31/87	11.52	13	13	32
33						33
34	07/31/79	01/03/87	11.39	141	153	34
35						35
36	07/31/79	04/03/87	9.40	30	33	36
37						37
38	09/11/80	09/26/87	15.59	66	72	38
39						39
40	09/11/80	09/05/87	15.67	76	83	40
41						41
42	09/11/80	11/17/87	15.39	7	7	42
43						43
44	09/11/80	09/26/87	15.84	26	28	44
45						45
46	09/11/80	11/28/87	15.56	9	10	46
47						47
48	09/11/80	11/28/87	15.39	9	10	48
49						49
50	12/22/80	12/25/87	12.94	51	52	50
51						51
52	04/21/81	05/20/91	13.33	10	10	52
53						53
54	04/21/81	06/27/91	13.29	10	11	54
55						55
56	04/21/81	05/22/91	13.33	9	9	56
57						57
58	04/21/81	05/22/91	13.33	9	9	58
59						59
60						60

Road Initials: CRC Year 1983

510. DEBTHOLDINGS-CONTINUED

Line No.	Description obligation (a)	Name and address of creditor or trustee (b)	Original amount (c)	Portion Due		Line No.
				Within one year Account 764 (d)	After one year Account 765/66 (e)	
1	-	Evans Track-Work Leasing Co.	\$ 138	\$ 15	\$ 82	1
2		Chicago, ILL				2
3		Evans Track-Work Leasing Co.	554	61	329	3
4		Chicago, ILL				4
5		Evans Track-Work Leasing Co.	272	30	165	5
6		Chicago, ILL				6
7		Evans Track-Work Leasing Co.	128	14	80	7
8		Chicago, ILL				8
9		Evans Track-Work Leasing Co.	128	13	80	9
10		Chicago, ILL				10
11		Evans Track-Work Leasing Co.	128	13	80	11
12		Chicago, ILL				12
13		Omnilease Corp.	125	21	71	13
14		San Diego, CA				14
15		Portec Lease Corp.	450	81	309	15
16		Oak Brook, ILL				16
17		Portec Lease Corp.	238	26	193	17
18		Oak Brook, ILL				18
19		1st City Leasing Corp.	1,358	122	1,120	19
20		Houston, TX				20
21		1st City Leasing Corp.	666	59	545	21
22		Houston, TX				22
23		1st City Leasing Corp.	586	52	483	23
24		Houston, TX				24
25	ICC Recordation	Portec Leasing	78	8	64	25
26	No. 13900	Oak Brook, ILL				26
27	ICC Recordation	Merrill Lynch/IRFC	430	52	344	27
28	No. 14078	Partners One				28
29		Philadelphia, PA				29
30	ICC Recordation	Merrill Lynch/IRFC	2,094	199	1,746	30
31	No. 14078	Partners One				31
32		Philadelphia, PA				32
33	ICC Recordation	Merrill Lynch/IRFC	127	11	109	33
34	No. 14078	Partners One				34
35		Philadelphia, PA				35
36	Exhibit E	MDFC Equip. Leasing Corp.	670	60	578	36
37		Long Beach, CA				37
38	ICC Recordation	Portec Lease Corp.	270	29	241	38
39	No. 14199	Oak Brook, ILL				39
40	Exhibit B	Midlantic National Bank	60	7	51	40
41		Bloomfield, N.J.				41
42	Exhibit F	Jefferson Bank & Trust Co.	294	68	226	42
43		Metairie, LA				43
44	Exhibit G	Xerox Credit Corp.	990	90	900	44
45		Greenwich, Conn.				45
46	Exhibit F	Jefferson Bank & Trust Co.	969	197	772	46
47		Metairie, LA				47
48						48
49	TOTAL CAPITAL LEASES-ROADWAY		38,457	5,660	16,092	49
50						50
51						51
52						52
53						53
54						54
55						55
56						56
57						57
58						58
59						59
60						60

RC-113300

CONSOLIDATED RAIL

1983

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510. DEBTHOLDINGS-CONTINUED						
Line No.	Date of issue (f)	Date of maturity (g)	% Rate (h)	Interest		Line No.
				Accrued during year (i)	Paid during year (j)	
1	06/29/81	07/23/88	19.58	\$ 21	\$ 22	1
2						2
3	06/29/81	07/23/88	19.36	81	87	3
4						4
5	06/29/81	07/23/88	19.78	42	45	5
6						6
7	06/29/81	09/24/88	19.91	20	22	7
8						8
9	06/29/81	09/24/88	20.34	20	22	9
10						10
11	06/29/81	09/24/88	20.34	20	22	11
12						12
13	04/01/82	03/31/87	19.07	20	20	13
14						14
15	12/20/82	12/31/87	15.24	64	59	15
16						16
17	12/31/82	12/30/87	15.06	34	32	17
18						18
19	12/23/82	12/29/90	12.24	159	159	19
20						20
21	12/23/82	12/29/90	12.24	72	78	21
22						22
23	12/23/82	12/29/90	12.24	69	69	23
24						24
25	12/20/82	01/31/90	16.86	12	11	25
26						26
27	02/25/83	03/31/89	16.29	56	51	27
28						28
29						29
30	02/25/83	03/31/90	15.68	263	238	30
31						31
32						32
33	02/25/83	04/20/90	19.49	18	16	33
34						34
35						35
36	05/18/83	05/31/87	10.60	42	41	36
37						37
38	11/18/83	11/30/90	11.64	3	2	38
39						39
40	06/20/83	09/30/89	15.07	2	2	40
41						41
42	11/15/83	12/31/90	12.12	--	4	42
43						43
44	06/10/83	08/31/91	10.02	33	25	44
45						45
46	11/15/83	12/31/91	9.92	--	4	46
47						47
48						48
49				2,665	2,643	49
50						50
51						51
52						52
53						53
54						54
55						55
56						56
57						57
58						58
59						59
60						60

Road Initials: CRC Year 1983

510. DEBTHOLDINGS-CONTINUED

Line No.	Description obligation (a)	Name and address of creditor or trustee (b)	Original amount (c)	Portion Due		Line No.
				Within one year Account 764 (d)	After one year Account 765/66 (e)	
1	DATA PROCESSING EQUIPMENT					1
2						2
3		Lease Financing	\$ 140	\$ 27	\$ 51	3
4		Radnor, PA				4
5		Communication Asst. Inc.	2,832	612	--	5
6		Tulsa, OK				6
7		Mentco Corp.	213	48	40	7
8		Tulsa, OK				8
9		North American Corp.	2,834	816	459	9
10		New York, NY				10
11		Storage Technology Corp.	1,897	495	443	11
12		Louisville, CO				12
13		North American Corp.	922	211	473	13
14		New York, NY				14
15		Leverage Leasing Inc.	185	51	81	15
16		Westfield, NJ				16
17		Leverage Leasing Inc.	848	151	531	17
18		Westfield, NJ				18
19		IBM Credit Corp.	3,880	657	2,931	19
20		Philadelphia, PA				20
21		Leverage Leasing, Inc.	814	130	684	21
22		Westfield, N.J.				22
23		Leverage Leasing, Inc.	3,380	283	3,098	23
24		Westfield, N.J.				24
25						25
26	TOTAL CAPITAL LEASES-DATA PROCESSING EQUIPMENT		17,545	3,481	8,791	26
27						27
28	CAPITAL LEASES					28
29	REAL ESTATE					29
30		P-A Associates	9,281	153	9,105	30
31		New York, NY				31
32		Commonwealth of Pa.	23,638	480	21,556	32
33		Harrisburg, PA				33
34						34
35	TOTAL CAPITAL LEASES-REAL ESTATE		32,919	633	30,661	35
36						36
37	TOTAL CAPITAL LEASES		\$1,407,214	\$103,653	\$808,349	37
38						38
39						39
40						40
41						41
42						42
43	ACCOUNTS PAYABLE; AFFILIATED COMPANIES -ACCOUNT 769				1,770	43
44						44
45						45
46						46
47						47
48						48
49						49
50						50
51						51
52						52
53						53
54						54
55						55
56						56
57						57
58						58
59						59
60						60

Road Initials: CRC Year 1983

510. DEBTHOLDINGS-CONTINUED						
Line No.	Date of issue (f)	Date of maturity (g)	% Rate (h)	Interest		Line No.
				Accrued during year (i)	Paid during year (j)	
1						1
2						2
3	07/10/80	07/01/87	18.58	\$ 16	\$ 17	3
4						4
5	07/17/80	09/01/84	9.11	88	93	5
6						6
7	09/24/80	09/30/85	10.67	12	12	7
8						8
9	03/31/81	06/30/85	15.78	253	262	9
10						10
11	12/11/81	10/27/85	7.77	89	92	11
12						12
13	08/31/82	10/31/86	14.18	109	111	13
14						14
15	09/20/82	03/31/86	21.61	33	33	15
16						16
17	10/20/82	10/31/87	11.26	84	85	17
18						18
19	03/14/83	06/08/88	14.73	273	229	19
20						20
21	12/16/83	12/31/88	13.62	--	10	21
22						22
23	12/27/83	07/31/89	12.74	--	--	23
24						24
25						25
26				957	944	26
27						27
28						28
29						29
30	02/11/81	06/30/93	27.25	2,535	2,566	30
31						31
32	03/17/81	04/01/01	10.53	2,359	2,325	32
33						33
34						34
35				4,894	4,891	35
36						36
37				\$ 83,784	\$ 86,401	37
38						38
39						39
40						40
41						41
42						42
43	Var.					43
44						44
45						45
46						46
47						47
48						48
49						49
50						50
51						51
52						52
53						53
54						54
55						55
56						56
57						57
58						58
59						59
60						60

510. DEBTHOLDINGS—Concluded
(Notes and other disclosures)

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

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

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 are 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 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 preceding period.

