

ANNUAL REPORT 1973

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DELRAY CONNECTING RR CO.

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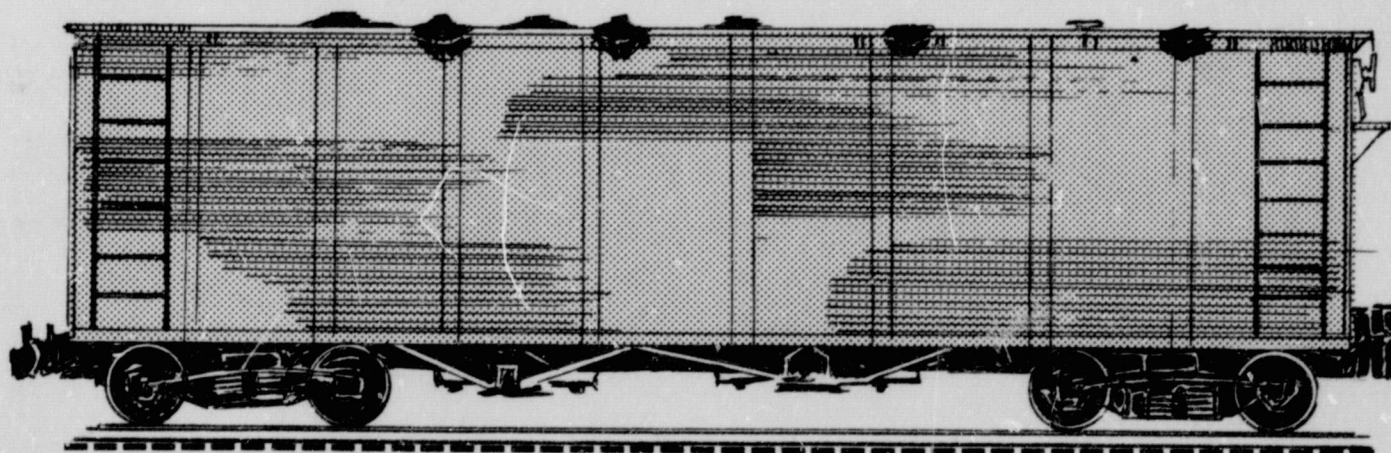
annual report

INTERSTATE
COMMERCE COMMISSION
RECEIVED

MAR 28 1974

ADMINISTRATIVE SERVICES
G MAIL BRANCH

	125004395DELRAY&CONN 2 DELRAY CONNECTING R.R. CO P O BOX 266 DETROIT, MICH 48232	61395
		RRCL2ST
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, 1973

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, Washington, D.C. 20423, by March 31 of the year following that for which the report is made. Attention is specially directed to the following provisions of Part I of the Interstate Commerce Act:

Sec. 20. (1) 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.

(2) 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.

(7) (b). 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 the 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: * * *

(7) (c). 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.

(8). 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 109, page 3.

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 parentheses. Items of an unusual character should be indicated by appropriate symbol and footnote.

Money items (except averages) throughout the annual report form should be shown in units of dollars adjusted to accord with footings.

6. Each respondent should make its annual report to this Commission in triplicate, retaining one copy in its files for reference in case correspondence with regard to such report becomes necessary. For this reason three copies of the Form are sent to each corporation concerned.

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 E.

Operating companies (including switching and terminal) 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 \$5,000,000 or more. For this class, Annual Report Form A is provided.

Class II companies are those having annual operating revenues below \$5,000,000. For this class, Annual Report Form C is provided.

In applying this classification to any switching or terminal company which is operated as a joint facility of owning or tenant railways, the sum of the annual railway operating revenues, the joint facility rent income, and the returns to joint facility credit accounts in operating expenses, shall be used in determining its class.

Switching and terminal companies are further classified as:

Class S1. Exclusively switching. This class of companies includes all those performing switching service only, whether for joint account or for revenue.

Class S2. Exclusively terminal. This class of companies includes all companies furnishing terminal trackage or terminal facilities only, such as union passenger or freight stations, stockyards, etc., for which a charge is made, whether operated for joint account or for revenue. In case a bridge or ferry is a part of the facilities operated by a terminal company, it should be included under this heading.

Class S3. Both switching and terminal. Companies which perform both a switching and a terminal service. This class of companies includes all companies whose operations cover both switching and terminal service, as defined above.

Class S4. Bridge and ferry. This class of companies is confined to those whose operations are limited to bridges and ferries exclusively.

Class S5. Mixed. Companies performing primarily a switching or a terminal service, but which also conduct a regular freight or passenger traffic. The revenues of this class of companies include, in addition to switching or terminal revenues, those derived from local passenger service, local freight service, participation in through movement of freight or passenger traffic, other transportation operations, and operations other than transportation.

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 in Part 1201 of Title 49, Code of Federal Regulations, as amended.

9. All companies using this Form should complete all schedules, with the following exceptions, which should severally be completed by the companies to which they are applicable:

Schedules restricted to Switching and Terminal Companies		Schedules restricted to other than Switching and Terminal Companies	
Schedule.....	2217	Schedule.....	2216
".....	2701	".....	2602

SPECIAL NOTICE

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

Page 2: Schedule 101. Identity of Respondent

Page 3: Schedule 107. Stockholders

108. Stockholders Reports

Schedules have been renumbered from 300, 350 and 350A, respectively.

Page 4: Schedule 200A. Comparative General Balance Sheet - Assets

Page 5: Schedule 200L. Comparative General Balance Sheet - Liabilities and Shareholders' Equity

Titles of accounts 705 and 752, respectively, have been revised to conform with the Uniform System of Accounts for Railroad Companies.

Provision has been made for reporting comparative data of respective assets included in accounts 731 and 732.

Pages 9-12: Schedule 1001. Investments in Affiliated Companies

Schedule 1002. Other Investments

Schedule 1201. Securities, Advances, and Other Intangibles
Owned or Controlled Through Nonreporting
Carrier and Noncarrier Subsidiaries

Instructions have been revised to provide for reporting the book value of investments.

Page 29: Schedule 2501. Compensation of Officers, Directors, Etc.

Minimum dollar amount has been increased to \$40,000.

Page 30A: Schedule 2602. Revenue Freight Carried During the Year

Certain commodity codes were revised to conform with revisions in OMB's Commodity Classification for Transportation Statistics and the AAR's Standard Transportation Commodity Code.

ANNUAL REPORT

OF

DELRAY CONNECTING RAILROAD COMPANY

DETROIT, MICHIGAN 48232

FOR THE

YEAR ENDED DECEMBER 31, 1973

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

(Name) Edward E. Cardelli (Title) Controller
(Telephone number) 313 841-2851
(Area code) (Telephone number)
(Office address) P.O. Box 266 Detroit, Michigan 48232
(Street and number, City, State, and ZIP code)

101. IDENTITY OF RESPONDENT

1. Give the exact name* by which the respondent was known in law at the close of the year Delray Connecting Railroad Company
2. State whether or not the respondent made an annual report to the Interstate Commerce Commission for the preceding year, or for any part thereof. If so, in what name was such report made? Yes-Delray Connecting Railroad Company
3. If any change was made in the name of the respondent during the year, state all such changes and the dates on which they were made NONE
4. Give the location (including street and number) of the main business office of the respondent at the close of the year Zug Island, River Rouge, Michigan
5. Give the titles, names, and office addresses of all general officers of the respondent at the close of the year. If there are receivers who are recognized as in the controlling management of the road, give also their names and titles, and the location of their offices.

Line No.	Title of general officer (a)	Name and office address of person holding office at close of year (b)
1	President	Charles A. O'Brien Detroit, Michigan
2	Vice president	
3	Secretary	Ronald G. Ark " "
4	Treasurer	Ronald G. Ark " "
5	Comptroller or auditor	Edward E. Cardelli " "
6	Attorney or general counsel	
7	General manager	Paul N. Weissert " "
8	General superintendent	
9	General freight agent	
10	General passenger agent	
11	General land agent	
12	Chief engineer	
13	Asst. Secretary	Henry A. Morrow, Jr. Pittsburgh, Pennsylvania

6. Give the names and office addresses of the several directors of the respondent at the close of the year, and the dates of expiration of their respective terms.

Line No.	Name of director (a)	Office address (b)	Term expires (c)
31	Charles A. O'Brien	Detroit, Michigan	Next annual meeting 3/20/74
32	Paul N. Weissert	" "	" " " "
33	Edward E. Cardelli	" "	" " " "
34	Eli Krivoshia, Jr.	Pittsburgh, Pennsylvania	" " " "
35	Henry A. Morrow, Jr.	" "	" " " "
36			
37			
38			
39			
40			

7. Give the date of incorporation of the respondent 3/25/04
8. State the character of motive power used Diesel electric
9. Class of switching and terminal company Class II
10. Under the laws of what Government, State, or Territory was the respondent organized? If more than one, name all. Give reference to each statute and all amendments thereof, effected during the year. If previously effected, show the year(s) of the report(s) setting forth details. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership or trusteeship and of appointment of receivers or trustees State of Michigan General Railroad Law Act No. 198 of the Public Acts of the State of Michigan of the year 1873 and of the acts amendatory thereof and supplementary thereto
11. State whether or not any corporation or association or group of corporations had, at the close of the year, the right to name the major part of the board of directors, managers, or trustees of the respondent; and if so, give the names of all such corporations and state whether such right was derived through (a) title to capital stock or other securities issued or assumed by the respondent, (b) claims for advances of funds made for the construction of the road and equipment of the respondent, or (c) express agreement or some other source National Steel Corporation
- (a) Right of control exists through title to capital stock issued by respondent

12. Give hereunder a history of the respondent from its inception to date, showing all consolidations, mergers, reorganizations, etc., and if a consolidated or merging corporation give like particulars for all constituent and subconstituent corporations. Describe also the course of construction of the road of the respondent, and its financing

Answers to this item are on typewritten sheets attached.

*Use the initial word the when (and only when) it is a part of the name, and distinguish between the words railroad and railway and between company and corporation.

DELRAY CONNECTING RAILROAD COMPANY

Schedule 300 Item 12

Incorporated March 25, 1904 under General Railroad Laws of the State of Michigan.

Organized and incorporated to form a connecting road for switching to and from local industries and the following trunk line railroads:

Canadian Pacific Railway Company
Chesapeake & Ohio Railway Company
Detroit & Toledo Shore Line Railroad Company
Detroit, Toledo & Ironton Railroad Company
Grand Trunk Western Railroad Company
Norfolk & Western Railway Company
Penn Central Company

Capital Stock paid in.

500 Shares Common Stock, par value \$ 100. \$ 50,000.

Capital Stock increase from \$ 50,000. to \$ 1,000,000.
authorized by the Secretary of State of Michigan, February 19, 1916.

Issue of 7,500 shares of Common Stock at par value of \$ 100. - \$ 750,000.
authorized by Michigan Railroad Commission, February 18, 1916.

Purpose of authorization - purchase of real estate, right-of-way and tracks for storage yard, also locomotives and cars.

Issue of 2,000 shares of Common Stock at par value of \$ 100. - \$ 200,000.
authorized by Michigan Railroad Commission, June 26, 1917.

Purpose of authorization - additional investment, purchase of new cars, etc.

The issue of February 18, 1916, was paid for in cash and property as follows:

Cash	\$	\$ 220,733.
Road -		
Real estate, right-of-way - 31.52 acres -	36,531.	
Tracks - 7.25 miles	100,913.	
Two rolling lift bridges across Rouge River	244,000.	
Two track scales	11,380.	
Locomotive coaling	1,370.	
Locomotive stand pipe	460.	394,654.
Equipment -		
Freight-train cars		134,613.
		<u>\$ 750,000.</u>

The issue of June 26, 1917 was paid for in cash - \$ 200,000.

Capital Stock increase from \$ 1,000,000. to \$ 1,500,000. authorized by Secretary of State of Michigan, October 2, 1919.

Purpose of authorization - to reimburse the treasury of the respondent on account of capital expenditures previously made by respondent, as detailed in its petition for authorization filed with the Commission, August 22, 1919.

Issue of 3,000 shares of Common Stock at par value of \$ 100. - \$ 300,000. authorized by Michigan Public Utilities Commission, September 19, 1919.

The issue of September 19, 1919 was paid in cash - \$ 300,000.

The Capital Stock was decreased from \$ 1,500,000. to \$ 850,000. The respondent acquired 6,500 shares of its Capital Stock for a total consideration of \$ 650,000. and that, upon acquisition, such shares were cancelled. The total amount of Stock, including such decrease, actually paid in is the sum of \$ 650,000. authorized March 20, 1968.

Schedule 300Item 12Summary of Tracks Operated, Owned, Leased or under Trackage Rights
and also Investment Accounts as Shown at the Close of Each Year.

	Tracks		Trackage Rights	Road Investment	Equipment Locomotives	Equipment			Expenditures
	Owned	Leased				Cars	Work	Misc.	
June 30, 1905	2.33	10.00	-	\$ 23,580.	\$ 22,391.	\$ 1,865.	\$ -	\$ -	\$ -
" 1915	3.10	17.60	11.53	26,141.	69,939.	-	-	-	-
" 1916	10.55	.52	11.53	430,048.	83,107.	135,155.	-	-	1,478.
Dec. 31, 1916	13.53	.52	9.73	471,271.	107,294.	239,512.	-	-	1,478.
" 1917	13.53	.52	9.73	478,413.	107,294.	390,922.	-	-	1,478.
" 1918	14.90	.72	9.73	577,987.	107,294.	607,831.	-	500.	1,478.
" 1919	16.40	.72	9.73	675,157.	107,294.	636,545.	-	790.	1,478.
" 1920	16.40	.72	9.73	682,586.	145,775.	519,560.	-	790.	1,478.
" 1921	17.00	.72	9.73	683,649.	134,439.	517,104.	-	790.	1,478.
" 1922	17.01	.72	9.73	690,885.	134,439.	517,134.	-	790.	1,478.
" 1923	17.01	.73	9.73	692,724.	134,439.	475,750.	-	790.	1,478.
" 1924	16.89	.73	9.73	696,551.	134,439.	474,415.	-	1,140.	1,478.
" 1925	16.89	1.76	9.73	707,143.	125,681.	471,800.	-	1,140.	1,478.
" 1926	17.33	1.59	9.73	719,504.	125,681.	463,923.	-	917.	-
" 1927	17.33	1.59	9.73	732,344.	125,681.	431,527.	-	917.	-
" 1928	17.33	1.69	9.73	735,679.	125,681.	451,828.	-	917.	-
" 1929	17.30	1.69	9.73	739,119.	125,681.	464,712.	-	917.	-
" 1930	17.30	1.69	9.73	740,537.	125,681.	457,330.	482.	1,634.	-
" 1931	17.49	1.69	9.73	745,036.	125,681.	451,793.	482.	1,634.	-
" 1932	17.49	1.69	9.73	748,949.	125,681.	450,870.	264.	1,634.	-
" 1933	17.49	1.23	9.73	748,949.	125,681.	450,870.	264.	1,720.	-
" 1934	17.49	1.23	9.73	748,856.	125,681.	450,860.	-	1,720.	-
" 1935	17.49	1.23	9.73	748,856.	125,681.	450,860.	-	1,720.	-
" 1936	17.49	1.23	9.73	749,044.	125,681.	450,826.	-	1,720.	-
" 1937	17.49	1.23	9.73	750,368.	125,681.	439,379.	-	1,777.	-
" 1938	17.53	1.23	9.73	760,285.	125,681.	258,628.	-	1,427.	-
" 1939	17.18	1.23	9.73	757,124.	125,681.	258,628.	-	1,450.	-
" 1940	17.18	1.23	9.73	758,961.	130,538.	247,224.	-	1,533.	-
" 1941	17.18	1.23	9.73	751,654.	130,538.	263,054.	-	1,533.	-
" 1942	17.46	1.23	9.73	784,676.	130,538.	260,352.	-	1,828.	-
" 1943	17.46	1.23	9.73	784,655.	130,538.	251,552.	-	1,828.	-
" 1944	17.50	1.23	9.73	784,095.	120,538.	235,734.	-	1,828.	-

Schedule 300
Item 12

Summary of Tracks Operated, Owned, Leased or under Trackage Rights
and also Investment Accounts as Shown at the Close of Each Year.

