

RC-113400

DELAWARE & HUDSON

1981

1/3

RC 113400

ORIGINAL

R-1

CLASS I RAILROADS

APPROVED BY GAO

B-180230 (R0470)

EXPIRES 3-31-83

# annual report

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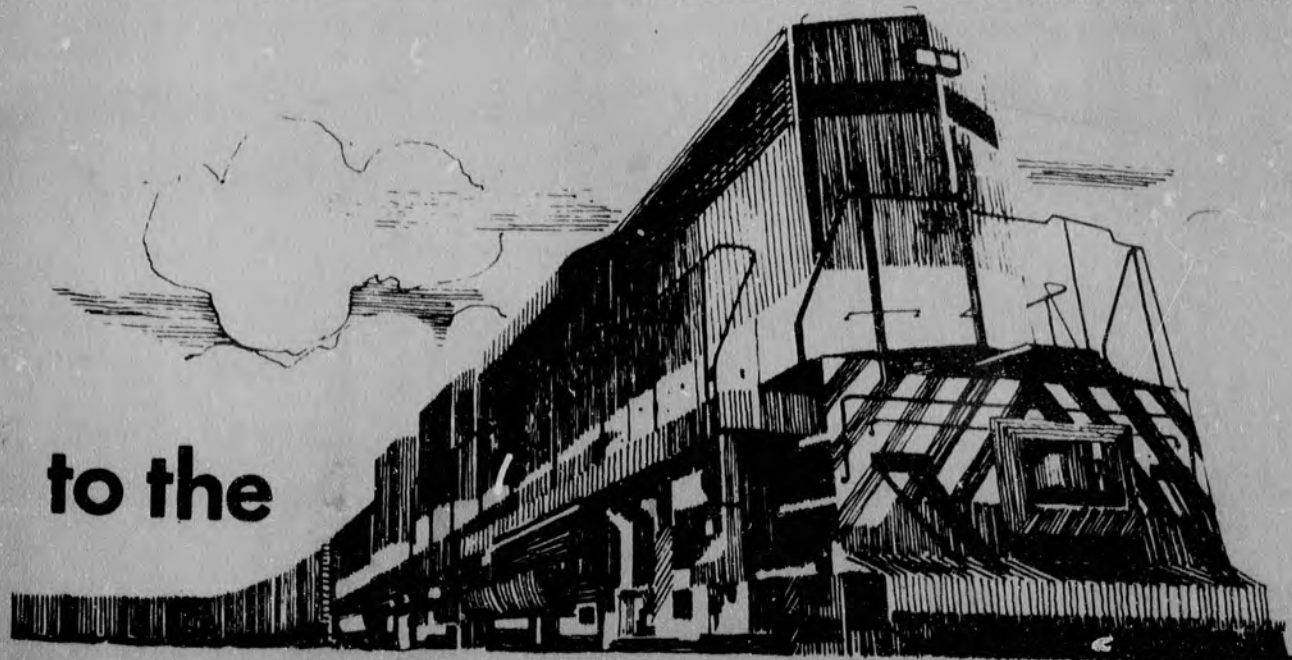
RC000129 1 0 SPRS  
DELAWARE & HUDSON RY. CO.  
40 BEAVER STREET  
ALBANY NY 12207

DELAWARE AND HUDSON  
RAILWAY COMPANY

Correct name and address if different than shown.

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

to the



## Interstate Commerce Commission

FOR THE YEAR ENDED DECEMBER 31, 1981

# NOTICE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

# ANNUAL REPORT

OF

DELAWARE AND HUDSON RAILWAY COMPANY

TO THE

## INTERSTATE COMMERCE COMMISSION

FOR THE

**YEAR ENDED DECEMBER 31, 1981**

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

(Name) R. E. Sullivan (Title) Comptroller

(Telephone number) 518 462-7600  
(Area code) (Telephone number)

(Office address) 40 Beaver Street, Albany, New York 12207  
(Street and number, city, State, and ZIP code)



## SPECIAL NOTICE

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

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

Docket

Title

Decision Date

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## ESTIMATE OF REPORTING BURDEN

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

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

Total hours (Estimated) 1201

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## B. IDENTITY OF RESPONDENT

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

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

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

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

1. Exact name of common carrier making this report Delaware and Hudson Railway Company
2. Date of incorporation June 7, 1968
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 State of Delaware
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. No consolidation or merger during the year  
Not reorganized during the year

## STOCKHOLDERS REPORTS

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

Check appropriate box:

- ☐ Two copies are attached to this report.
- ☐ Two copies will be submitted \_\_\_\_\_ (date)
- ☒ No annual report to stockholders is prepared.



## C. VOTING POWERS AND ELECTIONS

1. State the par value of each share of stock: Common, \$ 1000 per share; Series A preferred, \$ \* per share; second preferred, \$ - per share; debenture stock, \$ - per share. each share has
2. State whether or not each share of stock has the right to one vote; if not, give full particulars in a footnote one vote
3. Are voting rights proportional to holdings? Yes If not, state in a footnote the relation between holdings and corresponding voting rights.
4. Are voting rights attached to any securities other than stock? No If so, name in a footnote each security, other than stock to which voting rights are attached (as of the close of the year), and state in detail the relation between holdings and corresponding voting rights, stating whether voting rights are actual or contingent, and if contingent showing the contingency.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method? No 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 Stock book does not close
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. 1,000 votes, as of December 31, 1981 (Date) One stockholders.
8. State the total number of stockholders of record, as of the date shown in answer to inquiry No. 7. One stockholders.
9. Give the names of the thirty security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within 1 year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, with respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreements give, as supplemental information the names and addresses of the thirty largest holders of the voting trust certificates and the amount of their individual holdings. *If the stock book was not closed or the list of stockholders compiled within such year, show such thirty security holders as of the close of the year.*

Line No.	Name of security holder	Address of security holder	Number of votes to which security holder was entitled	NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED		
				Stocks		
				Common	PREFERRED	
	(a)	(b)	(c)	(d)	Second (e)	First (f)
1	Dereco, Inc.	8 North Jefferson				
2		Street				
3		Roanoke, VA 24042	1,000	1,000		
4						
5	United States of America	Washington, DC	*			
6		20590				
7						
8						
9						
10						
11						
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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. 1,000  
votes cast.

11. Give the date of such meeting. May 12, 1981

12. Give the place of such meeting. Roanoke, Virginia

## NOTES AND REMARKS

## 200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - ASSETS

Line No.	Account No.	Title (a)	Balance at Close of Year (b)	Balance at Beginning of Year (c) (Restated)*
		<u>Current Asset</u>	\$	\$
1	701	Cash	250	2 501
2	702	Temporary Cash Investments (Sch. 300)	639	-
3	703	Special Deposits (Sch. 300)	140	8
		Accounts Receivable		
4	705	- Interline and Other Balances	6 486	6 198
5	706	- Customers	4 446	2 373
6	707, 704	- Other	2 097	1 978
7	709, 708	- Accrued Accounts Receivables	8 457	10 129
8	708.5	- Receivables from Affiliated Companies	297	282
9	709.5	- Less: Allowance for Uncollectible Accounts	(100)	(25)
10	710, 711, 714	Working funds prepayments deferred income tax debits (Sch. 300)	892	807
11	712	Materials and Supplies	4 830	5 577
12	713	Other Current Assets (Sch. 300)	269	248
13		Total Current Assets	28 703	30 076
		<u>Other Assets</u>		
14	715, 716, 717, 722, 723, 724	Special Funds and Other Investments and advances (Sch. 315)	557	1 020
15	721, 721.5	Investments and Advances; Affiliated Companies (Sch. 310)	3 794	3 526
16	737, 738	Property used in other than Carrier Operations (less depreciation \$ - ). (Sch. 325)	477	597
17	739, 741	Other Assets (Sch. 329)	423	582
18	743, 744	Other Deferred Debits (Sch. 329)	1 108	1 686
19		Total Other Assets	6 359	7 411
		<u>Road and Equipment</u>		
20	731, 732	Road (Sch. 330 & 330A)	55 447	55 113
21		Equipment	66 155	62 544
22		Unallocated Items		
23	733, 734, 735, 736	Accumulated Depreciation and amortization (Schs. 335, 351, 342, 339)	(32 284)	(29 001)
24		Net road and Equipment	89 318	88 656
25		Total Assets	124 380	126 143

## NOTES AND REMARKS

See accompanying notes to financial statements

\*Restated for change in accounting for leases - See note 8, page 8a

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

Line No.	Account No.	Title (a)	Balance at Close of Year (b)	Balance at Beginning of Year (c)
		<u>Current Liabilities</u>	\$	\$(Restated)*
26	751	Loans and Notes Payable (Sch. 370)		
27	752	Accounts Payable; Interline and Other Balances	4 473	3 539
28	753, 754	Other Accounts Payable	8 857	10 167
29	755, 756	Interest and Dividends Payable	570	540
30	757	Payables to Affiliated Companies	36	34
31	759	Accrued accounts Payable (Sch. 370)	16 038	12 950
32	760, 761, 761.5, 762	Taxes Accrued (Sch. 370)	1 678	1 297
33	763	Other Current Liabilities (Sch. 370)	2 929	2 915
34	764	Equipment obligations and other long-term debt due within one year	7 021	7 030
35		<u>Total Current Liabilities</u>	41 602	38 472
		<u>Non Current Liabilities</u>		
36	765, 767	Funded debt unmatured	57 480	52 668
37	766	Equipment obligations	296	692
38	766.5	Capitalized Lease Obligations	25 204	19 995
39	768	Debt in default		
40	769	Accounts payable; Affiliated Companies	1 732	1 710
41	770.1, 770.2	Unamortized debt premium		
42	781	Interest in default		
43	783	Deferred revenues-Transfers from Government Authorities	3 443	3 648
44	786	Accumulated deferred income tax credits		
45	771, 772, 774, 775, 782, 784	Other long-term liabilities and deferred credits (Sch. 379)	11 143	11 128
46		<u>Total Noncurrent Liabilities</u>	99 298	89 841
		<u>Shareholders' Equity</u>		
47	791, 792	Capital Stock: (Sch. 230)	1 520	1 000
48		Common Stock	1 000	1 000
49		Preferred Stock	520	-
50	793	Discount on Capital Stock		
51	794, 795	Additional Capital (230)	41 263	41 263
		Retained Earnings:		
52	797	Appropriated (221)		
53	798	Unappropriated (220)	(59 303)	(44 433)
54	798.1	Net Unrealized loss on noncurrent marketable equity securities		
55	798.5	Less Treasury Stock		
56		Net Stockholders Equity	(16 520)	(2 170)
57		<u>Total Liabilities and Shareholders Equity</u>	124 380	126 143

## NOTES AND REMARKS

See accompanying notes to financial statements

\*Restated for change in Accounting for Leases - See note 8, page 8a



## 200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES

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

explaining (1) service interruption insurance policies and indicating the amount of indemnity to which respondent will be entitled for work stoppage losses and the maximum amount of additional premium respondent may be obligated to pay in the event such losses are sustained by other railroads; (2) particulars concerning obligations for stock purchase options granted to officers and employees; and (3) what entries have been made for net income or retained income restricted under provisions of mortgages and other arrangements. (*Dollars in thousands*).

1. Amount (estimated, if necessary) of net income or retained income which has to be provided for capital expenditures, and for sinking and other funds pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts \_\_\_\_\_ \$ None
2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made See Note 2, Page 8 \$ 66,922
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 3(a), Page 8
- (b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund: \_\_\_\_\_ \$ 690
- (c) Is any part of pension plan funded? Specify. Yes X No \_\_\_\_\_
- (i) If funding is by insurance, give name of insuring company \_\_\_\_\_
- (ii) If funding is by trust agreement, list trustee(s) Morgan Guaranty Trust Company  
Date of trust agreement or latest amendment January 1, 1981  
If respondent is affiliated in any way with the trustee(s), explain affiliation: \_\_\_\_\_
- (d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement None
- (e) (i) Is any part of the pension plan fund invested in stock or other securities of the respondent or any of its affiliates? Specify.  
Yes \_\_\_\_\_ No X  
If yes, give number of the shares for each class of stock or other security: \_\_\_\_\_
- (ii) Are voting rights attached to any securities held by the pension plan? Specify. Yes \_\_\_\_\_ No X If yes, who determines how stock is voted? \_\_\_\_\_
4. State whether a segregated political fund has been established as provided by the Federal Election Campaign Act of 1971 (18 U.S.C. 610).  
YES \_\_\_\_\_ NO X
5. (a) The amount of employers contribution to employee stock ownership plans for the current year was \$ None  
(b) The amount of investment tax credit used to reduce current income tax expense resulting from contributions to qualified employee stock ownership plans for the current year was \$ None
6. Specify the total amount of business entertainment expenditures charged to the non-operating expense account \$ None

Continued on following page



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

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

## (a) Changes in Valuation Accounts

	Cost	Market	Dr. (Cr) to Income	Dr. (Cr) to Stockholders Equity
(Current Yr.) Current Portfolio _____	Nothing to Report			XXXXX
as of / / Noncurrent Portfolio _____			XXXXX	\$
(Previous Yr.) Current Portfolio _____			XXXXX	XXXXX
as of / / Noncurrent Portfolio _____			XXXXX	XXXXX

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

	Gains	Losses
Current	\$ _____	\$ _____
Noncurrent	_____	_____

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

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

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

## NOTES AND REMARKS

2. Although respondent's net operating loss is utilized in the consolidated return of the Norfolk & Western Railway Company, credit through appropriate allocation of consolidated federal income tax liability will be given to respondent for use of its aggregate tax losses should taxable income resulting from its operations in future years produce a tax liability that could otherwise have been offset by such tax loss.
- 3.(a) D&H has a noncontributory funded pension plan which provides benefits to eligible employees. The total pension expense was \$629,000 in 1981 and 1980, which includes normal costs and amortization of prior service costs over periods not exceeding 40 years. D&H has included in its liabilities the unfunded prior service costs of \$2,568,000 as of December 31, 1981. Payments to the fund totaled \$909,000 in 1981 and \$555,000 in 1980, of which \$103,000 was charged to the above-mentioned liability account in both years.

The actuarial present value of accumulated benefits to participants of the plan and the net assets available for those benefits, as of the most recent actuarial valuation (January 1, 1981) are as follows:

	1/1/81	1/1/80
Actuarial present value of accumulated plan benefits:		
Vested	\$6,559,676	\$6,261,836
Nonvested	374,555	280,984
Total	<u>\$6,934,231</u>	<u>\$6,542,820</u>
Net Assets available for benefits, including accrued liability for prior service costs	<u>\$5,869,936</u>	<u>\$5,145,283</u>

An assumed interest rate of 5% was used in 1981 and 1980 in determining the actuarial present value of accumulated plan benefits.

## NOTES AND REMARKS

7. Contract advance from Amtrak, \$107,000, included in Other Current Liabilities.

8. Change in Accounting for Leases:

In 1981 the Company retroactively changed its method of accounting for leases entered into prior to January 1, 1977, to comply with certain provisions of Financial Accounting Standards Board Statement No. 13, "Accounting for Leases". This change resulted in an increase in net loss of \$27,000 in 1981. Statement No. 13 requires that financial statements for prior periods be restated to reflect the financial results as though the aforementioned provisions of the Statement had been in effect for those periods. The effect of this accounting change was to increase the net loss for 1980 from the previously reported \$9,226,000 to \$9,325,000. The cumulative effect of this change on years prior to 1980 is an increase in accumulated deficit at January 1, 1980, of \$1,226,000.

9. Grants from the State of New York:

D&H has entered into several agreements with the State of New York and its Agency, the Department of Transportation, in consideration of grants to provide intercity rail passenger service between Albany, New York, and Montreal, P.Q., and to improve the quality of rail service within the State. D&H has billed the State of New York for charges incurred in the amount of \$2,679,000 in 1981. Accounting for the amounts billed to New York State for the items in the aforementioned agreements is as follows:

(Stated in Thousands)

Balance Sheet Accounts as of December 31, 1981:

Acct. 731, Road and Equipment Property		\$ 4 686 Dr.
Road -	Acct. 16 Stations & Office Bldgs.	\$ 115
	" 26 Communication Systems	357
	" 27 Signals & Interlockers	563
	" 37 Roadway Machines	1 249
	" 44 Shop Machinery	10
Equipment -	" 52 Locomotives	2 217
	" 57 Work Equipment	175
Acct. 735, Accumulated Depreciation; Road and Equipment		1 243 Cr.
Acct. 783, Deferred Revenues-Transfers from Governmental Authorities		\$ 3 443 Cr.

## 9. Grants from the State of New York (Cont'd.):

Income Accounts for Year 1981:

Acct. 531, Railway Operating Expenses		\$ 2 884 Dr
Way & Structures		
Roadway - Labor	\$ 14	
Roadway - General Expenses	1	
Bridges & Culverts - Labor	50	
Bridges & Culverts - Purchased Services	17	
Bridges & Culverts - General Expenses	1	
Ties - Material	10	
Rail - Material	1 078	
Other Track - Material	15	
Ballast - Material	60	
Track Laying & Surfacing - Labor	127	
Track Laying & Surfacing - Purchased Services	1 150	
Track Laying & Surfacing - General Expenses	25	
Signal - Labor	1	
Highway Grade Crossings - Labor	48	
Highway Grade Crossings - Material	1	
Highway Grade Crossings - Purchased Services	6	
Highway Grade Crossings - General Expenses	4	
Fringe Benefits:		
Railroad Retirement	50	
Railroad Unemployment	9	
Health & Welfare	11	
Road Property Depreciation - Running & Switching	16	
Road Property Depreciation - Other	98	
Total Way & Structures	<u>2 792</u>	
Equipment		
Depreciation - Locomotives	85	
Depreciation - Other Equipment	6	
Total Equipment	<u>91</u>	
General and Administrative - Labor	<u>1</u>	
Operating Subsidies		2 679 Cr
Amortization of Deferred Subsidies		\$ 205 Cr

## 10. United States Railway Association (USRA) Loan:

On March 15, 1976, pursuant to ICC approval, D&H entered into a loan agreement with USRA under Section 211 of the Regional Rail Reorganization Act of 1973 (the Act) providing for a loan to D&H in the principal amount of \$28.0 million of which \$21.5 million was advanced in 1976 and \$6.5 million in 1977, secured by pledge of additional D&H First and General Mortgage Bonds (Series C, \$9.25 million; Series D, \$3.2 million; Series E, \$0.6 million; and Series F, \$1.2 million). D&H common stock and D&H's shares of stock of all of its subsidiaries were also pledged with USRA as security for the loan. As an additional condition of the loan, D&H and N&W entered into a Tax Allocation Agreement dated March 15, 1976. See note 2 for a description of the method of allocation used. In January, 1978, D&H increased its loan to \$31.1 million (\$30.0 million principal and \$1.1 million deferred interest) by drawing down an additional \$2.0 million. In February, 1978, D&H refinanced an obligation to USRA in the amount of approximately \$8.0 million (\$7.5 million principal and \$0.5 million interest) through a loan guarantee with the Federal Railroad Administration as described in note 11. The refinancing provided USRA with



## 10. United States Railway Association (USRA) Loan (Cont'd.):

increased funds of \$7.5 million which could be readvanced to D&H in order to meet debt maturities and working capital needs. Subsequently, D&H received further loan advances from USRA in the amounts of \$5.6 million in 1978 and \$1.9 million in 1979. Also in 1979, D&H was permitted to defer an additional \$4.0 million of interest on the loan, increasing its total obligation to \$35.8 million (\$30.0 million principal and \$5.8 million deferred interest) at December 31, 1979.

On November 4, 1979, an amendment to the Act was passed by Congress authorizing USRA to increase the principal amount of its loan to D&H in an amount not to exceed \$4 million, upon determining that D&H "is making a good faith effort to establish an Employee Stock Ownership Plan (ESOP) for review and approval by the Association, (which approval) shall be conditioned upon a written commitment that by December 31, 1980, D&H will adopt an ESOP which will acquire qualifying employer securities with a fair market value of \$250,000". In mid-November, 1979, the D&H provided USRA with a written commitment that it would adopt by year-end 1980 an ESOP which would acquire qualifying employer securities with a fair market value of \$250,000. During 1980, the D&H, with USRA Board approval, drew down the entire \$4 million.

On October 14, 1980, the Staggers Rail Act of 1980 (Rail Act) was signed into law authorizing USRA, per Section 211(d) of the Rail Act, to increase the principal amount of its loan to D&H to \$37.5 million, providing an additional loan authorization of \$3.5 million. Also, by Section 408(c) of the Rail Act, the deadline for USRA's review and approval of the ESOP was extended to December 31, 1981, which, in essence, extended to December 31, 1981, the time when the ESOP was to become effective. In late December, 1980, the D&H received a further loan advance of \$2.0 million. D&H's total obligation at December 31, 1980, amounted to \$36.0 million principal and \$9.3 million deferred interest (\$3.4 million deferred in 1980).

In the first half of 1981, the D&H drew down an additional \$1.25 million in loan advances, increasing its total principal amount to \$37.25 million. This amount is payable in twenty (20) equal installments on June 20 and December 20 of each year with the first installment due on June 20, 1981, and the last installment on December 20, 1990. On June 20, 1981, the first principal payment in the amount of \$1.9 million was refinanced by the issuance of a new note payable on the date of maturity, December 20, 1990. Also, on June 20, 1981, interest due and payable in the amount of \$2.1 million was deferred until maturity date.

On December 20, 1981, the second principal payment in the amount of \$1.9 million was refinanced by the issuance of a new Note payable on the date of maturity, December 20, 1990. Also on December 20, 1981, interest due and payable in the amount of \$2.4 million was deferred until maturity date. D&H's total obligation at December 31, 1981, amounted to \$37.25 million principal and \$13.8 million deferred interest, of which \$3.7 million is classified as current, due semi-annually on June 20 and December 20.

On December 30, 1981, the D&H amended its ESOP plan extending the required initial funding of such plan to May 31, 1982. The funding was required to be made on or before December 31, 1981; however, the USRA declined to advance funds necessary for such funding, and such funds were unavailable from other sources.



10. United States Railway Association (USRA) Loan (Cont'd.):

During 1981, and at December 31, 1981, D&H was not in compliance with provisions of the Loan Agreement which established minimum net working capital and net income requirements. USRA has been notified periodically by D&H of the above conditions of non-compliance in accordance with provisions of the Loan Agreement. On March 9, 1982, USRA advised that it does not intend to effect an Event of Default prior to January 1, 1983, for any of the above conditions of non-compliance as such conditions of non-compliance existed on December 31, 1981. The amount of \$47.3 million outstanding at December 31, 1981, is classified as long-term debt, even though it is expected that D&H will not comply with such loan provisions during 1982.

11. Federal Railroad Administration (FRA) Loan:

On February 9, 1978, D&H entered into a Financing Agreement with United States of America represented by the Secretary of Transportation acting through the Administrator of the Federal Railroad Administration providing for the Guarantee of an Obligation by United States pursuant to Section 511 of the Railroad Revitalization and Regulatory Reform Act of 1976. The Obligation is a note issued by D&H to the Federal Financing Bank in the amount of approximately \$8.0 million (FFB Note), the proceeds of which were used to satisfy the principal and interest due on the Class B Note issued by D&H to USRA under the Loan Agreement between D&H and that Association. Under the terms of the Financing Agreement, accrued interest on each February 25 and August 25, commencing with February 25, 1978, and ending with August 25, 1980, is compounded on such dates and added to principal. On August 25, 1980, total principal amounted to \$9.75 million. Principal, plus accrued interest thereon, is payable in 20 equal installments on February 25 and August 25 of each year with the first installment on February 25, 1981, and the last installment on August 25, 1990. On February 25, 1981, D&H made the first principal payment in the amount of \$487,548, plus interest.