6. In column (e) report the dollar amounts due from or to related parties and, if not otherwise apparent, 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)	Line No.
1							1
2							2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25

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.

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INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 700

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Class (5) includes all tracks operated and maintained by others, but over which the respondent has the right to operate some or all of its trains. In the case 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), Main or branch line, blank. They should, however, prepare 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	Line No.
1				1
2				2
3				3
4				4
5				5
6				6
7				7
8				8
9				9
10				10
11				11
12				12
13				13

700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No.	Cross Check	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	Line No.
					Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, and turnouts				
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1		1	100	M	4,622	3,225	377	823	776	2,897	12,720	1
2		1	1/2	M	33	33	23	7	4	14	114	2
3		1	100	B	9,142	921	37	857	1,413	3,830	16,200	3
4		1	1/4	B						2	2	4
5		1	1/2	B	4	2		6	12	18	42	5
6		1	2/3	B						3	3	6
7		1	3/4	B				1			1	7
8												8
9			Total 1		13,801	4,181	437	1,694	2,205	6,764	29,082	9
10												10
11												11
12												12
13												13
14												14
15												15
16												16
17												17
18												18
19												19
20		3A	100 USA	M	24	11		3	4	41	83	20
21		3A	100 Can.	M	275	224		7	16	47	569	21
22		3A	1/2 Can.	M			5				5	22
23		3A	100 USA	B	2			1		2	5	23
24		3A	100 Can.	B	53	3		2	4	3	65	24
25												25
26			Total 3		354	238	5	13	24	93	727	26
27												27
28												28
29												29
30												30
31		4B		B	43				6		49	31
32												32
33												33
34												34
35												35
36												36
37												37
38												38
39												39
40		5	USA	M	940	767	685	149	566	407	3,514	40
41		5	USA	B	1,063	355	33	73	316	292	2,132	41
42		5	Can.	B	32			1	1	1	35	42
43												43
44			Total 5		2,035	1,122	718	223	883	700	5,681	44
45												45
46												46
47												47
48												48
49												49
50												50
51												51
52												52
53												53
54												54
55			TOTAL MAIN LINE	N/A	5,894	4,260	1,090	989	1,366	3,406	17,005	55
56			TOTAL BRANCH LINES	N/A	10,339	1,281	70	94	1,752	4,151	18,534	56
57			GRAND TOTAL	N/A	16,233	5,541	1,160	1,930	3,118	7,557	35,539	57
58			Miles of electrified road or track included in preceding grand total	N/A								58

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	Line No.
				Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, turn-outs				
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1	1	Ivanhoe	B	1			3	1		5	1
2	1	Kensington	B	4					11	15	2
3	1	Dune Park	B	13	2		1	2		18	3
4	1	Gibson Yd.	B				1		77	78	4
5	1	Ivanhoe	B	6			3	1		10	5
6	1	Kankakee	B	6	6		1		40	53	6
7	1	Terre Haute	B	7						7	7
8	1	Boonton	M	9	9		3	5		26	8
9	1	Graham	B	32			3	6		41	9
10	1	Susquehanna	M	58	38		21	15	10	142	10
11	1	L&S	M	2	1					3	11
12	1	105 Sec.	B	2						2	12
13	1	Tylerdale	B	1						1	13
14	1	W.Brownsville	B	10						10	14
15		TOTAL	N/A	151	56		36	30	138	411	15

Line 1 - Operated by Indiana Harbor Belt Railroad Company.

Line 2 - " " " " " " " "

Line 3 - " " " " " " " "

Line 4 - " " " " " " " "

Line 5 - " " " " " " " "

Line 6 - " " " " " " " "

Line 7 - " " Seaboard System Railroad, Inc.

Line 8 - " " New Jersey Transit Corporation

Line 9 - " " " " " " " "

Line 10 - " " " " " " " "

Line 11 - " " Delaware and Hudson Railway Company.

Line 12 - " " Pittsburgh, Chartiers & Youghiogheny Railway Company.

Line 13 - " " The Baltimore and Ohio Railroad Company.

Line 14 - " " Monongahela Railway Company.

702. MILES OF ROAD AT CLOSE OF YEAR - BY STATES AND TERRITORIES (SINGLE TRACK)

(For other than switching and terminal companies)

Give particulars, as of the close of the year, of all road operated and of all owned but not operated. The respondent's proportion of operated road held by it as joint or common owner, or under a joint lease, or under any joint arrangement, should be shown in columns (b), (c), (e), or (f), as may be appropriate. The remainder of jointly operated mileage should be shown in column (g). Respondent's proportion of road jointly owned, not operated, should be shown in columns (i) and (j), as may be appropriate. Tracks which have been permanently abandoned should not be included in columns (i) and (j).
Lengths of track should be reported to the nearest WHOLE mile adjusted to accord with footings; i.e., counting one-half mile and over as a whole mile and disregarding any fraction less than one-half mile.

Line No.	Cross Check	State or territory (a)	ROAD OPERATED BY RESPONDENT							LINE OWNED, NOT OPERATED BY RESPONDENT		New line constructed during year (k)	Line No.
			LINE OWNED		Line of propri- etary 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				24	196				2
3		Dist. of Col.	8					4	12				3
4		Illinois	217	369				49	635		5		4
5		Indiana	560	1,245				54	1,859		32		5
6		Kentucky		4					4				6
7		Maryland	2	167				90	259				7
8		Massachusetts	141	148				163	452				8
9		Michigan	141	431		20		111	703				9
10		New Jersey	100	735				440	1,275	9			10
11		New York	1,069	1,326		6	3	240	2,644	58	32		11
12		Ohio	1,285	1,325				201	2,811				12
13		Ontario				282		9	291				13
14		Pennsylvania	1,125	2,889			40	291	4,345	2	13		14
15		Quebec				46		23	69				15
16		Virginia		10					10				16
17		West Virginia	7	209				146	362				17
18													18
19													19
20													20
21													21
22													22
23													23
24													24
25													25
26													26
27													27
28													28
29													29
30													30
31													31
32		TOTAL MILEAGE (single track)	4,655	9,146		354	43	2,035	16,233	69	82		32

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 properly 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 (49) U.S.C. 10901 of the Interstate Commerce Act should make reference to such authority by docket number as may be appropriate.

3. Show 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. Show 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	Line No.
			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	23	21		17	21	26	108		1
2	1J	M					1	7	8		2
3	1	B	157	88	12	62	53	216	588		3
4											4
5	3A	M						4	4	USA	5
6											6
7											7
8											8
9	5	M	11	2	5			38	56	USA	9
10	5	B	77	7		3	15	16	118	USA	10
11	5	B				1			1	Can.	11
12											12
13	TOTAL INCREASE		268	118	17	83	70	307	883		13

DECREASES IN MILEAGE

14	1	M	202	149	76	46	74	214	761		14
15											15
16	1	B	723	148	33	56	102	208	1,270		16
17	1J	B					8		8		17
18	3A	M		6		1		35	42	USA	18
19	3A	M				1	1		2	Can.	19
20	3A	B		1					1	USA	20
21	4	B	60			2	3		65		21
22	5	M	29	1		9	7	18	64	USA	22
23	5	B	124	37	2	5	8	11	187	USA	23
24											24
25	TOTAL DECREASE		1,138	342	111	120	203	486	2,400		25

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

Owned by respondent:

Miles of road constructed _____ Miles of road abandoned 696

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 211 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 485 miles of road.

Changes in requirements for operation of Conrail owned lines by New Jersey Transit resulted in a net decrease to Class I Properties of 49 miles of road.

Changes in requirements for subsidized freight service on Light Density Lines resulted in a decrease to Class IV properties of 60 miles of road.

Changes in requirements for operations over trackage rights resulted in a net decrease to Class V properties of 65 miles of road.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE 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 (l). 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 operation at terminals.
5. A "self-propelled car" is a rail motor car propelled by electric motors receiving power from a 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 or whether power may at times be supplied from an 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 a 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.