	Tracks		Trackage Rights	Road Investment	Equipment Locomotives	Equipment			Expenditures
	Owned	Leased				Cars	Work	Misc.	
Dec. 31, 1945	17.50	1.23	9.73	\$ 814,541.	\$ 323,475.	\$ 215,253.	\$ 6,920.	\$ 1,828.	\$ -
" 1946	17.50	1.23	9.73	827,799.	323,951.	201,359.	6,992.	1,828.	-
" 1947	17.50	1.23	9.73	844,710.	323,951.	619,434.	6,992.	3,308.	-
" 1948	17.50	1.23	9.73	855,490.	323,951.	619,434.	6,992.	3,308.	-
" 1949	17.50	1.23	9.73	856,224.	338,224.	619,434.	6,992.	3,435.	-
" 1950	17.50	1.23	9.73	863,414.	338,525.	601,641.	6,992.	3,435.	-
" 1951	16.65	1.23	9.73	945,549.	338,525.	636,887.	6,992.	4,086.	-
" 1952	16.65	1.23	-	1,020,658.	338,525.	307,792.	6,992.	5,211.	-
" 1953	16.72	1.03	-	1,050,047.	338,525.	874,526.	6,992.	5,211.	-
" 1954	16.63	1.03	-	1,050,758.	338,525.	874,526.	6,992.	5,211.	-
" 1955	16.63	1.03	-	1,050,758.	338,525.	874,526.	6,992.	3,438.	-
" 1956	16.53	1.03	-	1,052,146.	338,525.	874,526.	6,992.	1,662.	-
" 1957	16.38	-	-	1,047,684.	339,170.	869,304.	6,992.	1,662.	-
" 1958	16.38	-	-	1,048,708.	339,304.	869,304.	6,992.	3,241.	-
" 1959	16.38	-	-	1,049,431.	339,170.	869,304.	6,992.	3,894.	-
" 1960	16.38	-	-	1,050,928.	339,170.	869,304.	6,992.	3,894.	-
" 1961	15.57	-	-	1,032,976.	339,170.	855,157.	6,992.	3,894.	-
" 1962	15.57	-	-	946,321.	259,574.	666,333.	6,992.	5,650.	-
" 1963	15.44	-	-	950,322.	259,574.	666,333.	6,992.	5,650.	-
" 1964	15.00	-	-	951,746.	260,856.	680,723.	6,992.	7,371.	-
" 1965	14.74	-	-	954,847.	260,856.	680,723.	6,992.	7,371.	-
" 1966	14.74	-	-	954,847.	260,856.	202,531.	6,992.	7,426.	-
" 1967	14.74	-	-	954,660.	260,856.	202,531.	6,992.	8,265.	-
" 1968	14.74	-	-	954,660.	260,856.	202,531.	46,272.	8,265.	-
" 1969	14.74	-	-	956,921.	260,856.	202,531.	46,272.	8,265.	-
" 1970	14.74	-	-	958,398.	381,033.	305,504.	46,272.	8,706.	-
" 1971	14.74	-	-	974,407.	381,033.	349,849.	46,272.	8,706.	-
" 1972	14.80	-	1.53	1,249,235.	325,444.	336,607.	46,272.	9,272.	-
" 1973	18.58	-	-	1,887,156.	320,944.	448,054.	46,272.	11,770.	-

107. STOCKHOLDERS

Give the names of the 30 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 on page 33, the names and addresses of the 30 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 30 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			
				Common	PREFERRED		Other securities with voting power
					Second	First	
	(a)	(b)	(c)	(d)	(e)	(f)	(g)
1	National Steel Corp.	Pittsburgh, PA	6500	6500	NONE	NONE	NONE
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108. STOCKHOLDERS REPORTS

1. 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.

200A. COMPARATIVE GENERAL BALANCE SHEET—ASSETS

For instructions covering this schedule, see the text pertaining to General Balance Sheet Accounts in the Uniform System of Accounts for Railroad Companies. The entries in this balance sheet should be consistent with those in the supporting schedules on the pages indicated. The entries in column (a) should be restated to conform with the account-

ing requirements followed in column (c). The entries in the short column (b₁) should be deducted from those in column (b₂) in order to obtain corresponding entries for column (c). All contra entries hereunder should be indicated in parenthesis.

Line No.	Balance at beginning of year (a)		Account or item (b)	Balance at close of year (c)	
			CURRENT ASSETS		
1	\$	98 918	(701) Cash	\$	105 017
2			(702) Temporary cash investments		
3			(703) Special deposits		
4			(704) Loans and notes receivable		
5	27	880	(705) Traffic, car-service and other balances—Debit		36 693
6			(706) Net balance receivable from agents and conductors		
7	150	848	(707) Miscellaneous accounts receivable		180 725
8			(708) Interest and dividends receivable		
9	10	802	(709) Accrued accounts receivable	(	16 702
10		200	(710) Working fund advances		200
11		228	(711) Prepayments		7 540
12	44	899	(712) Material and supplies		37 331
13			(713) Other current assets		
14	333	775	Total current assets		350 804
			SPECIAL FUNDS		
			(b ₁) Total book assets at close of year	(b ₂) Respondent's own issues included in (b ₁)	
15			(715) Sinking funds		
16			(716) Capital and other reserve funds		
17			(717) Insurance and other funds		
			Total special funds		
			INVESTMENTS		
19			(721) Investments in affiliated companies (pp. 10 and 11)		
20			(722) Other investments (pp. 10 and 11)		
21			(723) Reserve for adjustment of investment in securities—Credit		
22			Total investments (accounts 721, 722 and 723)		
			PROPERTIES		
			(731) Road and equipment property (p. 7):		
23	1	307 516	Road	1	882 378
24		717 597	Equipment		827 042
25			General expenditures		
26	(	63 059	Other elements of investment		
27			Construction work in progress		
28	1	962 054	Total road and equipment property	2	709 420
			(732) Improvements on leased property (p. 7):		
29	4	778	Road		4 778
30			Equipment		
31			General expenditures		
32	4	778	Total improvements on leased property (p. 7):		4 778
33	1	966 832	Total transportation property (accounts 731 and 732)	2	714 198
34	1	035 412	(735) Accrued depreciation—Road and Equipment (pp. 15 and 16)	(	1 067 804
35		653	(736) Amortization of defense projects—Road and Equipment (p. 18)		653
36	1	036 065	Recorded depreciation and amortization (accounts 735 and 736)	(	1 068 457
37		930 767	Total transportation property less recorded depreciation and amortization (line 33 less line 36)	1	645 741
38	22	114	(737) Miscellaneous physical property		22 114
39			(738) Accrued depreciation—Miscellaneous physical property (p. 19)		
40	22	114	Miscellaneous physical property less recorded depreciation (account 737 less 738)		22 114
41	952	881	Total properties less recorded depreciation and amortization (line 37 plus line 40)	1	667 855
			OTHER ASSETS AND DEFERRED CHARGES		
42	(	33 711	(741) Other assets	(	33 711
43			(742) Unamortized discount on long-term debt		
44			(743) Other deferred charges (p. 20)		
45	(	33 711	Total other assets and deferred charges	(	33 711
46	1	252 945	TOTAL ASSETS	1	984 948

NOTE.—See page 5A for explanatory notes, which are an integral part of the Comparative General Balance Sheet.

200L. COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES AND SHAREHOLDERS' EQUITY

For instructions covering this schedule, see the text pertaining to General Balance Sheet Accounts in the Uniform System of Accounts for Railroad Companies. The entries in this balance sheet should be consistent with those in the supporting schedules on the pages indicated. The entries in column (a) should be restated to conform with the account-

ing requirements followed in column (c). The entries in short column (b₁) should reflect total book liability at the close of year. The entries in the short column (b₂) should be deducted from those in column (b₁) in order to obtain corresponding entries for column (c). All contra entries hereunder should be indicated in parenthesis.

Line No.	Balance at beginning of year (a)	Account or item (b)	Balance at close of year (c)
CURRENT LIABILITIES			
47	10 000	(751) Loans and notes payable (p. 20)	
48		(752) Traffic, car-service and other balances—Credit	
49	12 055	(753) Audited accounts and wages payable	13 242
50	10 410	(754) Miscellaneous accounts payable	9 680
51		(755) Interest matured unpaid	
52		(756) Dividends matured unpaid	
53		(757) Unmatured interest accrued	
54		(758) Unmatured dividends declared	
55	87 447	(759) Accrued accounts payable	141 374
56	7 979	(760) Federal income taxes accrued	11 729
57	32 660	(761) Other taxes accrued	40 919
58		(763) Other current liabilities	
59	160 551	Total current liabilities (exclusive of long-term debt due within one year)	216 944
LONG-TERM DEBT DUE WITHIN ONE YEAR			
60		(764) Equipment obligations and other debt (pp. 5B and 8)	
LONG-TERM DEBT DUE AFTER ONE YEAR			
61		(765) Funded debt unmatured (p. 5B)	
62		(766) Equipment obligations (p. 8)	
63		(767) Receivers' and Trustees' securities (p. 5P)	
64		(768) Debt in default (p. 20)	
65	247 899	(769) Amounts payable to affiliated companies (p. 8)	861 326
66	247 899	Total long-term debt due after one year	861 326
RESERVES			
67		(771) Pension and welfare reserves	
68		(772) Insurance reserves	
69		(774) Casualty and other reserves	
70		Total reserves	
OTHER LIABILITIES AND DEFERRED CREDITS			
71		(781) Interest in default	
72		(782) Other liabilities	
73		(783) Unamortized premium on long-term debt	
74	6 184	(784) Other deferred credits (p. 20)	18 181
75		(785) Accrued depreciation—Leased property (p. 17)	
76	6 184	Total other liabilities and deferred credits	18 181
SHAREHOLDERS' EQUITY			
<i>Capital stock (Par or stated value)</i>			
77	650 000	(791) Capital stock issued:	
78		Common stock (p. 5B)	650 000
79	650 000	Preferred stock (p. 5B)	650 000
80		Total capital stock issued	650 000
81		(792) Stock liability for conversion	
82		(793) Discount on capital stock	
		Total capital stock	650 000
<i>Capital Surplus</i>			
83		(794) Premiums and assessments on capital stock (p. 19)	
84		(795) Paid-in surplus (p. 19)	
85		(796) Other capital surplus (p. 19)	
86		Total capital surplus	
<i>Retained Income</i>			
87	105 896	(797) Retained income—Appropriated (p. 19)	105 896
88	82 415	(798) Retained income—Unappropriated (p. 22)	132 601
89	188 311	Total retained income	238 497
90	838 311	Total shareholders' equity	888 497
91	1 252 945	Total liabilities and shareholders' equity	1 984 948

NOTE.—See page 5A for explanatory notes, which are an integral part of the Comparative General Balance Sheet.

COMPARATIVE GENERAL BALANCE SHEET—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 explanatory statements explaining (1) the procedure in accounting for pension funds including payments to trustees and recording in the accounts pension costs, indicating whether or not consistent with the prior year, and state the amount, as nearly as practicable, of unfunded past service costs; (2) service interruption insurance policies and indicate 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; (3) particulars concerning obligations for stock purchase options granted to officers and employees; and (4) what entries have been made for net income or retained income restricted under provisions of mortgages and other arrangements.

1. Show hereunder the estimated accumulated tax reductions realized during current and prior years under section 168 (formerly section 124-A) and under section 167 of the Internal Revenue Code because of accelerated amortization of emergency facilities and accelerated depreciation of other facilities and also depreciation deductions resulting from the use of the new guideline lives, since December 31, 1961, pursuant to Revenue Procedure 62-21 in excess of recorded depreciation. The amount to be shown in each case is the net accumulated reductions in taxes realized less subsequent increases in taxes due to expired or lower allowances for amortization or depreciation as a consequence of accelerated allowances in earlier years. Also, show the estimated accumulated net income tax reduction realized since December 31, 1961, because of the investment tax credit authorized in the Revenue Act of 1962. In the event provision has been made in the accounts through appropriations of surplus or otherwise for the contingency of increase in future tax payments, the amounts thereof and the accounting performed should be shown.

(a) Estimated accumulated net reduction in Federal income taxes since December 31, 1949, because of accelerated amortization of emergency facilities in excess of recorded depreciation under section 168 (formerly section 124-A) of the Internal Revenue Code \$ NONE

(b) Estimated accumulated savings in Federal income taxes resulting from computing book depreciation under Commission rules and computing tax depreciation using the items listed below \$ NONE

—Accelerated depreciation since December 31, 1953, under section 167 of the Internal Revenue Code.

—Guideline lives since December 31, 1961, pursuant to Revenue Procedure 62-21.

—Guideline lives under Class Life System (Asset Depreciation Range) since December 31, 1970, as provided in the Revenue Act of 1971.

(c) (i) Estimated accumulated net income tax reduction utilized since December 31, 1961, because of the investment tax credit authorized in the Revenue Act of 1962, as amended \$ NONE

(ii) If carrier elected, as provided in the Revenue Act of 1971, to account for the investment tax credit under the deferral method, indicate the total deferred investment tax credit in account 784, Other deferred credits, at beginning of year \$ NONE

Add investment tax credits applied to reduction of current year's tax liability but deferred for accounting purposes \$ NONE

Deduct deferred portion of prior year's investment tax credit used to reduce current year's tax accrual \$ NONE

Other adjustments (indicate nature such as recapture on early disposition) \$ NONE

Total deferred investment tax credit in account 784 at close of year \$ NONE

(d) Estimated accumulated net reduction in Federal income taxes because of accelerated amortization of certain rolling stock since December 31, 1969, under provisions of Section 184 of the Internal Revenue Code \$ NONE

(e) Estimated accumulated net reduction in Federal income taxes because of amortization of certain rights-of-way investment since December 31, 1969, under the provisions of Section 185 of the Internal Revenue Code \$ NONE

2. Amount of accrued contingent interest on funded debt recorded in the balance sheet:

Description of obligation	Year accrued	Account No.	Amount
			\$
			\$ <u>NONE</u>

3. As a result of dispute concerning the recent increase in per diem rates for use of freight cars interchanged, settlement of disputed amounts has been deferred awaiting final disposition of the matter. The amounts in dispute for which settlement has been deferred are as follows:

Item	Amount in dispute	As recorded on books		Amount not recorded
		Account Nos.		
		Debit	Credit	
Per diem receivable	\$			\$
Per diem payable				
Net amount	\$	XXXXXX	XXXXXX	\$ <u>NONE</u>

4. 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

5. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made \$ NONE

670. FUNDED DEBT UNMATURED

Give particulars of the various issues of securities in accounts Nos. 764, "Equipment obligations and other debt due within one year" (excluding equipment obligations), and 765, "Funded debt unmatured," at close of the year. Funded debt, as here used, comprises all obligations maturing later than one year after date of issue in accordance with the instructions in the Uniform System of Accounts for Railroad Companies. Show

each issue separately, and make all necessary explanations in footnotes. For the purposes of this report, securities are considered to be *actually issued* when sold to a bona fide purchaser for a valuable consideration, and such purchaser holds free from control by the respondent. All securities actually issued and not reacquired by or for the respondent are considered to be *actually outstanding*. It should be noted that section 20a of

the Interstate Commerce Act makes it unlawful for a carrier to issue or assume any securities, unless and until, and then only to the extent that, the Commission by order authorizes such issue or assumption. Entries in columns (k) and (l) should include interest accrued on funded debt reacquired, matured during the year even though no portion of the issue is outstanding at the close of the year.

Line No.	Name and character of obligation (a)	Nominal date of issue (b)	Date of maturity (c)	INTEREST PROVISIONS		Total amount nominally and actually issued (f)	Nominally issued and held by or for respondent (Identify pledged securities by symbol "P") (g)	Total amount actually issued (h)	Reacquired and held by or for respondent (Identify pledged securities by symbol "P") (i)	Actually outstanding at close of year (j)	INTEREST DURING YEAR	
				Rate percent per annum (d)	Dates due (e)						Accrued (k)	Actually paid (l)
1	NONE					\$		\$		\$		\$
2												
3												
4												
					TOTAL							

5 Funded debt canceled: Nominally issued, \$ _____ Actually issued, \$ _____
6 Purpose for which issue was authorized† _____

690. CAPITAL STOCK

Give the particulars called for concerning the several classes and issues of capital stocks of the respondent outstanding at the close of the year, and make all necessary explanations in footnotes. For definition of securities *actually issued* and *actually outstanding* see instructions for schedule 670. It should be noted that section 20a of the Interstate Commerce Act makes it unlawful for a carrier to issue or assume any securities, unless and until, and then only to the extent that, the Commission by order authorizes such issue or assumption.

Line No.	Class of stock	Date issue was authorized †	Par value per share	Authorized †	Authenticated	PAR VALUE OF PAR VALUE OR SHARES OF NONPAR STOCK						ACTUALLY OUTSTANDING AT CLOSE OF YEAR						
						Nominally issued and held by or for respondent (Identify pledged securities by symbol "P") (f)			Total amount actually issued (g)			Reacquired and held by or for respondent (Identify pledged securities by symbol "P") (h)			Par value of par-value stock (i)		SHARES WITHOUT PAR VALUE	
																	Number (j)	Book value (k)
	(a)	(b)	(c)	(d)		(e)												
11	Common stock	3/24/04	\$ 100	\$ 50 000	\$ 50 000	\$		\$ 50 000	\$		\$ 50 000	\$	50 000					
	" "	2/18/16	100	750 000	750 000			750 000			750 000		750 000					
12	" "	6/26/17	100	200 000	200 000			200 000			200 000		200 000					
13	" "	9/19/19	100	500 000	300 000			300 000			300 000		300 000					
14	" "	3/20/68	100	(650 000)	(650 000)			(650 000)			(650 000)		(650 000)					

15 Par value of par value or book value of nonpar stock canceled: Nominally issued, \$ 650,000 Actually issued, \$ 650,000
16 Amount of receipts outstanding at the close of the year for installments received on subscriptions for stocks NONE
17 Purpose for which issue was authorized† For increasing road and equipment facilities
18 The total number of stockholders at the close of the year was one (1)

695. RECEIVERS' AND TRUSTEES' SECURITIES

Give particulars of evidences of indebtedness issued and payment of equipment obligations assumed by receivers and trustees under orders of a court as provided for in account No. 767, "Receivers' and trustees' securities." For definition of securities actually issued, and actually outstanding, see instructions for schedule 670.

Line No.	Name and character of obligation (a)	Nominal date of issue (b)	Date of maturity (c)	INTEREST PROVISIONS		Total par value authorized† (f)	TOTAL PAR VALUE HELD BY OR FOR RESPONDENT AT CLOSE OF YEAR		Total par value actually outstanding at close of year (i)	INTEREST DURING YEAR	
				Rate percent per annum (d)	Dates due (e)		Nominally issued (g)	Nominally outstanding (h)		Accrued (j)	Actually paid (k)
21	NONE					\$		\$		\$	
22											
23											
24											
25											
26											
					TOTAL						

† By the State Board of Railroad Commissioners, or other public authority, if any, having control over the issue of securities; if no public authority has such control, state the purpose and amounts as authorized by the board of directors and approved by stockholders.

* Explanation of Schedule 701. Road and Equipment Property-column (d):

The following journal entry was posted as of December 31, 1973 to comply with I.C.C. Order dated April 17, 1963 and Accounting Series Circular No. 133 Supplement No. 10 dated June 15, 1964; "Procedure for Clearing Account No. 80, Other Elements of Investment."