On August 25, 1981, D&H entered into an amendment to the Financing Agreement with United States providing for the guarantee of another obligation in the form of a new FFB Note in the amount of \$861,011, the proceeds of which were used to satisfy the principal and interest payment due on the original FFB Note on August 25, 1981. Principal, and interest thereon, on the new FFB note is payable in eighteen (18) equal installments on February 25 and August 25 of each year commencing with February 25, 1982, and ending with August 25, 1990. At December 31, 1981, the total FRA obligations amounted to \$9.6 million (including \$1.8 million capitalized interest) of which \$1.1 million is classified as current, due semi-annually on February 25 and August 25.

On February 25, 1982, D&H issued a note to United States in the amount of \$964,813 to secure the payment made by United States to FFB for the principal and interest due February 25, 1982, on the original FFB note and on the new FFB note issued on August 25, 1981. Principal, and interest thereon, on the note issued to United States is payable in seventeen (17) equal installments commencing on August 25, 1982, and on February 25 and August 25 of each year thereafter through and including August 25, 1990.

## NOTES AND REMARKS

## 12. Redeemable Preference Shares:

In September, 1981, D&H entered into an Agreement with the United States of America (USA) providing for the issuance of Redeemable Preference Shares, Series A, to the USA in the aggregate principal amount of \$4.7 million, pursuant to Section 505(d) of the Railroad Revitalization and Regulatory Reform Act of 1976. Proceeds from the sale of shares are to be utilized for the rehabilitation of approximately 63 miles of D&H track lines between Whitehall, New York, and Rouses Point, New York.

Each Redeemable Preference Share is non-voting and has a par value of \$10,000. Each Share shall accrue dividends commencing on the tenth (10th) anniversary date of the original issuance at the rate of 15.08941%; and which, when added to the amount of the mandatory redemption payments, shall return to USA 150% of the aggregate par value thereof over the scheduled length of the issue in annual equal payments. Each share is subject to mandatory redemption, at par, commencing with the sixth (6th) anniversary date of its original issuance. Aggregate dividend and redemption requirements for shares outstanding at December 31, 1981, are as follows:

<u>Period</u>	<u>Annual Payment</u>
1982-1986	\$ -
1987-2001	52,000.00

In the event of default by D&H for failure to pay mandatory dividend and redemption installments, or D&H's termination of the project, the Secretary of Transportation, acting through the Administrator of the Federal Railroad Administration, may:

- 1) Refuse to further purchase any of the shares,
- 2) terminate the project,
- 3) freeze all funds in a separate account, and/or
- 4) require the immediate redemption of shares equal to the funds remaining in the separate account.

All rights and remedies of the Administrator shall be cumulative.

## 13. Proposed Acquisition of D&amp;H:

On October 20, 1981, D&H and its parent, N&W, entered into an Agreement with Guilford Transportation Industries, Inc., (GTI) pursuant to which GTI, subject to ICC approval and authorization, proposes to acquire control of D&H. The Agreement provides for the transfer of all of the outstanding common stock of D&H to GTI for a consideration of \$500,000.

The application to acquire control of the D&H was filed with the ICC (Finance Docket No. 29772) by GTI on January 29, 1982.





## 210. RESULTS OF OPERATIONS

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

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

3. List dividends from investments accounted for under the

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

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

5. Dollars in thousands.

Line No.	Item (a)	Amount for Current Year (b)	Amount for Preceding Year (Restated)* (c)	Freight-Related Revenues & Expenses (d)	Passenger-Related Revenues & Expenses (e)
	<b>ORDINARY ITEMS</b>				
	<b>OPERATING INCOME</b>				
	Railway Operating Income				
1	(101) Freight **	\$ 114 294	\$ 108 339	\$ 114 294	\$
2	(102) Passenger **				
3	(103) Passenger-Related				
4	(104) Switching	326	276	326	
5	(105) Water Transfers				
6	(106) Demurrage	641	725	641	
7	(110) Incidental	988	417	988	
8	(121) Joint Facility-Credit				
9	(122) Joint Facility-Debit				
10	(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	116 249	109 757	116 249	
11	(502) Railway operating revenues-Transfers from Government Authorities for current operations	3 727	3 198	3 727	
12	(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities	205	219	205	
13	Total railway operating revenues (lines 10-12)	120 181	113 174	120 181	
14	(531) Railway operating expenses	127 499	117 952	127 499	
15	*Net revenue from railway operations	(7 318)	(4 778)	(7 318)	
	<b>OTHER INCOME</b>				
16	(506) Revenue from property used in other than carrier operations	51	55		
17	(510) Miscellaneous rent income	241	232		
18	(512) Separately operated properties-Profit				
19	(513) Dividend Income	3	7		
20	(514) Interest income	186	426		
21	(516) Income from sinking and other funds	2	17		
22	(517) Release of premiums on funded debt				
23	(518) Contributions from other companies				
24	(519) Miscellaneous income	809	1 475		
	Income from affiliated companies:				
25	Dividends	29	29		
26	Equity in undistributed earnings (losses)	5	(10)		
27	Total other income (lines 16-26)	1 326	2 231		
28	Total income (lines 15, 27)	(5 992)	(2 547)		
	<b>MISCELLANEOUS DEDUCTIONS FROM INCOME</b>				
29	(534) Expenses of property used in other than carrier operations				
30	(535) Taxes on property used in other than carrier operations				
31	(543) Miscellaneous rent expense	38	30		
32	(544) Miscellaneous taxes	45	43		
33	(545) Separately operated properties-Loss				
34	(549) Maintenance of investment organization				
35	(550) Income transferred to other companies				
36	(551) Miscellaneous income charges	239	180		
37	(553) Uncollectible accounts				
38	Total miscellaneous deductions (lines 29-37)	322	253		
39	Income available for fixed charges (lines 28, 38)	(6 314)	(2 800)		



## 210. RESULTS OF OPERATIONS - Continued

Line No.	Item (a)	Amount for Current Year (b)	Amount for Preceding Year (Restated) (c) *
	<b>FIXED CHARGES</b>	\$	\$
(546) Interest on funded debt:			
40 (a) Fixed interest not in default		8 193	5 972
41 (b) Interest in default			
42 (547) Interest on unfunded debt		344	534
43 (548) Amortization of discount on funded debt		19	19
44 Total fixed charges (lines 40-43)		8 556	6 525
45 Income after fixed charges (lines 39, 44)		(14 870)	(9 325)
	<b>OTHER DEDUCTIONS</b>		
(546) Interest on funded debt:			
46 (c) Contingent interest			
	<b>UNUSUAL OR INFREQUENT ITEMS</b>		
47 (555) Unusual or infrequent items (debit) credit			
48 Income (loss) for continuing operations (before income taxes)		(14 870)	(9 325)
	<b>PROVISIONS FOR INCOME TAXES</b>		
(556) Income taxes on ordinary income:			
49 Federal income taxes			
50 State income taxes			
51 Other income taxes			
52 (557) Provision for deferred taxes			
53 Income from continuing operations		(14 870)	(9 325)
	<b>DISCONTINUED OPERATIONS</b>		
54 (560) Income or loss from operations of discontinued segments (less applicable income taxes of \$ )			
55 (562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$ )			
56 Income before extraordinary items		(14 870)	(9 325)
	<b>EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES</b>		
57 (570) Extraordinary items (Net)			
58 (590) Income taxes on extraordinary items			
59 (591) Provision for deferred taxes - Extraordinary items			
60 Total extraordinary items (lines 57-59)			
61 (592) Cumulative effect of changes in accounting principles (less applicable income taxes of \$ )			
62 Net income		(14 870)	(9 325)
	<b>*Reconciliation of net railway operating income (NROI)</b>		
63 Net revenues from railway operations		(7 318)	
64 (556) Income taxes on ordinary income			
65 (557) Provision for deferred income taxes			
66 Income from lease of road and equipment		411	
67 Rent for leased roads and equipment			
68 Net railway operating income		(6 907)	4,687
	<b>**Report hereunder the charges to the revenue accounts representing payments made to others for--</b>		
69 Terminal collection and delivery services when performed in connection with line-haul transportation of freight on the basis of freight tariff rates \$ 43			
(a) Of the amount reported for "Net revenue from railway operations", None % (to nearest whole number) represents payments for collection and delivery of LCL freight either in TOFC trailers or otherwise. The percentage reported is (Check one): Actual ( ) Estimated ( )			
70 Switching services when performed in connection with line-haul transportation of freight on the basis of switching tariffs and allowances out of freight rates, including the switching of empty cars in connection with a revenue movement \$ 251			
Substitute highway motor service in lieu of line-haul rail service performed under tariffs published by rail carriers (does not include traffic moved on joint rail-motor rates):			
71 (a) Payments for transportation of persons \$ None			
72 (b) Payments for transportation of freight shipments \$ None			
NOTE.-Gross charges for protective to perishable freight, without deduction for any proportion thereof credited to Account No. 101, "Freight" (not required from switching and terminal companies):			
73 Charges for service for the protection against heat \$ None			
74 Charges for service for the protection against cold \$ None			

**220. RETAINED EARNINGS—UNAPPROPRIATED**

1. Show hereunder the items of Retained Earnings Accounts of the respondent for the year, classified in accordance with the Uniform System of Accounts for Railroad Companies.

2. All contra entries hereunder should be indicated in parentheses.

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

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

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

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

Line No.	Item (a)	Retained earnings—Unappropriated (b)	Equity in undistributed earnings (losses) of affiliated companies (c)
1	Balances at beginning of year _____	\$ (42 537)	\$ (571)
2	(601.5) Prior period adjustments to beginning retained earnings _____	(1 325)*	
	<b>CREDITS</b>		
3	(602) Credit balance transferred from income _____		5
4	(603) Appropriations released _____		
5	(606) Other credits to retained earnings _____		
6	Total _____		5
	<b>DEBITS</b>		
7	(612) Debit balance transferred from income _____	14 875	
8	(616) Other debits to retained earnings _____		
9	(620) Appropriations for sinking and other funds _____		
10	(621) Appropriations for other purposes _____		
11	(623) Dividends: Common stock _____		
12	Preferred stock <sup>1</sup> _____		
13	Total _____	14 875	
14	Net increase (decrease) during year (Line 6 minus line 13) _____	(14 875)	5
15	Balances at close of year (Lines 1, 2 and 14) _____	(58 737)	(566)
16	Balance from line 15(c) _____	(566)	x x x x x
17	Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year _____	(59 303)	x x x x x
	<b>REMARKS</b>		
	Amount of assigned Federal income tax consequences:		
18	Account 606 _____		x x x x x
19	Account 616 _____		x x x x x

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

\*Adjustment due to change in accounting for leases - See note 8, page 8a

**221. RETAINED EARNINGS-APPROPRIATED**

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

Line No.	Class of appropriation (a)	Credits during year (b)	Debits during year (c)	Balance at close of year (d)
		\$	\$	\$
1	Additions to property through retained earnings _____			
2	Funded debt retired through retained earnings _____			
3	Sinking funds _____			
4	Miscellaneous funds _____			
5	Other appropriations (specify): _____			
6				
7				
8	None			
9				
10				
11				
12				
13				
14				
15				
16	TOTAL			

**225. TRANSFERS FROM GOVERNMENT AUTHORITIES**

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

Line No.	Description (a)	Amount (b)	Applied to current operations (c)	Deferred to future periods (d)	Applied to contributed capital (e)
	Source and description of transfers				
1	New York State	\$ 2 679	\$ 2 679	\$	\$
2	Vermont	10	10		
3	Pennsylvania	1 038	1 038		
4					
5					
6					
7	Total received during year	3 727	3 727		
8	Cumulative total of Government transfers-beginning of year	24 551	XXXXX	XXXXX	XXXXX
9	Cumulative total of Government transfers-end of year	28 278	XXXXX	XXXXX	XXXXX



## 230. CAPITAL STOCK

### PART I. CAPITAL STOCK

1. Disclose in column (a) the particulars of the various issues of capital stock of the respondent, distinguishing separate issues of any general class, if different in any respect.
2. Present in column (b) the par or stated value of each issue. If none, so state.
3. Disclose in columns (c), (d), (e) and (f) the required information concerning the number of shares authorized, issued, in treasury and outstanding for the various issues.
4. For the purposes of this report, capital stock and other securities are considered to be nominally issued when certificates are signed and sealed and placed with the proper officer for

sale and delivery or are pledged or otherwise placed in some special fund of the respondent. They are considered to be actually issued when sold to a bona fide purchaser who holds them free from control by the respondent. All securities actually issued and not reacquired by or for the respondent are considered to be actually outstanding. If reacquired by or for the respondent, and not canceled or retired, they are considered to be nominally outstanding.

5. Dollars in thousands.

Line No.	Class of Stock (a)	Par Value (b)	Number of Shares				Book Value at End of Year	
			Authorized (c)	Issued (d)	In Treasury (e)	Outstanding (f)	Outstanding (g)	In Treasury (h)
1	Common	\$1 000	1 000	1 000			1 000	
2								
3								
4	Preferred Series A	10 000	470	52			520	
5								
6								
7								
8								
9								
10	TOTAL	XXXXX	1 470	1 052			1 520	

### PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR

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

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

Line No.	Items (a)	Preferred Stock		Common Stock		Treasury Stock		Additional Capital (h)
		Number of Shares (b)	Amount (c)	Number of Shares (d)	Amount (e)	Number of Shares (f)	Amount (g)	
11	Balance at beginning of year	-	\$ -	1 000	\$ 1 000		\$	\$ 41 263
12	Capital Stock Sold <sup>1</sup>	52	520					
13	Capital Stock Reacquired							
14	Capital Stock Canceled							
15	Stock Dividends							
16	Balance at Close of Year	52	520	1 000	1 000			41 263

<sup>1</sup> By footnote state the purpose of the issue and authority.

See Note 12, page 8e

## 240. STATEMENT OF CHANGES IN FINANCIAL POSITION

Give the information as requested concerning the source and application of funds during the year. Funds for the purpose of this schedule shall include all assets or financial resources even though a transaction may not directly affect cash or working capital. For example, the purchase of property in exchange for shares of stock or bonds would be an application of funds for invest-

ment in property provided by the issue of securities. Sources and uses of funds should be individually disclosed. For example, outlays for fixed assets should not be reported net of retirements.

Dollars in thousands.

Line No.	Description (a)	Current year (b)	Prior year (Restated)* (c)
	<b>SOURCES OF WORKING CAPITAL</b>		
	Working capital provided by operations:		
1	Net income (loss) before extraordinary items	\$ (14 870)	\$ (9 325)
	Add expenses not requiring outlay of working capital; (subtract) credits not generating working capital:		
2	Retirement of nondepreciable property	54	(147)
3	Loss (gain) on sale or disposal of tangible property	4 011	3 205
4	Depreciation and amortization expenses		
5	Net increase (decrease) in deferred income taxes	(5)	10
6	Net decrease (increase) in parent's share of subsidiary's undistributed income for the year	874	453
7	Net increase (decrease) in noncurrent portion of estimated liabilities <u>Casualty and other reserves</u>		
	Other (specify):		
8	Gain on debt reacquired	(141)	(470)
9	Amortization of Deferred Credit from New York State Grant	(205)	(219)
10			
11			
12			
13	Total working capital from operations before extraordinary items	(10 282)	(6 493)

\*Restated for change in accounting for leases - See note 8, page 8a. Certain amounts in 1980 were reclassified to conform with the 1981 presentation.

## 240. STATEMENT OF CHANGES IN FINANCIAL POSITION - Continued

Line No.	Description (a)	Current year (b)	Prior year (Restated)* (c)
	<b>SOURCES OF WORKING CAPITAL—Continued</b>		
14	Add funds generated by reason of discontinued operations, extraordinary items, prior period adjustments, and changes in accounting principles _____	\$	\$
15	Total working capital from operations _____	(10 282)	(6 493)
	Working capital from sources other than operating:		
16	Proceeds from issuance of long-term liabilities _____	1 250	6 000
17	Proceeds from sale/disposition of carrier operating property _____	3 270	1 452
18	Proceeds from sale/disposition of other tangible property _____		
19	Proceeds from sale/repayment of investments advances _____		
20	Net decrease in sinking and other special funds _____		
21	Proceeds from issue of capital stock <u>Redeemable Preference Shares, Series A</u>	{ 520 }	-
	Refinancing of principal and interest payments through issuance of new notes	5100 { 4 586 }	-
	Other (specify): _____		
22	Financing provided through capital leases	6 414	13 716
23	Conversion of restricted securities and funds to cash	-	223
24	Reclassification of current obligations to long-term: Conrail settlement	-	5 594
25	Deferred interest reclassified to long-term debt	4 538	3 411
26	Other items - net	1 444	533
27	Total working capital from sources other than operating _____	22 022	30 929
28	Total sources of working capital _____	11 740	24 436

\*Restated for change in accounting for leases - See note 8, page 8a. Certain amounts in 1980 were reclassified to conform with the 1981 presentation.



**240. STATEMENT OF CHANGES IN FINANCIAL POSITION - Concluded**

Line No.	Description (a)	Current year (b)	Prior year (Restated)* (c)
	<b>APPLICATION OF WORKING CAPITAL</b>	<b>\$</b>	<b>\$</b>
29	Amount paid to acquire/retire long-term liabilities	8 367	8 798
30	Cash dividends declared	1 462	2 651
31	Purchase price of carrier operating property		
32	Purchase price of other tangible property		
33	Purchase price of long-term investments and advances		
34	Net increase in sinking or other special funds		
35	Purchase price of acquiring treasury stock		
	Other (specify):		
36	Acquisition of equipment - capitalized leases	6 414	13 716
37			
38			
39			
40			
41			
42			
43			
44		16 243	25 165
45	Total application of working capital	(4 503)	(729)
46	Net increase (decrease) in working capital		

\*Restated for change in accounting for leases - See note 8, page 8a. Certain amounts in 1980 were reclassified to conform with the 1981 presentation.

# 241. CHANGES IN WORKING CAPITAL

Compute the net changes in each element of working capital.

(Dollars in thousands)

Line No.	Item (a)	Current year (b)	Prior year (Restated)* (c)	Increase (Decrease) (d)
1	Cash and temporary investments	\$ 889	\$ 2 501	\$ (1 612)
2	Net receivables	21 683	20 935	748
3	Prepayments	879	794	85
4	Materials and supplies	4 830	5 577	(747)
5	Other current assets not included above	422	269	153
6	Notes payable and matured obligations			
7	Accounts payable	29 974	27 230	2 744
8	Current equipment obligations and other debt	7 021	7 030	(9)
9	Other current liabilities not included above	4 607	4 212	395
10	Net increase (decrease) in working capital	(12 899)	(8 396)	(4 503)

\*Restated for change in accounting for leases - See note 8, page 8a. Certain amounts in 1980 were reclassified to conform with the 1981 presentation.

## 245. WORKING CAPITAL INFORMATION

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

Line No.	Item (a)	Amount (b)
1	Construction and additions and betterments _____	\$ 298
2	Common-carrier operating purposes _____	22 847
3	Used by other than respondent's lessor companies _____	382
4	Total _____	23 527
5	Portion of balance in the material and supplies account at end of year that represents scrap and obsolete material _____	*
		847
6	Account 707. Accounts receivable; other _____	-
7	Account 754. Accounts payable; other _____	-
8	Account 760. Federal income taxes accrued _____	-
9	Account 761. State and other income taxes accrued _____	-
10	Account 761.5 Other taxes accrued _____	-
11	Account 556. Income taxes on ordinary income _____	-
12	Account 762. Deferred Income tax credits _____	-

## NOTES AND REMARKS

\*Scrap and obsolete items are accounted for in Account 713. Balance at December 31, 1981 was \$181,000.



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

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

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

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

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

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

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

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

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

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

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

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

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

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

12. Dollars in thousands.

## 310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

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

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

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

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

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

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

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

Line No.	Account No.	Class No.	Kind of Industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of control
	(a)	(b)	(c)	(d)	(e)
1	721	(A)		STOCKS	
2		(1)	VII	Greenwich & Johnsonville Railway Co. - Common (a)	100
3		"	"	Wilkes-Barre Conn. R.R. Co. - Common (b)	100
4		"	"	Pullman Company - Common (a)	0.4
5		"	"	Saratoga & Schenectady R.R. Co. - Common (a)	76.6
6		"	"	Albany & Vermont R.R. Co. - Common (a)	76.0
7		"	"	Napierville Junction Railway Co. - Common (b)	100
8		"	"	Albany Port Railroad Corp. - Common (b)(c)	50
9				Total Class (A)(1)	
10		(2)	VII	Northern Coal & Iron Co. - Common (a)	100
11				Total Class (A)(2)	
12		(3)	VI	Hudson River Estates, Inc. - Common (b)	100
13		"	II	Wyoming Valley Improvement Company (Formerly	
14				The Hudson Coal Company) - Common (b)	100
15				Total Class (A)(3)	
16		(4)	VI	The Northern New York Development Company -	
17				Common (b)	100
18				Total Class (A)(4)	
19				Total Class (A)	
20					
21					
22					
23					
24	721	(E)		INVESTMENT ADVANCES	
25		(1)	VII	Wilkes-Barre Connecting Railroad Co.	
26		"	"	Greenwich & Johnsonville Railway Co.	
27		"	"	Albany Port Railroad Corp.	
28		(3)	II	Wyoming Valley Improvement Company (Formerly	
29				The Hudson Coal Company)	
30				Total Class (E)	
31					
32				Total Account 721	
33					
34				a) Pledged with First National City Bank of New York, Trustee under the Delaware	
35				and Hudson Railroad Corporation First and General Mortgage 5½% Bonds, Series	
36				A, due May 1, 1983	
37				b) Pledged with United States Railway Association, pursuant to Mortgage dated	
38				March 15, 1976, from Delaware and Hudson Railway Company to United States	
39				Railway Association	
40				c) Controlled equally with Consolidated Rail Corporation	

## 310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES—Continued

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

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

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

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

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

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

12. Dollars in thousands.

Investments and advances				Disposed of; Profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income	Line No.
Opening balance	Additions	Deductions (if other than sale explain)	Closing balance				
(f)	(g)	(h)	(i)	(j)	(k)	(l)	
\$	\$	\$	\$	\$	\$	\$	1
*			*				2
145			145				3
*			*			1	4
358			358			17	5
244			244			11	6
600			600				7
5			5				8
1 352			1 352			29	9
							10
1 500			1 500				11
1 500			1 500				12
							13
203			203				14
							15
*			*				16
203			203				17
							18
							19
*			*				20
*			*				21
3 055			3 055			29	22
							23
							24
1 017	263		1 280				25
*			*				26
25			25				27
							28
*			*				29
1 042	263		1 305				30
							31
4 097	263		4 360			29	32
							33
							34
							35
							36
							37
							38
							39
							40

\*Amount less than \$500



## 310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES—Continued

Line No.	Account No.	Class No.	Kind of Industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of control
(a)	(b)	(c)	(d)	(e)	
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
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37					
38					
39					
40					

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES Concluded

Investments and advances				Disposed of; Profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income	Line No.
Opening balance (f)	Additions (g)	Deductions (if other than sale explain) (h)	Closing balance (i)				
\$	\$	\$	\$	\$	\$	\$	1
							2
							3
							4
							5
							6
							7
							8
							9
							10
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							12
							13
							14
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							40

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

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

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

of Accounts.)

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

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

of acquisition.