9. Cross-checks

Schedule 710

Schedule 710

Line 5, column (j)	=	Line 11, column (l)
Line 6, column (j)	=	Line 12, column (l)
Line 7, column (j)	=	Line 13, column (l)
Line 8, column (j)	=	Line 14, column (l)
Line 9, column (j)	=	Line 15, column (l)
Line 10, column (j)	=	Line 16, column (l)

When data appear in column (j) lines 1 thru 8, column (k) should have data on same lines.

When data appear in columns (k) or (l) lines 36 thru 53, and 55, column (m) should have data on same lines.

710. INVENTORY OF EQUIPMENT
UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service whether owned or leased, including re-classification (g)	Units at Close of Year					Line No.
				Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h)&(i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including re-classification and second hand units purchased or leased from others (f)							
		Locomotive Units									(H.P.)			
1		Diesel-freight units	1,778		100	13		427	613	851	1,464	4159150	20	1
2		Diesel-passenger units	1				2		3		3	6750		2
3		Diesel-multiple purpose units	1,236					51	443	742	1,185	2186350		3
4		Diesel-switching units	739				2	39	559	143	702	825600		4
5	*	TOTAL (lines 1 to 4) units	3,754		100	13	4	517	1,618	1,736	3,354	7177850	20	5
6	*	Electric-locomotives												6
7	*	Other self-powered units												7
8	*	TOTAL (lines 5, 6 and 7)	3,754		100	13	4	517	1,618	1,736	3,354	7177850	20	8
9	*	Auxiliary units					* 53		53		53	N/A		9
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	3,754		100	13	57	517	1,671	1,736	3,407	N/A	20	10

* Units were omitted from previous schedules.

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

Line No.	Cross Check	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)	Line No.
								1980 (g)	1981 (h)	1982 (i)	1983 (j)	1984 (k)		
11	*	Diesel	946	216	720	711	643	18			100		3,354	11
12	*	Electric												12
13	*	Other self-powered units												13
14	*	TOTAL (lines 11 to 13)	946	216	720	711	643	18			100		3,354	14
15	*	Auxiliary units					24	29					53	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	946	216	720	711	667	47			100	N/A	3,407	16

710. INVENTORY OF EQUIPMENT—Continued
UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including re-classification (g)	Units at Close of Year					Line No.
				Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h)&(i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including re-classification and second hand units purchased or leased from others (f)							
17		PASSENGER-TRAIN CARS Non-Self-Propelled Coaches [PA, PB, PBO]												17
18		Combined cars [All class C, except CSB]												18
19		Parlor cars [PBC, PC, PL, PO]												19
20		Sleeping cars [PS, PT, PAS, PDS]												20
21		Dining, grill and tavern cars [All class D, PD]										N/A		21
22		Non-passenger-carrying cars [All class B, CSB, M, PSA, IA]										N/A		22
23		TOTAL (lines 17 to 22)												23
24		Self-Propelled Electric passenger cars [EP, ET]												24
25		Electric combined cars [EC]												25
26		Internal combustion rail motorcars [ED, EG]												26
27		Other self-propelled cars (Specify types)												27
28		TOTAL (lines 24 to 27)												28
29		TOTAL (lines 23 and 28)												29
30		COMPANY SERVICE CARS Business cars [PV]	4						4		4	N/A		30
31		Board outfit cars [MWX]	900				23	56	867		867	N/A		31
32		Derrick and snow removal cars [MWU, MWV, MWW, MWK]	366			4	2	32	333	7	340	N/A		32
33		Dump and ballast cars [MWB, MWD]	2,263					3	2,161	99	2,260	N/A		33
34		Other maintenance and service equipment cars	3,739				47	97	3,577	112	3,689	N/A		34
35		TOTAL (lines 30 to 34)	7,272			4	72	188	6,942	218	7,160	N/A		35

710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.
2. In column (d) give the number of units purchased or built in company shops. In column (e) give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.
3. Units leased to others for a period of one year or more are reportable in column (n). Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (i). Units rented from others for a period less than one year should not be included in column (j).

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Time-mileage cars (b)	All others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, including reclassification and second hand units purchased or leased from others (g)	
FREIGHT TRAIN CARS									
36		Plain box cars - 40' (B100-B287)	76						36
37		Plain box cars - 50' and longer (B300-B887)	3,658					42	37
38		Equipped box cars (All Code A)	18,740						38
39		Plain gondola cars (All Codes G & J--1, J--2, J--3, and J--4)	23,222					2	39
40		Equipped gondola cars (All Code E)	3,198					836	40
41		Covered hopper cars (All Code C -- 1 --)	8,955						41
42		Open top hopper cars-general service (All Code H)	35,036						42
43		Open top hopper cars-special service (All Codes K, J--0 and C -- 2 --)	2,741						43
44		Refrigerator cars-non-mechanical (R100-120, 200-220, 300-320, 400-420, 500-520, 600-620, 700-720 and 800-820)	2,609						44
45		Refrigerator cars-mechanical (R150-170, 250-270, 350-370, 450-470, 550-570, 650-670, 750-770 and 850-870)	36						45
46		Flat cars-TOFC/COFC (All Code P)	187						46
47		Flat cars-multi-level (All Code V)	3,301					100	47
48		Flat cars-general service (F101-106, F201-206, F301-306)	2,045					18	48
49		Flat cars-other (F111-166, 211-266, 311-366, 411-466, 501-826)	3,387					73	49
50		Tank cars-under 22,000 gallons (T--0, T--1, T--2, T--3, T--4, T--5)							50
51		Tank cars-22,000 gallons and over (T--6, T--7, T--8, T--9)							51
52		All other freight cars (All Codes L & S and F171-176, 271-276, 371-376, 471-476)	43						52
53		TOTAL (lines 36 to 52)	107,234					1,071	53
54		Caboose (All Code N)	N/A	2,020				1	54
55		TOTAL (lines 53, 54)	107,234	2,020				1,072	55

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

Line No.	Cross Check	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	
					Time-mileage cars	All other *			
		(h)	(i)	(j)	(k)	(l)	(m)	(n)	
36		6	66	4	5	65	3,730		36
37		177	1,477	2,046	2,323	1,200	247,520		37
38		301	13,119	5,320	15,641	2,798	1,229,032	24	38
39		652	15,346	7,226	18,614	3,958	1,872,490		39
40		23	2,591	1,420	4,011		369,134	96	40
41		153	5,541	3,261	8,177	625	823,963		41
42		1,034	20,960	13,042	30,736	3,266	3,013,282		42
43		4	1,742	995	2,737*		215,855		43
44		84	1,576	949	2,525		173,734		44
45			36		36		2,340		45
46		2	185		185		11,121		46
47		328	485	2,588	3,073		147,794		47
48		12	1,369	682	2,051		149,981		48
49		908	572	1,980	2,552		196,477		49
50									50
51									51
52			34	9	43		3,453		52
53		3,684	65,099	39,522	92,709	11,912	8,459,906	120	53
54		66	1,868	87	N/A	1,955	N/A		54
55		3,750	66,967	39,609	92,709	13,867	8,459,906	120	55

* Units in storage and fully reserved.

710. INVENTORY OF EQUIPMENT - Continued

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

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS									
Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Per diem (b)	All others (c)	Units installed				
					New units purchased or built (d)	New units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, including reclassification and second hand units purchased or leased from others (g)	
FLOATING EQUIPMENT									
56		Self-propelled vessels [Tugboats, car ferries, etc.]	N/A						56
57		Non-self-propelled vessels [Car floats, lighters, etc.]	N/A						57
58		TOTAL (lines 56 and 57)	N/A						58
HIGHWAY REVENUE EQUIPMENT									
59		Bogie-chassis							59
60		Dry van	6,267						60
61		Flat bed							61
62		Open top							62
63		Mechanical refrigerator							63
64		Bulk							64
65		Insulated	1						65
66		Platform removable sides							66
67		Other trailer or container Drop Frame	1						67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 to 69)	6,269						70

NOTES AND REMARKS

710. INVENTORY OF EQUIPMENT - Concluded

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

Line No.	Cross Check	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	
					Per diem	All other			
		(h)	(i)	(j)	(k)	(l)	(m)	(n)	
56					N/A				56
57					N/A				57
58					N/A				58
59									59
60		1,396	1	4,870	4,871				60
61									61
62									62
63									63
64									64
65			1		1				65
66									66
67		1							67
68									68
69									69
70		1,397	2	4,870	4,872				70

NOTES AND REMARKS

710S. UNIT COST OF EQUIPMENT INSTALLED DURING THE YEAR
(Dollars in Thousands)

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. Cars should be identified as to special construction or service characteristics, such as aluminum-covered hopper car (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 and 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 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.