731 Road & Equipment Property		
IV Other Property Accounts		
A/C 80 Other Elements of Investment	\$63,058.91	
731 Road & Equipment Property		\$63,058.91
I Road		
A/C 1 Engineering	\$ 2,490.50	
3 Grading	4,357.30	
8 Ties	8,053.65	
9 Rails	18,347.85	
10 Other Track Material	19,152.40	
11 Ballast	2,703.80	
12 Track Laying & Surfacing	7,953.41	
	<u>\$63,058.91</u>	

(Detail of computation attached)

DELRAY CONNECTING RAILROAD COMPANY

73i. ROAD AND EQUIPMENT PROPERTY

FORM D.C. 141

PRELIMINARY

ACCOUNT (a)	Balance at beginning of year (b)	Gross charges during year (c)	Credits for property retired during year (d)	Balance at close of year (e)
	DEC. 31, 1972			DEC. 31, 1973
I. ROAD				
(1) Engineering	24798.45			24798.45
(2) Land for transportation purposes	162828.88	400250.00		563078.88
(2½) Other right-of-way expenditures				
(3) Grading	73646.33			73646.33
(5) Tunnels and subways				
(6) Bridges, trestles, and culverts	357107.77			357107.77
(7) Elevated structures				
(8) Ties	46070.41	9837.50		55907.91
(9) Rails	95436.96	31932.50		127369.46
(10) Other track material	87727.34	45227.50		132954.84
(11) Ballast	18769.56			18769.56
(12) Track laying and surfacing	55211.46			55211.46
(13) Fences, snowsheds, and signs	4671.88	16893.00		21564.88
(15) TOFC Terminals				
(16) Station and office buildings	69695.83			69695.83
(17) Roadway buildings	639.88			639.88
(18) Water stations	32239.61			32239.61
(19) Fuel stations	5926.87			5926.87
(20) Shops and enginehouses	146972.54			146972.54
(21) Grain elevators				
(22) Storage warehouses		132780.00		132780.00
(23) Wharves and docks				
(24) Coal and ore wharves				
(26) Communication systems				
(27) Signals and interlockers	89637.67			89637.67
(29) Power plants				
(31) Power-transmission systems	4449.69			4449.69
(35) Miscellaneous structures	3929.16			3929.16
(37) Roadway machines	8761.18			8761.18
(38) Roadway small tools				
(39) Public improvements—Construction	258.28			258.28
(43) Other expenditures—Road				
(44) Shop machinery	33514.53			33514.53
(45) Power-plant machinery				
TOTAL EXPENDITURES FOR ROAD	1312294.30	636920.50		1949214.80
II. EQUIPMENT				
(52) Locomotives	325444.42		4500.00	320944.42
(53) Freight-train cars	336607.36	242608.53	131161.39	448054.50
(54) Passenger-train cars				
(55) Highway Revenue Equipment				
(56) Floating equipment				
(57) Work equipment	46272.52			46272.52
(58) Miscellaneous equipment	7272.20	2495.00		11767.20
TOTAL EXPENDITURES FOR EQUIPMENT	717596.50	245106.53	135661.39	827041.64
III. GENERAL EXPENDITURES				
(71) Organization expenses				
(76) Interest during construction				
(77) Other expenditures—General				
TOTAL GENERAL EXPENDITURES				
TOTAL	2029890.80	882296.61	135661.39	2776256.44
(80) Other elements of investment	63058.91			63058.91
(90) Construction work in progress		1000.00		1000.00
737-NISC. PHYSICAL PROPERTY	22114.25			22114.25
GRAND TOTAL	1988926.14	883296.61	135661.39	2736316.78

COMPANY
PROPERTY

[illegible]

DELRAY CONNECTING RAILROAD COMPANY

FILE NO. 260

AUDITED MONTH OF December 1973

731 Road & Equipment Property
IV Other Property Accounts
A/C 80 Other Elements of Investment

63 058 91

731 Road & Equipment Property
I Road

A/C 1 Engineering

3 Grading

8 Ties

9 Rails

10 Other Track Material

11 Ballast

12 Track Laying & Surfacing

2 490 50
4 357 30
8 053 65
18 347 85
19 152 40
2 703 80
7 953 41

63 058 91

63 058 91

To comply with I.C.C. Order dated April 17, 1963 and Accounting Series Circular No. 133, Supplement No. 10, dated June 15, 1964; "Procedure for clearing account no. 80, Other Elements of Investment." To transfer the credit balance of \$63,058.91 from Account No. 80 "Other Elements of Investment" to the non-depreciable Primary Accounts (except land). The amounts will be classified in a separate subaccount under each primary account and will be appropriately cleared as property is retired. The credit balance of \$63,058.91 was equitably distributed to the primary accounts as follows:

Percentage Factor:

- (a) Total Non-Depreciable Property (except land)
- (b) Credit Balance in A/C 80
- (c) Percentage Factor (b divided by a)

437 749 86
63 058 91
14.4032%

(Detail of computation attached)

APPROVED

CONTROLLER

701. ROAD AND EQUIPMENT PROPERTY

1. Give particulars of changes during the year in accounts 731, "Road and equipment property," and 732, "Improvements on leased property," classified in accordance with the Uniform System of Accounts for Railroad Companies.

2. Gross charges during the year should include disbursements made for the specific purpose of purchasing, constructing, and equipping new lines, extensions of old lines, and for additions and betterments. Both the debit and credit involved in each transfer, adjustment, or clearance, between road and equipment accounts, should be included in columns (c) or (d), as may be appropriate, depending on the nature of the item. Adjustments in excess of \$100,000 should be explained. All changes made during the year should be analyzed by primary accounts.

3. Report on line 35 amounts not includable in the primary road accounts. The items reported should be briefly identified and explained in a footnote on page 6. 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.

Line No.	Account (a)	Balance at beginning of year (b)	Gross charges during year (c)	Credits for property retired during year (d)	Balance at close of year (e)
1	(1) Engineering.....	24 799		2 491	22 308
2	(2) Land for transportation purposes.....	162 829	400 250		563 079
3	(3) Other right-of-way expenditures.....				
4	(3) Grading.....	73 646		4 357	69 289
5	(5) Tunnels and subways.....				
6	(6) Bridges, trestles, and culverts.....	357 108			357 108
7	(7) Elevated structures.....				
8	(8) Ties.....	46 070	9 838	8 054	47 854
9	(9) Rails.....	95 437	31 933	18 348	109 022
10	(10) Other track material.....	87 727	45 227	19 152	113 802
11	(11) Ballast.....	18 770		2 704	16 066
12	(12) Track laying and surfacing.....	55 211		7 953	47 258
13	(13) Fences, snowsheds, and signs.....	4 672	16 893		21 565
14	(16) Station and office buildings.....	69 695			69 695
15	(17) Roadway buildings.....	640			640
16	(18) Water stations.....	22 240			22 240
17	(19) Fuel stations.....	5 927			5 927
18	(20) Shops and enginehouses.....	146 973			146 973
19	(21) Grain elevators.....				
20	(22) Storage warehouses.....		132 780		132 780
21	(23) Wharves and docks.....				
22	(24) Coal and ore wharves.....				
23	(25) TOFC/COFC terminals.....				
24	(26) Communication systems.....				
25	(27) Signals and interlockers.....	89 638			89 638
26	(29) Power plants.....				
27	(31) Power-transmission systems.....	4 450			4 450
28	(35) Miscellaneous structures.....	3 929			3 929
29	(37) Roadway machines.....	8 761			8 761
30	(38) Roadway small tools.....				
31	(39) Public improvements—Construction.....	258			258
32	(43) Other expenditures—Road.....				
33	(44) Shop machinery.....	33 514			33 514
34	(45) Power-plant machinery.....				
35	Other (specify and explain).....				
36	TOTAL EXPENDITURES FOR ROAD.....	1 312 294	636 921	* 63 059	1 886 156
37	(52) Locomotives.....	325 445		4 500	320 945
38	(53) Freight-train cars.....	336 607	242 608	131 161	448 054
39	(54) Passenger-train cars.....				
40	(55) Highway revenue equipment.....				
41	(56) Floating equipment.....				
42	(57) Work equipment.....	46 272			46 272
43	(58) Miscellaneous equipment.....	9 273	2 498		11 771
44	TOTAL EXPENDITURES FOR EQUIPMENT.....	717 597	245 106	135 661	827 042
45	(71) Organization expenses.....				
46	(76) Interest during construction.....				
47	(77) Other expenditures—General.....				
48	TOTAL GENERAL EXPENDITURES.....				
49	TOTAL.....	2 029 891			
50	(80) Other elements of investment.....	(63 059)		(63 059)	--
51	(90) Construction work in progress.....		1 000		1 000
52	GRAND TOTAL.....	1 966 832	883 027	135 661	2 714 198

801. PROPRIETARY COMPANIES

Give particulars called for regarding each inactive proprietary corporation of the respondent (i. e., one *all* of whose outstanding stocks or obligations are held by or for the respondent 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 rests 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.

Line No.	Name of proprietary company	MILEAGE OWNED BY PROPRIETARY COMPANY					Investment in transportation property (accounts Nos. 731 and 732)	Capital stock (account No. 791)	Unmatured funded debt (account No. 765)	Debt in default (account No. 768)	Amounts payable to affiliated companies (account No. 769)
		Road	Second and additional main tracks	Passing tracks, crossovers, and turnouts	Way switching tracks	Yard switching tracks					
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)
1	NONE						\$		\$		\$
2											
3											
4											
5											
6											

901. AMOUNTS PAYABLE TO AFFILIATED COMPANIES

Give full particulars of the amounts payable by the respondent to affiliated companies, as defined in connection with account No. 769, "Amounts payable to affiliated companies," in the Uniform System of Accounts for Railroad Companies. If

any such debt is evidenced by notes, each note should be separately shown in column (a). Entries in columns (e) and (f) should include interest accruals and interest payments on nonnegotiable debt retired during the year, even though no

portion of the issue remained outstanding at the close of the year. Show, also, in a footnote, particulars of interest charged to cost of property.

Line No.	Name of creditor company (a)	Rate of interest (b)	Balance at beginning of year (c)	Balance at close of year (d)	Interest accrued during year (e)	Interest paid during year (f)
21	Great Lakes Steel	6 %	\$ 247,899	\$ 861,326	\$ 18,484	
22	Division of National Steel Corporation					
23						
24						
25						
26						
	TOTAL		247,899	861,326	18,484	NONE

902. EQUIPMENT COVERED BY EQUIPMENT OBLIGATIONS

Give the particulars called for regarding the equipment obligations included in the balance outstanding in accounts Nos. 76', "Equipment obligations and other debt due within one year," and 766, "Equipment obligations," at the close of the year. In

column (a) show the name by which the equipment obligation is designated and in column (b) show the classes of equipment and the number of units covered by the obligation together with other details of identification. In column (c) show current rate of

interest, in column (d) show the contract price at which the equipment is acquired, and in column (e) the amount of cash paid upon acceptance of the equipment.

Line No.	Designation of equipment obligation (a)	Description of equipment covered (b)	Current rate of interest (c)	Contract price of equipment acquired (d)	Cash paid on acceptance of equipment (e)	Actually outstanding at close of year (f)	Interest accrued during year (g)	Interest paid during year (h)
41	NONE		%	\$	\$	\$	\$	\$
42								
43								
44								
45								
46								
47								
48								
49								
50								

GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 1001 AND 1002

1. Schedules 1001 and 1002 should give particulars of stocks, bonds, other secured obligations, unsecured notes, and investment advances of other corporations held by respondent at the close of the year specifically as investments, including obligations of the United States, of a State or local government, or of an individual, so held, in accounts Nos. 715, "Sinking funds"; 716, "Capital and other reserve funds"; 721, "Investments in affiliated companies"; 722, "Other investments"; and 717, "Insurance and other funds"; investments made, disposed of, or written down during the year; and dividends and interest credited to income. Securities of affiliated companies are reportable in schedule No. 1001. Securities of nonaffiliated companies are reportable in schedule No. 1002, however, investments included in account Nos. 715, 716 and 717 held by trustees in lieu of cash deposits required under the governing instrument are to be excluded from this schedule. If any advances reported are pledged, give particulars in a footnote. For definition of affiliated companies, see the rules governing account No. 721, "Investments in affiliated companies," in the Uniform System of Accounts for Railroad Companies.

2. These investments should be subdivided to show the book value pledged, unpledged, and held in fund accounts. Under "pledged" include the book value of securities recorded in accounts Nos. 721, "Investments in affiliated companies," and 722, "Other investments," which are deposited with some pledgee or other trustee, or held subject to the lien of a chattel mortgage, or subject to any other restriction or condition which makes them unavailable for general corporate purposes. "Unpledged" should include all securities held by or for the respondent free from any lien or restriction, recorded in the accounts mentioned above. Under "In sinking, insurance, and other funds" include the book value of securities recorded in accounts Nos. 715, "Sinking funds"; 716, "Capital and other reserve funds"; and 717, "Insurance and other funds."

3. 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:

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

5. By carriers, as the term is here used, 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, stockyards, express service and facilities, electric railway 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 purposes 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. In case any adjustments in book values thereof have been made during the year, a detailed statement thereof should be given on page 33 of this form.

9. Classify the securities according to the classification given above, showing the subclass by means of letters and figures in columns (a) and (b). Indicate by means of an arbitrary mark in column (c) 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.

10. Entries in column (c) should show date of maturity of bonds and other evidences of indebtedness. Obligations of the same designation which mature serially may be reported as "Serially 19..... to 19....."

11. If the cost of any investment made during the year differs from the book value reported, explain the matter in a footnote. By "cost" is meant the consideration given minus accrued interest or dividends included therein.

12. These schedules should not include any securities issued or assumed by respondent.

1001. INVESTMENTS IN AFFILIATED COMPANIES (See page 9 for Instructions)

Line No.	Account No.	Class No.	Name of issuing company and description of security held, also lien reference, if any	Extent of control	INVESTMENTS AT CLOSE OF YEAR	
					BOOK VALUE OF AMOUNT HELD AT CLOSE OF YEAR	
					Pledged	Unpledged
	(a)	(b)	(c)	(d)	(e)	(f)
1			NONE	%		
2						
3						
4						
5						
6						
7						
8						
9						
10						

1002. OTHER INVESTMENTS (See page 9 for Instructions)

Line No.	Account No.	Class No.	Name of issuing company or government and description of security held, also lien reference, if any	INVESTMENTS AT CLOSE OF YEAR	
				BOOK VALUE OF AMOUNT HELD AT CLOSE OF YEAR	
				Pledged	Unpledged
	(a)	(b)	(c)	(d)	(e)
21			NONE		
22					
23					
24					
25					
26					
27					
28					
29					
30					
31					

1001. INVESTMENTS IN AFFILIATED COMPANIES—Concluded

INVESTMENTS AT CLOSE OF YEAR		Book value of investments made during year (i)	INVESTMENTS DISPOSED OF OR WRITTEN DOWN DURING YEAR		DIVIDENDS OR INTEREST DURING YEAR		Line No.
BOOK VALUE OF AMOUNT HELD AT CLOSE OF YEAR			Book value* (j)	Selling price (k)	Rate (l) %	Amount credited to income (m)	
In sinking, insurance, and other funds (g)	Total book value (h)						
\$ NONE	\$	\$	\$	\$	%	\$	1
							2
							3
							4
							5
							6
							7
							8
							9
							10

1002. OTHER INVESTMENTS—Concluded

INVESTMENTS AT CLOSE OF YEAR		Book value of investments made during year (h)	INVESTMENTS DISPOSED OF OR WRITTEN DOWN DURING YEAR		DIVIDENDS OR INTEREST DURING YEAR		Line No.
BOOKVALUE OF AMOUNT HELD AT CLOSE OF YEAR			Book value* (i)	Selling price (j)	Rate (k) %	Amount credited to income (l)	
In sinking, insurance, and other funds (f)	Total book value (g)						
\$ NONE	\$	\$	\$	\$			21
							22
							23
							24
							25
							26
							27
							28
							29
							30
							31

*Identify all entries in this column which represent a reduction in the book value of securities by symbol and give full explanation in a footnote in each case.

1201. SECURITIES, ADVANCES, AND OTHER INTANGIBLES OWNED OR CONTROLLED THROUGH NONREPORTING CARRIER AND NONCARRIER SUBSIDIARIES

1. Give particulars of investments represented by securities and advances (including securities issued or assumed by respondent), and of other intangible property, indirectly owned or controlled by respondent through any subsidiary which does not report to the Commission under the provisions of Part 1 of the Interstate Commerce Act, without regard to any question of whether the company issuing the securities, or the obligor, is controlled by the subsidiary.

2. This schedule should include all securities, open account advances, and other intangible property owned or controlled by nonreporting companies shown in schedule 1001, as well as those owned or controlled by any other organization or individual whose action respondent is enabled to determine.

3. Investments in U. S. Treasury obligations may be combined in a single item.

Line No.	Class No.	Name of issuing company and security or other intangible thing in which investment is made (list on same line in second section and in same order as in first section)	Total book value of investments at close of the year	Book value of investments made during the year	INVESTMENTS DISPOSED OF OR WRITTEN DOWN DURING YEAR			
					Book value		Selling price	
	(a)	(b)	(c)	(d)	(e)		(f)	
1		NONE	\$	\$	\$		\$	
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								

Line No.	Names of subsidiaries in connection with things owned or controlled through them
	(g)
1	NONE
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	

1302. DEPRECIATION BASE AND RATES—ROAD AND EQUIPMENT OWNED AND USED AND LEASED FROM OTHERS

1. Show in columns (b) and (e), for each primary account, the depreciation base used in computing the depreciation charges for the month of January and in columns (c) and (f) show the depreciation base used in computing the depreciation charges for the month of December; in columns (d) and (g) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 39 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. 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 accounts Nos. 536 to 540, inclusive. 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. 503 to 507, 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 com-

posite 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 No. 542. Report data applicable to improvements to such property, the cost of which is included in account 732, in columns (b), (c) and (d).

4. If the depreciation base for accounts 1, 2½, 3, 5, and 39 includes non-depreciable 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.