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

(DOLLARS IN THOUSANDS)

Line No.	Name of issuing company and description of security held.	Balance at beginning of year	Adjustment for investments equity method	Equity in undistributed earnings (losses) during year	Amortization during year	Adjustment for investments disposed of or written down during year	Balance at Close of year
	(a)	(b)	(c)	(d)	(e)	(f)	(g)
	Carriers: (List specifics for each company)	\$	\$	\$	\$	\$	\$
1	Saratoga & Schenectady Railroad Company	4		1			5
2	Albany & Vermont Railroad Company	3					3
3	Napierville Junction Railway Company	(600)					(600)
4	Wilkes-Barre Connecting Railroad Company	(31)		20			(11)
5	Albany Port Railroad	27		(9)			18
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
24							
25	Total	(597)		12			(585)
26	Noncarriers	26		(7)			19
27	Grand Total	(571)		5			(566)



NOTES AND REMARKS

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

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

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

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

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

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

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

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

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

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

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

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

11. Dollars in thousands.

## NOTES AND REMARKS

## 330. ROAD AND EQUIPMENT PROPERTY (See Instructions)

Line No.	(Dollars in thousands) Account (a)	Balance at beginning of year (Restated)* (b)	Expenditures during the year for original road and equipment, and road extensions (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc. (d)
1	(1) Engineering	\$ 116	\$	\$
2	(2) Land for transportation purposes	2 040		
3	(3) Grading	10 344		
4	(4) Other right-of-way expenditures	22		
5	(5) Tunnels and subways	590		
6	(6) Bridges, trestles, and culverts	5 452		
7	(7) Elevated structures			
8	(8) Ties	2 305		
9	(9) Rails	3 742		
10	(10) Other track material	2 434		
11	(11) Ballast	1 961		
12	(12) Track laying and surfacing	4 311		
13	(13) Fences, snowsheds, and signs	293		
14	(16) Station and office buildings	1 500		
15	(17) Roadway buildings	114		
16	(18) Water stations	37		
17	(19) Fuel stations	178		
18	(20) Shops and enginehouses	2 405		
19	(22) Storage warehouses			
20	(23) Wharves and docks			
21	(24) Coal and ore wharves			
22	(25) TOFC/COFC terminals	39		
23	(26) Communication systems	1 087		
24	(27) Signals and interlockers	4 177		
25	(29) Power plants			
26	(31) Power-transmission systems	254		
27	(35) Miscellaneous structures	68		
28	(37) Roadway machines	3 084	160#	
29	(39) Public improvements—Construction	1 810		
30	(44) Shop machinery	1 534		
31	(45) Power-plant machinery			
32	Other (specify and explain)			
33	Total expenditures for road	49 897	160#	
34	(52) Locomotives	28 517		
35	(53) Freight-train cars	31 878	6 254#	
36	(54) Passenger-train cars			
37	(55) Highway revenue equipment			
38	(56) Floating equipment			
39	(57) Work equipment	1 221		
40	(58) Miscellaneous equipment	709		
41	Total expenditures for equipment	62 325	6 254#	
42	(76) Interest during construction			
43	(77) Other expenditures—General	137		
44	Total general expenditures	137		
45	Total	112 359	6 414#	
46	(80) Other elements of investment			
47	(90) Construction in progress			
48	Grand Total	112 359	6 414#	

\*Restated for change in accounting for leases - See note 8, page 8a

#Acquisitions through capital lease financing



## 330. ROAD AND EQUIPMENT PROPERTY (See Instructions)

Expenditures for additions and betterments during the year	Credits for property retired during the year	Net changes during the year	Balance at close of year	Line No.
(e)	(f)	(g)	(h)	
			\$ 116	1
	6	6 Cr.	2 034	2
			10 344	3
			22	4
			590	5
	33	33 Cr.	5 419	6
				7
29	96	67 Cr.	2 238	8
34	147	113 Cr.	3 629	9
20	113	93 Cr.	2 341	10
79	23	56	2 017	11
212	37	175	4 486	12
			293	13
4		4	1 504	14
6		6	120	15
			37	16
			178	17
			2 405	18
				19
				20
				21
3		3	42	22
	2	2 Cr.	1 085	23
38	310	272 Cr.	3 905	24
			254	25
			68	26
90	272	22 Cr.	3 062	27
	20	20 Cr.	1 790	28
7 Cr.		7 Cr.	1 527	29
				30
				31
508	1 059	391 Cr.	49 506	32
72	14	58	28 575	33
	2 764	3 490	35 368	34
				35
				36
				37
				38
	13	13 Cr.	1 208	39
94	18	76	785	40
166	2 809	3 611	65 936	41
				42
			137	43
			137	44
674	3 868	3 220	115 579	45
				46
				47
674	3 868	3 220	115 579	48

## 330A. IMPROVEMENTS ON LEASED PROPERTY (See Instruction)

Line No.	Account (Dollars in thousands)	Balance at beginning of year	Expenditures during the year for original road and equipment, and road extensions	Expenditures during the year for purchase of existing lines, reorganizations, etc.
	(a)	(b)	(c)	(d)
1	(1) Engineering _____	\$	\$	\$
2	(2) Land for transportation purposes _____	187		
3	(3) Grading _____	735		
4	(4) Other right-of-way expenditures _____	7		
5	(5) Tunnels and subways _____			
6	(6) Bridges, trestles, and culverts _____	833		
7	(7) Elevated structures _____			
8	(8) Ties _____	195		
9	(9) Rails _____	349		
10	(10) Other track material _____	226		
11	(11) Ballast _____	168		
12	(12) Track laying and surfacing _____	441		
13	(13) Fences, snowsheds, and signs _____	27		
14	(16) Station and office buildings _____	167		
15	(17) Roadway buildings _____	31		
16	(18) Water stations _____			
17	(19) Fuel stations _____	22		
18	(20) Shops and enginehouses _____	124		
19	(22) Storage warehouses _____			
20	(23) Wharves and docks _____			
21	(24) Coal and ore wharves _____			
22	(25) TOFC/COFC terminals _____	24		
23	(26) Communication systems _____	77		
24	(27) Signals and interlockers _____	1 141		
25	(29) Power plants _____			
26	(31) Power-transmission systems _____	67		
27	(35) Miscellaneous structures _____	12		
28	(37) Roadway machines _____			
29	(39) Public improvements—Construction _____	241		
30	(44) Shop machinery _____			
31	(45) Power-plant machinery _____			
32	Other (specify and explain) _____			
33	Total expenditures for road _____	5 074		
34	(52) Locomotives _____			
35	(53) Freight-train cars _____	219		
36	(54) Passenger-train cars _____			
37	(55) Highway revenue equipment _____			
38	(56) Floating equipment _____			
39	(57) Work equipment _____			
40	(58) Miscellaneous equipment _____			
41	Total expenditures for equipment _____	219		
42	(76) Interest during construction _____	5		
43	(77) Other expenditures—General _____	5		
44	Total general expenditures _____	5		
45	Total _____	5 298		
46	(80) Other elements of investment _____			
47	(90) Construction work in progress _____			
48	Grand Total _____	5 298		

## 330A. IMPROVEMENTS ON LEASED PROPERTY—Continued

Expenditures for additions and betterments during the year	Credits for property retired during the year	Net changes during the year	Balance at close of year	Line No.
(e)	(f)	(g)	(h)	
\$	\$	\$	\$	1
1		1	188	2
3	2	1	736	3
			7	4
			833	5
				6
				7
16	10	6	201	8
15	10	5	354	9
12	12		226	10
11	2	9	177	11
439	9	430	871	12
			27	13
27		27	194	14
79		79	110	15
				16
7		7	29	17
28		28	152	18
				19
				20
			24	21
8		8	85	22
115	18	97	1 238	23
				24
8		8	75	25
			12	26
				27
			241	28
19		19	19	29
				30
				31
				32
788	63	725	5 799	33
				34
			219	35
				36
				37
				38
				39
				40
			219	41
				42
			5	43
			5	44
788	63	725	6 023	45
				46
				47
788	63	725	6 023	48



Road Initials:

D&H

Year 19 81

38a

NOTES AND REMARKS

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

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

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

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

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

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

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

Line No.	(Dollars in thousands) Account (a)	OWNED AND USED			LEASED FROM OTHERS		
		Depreciation Base		Annual composite rate (percent) (d)	Depreciation base		Annual composite rate (percent) (g)
		At beginning of year (b)	At close of year (c)		At beginning of year (e)	At close of year (f)	
	<b>ROAD</b>	\$	\$	%	\$	\$	%
1	(1) Engineering	117	117	.69			
2	(3) Grading	10 354	10 355	.09	13	13	.09
3	(4) Other right-of-way expenditures	22	22	3.05			
4	(5) Tunnels and subways	557	557	.76			
5	(6) Bridges, trestles, and culverts	5 371	5 337	1.22	2	2	1.22
6	(7) Elevated structures						
7	(13) Fences, snowsheds, and signs	293	293	4.65			
8	(16) Station and office buildings	1 465	1 469	1.71			
9	(17) Roadway buildings	114	119	1.64			
10	(18) Water stations	37	37	2.40			
11	(19) Fuel stations	179	179	2.99			
12	(20) Shops and enginehouses	2 234	2 234	1.61			
13	(22) Storage warehouses						
14	(23) Wharves and docks						
15	(24) Coal and ore wharves						
16	(25) TOFC/COFC terminals	41	44	1.71			
17	(26) Communications systems	1 087	1 086	3.40			
18	(27) Signals and interlockers	4 103	3 825	2.82			
19	(29) Power plants						
20	(31) Power transmission systems	253	253	3.00			
21	(35) Miscellaneous structures	68	67	1.81			
22	(37) Roadway machines	3 068	3 045*	6.79*			
23	(39) Public improvements—Construction	1 810	1 790	1.58			
24	(44) Shop machinery	1 533	1 526	1.85			
25	(45) Power plant machinery						
26	All other road accounts						
27	Amortization (other than defense projects)						
28	Total road	32 706	32 355*	1.67*	15	15	.22
	<b>EQUIPMENT</b>						
29	(52) Locomotives	19 094*	28 575*	5.22*			
30	(53) Freight-train cars	30 704*	35 380*	4.92*			
31	(54) Passenger-train cars						
32	(55) Highway revenue equipment						
33	(56) Floating equipment						
34	(57) Work equipment	1 221	1 208	3.33			
35	(58) Miscellaneous equipment	709	784	10.32			
36	Total equipment	51 728*	65 947*	5.08*			
37	<b>GRAND TOTAL</b>	84 434	98 302		15	15	.22

\*Includes charges for acquisitions through capital lease financing. The depreciation base for Accounts 1, 3, 4, 5, and 39 includes non-depreciable property. Railroad Annual Report R-1

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

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

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

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

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

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

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

7. Dollars in thousands.

Line No.	Account (a)	** Balance at beginning of year (b) (Restated)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)
			Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)	
	<b>ROAD</b>						
1	(1) Engineering	11	1				12
2	(3) Grading	89	10				99
3	(4) Other, right-of-way	4	1				5
4	(5) Tunnels and subways	47	3				50
5	(6) Bridges, trestles, and culverts	653	65		31		687
6	(7) Elevated structures						
7	(13) Fences, snow sheds, and signs	167	13				180
8	(16) Station and office buildings	225	25				250
9	(17) Roadway buildings	15	2				17
10	(18) Water stations	25					25
11	(19) Fuel stations	51	5				56
12	(20) Shops and enginehouses	292	36				328
13	(22) Storage warehouses						
14	(23) Wharves and docks						
15	(24) Coal and ore wharves						4
16	(25) TOFC/COFC terminals	3	1				325
17	(26) Communication systems	290	37		2		751
18	(27) Signals and interlockers	830	112		191		
19	(29) Power plants						105
20	(31) Power-transmission systems	97	8				15
21	(35) Miscellaneous structures	14	1				
22	(37) Roadway machines	1 348	211#		274		1 285#
23	(39) Public improvements—Construction	418	29				447
24	(44) Shop machinery	238	29				267
25	(45) Power-plant machinery						
26	All other road accounts						
27	Amortization (other than defense projects)				498		4 908#
28	Total road	4 817#	589#				
	<b>EQUIPMENT</b>						
29	(52) Locomotives	13 993#	1 611#		50#		15 609#
30	(53) Freight-train cars	8 473#	1 626#		212		9 887#
31	(54) Passenger-train cars						
32	(55) Highway revenue equipment						
33	(56) Floating equipment	277	40				317
34	(57) Work equipment	795	77		18		854
35	(58) Miscellaneous equipment	23 538#	3 354#		225		26 667#
36	Total equipment						
37	Depreciation Adjustment				723		31 575#
38	<b>GRAND TOTAL</b>	28 355#	3 943#				

#Includes charges for acquisitions through capital lease financing

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\*Chargeable to account 305.

\*\*Restated for change in accounting for leases - See Note 8, page 8a



**339. ACCRUED LIABILITY - LEASED PROPERTY**

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

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

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

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

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

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

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

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

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

Line No.	(Dollars in thousands) Account (a)	Depreciation base		Annual composite rate (percent) (d)
		At beginning of year (b)	At close of year (c)	
	ROAD	\$	\$	%
1	(1) Engineering			
2	(3) Grading	739	742	.09
3	(4) Other right-of-way expenditures	6	6	3.05
4	(5) Tunnels and subways			
5	(6) Bridges, trestles and culverts	835	835	1.22
6	(7) Elevated structures			
7	(13) Fences, snowsheds, and signs	26	26	4.65
8	(16) Station and office buildings	167	194	1.71
9	(17) Roadway buildings	31	98	1.64
10	(18) Water stations			
11	(19) Fuel stations	21	27	2.99
12	(20) Shops and enginehouses	124	149	1.61
13	(22) Storage warehouses			
14	(23) Wharves and docks			
15	(24) Coal and ore wharves			
16	(25) TOFC/COFC terminals	24	24	1.71
17	(26) Communications systems	80	85	3.40
18	(27) Signals and interlockers	1 122	1 200	2.82
19	(29) Power plants			
20	(31) Power transmission systems	67	75	3.00
21	(35) Miscellaneous structures	12	12	1.81
22	(37) Roadway machines			
23	(39) Public improvements-Construction	242	242	1.58
24	(44) Shop machinery			
25	(45) Power plant machinery			
26	All other road accounts			
27	Amortization (other than defense projects)			
28	Total road	3 496	3 715	1.71
	EQUIPMENT			
29	(52) Locomotives			
30	(53) Freight-train cars	219	219	3.80
31	(54) Passenger-train cars			
32	(55) Highway revenue equipment			
33	(56) Floating equipment			
34	(57) Work equipment			
35	(58) Miscellaneous equipment			
36	Total equipment	219	219	3.80
37	GRAND TOTAL	3 715	3 934	

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

1. Enter the required information concerning debits and credits to Account 733, "Accumulated depreciation improvements on leased property," during the year relating to improvements made to road and equipment property leased from others, the depreciation charges for which are included in operating expenses of the respondent.

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

3. Any inconsistency between the credits to the reserve as shown in column (c) and the charges to operating expenses should be fully explained.

4. Show in column (e) the debits to the reserve arising from retirements.

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

6. Dollars in thousands.

Line No.	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the Year		DEBITS TO RESERVE During the Year		Balance at close of year (g)
			Charges to others (c)	Other credits (d)	Retirements (e)	Other debits (f)	
	<b>ROAD</b>	\$	\$	\$	\$	\$	\$
1	(1) Engineering		*				16
2	(3) Grading	16	*				1
3	(4) Other right-of-way expen.	1					
4	(5) Tunnels and subways						
5	(6) Bridges, trestles, and culverts	130	10				140
6	(7) Elevated structures						
7	(13) Fences, snow sheds, and signs	15	1				16
8	(16) Station and office buildings	34	3				37
9	(17) Roadway buildings	7	1				8
10	(18) Water stations						
11	(19) Fuel stations	12	*				12
12	(20) Shops and enginehouses	27	2				29
13	(22) Storage warehouses						
14	(23) Wharves and docks						
15	(24) Coal and ore wharves						
16	(25) TOFC/COFC terminals	2	1				3
17	(26) Communication systems	31	3				34
18	(27) Signals and interlockers	273	33		5		301
19	(29) Power plants						
20	(31) Power-transmission systems	17	2				19
21	(35) Miscellaneous structures	2	1				3
22	(37) Roadway machines						
23	(39) Public improvements-Construction	50	4				54
24	(44) Shop machinery						
25	(45) Power-plant machinery						
26	All other road accounts						
27	Total road	617	61		5		673
	<b>EQUIPMENT</b>						
28	(52) Locomotives						
29	(53) Freight-train cars	29	7		*		36
30	(54) Passenger-train cars						
31	(55) Highway revenue equipment						
32	(56) Floating equipment						
33	(57) Work equipment						
34	(58) Miscellaneous equipment						
35	Total equipment	29	7				36
36	<b>GRAND TOTAL</b>	646	68		5		709

\*Amount less than \$500



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

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

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

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

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

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

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

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

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

**351. ACCUMULATED DEPRECIATION—ROAD AND EQUIPMENT LEASED TO OTHERS**

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

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

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

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

5. Dollars in thousands.

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

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

1. Disclose the investment in railway property used in transportation service at the close of the year. This investment represents the aggregate of property owned or leased by the respondent and used in the respondent's transportation service. Such property includes: (a) the investment reported in accounts 731, "Road and equipment property", and 732, "Improvements on leased property", of the respondent less any 731 or 732 property leased to others for their exclusive use of road, tracks, or bridges (including equipment or other railway property covered by the contract). Equipment leased to others under separate distinct contracts shall not be deducted from the respondent's 731 or 732 property; (b) the investment of other companies' 731 or 732 property (including operating and lessor railroads) used by the respondent when the lease is for exclusive use or control of roads, tracks, or bridges (including equipment or other railway property covered by the contract). This excludes leased equipment from operating railroads under separate distinct contracts and the investment of other carriers in property jointly used by the respondent.

2. In column (a), classify each company in this schedule as respondent (R), lessor railroad (L), inactive or proprietary company (P), and other leased properties (O).

3. In columns (a) to (e), inclusive, first show the data requested for the respondent (R); next the data for companies whose entire properties are used in transportation service of the respondent, divided between lessor (L) and proprietary (P) companies, followed by data for carriers and others (O), portions of whose property are used in transportation service of the respondent. Show a total for each class of company. Then show, as deductions, data for transportation property leased to carriers and others.

4. In column (c), line-haul carriers report the miles of road used in line-haul service, and switching and terminal companies should report the miles of all tracks owned.

5. In column (d), show the amount applicable in accounts 731 and 732 on the books of the companies whose names appear in column (b). Values of property of other carriers segregated by estimate or otherwise should correspond in amount to the deductions made by the owners in their reports. If separate value is not available, explanations should be given. Differences between the amounts in column (d) of this schedule and the amounts shown in column (c), line 33, on the asset side of the comparative general balance sheet of each individual railway should be explained in a footnote. Book value included in accounts 731 and 732 of the owner should be reported in column (d) in reference to the investment of the respondent in the securities of the owner unless a good reason can be given for the contrary. Methods of estimating (by capitalizing rentals at 6 percent or otherwise) value of property of private owners, or portions of property of other carriers, should be explained.

6. In column (e), show the amount of depreciation and amortization accrued as of the close of the year in accounts 733, 734, 735, 736, and 772, that is applicable to the property of the carriers whose names are listed in column (b), regardless of where the reserves therefor are recorded.

7. Dollars in thousands.

Line No.	Class (See Ins. 2)	Name of company	Miles of road owned (See Ins. 4)	Investments in property (See Ins. 5)	Depreciation and amortization of defense projects (See Ins. 6)
	(a)	(b)	(c)	(d)	(e)
1	R	Delaware and Hudson Railway Company	618.93	\$ 115 579#	\$ 31 575#
2		Investment in Owned Property (731)			
3		Improvements on Leased Lines (732)			
4		Northern Coal & Iron Co.		2 461	284
5		Albany & Vermont R.R. Co.		1 027	188
6		Saratoga & Schenectady R.R. Co.		1 235	181
7		Plattsburgh & Dannemora R.R. Co.		19	1
8		Rutland and Whitehall R.R. Co.		59	15
9		Equitable Life Assurance Society of U.S.		219	35
10		Binghamton to Scranton Line		1 003	5
11		Total Respondent	618.93	121 602	32 284
12					
13	P	Northern Coal & Iron Co. (731)	23.39		
14					
15	L	Albany & Vermont R.R. Co. (731)	12.19	600	
16	L	Saratoga & Schenectady R.R. Co. (731)	20.32	450	
17	L	Rutland & Whitehall R.R. Co. (731)	6.84	256	
18	L	Plattsburgh & Dannemora R.R. Co. (731)	3.02	183	
19		(Owned by New York State)			
20	L	Binghamton to Scranton Line	60.43		
21	L	Mills Branch	27.60		
22	L	Wilkes-Barre Connecting R.R. Co. (731)	a	56	
23		Total Leased	130.40	1 545	
24					
25		Less book value of NC&I property leased			
26		to Wilkes-Barre Connecting R.R. Co.	2.56	290	
27					
28					
29		a - Lease covers .22 of a mile of tracks			
30		operated by respondent as .03 of a mile			
31		of passing tracks, crossovers and			
32		turnouts and .19 of a mile of yard			
33		switching tracks			
34					
35		#includes acquisitions through			
36		capital lease financing			
37					
38					
39		TOTAL	770.16	122 857	32 284



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

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

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

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

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

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

5. Dollars in thousands.

Line No.	Account (a)	Respondent (b)	Lessor railroads (c)	Inactive (proprietary companies) (d)	Other leased properties (e)
		\$	\$	\$	\$
1	(1) Engineering _____	116	40		
2	(2) Land for transportation purposes _____	2 222	301		
3	(3) Grading _____	11 080	310		
4	(4) Other right-of-way expenditures _____	29			
5	(5) Tunnels and subways _____	590			
6	(6) Bridges, trestles, and culverts _____	6 252	2		
7	(7) Elevated structures _____				
8	(8) Ties _____	2 439	95		
9	(9) Rails _____	3 983	171		
10	(10) Other track material _____	2 567	143		
11	(11) Ballast _____	2 194	93		
12	(12) Track laying and surfacing _____	5 357	83		
13	(13) Fences, snowsheds, and signs _____	320			
14	(16) Station and office buildings _____	1 698			
15	(17) Roadway buildings _____	230			
16	(18) Water stations _____	37			
17	(19) Fuel stations _____	207			
18	(20) Shops and enginehouses _____	2 557			
19	(22) Storage warehouses _____				
20	(23) Wharves and docks _____				
21	(24) Coal and ore wharves _____				
22	(25) TOFC/COFC terminals _____	66			
23	(26) Communication systems _____	1 170			
24	(27) Signals and interlockers _____	5 143			
25	(29) Power plants _____				
26	(31) Power-transmission systems _____	329			
27	(35) Miscellaneous structures _____	80			
28	(37) Roadway machines _____	3 062*			
29	(39) Public improvements—Construction _____	2 031			
30	(44) Shop machinery _____	1 546			
31	(45) Power-plant machinery _____				
32	Leased property capitalized rentals (explain) _____				
33	Other (specify & explain) _____				
34	Total expenditures for road _____	55 305*	1 238		
35	(52) Locomotives _____	28 575*			
36	(53) Freight-trains cars _____	35 587*			
37	(54) Passenger-train cars _____				
38	(55) Highway revenue equipment _____				
39	(56) Floating equipment _____				
40	(57) Work equipment _____	1 208			
41	(58) Miscellaneous equipment _____	785			
42	Total expenditures for equipment _____	66 155*			
43	(76) Interest during construction _____		253		
44	(77) Other expenditures—General _____	142	54		
45	Total general expenditures _____	142	307		
46	Total _____	121 602*	1 545		
47	(80) Other elements of investment _____				
48	(90) Construction work in progress _____				
49	Grand Total _____	121 602*	1 545		