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)	Line No.
1						1
2						2
3						3
4						4
5						5
6						6
7						7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25	TOTAL	-	N/A	-	N/A	25

REBUILT UNITS

26	1983 UNITS COMPLETED					26
27	Diesel Locomotives	13		\$1,423	S	27
28	Work Equipment	4		828	S	28
29						29
30	NOTE:					30
31	1983 UNITS-COST NOT COMPLETED					31
32	Diesel Locomotives - 5 Units					32
33	Work Equipment - 66 Units					33
34						34
35						35
36						36
37						37
38	TOTAL		N/A		N/A	38
39	GRAND TOTAL	17	N/A	\$2,251	N/A	39

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULES 720, 721, 723, 726, 727, AND 728

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

Track category¹

- A - Freight density of 20 million or more gross ton-miles per mile per year
- B - Freight density of less than 20 million gross ton-miles per mile per year, but at least 5 million
- C - Freight density of less than 5 million gross ton-miles per mile per year, but at least 1 million
- D - Freight density of less than 1 million gross ton-miles per year
- E - Way and yard switching tracks (passing tracks, crossovers and turnouts shall be included in category A, B, C, D, F, and Potential abandonments, as appropriate).
- F - Track over which any passenger service is provided (other than potential abandonments)

Potential abandonments - Route segments identified by railroads as potentially subject to abandonment as required by Section 16904 of the Interstate Commerce Act.

- 2. These schedules shall only include those lines maintained by the reporting carrier. They 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.

¹For line segments containing more than single tracks, the total density over the route shall be used to determine track category.

720. TRACK AND TRAFFIC CONDITIONS

- 1. Disclose the requested information pertaining to track and traffic conditions.
- 2. Miles under slow order in column (e) shall not include those due to ongoing maintenance, or other temporary track conditions such as floods or derailments.

Line No.	Track category (a)	Mileage of tracks at end of period (b)	Average annual traffic density in millions of gross ton-miles per track-mile ² (c)	Average running speed limit (d)	Track miles under slow orders at end of period (Deviation from timetable speed limit) (e)	Line No.
1	A	3,194	27.3	47.0	2.4	1
2	B	6,037	11.9	40.3	310.4	2
3	C	3,851	2.9	33.7	481.7	3
4	D	7,684	0.3	22.1	752.9	4
5	E	9,092	XXXXXX	XXXXXX	XXXXXX	5
6	TOTAL	29,858	10.2	33.6	1,547.4	6
7	F	4,663	XXXXXXXX	XXXXXX	184.7	7
8	Potential abandonments	1,827	XXXXXXXX	XXXXXX	207.4	8

²To determine average density, total track miles (route miles times number of tracks) rather than route miles shall be used.

721. TIES LAID IN REPLACEMENT

1. Furnish 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. "Percent of spot maintenance" refers to the percentage of total ties or board feet laid in replacement considered to be spot maintenance.
4. In No. 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 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.

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	Line No.
		New ties				Second-hand ties					Percent of spot maintenance (k)	
		Wooden		Concrete (d)	Other (e)	Wooden		Other (h)				
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)					
1	A	342,295				12,990			355,285	710,149	15.2	1
2	B	691,587				40,254			731,841	1,916,445	14.8	2
3	C	257,933				56,931			314,864	916,161	12.7	3
4	D	136,727				62,593			199,320	1,038,971	10.4	4
5	E	84,502				28,539			113,041	1,095,771	11.5	5
6	TOTAL	1,513,044				201,307			1,714,351	5,677,497	13.8	6
7	F	386,679				14,331			401,010	984,755	15.2	7
8	Potential abandonments					484			484	57,986	100.0	8

9. Average cost per crosstie \$ 18.14 and switchtie (MBM) \$ 468.95

722. TIES Laid IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS
(Dollars in Thousands)

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) show 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 yard. In the case of treated ties, also show 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.

Line No.	Class of ties (a)	CROSSTIES			SWITCH AND BRIDGE TIES			Remarks (h)	Line No.	
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of crossties laid in new tracks during year (d)	Number of feet (board measure) laid in tracks (e)	Average cost per M feet (board measure) (f)	Total cost of switch and bridge ties laid in new tracks during year (g)			
1	T	17,455	\$18.79	\$328	198,358	\$575.93	\$114	New	1	
2	T	1,178	13.85	16	147	401.63	-		2	
3	U				7,691	397.81	3	New	3	
4									4	
5									5	
6									6	
7									7	
8									8	
9									9	
10									10	
11									11	
12									12	
13									13	
14									14	
15									15	
16									16	
17									17	
18									18	
19									19	
20	TOTAL	18,633	\$18.47	\$344	206,196	\$569.17	\$117		20	
21	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid _____									21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid 14.58 _____									22

723. RAILS LAID IN REPLACEMENT

1. Furnish the requested information concerning rails laid in replacement.
2. The term "spot maintenance" in column (h) means repairs to track components during routine inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "Percent of spot maintenance" refers to the percentage of total rails laid in replacement considered to be spot maintenance.
3. In No. 10, the average cost 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 carrier's 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)	Line No.	
		New rail		Relay rail		Welded rail (f)	Bolted rail (g)			
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)					
1	A	27.30	3.40	121.70	27.42	149.00	30.82	22.1	1	
2	B	124.38	6.42	404.42	51.86	528.80	58.28	12.8	2	
3	C	4.44	4.10	201.00	33.06	205.44	37.16	19.8	3	
4	D	8.88	8.18	61.36	65.98	70.24	74.16	66.3	4	
5	E	0.66	4.18	8.58	2.48	9.24	6.66	100.0	5	
6	TOTAL	165.66	26.28	797.06	180.80	962.72	207.08	23.5	6	
7	F	2.69	4.96	189.74	40.04	192.43	45.00	24.5	7	
8	Potential Abandonments				2.75		2.75	100.0	8	
9	Other								9	
10	Average cost of new and relay rail laid in replacement (gross tons) \$ <u>299.31</u>									10

722. TIES Laid IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS
(Dollars in Thousands)

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) show 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 yard. In the case of treated ties, also show 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.

Line No.	Class of ties (a)	CROSSTIES			SWITCH AND BRIDGE TIES			Remarks (h)	Line No.
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of crossties laid in new tracks during year (d)	Number of feet (board measure) laid in tracks (e)	Average cost per M feet (board measure) (f)	Total cost of switch and bridge ties laid in new tracks during year (g)		
1	T	17,455	\$18.79	\$328	198,358	\$575.93	\$114	New	1
2	T	1,178	13.85	16	147	401.63			2
3	U				7,691	397.81	3	New	3
4									4
5									5
6									6
7									7
8									8
9									9
10									10
11									11
12									12
13									13
14									14
15									15
16									16
17									17
18									18
19									19
20	TOTAL	18,633	\$18.47	\$344	206,196	\$569.17	\$117		20
21	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid								21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid 14.58								22

723. RAILS LAID IN REPLACEMENT

1. Furnish the requested information concerning rails laid in replacement.
2. The term "spot maintenance" in column (h) means repairs to track components during routine inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "Percent of spot maintenance" refers to the percentage of total rails laid in replacement considered to be spot maintenance.
3. In No. 10, the average cost 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 carrier's 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)	Line No.	
		New rail		Relay rail		Welded rail (f)	Bolted rail (g)			
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)					
1	A	27.30	3.40	121.70	27.42	149.00	30.82	22.1	1	
2	B	124.38	6.42	404.42	51.86	528.80	58.28	12.8	2	
3	C	4.44	4.10	201.00	33.06	205.44	37.16	19.8	3	
4	D	8.88	8.18	61.36	65.98	70.24	74.16	66.3	4	
5	E	0.66	4.18	8.58	2.48	9.24	6.66	100.0	5	
6	TOTAL	165.66	26.28	797.06	180.80	962.72	207.08	23.5	6	
7	F	2.69	4.96	189.74	40.04	192.43	45.00	24.5	7	
8	Potential Abandonments				2.75		2.75	100.0	8	
9	Other								9	
10	Average cost of new and relay rail laid in replacement (gross tons) \$ <u>185.00</u>									10

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

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

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

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

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

The returns in columns (d) and (h) should include the cost of loading at the point of purchase ready for shipment, the freight charges paid foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines, and placing the rails in tracks, and of train service in connection with the distribution of the rails, should not be included in this schedule. In these columns, "total cost" is to be reported in thousands.

Line No.	Class of rail	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS			
		Weight of Rail		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year	Average cost per ton (2,000 lb.)	Weight of Rail		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year	Average cost per ton (2,000 lb.)
		Pounds per yard of rail	Number of tons (2,000 lb.)			Pounds per yard of rail	Number of tons (2,000 lb.)		
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	
1	2				140	5	2	339.67	
2	2				132W	32	15	451.79	
3	2				132	52	21	415.95	
4	2				131W	8	3	379.12	
5	4				140W	32	9	278.12	
6	4				140	4	1	274.89	
7	4				132W	190	70	367.66	
8	4				132	14	5	357.87	
9	4				131W	1,699	504	296.43	
10	4				131	51	14	270.28	
11	4				130W	517	138	266.84	
12	4				130	27	7	272.44	
13	4				127W	33	10	308.09	
14	4				127	5	1	245.53	
15	4				119	2	1	342.94	
16	4				105W	354	57	160.06	
17	4				105	63	11	166.71	
18	4				100	3	1	278.95	
19									
20									
21									
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36									
37									
38									
39	Total	X X X				X X X	3,091	870	280.97
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 14.58								
42	Track-miles of welded rail installed this year 13.52 : total to date 58.73								

725. WEIGHT OF RAIL

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

be given. Road and track occupied under trackage right or other form of license should not be included herein, but all road and track held under any form of lease (granting exclusive possession to the lessee) should be included.