Line No.	Account (a)	OWNED AND USED			LEASED FROM OTHERS		
		DEPRECIATION BASE		Annual composite rate (percent) (d)	DEPRECIATION BASE		Annual composite rate (percent) (g)
		At beginning of year (b)	At close of year (e)		At beginning of year (f)	At close of year (f)	
		\$	\$	%	\$	\$	%
1	ROAD						
2	(1) Engineering	24 799	22 308	1 15			
3	(2½) Other right-of-way expenditures						
4	(3) Grading	73 646	69 289	0 04			
5	(5) Tunnels and subways						
6	(6) Bridges, trestles, and culverts	357 108	357 108	1 61			
7	(7) Elevated structures						
8	(13) Fences, snowsheds, and signs	4 019	21 565	3 33			
9	(16) Station and office buildings	69 695	69 696	2 23			
10	(17) Roadway buildings	640	640	3 08			
11	(18) Water stations	22 240	22 240	1 99			
12	(19) Fuel stations	5 927	5 927	2 01			
13	(20) Shops and enginehouses	146 973	146 973	1 69			
14	(21) Grain elevators		132 780	2 60			
15	(22) Storage warehouses						
16	(23) Wharves and docks						
17	(24) Coal and ore wharves						
18	(25) TOFC/COFC terminals						
19	(26) Communication systems						
20	(27) Signals and interlockers	89 638	89 638	3 04			
21	(29) Power plants						
22	(31) Power-transmission systems	4 450	4 450	2 21			
23	(35) Miscellaneous structures	3 929	3 929	2 71			
24	(37) Roadway machines	8 761	8 761	4 22			
25	(39) Public improvements—Construction	258	258	4 00			
26	(44) Shop machinery	33 514	33 514	3 23			
27	(45) Power-plant machinery						
28	All other road accounts						
29	Amortization (other than defense projects)						
30	Total road	845 597	989 076	1 28			
31	EQUIPMENT						
32	(52) Locomotives	325 445	320 944	3 86			
33	(53) Freight-train cars	336 607	448 055	3 11			
34	(54) Passenger-train cars						
35	(55) Highway revenue equipment						
36	(56) Floating equipment						
37	(57) Work equipment	46 272	46 272	4 80			
38	(58) Miscellaneous equipment	9 273	11 770	15 74			
39	Total equipment	717 597	827 041	1 87			
40	GRAND TOTAL	1 563 194	1 816 117	xx xx	NONE	NONE	xx xx

Note: Accounts 1 and 3 include non-depreciable property.

1303. 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 account No. 509.

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 includable 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 29 and 38 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, 2½, 3, 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.

Line No.	Account (a)	DEPRECIATION BASE				Annual composite rate (percent) (d)	
		Beginning of year (b)		Close of year (c)		(d)	
		\$		\$			%
1	ROAD						
2	(1) Engineering.....						
3	(2½) Other right-of-way expenditures.....						
4	(3) Grading.....						
5	(5) Tunnels and subways.....						
6	(6) Bridges, trestles, and culverts.....						
7	(7) Elevated structures.....						
8	(13) Fences, snowsheds, and signs.....						
9	(16) Station and office buildings.....						
10	(17) Roadway buildings.....						
11	(18) Water stations.....						
12	(19) Fuel stations.....						
13	(20) Shops and enginehouses.....						
14	(21) Grain elevators.....						
15	(22) Storage warehouses.....						
16	(23) Wharves and docks.....						
17	(24) Coal and ore wharves.....						
18	(25) TOFC, COFC terminals.....						
19	(26) Communication systems.....						
20	(27) Signals and interlockers.....						
21	(29) Power plants.....						
22	(31) Power-transmission systems.....						
23	(35) Miscellaneous structures.....						
24	(37) Roadway machines.....						
25	(39) Public improvements—Construction.....						
26	(44) Shop machinery.....						
27	(45) Power-plant machinery.....						
28	All other road accounts.....						
29	Total road.....						
30	EQUIPMENT						
31	(52) Locomotives.....						
32	(53) Freight-train cars.....						
33	(54) Passenger-train cars.....						
34	(55) Highway revenue equipment.....						
35	(56) Floating equipment.....						
36	(57) Work equipment.....						
37	(58) Miscellaneous equipment.....						
38	Total equipment.....						
39	GRAND TOTAL.....			NOTE		XX	XX

1501. DEPRECIATION RESERVE—ROAD AND EQUIPMENT OWNED AND USED

1. Give the particulars called for hereunder with respect to credits and debits to account No. 735, "Accrued depreciation—Road and Equipment," during the year relating to road and equipment owned and used. This schedule should not include any entries for depreciation of equipment, used but not owned, when the rents therefor are included in the rent for equipment accounts Nos. 536 to 540, inclusive. It should include entries for depreciation of equipment owned but not used when the rents therefrom are included in the rent for equipment accounts Nos. 503 to 507, inclusive. (See schedule 1502 for the reserve relating to road and equipment owned but not used by the respondent.) If any

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

2. 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.

3. All credits or debits to the reserve representing amortization other than for defense projects, if a general amortization program has been authorized, should be entered on line 29.

Line No.	Account	Balance at beginning of year			CREDITS TO RESERVE DURING THE YEAR						DEBITS TO RESERVE DURING THE YEAR						Balance at close of year					
					Charges to operating expenses			Other credits			Retirements			Other debits								
		(a)			(b)			(c)			(d)			(e)			(f)			(g)		
		\$			\$			\$			\$			\$			\$			\$		
1	ROAD																					
2	(1) Engineering		9	007			285													9	292	
3	(2½) Other right-of-way expenditures																					
4	(3) Grading			865			30														895	
5	(5) Tunnels and subways																					
6	(6) Bridges, trestles, and culverts		281	447			2 013													283	460	
7	(7) Elevated structures																					
8	(13) Fences, snowsheds, and signs		4	672			174													4	846	
9	(16) Station and office buildings		75	045			1 554													76	599	
10	(17) Roadway buildings			644			--														644	
11	(18) Water stations		29	243			--													29	243	
12	(19) Fuel stations		5	050			119													5	169	
13	(20) Shops and enginehouses		155	276			2 484													157	760	
14	(21) Grain elevators																					
15	(22) Storage warehouses						1 726													1	726	
16	(23) Wharves and docks																					
17	(24) Coal and ore wharves																					
18	(25) TOFC/COFC terminals																					
19	(26) Communication systems																					
20	(27) Signals and interlockers		61	471			2 725													64	196	
21	(29) Power plants																					
22	(31) Power-transmission systems		3	616			99													3	715	
23	(35) Miscellaneous structures		4	107			--													4	107	
24	(37) Roadway machines		11	244			370													11	614	
25	(39) Public improvements—Construction			289			10														299	
26	(44) Shop machinery*		30	370			1 082													31	452	
27	(45) Power-plant machinery*			958			--														958	
28	All other road accounts																					
29	Amortization (other than defense projects)																					
30	Total road		573	304			12 671													685	975	
31	EQUIPMENT																					
32	(52) Locomotives		320	973			145					(3 500)								324	618	
33	(53) Freight-train cars		20	431			11 622					(775)								32	828	
34	(54) Passenger-train cars																					
35	(55) Highway revenue equipment																					
36	(56) Floating equipment																					
37	(57) Work equipment		16	604			2 221													18	825	
38	(58) Miscellaneous equipment		4	100			1 459													5	559	
39	Total equipment		362	108			15 447					4 275								381	830	
40	GRAND TOTAL		1 035	412			28 118					4 275								1 067	805	

*Chargeable to account 2223.

1502. DEPRECIATION RESERVE—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 account No. 509.

2. Give the particulars called for hereunder with respect to credits and debits to account No. 735, "Accrued depreciation—Road and Equipment," during the year relating to road and equipment leased to others,

the depreciation charges for which are not includable in operating expenses of the respondent. (See schedule 1501 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 red or designated "Dr."

Line No.	Account	Balance at beginning of year	CREDITS TO RESERVE DURING THE YEAR						DEBITS TO RESERVE DURING THE YEAR						Balance at close of year
			Charges to others			Other credits			Retirements			Other debits			
			(a)	(b)	(c)	(d)	(e)	(f)	(g)						
1	ROAD														
2	(1) Engineering														
3	(2½) Other right-of-way expenditures														
4	(3) Grading														
5	(5) Tunnels and subways														
6	(6) Bridges, trestles, and culverts														
7	(7) Elevated structures														
8	(13) Fences, snowsheds, and signs														
9	(16) Station and office buildings														
10	(17) Roadway buildings														
11	(18) Water stations														
12	(19) Fuel stations														
13	(20) Shops and enginehouses														
14	(21) Grain elevators														
15	(22) Storage warehouses														
16	(23) Wharves and docks														
17	(24) Coal and ore wharves														
18	(25) TOFC/COFC terminals														
19	(26) Communication systems														
20	(27) Signals and interlockers														
21	(29) Power plants														
22	(31) Power-transmission systems														
23	(35) Miscellaneous structures														
24	(37) Roadway machines														
25	(39) Public Improvements—Construction														
26	(44) Shop machinery														
27	(45) Power-plant machinery														
28	All other road accounts														
29	Total road														
30	EQUIPMENT														
31	(52) Locomotives														
32	(53) Freight-train cars														
33	(54) Passenger-train cars														
34	(55) Highway revenue equipment														
35	(56) Floating equipment														
36	(57) Work equipment														
37	(58) Miscellaneous equipment														
38	Total equipment														
39	GRAND TOTAL				NONE					NONE			NONE		

1503. DEPRECIATION RESERVE—ROAD AND EQUIPMENT LEASED FROM OTHERS

1. Give full particulars called for hereunder with respect to credits and debits to account No. 785, "Accrued depreciation—Leased property," during the year relating to road and equipment leased from others, the depreciation charges for which are includable in operating expenses of the respondent.

2. Show in column (c) amounts which were charged to operating expenses, and in column (f) show payments made to the lessor in settlement thereof. A full explanation should be given of all entries in columns (d) and (f).

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. If settlement for depreciation is made currently between lessee and lessor and no debits or credits to account No. 785 are made by the accounting company, show in column (c) the charges to operating expenses and in column (f) show payments made to the lessor in settlement thereof.

Line No.	Account	Balance at beginning of year	CREDITS TO RESERVE DURING THE YEAR				DEBITS TO RESERVE DURING THE YEAR				Balance at close of year
			Charges to operating expenses	Other credits	Retirements	Other debits					
	(a)	(b)	(c)	(d)	(e)	(f)	(g)				
1	ROAD										
2	(1) Engineering.....										
3	(2½) Other right-of-way expenditures.....										
4	(3) Grading.....										
5	(5) Tunnels and subways.....										
6	(6) Bridges, trestles, and culverts.....										
7	(7) Elevated structures.....										
8	(13) Fences, snowsheds, and signs.....										
9	(16) Station and office buildings.....										
10	(17) Roadway buildings.....										
11	(18) Water stations.....										
12	(19) Fuel stations.....										
13	(20) Shops and enginehouses.....										
14	(21) Grain elevators.....										
15	(22) Storage warehouses.....										
16	(23) Wharves and docks.....										
17	(24) Coal and ore wharves.....										
18	(25) TOFC/COFC terminals.....										
19	(26) Communication systems.....										
20	(27) Signals and interlocks.....										
21	(29) Power plants.....										
22	(31) Power-transmission systems.....										
23	(35) Miscellaneous structures.....										
24	(37) Roadway machines.....										
25	(39) Public improvements—Construction.....										
26	(44) Shop machinery.....										
27	(45) Power-plant machinery.....										
28	All other road accounts.....										
29	Total road.....										
30	EQUIPMENT										
31	(52) Locomotives.....										
32	(53) Freight-train cars.....										
33	(54) Passenger-train cars.....										
34	(55) Highway revenue equipment.....										
35	(56) Floating equipment.....										
36	(57) Work equipment.....										
37	(58) Miscellaneous equipment.....										
38	TOTAL EQUIPMENT.....										
39	GRAND TOTAL.....		NONE			NONE	NONE				

*Chargeable to account 2233.

2605. AMORTIZATION OF DEFENSE PROJECTS—ROAD AND EQUIPMENT OWNED AND LEASED FROM OTHERS

1. Show in columns (b) to (e) the amount of base of road and equipment property for which amortization reserve is provided in account No. 736, "Amortization of defense projects—Road and Equipment" of the respondent. If the amortization base is other than the ledger value stated in the investment account, a full explanation should be given.

2. Show in columns (f) to (i) the balance at the close of the year and all credits and debits during the year in reserve account No. 736, "Amortization of defense projects—Road and Equipment."

3. The information requested for "Road" by columns (b) through (i) may be shown by projects amounting to \$100,000

or more, or by single entries as "Total road" in line 28. If reported by projects, each project should be briefly described, stating kind, location, and authorization date and number. Projects amounting to less than \$100,000 should be combined in a single entry designated "Minor items, each less than \$100,000."

4. Any amounts included in columns (b) and (f), and in column (h) affecting operating expenses, should be fully explained.

Line No.	Description of property or account (a)	BASE												RESERVE											
		Debits during year (b)			Credits during year (c)			Adjustments (d)			Balance at close of year (e)			Credits during year (f)			Debits during year (g)			Adjustments (h)			Balance at close of year (i)		
		\$	XX	XX	\$	XX	XX	XX	\$	XX	XX	XX	\$	XX	XX	XX	\$	XX	XX	XX	\$	XX	XX	XX	
1	ROAD:	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX		
2																									
3	Minor item one (1) in number,																								
4	less than \$100,000.												653										653		
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
14																									
15																									
16																									
17																									
18																									
19																									
20																									
21																									
22																									
23																									
24																									
25																									
26																									
27																									
28	TOTAL ROAD												653										653		
29	EQUIPMENT:	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX		
30	(52) Locomotives																								
31	(52) Freight-train cars																								
32	(54) Passenger-train cars																								
33	(55) Highway revenue equipment																								
34	(56) Floating equipment																								
35	(57) Work equipment																								
36	(58) Miscellaneous equipment																								
37	Total equipment																								
38	GRAND TOTAL												653										653		

1607. DEPRECIATION RESERVE—MISCELLANEOUS PHYSICAL PROPERTY

Give particulars of the credits and debits during the year to account No. 738, "Accrued depreciation—Miscellaneous physical property," for each item or group of property for which depreciation was accrued; also the balances at the beginning of the year and at the close of the year in the reserve for each such item or group of property.

Show in column (f) the percentage or composite rate used by the respondent for computing the amount of depreciation credited to the account. Each item amounting to \$50,000 or more should be stated; items less than \$50,000 may be combined in a single entry designated "Minor items, each less than \$50,000."

Line No.	Item (Kind of property and location) (a)	Balance at beginning of year (b)	Credits during year (c)	Debits during year (d)	Balance at close of year (e)	Rate (percent) (f)	Base (g)
		\$	\$	\$	\$	%	\$
1	NONE						
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15	TOTAL						

1608. CAPITAL SURPLUS

Give an analysis in the form called for below of capital surplus accounts. In column (b) insert the contra account number to which the amount in column (a) give a brief description of the item added or deducted, and in column (c), (d), or (e) was charged or credited.

Line No.	Item (a)	Contra account number (b)	794. Premiums and assessments on capital stock (c)	795. Paid-in surplus (d)	796. Other capital surplus (e)
31	Balance at beginning of year	x x x	\$	\$	\$
32	Additions during the year (describe):				
33					
34					
35					
36					
37	Total additions during the year	x x x			
38	Deductions during the year (describe):				
39					
40					
41					
42	Total deductions	x x x			
43	Balance at close of year	x x x			

1609. RETAINED INCOME—APPROPRIATED

Give an analysis in the form called for below of account No. 797, "Retained income—Appropriated."

Line No.	Class of appropriation (a)	Credits during year (b)	Debits during year (c)	Balance at close of year (d)
		\$	\$	\$
61	Additions to property through retained income			
62	Funded debt retired through retained income			
63	Sinking fund reserves			
64	Miscellaneous fund reserves			
65	Retained income—Appropriated (not specifically invested)			
66	Other appropriations (specify):			
67				
68				
69				
70				
71				
72				
73				
74	TOTAL	NONE	NONE	NONE

1701. LOANS AND NOTES PAYABLE

Give particulars of the various creditors and the character of the transactions involved in the current liability account No. 751, "Loans and notes payable."

List every item in excess of \$100,000, giving the information indicated in the column headings.

For creditors whose balances were severally less than \$100,000, a single

entry may be made under a caption "Minor accounts, each less than \$100,000."

Entries in columns (g) and (h) should include interest accruals and interest payments on loans and notes payable retired during the year, even though no portion of the issue remained outstanding at the close of the year.

Line No.	Name of creditor (a)	Character of liability or of transaction (b)	Date of issue (c)	Date of maturity (d)	Rate of interest (e)	Balance at close of year (f)	Interest accrued during year (g)	Interest paid during year (h)
1	Minor items, each				%	\$	\$	\$
2	less than \$100,000.						950	950
3								
4								
5								
6								
7								
8								
9								
TOTAL						NONE	950	950

1702. DEBT IN DEFAULT

Give particulars for amounts included in Balance Sheet Account No. 768, "Debt in default," giving particulars for each security outstanding even though the amount be less than \$100,000.

Entries in columns (g) and (h) should include interest accruals and

interest payments on matured funded debt retired during the year, even though no portion of the debt remained outstanding at the close of the year.

Line No.	Name of security (a)	Reason for nonpayment at maturity (b)	Date of issue (c)	Date of maturity (d)	Rate of interest (e)	Total par value actually outstanding at close of year (f)	Interest accrued during year (g)	Interest paid during year (h)
21	NONE				%	\$	\$	\$
22								
23								
24								
25								
26								
TOTAL								

1703. OTHER DEFERRED CHARGES

Give an analysis of the above-entitled account as of the close of the year, showing in detail each item or subaccount amounting to \$100,000 or more. Items less than \$100,000 may be combined into a single entry

designated "Minor items, each less than \$100,000." In case the character of any item is not fully disclosed by the entries in the columns hereunder, make a full explanation in a footnote.