\*Includes acquisitions through capital lease financing

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

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

Schedule 361 -- Capitalized Capital Leases

363 -- Operating Leases

364 -- Lessee Disclosures

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

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

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

**B. Definitions**

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

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

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

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

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

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

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

### 361. CAPITALIZED CAPITAL LEASES

#### PART I. PRESENT VALUE OF MINIMUM LEASE PAYMENTS

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

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

Line No.	Item (a)	Current year (b)	Year 2 (c)	Year 3 (d)	Year 4 (e)	Year 5 (f)	Later Years (g)	Total (h)
1	Lease payments	\$ 3 577	\$ 3 976	\$ 4 218	\$ 4 219	\$ 4 134	\$ 29 524	\$ 49 648
	Less: Executory costs:							
2	- Taxes							
3	- Maintenance							
4	- Insurance							
5	- Other							
6	Total executory costs (2-5)							
7	Minimum lease payments (1, 6)	3 577	3 976	4 218	4 219	4 134	29 524	49 648
8	Less: Amount representing interest	2 597	2 672	2 502	2 311	2 102	9 924	22 108
9	Present value of minimum lease payments (line 7, 8)	980	1 304	1 716	1 908	2 032	19 600	27 540

#### PART II. TOTAL RENTAL EXPENSES

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

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

Line No.	Item (a)	Current year (b)	Year 2 (c)	Year 3 (d)	Year 4 (e)	Year 5 (f)	Later years (g)	Total (h)
10	Present value of minimum lease payments from Part I above	\$ 980	XXXX	XXXX	XXXX	XXXX	XXXXXX	XXXXXX
11	Contingent rentals		XXXX	XXXX	XXXX	XXXX	XXXXXX	XXXXXX
12	Minimum noncancelable sublease rentals		XXXX	XXXX	XXXX	XXXX	XXXXXX	XXXXXX
13	Net rental expense	980	XXXX	XXXX	XXXX	XXXX	XXXXXX	XXXXXX

#### PART III. CLASSES OF CAPITAL LEASES

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

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

Line No.	Classes of leased property (a)	Present value	
		Current year (b)	Prior year (Restated)*
14	Structures	\$	\$
15	Revenue equipment	30 726	24 312
16	Shop and garage equipment		
17	Service cars and equipment		
18	Noncarrier operating property		
19	Other: (Specify)		
20			
21	Gross capitalized assets	30 726	24 312
22	Less: Accumulated amortization	6 685	4 728
23	Net capitalized lease assets	24 041	19 584

\*Restated for change in accounting for leases - See Note 8, page 8a





## 363. OPERATING LEASES

## PART I. FUTURE MINIMUM RENTAL PAYMENTS (with noncancelable lease terms in excess of one year)

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

Line No.	Items (a)	Current year (b)	Year 2 (c)	Year 3 (d)	Year 4 (e)	Year 5 (f)	Later years (g)	Total (h)
1	Minimum lease payments required	\$ 3 513	\$ 3 527	\$ 3 364	\$ 3 137	\$ 2 237	\$ 4 589	\$ 20 367
2	Minimum noncancelable sublease rentals							
3	Net minimum lease payments	3 513	3 527	3 364	3 137	2 237	4 589	20 367

## PART II. TOTAL RENTAL (all operating leases)

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

Line No.	Expenses (a)	Current year (b)	Prior year (c)
4	Minimum lease payments required	\$ 5 286	\$ 4 575
5	Contingent rentals		
6	Less: Sublease rentals		
7	Total rental expense	5 286	4 575

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## 364. LESSEE DISCLOSURES

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

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

Line No.	
(a)	
1	None
2	
3	
4	
5	
6	
7	
8	
(b)	
9	Most of the leases contain purchase options at a purchase price equal to
10	fair market value at end of original term of lease; renewal option provisions
11	call for a rental rate at the fair market rental rate at end of original term.
12	However, there are some leases having a bargain renewal option. Also, some
13	lease agreements contain escalation clauses.
14	
15	
16	
(c)	
17	None
18	
19	
20	
21	
22	
23	
24	
(d)	
25	None
26	
27	
28	
29	
30	
31	
32	
(e)	
33	Interest rates used in calculating present value of capitalized leases
34	represents the interest rate implicit in the lease or respondent's
35	approximate incremental borrowing rate as of the date the lease was
36	entered into, whichever is applicable.
37	
38	
39	
40	

# 410. RAILWAY OPERATING EXPENSES

State the railway operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies, and allocate the common operating expenses in accordance with the Commission's rules governing the separation of such expenses between freight and passenger services.

Line No.	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)
		Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)		
		\$	\$	\$	\$	\$	\$	\$
	<b>WAY AND STRUCTURES:</b>							
	<b>ADMINISTRATION:</b>							
1	Track	458	55	29	68	610		610
2	Bridge and Building	207	24	12	32	275		275
3	Signal	440	13	6	24	483		483
4	Communication	135	5	3	11	154		154
5	Other			18		18		18
	<b>REPAIR AND MAINTENANCE:</b>							
6	Roadway - Running	446	3	96	8	553		553
7	Roadway - Switching	61		13	1	75		75
8	Tunnels and Subways - Running	8			1	9		9
9	Tunnels and Subways - Switching	1				1		1
10	Bridges and Culverts - Running	160	(1)	17	18	194		194
11	Bridges and Culverts - Switching	22		2	2	26		26
12	Ties - Running	N/A	638	N/A	N/A	638		638
13	Ties - Switching	N/A	87	N/A	N/A	87		87
14	Rail - Running	N/A	1 355	N/A	N/A	1 355		1 355
15	Rail - Switching	N/A	184	N/A	N/A	184		184
16	Other Track Material - Running	N/A	484	N/A	N/A	484		484
17	Other Track Material - Switching	N/A	66	N/A	N/A	66		66
18	Ballast - Running	N/A	243	N/A	N/A	243		243
19	Ballast - Switching	N/A	33	N/A	N/A	33		33
20	Track laying and surfacing - Running	2 144	10	1 002	92	3 248		3 248
21	Track laying and surfacing - Switching	291	2	136	12	441		441
22	Road Property Damaged - Running	408	68	(4)	1	473		473
23	Road Property Damaged - Switching	56	9	(1)		64		64
24	Road Property Damaged - Other	2		(15)		(13)		(13)
25	Signals and Interlockers - Running	464	61	2	1	528		528
26	Signals and Interlockers - Switching	63	8	1		72		72
27	Communications Systems	177	14	18	2	211		211
28	Electric Power Systems	10		(2)		8		8
29	Highway Grade Crossings - Running	208	8	(160)	5	61		61
30	Highway Grade Crossings - Switching	28	1	(22)	1	8		8
31	Station and Office Buildings	191	40	7	8	246		246
32	Shop Buildings - Locomotives	184	23	1	6	214		214
33	Shop Buildings - Freight Cars	77	3		1	81	N/A	81
34	Shop Buildings - Other Equipment	26				26		26

Road Initials:

D&amp;H

Year 19 81

## 410. RAILWAY OPERATING EXPENSE - Continued

Line No.	Name of railway operating expense account	Freight					Passenger	Total
		Salaries and wages	Materials, tools, supplies, fuels, and lubricants	Purchased services	General	Total freight expense		
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
		\$	\$	\$	\$	\$	\$	\$
	WAY AND STRUCTURES - Continued:							
	REPAIR AND MAINTENANCE - Continued:							
101	Locomotive Servicing Facilities	31				31		31
102	Miscellaneous Buildings and Structures	49	8			57		57
103	Coal Terminals						N/A	
104	Ore Terminals						N/A	
105	Other Marine Terminals						N/A	
106	TOFC/COFC - Terminals	2	4	(13)		(7)	N/A	(7)
107	Motor Vehicle Loading and Distribution Facilities	3				3	N/A	3
108	Facilities for Other Specialized Service Operations							
109	Roadway Machines	233	289	16	4	542		542
110	Small Tools and Supplies	13	480	3		496		496
111	Snow Removal	233	47	1	2	283		283
112	Fringe Benefits - Running	N/A	N/A	N/A	1 443	1 443		1 443
113	Fringe Benefits - Switching	N/A	N/A	N/A	196	196		196
114	Fringe Benefits - Other	N/A	N/A	N/A	408	408		408
115	Casualties and Insurance - Running	N/A	N/A	N/A	810	810		810
116	Casualties and Insurance - Switching	N/A	N/A	N/A	110	110		110
117	Casualties and Insurance - Other	N/A	N/A	N/A	116	116		116
118	Lease Rentals - Debit - Running	N/A	N/A	862	N/A	862		862
119	Lease Rentals - Debit - Switching	N/A	N/A	117	N/A	117		117
120	Lease Rentals - Debit - Other	N/A	N/A	246	N/A	246		246
121	Lease Rentals - (Credit) - Running	N/A	N/A		N/A			
122	Lease Rentals - (Credit) - Switching	N/A	N/A		N/A			
123	Lease Rentals - (Credit) - Other	N/A	N/A		N/A			
124	Joint Facility Rent - Debit - Running	N/A	N/A	1 536	N/A	1 536		1 536
125	Joint Facility Rent - Debit - Switching	N/A	N/A	209	N/A	209		209
126	Joint Facility Rent - Debit - Other	N/A	N/A	8	N/A	8		8
127	Joint Facility Rent - (Credit) - Running	N/A	N/A		N/A			
128	Joint Facility Rent - (Credit) - Switching	N/A	N/A		N/A			
129	Joint Facility Rent - (Credit) - Other	N/A	N/A		N/A			
130	Other Rents - Debit - Running	N/A	N/A	4	N/A	4		4
131	Other Rents - Debit - Switching	N/A	N/A	1	N/A	1		1
132	Other Rents - Debit - Other	N/A	N/A	1	N/A	1		1
133	Other Rents - (Credit) - Running	N/A	N/A	(8)	N/A	(8)		(8)



## 410. RAILWAY OPERATING EXPENSE - Continued

Line No.	Name of railway operating expense account	Freight					Passenger	Total
		Salaries and wages	Material, tools, supplies, fuels, and lubricants	Purchased services	General	Total freight expense		
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
	WAY AND STRUCTURES - Continued:	\$	\$	\$	\$	\$	\$	\$
	REPAIR AND MAINTENANCE - Continued:							
		N/A	N/A	(1)	N/A	(1)		(1)
134	Other Rents - (Credit) - Switching	N/A	N/A		N/A			
135	Other Rents - (Credit) - Other	N/A	N/A	N/A	230	230		230
136	Depreciation - Running	N/A	N/A	N/A	31	31		31
137	Depreciation - Switching	N/A	N/A	N/A	360	360		360
138	Depreciation - Other	N/A	N/A	3 811	N/A	3 811		3 811
139	Joint Facility - Debit - Running	N/A	N/A	518	N/A	518		518
140	Joint Facility - Debit - Switching	N/A	N/A	45	N/A	45		45
141	Joint Facility - Debit - Other	N/A	N/A	(41)	N/A	(41)		(41)
142	Joint Facility - (Credit) - Running	N/A	N/A	(6)	N/A	(6)		(6)
143	Joint Facility - (Credit) - Switching	N/A	N/A		N/A			
144	Joint Facility - (Credit) - Other							
145	Dismantling Retired Road Property - Running	103				103		103
146	Dismantling Retired Road Property - Switching	14				14		14
147	Dismantling Retired Road Property - Other							
148	Other - Running	9	2	3	48	62		62
149	Other - Switching	1			7	8		8
150	Other - Other	49	5	18		72		72
151	Total Way and Structures	7 007	4 271	8 489 ✓	4 059	23 826 ✓		23 826 ✓
	EQUIPMENT:			<del>8 489</del>		<del>23 826</del>		<del>23 826</del>
	LOCOMOTIVES:							
201	Administration	350	12	24	9	395		395
202	Repair and Maintenance	3 223	923	678	3	4 827		4 827
203	Machinery Repair	91	9	4		104		104
204	Equipment Damaged	19	13	(1)		31		31
205	Fringe Benefits	N/A	N/A	N/A	1 013	1 013		1 013
206	Other Casualties and Insurance	N/A	N/A	N/A	572	572		572
207	Lease Rentals - Debit	N/A	N/A	332	N/A	332		332
208	Lease Rentals - (Credit)	N/A	N/A	(39)	N/A	(39)		(39)
209	Joint Facility Rent - Debit	N/A	N/A	1	N/A	1		1
210	Joint Facility Rent - (Credit)	N/A	N/A		N/A			
211	Other Rents - Debit	N/A	N/A		N/A			
212	Other Rents - (Credit)	N/A	N/A	(18)	N/A	(18)		(18)
213	Depreciation	N/A	N/A	N/A	1 623	1 623		1 623
214	Joint Facility - Debit	N/A	N/A	28	N/A	28		28
215	Joint Facility - (Credit)	N/A	N/A		N/A			
216	Repairs Billed to Others - (Credit)	N/A	N/A	(121)	N/A	(121)		(121)

## 410. RAILWAY OPERATING EXPENSE - Continued

Line No.	Name of railway operating expense account	Freight					Passenger	Total
		Salaries and wages	Material, tools, supplies, fuels, and lubricants	Purchased services	General	Total freight expense		
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
		\$	\$	\$	\$	\$	\$	\$
	LOCOMOTIVES—Continued:							
217	Dismantling Retired Property							
218	Other	14	1	4		19		19
219	Total Locomotives	3 697	958	892	3 220	8 767		8 767
	FREIGHT CARS:							
220	Administration	226	15	14	9	264	N/A	264
221	Repair and Maintenance	3 824	1 076	1 625	8	6 533	N/A	6 533
222	Machinery Repair	88	2			90	N/A	90
223	Equipment Damaged	53	13	1 102		1 168	N/A	1 168
224	Fringe Benefits	N/A	N/A	N/A	1 240	1 240	N/A	1 240
225	Other Casualties and Insurance	N/A	N/A	N/A	698	698	N/A	698
226	Lease Rentals - Debit	N/A	N/A	3 619	N/A	3 619	N/A	3 619
227	Lease Rentals - (Credit)	N/A	N/A	(15)	N/A	(15)	N/A	(15)
228	Joint Facility Rent - Debit	N/A	N/A		N/A		N/A	
229	Joint Facility Rent - (Credit)	N/A	N/A		N/A		N/A	
230	Other Rents - Debit	N/A	N/A	16 854	N/A	16 854	N/A	16 854
231	Other Rents - (Credit)	N/A	N/A	(6 928)	N/A	(6 928)	N/A	(6 928)
232	Depreciation	N/A	N/A	N/A	1 649	1 649	N/A	1 649
233	Joint Facility - Debit	N/A	N/A	88	N/A	88	N/A	88
234	Joint Facility - (Credit)	N/A	N/A		N/A		N/A	
235	Repairs Billed to Others - (Credit)	N/A	N/A	(2 044)	N/A	(2 044)	N/A	(2 044)
236	Dismantling Retired Property	2				2	N/A	2
237	Other	22	1	1		24	N/A	24
238	Total Freight Cars	4 215	1 107	14 316	3 604	23 242	N/A	23 242
	OTHER EQUIPMENT:							
301	Administration	109	9	2	3	123		123
	Repair and Maintenance:							
302	Trucks, Trailers, and Containers - Revenue Service			15		15	N/A	15
303	Floating Equipment - Revenue Service						N/A	
304	Passenger and Other Revenue Equipment							
305	Computers and Data Processing Systems							
306	Machinery	4	21	14		39		39
307	Work and Other Non-Revenue Equipment	316	211	98	3	628		628
308	Equipment Damaged	1		(1)		-		-
309	Fringe Benefits	N/A	N/A	N/A	7	7		7
310	Other Casualties and Insurance	N/A	N/A	N/A	28	28		28
311	Lease Rentals - Debit	N/A	N/A	110	N/A	110		110
312	Lease Rentals - (Credit)	N/A	N/A	(4)	N/A	(4)		(4)

## 410. RAILWAY OPERATING EXPENSE - Continued

Line No.	Name of railway operating expense account	Freight					Passenger	Total
		Salaries and wages	Material, tools, supplies, fuels, and lubricants	Purchased services	General	Total freight expense		
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	
		\$	\$	\$	\$	\$	\$	\$
<b>OTHER EQUIPMENT—Continued:</b>								
313	Joint Facility Rent - Debit	N/A	N/A	5	N/A	5		5
314	Joint Facility Rent - (Credit)	N/A	N/A		N/A			
315	Other Rents - Debit	N/A	N/A	507	N/A	507		507
316	Other Rents - (Credit)	N/A	N/A	(15)	N/A	(15)		(15)
317	Depreciation	N/A	N/A	N/A	118	118		118
318	Joint Facility - Debit	N/A	N/A	17	N/A	17		17
319	Joint Facility - (Credit)	N/A	N/A		N/A			
320	Repairs Billed to Others - (Credit)							
321	Dismantling Retired Property							
322	Other	4	1	3		8		8
323	Total Other Equipment	434	242	751	159	1 586		1 586
324	Total Equipment	8 346	2 307	15 959	6 983	33 595		33 595
<b>TRANSPORTATION:</b>								
<b>TRAIN OPERATIONS:</b>								
401	Administration	554	30	78	25	687		687
402	Engine Crews	4 923		(9)	285	5 199		5 199
403	Train Crews	8 450	2	47	624	9 123		9 123
404	Dispatching Trains	380	8	97	1	486		486
405	Operating Signals and Interlockers	51	2	55	3	111		111
406	Operating Drawbridges							
407	Highway Crossing Protection	57	2	20		79		79
408	Train Inspection and Lubrication	552	2	35		589		589
409	Locomotive Fuel	164	16 767	619		17 550		17 550
410	Electric Power Purchased or Produced for Motive Power							
411	Servicing Locomotives	831	613	40		1 484		1 484
412	Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	277	277		277
413	Clearing Wrecks	167	4	306	(1)	476		476
414	Fringe Benefits	N/A	N/A	N/A	3 276	3 276		3 276
415	Other Casualties and Insurance	N/A	N/A	N/A	958	958		958
416	Joint Facility - Debit	N/A	N/A	2 164	N/A	2 164		2 164
417	Joint Facility - (Credit)	N/A	N/A	(3)	N/A	(3)		(3)
418	Other	32	8	168	4	212		212
419	Total Train Operations	16 161	17 438	3 617	5 452	42 668		42 668
<b>YARD OPERATIONS:</b>								
420	Administration	471	32	71	20	594		594
421	Switch Crews	2 076		335	1	2 412		2 412

Road Initials:

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410. RAILWAY OPERATING EXPENSE - Continued

Line No.	Name of railway operating expense account	Freight					Passenger	Total
		Salaries and wages	Material, tools, supplies, fuels, and lubricants	Purchased services	General	Total freight expense		
		(b)	(c)	(d)	(e)	(f)		
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	
	YARD OPERATIONS - Continued:	\$	\$	\$	\$	\$	\$	
422	Controlling Operations	751	5	9	7	772		772
423	Yard and Terminal Clerical	2 097	96	141	3	2 337		2 337
424	Operating Switches, Signals, Retarders and Humps	4		2		6		6
425	Locomotive Fuel	17	507			524		524
426	Electric Power Purchased or Produced for Motive Power							
427	Servicing Locomotives	133	98	(4)		227		227
428	Freight Lost or Damaged - Solely Related	N/A	N/A	N/A				
429	Clearing Wrecks	53		26	1	80		80
430	Fringe Benefits	N/A	N/A	N/A	1 632	1 632		1 632
431	Other Casualties and Insurance	N/A	N/A	N/A	738	738		738
432	Joint Facility - Debit	N/A	N/A	775	N/A	775		775
433	Joint Facility - (Credit)	N/A	N/A		N/A			
434	Other	323	3	17	49	392		392
435	Total Yard Operations	5 925	741	1 372	2 451	10 489		10 489
	TRAIN AND YARD OPERATIONS COMMON:							
501	Cleaning Car Interiors	44		13	N/A	57		57
502	Adjusting and Transferring Loads	6	2	8	N/A	16	N/A	16
503	Car Loading Devices and Grain Doors	119	36	8	N/A	163	N/A	163
504	Freight Lost or Damaged - all other	N/A	N/A	N/A	613	613		613
505	Fringe Benefits	N/A	N/A	N/A	6	6		6
506	Total Train and Yard Operations Common	169	38	29	619	855		855
	SPECIALIZED SERVICE OPERATIONS:							
507	Administration	60	5	17	9	91	N/A	91
508	Pickup & Delivery and Marine Line Haul						N/A	
509	Loading & Unloading and Local Marine	54		180		234	N/A	234
510	Protective Services						N/A	
511	Freight Lost or Damaged - Solely Related	N/A	N/A	N/A			N/A	
512	Fringe Benefits	N/A	N/A	N/A			N/A	
513	Casualties and Insurance	N/A	N/A	N/A	9	9	N/A	9
514	Joint Facility - Debit	N/A	N/A	2	14	14	N/A	14
515	Joint Facility - (Credit)	N/A	N/A		N/A	2	N/A	2
516	Other	20	(1)		3	22	N/A	22
517	Total Specialized Services Operations	134	4	199	35	372	N/A	372
	ADMINISTRATIVE SUPPORT OPERATIONS:							
518	Administration	98	5	17	5	125		125

## 410. RAILWAY OPERATING EXPENSE - Concluded

Line No.	Name of railway operating expense account	Freight					Passenger	Total
		Salaries and wages	Material, tools, supplies, fuels, and lubricants	Purchased services	General	Total freight expense		
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
	ADMINISTRATIVE SUPPORT OPERATIONS - Con.	\$	\$	\$	\$	\$		\$
519	Employees Performing Clerical and Accounting Functions	1 054	61	122	15	1 252		1 252
520	Communication Systems Operation		2	97		99		99
521	Loss and Damage Claims Processing	162	1	3	3	169		169
522	Fringe Benefits	N/A	N/A	N/A	209	209		209
523	Casualties and Insurance	N/A	N/A	N/A	3	3		3
524	Joint Facility - Debit	N/A	N/A	9	N/A	9		9
525	Joint Facility - (Credit)	N/A	N/A		N/A			
526	Other	93	(1)		13	105		105
527	Total Administrative Support Operations	1 407	68	248	248	1 971		1 971
528	Total Transportation	23 796	18 289	5 465	8 805	56 355		56 355
	GENERAL AND ADMINISTRATIVE:							
601	Officers - General Administration	557	7	4	49	617		617
602	Accounting, Auditing and Finance	1 740	33	151	17	1 941		1 941
603	Management Services and Data Processing	310	3	1 421	20	1 754		1 754
604	Marketing	445	(4)	122	15	578		578
605	Sales	1 091	6	149	209	1 455		1 455
606	Industrial Development	27		3		30	N/A	30
607	Personnel and Labor Relations	171	6	85	7	269		269
608	Legal and Secretarial	197	6	373	18	594		594
609	Public Relations and Advertising			226		226		226
610	Research and Development			276	5	281		281
611	Fringe Benefits	N/A	N/A	N/A	2 368	2 368		2 368
612	Casualties and Insurance	N/A	N/A	N/A	10	10		10
613	Writedown of Uncollectible Accounts	N/A	N/A	N/A	391	391		391
614	Property Taxes	N/A	N/A	N/A	1 681	1 681		1 681
615	Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	884	884		884
616	Joint Facility - Debit	N/A	N/A	54	N/A	54		54
617	Joint Facility - (Credit)	N/A	N/A		N/A			
618	Other	169	20	339	62	590		590
619	Total General and Administrative	4 707	77	3 203	5 736	13 723		13 723
620	Total Carrier Operating Expenses	43 856	24 944	✓ 33 115	25 584	✓ 127 499		127 499
				33,115		127,499		127,499

Road Initials:

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

1. Report freight expenses only.  
2. Report in this supporting schedule rental information by car type and other freight carrying equipment relating to the interchange of railroad equipment, privately owned equipment and equipment leased for less than 30 days.