Line No.	Weight of rails per yard (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)
	<i>Pounds</i>			
1				
2		215		All less than 85 lb. rail
3	85	198		
4	90	221		
5	91	7		
6	95	7		
7	100	1,276		
8	101	47		
9	105	1,397		
10	107	163		
11	110	100		
12	112	542		
13	115	202		
14	118	31		
15	119	31		
16	122	5		
17	125	39		
18	127	3,220		
19	130	2,493		
20	131	2,281		
21	132	1,939		
22	133	456		
23	135	4		
24	136	801		
25	137	3		
26	140	2,776		
27	152	376		
28	155	213		
29	Girder	16		
30				
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NOTES AND REMARKS

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726. SUMMARY OF TRACK REPLACEMENTS

1. Furnish the requested information concerning the summary of track replacements.
 2. In columns (d), (e), (g), and (j) give the percentage of replacements to total units of property at year end.

Line No.	Track category	Ties				Rail		Ballast	Track surfacing		Line No.
		Number of ties replaced		Percent replaced		Miles of rail replaced (rail-miles)	Percent replaced	Cubic yards of ballast placed	Miles surfaced	Percent surfaced	
		Crossties	Switch and bridge ties (board feet)	Crosstie	Switch and bridge ties (board feet)						
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)		
1	A	355285	710149	3.4	3.9	179.82	2.9	500,419	1,304	40.8	1
2	B	731841	1916445	3.7	5.6	587.08	4.7	733,684	1,912	31.7	2
3	C	314864	916161	2.5	4.2	242.60	3.1	244,867	638	16.6	3
4	D	199320	1038971	0.8	2.4	144.40	0.9	162,735	424	5.5	4
5	E	113041	1095771	0.5	0.7	15.90	0.1	211,892	552	6.1	5
6	TOTAL	1714351	5777497	1.9	2.1	1,169.80	2.0	1,853,597	4,830	16.2	6
7	F	401010	983755	2.6	3.7	237.43	2.5	618,273	1,611	34.5	7
8	Potential abandonments	484	57986	0.01	0.6	2.75	0.1				8

728. DEFERRED CAPITAL IMPROVEMENTS - TRACKS
(Dollars in Thousands)

1. Furnish the requested information concerning the monetary amount and quantity of deferred capital improvements to track structure.
 2. Explain in remarks section below the methods and/or calculations used in determining the amounts and quantities reported.

Line No.	Type of track (a)	Monetary amount of deferred capital improvements		Line No.
		End of the year (b)	Beginning of the year (c)	
1	A	In its decision of July 12, 1977 in Ex Parte 305	"Petition of Consolidated Rail Corporation for	1
2	B	relief from certain reporting requirements pertaining to the definition of	deferred maintenance'	2
3	C	and 'delayed capital improvements', the Interstate Commerce Commission found that	"the modifica-	3
4	D	tions sought by Conrail are appropriate and that it should be permitted to report that it has no		4
5	E	deferred maintenance or delayed capital improvements as defined in this proceeding".		5
6	TOTAL TRACKS			6
7	F			7
8	Potential Abandonments			8
	Selected track improvements	Quantities of deferred capital improvements		
		End of the year	Beginning of the year	
9	Crossties			9
10	Rail			10
11	Ballast			11

Road Initials: CIRC

Year 19 83

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NOTES AND REMARKS

750. CONSUMPTION OF FUEL BY MOTIVE-POWER UNITS

(Dollars in Thousands)

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

(Dollars in Thousands)

Line No.	Kind of locomotive service (a)	Diesel	Electric	Other (steam, gas turbine, etc.)		Line No.
		Diesel oil (gallons) (b)	Kilowatt-hours (c)	Coal (tons) (d)	Fuel oil (gallons) (e)	
1	Freight	253,042,619				1
2	Passenger					2
3	Yard switching	37,333,936				3
4	TOTAL	290,376,555				4
5	COST OF FUEL ¹	\$ 253,128	\$	\$	\$	5
6	Work Train	1,371,566				6

B. RAIL MOTORCARS

(Dollars in Thousands)

Line No.	Kind of locomotive service (f)	Diesel	Electric	Gasoline	Line No.
		Diesel oil (gallons) (g)	Kilowatt-hours (h)	Gasoline (gallons) (i)	
7	Freight				7
8	Passenger				8
9	Yard switching				9
10	TOTAL				10
11	COST OF FUEL ¹	\$	\$	\$	11
12	Work Train				12

¹Show 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.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

Unit Train, Way Train, and Through Train 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) Report 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 1 mile. In computing train-miles, fractions representing less than one-half mile shall be disregarded and other fractions considered as 1 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 a distance of 1 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 6 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 6 miles per hour for the time actually engaged in yard switching service. Include miles allowed to 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. Under Railroad Owned and Leased cars, Items 4-01 and 4-11, report both foreign cars and respondents' own cars while on the line of the respondent railroad. In Items 4-13 and 4-15 report the private-line categories, miles for private-line cars (whether or not under railroad control) and shipper-owned cars. A car-mile is a movement of a unit of car equipment a distance of 1 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; and miles run by other passenger-train cars where services are combined such as baggage, express and mail.

(K) From conductors' or dispatchers' train reports or other appropriate source, compute weight in tons (2,000 pounds). Item 6-01 includes weight of all locomotive units moved 1 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 head-end car.

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

(M) Road service represents elapsed time of transportation trains (both ordinary and light) between 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 9-02 train switching hours included in Item 9-01. 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.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755—Concluded

(N) Yard switching hours are 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 (1) in 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 car identification number unless there is a physical transfer of the car between trains. Each car moving under revenue billing shall be considered as a loaded car.

(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 "on line." Unserviceable cars include cars on repair tracks undergoing or awaiting repairs. They include 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, etc.; and cars stored because of seasonal decline in traffic, such as coal cars, ore cars, etc. 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, or 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 freighthouse, pier, etc., for the purpose of being loaded.

755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
1		1. Miles of Road Operated (A)	16,133		1
		2. Train Miles - Running (B)	XXXXXX	XXXXXX	
2		2-01 Unit Trains	675,840	XXXXXX	2
3		2-02 Way Trains	5,370,145	XXXXXX	3
4		2-03 Through Trains	27,476,423		4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	33,502,408		5
6		2-05 Motorcars (C)			6
7		2-06 TOTAL, ALL TRAINS (lines 5, 6)	33,502,408		7
		3. Locomotive Unit Miles (D)	XXXXXX	XXXXXX	
		Road Service (E)	XXXXXX	XXXXXX	
8		3-01 Unit Trains	2,014,320	XXXXXX	8
9		3-02 Way Trains	11,794,173	XXXXXX	9
10		3-03 Through Trains	86,981,237		10
11		3-04 TOTAL (lines 8-10)	100,789,730		11
12		3-11 Train Switching (F)	414,663	XXXXXX	12
13		3-21 Yard Switching (G)	16,589,629		13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	117,794,022		14
		4. Freight Car-Miles (thousands) (H)	XXXXXX	XXXXXX	
		4-01 RR Owned and Leased Cars - Loaded	XXXXXX	XXXXXX	
15		4-010 Box-Plain 40-Foot	6,198	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	104,339	XXXXXX	16
17		4-012 Box-Equipped	182,446	XXXXXX	17
18		4-013 Gondola-Plain	48,492	XXXXXX	18
19		4-014 Gondola-Equipped	18,960	XXXXXX	19
20		4-015 Hopper-Covered	61,835	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	116,783	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	6,117	XXXXXX	22
23		4-018 Refrigerator-Mechanical	21,039	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	27,475	XXXXXX	24
25		4-020 Flat-TOFC/COFC	27,653	XXXXXX	25
26		4-021 Flat-Multi-Level	9,322	XXXXXX	26
27		4-022 Flat-General Service	2,654	XXXXXX	27
28		4-023 Flat-All Other	11,767	XXXXXX	28
29		4-024 All Other Car Types-Total ¹	2,707	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	647,787	XXXXXX	30
		4-11 RR Owned and Leased Cars-Empty	XXXXXX	XXXXXX	

¹Total number of loaded miles _____ and empty miles _____ of roadtrailer reported above.