Line No.	Description and character of item or subaccount (a)	Amount at close of year (b)
41	NONE	\$
42		
43		
44		
45		
46		
47		
48		
49		
50		
TOTAL		

1704. OTHER DEFERRED CREDITS

Give an analysis of the above-entitled account as of the close of the year, showing in detail each item or subaccount amounting to \$100,000 or more. Items less than \$100,000 may be combined into a single entry

designated "Minor items, each less than \$100,000." In case the character of any item is not fully disclosed by the entries in the columns hereunder, make a full explanation in a footnote.

Line No.	Description and character of item or subaccount (a)	Amount at close of year (b)
61	Minor items, two (2) in number, each less than \$100,000.	\$
62	Prepaid rentals	6 184
63	Deferred Federal Income Tax	11 997
64		
65		
66		
67		
68		
69		
TOTAL		18 181

1801. INCOME ACCOUNT FOR THE YEAR

1. Give the Income Account of the respondent for the year in accordance with the rules prescribed in the Uniform System of Accounts for Railroad Companies. All contra entries hereunder should be indicated in parentheses.

2. Any unusual accruals involving substantial amounts included in columns (b) and (d) on lines 9 to 63, inclusive, should be fully explained in a footnote.

3. Give the particulars called for on lines 71 to 92, inclusive, with respect to net accruals of taxes on railway property and U.S. Government taxes. Substantial adjustments included in the amounts reported should be explained.

4. On page 21A show an analysis and distribution of Federal income taxes.

Line No.	Item (a)	Amount applicable to the year (b)			Line No.	Item (e)	Amount applicable to the year (d)		
		\$					\$		
1	ORDINARY ITEMS	x x	x x	x x	51	FIXED CHARGES	x x	x x	x x
2	RAILWAY OPERATING INCOME	x x	x x	x x	52	(542) Rent for leased roads and equipment (p. 27)			792
3	(501) Railway operating revenues (p. 23)		935	999	53	(546) Interest on funded debt:	x x	x x	x x
4	(531) Railway operating expenses (p. 24)		796	131	54	(a) Fixed interest not in default			
5	Net revenue from railway operations		139	868	55	(b) Interest in default			
6	(532) Railway tax accruals		156	992	56	(547) Interest on unfunded debt		19	509
7	Railway operating income	(	17	124)	57	(548) Amortization of discount on funded debt			
8	RENT INCOME	x x	x x	x x	58	Total fixed charges		20	301
9	(503) Hire of freight cars and highway revenue freight equipment—Credit balance		5	162	59	Income after fixed charges (lines 50, 56)		50	186
10	(504) Rent from locomotives				60	OTHER DEDUCTIONS	x x	x x	x x
11	(506) Rent from passenger-train cars				61	(546) Interest on funded debt:	x x	x x	x x
12	(506) Rent from floating equipment				62	(c) Contingent interest			
13	(507) Rent from work equipment			96	63	Ordinary income (lines 59, 62)		50	186
14	(508) Joint facility rent income		5	258	64	EXTRAORDINARY AND PRIOR PERIOD ITEMS	x x x	x x	x x
15	Total rent income		33	653	65	(570) Extraordinary items - Net Cr. (Dr.) (p. 21B)			
16	RENTS PAYABLE	x x	x x	x x	66	(580) Prior period items - Net Cr. (Dr.) (p. 21B)			
17	(536) Hire of freight cars and highway revenue freight equipment—Debit balance				67	(590) Federal income taxes on extraordinary and prior period items - Debit (Credit) (p. 21B)			
18	(537) Rent for locomotives				68	Total extraordinary and prior period items - Cr. (Dr.)			
19	(538) Rent for passenger-train cars				69	Net income transferred to Retained Income		50	186
20	(539) Rent for floating equipment					Unappropriated			
21	(540) Rent for work equipment				70	ANALYSIS OF ACCOUNT 532, RAILWAY TAX ACCRUALS	x x	x x	x x
22	(541) Joint facility rents		33	653	71	United States Government taxes:	x x	x x	x x
23	Total rents payable	(	28	395)	72	Income taxes		52	000
24	Net rents (lines 15, 23)		45	519)	73	Old age retirement		56	195
25	Net railway operating income (lines 7, 24)				74	Unemployment insurance		6	030
26	OTHER INCOME	x x	x x	x x	75	All other United States taxes			
27	(502) Revenue from miscellaneous operations (p. 24)		111	201	76	Total—U.S. Government taxes*		114	225
28	(509) Income from lease of road and equipment (p. 27)		2	405	77	Other than U.S. Government taxes:	x x	x x	x x
29	(510) Miscellaneous rent income (p. 25)		6	675	78	Michigan		42	767
30	(511) Income from nonoperating property (p. 26)				79				
31	(512) Separately operated properties—Profit				80				
32	(512) Dividend income				81				
33	(514) Interest income				82				
34	(516) Income from sinking and other reserve funds				83				
35	(517) Release of premiums on funded debt				84				
36	(518) Contributions from other companies (p. 27)				85				
37	(519) Miscellaneous income (p. 25)		120	281	86				
38	Total other income		74	762	87				
39	Total income (lines 25, 38)				88				
40	MISCELLANEOUS DEDUCTIONS FROM INCOME	x x	x x	x x	89				
41	(534) Expenses of miscellaneous operations (p. 24)				90				
42	(535) Taxes on miscellaneous operating property (p. 24)		3	162	91	Total—Other than U.S. Government taxes		42	767
43	(543) Miscellaneous rents (p. 25)				92	Grand Total—Railway tax accruals (account 532)		156	992
44	(544) Miscellaneous tax accruals								
45	(545) Separately operated properties—Loss								
46	(549) Maintenance of investment organization								
47	(550) Income transferred to other companies (p. 27)		1	113					
48	(551) Miscellaneous income charges (p. 25)		4	275					
49	Total miscellaneous deductions		70	487					
50	Income available for fixed charges (lines 39, 49)								

*Enter name of State.

NOTE.—See page 21B for explanatory notes, which are an integral part of the Income Account for the Year.

1801. INCOME ACCOUNT FOR THE YEAR -- Continued

ANALYSIS OF FEDERAL INCOME TAXES

Line No.	Item (a)	Amount (b)
101	Provision for income taxes based on taxable net income recorded in the accounts for the year -----	\$ 52,000
102	Net decrease (or increase) in tax because of computing book depreciation under Commission rules and computing tax depreciation using the items listed below -----	\$ -----
	-Accelerated depreciation under section 167 of the Internal Revenue Code.	
	-Guideline lives pursuant to Revenue Procedure 62-21.	
	-Guideline lives under Class Life System (Asset Depreciation Range) as provided in the Revenue Act of 1971.	
103	Net increase (or decrease) because of accelerated amortization of facilities under section 198 of the Internal Revenue Code for tax purposes and different basis used for book depreciation -----	\$ -----
104	(a) Indicate method elected by carrier, as provided in the Revenue Act of 1971, to account for the investment tax credit.	
	Flow-through ----- Deferral -----	
	(b) If flow-through method was elected, indicate net decrease (or increase) in tax accrual because of investment tax credit -----	\$ -----
	(c) If deferral method was elected, indicate amount of investment tax credit utilized as a reduction of tax liability for current year -----	\$ -----
	Deduct amount of current year's investment tax credit applied to reduction of tax liability but deferred for accounting purposes -----	(-----)
	Balance of current year's investment tax credit used to reduce current year's tax accrual -----	\$ -----
	Add amount of prior years' deferred investment tax credits being amortized and used to reduce current year's tax accrual -----	\$ -----
	Total decrease in current year's tax accrual resulting from use of investment tax credits -----	\$ -----
105	Net decrease (or increase) because of accelerated amortization of certain rolling stock under section 184 of the Internal Revenue Code and basis use for book depreciation -----	\$ -----
106	Net decrease (or increase) because of amortization of certain rights-of-way investment under section 185 of the Internal Revenue Code -----	\$ -----
	Tax consequences, material in amount, of other unusual and significant items excluded from the income recorded in the accounts for the year or where tax consequences are disproportionate to related amounts recorded in income accounts: (Describe)	
107	-----	
108	-----	
109	-----	
110	-----	
111	-----	
112	-----	
113	-----	
114	-----	
115	-----	
116	-----	
117	Net applicable to the current year -----	52,000
118	Adjustments applicable to previous years (net debit or credit), except carry-backs and carry-overs -----	
119	Adjustments for carry-backs -----	
120	Adjustments for carry-overs -----	
121	Total -----	52,000
	Distribution:	
122	Account 532 -----	52,000
123	Account 590 -----	
124	Other (Specify) -----	
125	-----	
126	Total -----	52,000

NOTE: The amount shown on line 72 should equal line 122; the amount shown on line 121 should equal line 126.

INCOME ACCOUNT FOR THE YEAR—EXPLANATORY NOTES

The space below is provided for the purpose of disclosing additional information concerning items of income for the current year. Each carrier shall give the particulars of items herein. Enter in separate notes with suitable explanation, amounts included in income accounts in connection with any unusual and material accrual or changeover in accounting practice; and other matters of the character commonly disclosed in financial statements under generally accepted accounting and reporting principles. Minor items which have no consequential effect on net income for the year need not be reported. If carrier

has nothing to report, insert the word "None." The tax consequences of use of accelerated depreciation and tax guideline service lives, the investment tax credit, as well as other unusual and significant tax items and matters, are to be disclosed in the section below Schedule 1801, "Income account for the year," pertaining to the analysis of Federal income taxes. However, the explanation of items included in accounts 570, "Extraordinary items"; 580, "Prior period items"; and 590 "Federal income taxes on extraordinary and prior period items" are to be disclosed below.

NONE

1901. RETAINED INCOME—UNAPPROPRIATED

1. Show hereunder the items of the Retained Income 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.

Line No.	Item (a)	Amount (b)		Remarks (c)
	CREDITS	\$		
1	(602) Credit balance transferred from Income (p. 21)-----		50 186	
2	(606) Other credits to retained income†-----			Net of Federal income taxes \$-----
3	(622) Appropriations released-----			
4	Total-----		50 186	
	DEBITS			
5	(612) Debit balance transferred from Income (p. 21)-----			
6	(616) Other debits to retained income†-----			Net of Federal income taxes \$-----
7	(620) Appropriations for sinking and other reserve funds-----			
8	(621) Appropriations for other purposes-----			
9	(623) Dividends (p. 23)-----			
10	Total-----			
11	Net increase during year*-----		50 186	
12	Balance at beginning of year (p. 5)*-----		188 311	
13	Balance at end of year (carried to p. 5)*-----		238 497	

* Amount in parentheses indicates debit balance.

† Show principal items in detail.

1902. DIVIDEND APPROPRIATIONS

1. Give particulars of each dividend declared. For par value or nonpar stock, show in column (d) the respective total par value or total number of shares on which dividend was declared and the corresponding rate percent or per share in column (b) or (c). If any such dividend was payable in anything other than cash, explain the matter fully in a footnote. 2. If any obligation of any character has been incurred for the purpose of procuring funds for the payment of any dividend or for the purpose of replenishing the treasury of the respondent after payment of any dividend, give full particulars in a footnote. If any class of stock received a return not reportable in this schedule, state the particulars of the case in a footnote. 3. The sum of the dividends stated in column (e) should equal the amount shown in schedule No. 1901.

Line No.	Name of security on which dividend was declared (a)	Rate percent (par value stock) or rate per share (nonpar stock)		Total par value of stock or total number of shares of nonpar stock on which dividend was declared (d)	Dividends (account 623) (e)	DATES	
		Regular (b)	Extra (c)			Declared (f)	Payable (g)
31	NONE						
32							
33							
34							
35							
36							
37							
38							
39							
40							
41							
42							
43							
				TOTAL			

2001. RAILWAY OPERATING REVENUES

1. State the railway operating revenues of the respondent for the year, classified in accordance with the Uniform System of Accounts for Railroad Companies. The proportion of joint traffic receipts belonging to other carriers should not be included. 2. Any unusual accruals involving substantial amounts included in columns (b) and (d) should be fully explained in a footnote.

Line No.	Class of railway operating revenues (a)	Amount of revenue for the year (b)			Class of railway operating revenues (c)	Amount of revenue for the year (d)		
		\$	x	x		\$	x	x
	TRANSPORTATION—RAIL LINE		x	x	INCIDENTAL		x	x
1	(101) Freight*				(131) Dining and buffet			
2	(102) Passenger*				(132) Hotel and restaurant			
3	(103) Baggage				(133) Station, train, and boat privileges		4	217
4	(104) Sleeping car				(135) Storage—Freight		91	595
5	(105) Parlor and chair car				(137) Demurrage			
6	(106) Mail				(138) Communication			
7	(107) Express				(139) Grain elevator			
8	(108) Other passenger-train				(141) Power		9	711
9	(109) Milk				(142) Rents of buildings and other property		248	235
10	(110) Switching*		582	241	(143) Miscellaneous		353	758
11	(113) Water transfers				Total incidental operating revenue			
12	Total rail-line transportation revenue		582	241	JOINT FACILITY		x	x
13					(151) Joint facility—Cr			
14					(152) Joint facility—Dr			
15					Total joint facility operating revenue		935	999
16					Total railway operating revenues			

*Report hereunder the charges to these accounts representing payments made to others as follows:

17	1. For terminal collection and delivery services when performed in connection with line-haul transportation of freight on the basis of freight tariff rates	\$	NONE
18	2. For 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	\$	NONE
19	3. For substitute highway motor service in lieu of line-haul rail service performed under joint tariffs published by rail carriers (does not include traffic moved on joint rail-motor rates):	\$	NONE
20	(a) Payments for transportation of persons	\$	NONE
	(b) Payments for transportation of freight shipments	\$	NONE

2002. RAILWAY OPERATING EXPENSES

1. State the railway operating expenses of the respondent for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies.

2. Any unusual accruals involving substantial amounts included in columns (b) and (d) should be fully explained in a footnote.

Line No.	Name of railway operating expense account (a)	Amount of operating expenses for the year (b)			Name of railway operating expense account (c)	Amount of operating expenses for the year (d)		
		\$	xx	xx		\$	xx	xx
	MAINTENANCE OF WAY AND STRUCTURES		xx	xx	TRANSPORTATION—RAIL LINE		xx	xx
1	(2201) Superintendence			9 975	(2241) Superintendence and dispatching			9 083
2	(2202) Roadway maintenance			75 044	(2242) Station service			16 983
3	(2203) Maintaining structures			26 127	(2243) Yard employees			193 240
4	(2203½) Retirements—Road				(2244) Yard switching fuel			7 402
5	(2204) Dismantling retired road property				(2245) Miscellaneous yard expenses			28 909
6	(2208) Road property—Depreciation			11 588	(2246) Operating joint yards and terminals—Dr.			
7	(2209) Other maintenance of way expenses			19 849	(2247) Operating joint yards and terminals—Cr.			
8	(2210) Maintaining joint tracks, yards, and other facilities—Dr.				(2248) Train employees			
9	(2211) Maintaining joint tracks, yards, and other facilities—Cr.				(2249) Train fuel			
10	Total maintenance of way and structures			142 583	(2251) Other train expenses	(		7 545
11	MAINTENANCE OF EQUIPMENT		xx	xx	(2252) Injuries to persons			504
12	(2221) Superintendence			13 916	(2253) Loss and damage			
13	(2222) Repairs to shop and power-plant machinery			1 124	(2254) Other casualty expenses	(		3 792
14	(2223) Shop and power-plant machinery—Depreciation			1 083	(2255) Other rail and highway transportation expenses			55 590
15	(2224) Dismantling retired shop and power-plant machinery				(2256) Operating joint tracks and facilities—Dr.			
16	(2225) Locomotive repairs			33 465	(2257) Operating joint tracks and facilities—Cr.			
17	(2226) Car and highway revenue equipment repairs			85 419	Total transportation—Rail line			300 374
18	(2227) Other equipment repairs			2 190	MISCELLANEOUS OPERATIONS		xx	xx
19	(2228) Dismantling retired equipment			5 625	(2258) Miscellaneous operations			
20	(2229) Retirements—Equipment				(2259) Operating joint miscellaneous facilities—Dr.			
21	(2234) Equipment—Depreciation			15 447	(2260) Operating joint miscellaneous facilities—Cr.			
22	(2235) Other equipment expenses			16 323	GENERAL		xx	xx
23	(2236) Joint maintenance of equipment expenses—Dr.				(2261) Administration			131 632
24	(2237) Joint maintenance of equipment expenses—Cr.				(2262) Insurance	(		1 151
25	Total maintenance of equipment			174 592	(2264) Other general expenses			47 790
26	TRAFFIC		xx	xx	(2265) General joint facilities—Dr.			
27	(2240) Traffic expenses			311	(2266) General joint facilities—Cr.			
28					Total general expenses			178 271
29					GRAND TOTAL RAILWAY OPERATING EXPENSES			796 131

30 Operating ratio (ratio of operating expenses to operating revenues), 85.06 percent. (Two decimal places required.)

2003. MISCELLANEOUS PHYSICAL PROPERTIES OPERATED DURING THE YEAR

Give particulars of each class of miscellaneous physical property or plant operated during the year. Group the properties under the heads of the classes of operations to which they are devoted.

In column (a) give the designation used in the respondent's records and the name of the town or city and State in which the property or plant is located, stating whether the respondent's title is that of ownership or whether the property is held under lease or other

incomplete title. All peculiarities of title should be explained in a footnote.

The totals of columns (b), (c), and (d) should agree with the totals of accounts Nos. 502, "Revenue from miscellaneous operations," 534, "Expenses of miscellaneous operations," and 535, "Taxes on miscellaneous operating property" in respondent's Income Account for the Year. If not, differences should be explained in a footnote.