3. The gross amounts receivable and payable for freight-train cars (line 19 columns (b) through (d) and; line 19 columns (e) through (g) respectively) should balance with Schedule 410, column (D), lines 231 (credits) and 230 (debits). Trailer and container rentals in this schedule are included in Schedule 410, column (D), lines 315 and 316. However, the trailer and container rentals in this schedule will not balance to lines 315 and 316 of Schedule 410 because those lines include rents for

"other equipment" which is reported in Schedule 415, column (e). The balancing of Schedule 410, 414 and 415 "other equipment" is outlined in note 6 to Schedule 415.

4. Report in columns (b) and (e) rentals for private-line cars (whether under railroad control or not) and shipper owned cars.

5. Report in columns (c), (d), (f), and (g) rentals for railroad owned cars prescribed by the Commission in Ex Parte No. 334, for which rentals are settled on a combination mileage and time basis (basic per diem). Include railroad owned per diem tank cars on line 17.

NOTES: Mechanical designations for each car type are shown in Schedule 710.

6. Dollars in thousands.

Line No.	Type of Equipment (a)	GROSS AMOUNTS RECEIVABLE Per Diem Basis			GROSS AMOUNTS PAYABLE Per Diem Basis		
		Private Line Cars (b)	Mileage (c)	Time (d)	Private Line Cars (e)	Mileage (f)	Time (g)
	CAR TYPES:	\$	\$	\$	\$	\$	\$
1	Box-Plain 40 Foot		33	78		291	354
2	Box-Plain 50 Foot and Longer		410	1 827		1 372	3 674
3	Box-Equipped		331	935		936	2 149
4	Gondola-Plain		230	645		222	379
5	Gondola-Equipped		182	595		39	148
6	Hopper-Covered		66	122	937	492	1 115
7	Hopper-Open Top-General Service		242	562		50	87
8	Hopper-Open Top-Special Service					13	38
9	Refrigerator-Mechanical					25	54
10	Refrigerator-Non-Mechanical		65	168	153	151	277
11	Flat TOFC/COFC				777	20	67
12	Flat Multi-Level				407	15	119
13	Flat-General Service		14	19		20	18
14	Flat-Other		13	269	92	35	98
15	Tank-Under 22,000 Gallons				1 475		
16	Tank-22,000 Gallons and Over				429		
17	All Other Freight Cars			122	12	12	44
18	Auto Racks				173		85
19	Total Freight Train Cars		1 586	5 342	4 455	3 693	8 706
	OTHER FREIGHT CARRYING EQUIPMENT						
20	Refrigerated Trailers				13		15
21	Other Trailers				230		249
22	Refrigerated Containers						
23	Other Containers						
24	Total Trailers & Containers				243		264
25	Grand Total (Lines 19 & 24)		1 586	5 342	4 698	3 693	8 970

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## 412. WAY AND STRUCTURES

1. Report freight expenses only.

2. The total depreciation expense reported in column (b), line 35 should balance to the sum of the depreciation expense reported in schedule 410, column (f) lines 136, 137, and 138. The total retirement charges reported in column (c) line 35 will not balance to any line in schedule 410. Retirement is included in but does not totally comprise the expenses reported in schedule 410, lines 148, 149 and 150.

3. Report in column (d) the lease/rentals for the various property categories of Way and Structures. The total net lease/rentals reported in column (d), line 35 should balance the net amount reported in schedule 410, column (f) lines 118 through 123, plus lines 130 through 135.

If an entire road or segment of track is leased and if the actual breakdown of lease/rentals by property categories is not known, apportion the lease/rentals based on the percentage of the categories' depreciation bases (or property bases for nondepreciable property) to the sum of (1) the depreciation bases for all categories of depreciable leased property plus (2) the property bases for nondepreciable leased property. Use Schedule 350 of this report for obtaining the depreciation bases of the categories of leased property.

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

5. Dollars in thousands.

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

Line No.	Property account	Category (a)	Depreciation (b)	Retirement (c)	Lease/Rentals (net) (d)
1	1	Engineering	\$ 1	\$	\$
2	2	Land for transportation purposes	N/A	N/A	
3	3	Grading	10		
4	4	Other right-of-way expenditures	1		
5	5	Tunnels and subways	3		
6	6	Bridges, trestles and culverts	75	N/A	
7	7	Elevated structures		N/A	
8	8	Ties	N/A	54	
9	9	Rails	N/A	(3)	
10	10	Other track material	N/A	(65)	
11	11	Ballast	N/A	24	
12	12	Track laying and surfacing	N/A	44	
13	13	Fences, snowsheds and signs	14	N/A	
14	16	Station and office buildings	28	N/A	
15	17	Roadway buildings	3	N/A	
16	18	Water stations		N/A	
17	19	Fuel stations	5	N/A	
18	20	Shops and enginehouses	38	N/A	
19	22	Storage warehouses		N/A	
20	23	Wharves and docks		N/A	
21	24	Coal and ore wharves		N/A	
22	25	TOFC/COFC terminals	2	N/A	
23	26	Communications systems	40	N/A	
24	27	Signals and interlockers	145	N/A	
25	29	Power plants		N/A	
26	31	Power transmission systems	10	N/A	
27	35	Miscellaneous structures	2	N/A	
28	37	Roadway machines	211*	N/A	
29	39	Public improvements; construction	33		
30	45	Power plant machines		N/A	
31	76	Interest during construction	N/A		N/A
32	77	Other expenditures; general	N/A		N/A
33	80	Other elements of investment	N/A		N/A
34	-	Other lease/rentals			1 218
35	-	Total	621	54	1 218

\*Includes charges for acquisitions through capital lease financing

# **SCHEDULE 415. SUPPORTING SCHEDULE: EQUIPMENT**

## **1. Report freight expenses only.**

2. Report by type of equipment all natural expenses relating to the equipment functions (salaries and wages, materials, tools, supplies, fuels and lubricants, purchases services, and general).

3. Report in column (b) net repairs, the detail for the items listed in column (a) from the freight expenses reported in Schedule 410 in column (f) lines 202, 203, 216, 221, 222, 235, 302 through 307 and 320. When it is necessary to apportion car repair expenses, the apportionment shall be made on the most equitable basis available to the carriers. The following list provides a basis for apportioning freight car repair expenses to car types: a. AAR Car Repair Billing (CRB) Standards; b. A carrier conducted study to determine car repair expenses by car types; and c. Other available standards valid for the respondent carrier. *Do not report* in this schedule equipment damaged expenses from Schedule 410, lines 204, 223 and 308, or; the damages billed to others which is contained in but does not form the bulk of the expense reported in Schedule 410, lines 216, 235 and 320. Column (b) repair expenses should balance to Schedule 410 column (f) expenses as follows (note any imbalance will be attributable to the exclusion from Schedule 415 of damages billed to these as contained in Schedule 410, lines 216, 235 and 320): (1) locomotives: line 5 plus line 38 compared to the sum of Schedule 410, lines 202, 203 plus 216; (2) Freight Cars: line 24 plus line 39 compared to the sum of Schedule 410, lines 221, 222 plus 235; (3) The Sum of Highway Equipment (line 32), Floating Equipment (line 35), Passenger and Other Revenue Equipment (line 36), Computer and Data Processing Equipment (line 37), Machinery-Other Equipment (line 40), and Work and Other Non-Revenue Equipment (line 41) compared to Schedule 410, the sum of lines 302 through 307 plus 320. When using the line data referred to in this instruction it should be noted that lines 216, 235 and 320 of Schedule 410 are credit balances.

4. Depreciation expense for each class of equipment by car type shall be reported in columns (c) and (d). The annual charge for each equipment account reported in column (c) of Schedule 335 will equal the combined aggregate totals of line item charges comprising the corresponding equipment account as reported in columns (c) and (d). **For improvements on leased property, Accounts 732 and 733, use a supplementary Schedule 415 and this reporting will relate to Schedules 340 and 342.** Depreciation charges reported in columns (c) and (d) will balance to Schedule 410, column (f) as follows: (1) Locomotives: line 5 plus line 38 compared to Schedule 410, line 213; (2) Freight Cars: line 24 plus line 39 compared to Schedule 410, line 232; (3) The Sum of Highway Equipment (line 32), Floating Equipment (line 35), Passenger and Other Revenue Equipment (line 36), Computer and Data Processing Equipment (line 37), Machinery-Other Equipment (line 40), and Work and Other Non-Revenue Equipment (line 41) compared to Schedule 410, line 317.

5. Depreciation adjustment for prior over and/or underdepreciation of each equipment type shall be reported in column (e) as a debit or credit to the appropriate line item, the net adjustment shall equal the equipment amortization reported in column (c) of Schedule 335.

6. Retirement charges shall be made on the basis of the actual units retired from service during the reporting period where the service value has been determined, based on a ledger value of salvage and insurance recovered. Retirement charge reported in column (f) will not balance to Schedule 410 because they are included in, but do not totally comprise the "other" expenses in Schedule 410, lines 218, 237 and 322. Retirement charges for locomotives, line 5 plus 38 are in Schedule 410, line 218; retirement charges for freight cars, lines 24 plus 39 are in Schedule 410, line 237; retirement charges for all other equipment, lines 32, 35, 36, 37, 40 and 41 are in Schedule 410, line 322.

7. Lease/Rentals reported in column (g) should balance to column (f) of Schedule 410 as follows: (1) Locomotives: line 5 plus line 38 compared with Schedule 410, lines 207, 208, 211 and 212; (2) Freight Cars: line 24 plus line 39 compared with Schedule 410, lines 226 plus 227 (note that Schedule 410, lines 230 and 231 are reported in Schedule 414 and are *not* to be included in Schedule 415); (3) The Sum of Lease/Rentals for All Other Equipment, lines 32, 35, 36, 37, 40 and 41 will balance to Schedule 410, lines 311, 312, 315 and 316 except for the interchange rental on trailers on containers which is reported in Schedule 414. Therefore, both Schedules 414 and 415 should be used when balancing lease/rentals-other equipment to Schedule 410. Do not report in Schedule 415 the trailer-container rentals reported in Schedule 414.

8. Depreciation base by types of equipment shall be reported in columns (g), (h) and (i) and should not include the cost of equipment used, but not owned, when the rents therefor are included in the rent for equipment and accounts Nos. 31-22-00, 31-23-00, 31-25-00, 31-21-00, 35-21-00, 35-22-00, 35-23-00, and 35-25-00. It should include the cost of equipment owned and leased to others when the rents therefrom are included in the rent for equipment accounts Nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00. Property used but not owned should also be included when the rent therefor is included in accounts Nos. 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive. The grand total of each equipment account in column (c) of Schedule 332 should equal the combined aggregate totals of line items comprising the equipment depreciation bases of column (f).

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

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**SCHEDULE 415. SUPPORTING SCHEDULE: EQUIPMENT**

Improvements to Equipment Leased from Others

SEE INSTRUCTIONS ON PAGE 66

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

<sup>1</sup>The data to be reported on line 38, in column (b) is the amount reported in Schedule 410, column (f), line 203 reduced by the allocable portion of line 216.

<sup>2</sup>The data to be reported on line 39, in column (b) is the amount reported in Schedule 410, column (f), line 222 reduced by the allocable portions of line 235.

<sup>3</sup>The data to be reported on line 40, in column (b) is the amount reported in Schedule 410, column (f), lines 302 through 306 reduced by the allocable portion of line 320.

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\*Amount less than \$500



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66b

SEE INSTRUCTIONS ON PAGE 65

Accumulated Depreciation as of 12/31

[illegible]

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

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

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\*Amount less than \$500

## SCHEDULE 415. SUPPORTING SCHEDULE: EQUIPMENT

SEE INSTRUCTIONS ON PAGE 66

Line No.	Types of Equipment (a)	Repairs (Net Expense) (b)	Depreciation		Depreciation Adjustment not during year (e)
			Owned (c)	Capitalized lease (d)	
	LOCOMOTIVES:				
1	Diesel Locomotive - Yard	\$ 152	\$ 22	\$	\$
2	Diesel Locomotive - Road	4 554	673	916	
3	Other Locomotive - Yard				
4	Other Locomotive - Road				
5	TOTAL	4 706	695	916	
	FREIGHT TRAIN CARS:				
6	Box-Plain 40 Foot	83	16		
7	Box-Plain 50 Foot and Longer	1 349	41	238	
8	Box-Equipped	869	295		
9	Gondola-Plain	222	23	374	
10	Gondola-Equipped	500	2	174	
11	Hopper-Covered	275	48		
12	Hopper-Open Top-General Service	409	138	246	
13	Hopper-Open Top-Special Service	19			
14	Refrigerator-Mechanical	3			
15	Refrigerator-Nonmechanical	51	2		
16	Flat TOFC/COFC	40	*		
17	Flat Multi-level	(4)			
18	Flat-General Service	54	1		
19	Flat-Other	45	12		
20	All Other Freight Cars	425	8		
21	Cabooses	158	8		
22	Auto Racks	2			
23	Miscellaneous Accessories				
24	TOTAL FREIGHT TRAIN CARS	4 500	594	1 032	
	OTHER EQUIPMENT-REVENUE FREIGHT				
	HIGHWAY EQUIPMENT				
25	Refrigerated Trailers				
26	Other Trailers	15			
27	Refrigerated Containers				
28	Other Containers				
29	Bogies				
30	Chasis				
31	Other Highway Equipment (Freight)				
32	TOTAL HIGHWAY EQUIPMENT	15			
	FLOATING EQUIPMENT-REVENUE SERVICE				
33	Marine Line-Haul				
34	Local Marine				
35	TOTAL FLOATING EQUIPMENT				
	OTHER EQUIPMENT				
36	Passenger and Other Revenue Equipment (Freight Portion)				
37	Computer & Data Processing Equipment				
38	Machinery - Locomotives <sup>1</sup>	104	12		
39	Machinery - Freight Cars <sup>1</sup>	90	16		
40	Machinery - Other Equipment <sup>1</sup>	39			
41	Work & Other Non-revenue Equipment	628	118		
42	TOTAL OTHER EQUIPMENT	861	146		
43	TOTAL, ALL EQUIPMENT (FREIGHT PORTION)	10 082	1 435	1 948	

<sup>1</sup>The data to be reported on line 38, in column (b) is the amount reported in Schedule 410, column (f), line 203 reduced by the allocable portion of line 216.<sup>1</sup>The data to be reported on line 39, in column (b) is the amount reported in Schedule 410, column (f), line 222 reduced by the allocable portions of line 235.<sup>1</sup>The data to be reported on line 40, in column (b) is the amount reported in Schedule 410, column (f), lines 302 through 306 reduced by the allocable portion of line 320.

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\*Amount less than \$500

[illegible]

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

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



# 417. SPECIALIZED SERVICE SUBSCHEDULE - TRANSPORTATION

## Instructions:

- Report freight expenses only.
- 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.
- 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.
- Report in column (b), line 2, the expenses incurred in highway movements of trailers and containers performed at the expense of the reporting railroad within a terminal area for the purpose of pick-up, delivery or highway interchange service. Report in column (b), line 3, the expenses incurred in operating facilities for handling trailers and/or containers including storage expenses.

5. The operation of floating equipment in line-haul service (between distinct terminals) should be reported in column (c) on line 2. Floating operations conducted within a general terminal or harbor area should be reported in column (c), line 3.

6. Report in column (g), line 3, the expenses incurred by the railroad in loading and unloading automobiles, trucks, etc., to and from bi-level and tri-level auto rack cars. Report on line 2, column (g), the expense incurred by the railroad in moving automobiles, etc., between bi-level and tri-level loading and unloading facilities over the highway to shippers, receivers or connecting carriers. Report in column (F) operating expenses for land facilities in support of floating operations, including the operation of docks and wharves.

7. Report on line 4, column (b), the expenses related to heating and refrigeration of TOFC/COFC trailers and containers (net debits and credits). The expenses on line 4, column (h) relate to refrigerator cars only.

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

9. Dollars in Thousands.

Line No.	Items	TOFC/COFC Terminal	Floating Equipment	Coal Marine Terminal	Ore Marine Terminal	Other Marine Terminal	Motor Vehicle Load and Distribution	Protective Services Refrigerator Car	Other Special Services	Total Columns (b-i)
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)
1	Administration	\$ 62	\$	\$	\$	\$	\$ 29	\$	\$	\$ 91
2	Pick up & delivery, marine line haul							N/A		
3	Loading and unloading and local marine	145					87	N/A	2	234
4	Protective services									
5	Freight lost or damaged-solely related									
6	Fringe benefits	9								9
7	Casualty and insurance	14								14
8	Joint facility - Debit	2								2
9	Joint facility - Credit									
10	Other	22								22
11	Total	254					116		2	372

**419. REMUNERATIONS FROM NATIONAL RAILROAD PASSENGER CORPORATION**

This schedule should be completed by carriers participating in the National Railroad Passenger Corporation (NRPC) agreement, as required by order of the Commission, January 30, 1973, No. 35344 (Sub-No. 3). Classify by accounts the amounts credited for remunerations for intercity passenger service performed by respondent on behalf of NRPC. All contra entries should be indicated in parenthesis. (Dollars in thousands.)

Line No.	Name of Account (a)	Amount (b)
	<b>WAY AND STRUCTURES</b>	
	Administration	
1	Track _____	
2	Bridge and Building _____	
3	Signal _____	
4	Communication _____	
5	Other _____	
	Repair and Maintenance	
6	Roadway - Running _____	43
7	Roadway - Switching _____	
8	Tunnels and Subways - Running _____	
9	Tunnels and Subways - Switching _____	
10	Bridges and Culverts - Running _____	
11	Bridges and Culverts - Switching _____	
12	Ties - Running _____	
13	Ties - Switching _____	
14	Rail - Running _____	
15	Rail - Switching _____	
16	Other Track Material - Running _____	
17	Other Track Material - Switching _____	
18	Ballast - Running _____	
19	Ballast - Switching _____	
20	Track laying and surfacing - Running _____	34
21	Track laying and surfacing - Switching _____	
22	Road Property Damaged - Running _____	
23	Road Property Damaged - Switching _____	
24	Road Property Damaged - Other _____	
25	Signals and Interlockers - Running _____	
26	Signals and Interlockers - Switching _____	
27	Communications systems _____	
28	Electric Power Systems _____	
29	Highway Grade Crossings - Running _____	
30	Highway Grade Crossings - Switching _____	
31	Station and Office Buildings _____	5
32	Shop Buildings - Locomotives _____	
33	Shop Buildings - Other Equipment _____	

## 419. REMUNERATIONS FROM NATIONAL RAILROAD PASSENGER CORPORATION—Continued

Line No.	Name of Account (a)	Amount (b)
	Repair and Maintenance—Continued	\$
101	Locomotive Servicing Facilities _____	
102	Miscellaneous Buildings and Structures _____	
109	Roadway Machines _____	
110	Small Tools and Supplies _____	
111	Snow Removal _____	
112	Fringe Benefits - Running _____	22
113	Fringe Benefits - Switching _____	
114	Fringe Benefits - Other _____	
115	Casualties and Insurance - Running _____	
116	Casualties and Insurance - Switching _____	
117	Casualties and Insurance - Other _____	
118	Lease Rentals - Debit - Running _____	
119	Lease Rentals - Debit - Switching _____	
120	Lease Rentals - Debit - Other _____	
121	Lease Rentals - (Credit) - Running _____	
122	Lease Rentals - (Credit) - Switching _____	
123	Lease Rentals - (Credit) - Other _____	
124	Joint Facility Rent - Debit - Running _____	
125	Joint Facility Rent - Debit - Switching _____	
126	Joint Facility Rent - Debit - Other _____	
127	Joint Facility Rent - (Credit) - Running _____	
128	Joint Facility Rent - (Credit) - Switching _____	
129	Joint Facility Rent - (Credit) - Other _____	
130	Other Rents - Debit - Running _____	
131	Other Rents - Debit - Switching _____	
132	Other Rents - Debit - Other _____	
133	Other Rents - (Credit) - Running _____	
134	Other Rents - (Credit) - Switching _____	
135	Other Rents - (Credit) - Other _____	
136	Depreciation - Running _____	
137	Depreciation - Switching _____	
138	Depreciation - Other _____	
139	Joint Facility - Debit - Running _____	66
140	Joint Facility - Debit - Switching _____	
141	Joint Facility - Debit - Other _____	
142	Joint Facility - (Credit) - Running _____	
143	Joint Facility - (Credit) - Switching _____	
144	Joint Facility - (Credit) - Other _____	
145	Dismantling Retired Road Property - Running _____	
146	Dismantling Retired Road Property - Switching _____	
147	Dismantling Retired Road Property - Other _____	
148	Other - Running _____	
149	Other - Switching _____	
150	Other - Other _____	
151	Total WAY AND STRUCTURES _____	170



**419. REMUNERATIONS FROM NATIONAL RAILROAD PASSENGER CORPORATION—Continued**

Line No.	Name of Account (a)	Amount (b)
	<b>EQUIPMENT</b>	\$
	Locomotives	
201	Administration _____	
202	Repair and Maintenance _____	
203	Machinery Repair _____	
204	Equipment Damaged _____	
205	Fringe Benefits _____	
206	Other Casualties and Insurance _____	
207	Lease Rentals - Debit _____	2
208	Lease Rentals - (Credit) _____	8
209	Joint Facility Rent - Debit _____	
210	Joint Facility Rent - (Credit) _____	
211	Other Rents - Debit _____	
212	Other Rents - (Credit) _____	
213	Depreciation _____	
214	Joint Facility - Debit _____	
215	Joint Facility - (Credit) _____	
216	Repairs Billed to Others - (Credit) _____	
217	Dismantling Retired Property _____	
218	Other _____	
219	Total Locomotives _____	2
	<b>Other Equipment</b>	
301	Administration _____	
	Repair and Maintenance:	
304	Passenger and Other Revenue Equipment _____	
305	Computers and Data Processing System _____	
306	Machinery _____	
307	Work and Other Non-Revenue Equipment _____	
308	Equipment Damaged _____	
309	Fringe Benefits _____	
310	Other Casualties and Insurance _____	
311	Lease Rentals - Debit _____	
312	Lease Rentals - (Credit) _____	
313	Joint Facility Rent - Debit _____	
314	Joint Facility Rent - (Credit) _____	
315	Other Rents - Debit _____	
316	Other Rents - (Credit) _____	
317	Depreciation _____	
318	Joint Facility - Debit _____	
319	Joint Facility - (Credit) _____	
320	Repairs Billed to Others - (Credit) _____	
321	Dismantling Retired Property _____	
322	Other _____	
323	Total Other Equipment _____	
324	TOTAL EQUIPMENT _____	2

## 419. REMUNERATIONS FROM NATIONAL RAILROAD PASSENGER CORPORATION—Continued

Line No.	Name of Account (a)	Amount (b)
	TRANSPORTATION	\$
	Train Operation	
401	Administration	12
402	Engine Crews	295
403	Train Crews	271
404	Dispatching Trains	
405	Operating Signals and Interlockers	
406	Operating Drawbridges	
407	Highway Crossing Protection	
408	Train Inspection and Lubrication	
409	Locomotive Fuel	
410	Electric Power Purchased or Produced for Motive Power	
411	Servicing Locomotives	
412	Freight Lost or Damaged - Solely Related	
413	Clearing Wrecks	
414	Fringe Benefits	81
415	Other Casualties and Insurance	6
416	Joint Facility - Debit	
417	Joint Facility - (Credit)	
418	Other	(2)
419	Total Train Operations	663
	Yard Operations	
420	Administration	
421	Switch Crews	
422	Controlling Operations	
423	Yard and Terminal Clerical	
424	Operating Switches, Signals, Retarders and Humps	
425	Locomotive Fuel	
426	Electric Power Purchased or Produced for Motive Power	
427	Servicing Locomotives	
428	Freight Lost or Damaged - Solely Related	
429	Clearing Wrecks	
430	Fringe Benefits	
431	Other Casualties and Insurance	
432	Joint Facility - Debit	
433	Joint Facility - (Credit)	
434	Other	
435	Total Yard Operations	

## 419. REMUNERATIONS FROM NATIONAL RAILROAD PASSENGER CORPORATION—Concluded

Line No.	Name of Account (a)	Amount (b)
	<b>Train and Yard Operations Common</b>	\$
501	Cleaning Car Interiors _____	
504	Freight Lost or Damaged - all other _____	
505	Fringe Benefits _____	
506	Total Train and Yard Operations Common _____	
	<b>Administrative Support Operations</b>	
518	Administration _____	
519	Employees Performing Clerical and Accounting Functions _____	114
520	Communication Systems Operation _____	
521	Loss and Damage Claims Processing _____	
522	Fringe Benefits _____	
523	Casualties and Insurance _____	
524	Joint Facility - Debit _____	
525	Joint Facility - (Credit) _____	
526	Other _____	
527	Total Administrative Support Operations _____	114
528	<b>TOTAL TRANSPORTATION</b> _____	777
	<b>GENERAL AND ADMINISTRATIVE</b>	\$
601	Officers - General Administration _____	
602	Accounting, Auditing and Finance _____	48
603	Management Services and Data Processing _____	
604	Marketing _____	
605	Sales _____	
607	Personnel and Labor Relations _____	
608	Legal and Secretarial _____	
609	Public Relations and Advertising _____	
610	Research and Development _____	
611	Fringe Benefits _____	16
612	Casualties and Insurance _____	
613	Writedown of Uncollectible Accounts _____	
614	Property Taxes _____	
615	Other Taxes Except on Corporate Income or Payrolls _____	
616	Joint Facility - Debit _____	
617	Joint Facility - (Credit) _____	
618	Other _____	
619	<b>TOTAL GENERAL AND ADMINISTRATIVE</b> _____	64
650	<b>TOTAL REMUNERATIONS</b> _____	1 013



## 450. ANALYSIS OF FEDERAL INCOME TAXES - Part I

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

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

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

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

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

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

Dollars in thousands.