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
31		4-110 Box-Plain 40-Foot	6,305	XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	78,763	XXXXXX	32
33		4-112 Box-Equipped	164,600	XXXXXX	33
34		4-113 Gondola-Plain	39,323	XXXXXX	34
35		4-114 Gondola-Equipped	18,709	XXXXXX	35
36		4-115 Hopper-Covered	67,043	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	116,422	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	5,867	XXXXXX	38
39		4-118 Refrigerator-Mechanical	19,086	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	23,567	XXXXXX	40
41		4-120 Flat-TOFC/COFC	2,990	XXXXXX	41
42		4-121 Flat-Multi-Level	6,878	XXXXXX	42
43		4-123 Flat-General Service	3,844	XXXXXX	43
44		4-123 Flat-All Other	11,911	XXXXXX	44
45		4-124 All Other Car Types	2,074	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	567,382	XXXXXX	46
		4-13 Private Line Cars - Loaded (H)	XXXXXX	XXXXXX	
47		4-130 Box-Plain 40-Foot	18	XXXXXX	47
48		4-131 Box-Plain 50-Foot and Longer	9,620	XXXXXX	48
49		4-132 Box-Equipped	602	XXXXXX	49
50		4-133 Gondola-Plain	95	XXXXXX	50
51		4-134 Gondola-Equipped	16	XXXXXX	51
52		4-135 Hopper-Covered	58,786	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	32	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	1	XXXXXX	54
55		4-138 Refrigerator-Mechanical	36	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	3,957	XXXXXX	56
57		4-140 Flat-TOFC/COFC	350,632	XXXXXX	57
58		4-141 Flat-Multi-Level	47,934	XXXXXX	58
59		4-142 Flat-General Service	537	XXXXXX	59
60		4-143 Flat-All Other	9,682	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	59,170	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	40,440	XXXXXX	62
63		4-146 All Other Car Types ¹	2,438	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	583,996	XXXXXX	64
		4-15 Private Line Cars-Empty (H)	XXXXXX	XXXXXX	
65		4-150 Box-Plain 40-Foot	7	XXXXXX	65

¹Total number of loaded miles _____ and empty miles _____ by roadrailer reported above.

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
66		4-151 Box-Plain 50-Foot and Longer	4,054	XXXXXX	66
67		4-152 Box-Equipped	493	XXXXXX	67
68		4-153 Gondola-Plain	117	XXXXXX	68
69		4-154 Gondola-Equipped	22	XXXXXX	69
70		4-155 Hopper-Covered	63,328	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	81	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	3	XXXXXX	72
73		4-158 Refrigerator-Mechanical	53	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	4,054	XXXXXX	74
75		4-160 Flat-TOFC/COFC	17,503	XXXXXX	75
76		4-161 Flat-Multi-Level	33,861	XXXXXX	76
77		4-162 Flat-General Service	653	XXXXXX	77
78		4-163 Flat-All Other	9,684	XXXXXX	78
79		4-164 Tank-Under 22,000 Gallons	56,161	XXXXXX	79
80		4-165 Tank-22,000 Gallons and Over	42,417	XXXXXX	80
81		4-166 All Other Car Types ¹	2,096	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	244,587	XXXXXX	82
83		4-17 Work Equipment Car-Miles	17,421	XXXXXX	83
84		4-18 No Payment Car-Miles (I)	247,063	XXXXXX	84
		4-19 Total Car-Miles by Train Type	XXXXXX	XXXXXX	
85		4-180 Unit Trains	88,151	XXXXXX	85
86		4-181 Way Trains	145,307	XXXXXX	86
87		4-182 Through Trains	2,074,778	XXXXXX	87
88		4-183 TOTAL (lines 85-87)	2,308,236	XXXXXX	88
89		4-20 Caboose Miles	33,502	XXXXXX	89
		5. Passenger Car-Miles (thousands) (j)	XXXXXX	XXXXXX	
90		5-01 Coaches			90
91		5-02 Combination, Passenger Cars			91
92		5-03 Sleeping and Parlor Cars			92
93		5-04 Dining, Grill and Tavern Cars			93
94		5-05 Head-End Cars (Other than 5-02)			94
95		5-06 TOTAL (lines 90-94)			95
96		5-07 Business Cars			96
97		5-08 Crew Cars (Other than C cabooses)			97
		6. Gross Ton-Miles (thousands) (K)	XXXXXX	XXXXXX	
98		6-01 Road Locomotives	15,226,757		98
		6-02 Freight Trains, Crs., Cnts., and Caboose	XXXXXX	XXXXXX	

Total number of loaded miles 4,165 and empty miles 3,064 by roadrailer are included in Line 84.

/55. RAILROAD OPERATING STATISTICS - Concluded

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
99		6-020 Unit Trains	5,796,799	XXXXXX	99
100		6-021 Way Trains	9,765,854	XXXXXX	100
101		6-022 through Trains	137,933,040	XXXXXX	101
102		6-03 Passenger-Trains, Crs., and Cnts.			102
103		6-04 Non-Revenue	2,887,241	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	171,609,691		104
		7. Tons of Freight (thousands)	XXXXXX	XXXXXX	
105		7-01 Revenue	180,730	XXXXXX	105
106		7-02 Non-Revenue	4,886	XXXXXX	106
107		7-03 TOTAL (lines 105, 106)	185,616	XXXXXX	107
		8. Ton-Miles of Freight (thousands) (L)	XXXXXX	XXXXXX	
108		8-01 Revenue-Road Service	70,285,644	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service		XXXXXX	109
110		8-03 TOTAL (lines 108, 109)	70,285,644	XXXXXX	110
111		8-04 Non-Revenue-Road Service	922,423	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service		XXXXXX	112
113		8-06 TOTAL (lines 111, 112)	922,423	XXXXXX	113
114		8-07 TOTAL-REVENUE AND NON-REVENUE (lines 110, 113)	71,208,067	XXXXXX	114
		9. Train Hours (M)	XXXXXX	XXXXXX	
115		9-01 Road Service	1,793,820	XXXXXX	115
116		9-02 Train Switching	37,632	XXXXXX	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	1,958,632	XXXXXX	117
		11. Train-Miles Work Trains (O)	XXXXXX	XXXXXX	
118		11-01 Locomotives	1,563,122	XXXXXX	118
119		11-02 Motorcars		XXXXXX	119
		12. Number of Loaded Freight Cars (P)	XXXXXX	XXXXXX	
120		12-01 Unit Trains	123,204	XXXXXX	120
121		12-02 Way Trains	1,862,469	XXXXXX	121
122		12-03 Through Trains	6,831,689	XXXXXX	122
123		13. TOFC/COFC-No. of Rev. Trailers and Containers Loaded and Unloaded (Q)	1,604,937	XXXXXX	123
124		14. Multi-Level Cars-No. of Motor Vehicles Loaded and Unloaded (Q)	728,503	XXXXXX	124
125		15. TOFC/COFC-No. of Rev. Trailers Picked Up and Delivered (R)	5,117	XXXXXX	125
		16. Revenue Tons-Marine Terminal (S)	XXXXXX	XXXXXX	
126		16-01 Marine Terminals-Coal	7,207,169	XXXXXX	126
127		16-02 Marine Terminals-Ore	1,345,629	XXXXXX	127
128		16-03 Marine Terminals-Other	1,750,374	XXXXXX	128
129		16-04 TOTAL (lines 126-128)	10,303,172	XXXXXX	129
		17. Number of Foreign Per Diem Cars on Line (T)	XXXXXX	XXXXXX	
130		17-01 Serviceable	33,391	XXXXXX	130
131		17-02 Unserviceable	498	XXXXXX	131
132		17-03 Surplus	715	XXXXXX	132
133		17-04 TOTAL (lines 130-132)	34,604	XXXXXX	133

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
66		4-151 Box-Plain 50-Foot and Longer	4,054	XXXXXX	66
67		4-152 Box-Equipped	493	XXXXXX	67
68		4-153 Gondola-Plain	117	XXXXXX	68
69		4-154 Gondola-Equipped	22	XXXXXX	69
70		4-155 Hopper-Covered	63,328	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	81	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	3	XXXXXX	72
73		4-158 Refrigerator-Mechanical	53	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	4,054	XXXXXX	74
75		4-160 Flat-TOFC/COFC	17,503	XXXXXX	75
76		4-161 Flat-Multi-Level	33,861	XXXXXX	76
77		4-162 Flat-General Service	653	XXXXXX	77
78		4-163 Flat-All Other	9,684	XXXXXX	78
79		4-164 Tank-Under 22,000 Gallons	66,161	XXXXXX	79
80		4-165 Tank-22,000 Gallons and Over	42,417	XXXXXX	80
81		4-166 All Other Car Types ¹	2,096	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	244,587	XXXXXX	82
83		4-17 Work Equipment Car-Miles	17,421	XXXXXX	83
84		4-18 No Payment Car-Miles (I)	247,063	XXXXXX	84
		4-19 Total Car-Miles by Train Type	XXXXXX	XXXXXX	
85		4-180 Unit Trains	77,894 ✓	XXXXXX	85
86		4-181 Way Trains	141,707 ✓	XXXXXX	86
87		4-182 Through Trains	2,088,635 ✓	XXXXXX	87
88		4-183 TOTAL (lines 85-87)	2,308,236	XXXXXX	88
89		4-20 Caboose Miles	33,502	XXXXXX	89
		5. Passenger Car-Miles (thousands) (j)	XXXXXX	XXXXXX	
90		5-01 Coaches			90
91		5-02 Combination, Passenger Cars			91
92		5-03 Sleeping and Parlor Cars			92
93		5-04 Dining, Grill and Tavern Cars			93
94		5-05 Head-End Cars (Other than 5-02)			94
95		5-06 TOTAL (lines 90-94)			95
96		5-07 Business Cars			96
97		5-08 Crew Cars (Other than Cabs)			97
		6. Gross Ton-Miles (thousands) (K)	XXXXXX	XXXXXX	
98		6-01 Road Locomotives	15,226,757		98
		6-02 Freight Trains, Crs., Cnts., and Caboose	XXXXXX	XXXXXX	

¹Total number of loaded miles 4,165 and empty miles 3,064 by roadtrailer are included in Line 84.