Line No.	Designation and location of property or plant, character of business, and title under which held (a)	Total revenue during the year (Acct. 502) (b)			Total expenses during the year (Acct. 534) (c)			Total taxes applicable to the year (Acct. 535) (d)		
		\$			\$			\$		
35	NONE									
36										
37										
38										
39										
40										
41										
42										
43										
44										
45										
46	TOTAL									

2101. MISCELLANEOUS RENT INCOME

Line No.	DESCRIPTION OF PROPERTY		Name of lessee (c)	Amount of rent (d)	
	Name (a)	Location (b)			
1	Minor items one (1) in			\$	
2	number each less than \$100.				5
3	Use of land	Zug Island, River Rouge,	Great Lakes Steel Div. of		
4		Michigan	National Steel Corp.	2	400
5					
6					
7					
8					
9			TOTAL		2 405

2102. MISCELLANEOUS INCOME

Line No.	Source and character of receipt (a)	Gross receipts (b)			Expenses and other deductions (c)			Net miscellaneous income (d)		
		\$			\$			\$		
21	NONE									
22										
23										
24										
25										
26										
27										
28										
29				TOTAL						

2103. MISCELLANEOUS RENTS

Line No.	DESCRIPTION OF PROPERTY		Name of lessor (c)	Amount charged to income (d)	
	Name (a)	Location (b)			
31	Land for railroad purposes	Zug Island, River Rouge,	Great Lakes Steel Div. of	\$	
32		Michigan	National Steel Corp.		2 500
33	Xerox copier	" " " "	Xerox Corporation		662
34					
35					
36					
37					
38					
39			TOTAL		3 162

2104. MISCELLANEOUS INCOME CHARGES

Line No.	Description and purpose of deduction from gross income (a)	Amount (b)	
		\$	
41	United Foundation and others		1 113
42			
43			
44			
45			
46			
47			
48			
49			
50		TOTAL	1 113

2201. INCOME FROM NONOPERATING PROPERTY

Line No.	Designation (a)	Revenues or income (b)	Expenses (c)	Net income or loss (d)	Taxes (e)
1	3.925 acres of land located at most easterly property line	\$ 6 000	\$	\$	\$ 6 000
2	.8017 acres of land located north of Jefferson Avenue, City of Detroit,	675			675
3	Michigan				
4					
5					
6					
7	TOTAL	6 675			6 675

2202. MILEAGE OPERATED (ALL TRACKS)†

Give particulars called for concerning all tracks operated by respondent at the close of the year. Way switching tracks include station, team, industry, and other switching tracks for which no separate switching service is maintained. Yard switching tracks include classification, house, team, industry, and other tracks switched by yard locomotives in yards where separate switching services are maintained. Tracks belonging to an industry for which no rent is payable should not be reported. Switching and Terminal Companies report on line 26 only.

2203. MILEAGE OPERATED—BY STATES

Line Haul Railways show single track only.
Switching and Terminal Companies show all tracks.

Line No.	Line in use (a)	Owned (b)	Proprietary companies (c)	Leased (d)	Operated under contract (e)	Operated under track-age rights (f)	Total operated (g)	State (h)	Owned (i)	Proprietary companies (j)	Leased (k)	Operated under contract (l)	Operated under track-age rights (m)	Total operated (n)
21	Single or first main track							Michigan	18 58					18 58
22	Second and additional main tracks													
23	Passing tracks, cross-overs, and turn-outs													
24	Way switching tracks													
25	Yard switching tracks													
26	TOTAL	18 58					18 58		18 58					18 58

2215. Show, by States, mileage of tracks owned but not operated by respondent: First main track, NONE; second and additional main tracks, NONE; industrial tracks, NONE; yard track and sidings, NONE; total, all tracks, NONE.†

2216. Road is completed from (Line Haul Railways only)* _____ to _____ Total distance, _____ miles

2217. Road located at (Switching and Terminal Companies only)* Detroit and River Rouge, Michigan

2218. Gage of track 4 ft. 8-1/2 in. 2219. Weight of rail 80-100-115 lb. per yard.

2220. Kind and number per mile of crossties Mixed oak & creosote 6" x 8" x 8'6" - 22" centers

2221. State number of miles electrified: First main track, NONE; second and additional main tracks, NONE; passing tracks, cross-overs, and turn-outs, NONE; way switching tracks, NONE; yard switching tracks, NONE

2222. Ties applied in replacement during year: Number of crossties, 132; average cost per tie, \$ 7.61; number of feet (B. M.) of switch and bridge ties, 10,668; average cost per M feet (B. M.), \$ 242.67

2223. Rail applied in replacement during year: Tons (2,000 pounds), 32.46; weight per yard, 100#&115#; average cost per ton, \$ 113.47

*Insert names of places.

†Mileage should be stated to the nearest hundredth of a mile.

EXPLANATORY REMARKS

2301. RENTS RECEIVABLE

INCOME FROM LEASE OF ROAD AND EQUIPMENT

Line No.	Road leased (a)	Location (b)	Name of lessee (c)	Amount of rent during year (d)
1	Lease of frt. cars & track	River Rouge, Michigan	Great Lakes Steel Div.	\$ 83 361
2	Lease of land & tracks	" " "	Hickman, Williams, Inc.	1 200
3	Lease of locomotive	Portage, Indiana	Midwest Steel Division	15 290
4	Lease of tracks	River Rouge, Michigan	Detroit, Toledo & Ironton RR	1 200
5	Lease of land & tracks	" " "	Great Lakes Steel Div.	10 150
TOTAL				111 201

2302. RENTS PAYABLE

RENT FOR LEASED ROADS AND EQUIPMENT

Line No.	Road leased (a)	Location (b)	Name of lessor (c)	Amount of rent during year (d)	
11	Mainline track from Zug Island River Rouge, Michigan to West End Yards; abandoned by D. T. & I. R. R. Co. and authorized to operate over tracks under I.C.C. Service Order 1099.		Detroit, Toledo & Ironton Railroad Company	\$	
12					792
13					
14					
15	TOTAL				792

2303. CONTRIBUTIONS FROM OTHER COMPANIES

2304. INCOME TRANSFERRED TO OTHER COMPANIES

Line No.	Name of contributor (a)	Amount during year (b)	Name of transferee (c)	Amount during year (d)
21	NONE	\$	NONE	\$
22				
23				
24				
25				
26	TOTAL		TOTAL	

2305. Describe fully all liens upon any of the property of the respondent at the close of the year, and all mortgages, deeds of trust, and other instruments whereby such liens were created. Describe also all property subject to the said several liens. This inquiry covers judgment liens, mechanics' liens, etc., as well as liens based on contract. If there were no liens of any character upon any of the property of the respondent at the close of the year, state that fact.

NONE

2401. EMPLOYEES, SERVICE, AND COMPENSATION

1. Give particulars of the average number of employees of various classes in the service of the respondent, of service rendered by such employees, and of compensation paid therefor during the year. Employees are to be counted and classified and their service and compensation reported in accordance with the Commission's Rules Governing the Classification of Railroad Employees and Reports of their Service and Compensation, effective January 1, 1951.

2. Averages called for in column (b) should be the average of twelve middle-of-month counts.

3. Pensioners rendering no service are not to be included in the count, nor is any compensation paid them to be included hereunder.

4. If any of the general officers served without compensation or were carried on the payrolls of another company, those facts should be stated in a footnote.

5. If any compensation was paid or is payable under labor awards of the current year, include the amount applicable to the current year in column (d) and show the portion applicable to prior years (back pay) in a footnote, by groups of employees. For purposes of this report, labor awards are intended to cover adjustments resulting from the decisions of Wage Boards and voluntary awards by the respondent incident thereto.

6. This schedule does not include old-age retirement, and unemployment insurance taxes.

Line No.	Classes of employees (a)	Average number of employees (b)	Total service hours (c)	Total compensation (d)	Remarks (e)
1	TOTAL (executives, officials, and staff assistants)	5	10 199	93 111	
2	TOTAL (professional, clerical, and general)	5	10 748	54 175	
3	TOTAL (maintenance of way and structures)	5	10 104	47 053	
4	TOTAL (maintenance of equipment and stores)	17	33 567	175 868	
5	TOTAL (transportation—other than train, engine, and yard)	10	23 422	118 431	
6	TOTAL (transportation—yardmasters, switch tenders, and hostlers)	3	7 358	47 080	
7	TOTAL, ALL GROUPS (except train and engine)	45	95 398	535 718	
8	TOTAL (transportation—train and engine)	13	27 320	151 738	
9	GRAND TOTAL	58	122 718	687 456	

Amount of foregoing compensation (excluding back pay for prior years) that is chargeable to account No. 531, "Railway operating expenses": \$ 683,852.

2402. CONSUMPTION OF FUEL BY MOTIVE-POWER UNITS

1. Show hereunder the quantities of the various kinds of fuel consumed by locomotives and motor or other self-propelled rail cars in the service of respondent during the year, and the number of kilowatt-hours for such tractive equipment as was propelled by electricity.

2. The ton of 2,000 pounds should be used.

Line No.	Kind of service (a)	A. LOCOMOTIVES (STEAM, ELECTRIC, AND OTHER)					B. RAIL MOTOR CARS (GASOLINE, OIL-ELECTRIC, ETC.)		
		Diesel oil (gallons) (b)	Gasoline (gallons) (c)	Electricity (kilowatt-hours) (d)	STEAM		Electricity (kilowatt-hours) (g)	Gasoline (gallons) (h)	Diesel oil (gallons) (i)
					Coal (tons) (e)	Fuel oil (gallons) (f)			
31	Freight								
32	Passenger								
33	Yard switching	32,609							
34	TOTAL TRANSPORTATION	32,609							
35	Work train								
36	GRAND TOTAL	32,609							
37	TOTAL COST OF FUEL*	7,397		XXXX			XXXX		

*Show cost of fuel charged to yard and train service (accounts Nos. 2244 and 2245). 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.

2501. COMPENSATION OF OFFICERS, DIRECTORS, ETC.

Give the name, position, salary, and other compensation, such as bonus, commission, gift, reward, or fee, of each of the five persons named in Sections 5 and 6 of Schedule 101 of this report to whom the respondent paid the largest amount during the year covered by this report as compensation for current or past service over and above necessary expenses incurred in discharge of duties, and in addition, all other officers, directors, pensioners, or employees, if any, to whom the respondent similarly paid \$40,000 or more. If more convenient, this schedule may be filled out for a group of companies considered as one system and shown only in the report of the principal company in the system, with references thereto in the reports of the other companies. Any large "other compensation"

should be explained in a footnote. If salary of an individual was changed during the year, show salary before each change as well as at close of year. If an officer, director, etc., receives compensation from more than one transportation company (whether a subsidiary or not) or from a subsidiary company, reference to this fact should be made if his aggregate compensation amounts to \$40,000 or more and the detail as to division of the salary should be stated. By salary (column (c)) is meant the annual rate at which an employee is paid, rather than the amount actually paid for a part of a year when the salary is changed. Also when a 10 percent (or other percent) reduction is made, the net rate and not the basic rate should be shown.

Line No.	Name of person (a)	Title (b)	Salary per annum as of close of year (see instructions) (c)		Other compensation during the year (d)	
			\$		\$	
1	Charles A. O'Brien	President		28 600		
2	Paul N. Weissert	General Manager		22 242		
3	Edward E. Cardelli	Controller		15 774		
4	Ronald G. Ark	Secretary-Treasurer		13 000		
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

2502. PAYMENTS FOR SERVICES RENDERED BY OTHER THAN EMPLOYEES

In the form below give information concerning payments, fees, retainers, commissions, gifts, contributions, assessments, bonuses, pensions, subscriptions, allowances for expenses, or any form of payments amounting in the aggregate of \$20,000 or more during the year to any corporation, institution, association, firm, partnership, committee, or any person (other than one of respondent's employees covered in schedule 2501 in this annual report) for services or as a donation, except that with respect to contributions under \$20,000 which are made in common with other carriers under a joint arrangement in payment for the performance of services or as a donation, each such contribution shall be reported, irrespectively of the amount thereof, if the total amount paid by all contributors for the performance of the particular service is equal to the sum of \$20,000 or more.

To be included are, among others, payments, directly or indirectly, for legal, medical, engineering, advertising, valuation, accounting, statistical, financial, educational, entertainment, charitable, advisory, defensive, detective, developmental, research, appraisal, registration, purchasing, architectural, and hospital services; payments for expert testimony and for handling wage disputes; and payments for services of banks, bankers, trust companies, insurance companies, brokers, trustees, promoters, solicitors, consultants, actuaries, investigators, inspectors, and efficiency engineers. Payments to the various railway associations, commissions,

committees, bureaus, boards, and other organizations maintained jointly by railways shall also be included. The enumeration of these kinds of payments should not be understood as excluding other payments for services not excluded below.

To be excluded are: Rent of buildings or other property, taxes payable to the Federal, State, or local Governments, payments for heat, light, power, telegraph, and telephone services, and payments to other carriers on the basis of lawful tariff charges or for the interchange of equipment between carriers, as well as other payments for services which both as to their nature and amount may reasonably be regarded as ordinarily connected with the routine operation, maintenance, or construction of a railroad, but any special and unusual payments for services should be reported. Payments of \$20,000 or more to organizations maintained jointly by railways with other railways are not to be excluded even if their services are regarded as routine.

If more convenient, this schedule may be filled out for a group of roads considered as one system and shown only in the report of the principal road in the system, with references thereto in the reports of the other roads.

If any doubt exists in the mind of the reporting officer as to the reportability of any type of payment, request should be made for a ruling before filing this report.

Line No.	Name of recipient (a)	Nature of service (b)	Amount of payment (c)	
			\$	
31	American Short Line Railroad	Information Bulletins, etc.		
32	Associations			1 944
33	Association of American Railroads	" " "		300
34	Michigan Hospital Service	Medical, surgical & hospitalization		43 154
35	Butzel, Long, Gust, Klein &	Legal services		
36	Van Zile			15 694
37	G. W. Fauth & Associates	Professional services		2 383
38				
39				
40				
41				
42				
43				
44				
45				
46				
		TOTAL		63 475

2601. STATISTICS OF RAIL-LINE OPERATIONS. [For Road Haul Traffic Only]

Give the various statistical items called for concerning the rail-line operations of respondent's road during the year. Motor car and trailer miles, if any, should be included. Highway traffic to be excluded. Locomotive unit-miles should include all miles made by each locomotive unit. Use 150 pounds as the average weight per passenger and four tons as the average weight of contents of each head-end car.

Item No.	Item (a)	Freight trains (b)			Passenger trains (c)			Total transportation service (d)			Work trains (e)		
1	Average mileage of road operated (whole number required).....										x	x	x
	TRAIN-MILES												
2	Total (with locomotives).....												
3	Total (with motorcars).....												
4	TOTAL TRAIN-MILES.....		NONE			NONE			NONE			NONE	
	LOCOMOTIVE UNIT-MILES												
5	Road service.....										x	x	x
6	Train switching.....										x	x	x
7	Yard switching.....		35	416					35	416	x	x	x
8	TOTAL LOCOMOTIVE UNIT-MILES.....		35	416		NONE			35	416	x	x	x
	CAR-MILES												
9	Loaded freight cars.....										x	x	x
10	Empty freight cars.....										x	x	x
11	Caboose.....										x	x	x
12	TOTAL FREIGHT CAR-MILES.....		NONE			NONE			NONE		x	x	x
13	Passenger coaches.....										x	x	x
14	Combination passenger cars (mail, express, or baggage, etc., with passenger).....										x	x	x
15	Sleeping and parlor cars.....										x	x	x
16	Dining, grill and tavern cars.....										x	x	x
17	Head-end cars.....										x	x	x
18	TOTAL (lines 13, 14, 15, 16 and 17).....										x	x	x
19	Business cars.....										x	x	x
20	Crew cars (other than cabooses).....										x	x	x
21	GRAND TOTAL CAR-MILES (lines 12, 18, 19 and 20).....		NONE			NONE			NONE		x	x	x
	REVENUE AND NONREVENUE FREIGHT TRAFFIC	x	x	x	x	x	x	x	x	x	x	x	x
22	Tons—Revenue freight.....	x	x	x	x	x	x				x	x	x
23	Tons—Nonrevenue freight.....	x	x	x	x	x	x				x	x	x
24	TOTAL TONS—REVENUE AND NONREVENUE FREIGHT.....	x	x	x	x	x	x		NONE		x	x	x
25	Ton-miles—Revenue freight.....	x	x	x	x	x	x				x	x	x
26	Ton-miles—Nonrevenue freight.....	x	x	x	x	x	x				x	x	x
27	TOTAL TON-MILES—REVENUE AND NONREVENUE FREIGHT.....	x	x	x	x	x	x		NONE		x	x	x
	REVENUE PASSENGER TRAFFIC	x	x	x	x	x	x	x	x	x	x	x	x
28	Passengers carried—Revenue.....	x	x	x	x	x	x				x	x	x
29	Passenger-miles—Revenue.....	x	x	x	x	x	x		NONE		x	x	x

NOTES AND REMARKS

2602. REVENUE FREIGHT CARRIED DURING THE YEAR. (For Road Haul Traffic Only)

1. Give the particulars called for concerning the commodities carried by the respondent during the year, the revenue from which is includable in account No. 101, *Freight*, on the basis of the 2-digit codes named in 49 C.F.R. 123.52, by Order of September 13, 1963. In stating the number of tons received from connecting carriers (c), include all connecting carriers, whether rail or water and whether the freight is received directly or indirectly (as through elevators).

2. Under Order of December 16, 1964, traffic involving less than three shippers reportable in any one commodity class may be excluded from this schedule, but must be submitted unbound in a separate schedule supplemental to this one and marked *Supplemental*. Extra copies of Schedule 2602 may be obtained upon request to the Interstate Commerce Commission, Bureau of Accounts, Washington, D.C., 20423. If a supplemental schedule is filed, check the space provided at the bottom of this schedule. Supplemental reports will be withheld from public inspection.

3. Particulars for Codes 01 to 46 inclusive, should include all traffic moved in lots of 10,000 pounds or more. Forwarder traffic includes freight traffic shipped by or consigned to any forwarder holding a permit under part IV of the Interstate Commerce Act. Code 47 should include all traffic moved in lots of less than 10,000 pounds.