Line No.	Particulars (a)	Beginning of Year Balance (b)	Net Credits (Charges) for Current Year (c)	Adjustments (d)	End of Year Balance (e)
1	Accelerated depreciation, Sec. 167 I.R.C.: Guideline lives pursuant to Rev. Proc. 62-21.	\$	\$	\$	\$
2	Accelerated amortization of facilities Sec. 168 I.R.C.				
3	Accelerated amortization of rolling stock, Sec. 184 I.R.C.				
4	Amortization of rights of way, Sec. 185 I.R.C.				
5	Other (Specify) _____				
6					
7					
8					
9	Investment tax credit* _____				
10	TOTALS	None			None

## \*Footnotes:

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

12. If deferral method for investment tax credit was elected:

- (1) Indicate amount of credit utilized as a reduction of tax liability for current year \_\_\_\_\_ \$ \_\_\_\_\_
- (2) Deduct amount of current year's credit applied to reduction of tax liability but deferred for accounting purposes \_\_\_\_\_ \$ \_\_\_\_\_
- (3) Balance of current year's credit used to reduce current year's tax accrual \_\_\_\_\_ \$ \_\_\_\_\_
- (4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accrual \_\_\_\_\_ \$ \_\_\_\_\_
- (5) Total decrease in current year's tax accrual resulting from use of investment tax credits \_\_\_\_\_ \$ \_\_\_\_\_

\*Respondent included in consolidated Federal Income Tax return of Norfolk and Western Railway Company.

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## XXI. RAILWAY TAX ACCRUALS - Part II

1. In Sections A and B show the particulars called for with respect to net accruals of taxes on railroad property, and U.S. Government taxes.

2. Dollars in thousands.

## A. Other than U.S. Government Taxes

Line No.	State (a)	Amount (b)	State (a)	Amount (b)	Line No.
		\$		\$	
1	Alabama		South Dakota		41
2	Alaska		Tennessee		42
3	Arizona		Texas		43
4	Arkansas		Utah		44
5	California		Vermont		45
6	Colorado		Virginia		46
7	Connecticut		Washington		47
8	Delaware		West Virginia		48
9	Florida		Wisconsin		49
10	Georgia		Wyoming		50
11	Hawaii		District of Columbia		51
12	Idaho				
13	Illinois		Other		
14	Indiana		Canada		52
15	Iowa		Mexico		53
16	Kansas		Puerto Rico		54
17	Kentucky				55
18	Louisiana		Total-Other than U.S. Government Taxes	2 565	56
19	Maine				
20	Maryland		B. U.S. Government Taxes		
21	Massachusetts		Kind of tax (a)	Amount (b)	
22	Michigan				
23	Minnesota			\$	
24	Mississippi		Income taxes:		
25	Missouri		Normal tax and surtax		57
26	Montana		Excess profits		58
27	Nebraska		Total-Income taxes		59
28	Nevada		Old-age retirement*	7 113	60
29	New Hampshire		Unemployment insurance	700	61
30	New Jersey		All other United States Taxes		62
31	New Mexico		Total-U.S. Government Taxes	7 813	63
32	New York		Grand Total-Railway Tax Accruals	10 378	64
33	North Carolina				
34	North Dakota				
35	Ohio				
36	Oklahoma		*Includes taxes for hospital insurance (Medicare) and supplemental annuities as follows:		
37	Oregon		Hospital insurance	\$ 622	65
38	Pennsylvania		Supplemental annuities	548	66
39	Rhode Island				
40	South Carolina				

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

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

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

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

(Dollars in thousands)

Line No.	Account No. (a)	Item (b)	Debits (c)	Credits (d)
1	519	Sale of land	\$	\$ 276
2		Refund of insurance premium		143
3		Profit on reacquisition of Delaware and Hudson		
4		Railroad Corporation First and General Mortgage		
5		Bonds		141
6		Other items		249
7		Total Account 519		809
8				
9	551	Retirement of welding plant - Carbondale	117	
10		Tax penalties	62	
11		Net settlement of pre-conveyance items	26	
12		Other items	34	
13		Total Account 551	239	
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				

## MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS



NOTES AND REMARKS

## 500. CONTINGENT ASSETS AND LIABILITIES

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

Disclose all items amounting to \$100,000, or more. If an actual monetary amount is not known and an estimate of the amount of any item involved is not feasible, disclosure should be made describing the contingency and explaining why an estimate is not determinable.

Examples of contingent liabilities are items which may become obligations as a result of pending or threatened litigation,

assessments or possible assessments of additional taxes and agreements or obligations to repurchase securities or property.

2. Information concerning the guaranties and suretyships are to be shown in other schedules provided for those items and not in this schedule.

3. In column (a) give a description of each item of contingent assets and liabilities under an inserted caption "CONTINGENT ASSETS" or "CONTINGENT LIABILITIES," as appropriate, and in column (b) show the amount of each item.

(Dollars in thousands)

Line No.	Item (a)	Amount (b)
1	None	\$
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
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## 501. GUARANTIES AND SURETYSHIPS

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

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

Line No.	Names of all parties principally and primarily liable (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)
1		None	\$	
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
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38				

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

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

Line No.	Finance Docket number, title, maturity date and concise description of agreement or obligation (a)	Names of all guarantors and sureties (b)	Amount of contingent liability of guarantors (c)	Sole or joint contingent liability (d)
1		None	\$	
2				
3				
4				
5				
6				
7				
8				
9				



## NOTES AND REMARKS

**510. DEBTHOLDINGS**

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

Accounts to be considered in completing this schedule are:

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

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

(1) MORTGAGE BONDS:

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

(2) COLLATERAL TRUST BONDS:

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

(3) UNSECURED BONDS (Debentures):

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

(4) EQUIPMENT OBLIGATIONS:

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

(5) MISCELLANEOUS OBLIGATIONS

(6) RECEIVERS' AND TRUSTEE' SECURITIES (Other than equipment obligations).

(7) SHORT-TERM NOTES IN DEFAULT.

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

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

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

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

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

## 510. DEBTHOLDINGS—Continued

Line No.	Description of obligation	Name and address of creditor or trustee	Original amount	Portion due	
				Within one year	After one year
(a)	(b)	(c)	(d)	(e)	
1.	Acct. 764, 765, 766, 766.5 & 769				
2.	(1a) Mortgage Bonds				
3.	First and General	Citibank, N.A.,			
4.	Mortgage Bonds,	Trustee			
5.	Series A, due 1983	111 Wall Street			
6.	(D&H R.R. Corp.)	New York, NY 10015	14 000	473	1 598
7.					
8. #	First and General	U.S. Railway Assn.			
9.	Mortgage Bonds,	955 L'Enfant Plaza			
10.	Series C, due 1990	North, SW			
11.	(D&H Rwy. Co.)	Washington, DC			
12.		20595	9 250 P		
13.					
14. #	First and General				
15.	Mortgage Bonds,				
16.	Series D, due 1990	"	3 200 P		
17.	(D&H Rwy. Co.)				
18.					
19. #	First and General				
20.	Mortgage Bonds				
21.	Series E, due 1990	"	600 P		
22.	(D&H Rwy. Co.)				
23.					
24. #	First and General				
25.	Mortgage Bonds,				
26.	Series F, due 1990	"	1 200 P		
27.	(D&H Rwy. Co.)				
28.					
29.	Total (1a) Mortgage Bonds		28 250	473	1 598
30.					
31.	(4c) Equipment Obligations				
32.	Conditional Sales				
33.	16 Diesels, 200	Citibank, N.A.			
34.	Open Top Hoppers	399 Park Avenue	1 978		
35.	& 8 Cabooses	New York, NY 10022	3 957	396	296
36.	Total Conditional Sales		5 935	396	296
37.					
38.	Capitalized Leases				
39.	6 Locomotives	Xtra, Inc.			
40.		60 State Street			
41.		Boston, MA 02109	2 550	108	2 313
42.					
43.	100 Open Top	Xtra, Inc.			
44.	Hopper Cars	60 State Street			
45.		Boston, MA 02109	3 684	113	3 412
46.					
47.	200 Gondola Cars	First Security			
48.		State Bank			
49.		79 South Main St.			
50.		Salt Lake City, UT 84111	7 481	240	6 927

P - Pledged to secure USRA Class A Notes listed under (5)  
Miscellaneous Obligations

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# - All rail properties as described in the granting clauses of the Mortgage are subject to the first lien.





## 510. DEBTHOLDINGS—Continued

Line No.	Description of obligation	Name and address of creditor or trustee	Original amount	Portion due	
				Within one year	After one year
	(a)	(b)	(c)	(d)	(e)
1.	(4c) Equipment Obligations (Cont'd.)				
2.	Capitalized Leases (Cont'd.)				
3.	148 Box Cars	Pullman Leasing Co.			
4.		200 S. Michigan Ave.			
5.		Chicago, IL 60604	6 254	71	6 341
6.					
7.	9 Locomotives	Morgan Guaranty			
8.		Trust Company			
9.		Park Ave. & 48th St.			
10.		Branch			
11.		New York, NY 10017	2 168	198	731
12.					
13.	12 Locomotives	Xtra, Inc.			
14.		60 State Street			
15.		Boston, MA 02109	2 208	193	1 212
16.					
17.	20 Locomotives	Consolidated Rail			
18.		Corp.			
19.		P.O. Box 8500 S-2350			
20.		Philadelphia, PA			
21.		19178	5 047	318	3 410
22.					
23.	96 Gondola Cars	Consolidated Rail			
24.		Corp.			
25.		1310 Six Penn Center			
26.		Philadelphia, PA			
27.		19104	1 174	86	734
28.					
29.	Tamping Machine	Popple Brothers			
30.		490 N. Main Street			
31.		PO Box 543			
32.		Pittston, PA 18640	160	29	124
33.					
34.	Total Capitalized Leases		30 726	1 356	25 204
35.					
36.	Total (4c) Equipment Obligations		36 661	1 752	25 500
37.					
38.	(5) Miscellaneous Obligations				
39.	Secured Notes				
40.	Class A - U.S.R.A.	U.S. Railway Assn.			
41.		955 L'Enfant Plaza			
42.		North, SW			
43.		Washington, DC			
44.		20595	13 961	1 396	11 169
45.					
46.	Class A - U.S.R.A.	"	2 500	250	2 000
47.					
48.	Class A - U.S.R.A.	"	2 000	200	1 600
49.					
50.	Class A - U.S.R.A.	"	4 000	400	3 200

## 510. DEBTHOLDINGS—Continued

Date of issue (f)	Date of maturity (g)	Interest			At year end	
		Rate (h)	Accrued during year (i)	Paid during year (j)	Unamortized debt discount 770.1 (k)	Unamortized premium 770.2 (l)
5- 1-81	9-30-96	6.65	246	246		
9- 1-70	8-31-85	10.5	105	112		
9- 6-72	9-30-87	12.25	184	184		
11-15-74	12-31-89	10.25	401	401		
3-10-70	3-24-2000	10.25	89	88		
10- 1-81	9-30-85	22	9	9		
			2 590	2 597		
			2 652	2 662		
3-15-76	12-20-90	8.66	1 175			
1-25-77	12-20-90	7.625	185			
8- 8-77	12-20-90	8	155			
12-29-77	12-20-90	8.375	326			



## 510. DEBTHOLDINGS—Continued

Line No.	Description of obligation	Name and address of creditor or trustee	Original amount	Portion due	
				Within one year	After one year
(a)	(b)	(c)	(d)	(e)	
1.	(5) Miscellaneous Obligations (Cont'd.)				
2.	Secured Notes (Cont'd.)				
3.	Class A - U.S.R.A.	U.S. Railway Assn.			
4.		955 L'Enfant Plaza			
5.		North, SW			
6.		Washington, DC			
7.		20595	7 540	754	6 032
8.					
9.	Class A - U.S.R.A.	"	2 000	200	1 600
10.					
11.	Class A - U.S.R.A.	"	1 000	200	600
12.					
13.	Class A - U.S.R.A.	"	750		750
14.					
15.	Class A - U.S.R.A.	"	250		250
16.					
17.	Class A - U.S.R.A.		2 000	200	1 600
18.					
19.	Class A - U.S.R.A.	"	500	50	400
20.					
21.	Class A - U.S.R.A.	"	750	75	600
22.					
23.	Interest on Class A				
24.	U.S.R.A. Notes				
25.	Deferred and Added				
26.	to Principal	"	606		606
27.					
28.	"	"	96		96
29.					
30.	"	"	45		45
31.					
32.	"	"	1 064		1 064
33.					
34.	"	"	2 578		2 578
35.					
36.	"	"	1 452		1 452
37.					
38.	"	"	1 608		1 608
39.					
40.	"	"	1 803		1 803
41.					
42.	Principal & Interest				
43.	Payment on Class A				
44.	Notes Deferred	"	3 994		3 994
45.					
46.	"	"	4 269		4 269
47.					
48.					
49.					
50.					

## 510. DEBTHOLDINGS—Continued

Date of issue (f)	Date of maturity (g)	Interest			At year end	
		Rate (h)	Accrued during year (i)	Paid during year (j)	Unamortized debt discount 770.1 (k)	Unamortized premium 770.2 (l)
2-10-78	12-20-90	8.50	623			
1- 9-80	12-20-90	11.469	223			
8- 1-80	12-20-90	11.375	107			
10-24-80	12-20-90	12.375	93			
12-18-80	12-20-90	13.875	35			
12-29-80	12-20-90	12.875	250			
3- 2-81	12-20-90	14	56			
5- 1-81	12-20-90	14.75	71			
12-20-77	12-20-90	8.66	52			
12-20-77	12-20-90	7.625	7			
12-20-77	12-20-90	8	4			
6-20-78	12-20-90	8.815	94			
6-20-79	12-20-90	9.155	236			
12-20-79	12-20-90	10.543	153			
6-20-80	12-20-90	10.625	171			
12-20-80	12-20-90	13	234			
6-20-81	12-20-90	14.375	307			
12-20-81	12-20-90	14.875	21			

## 510. DEBTHOLDINGS—Continued

Line No.	Description of obligation	Name and address of creditor or trustee	Original amount	Portion due	
				Within one year	After one year
(a)	(b)	(c)	(d)	(e)	
1.	(5) Miscellaneous Obligations (Cont'd.)				
2.	Secured Notes (Cont'd.)				
3.	F. F. B. Note	Federal Railroad			
4.		Administration			
5.		400 Seventh St., SW			
6.		Washington, DC			
7.		20590	7 962#	796	6 370
8.			280	3	23
9.			3220	32	258
10.			3410	34	272
11.			3490	35	279
12.			3690	37	295
13.			3800	38	304
14.			861	96	765
15.					
16.	Total (5) Miscellaneous Obligations		65 378	4 796	55 882
17.					
18.	Accounts Payable:				
19.	Affiliated Companies				
20.	Advance	Northern Coal &			
21.		Iron Co.			
22.		40 Beaver Street			
23.		Albany, NY 12207	1 500		1 500
24.					
25.	Advance	Hudson River			
26.		Estates, Inc.			
27.		40 Beaver Street	50		50
28.		Albany, NY 12207	25		22
29.					
30.	Advance	Wilkes-Barre			
31.		Connecting RR Co.	100		100
32.		40 Beaver Street	35		35
33.		Albany, NY 12207	25		25
34.					
35.	Total Accounts Payable:				
36.	Affiliated Companies		1 735		1 732
37.					
38.	Total Debt Holdings		132 024	7 021	84 712
39.					
40.					
41.					
42.	#Twenty (20) EMD Diesel Locomotives are pledged to secure this obligation along				
43.	with a second lien on rail properties described in the First & General Mortgage				
44.					
45.	Interest added to Principal				
46.					
47.					
48.					
49.					
50.					





**510. DEBTHOLDINGS—Continued**  
(Notes and Other Disclosures)

Line No.	a. Nature of Security or Collateral, if any
1.	Series A Bonds issued under the First and General Mortgage have an annual sinking fund requirement of \$500,000 cash
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	

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

Line No.	Name and address of holder	Type of holder
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		
17.		
18.		

c. Other Notes and Comments

## INSTRUCTIONS CONCERNING RETURNS IN SCHEDULE 700

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Class (5) includes all tracks operated and maintained by others but over which the respondent has the right to operate some or all of its trains. In the road of this class the respondent has no proprietary rights but only the rights of a licensee. Include in this class, also, all main tracks, industrial tracks and sidings owned by noncarrier companies and individuals when the respondent operates over them but does not have exclusive possession of them.

Road held by the respondent as *joint or common owner* or a *joint lessee* or under any *joint arrangement* should be shown in its appropriate class and the entry of length should be of the entire length of the portion jointly held. The class symbol should have the letter (J) attached.

Road operated by the respondent as agent for another carrier should not be included in this schedule.

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

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

Line No.	Name of owner(s)	Joint or common title holder(s)	Total mileage operated
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			



## 700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No.	Class	Proportion owned or leased by respondent	Main (M) or branch (B) line	Running Tracks, Passing Tracks, Cross-Overs, Etc.				Miles of way switching tracks	Miles of yard switching tracks	Total
				Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, turnouts			
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)
1	1	100	M	464	69	1	23	40	168	765
2										
3		100	B	155			5	11	20	191
4										
5		Total Class 1		619	69	1	28	51	188	956
6										
7	2	100	M	19	5	1	2	10	5	42
8										
9		100	B	2				1		3
10										
11		Total Class 2		21	5	1	2	11	5	45
12										
13	3A	100	M	32	11		2	1	33	79
14										
15	3B	100	M	60	53		3	6	30	152
16										
17		100	B	35			1	1	1	38
18										
19		Total Class 3		127	64		6	8	64	269
20										
21	4	100	B	3						3
22										
23		Total Class 4		3						3
24										
25	5	100	M	864	426	59	94	1	9	1 243
26										
27		100	B	88						88
28										
29		Total Class 5		952	426	59	94	1	9	1 541
30										
31										
32										
33										
34										
35										
36										
37										
38										
39										
40										
41										
42										
43										
44										
45										
46										
47										
48										
49										
50										
51										
52										
53										
54										
55		Total Main Line	XXX	1 439	564	61	124	58	245	2 491
56		Total Branch Lines	XXX	283			6	13	21	323
57		Grand Total	XXX	1 722	564	61	130	71	266	2 814
58		Miles of road or track electrified included in preceding grand total	XXX	None						

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

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

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

Line No.	Class	Name of road or track	Main (M) or branch (B) line	Running Tracks, Passing Tracks, Cross-Overs, Etc.				Miles of way switching tracks	Miles of yard switching tracks	Total
				Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, and turn-outs			
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)
1		None								
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15		Total	XXX							

**702. MILES OF ROAD AT CLOSE OF YEAR—BY STATES AND TERRITORIES (SINGLE TRACK)**  
(For other than switching and terminal companies)

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

appropriate. The remainder of jointly operated mileage should be shown in column (g). Respondent's proportion of road jointly owned, not operated, should be shown in columns (i) and (j), as may be appropriate. Tracks which have been permanently abandoned should not be included in columns (i) and (j).

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

Line No.	State or territory  (a)	ROAD OPERATED BY RESPONDENT							LINE OWNED, NOT OPERATED BY RESPONDENT		New line constructed during year  (k)
		LINE OWNED		Line of proprietary companies  (d)	Line operated under lease  (e)	Line operated under contract, etc.  (f)	Line operated under trackage rights  (g)	Total mileage operated  (h)	Main line  (i)	Branch lines  (j)	
		Main line  (b)	Branch lines  (c)								
1	New York	348	123		71	3	327	872			
2	Vermont		30		7		1	38			
3	Pennsylvania	116	2	21	49		396	584			
4	New Jersey						135	135			
5	Maryland						86	86			
6	District of										
7	Columbia						7	7			
8	Virginia						*	*			
9											
10											
11											
12											
13											
14											
15											
16	Total Mileage (single track)	464	155	21	127	3	952	1 722			

\*Under one mile

Road Initials: D&H Year 19 81



## 705. CHANGES DURING THE YEAR

Hereunder state the matters called for. Make the statements explicit and precise, and number them in accordance with the inquiries; each inquiry should be fully answered, and if the word "none" truly states the fact it may be used in answering any particular inquiry. Changes in mileage should be reported by classes and stated to the nearest whole mile adjusted to accord with footings, i.e.: counting one-half mile and over as a whole mile and disregarding any fraction less than one-half mile.

1. For each railroad property used in respondent's transportation service, show all increases and decreases in mileage, classifying the changes in the tables below as follows:

(Class 1) Line owned by respondent.

(Class 2) Line owned by proprietary companies.

(Class 3) Line operated under lease for a specified sum.

(Class 4) Line operated under contract or agreement for contingent rent.

(Class 5) Line operated under trackage rights.

2. For changes in miles of road, give dates of beginning or abandonment of operations. Any certificates of convenience and necessity, issued under 10901 of the Interstate Commerce Act should make reference to such authority by docket number as may be appropriate.

3. All consolidations, mergers, and reorganizations effected, giving particulars.

This statement should show the mileage, equipment, and cash value of property of each company as well as the consideration received by each company party to the action. State the dates on which consolidated, etc., and whether the prior companies have been dissolved. Copies of the articles of consolidation, merger, or reorganization should be filed with this report.

4. Other important changes not elsewhere provided for involving more than \$50,000, giving full particulars.

## INCREASES IN MILEAGE

Line No.	Class	Main (M) or branch (B) line	Running Tracks, Passing Tracks, Cross-Overs, Etc.				Miles of way switching tracks	Miles of yard switching tracks	Total	Remarks
			Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs and turn-outs				
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1	1	M				*			*	
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13	Total Increase					*			*	

## DECREASES IN MILEAGE

14	1	B	24			1	4		29	
15	1	M		3		*	1	4	8	
16	2	B	*			*			*	NC&I R.R.
17	2	M				1			1	NC&I R.R.
18	3A	M				*		2	2	S&S R.R.
19										
20										
21										
22										
23										
24										
25	Total Decrease		24	3		2	5	6	40	

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

Owned by respondent:

Miles of road constructed \_\_\_\_\_ Miles of road abandoned 23.88

Owned by proprietary companies:

Miles of road constructed \_\_\_\_\_ Miles of road abandoned .55 See Notes on Next Page

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.