755. RAILROAD OPERATING STATISTICS - Concluded

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
99		6-020 Unit Trains	5,830,201 ✓	XXXXXX	99
100		6-021 Way Trains	9,392,757 ✓	XXXXXX	100
101		6-022 through Trains	138,270,752 ✓	XXXXXX	101
102		6-03 Passenger-Trains, Crs., and Cnts.			102
103		6-04 Non-Revenue	2,889,224 ✓	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	171,609,691		104
		7. Tons of Freight (thousands)	XXXXXX	XXXXXX	
105		7-01 Revenue	180,728 ✓	XXXXXX	105
106		7-02 Non-Revenue	4,886	XXXXXX	106
107		7-03 TOTAL (lines 105, 106)	185,614 ✓	XXXXXX	107
		8. Ton-Miles of Freight (thousands) (L)	XXXXXX	XXXXXX	
108		8-01 Revenue-Road Service	70,285,644	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service		XXXXXX	109
110		8-03 TOTAL (lines 108, 109)	70,285,644	XXXXXX	110
111		8-04 Non-Revenue-Road Service	922,423	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service		XXXXXX	112
113		8-06 TOTAL (lines 111, 112)	922,423	XXXXXX	113
114		8-07 TOTAL-REVENUE AND NON-REVENUE (lines 110, 113)	71,208,067	XXXXXX	114
		9. Train Hours (M)	XXXXXX	XXXXXX	
115		9-01 Road Service	1,793,820	XXXXXX	115
116		9-02 Train Switching	37,632	XXXXXX	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	1,958,632	XXXXXX	117
		11. Train-Miles Work Trains (O)	XXXXXX	XXXXXX	
118		11-01 Locomotives	1,563,122	XXXXXX	118
119		11-02 Motorcars		XXXXXX	119
		12. Number of Loaded Freight Cars (P)	XXXXXX	XXXXXX	
120		12-01 Unit Trains	133,612 ✓	XXXXXX	120
121		12-02 Way Trains	1,839,814 ✓	XXXXXX	121
122		12-03 Through Trains	6,843,936 ✓	XXXXXX	122
123		13. TOFC/COFC-No. of Rev. Trailers and Containers Loaded and Unloaded (Q)	1,604,937	XXXXXX	123
124		14. Multi-Level Cars-No. of Motor Vehicles Loaded and Unloaded (Q)	728,503	XXXXXX	124
125		15. TOFC/COFC-No. of Rev. Trailers Picked Up and Delivered (R)	5,117	XXXXXX	125
		16. Revenue Tons-Marine Terminal (S)	XXXXXX	XXXXXX	
126		16-01 Marine Terminals-Coal	7,207,169	XXXXXX	126
127		16-02 Marine Terminals-Ore	1,345,629	XXXXXX	127
128		16-03 Marine Terminals-Other	1,750,374	XXXXXX	128
129		16-04 TOTAL (lines 126-128)	10,303,172	XXXXXX	129
		17. Number of Foreign Per Diem Cars on Line (T)	XXXXXX	XXXXXX	
130		17-01 Serviceable	33,391	XXXXXX	130
131		17-02 Unserviceable	498	XXXXXX	131
132		17-03 Surplus	715	XXXXXX	132
133		17-04 TOTAL (lines 130-132)	34,604	XXXXXX	133

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 83, to and including December 31, 19 83

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 84

My commission expires April 4, 1986

Use an
L.S.
impression seal

Carol Ann Connell
(Signature of officer authorized to administer oaths)
Notary Public, Philadelphia, Philadelphia Co.
My Commission Expires April 4, 1986

SUPPLEMENTAL OATH

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

State of Pennsylvania

County of Philadelphia

Robert H. Platt makes oath and says that he is Executive Vice President-Finance and Administration
(Insert here name of the affiant) (Insert here the official title of the affiant)

Of Consolidated Rail Corporation
(Insert here the exact legal title or name of the respondent)

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

January 1, 19 83, to and including December 31, 19 83

R. H. Platt
(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 84

My commission expires April 4, 1986

Use an
L.S.
impression seal

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

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balances and	66	Tracks operated at close of year (switching and	
Sinking funds	7	terminal companies)	73
Source and application of working capital	17-18	Miles of, at close of year, for other than	
Specialized service subschedule	60	switching and terminal companies	76
Statement of changes in financial position	17-18	Track and traffic conditions	87
Stock outstanding	16	Train hours, yard switching	100
Changes during year	16	Train miles	97
Number of security holders	3	Tons of freight	99
Total voting power	3, 4	Ton-miles of freight	99
Value per share	3	TOFC/COFC number of revenues trailers and	
Voting rights	3	containers loaded and unloaded	100
Supporting schedule-Track	58-59	Voting powers and elections	3
		Weight of rail	91

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NAME OF CARRIER CONSOLIDATED RAIL CORPORATION

SUPPLEMENTAL 1983 R-1 DATA

INSTRUCTIONS

1. Line and column references in column (b) are to the 1983 R-1 report.
2. Data entered in column (c) shall be computed under RRB accounting.
3. Data entered in column (d) shall be completed under Depreciation accounting.
4. This supplemental report should be filed with the Bureau of Accounts by June 30, 1984.

Selected Items (a)	1983 R-1 Location (b)	RRB Accounting As of 12/31/83 (Dollars in Thousands) (c)	Depreciation Accounting As of 1/1/83 (Dollars in Thousands) (d)
<u>Schedule 210</u>			
1. Net railway operating income (loss)	Line 69	\$ 127,681	N/A
<u>Schedule 245</u>			
2. Total working capital	Line 28	324,234	\$ 336,981
<u>Schedule 352A</u>			
TOTAL	Line 31		
3. Investment in property	col. d	5,888,091	5,423,531
4. Depreciation and Amortization of defense projects	col. e	2,441,514	1,159,308
<u>Schedule 352B</u>			
Interest during construction	Line 40		
5. Respondent	col. b		
6. Lessor railroads	col. c	124	124
7. Inactive (Proprietary (Companies)	col. d		
8. Other Leased Properties	col. e	245	245
Other elements of Investment	Line 41		
9. Respondent	col. b		
10. Lessor railroads	col. c	2,117	3,283
11. Inactive (Proprietary Companies)	col. d	78	78
12. Other Leased Properties	col. e	CR 1,803	CR 1,803

Note: Amounts shown in column (c) for lines 3 and 4 are based upon the original cost of property. To the extent such property was conveyed to Conrail, the original cost is that of the predecessor companies.

NAME OF CARRIER CONSOLIDATED RAIL CORPORATION

SUPPLEMENTAL 1983 R-1 DATA

INSTRUCTIONS

1. Line and column references in column (b) are to the 1982 R-1 report.
2. Data entered in column (c) shall be computed under RRB accounting.
3. Under item 35 list any other property or expense accounts that would be changed due to capitalization of overhead expenses under Depreciation Accounting; and, enter in column (c) the amount that would be reported under RRB Accounting.
4. This supplemental report should be filed with the Bureau of Accounts by June 30, 1984.

Item No.	Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/83 (Dollars in Thousands) (c)
<u>Schedule 335, Accumulated Depreciation-Road and Equipment Owned and Used</u>			
1.	Total road	Line 28, col. g	\$789,671
<u>Schedule 342, Accumulated Depreciation-Improvements to Road and Equipment Leased from Others</u>			
2.	Total road	Line 27, col. g	Not applicable 5% Rule
<u>Schedule 351, Accumulated Depreciation-Road and Equipment Leased to Others</u>			
3.	Total road	Line 27, col. g	Not applicable 5% Rule
<u>Schedule 352B, Investment in Railway Property Used in Transportation Service (by Property Accounts)</u>			
4.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing	Cols. b thru e, sum of lines 8 thru 12	1,103,374
5.	Total expenditures for road	Line 34, total of cols. b thru e	3,436,921
6.	Total general expenditures	Line 45, total of cols. b thru e	369

Note: Amounts shown in column (c) for lines 1, 4, 5 and 6 are based upon the original cost of property. To the extent such property was conveyed to Conrail, the original cost is that of the predecessor companies.