4. *Gross freight revenue* means respondent's gross freight revenue without adjustment for absorption or corrections.

Item No.	COMMODITY	REVENUE FREIGHT IN TONS (2,000 POUNDS)				Gross freight revenue (dollars)
	Description (a)	Code No.	Originating on	Received from	Total	
			respondent's road	connecting carriers			carried
			(b)	(c)	(d)	(e)
1	Farm Products	01				
2	Forest Products	08				
3	Fresh Fish and Other Marine Products	09				
4	Metallic Ores	10				
5	Coal	11				
6	Crude Petro, Nat Gas, & Nat Gsln	13				
7	Nonmetallic Minerals, except Fuels	14				
8	Ordnance and Accessories	19				
9	Food and Kindred Products	20				
10	Tobacco Products	21				
11	Textile Mill Products	22				
12	Apparel & Other Finished Tex Prd Inc Knit	23				
13	Lumber & Wood Products, except Furniture	24				
14	Furniture and Fixtures	25				
15	Pulp, Paper and Allied Products	26				
16	Printed Matter	27				
17	Chemicals and Allied Products	28				
18	Petroleum and Coal Products	29				
19	Rubber & Miscellaneous Plastic Products	30				
20	Leather and Leather Products	31				
21	Stone, Clay, Glass & Concrete Prd--	32				
22	Primary Metal Products	33				
23	Fabr Metal Prd, Exc Ordn, Machy & Transp	34				
24	Machinery, except Electrical	35				
25	Electrical Machy, Equipment & Supplies	36				
26	Transportation Equipment	37				
27	Instr, Phot & Opt GD, Watches & Clocks	38				
28	Miscellaneous Products of Manufacturing	39				
29	Waste and Scrap Materials	40				
30	Miscellaneous Freight Shipments	41				
31	Containers, Shipping, Returned Empty	42				
32	Freight Forwarder Traffic	44				
33	Shipper Assn or Similar Traffic	45				
34	Misc Mixed Shipment Exc Fwdr & Shpr Assn	46				
35	TOTAL, CARLOAD TRAFFIC					
36	Small Packaged Freight Shipments	47				
37	Total, Carload & LCL Traffic					

☐ This report includes all commodity statistics for the period covered.

☐ A supplemental report has been filed covering traffic involving less than three shippers reportable in any one commodity code.

☐ Supplemental Report NOT OPEN TO PUBLIC INSPECTION.

ABBREVIATIONS USED IN COMMODITY DESCRIPTIONS

Assn	Association	Inc	Including	Nat	Natural	Prd	Products
Exc	Except	Instr	Instruments	Opt	Optical	Shpr	Shipper
Fabr	Fabricated	LCL	Less than carload	Ordn	Ordnance	Tex	Textile
Fwdr	Forwarder	Machy	Machinery	Petro	petroleum	Transp	Transportation
Gd	Goods	Misc	Miscellaneous	Phot	photographic		
Gsln	Gasoline						

2701. SWITCHING AND TERMINAL TRAFFIC AND CAR STATISTICS

[FOR SWITCHING OR TERMINAL COMPANIES ONLY]

Give particulars of cars handled during the year. With respect to the term "cars handled" it should be observed that, when applied to *switching* operations, the movement of a car from the point at which a switching company receives it, whether loaded or empty, to the point where it is loaded or unloaded or delivered to another connecting line is to be counted as one car handled. The return of a car, whether loaded or empty, from the point where it is loaded or unloaded, to the point of delivery is to be counted as one car handled. No incidental movement

is to be considered, unless such incidental movement involves the receipt of additional revenue. When applied to *terminal* operations, such as union station, bridge, ferry, or other joint facility terminal operations, the term "cars handled" includes all cars for which facilities are furnished.

The number of locomotive-miles in yard-switching service should be computed in accordance with account No. 816, "Yard switching locomotive-miles."

Item No.	Item (a)	Switching operations (b)		Terminal operations (c)		Total (d)	
	FREIGHT TRAFFIC						
1	Number of cars handled earning revenue—Loaded	36	700			36	700
2	Number of cars handled earning revenue—Empty						
3	Number of cars handled at cost for tenant companies—Loaded						
4	Number of cars handled at cost for tenant companies—Empty						
5	Number of cars handled not earning revenue—Loaded						
6	Number of cars handled not earning revenue—Empty	24	691			24	691
7	Total number of cars handled	61	391	NONE		61	391
	PASSENGER TRAFFIC						
8	Number of cars handled earning revenue—Loaded						
9	Number of cars handled earning revenue—Empty						
10	Number of cars handled at cost for tenant companies—Loaded						
11	Number of cars handled at cost for tenant companies—Empty						
12	Number of cars handled not earning revenue—Loaded						
13	Number of cars handled not earning revenue—Empty						
14	Total number of cars handled	NONE		NONE		NONE	
15	Total number of cars handled in revenue service (items 7 and 14)	61	391	NONE		61	391
16	Total number of cars handled in work service	NONE		NONE		NONE	

Number of locomotive-miles in yard-switching service: Freight, 35,416; passenger, NONE

2801. INVENTORY OF EQUIPMENT INSTRUCTIONS

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 of equipment purchased, built in company shops, or otherwise acquired.

3. Units leased to others for a period of one year or more are reportable in column (i); units temporarily out of respondent's service and rented to others for less than one year are to be included in column (e); units rented from others for a period less than one year should not be included in column (f). Units installed during the year and subsequently leased to others for a year or more should be shown as added in column (c), as retired in column (d), and 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. (A locomotive tender should be considered as a part of the locomotive unit.) 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.

5. 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 an external conductor. 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" unit includes all units other than diesel or electric, e.g., steam gas turbines. Show the types of other units, service and number, as appropriate, in a brief description sufficient for positive identification.

6. Column (h) should show aggregate capacity for all units reported in column (g), 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); or tractive effort of steam locomotive units; 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; for passenger-train cars report the number of passenger seats available for revenue service, counting one passenger to each berth in sleeping cars.

7. Freight-train car type codes shown in column (a) correspond to the AAR Multilevel Per Diem Master List. Dashes are used in appropriate places to permit a single code to represent several car type codes. 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.

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

Line No.	Item	Units in service of respondent at beginning of year	Number added during year	Number retired during year	NUMBER AT CLOSE OF YEAR			Aggregate capacity of units reported in col. (g) (See ins. 6)	Number leased to others at close of year
					Owned and used	Leased from others	Total in service of respondent (e+f)		
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
LOCOMOTIVE UNITS									
1.	Diesel-----	6	0	1	5	0	5	(h. p.) 300	1
2.	Electric-----								
3.	Other-----								
4.	Total (lines 1 to 3)-----	6	0	1	5	0	5	xxxx	1
FREIGHT-TRAIN CARS									
5.	Box-General service (A-20, A-30, A-40, A-50, all B (except B080) L070, R-00, R-01, R-06, R-07)							(tons)	
6.	Box-Special service (A-00, A-10, B080)-----								
7.	Gondola (All G, J-00, all C, all E)-----	35	33	1	67		67	5695	30
8.	Hopper-Open top (All H, J-10, all K)-----	106	38	21	123		123	10332	84
9.	Hopper-Covered (L-5-)-----								
10.	Tank (All T)-----								
11.	Refrigerator-Mechanical (R-04, R-10, R-11, R-12)-----								
12.	Refrigerator-Non-Mechanical (R-02, R-03, R-05, R-08, R-09, R-13, R-14, R-15, R-16, R-17)-----								
13.	Stock (All S)-----								
14.	Autorack (F-5-, F-6-)-----								
15.	Flat (All F (except F-5-, F-6-, F-7-, F-8-), L-2, L-3-)-----								
16.	Flat-TOFC (F-7-, F-8-)-----								
17.	All other (L-0-, L-1-, L-4-, L080, L090)-----								
18.	Total (lines 5 to 17)-----	141	71	22	190	0	190	16027	114
19.	Caboose (All N)-----							xxxx	
20.	Total (lines 18 and 19)-----	141	71	22	190	0	190	xxxx	114
PASSENGER-TRAIN CARS									
NON-SELF-PROPELLED									
21.	Coaches and combined cars (PA, PB, PBO, all class C, except CSB)-----								
22.	Parlor, sleeping, dining cars (PBC, PC, PL, PO, PS, PT, PAS, PDS, all class D, PD)-----								
23.	Non-passenger carrying cars (All class B, CSB, PSA, IA, all class M)-----							xxxx	
24.	Total (lines 21 to 23)-----	0	0	0	0	0	0		0

2801. INVENTORY OF EQUIPMENT--Concluded

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

Line No.	Item	Units in service of respondent at beginning of year	Number added during year	Number retired during year	NUMBER AT CLOSE OF YEAR			Aggregate capacity of units reported in col. (g) (See ins. 6)	Number leased to others at close of year
					Owned and used	Leased from others	Total in service of respondent (e+f)		
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
	PASSENGER-TRAIN CARS - Continued							(Seating capacity)	
	SELF-PROPELLED RAIL MOTORCARS								
25.	Electric passenger cars (EC, EP, ET)-----								
26.	Internal combustion rail motorcars (ED, EG)-----								
27.	Other self-propelled cars (Specify types)-----								
28.	Total (lines 25 to 27)-----								
29.	Total (lines 24 and 28)-----								
	COMPANY SERVICE CARS								
30.	Business cars (PV)-----							XXXX	
31.	Boarding outfit cars (MWX)-----							XXXX	
32.	Derrick and snow removal cars (MWK, MWU, MWV, MWW)-----							XXXX	
33.	Dump and ballast cars (MWB, MWD)-----							XXXX	
34.	Other maintenance and service equipment cars-----	2	0	0	2	0	2	XXXX	0
35.	Total (lines 30 to 34)-----	2	0	0	2	0	2	XXXX	0
36.	Grand total (lines 20, 29, and 35)-----	143	71	22	192	0	192	XXXX	114
	FLOATING EQUIPMENT								
37.	Self-propelled vessels (Tugboats, car ferries, etc.)-----							XXXX	
38.	Non-self-propelled vessels (Car floats, lighters, etc.)-----							XXXX	
39.	Total (lines 37 and 38)-----	0	0	0	0	0	0	XXXX	0

2900. IMPORTANT CHANGES DURING THE YEAR

Hereunder state the following matters, numbering the statements in accordance with the inquiries, and if no changes of the character below indicated occurred during the year, state that fact. Changes in mileage should be stated to the nearest hundredth of a mile. If any changes reportable in this schedule occurred under authority granted by the Commission in certificates of convenience and necessity, issued under paragraphs (18) to (22) of section 1 of the Interstate Commerce Act or otherwise, specific reference to such authority should in each case be made by docket number or otherwise, as may be appropriate.

1. All portions of road put in operation or abandoned, giving (a) termini, (b) length of road, and (c) dates of beginning operations or of abandonment.*

2. All other important physical changes, including herein all new tracks built.*

3. All leaseholds acquired or surrendered, giving (a) dates, (b) length of terms, (c) names of parties, (d) rents, and (e) other conditions.

4. All agreements for trackage rights acquired or surrendered, giving (a) dates, (b) length of terms, (c) names of parties, (d) rents, and (e) other conditions.

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

6. All stocks issued, giving (a) purposes for which issued, (b) names of stocks and (c) amounts issued, and describing (d) the actual consideration realized, giving (e) amounts and (f) values; give similar information concerning all stocks retired (if any).

7. All funded debt issued, giving (a) purposes for which issued, (b) names of securities and (c) amounts issued, and describing (d) the actual consideration realized, giving (e) amounts and (f) values; also give particulars concerning any funded debt paid or otherwise retired, stating (a) date acquired, (b) date retired or canceled, (c) par value of amount retired.

8. All other important financial changes.

9. All changes in and all additions to franchise rights, describing fully (a) the actual consideration given therefor, and stating (b) the parties from whom acquired; if no consideration was given, state that fact.

10. In case the respondent has not yet begun operation, and no construction has been carried on during the year, state fully the reasons therefor.

11. All additional matters of fact (not elsewhere provided for) which the respondent may desire to include in its report.

*If returns under items 1 and 2 include any first main track owned by respondent representing new construction or permanent abandonment give the following particulars:

Miles of road constructed _____ Miles of road abandoned _____

The item "Miles of road constructed" is intended to show the mileage of first main track laid to extend respondent's road, and should not include tracks relocated and tracks laid to shorten the distance between two points, without serving any new territory.

VERIFICATION

The foregoing report must be verified by the oath of the officer having control of the accounting of the respondent. It should be verified, also, by the oath of the president or other chief officer of the respondent, unless the respondent states on the last preceding page of this report that such chief officer has no control over the accounting of the respondent. The oath required may be taken before any person authorized to administer an oath by the laws of the State in which the same is taken.

OATH

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

State of Michigan

County of Wayne

ss:

Edward E. Cardelli

(Insert here the name of the affiant)

makes oath and says that he is Controller

(Insert here the official title of the affiant)

of Delray Connecting Railroad Company

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

that it is his duty to have supervision over the books of account of the respondent and to control the manner in which such books are kept; that he knows that such books have, during the period covered by the foregoing report, been kept in good faith in accordance with the accounting and other orders of the Interstate Commerce Commission, effective during the said period; that he has carefully examined the said report, and to the best of his knowledge and belief the entries contained in the said report have, so far as they relate to matters of account, been accurately taken from the said books of account and are in exact accordance therewith; that he believes that all other 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 during the period of

time from and including January 1, 1973, to and including December 31, 1973

Edward E. Cardelli
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public, in and for the State and

county above named, this 25th day of March, 1974

My commission expires RONALD G. ARK
Notary Public, Wayne County, Mich.
My Commission Expires Dec. 16, 1974

Use an
L. S.
impression seal

Ronald G. Ark
(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

State of Michigan

County of Wayne

ss:

Charles A. O'Brien

(Insert here the name of the affiant)

makes oath and says that he is President

(Insert here the official title of the affiant)

of Delray Connecting Railroad Company

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

that he has carefully examined the foregoing report; that he believes that all statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent and the operation of its property during the period of time from and including January 1, 1973, to and including December 31, 1973

Charles A. O'Brien
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public, in and for the State and

county above named, this 25th day of March, 1974

My commission expires RONALD G. ARK
Notary Public, Wayne County, Mich.
My Commission Expires Dec. 16, 1974

Use an
L. S.
impression seal

Ronald G. Ark
(Signature of officer authorized to administer oaths)

701. ROAD AND EQUIPMENT PROPERTY

1. Give particulars of changes in accounts Nos. 731, "Road and equipment property" and 732, "Improvements on leased property," classified in accordance with the Uniform System of Accounts for Railroad Companies.

2. Credit items in the entries should be fully explained.

3. Report on line 35 amounts not includable in the primary road accounts. The items reported should be briefly identified and ex-

plained in a footnote. 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.

Line No.	Account (a)	Balance at Beginning of Year			Total Expenditures During the Year			Balance at Close of Year		
		Entire line (b)		State (c)	Entire line (d)		State (e)	Entire line (f)		State (g)
1	(1) Engineering-----									
2	(2) Land for transportation purposes-----									
3	(2½) Other right-of-way expenditures-----									
4	(3) Grading-----									
5	(5) Tunnels and subways-----									
6	(6) Bridges, trestles, and culverts-----									
7	(7) Elevated structures-----									
8	(8) Ties-----									
9	(9) Rails-----									
10	(10) Other track material-----									
11	(11) Ballast-----									
12	(12) Track laying and surfacing-----									
13	(13) Fences, snowsheds, and signs-----									
14	(16) Station and office buildings-----									
15	(17) Roadway buildings-----									
16	(18) Water stations-----									
17	(19) Fuel stations-----									
18	(20) Shops and enginehouses-----									
19	(21) Grain elevators-----									
20	(22) Storage warehouses-----									
21	(23) Wharves and docks-----									
22	(24) Coal and ore wharves-----									
23	(26) TOFC/COFC terminals-----									
24	(26) Communication systems-----									
25	(27) Signals and interlockers-----									
26	(29) Powerplants-----									
27	(31) Power-transmission systems-----									
28	(35) Miscellaneous structures-----									
29	(37) Roadway machines-----									
30	(38) Roadway small tools-----									
31	(39) Public improvements--Construction--									
32	(48) Other expenditures--Road-----									
33	(44) Shop machinery-----									
34	(45) Powerplant machinery-----									
35	Other (specify & explain)-----									
36	Total expenditures for road-----									
37	(52) Locomotives-----									
38	(53) Freight-train cars-----									
39	(54) Passenger-train cars-----									
40	(55) Highway revenue equipment-----									
41	(56) Floating equipment-----									
42	(57) Work equipment-----									
43	(58) Miscellaneous equipment-----									
44	Total expenditures for equipment-----									
45	(71) Organization expenses-----									
46	(76) Interest during construction-----									
47	(77) Other expenditures--General-----									
48	Total general expenditures-----									
49	Total-----									
50	(80) Other elements of investment-----									
51	(90) Construction work in progress-----									
52	Grand Total-----									

2002. RAILWAY OPERATING EXPENSES

1. State the railway operating expenses of the respondent for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies.
 2. Any unusual accruals involving substantial amounts included in columns (b), (c), (e), and (f), should be fully explained in a footnote.