\*Under One Mile

## NOTES AND REMARKS

18.49 miles of road authorized to be abandoned by I.C.C. Docket No. AB-156  
(Sub-No. 6F) dated June 5, 1980

1.09 miles of road authorized to be abandoned by I.C.C. Docket No. AB-156  
(Sub-No. 4F) dated June 3, 1980

.91 mile of road authorized to be abandoned by I.C.C. Docket No. AB-156  
(Sub-No. 3F) dated June 3, 1980

3.39 miles of road authorized to be abandoned by I.C.C. Docket No. AB-156  
(Sub-No. 7F) dated July 11, 1980

.55 mile of road authorized to be abandoned by I.C.C. Docket No. AB-156  
(Sub-No. 10F) dated June 5, 1980

24.43 miles

## NOTES AND REMARKS



# INSTRUCTIONS CONCERNING RETURNS IN SCHEDULE 710

## Instructions for reporting locomotive and passenger-train car data.

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

2. In column (c) give the number of units purchased new or built in company shops. In column (d) give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.

3. Units leased to others for a period of one year or more are reportable in column (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 operating at terminals.

5. A "self-propelled car" is a rail motor car propelled by electric motors receiving power from third rail or overhead, or internal combustion engines located on the car itself. Trailers equipped for use only in trains of cars that are self-propelled are to be included as self-propelled equipment.

6. A "Diesel" unit includes all units propelled by diesel internal combustion engines irrespective of final drive, and whether power may at times be supplied from external conductor. Units other than diesel-electric, e.g., diesel-hydraulic, should be identified in a footnote giving the number and a brief description. An "Electric" unit includes all units which receive electric power from an overhead contact wire or third rail, and use the power to drive one or more electric motors that propel the vehicle. An "Other self-powered unit" includes all units other than diesel or electric, e.g., steam, gas turbine. Show the type of unit, service and number, as appropriate, in a brief description sufficient for positive identification. An "Auxiliary unit" includes all units used in conjunction with locomotives but which draw their power from the "mother" unit, e.g., boosters,

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

7. Column (k) should show aggregate capacity for all units reported in column (j), as follows: For locomotive units, report the manufacturers' rated horsepower (the maximum continuous power output from the diesel engine or engines delivered to the main generator or generators for tractive purposes). Exclude capacity data for steam locomotives. For passenger-train cars report the number of passenger seats available for revenue service, counting one passenger to each berth in sleeping cars.

8. Passenger-train car types and service equipment car types correspond to AAR Mechanical Division designations. Descriptions of car codes and designations are published in The Official Railway Equipment Register.

## 710. INVENTORY OF EQUIPMENT

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

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

Line No.	Type or design of units	Units in service of respondent at beginning of year	Changes During the Year				Units retired from service whether owned or leased, including reclassification	Units at Close of Year				
			Units installed					Owned and used	Leased from others	Total in service of respondent (col. (h) & (i))	Aggregate capacity of units reported in col. (j) (see ins. 7)	Leased to others
			New units purchased or built	New units leased from others	Rebuilt units acquired and rebuilt units rewritten into property accounts	All other units including reclassification and second hand units purchased or leased from others						
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
Locomotive Units												
1	Diesel-Freight _____ A units	9							9	9	(H.P.) 29 700	
2	Diesel-Freight _____ B units											
3	Diesel-Passenger _____ A units											
4	Diesel-Passenger _____ B units											
5	Diesel-Multiple purpose _____ A units	124		3				74	53	127	261 950	
6	Diesel-Multiple purpose _____ B units											
7	Diesel-Switching _____ A units											
8	Diesel-Switching _____ B units											
9	Total (lines 1 to 8)	133		3				74	62	136	291 650	
10	Electric-Locomotives _____											
11	Other self powered units _____											
12	Total (lines 9, 10 and 11)	133		3				74	62	136	291 650	
13	Auxiliary units _____										XXXX	
14	Total Locomotive Units (lines 12 and 13)	133		3				74	62	136	XXXX	

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

Line No.	Type or design of units	Before Jan. 1, 1960	Between Jan. 1, 1960, and Dec. 31, 1964	Between Jan. 1, 1965, and Dec. 31, 1969	Between Jan. 1, 1970, and Dec. 31, 1974	Between Jan. 1, 1975 and Dec. 31, 1979	During Calendar Year					TOTAL
							1980	1981	1982	1983	1984	
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
15 Diesel		14	36	16	41	20	9					136
16 Electric												
17 Other self-powered units												
18 Total (lines 15 to 17)		14	36	16	41	20	9					136
19 Auxiliary units												
20 Total Locomotive Units (lines 18 and 19)		14	36	16	41	20	9					136

## 710. INVENTORY OF EQUIPMENT—Continued

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

Line No.	Class of equipment and car designations	Units in service of respondent at beginning of year	Changes During the Year					Units at Close of Year				
			Units Installed			Units retired from service of respondent whether owned or leased, including re-classification		Owned and used	Leased from others	Total in service of respondent (col. (h) & (i))	Aggregate capacity of units reported in col. (j) (see ins. 7)	Leased to others
			New units purchased or built	New units leased from others	Rebuilt units acquired and rebuilt units re-written into property accounts							
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
<b>PASSENGER-TRAIN CARS</b>												
<i>Non-Self-Propelled</i>												
21	Coaches [PA, PB, PBO]				None							
22	Combined cars [All class C, except CSB]											
23	Parlor cars [PBC, PC, PL, PO]											
24	Sleeping cars [PS, PT, PAS, PDS]											
25	Dining, grill and tavern cars											
26	[All class D, PD]										XXXX	
27	Non-passenger carrying cars [All class B, CSB, M, PSA, IA]										XXXX	
28	Total (lines 21 to 27)											
<i>Self-Propelled Rail Motorcars</i>												
29	Electric passenger cars [EP, ET]				None							
30	Electric combined cars [EC]											
31	Internal combustion rail motorcars [ED, EG]											
32	Other self-propelled cars Specify types:											
33	Total (lines 29 to 32)											
34	Total (lines 28 and 33)											
<b>COMPANY SERVICE CARS</b>												
35	Business cars [PV]	3						3		3	XXXX	
36	Boarding outfit cars [MWX]	3						3		3	XXXX	
37	Derrick and snow removal cars [MWU, MWV, MWW, MWK]	9						9		9	XXXX	
38	Dump and ballast cars [MWB, MWD]	52						52		52	XXXX	
39	Other maintenance and service equipment cars	250					8	242		242	XXXX	
40	Total (lines 35 to 39)	317					8	309		309	XXXX	

Road Initials

D&amp;H

Year 19 81



## 710. INVENTORY OF EQUIPMENT—Continued

Instructions for reporting freight-train car data:

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

2. In column (d) give the number of units purchased or built in company shops. In column (e) give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.

3. Units leased to others for a period of one year or more are reportable in column (n); units temporarily out of respondent's service and rented to others for less than one year are to be included in column (i); units rented from others for a period less than one year should not be included in column (j).

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

Line No.	Class of equipment and car designations	Units in service of respondent at beginning of year		Changes During the Year			
		Time-mileage cars	All others	Units Installed			
				New units purchased or built <sup>1</sup>	New or rebuilt units leased from others <sup>1</sup>	Rebuilt units acquired and rebuilt units rewritten into property accounts <sup>1</sup>	All other units, including reclassification and second hand units purchased or leased from others
	(a)	(b)	(c)	(d)	(e)	(f)	(g)
<b>FREIGHT TRAIN CARS</b>							
41	Plain Box Cars - 40' (B100-129)	311					
42	Plain Box Cars - 50' (B200-229; B300-329)	1 259			361		
43	Equipped Box Cars (All Code A)	810			4		
44	Plain Gondola Cars (G092-392; G401-492)	502					
45	Equipped Gondola Cars (All Codes C and E)	379					
46	Covered Hopper Cars (L151-154; 251-254; 351-354; 451-454; 551-554; 651-654; 751-754)	510					
47	Open Top Hopper Cars - General Service (All Code H)	737					
48	Open Top Hopper Cars - Special Service (All Codes J and K)						
49	Refrigerator Cars - Non-mechanical (R100, 101, 102, 103, 105, 106, 107, 108, 109, 113, 114, 115, 116, R200, 201, 202, 203, 205, 206, 207, 208, 209, 213, 214, 215, 216)	190					
50	Refrigerator Cars - Mechanical (R104, 110, 111, 112, 117, 118, R204, 210, 211, 212, 217, 218)	1					
51	Flat Cars - TOFC/COFC (F071-078; F871-978; F771-778)	1					
52	Flat Cars - Multi-level (All Code V)						
53	Flat Cars - General Service (F101-109; F201-209)	67					
54	Flat Cars - Other (F111-189; 211-289; 301-389; 401-540)	35					
55	Tank Cars - Under 22,000 Gallons (T-0, T-1, T-2, T-3, T-4, T-5)	3					
56	Tank Cars - 22,000 Gallons & Over (T-6, T-7, T-8, T-9)	1					
57	All Other Freight Cars (F191-199; 291; 391; L006-048; L070, L080, L090 - All "L" with second numeric 6; L161-L764; T-770; All Class S)						
58	Total (lines 41 to 57)	4 806			365		
59	Caboose (All N)	XXXX	69				
60	Total (lines 58, 59)	4 806	69		365		

## 710. INVENTORY OF EQUIPMENT—Continued

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

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

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

Changes during year (Concluded)	Units At Close of Year						Line No.
	Owned and used	Leased from others	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4)	Leased to others	
			Time-mileage cars	All other			
(h)	(i)	(j)	(k)	(l)	(m)	(n)	
131	180		180		9 845		41
243	634	743	1 377		98 742		42
32	251	531	782		58 209		43
85	267	150	417		34 626		44
24	112	243	355		29 542		45
46	374	90	464		41 112		46
	473	264	737		69 395		47
							48
							49
3	53	134	187		13 244		
		1	1		70		50
	1		1		77		51
							52
19	48		48		3 669		53
	35		35		3 781		54
	3		3		165		55
	1		1		75		56
							57
583	2 432	2 156	4 588		362 552		58
5	55	9	xxxx	64	xxxxxxxxxx		59
588	2 487	2 165	4 588	64	362 552		60

## 710. INVENTORY OF EQUIPMENT—Concluded

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

Line No.	Class of equipment and car designations	Units in service of respondent at beginning of year		Changes During the Year			
		Per diem	All other	Units Installed			
				New units purchased or built	New units leased from others	Rebuilt units acquired and rebuilt units rewritten into property accounts	All other units, including reclassification and second hand units purchased or leased from others
	(a)	(b)	(c)	(d)	(e)	(f)	(g)
	<b>FLOATING EQUIPMENT</b>						
61	Self-propelled vessels [Tugboats, car ferries, etc.]	X X X X					
62	Non-self-propelled vessels [Car floats, lighters, etc.]	X X X X		None			
63	Total (lines 61 and 62)	X X X X					
	<b>HIGHWAY REVENUE EQUIPMENT</b>						
64	Bogie-chassis						
65	Dry van						
66	Flat bed						
67	Open top						
68	Mechanical refrigerator			None			
69	Bulk						
70	Insulated						
71	Platform removable sides						
72	Other trailer or container						
73	Tractor						
74	Truck						
75	Total (lines 64 to 74)						

## NOTES AND REMARKS



## 710. INVENTORY OF EQUIPMENT—Concluded

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

Changes during year (Concluded)	Units At Close of Year						Line No.
Units retired from service of respondent whether owned or leased, including reclassification	Owned and used	Leased from others	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4)	Leased to others	
			Pier diem	All other			
(h)	(i)	(j)	(k)	(l)	(m)	(n)	
			X X X X				61
		None	X X X X				62
			X X X X				63
							64
							65
							66
							67
		None					68
							69
							70
							71
							72
							73
							74
							75

## NOTES AND REMARKS

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

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

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

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

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

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

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

7. Dollars in thousands.

## NEW UNITS

Line No.	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (d)	Method of acquisition (see instructions) (e)
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25	TOTAL	None	XXXX		XXXX

## REBUILT UNITS

26					
27					
28					
29					
30					
31					
32					
33					
34					
35					
36					
37					
38	TOTAL	None	XXXX		XXXX
39	GRAND TOTAL	None	XXXX		XXXX

Road Initials:

D&H

Year 19 81

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NOTES AND REMARKS



RC-113400

DELAWARE & HUDSON

1981

3/3

**715. HIGHWAY MOTOR VEHICLE OPERATIONS**

Give particulars of highway motor vehicles operated by respondent in revenue and nonrevenue service and of revenue traffic handled for the respondent by others under contractual arrangements.

In reporting highway motor vehicle miles in line-haul service, show the mileage of buses and combination bus trucks on line 5; the mileage of trucks and of bogies, trailers and semitrailers with trucks on line 6; and the mileage of tractors and of bogies, trailers and semitrailers with tractors on line 7. Vehicle miles in terminal service should be reported on line 8 and 9.

In reporting traffic carried and traffic handled 1 mile on lines 10 to 15, and on lines 20 to 23, both inclusive, show the total

number of tons and ton-miles of revenue freight in column (i) and the total number of passengers carried and passenger-miles in column (c), regardless of the class of vehicle used to perform the transportation service.

In reporting highway motor vehicles in nonrevenue service include those used in maintenance, shops, and storehouses, and transportation of company material; also buses used for transportation of company employees. Exclude automobiles used by officials and employees.

**A. OPERATED BY RESPONDENT**  
(Revenue and nonrevenue service)

Line No.	Item (a)	Bogies (b)	Buses (c)	Chassis (d)
<b>REVENUE SERVICE</b>				
Vehicles owned or leased:				
1	Number available at beginning of year			
2	Number installed during the year			
3	Number retired during the year			
4	Number available at close of year			
Vehicle miles (including loaded and empty):				
Line haul (station to station):				
5	Passenger vehicle miles	XXXXXX		XXXXXX
6	Truck miles		XXXXXX	XXXXXX
7	Tractor miles		XXXXXX	XXXXXX
Terminal service:*				
8	Pick-up and delivery			
9	Transfer service			
Traffic carried:				
10	Tons—Revenue freight—Line haul	XXXXXX	XXXXXX	XXXXXX
11	Tons—Revenue freight—Terminal service only	XXXXXX	XXXXXX	XXXXXX
12	Revenue passengers—Line haul	XXXXXX		XXXXXX
13	Revenue passengers—Terminal service only	XXXXXX		XXXXXX
Traffic handled 1 mile:				
14	Ton-miles—Revenue freight—Line haul	XXXXXX	XXXXXX	XXXXXX
15	Revenue passenger-miles—Line haul	XXXXXX		XXXXXX
<b>NONREVENUE SERVICE</b>				
Vehicles owned or leased:				
16	Number available at beginning of year			
17	Number installed during the year			
18	Number retired during the year			
19	Number available at close of year			

\*When performed by vehicles other than those used for line haul.

**B. OPERATED BY OTHERS**  
(Revenue service)

Line No.	Item (a)	Bogies (b)	Buses (c)	Chassis (d)
Traffic carried:				
20	Tons—Revenue freight <b>None</b>	XXXXXX	XXXXXX	XXXXXX
21	Revenue passengers	XXXXXX		XXXXXX
Traffic handled 1 mile:				
22	Ton-miles—Revenue freight <b>None</b>	XXXXXX	XXXXXX	XXXXXX
23	Revenue passenger-miles	XXXXXX		XXXXXX

## 715. HIGHWAY MOTOR VEHICLE OPERATIONS—Concluded

"Trailers" means trailer bodies used in TOFC/COFC service which are permanently mounted on running gear. "Containers" means trailer bodies used in TOFC/COFC service which are not

permanently mounted on wheels or chassis, but are separated from such running gear before being loaded on flat cars.

A. OPERATED BY RESPONDENT—Concluded  
(Revenue and nonrevenue service)

Containers (e)	Semitrailers (f)	Tractors (g)	Trailers (h)	Trucks (i)	Combination bus-trucks (j)	Line No.
						1
						2
						3
						4
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX		5
XXXXXX		XXXXXX			XXXXXX	6
XXXXXX				XXXXXX	XXXXXX	7
						8
						9
XXXXXX	XXXXXX	XXXXXX	XXXXXX		XXXXXX	10
XXXXXX	XXXXXX	XXXXXX	XXXXXX		XXXXXX	11
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	12
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	13
XXXXXX	XXXXXX	XXXXXX	XXXXXX		XXXXXX	14
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	15
		2	31	171		16
			2	4		17
				3		18
		2	33	172		19

B. OPERATED BY OTHERS—Concluded  
(Revenue service)

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



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

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

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

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

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

Line No.	Name and address of highway motor-vehicle enterprise (a)	Nature of respondent's interest (b)	Date on which respondent's direct or indirect interest was originally acquired (c)
1			
2	None		
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			

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

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

## \*Track category

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

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

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

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

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

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

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

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

## 720. TRACK AND TRAFFIC CONDITIONS

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

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

Line No.	Track category	Mileage of tracks at end of period	Average annual traffic density in millions of gross ton-miles per mile**	Average running speed limit	Average speed reduction per slow order track mile	Track miles under slow orders at end of period
	(a)	(b)	(c)	(d)	(e)	(f)
1	A	159.31	20.99	34	7	4.20
2	B	337.44	14.08	38	22	26.28
3	C	95.66	2.10	23	3	11.20
4	D	92.93	0.48	11	-	-
5	E	361.98	XXXXXXXX	XXXXX	XXXXX	-
6	F	225.91	XXXXXXXX	XXXXX	XXXXX	1.52
7	Potential abandonments	-	-	-	-	-
8	Total	1273.23	9.41	27	6	43.20

# 721. TIES LAID IN REPLACEMENT

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

Line No.	Track Category  (a)	Number of cross-ties laid in replacement							Total  (i)	Switch and Bridge Ties (Board feet) (j)	Cross-ties Switch and Bridge Ties
		New Ties					Second-hand ties				% of Spot Maintenance (k)
		Wooden		Concrete (d)	Other (e)	Wooden		Other (h)			
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)				
1	A	592	-	-	-	161	-	-	753	10 656	100.00
2	B	2 337	-	-	-	1 133	-	-	3 470	21 759	97.84
3	C	23 717	-	-	-	38	-	-	23 755	21 858	1.15
4	D	2 887	-	-	-	75	-	-	2 962	33 800	20.56
5	E	4 818	-	-	-	3 576	-	-	8 394	108 877	100.00
6	F	15 714	-	-	-	43	-	-	15 757	26 429	10.97
7	Potential Abandonments	-	-	-	-	-	-	-	-	-	-
8	Total	50 065	-	-	-	5 026	-	-	55 091	223 379	27.50

9 Average cost of a tie \$ 14.45



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

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

In column (a) classify the ties as follows:

(U) Wooden ties untreated when applied.

(T) Wooden ties treated before application.

(S) Ties other than wooden (steel, concrete, etc.). Indicate type in column (h).

Report new and second-hand (relay) ties separately, indicating in column (h) which ties are new.

In columns (d) and (g) should be shown the total cost, including transportation charges on foreign lines, tie trains, loading, inspection, and the cost of handling ties in general supply, storage, and seasoning yards; and, in the case of treated ties, also the cost of handling at treating plants and the cost of treatment. The cost of unloading, hauling over carrier's own lines and placing the ties in tracks, and of train service, other than that necessary in connection with loading or treatment, should not be included in this schedule. In these columns, "total cost" is to be reported in thousands.

Line No.	Class of ties (a)	CROSSTIES			SWITCH AND BRIDGE TIES			Remarks (h)
		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			\$	\$		\$	\$	
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20	Total			None			None	
21	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid _____							
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid _____							

# 723. RAILS LAID IN REPLACEMENT

(1) Furnish the requested information concerning rails laid in replacement.

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

Line No.	Track category  (a)	Miles of rail laid in replacement (rail-miles)				Total		Percent of spot maintenance (h)
		New rail		Relay rail		Welded rail (f)	Bolted rail (g)	
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)			
1	A	-	0.02	0.48	3.10	0.48	3.12	86.67
2	B	0.54	0.15	0.68	3.22	1.22	3.37	73.42
3	C	-	-	0.06	1.55	0.06	1.55	96.27
4	D	0.20	0.12	0.10	2.37	0.30	2.49	86.38
5	E	-	-	-	5.98	-	5.98	100.00
6	F	0.11	0.07	0.12	2.02	0.23	2.09	93.54
7	Potential Abandonments	-	-	-	-	-	-	-
8	Other	-	-	-	-	-	-	-
9	TOTAL	0.85	0.36	1.44	18.24	2.29	18.60	89.04

10 Average cost of rails laid in replacement.

\$184.85 GT

Road Initials:

D&H

Year 19 81

## 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									
3				None					
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									
16	Total	X X X				X X X			
17	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid								
18	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid								
19	Track-miles of welded rail installed this year 1.14 : total to date 223.775								

## 725. WEIGHT OF RAIL

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

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

Line No.	Weight of rails per yard (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)
1	Pounds 155	0.10		
2	140	0.68		
3	136	2.10		
4	132	195.52		
5	131	172.23		
6	130	113.14		
7	127	0.02		
8	119	0.03		
9	115	58.16		
10	112	240.79		
11	110	1.23		
12	100	28.19		
13	90	54.34		
14	80	44.54		
15	67	0.18		
16		911.25		



# 726. SUMMARY OR TRACK MAINTENANCE

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

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

Line No.	Track category (a)	Ties				Rail		Ballast	Track surfacing	
		Number of ties replaced		Percent replaced		Miles of rail replaced (rail-miles) (e)	Percent replaced (f)	Cubic yards of ballast placed (g)	Miles surfaced (h)	Percent surfaced (i)
		Crossties (b)	Switch and Bridge Ties (Board Feet) (c)	Crosstie (d)	Switch and Bridge Ties (Board Feet) (e)					
1	A	753	10 656	0.03	0.25	3.60	0.28	6 205.49	40.23	3.16
2	B	3 470	21 759	0.11	0.52	4.59	0.36	39 080.77	71.85	5.64
3	C	23 755	21 858	0.77	0.52	1.61	0.13	80 872.67	98.24	7.72
4	D	2 962	33 800	0.10	0.81	2.79	0.22	5 912.60	2.71	0.21
5	E	8 394	108 877	0.27	2.59	5.98	0.47	14 473.80	-	-
6	F	15 757	26 429	0.51	0.63	2.32	0.18	23 950.92	54.90	4.31
7	Potential abandonments	-	-	-	-	-	-	-	-	-
8	Total	55 091	223 379	1.79	5.32	20.89	1.64	170 496.25	267.93	21.04

# 727. TEN-YEAR SUMMARY OF TRACK MAINTENANCE

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

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

Line No.	Year (a)	Ties				Rail		Ballast	Track surfacing	
		Number of ties replaced		Percent replaced		Miles of rail replaced (rail-miles) (e)	Percent replaced (f)	Cubic yards of ballast placed (g)	Miles surfaced (h)	Percent surfaced (i)
		Crossties (b)	Switch and Bridge Ties (Board Feet) (c)	Crosstie (d)	Switch and Bridge Ties (Board Feet) (e)					
1	Current year 1981	55 091	223 379	1.79	5.32	20.89	1.64	170 496.25	268	21.04
2	First preceding 1980	123 551	230 917	3.89	5.37	24.74*	1.85*	90 861.00	264	20.11
3	Second preceding 1979	62 120	258 593	1.91	5.89	50.54	4.36	65 603.90	289	24.99
4	Third preceding 1978	20 587	222 843	0.63	5.04	17.24	1.47	25 707.00	120	10.26
5	Fourth preceding 1977	93 610	229 387	2.81	5.18	48.59	4.09	91 391.10	286	24.09
6	Fifth preceding 1976	87 748	371 351	2.62	8.42	41.86	3.51	54 432.00	163	13.65
7	Sixth preceding 1975	130 092	72 570	4.13	1.65	43.04	3.80	50 824.90	180	15.87
8	Seventh preceding 1974	35 636	93 578	1.13	2.12	32.22	2.83	56 043.60	145	12.73
9	Eighth preceding 1973	70 324	143 113	2.22	3.20	10.75	0.94	53 508.60	155	13.59
10	Ninth preceding 1972	7 794	79 979	0.24	1.76	10.15	0.88	14 642.10	-	-

# REMARKS

\*Revised from previous year

## 728. DEFERRED MAINTENANCE-TRACKS

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

Road Initials: D&amp;H

Year 19 81

Line No.	Type of Track	Monetary Amount of Deferred Maintenance	
		End of the Year	Beginning of the Year
	(a)	(b)	(c)
1	A	\$ 5 200 000	\$ 5 899 000
2	B	4 400 000	5 629 000
3	C	750 000	3 992 000
4	D	400 000	10 861 000
5	E	1 610 000	23 474 000
6	F	Included in Cat. "B"	Included in Cat. "B"
7	Potential Abandonments	N/A	N/A
8	Total Tracks	12 360 000	49 855 000
	Selected Track Maintenance	Quantities of Deferred Maintenance	
		End of the Year	Beginning of the Year
9	Crossties each	196 000	See Remarks
10	Rail net tons	4 640	
11	Ballast		

## Remarks

Deferred maintenance calculations in Cat. "D" and "E" have been revised based on a current review of the configurations of the property. This review is a result of a major restructuring of yards, terminals and branch lines which resulted in the closing of several yards, all of which were in deferred condition, and of the Washington Branch, which was in deferred condition. D&H has no plans to reopen these facilities.