Item No.	Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/83 (Dollars in Thousands) (c)
<u>Schedule 410, Railway Operating Expenses</u>			
7.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Running (Freight)	Col. f, sum of lines 12, 14, 16, 18, 20	195,714
8.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Running (Passenger)	Col. g, sum of lines 12, 14, 16, 18, 20	
9.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Switching (Freight)	Col. f, sum of lines 13, 15, 17, 19, 21	7,833
10.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Switching (Passenger)	Col. g sum of lines 13, 15, 17, 19, 21	
Depreciation-Running			
11.	Freight	Line 136, col. f	6,308
12.	Passenger	Line 136, col. g	
Depreciation - Switching			
13.	Freight	Line 137, col. f	2,386
14.	Passenger	Line 137, col. g	
Depreciation - Other			
15.	Freight	Line 138, col. f	19,447
16.	Passenger	Line 138, col. g	
Other - Running			
17.	Freight	Line 148, col. f	623
18.	Passenger	Line 148, col. g	
Other - Switching			
19.	Freight	Line 149, col. f	694
20.	Passenger	Line 149, col. g	

ROAD INITIALS CRC

Item No.	Selected Items (a)	1982 R-1 Location (b)	RFB Accounting As of 12/31/83 (Dollars in Thousands) (c)
	Other - Other		
21.	Freight	Line 150, col. f	1,930
22.	Passenger	Line 150, col. g	
	Total Way and Structures		
23.	Freight	Line 151, col. f	602,894
24.	Passenger	Line 151, col. g	
	<u>Schedule 412, Way and Structures</u>		
25.	Total - Retirement	Line 35, col. c	12,261
	<u>Schedule 415, Supporting Schedule Equipment</u>		
26.	Total - Locomotives	Line 5, col. f	
27.	Total - Freight Train Cars	Line 24, col. f	
28.	Total - Highway Equipment Floating Equipment - Revenue Service	Line 32, col. f	
29.	Marine Line-Haul	Line 33, col. f	
30.	Local Marine	Line 34, col. f	
31.	Total - Floating Equipment	Line 35, col. f	
32.	Other Equipment	Col. f, sum of lines 37 thru 40	
33.	Work & Other Non-revenue Equipment	Line 41, col. f	
34.	Total - All Equipment	Line 43, col. f	

ROAD INITIALS CRC

Selected items (a)	1982 R-1* Location (b)	RRB Accounting As of 12/31/83 (Dollars in Thousands) (c)
35. OTHER ACCOUNTS (SEE INSTRUCTIONS)		
WAY AND STRUCTURES		
ADMINISTRATION		
Track	1	\$ 43,029
Bridge and Building	2	4,321
Signal	3	11,951
Communication	4	1,969
Other	5	1,467
REPAIR AND MAINTENANCE		
Roadway - Running	6	29,607
Roadway - Switching	7	411
Tunnels and Subways - Running	8	175
Bridges and Culverts - Running	10	11,014
Road Property Damaged - Running	22	8,635
Road Property Damaged - Switching	23	1,408
Road Property Damaged - Other	24	252
Signals and Interlockers - Running	25	36,212
Signals and Interlockers - Switching	26	856
Communication Systems	27	8,397
Highway Grade Crossings - Running	29	13,421
Highway Grade Crossings - Switching	30	139
Stations and Office Building	31	5,857
Locomotive and Servicing Facilities	101	582
Miscellaneous Buildings and Structures	102	6,599
Roadway Machines	109	30,084
Small Tools and Supplies	110	10,161
Fringe Benefits - Running	112	43,918
Fringe Benefits - Switching	113	5,156
Fringe Benefits - Other	114	25,725
Casualties and Insurance - Running	115	11,001
Casualties and Insurance - Switching	116	636
Casualties and Insurance - Other	117	6,163
Lease Rentals - Debit - Running	118	5,187
Lease Rentals - Debit - Switching	119	937
Lease Rentals - Debit - Other	120	4,195
Other Rents - Debit - Running	130	3,592
Other Rents - Debit - Other	132	441
Joint Facility - (Credit) - Running	142	(8,961)
Dismantling Retired Road Property - Running	145	1,059
Dismantling Retired Road Property - Other	147	4,456
EQUIPMENT		
LOCOMOTIVES		
Administration	201	13,237
Repair and Maintenance	202	115,991
Fringe Benefits	205	16,425
Other Casualties and Insurance	206	7,581
Lease Rentals - Debit	207	231
Lease Rentals - (Credit)	208	(3,091)
Other Rents - (Credit)	212	(144)
Depreciation	213	48,244
TOTAL LOCOMOTIVES	219	<u>203,519</u>

* All Schedule 410 location references relate to Column "f"

ROAD INITIALS CRC

Selected items (a)	1982 R-1* Location (b)	RRB Accounting As of 12/31/83 (Dollars in Thousands) (c)
EQUIPMENT (Continued)		
FREIGHT CARS		
Administration	220	12,081
Repair and Maintenance	221	100,498
Fringe Benefits	224	12,905
Other Casualties and Insurance	225	7,777
Lease Rentals - Debit	226	4,296
Lease Rentals - (Credit)	227	(433)
Other Rents - Debit	230	365,111
TOTAL FREIGHT CARS	238	<u>474,940</u>
OTHER EQUIPMENT		
Machinery	306	619
Work and Other Non-Revenue Equipment	307	5,740
Fringe Benefits	309	1,362
Other Casualties and Insurance	310	1,816
Lease Rentals - Debit	311	15,392
Other Rents - Debit	315	19,911
Other Rents - (Credit)	316	(6,748)
Depreciation	317	29,963
Other	322	190
TOTAL OTHER EQUIPMENT	323	<u>78,082</u>
TOTAL EQUIPMENT	324	<u>756,541</u>
TRANSPORTATION		
TRAIN OPERATIONS		
Administration	401	35,865
Engine Crews	402	76,665
Train Crews	403	153,983
Dispatching Trains	404	10,617
Operating Signals and Interlockers	405	25,200
Operating Drawbridges	406	1,371
Highway Crossing Protection	407	2,690
Train Inspection and Lubrication	408	37,956
Locomotive Fuel	409	220,582
Servicing Locomotives	411	18,625
Clearing Wrecks	413	6,934
Fringe Benefits	414	90,070
Other Casualties and Insurance	415	35,599
Other	418	11,268
TOTAL TRAIN OPERATIONS	419	<u>718,709</u>
YARD OPERATIONS		
Administration	420	31,806
Switch Crews	421	121,197
Controlling Operations	422	31,552
Yard and Terminal Clerical	423	36,623
Operating Switches, Signals, Retarders & Humps	424	3,679
Servicing Locomotives	427	2,973
Fringe Benefits	430	59,520
Other Casualties and Insurance	431	19,688
TOTAL YARD OPERATIONS	435	<u>352,781</u>

* All Schedule 410 location references relate to Column "f"

ROAD INITIALS CRC

Selected items (a)	1982 R-1* Location (b)	RRB Accounting As of 12/31/83 (Dollars in Thousands) (c)
TRANSPORTATION (Continued)		
TRAIN AND YARD OPERATIONS COMMON		
Cleaning Car Interiors	501	828
Adjusting and Transferring Loads	502	794
Car Loading Devices and Grain Doors	503	159
Fringe Benefits	505	209
TOTAL TRAIN AND YARD OPERATIONS COMMON	506	<u>13,791</u>
SPECIALIZED SERVICE OPERATIONS		
Administration	507	5,451
Fringe Benefits	512	1,531
Casualties and Insurance	513	371
TOTAL SPECIALIZED SERVICES OPERATIONS	517	<u>73,890</u>
ADMINISTRATIVE SUPPORT OPERATIONS		
Administration	518	6,287
Employees Performing Clerical & Accounting Functions	519	57,683
Communication Systems Operations	520	11,462
Fringe Benefits	522	18,601
Casualties and Insurance	523	7,293
Other	526	2,211
TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	527	<u>114,511</u>
TOTAL TRANSPORTATION	528	<u>1,273,682</u>
GENERAL AND ADMINISTRATIVE		
Property Taxes	614	24,701
TOTAL GENERAL AND ADMINISTRATIVE	619	<u>261,199</u>
TOTAL CARRIER OPERATING EXPENSES	620	<u>\$2,894,316</u>
Schedule 210 - Results of Operations		
Equity in undistributed earnings (losses)	26	\$ 6,587
Miscellaneous income	24	27,796
Interest on funded debt:		
Fixed interest not in default	40	87,337

* All Schedule 410 location references relate to Column "f"