## NOTES AND REMARKS



## 750. CONSUMPTION OF FUEL BY MOTIVE-POWER UNITS

Show hereunder the amounts of the various kinds of fuel consumed by locomotive units and motors or other self-propelled rail cars in the service of the respondent during the year, and the number of kilowatt-hours for such tractive equipment as was propelled by electricity. The ton of 2,000 pounds should be used.

Kilowatt-hours, for entry in column (c) of section A, and column (h) of section B, are to be figures at high tension taps (point of production or point of purchase), and divided among the several classes of service, the division being made on the respondent's best estimate if actual figures are not available.

## A. LOCOMOTIVES

Line No.	Kind of locomotive service (a)	Diesel	Electric	Other (Steam, Gas Turbine, Etc.)	
		Diesel oil (gallons) (b)	Kilowatt-hours (c)	Coal (tons) (d)	Fuel oil (gallons) (e)
1	Freight _____	15 490 454			
2	Passenger _____				
3	Yard switching _____	455 532			
4	Total _____	15 945 986			
5	Cost of Fuel* _____	\$ 18 074	\$	\$	\$
6	Work Train _____	32 849			

## B. RAIL MOTORCARS

Line No.	Kind of locomotive service (f)	Diesel	Electric	Gasoline
		Diesel oil (gallons) (g)	Kilowatt-hours (h)	Gasoline (gallons) (i)
7	Freight _____			
8	Passenger _____			
9	Yard switching _____	None		
10	Total _____			
11	Cost of Fuel* _____	\$	\$	\$
12	Work Train _____			

\*Show cost of fuel charged to train and yard service (Functions 67-Loco. Fuels and 68-Electric Power Purchased/Produced for Motive Power). The cost stated for the various kinds of fuel should be the total charges in the accounts specified, including freight charges and handling expenses. The cost stated for electric current should be the total charges in the accounts enumerated. Fuel and power consumed by mixed and special trains that are predominantly freight should be included in freight service, but where the service of mixed or special trains is predominantly passenger, the fuel and power used should be included in passenger service. (Dollars in thousands)

**755 Railroad Operating Statistics**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## 755 Railroad Operating Statistics—Continued

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

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

(P) The number of loaded freight cars shall be obtained from the conductors' wheel report and shall be the sum of all loaded cars handled by each train. For example, if a car moves loaded in: (1) a way train from the origination point; (2) in two through trains; and (3) in a way train to the destination point, the total count of loaded cars would be four—two counts for the movements in the way trains and two counts for the movement in through trains. Therefore, each car originated or received from a connecting carrier receives an initial count plus one count for each subsequent physical transfer between trains on respondent

lines. No additional count is given because of crew change or changes in track identification number unless there is a physical transfer of the car between trains. Each car moving under revenue billing shall be considered as loaded cars.

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

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

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

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

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

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



## NOTES AND REMARKS

## 755 Railroad Operating Statistics

ITEM DESCRIPTION (a)	LINE NO.	FREIGHT TRAIN (b)	PASSENGER TRAIN (c)	ITEM DESCRIPTION (a)	LINE NO.	FREIGHT TRAIN (b)	PASSENGER TRAIN (c)
1. Miles of Road Operated (A)	1	1 704		5. Freight Car-Miles: (Thousands) (H)			
2. Train Miles-Running (B)				5-01 RR Owned & Leased Cars-Loaded			
2-01 Unit Trains	2	26 553		5-010 Box-Plain 40-Foot	27	3 734	
2-02 Way Trains				5-011 Box-Plain 50-Foot & Longer	28	18 992	
2-020 Diesel Locomotives	3	590 126		5-012 Box-Equipped	29	11 971	
2-021 Other Locomotives	4			5-013 Gondola-Plain	30	1 965	
2-03 Through Trains				5-014 Gondola-Equipped	31	1 068	
2-030 Diesel Locomotives	5	1 560 035		5-015 Hopper-Covered	32	4 586	
2-031 Other Locomotives	6			5-016 Hopper-Open Top-General Service	33	2 541	
2-04 Total Train Miles (lines 2-6)	7	2 176 714		5-017 Hopper-Open Top-Special Service	34	76	
2-05 Motorcars	8			5-018 Refrigerator-Mechanical	35	138	
2-06 Total, All Trains (lines 7, 8)	9	2 176 714		5-019 Refrigerator-Non-Mechanical	36		
3. Locomotive Unit Miles: (C)				5-020 Flat-TOFC/COFC	37	242	
Road Service: (D)				5-021 Flat Multi-Level	38	347	
3-01 Unit Trains	10	97 314		5-022 Flat-General Service	39	140	
3-02 Way Trains				5-023 Flat-All Other	40	320	
3-020 Diesel	11	1 352 698		5-024 All Other Car Types-Total	41	285	
3-021 All Other (Type )	12			5-025 Total (lines 27-41)	42	46 405	
3-03 Through Trains				5-11 RR Owned & Leased Cars-Empty			
3-030 Diesel	13	6 094 225		5-110 Box-Plain 40-Foot	43	2 956	
3-031 All Other (Type )	14			5-111 Box-Plain 50-Foot & Longer	44	13 490	
3-04 Total (lines 10-14)	15	7 544 237		5-112 Box-Equipped	45	11 588	
Train Switching: (E)				5-113 Gondola-Plain	46	1 615	
3-11 Diesel	16	156 274		5-114 Gondola-Equipped	47	1 166	
3-12 A. Other (Type )	17			5-115 Hopper-Covered	48	4 766	
3-13 Total (lines 16, 17)	18	156 274		5-116 Hopper-Open Top-General Service	49	2 380	
Yard Switching: (F)				5-117 Hopper-Open Top-Special Service	50	74	
3-21 Diesel	19	223 582		5-118 Refrigerator-Mechanical	51	137	
3-22 All Other (Type )	20			5-119 Refrigerator-Non-Mechanical	52		
3-23 Total (lines 19, 20)	21	223 582		5-120 Flat-TOFC/COFC	53	237	
3-31 Total All Services (lines 15, 18, 21)	22	7 924 093		5-121 Flat-Multi-Level	54	375	
4. Motorcar Car-Miles: (Thousands) (G)				5-122 Flat-General Service	55	181	
4-01 Diesel	23			5-123 Flat-All Other	56	342	
4-02 Electric	24			5-124 All Other Car Types	57	408	
4-03 All Other	25			5-125 Total (lines 43-57)	58	39 715	
4-04 Total (lines 23-25)	26						

## 755 Railroad Operating Statistics—Continued

ITEM DESCRIPTION (a)	LINE NO.	FREIGHT TRAIN (b)	PASSENGER TRAIN (c)	ITEM DESCRIPTION (a)	LINE NO.	FREIGHT TRAIN (b)	PASSENGER TRAIN (c)
5-13 Private Line Cars-Loaded (H)				5-164 Tank-Under 22,000 Gallons	91	3 269	
5-130 Box-Plain 40-Foot	59	37		5-165 Tank-22,000 Gallons and Over	92	752	
5-131 Box-Plain 50-Foot & Longer	60	617		5-166 All Other Car Types	93	185	
5-132 Box-Equipped	61	140		5-167 Total (lines 77-93)	94	12 004	
5-133 Gondola-Plain	62			5-17 Work Equipment & No Payment Cars-Miles (I)			
5-134 Gondola-Equipped	63			5-170 Unit Trains	95		
5-135 Hopper-Covered	64	4 341		5-171 Way Trains	96	319	
5-136 Hopper-Open Top-General Service	65			5-172 Through Trains	97	503	
5-137 Hopper-Open Top-Special Service	66			5-173 Total (lines 95-97)	98	822	
5-138 Refrigerator-Mechanical	67	3		5-18 Total Car-Miles by Train Type:			
5-139 Refrigerator-Non-Mechanical	68			5-180 Unit Trains	99	1 844	
5-140 Flat-TOFC/COFC	69	2 508		5-181 Way Trains	100	5 626	
5-141 Flat-Multi-Level	70	1 203		5-182 Through Trains	101	104 555	
5-142 Flat-General Service	71	27		5-183 Total (lines 99-101)	102	112 025	
5-143 Flat-All Other	72	95		5-19 Caboose Miles	103	2 177	
5-144 Tank Under 22,000 Gallons	73	3 266		6. Passenger Car-Miles: (Thousands) (J)			
5-145 Tank-22,000 Gallons and Over	74	683		6-01 Coaches	104		
5-146 All Other Car Types	75	159		6-02 Combination, Passenger Cars	105		
5-147 Total (lines 59-75)	76	13 079		6-03 Sleeping and Parlor Cars	106		
5-15 Private Line Cars-Empty (H)				6-04 Dining, Grill and Tavern Cars	107		
5-150 Box-Plain 40-Foot	77	40		6-05 Head-end Cars (Other than 6-02)	108		
5-151 Box-Plain 50-Foot & Longer	78	616		6-06 Total (lines 104-108)	109		
5-152 Box Equipped	79	139		6-07 Business Cars	110		
5-153 Gondola-Plain	80	1		6-08 Crew Cars (Other than C cabooses)	111		
5-154 Gondola-Equipped	81			7. Gross Ton-Miles: (Thousands) (K)			
5-155 Hopper-Covered	82	4 368		7-01 Road Locomotives	112	1 010 928	
5-156 Hopper-Open Top-General Service	83			7-02 Freight Trains, Crs., Cnts., and Caboose			
5-157 Hopper-Open Top-Special Service	84			7-020 Unit Trains	113	150 877	
5-158 Refrigerator-Mechanical	85	4		7-021 Way Trains	114	328 804	
5-159 Refrigerator-Non-Mechanical	86			7-022 Through Trains	115	6 130 853	
5-160 Flat-TOFC/COFC	87	1 299		7-03 Passenger-Trains, Crs., and Cnts.	116		
5-161 Flat-Multi-Level	88	1 212		7-04 Non-Revenue	117	4 846	
5-162 Flat-General Service	89	24		7-05 Total (lines 112-117)	118	7 626 308	
5-163 Flat-All Other	90	95					



## 155 Railroad Operating Statistics—Continued

ITEM DESCRIPTION (a)	LINE NO.	FREIGHT TRAIN (b)	PASSENGER TRAIN (c)	ITEM DESCRIPTION (a)	LINE NO.	FREIGHT TRAIN (b)	PASSENGER TRAIN (c)
8 Tons of Freight (Thousands)				14. TOFC/COFC-Number of Rev. Trailers & Containers Loaded & Unloaded (Q)	137		
8-01 Revenue	119	9 204		15. Multi-Level Cars-Number of Motor Vehicles Loaded & Unloaded (Q)	138		
8-02 Non-Revenue	120	22		16. TOFC/COFC Number of Rev. Trailers Picked Up and Delivered (R)	139		
8-03 Total (lines 119, 120)	121	9 226		17. Revenue Tons-Marine Terminals (S)			
9 Ton-Miles of Freight (Thousands)(L)				17-01 Marine Terminals-Coal	140		
9-01 Revenue-Road Service	122	3 495 779		17-02 Marine Terminals-Ore	141		
9-02 Revenue-Lake Transfer Service	123			17-03 Marine Terminals-Other	142		
9-03 Total (lines 122, 123)	124	3 495 779		17-04 Total (lines 140-142)	143		
9-04 Non-Revenue-Road Service	125	2 647		18. Number of Foreign Per Diem Cars on Line (T)			
9-05 Non-Revenue-Lake Transfer	126			18-01 Serviceable	144	1 811	
9-06 Total (lines 125, 126)	127	2 647		18-02 Unserviceable	145		
9-07 Total-Revenue & Non-Revenue (lines 124, 127)	128	3 498 426		18-03 Surplus	146	600	
10. Train Hours: (M)				18-04 Total Lines 144-146	147	2 411	
10-01 Road Service	129	137 999					
10-02 Train Switching	130	10 676					
11. Total Yard-Switching Hours (N)	131	34 741					
12. Train-Miles Work Trains: (O)							
12-01 Locomotives	132	10 962					
12-02 Motorcars	133						
13. Number of Loaded Freight Cars: (P)							
13-01 Unit Trains	134	2 570					
13-02 Way Trains	135	82 029					
13-03 Through Trains	136	260 272					

## 800. CONTRACTS, AGREEMENTS, ETC.

1. Hereunder give a concise statement of each important contract, agreement, arrangement, etc., with other companies or persons, together with important revisions, modifications, terminations, and other changes thereof, which became effective during the year, and concerned in any way the rail transportation of persons or items at other than tariff rates, or the purchase of equipment under conditional sales plans without the issuance of securities by respondent, making such statements in the following order:

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

2. Under item 1(b), include particulars of joint facility arrangements entered into during the year by the respondent, including those maintained or operated by other carriers as well as those maintained or operated by respondent. For each joint facility, give a brief statement of the basis or bases on which revenues, expenses, taxes, interest on investment, and other items, if any, related to the facility are apportioned among the carriers using the facility or otherwise deriving benefit therefrom.

3. Under item 1(f), give particulars of conditional sales agreements, lease or rental contracts, and other similar instruments, entered into by respondent for the purchase of equipment, which provide for payment in installments and do not involve the issuance of securities by respondent. State the names of the parties to the contracts or agreements, the number of units of each class of equipment covered, and the terms and conditions of payment.

4. Under item 1(g), give particulars of arrangements, written or oral with affiliated companies for routing of traffic. Through route arrangements for handling of traffic interchanged with carrier affiliates should not be reported.

5. Under item 1(h), Other contracts, describe briefly the particulars of all contracts or agreements, including estimated amounts receivable, under which a government agency, or instrumentality thereof, seeks to assist respondent with grants or aid for providing passenger commuter or other passenger-train services.

6. Information concerning contracts of minor importance may be omitted. A contract of minor importance is defined as one involving receipts or payments of less than \$50,000 per year, and which, by its terms, is otherwise unimportant.

7. In lieu of giving abstracts, copies of contracts may be filed. Every copy of a contract furnished in connection with the foregoing requirement should be listed hereunder.

8. The basis for computing receipts and payments should be fully stated in the case of each such contract, agreement, or arrangement.

9. Compliance with the requirements of this schedule does not relieve the respondent of the duty placed upon common carriers by 49 U.S.C. 10764 of the revised, Interstate Commerce Act, which reads as follows:

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

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

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

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

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

- (b) Agreement between the Committee of Interline Railroads, including D&H, and Thomas F. Patton, et al. Trustees of the Property of Erie Lackawanna Railway Company (EL) dated June 3, 1981 under which D&H agreed to pay \$325,000 in pre-reorganization miscellaneous charges owed to EL into a revolving established by the Committee over a 2 year period, and under which D&H is to receive \$98,500 worth of C-Notes and \$298,906.96 worth of preferred stock.
- (b) Agreement dated October 20, 1981 with Guilford Transportation Industries, Inc. (GTI) and Norfolk and Western Railway Company (N&W) under which N&W is to cause Dereco, Inc. to convey all of its D&H stock to GTI for a purchase price of \$500,000.
- (h) Agreement dated January 30, 1981 with the Commonwealth of Pennsylvania under which D&H agreed to install automatic crossing protection devices at the State Highway Route L.R. 182 Grade Crossing in the Borough of Riverside at an estimated cost of \$90,000.
- (h) Agreement dated March 3, 1981 with the Commonwealth of Pennsylvania under which D&H agreed to install automatic crossing protection devices at the State Highway Route 184 Grade Crossing in the Township of Nescopeck at an estimated cost of \$89,200.

## NOTES AND REMARKS

- (h) Lease agreement dated March 31, 1981 with Tioga County Industrial Development Agency under which the agency leased a portion of the Auburn Branch (USRA Line No. 1015) and the Freeville Secondary Track (USRA Line No. 1003) to D&H for 2 years at an annual rent of \$63,000.
- (h) Agreement dated April 15, 1981 with the Commonwealth of Pennsylvania under which D&H agreed to install automatic crossing protection devices at the State Highway Route 655 Grade Crossing in the Township of Nescopeck at an estimated cost of \$89,400.
- (h) Agreement dated April 16, 1981 with The People of the State of New York (State) under which D&H agreed to install and maintain automatic flashing light signals and gates at the Tibbetts Avenue crossing in Green Island, New York for a maximum consideration of \$158,065.
- (h) Railroad Equipment Lease dated as of May 1, 1981 with Pullman Leasing Company (Pullman) under which Pullman leased 148 box cars to D&H for the period of June 1, 1981 to September 30, 1996, at a monthly rental of \$200 per car until September 30, 1982 and \$398 per car per month thereafter.
- (h) Purchase of Service Agreement dated May 8, 1981 with the Commonwealth of Pennsylvania (Commonwealth) under which D&H agreed to provide the Commonwealth with rail freight transportation services from July 1, 1980 through June 30, 1981 for a maximum consideration of \$500,000, as amended by Amendment No. 1 dated May 31, 1981 under which the maximum consideration was increased to \$681,686.50.
- (h) Agreement dated May 18, 1981 with Railcon Corporation (Railcon) under which Railcon agreed to install 22,680 cross ties on D&H's Adirondack Branch for a consideration of \$711,018.
- (h) Seventeenth Supplemental Agreement dated as of June 20, 1981, with United States Railway Association (USRA) which amends the Loan Agreement between USRA and D&H dated March 15, 1976, by deferring the payment of principal in the amount of \$1,862,500.00 and interest in the amount of \$2,131,749.87 due June 20, 1981 on Notes issued in accordance therewith until maturity or date of repurchase.
- (h) Agreement dated July 8, 1981 with The People of the State of New York under which the State agreed to purchase 200 box cars from D&H for \$1,650,000.
- (h) Agreement dated August 18, 1981 with the Commonwealth of Pennsylvania under which D&H agreed to install automatic crossing protection devices at the State Highway Route 35064 Grade Crossing in the Borough of Moosic at an estimated cost of \$215,000.
- (h) Fifth Supplemental Indenture to United States Railway Association (USRA) and The United States of America (United States) dated August 25, 1981 which supplements the Mortgage of D&H to USRA dated March 15, 1976, to secure an additional indebtedness of \$861,011.36.
- (h) Supplemental Agreement dated August 25, 1981 with United States of America amending the Financing Agreement made February 9, 1978 to guarantee a new note in the amount of \$861,011.36 in full satisfaction of the instalment of principal and interest due on that date.



## NOTES AND REMARKS

- (h) Agreement dated November 19, 1981 with Holland Company under which Holland Company agreed to perform a minimum of 2700 welds, at \$52.50 per weld.
- (h) Purchase of Service Agreement with the Commonwealth of Pennsylvania (Commonwealth) dated December 18, 1981 under which D&H agreed to provide the Commonwealth with rail freight transportation services from July 1, 1981 through June 30, 1982 for a maximum consideration of \$341,000.
- (h) Eighteenth Supplemental Agreement dated as of December 20, 1981 with United States Railway Association (USRA) which amends the Loan Agreement between USRA and D&H dated March 15, 1976 by deferring the payment of principal in the amount of \$1,862,500.00 and interest in the amount of \$2,405,834.34 due December 20, 1981 on notes issued in accordance therewith until maturity or date of repurchase.
- (h) Agreement dated December 30, 1981 with The People of the State of New York (State) under which the State agreed to purchase 3,333.3 net tons of welded relay rail from D&H for a price of \$1,000,000.

# 850. COMPETITIVE BIDDING—CLAYTON ANTITRUST ACT

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

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

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

	Nature of bid (a)	Date Published (b)	Contract number (c)	No. of bidders (d)	Method of awarding bid (e)	Date filed with the Commission (f)	Company awarded bid (g)
1							
2	None						
3							
4							
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**MEMORANDA**  
**(FOR USE OF COMMISSION ONLY)**

## CORRESPONDENCE

[illegible]

## CORRECTIONS

[illegible]

## EXPLANATORY REMARKS



## 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 New York

County of Albany

R. E. Sullivan

makes oath and says that he is

Comptroller

(Insert here name of the affiant)

(Insert here the official title of the affiant)

Of Delaware and Hudson Railway Company

(Insert here the exact legal title or name of the respondent)

that it is his duty to have supervision over the books of accounts of the respondent and to control the manner in which such books are kept; that he knows that such books have been kept in good faith during the period covered by this report; that he knows that the entries contained in this report relating to accounting matters have been prepared in accordance with the provisions of the Uniform System of Accounts for Railroads and other accounting and reporting directives of this Commission; that he believes that all other statements of fact contained in this report are true, and that this report is a correct and complete statement, accurately taken from the books and records, of the business and affairs of the above-named respondent during the period of time from and including

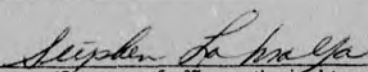
January 1, 19 81, to and including December 31, 19 81

  
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 31<sup>st</sup> day of March, 19 82

My commission expires March 30<sup>th</sup>, 1983

Use an  
L.S.  
impression seal

  
(Signature of officer authorized to administer oaths)

Notary Public in the State of New York  
Commission Expires March 30, 1983

## SUPPLEMENTAL OATH

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

State of New York

County of Albany

D. D. Muir

makes oath and says that he is

Vice President - Finance

(Insert here name of the affiant)

(Insert here the official title of the affiant)

Of Delaware and Hudson Railway Company

(Insert here the exact legal title or name of the respondent)

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

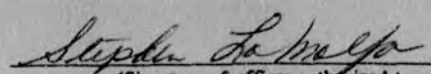
January 1, 19 81, to and including December 31, 19 81

  
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 31<sup>st</sup> day of March, 19 82

My commission expires March 30<sup>th</sup>, 1983

Use an  
L.S.  
impression seal

  
(Signature of officer authorized to administer oaths)

Notary Public in the State of New York  
Commission Expires March 30, 1983

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