Line No.	Name of railway operating expense account (a)	AMOUNT OF OPERATING EXPENSES FOR THE YEAR						Name of railway operating expense account (d)	AMOUNT OF OPERATING EXPENSES FOR THE YEAR					
		Entire line (b)			State (c)				Entire line (e)			State (f)		
		\$			\$									
1	MAINTENANCE OF WAY AND STRUCTURES							(2207) Operating joint yards and terminals—Cr.						
2	(2201) Superintendence							(2208) Train employees						
3	(2202) Roadway maintenance							(2209) Train fuel						
4	(2203) Maintaining structures							(2251) Other train expenses						
5	(2203-4) Retirements—Road							(2252) Injuries to persons						
6	(2204) Dismantling retired road property							(2253) Loss and damage						
7	(2205) Road Property—Depreciation							(2254) Other casualty expenses						
8	(2206) Other maintenance of way expenses							(2255) Other rail and highway transportation expenses						
9	(2210) Maintaining joint tracks, yards, and other facilities—Dr.							(2256) Operating joint tracks and facilities—Dr.						
10	(2211) Maintaining joint tracks, yards, and other facilities—Cr.							(2257) Operating joint tracks and facilities—Cr.						
11	Total maintenance of way and struc.							Total transportation—Rail line						
12	MAINTENANCE OF EQUIPMENT							MISCELLANEOUS OPERATIONS						
13	(2221) Superintendence							(2258) Miscellaneous operations						
14	(2222) Repairs to shop and power-plant machinery							(2259) Operating joint miscellaneous facilities—Dr.						
15	(2223) Shop and power-plant machinery—Depreciation							(2259) Operating joint miscellaneous facilities—Cr.						
16	(2224) Dismantling retired shop and power-plant machinery							Total miscellaneous operating						
17	(2225) Locomotive repairs							GENERAL						
18	(2226) Car and highway revenue equipment repairs							(2261) Administration						
19	(2227) Other equipment repairs							(2262) Insurance						
20	(2228) Dismantling retired equipment							(2264) Other general expenses						
21	(2229) Retirements—Equipment							(2265) General joint facilities—Dr.						
22	(2234) Equipment—Depreciation							(2266) General joint facilities—Cr.						
23	(2235) Other equipment expenses							Total general expenses						
24	(2236) Joint maintenance of equipment expenses—Dr.							RECAPITULATION						
25	(2237) Joint maintenance of equipment expenses—Cr.							Maintenance of way and structures						
26	Total maintenance of equipment							Maintenance of equipment						
27	TRAFFIC							Traffic expenses						
28	(2240) Traffic Expenses							Transportation—Rail line						
29	TRANSPORTATION—RAIL LINE							Miscellaneous operations						
30	(2241) Superintendence and dispatching							General expenses						
31	(2242) Station service							Grand Total Railway Operating Exp.						
32	(2243) Yard employees													
33	(2244) Yard switching fuel													
34	(2245) Miscellaneous yard expenses													
35	(2246) Operating joint yard and terminals—Dr.													
36	Operating ratio (ratio of operating expenses to operating revenues), _____ percent. (Two decimal places required.)													

2003. MISCELLANEOUS PHYSICAL PROPERTIES OPERATED DURING THE YEAR

Give particulars of each class of miscellaneous physical property or plant operated during the year. Group the properties under the heads of the classes of operations to which they are devoted. In column (a) give the designation used in the respondent's records and the name of the town or city and State in which the property or plant is located, stating whether the respondent's title is that of ownership or whether the property is held under lease or other incomplete title. All peculiarities of title should be explained in a footnote.

The totals of columns (b), (c), and (d) should agree with the totals of accounts Nos. 502, "Revenue from miscellaneous operations," 534, "Expenses of miscellaneous operations," and 535, "Taxes on miscellaneous operating property" in respondent's Income Account for the Year. If not, differences should be explained in a footnote.

Line No.	Designation and location of property or plant, character of business, and title under which held (a)	Total revenue during the year (Acct. 502) (b)			Total expense during the year (Acct. 534) (c)			Total taxes applicable to the year (Acct. 535) (d)		
		\$			\$			\$		
50										
51										
52										
53										
54										
55										
56										
57										
58										
59										
60										
61	TOTAL									

2301. SUMMARY STATEMENT OF TRACK MILEAGE WITHIN THE STATE AND OF TITLES THERETO AT CLOSE OF YEAR *

Line No.	Item (a)	LINE OPERATED BY RESPONDENT							
		Class 1: Line owned		Class 2: Line of proprietary companies		Class 3: Line operated under lease		Class 4: Line operated under contract	
		Added during year (b)	Total at end of year (c)	Added during year (d)	Total at end of year (e)	Added during year (f)	Total at end of year (g)	Added during year (h)	Total at end of year (i)
1	Miles of road.....								
2	Miles of second main track.....								
3	Miles of all other main tracks.....								
4	Miles of passing tracks, crossovers, and turnouts.....								
5	Miles of way switching tracks.....								
6	Miles of yard switching tracks.....								
7	All tracks.....								

Line No.	Item (j)	LINE OPERATED BY RESPONDENT				LINE OWNED BUT NOT OPERATED BY RESPONDENT	
		Class 5: Line operated under trackage rights		Total line operated		Added during year (o)	Total at end of year (p)
		Added during year (k)	Total at end of year (l)	At beginning of year (m)	At close of year (n)		
1	Miles of road.....						
2	Miles of second main track.....						
3	Miles of all other main tracks.....						
4	Miles of passing tracks, crossovers, and turnouts.....						
5	Miles of way switching tracks—Industrial.....						
6	Miles of way switching tracks—Other.....						
7	Miles of yard switching tracks—Industrial.....						
8	Miles of yard switching tracks—Other.....						
9	All tracks.....						

* Entries in columns headed "Added during the year" should show net increases.

2302. RENTS RECEIVABLE**INCOME FROM LEASE OF ROAD AND EQUIPMENT**

Line No.	Road leased (a)	Location (b)	Name of lessee (c)	Amount of rent during year (d)		
11				\$		
12						
13						
14						
15						
TOTAL						

2303. RENTS PAYABLE**RENT FOR LEASED ROADS AND EQUIPMENT**

Line No.	Road leased (a)	Location (b)	Name of lessor (c)	Amount of rent during year (d)		
21				\$		
22						
23						
24						
25						
TOTAL						

2304. CONTRIBUTIONS FROM OTHER COMPANIES**2305. INCOME TRANSFERRED TO OTHER COMPANIES**

Line No.	Name of contributor (a)	Amount during year (b)			Name of transferee (c)	Amount during year (d)		
31		\$				\$		
32								
33								
34								
35								
36								
TOTAL					TOTAL			

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SERVICE DATE
MAY 31, 1972

FR
TITLE 49 - TRANSPORTATION
CHAPTER X - INTERSTATE COMMERCE COMMISSION
SUBCHAPTER A - GENERAL RULES AND REGULATIONS

PART 1033 - CAR SERVICE

SERVICE ORDER NO. 1099

DELRAY CONNECTING RAILROAD COMPANY AUTHORIZED TO
OPERATE OVER TRACKS ABANDONED BY THE
DETROIT, TOLEDO AND IRONTON RAILROAD COMPANY

At a Session of the INTERSTATE COMMERCE COMMISSION, Railroad Service Board, held in Washington, D. C., on the 30th day of May 1972.

It appearing, That the Detroit, Toledo and Ironton Railroad Company (DTI), in Finance Docket No. 26532, was authorized by the Commission to abandon a portion of its line between milepost 0.00 in Detroit, Michigan, and milepost 1.69 in River Rouge, Michigan; that the Delray Connecting Railroad Company has agreed to acquire and operate a portion of this trackage, between DTI chaining station 0.00 and DTI chaining station 81+08, subject to the approval of the Commission in Finance Docket No. 27103; that immediate operation of this trackage by the Delray Connecting Railroad Company will enable shippers served by this trackage to continue to receive railroad service without interruption; that operation by the Delray Connecting Railroad Company over the aforementioned tracks abandoned by the Detroit, Toledo and Ironton Railroad Company is necessary in the interest of the public and the commerce of the people; that notice and public procedure herein are impractical and contrary to the public interest; and that good cause exists for making this order effective upon less than thirty days' notice.

It is ordered, That:

§ 1033.1099 DELRAY CONNECTING RAILROAD COMPANY AUTHORIZED TO OPERATE OVER TRACKS ABANDONED BY THE DETROIT, TOLEDO AND IRONTON RAILROAD COMPANY

(a) The Delray Connecting Railroad Company be, and it is hereby, authorized to operate over tracks abandoned by the Detroit, Toledo and Ironton Railroad Company between DTI chaining station 0.00 in Detroit, Michigan, and DTI chaining station 81+08 in River Rouge, Michigan, a distance of approximately 1.54 miles.

(b) Application. The provisions of this order shall apply to intrastate, interstate, and foreign traffic.

(c) Rules and regulations suspended. The operation of all rules and regulations, insofar as they conflict with the provisions of this order, is hereby suspended.

(d) Effective date. This order shall become effective at 11:59 p.m., June 1, 1972.

(e) Expiration date. The provisions of this order shall expire at 11:59 p.m., December 31, 1972, unless otherwise modified, changed, or suspended by order of this Commission.

(Secs. 1, 12, 15 and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15 and 17(2). Interprets or applies Secs. 1(10-17), 15(4), and 17(2), 40 Stat. 101, as amended, 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4), and 17(2).)

It is further ordered, That copies of this order shall be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and car hire agreement under the terms of that agreement, and upon the American Short Line Railroad Association; and that notice of this order shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D. C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board.

ROBERT L. OSWALD
Secretary

(SEAL)

BEFORE THE
INTERSTATE COMMERCE COMMISSION
WASHINGTON, D. C.

Application of the Delray Connecting :
Railroad Company Under Section 1(18)-(20) of :
the Interstate Commerce Act for a Certificate :
of Public Convenience and Necessity Authoriz- :
ing the Extension of its Main Line Between :
(1) Zug Island, Wayne County, Michigan and :
Dearborn Avenue, Detroit, Michigan, and :
(2) Between Dearborn Avenue and West End :
Yards, Detroit, Michigan :

Finance Docket
No. 27103

**DELRAY CONNECTING RAILROAD
COMPANY**

Of Counsel:

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and McPherson**
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Washington, D. C.

Thorp, Reed and Armstrong
2900 Grant Building
Pittsburgh, Pennsylvania 15219

By its Attorneys

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Suite 1100, 1660 L Street, N. W.
Washington, D. C. 20036

Eli Krivoshia, Jr.
Peter G. Veeder
2900 Grant Building
Pittsburgh, Pennsylvania 15219

Dated: May 24, 1972

BEFORE THE
INTERSTATE COMMERCE COMMISSION
WASHINGTON, D. C.

Application of the Delray Connecting	:	
Railroad Company Under Section 1(18)-(20) of	:	
the Interstate Commerce Act for a Certificate	:	
of Public Convenience and Necessity Authoriz-	:	Finance Docket
ing the Extension of its Main Line Between	:	No. _____
(1) Zug Island, Wayne County, Michigan and	:	
Dearborn Avenue, Detroit, Michigan, and	:	
(2) Between Dearborn Avenue and West End	:	
Yards, Detroit, Michigan.	:	

Comes now Delray Connecting Railroad Company and makes application for certificates of public convenience and necessity authorizing the acquisition and operation of lines of railroad formerly operated by Detroit, Toledo and Ironton Railroad Company, the abandonment of which was authorized in Finance Docket No. 26532 by order served June 9, 1971.

- (a) The exact corporate name of the applicant is Delray Connecting Railroad Company.
- (b) Applicant is a carrier by railroad subject to the Interstate Commerce Act.
- (c) The applicant was incorporated in the state of Michigan on March 25, 1904.

(d) Applicant proposes ultimately to acquire and operate that portion of the lines of railroad formerly operated by the Detroit, Toledo and Ironton Railroad Company, abandonment of which was authorized in Finance Docket No. 26532, Detroit, Toledo and Ironton Railroad Company Abandonment Between Detroit and River Rouge,

Mich. The line of railroad involves two segments:

- (1) between Point B and Dearborn Avenue as shown on the attached map (Exhibit I). National Steel has the right to acquire this segment pursuant to the exercise of Option No. 1 granted in an Agreement dated November 30, 1970 by and between the Detroit, Toledo and Ironton Railroad Company, D. T. I. Enterprises, Inc., National Steel Corporation and Delray Connecting Railroad Company. A copy of said Agreement is attached hereto as Exhibit II. National Steel Corporation will assign its right to acquire the properties involved to its wholly-owned subsidiary, Delray Connecting Railroad, and
- (2) between Dearborn Avenue and Point C located on West End Avenue, Detroit, and so indicated on the map, Exhibit I. Option No. 2 set forth in the Agreement, Exhibit II, has been extended by mutual agreement to

June 1, 1973, and it is contemplated that pending the exercise of the option, and purchase by Delray Connecting Railroad, the trackage of the line would be operated by Delray. Approval is sought hereby for the interim operation as well as the purchase of this segment of the lines involved.

(e) All of the lines involved are located in Wayne County, Michigan.

(f) The tracks involved pass through the city of River Rouge, Ecorse Township, Wayne County, Michigan, and also through a portion of the city of Detroit, also in Wayne County, Michigan. The route and termini of the line are set forth in paragraph (d) above and are graphically depicted in Exhibit I.

(g) The properties involved consist of main line, approximately 1.53 miles in length.

(h) Several industries are located on the line of railroad involved, and under the Commission's order in Finance Docket No. 26532 it was contemplated that these industries would be able to secure rail service from the Norfolk and Western Railway and Delray Connecting Railroad after the abandonment, and that the rail service would thus remain essentially as it was. In order for the Delray to provide rail service to these industries, it will be necessary for Delray to undertake an extension of its line of railroad over the abandoned trackage.

This it is prepared to do providing it can obtain the requisite authority. Acquisition of the West End Yards, abandoned by Detroit, Toledo and Ironton, will provide Delray with a desirable alternative interchange facility in the event it becomes necessary in the future, because of crowded conditions on Zug Island, to relocate all or part of Delray's present interchange tracks now located on Zug Island.

(i) Applicant proposes to pay for the acquisition of the line of railroad involved from its own current cash resources, and, if such resources prove inadequate at the time of consummation, through open account advances from its parent company, National Steel Corporation, or other intercorporate arrangements. All of the stock of Delray Connecting Railroad is owned by National Steel Corporation.

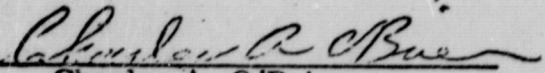
(j) Attached as Exhibit III is a certified copy of the resolutions of the board of directors of Delray Connecting Railroad authorizing the making and filing of this application.

(k) Correspondence in regard to this application should be addressed to: Eugene T. Liipfert, Suite 1100, 1660 L Street, N. W. , Washington, D. C. , 20036, Attorney for Applicant; Eli Krivoshia, Jr. and Peter G. Veeder, 2900 Grant Building, Pittsburgh, Pennsylvania 15219; and to Charles A. O'Brien, President, Delray Connecting Railroad Company, P. O. Box 266, Detroit, Michigan 48232.

Respectfully submitted,

DELRAY CONNECTING RAILROAD
COMPANY

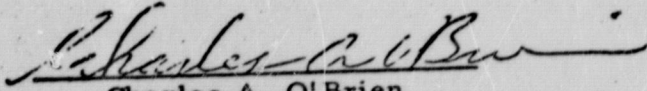
By

A handwritten signature in dark ink, appearing to read "Charles A. O'Brien", written over a horizontal line.

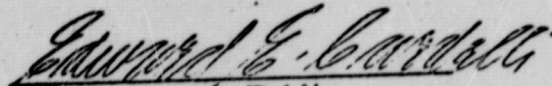
Charles A. O'Brien
President

VERIFICATION

Comes now Charles A. O'Brien, who first being duly sworn, deposes and says that he is the duly elected president of Delray Connecting Railroad Company; that he has knowledge of the matters and things stated in the foregoing application; that such matters and things stated are true and correct; and that he is duly authorized by the applicant to verify and file the application.


Charles A. O'Brien

Subscribed and sworn to before me, a notary public,
this 23rd day of May, 1972.


Notary Public

My commission expires:

EDWARD E. CARDELLI
Notary Public, Wayne County, Mich.
My Commission Expires Nov. 9, 1975

DELRAY CONNECTING RAILROAD COMPANY
SPECIAL MEETING OF BOARD OF DIRECTORS
MAY 23, 1972

Special meeting of the Board of Directors of the Delray Connecting Railroad Company was held at the office of the Company, Zug Island, River Rouge, Michigan, on May 23, 1972, at 10:00 o'clock A. M.

Present: Mr. C. A. O'Brien
Mr. Paul N. Weissert
Mr. E. E. Cardelli

Mr. O'Brien presided; Mr. Weissert, Secretary Pro Tem, recorded.

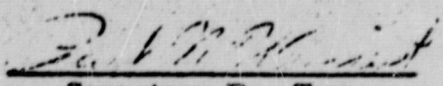
The Secretary Pro Tem stated that waivers had been obtained from the Directors not present.

The minutes of the regular meeting of the Board of Directors held April 26, 1972, were read and approved.

Upon motion, duly made and seconded, it was unanimously

RESOLVED, That Charles A. O'Brien, President, be and he hereby is authorized to sign, verify and file with the Interstate Commerce Commission such applications, amendments and supplements thereof as may be required to obtain a certificate or certificates of public convenience and necessity authorizing the corporation to acquire and operate certain tracks or lines of railroad now owned by Detroit, Toledo and Ironton Railroad Company (1) between a point just north of Short Cut Canal Bridge on Zug Island, on the one hand, and Dearborn Avenue in Detroit, Michigan, on the other hand; and (2) between Dearborn Avenue and West End Avenue in Detroit, contingent upon the exercise of Option No. 2 as set forth in that certain Agreement entered into on November 30, 1970 by and between Detroit, Toledo and Ironton Railroad Company, D. T. I. Enterprises, Inc., National Steel Corporation and this Corporation.

There being no further business, the meeting was, upon motion, adjourned.


Secretary Pro Tem

613950

ANNUAL REPORT 1973

DELRAY CONNECTING RR CO.

2 OF 2

I hereby certify that the foregoing is a true and correct copy of the minutes of a meeting of the Board of Directors of the Delray Connecting Railroad Company, held at Detroit, Michigan on the 23rd day of May 1972.

Paul N. Weissert
Secretary Pro Tem

STATE OF MICHIGAN)
) ss. ;
COUNTY OF WAYNE)

Personally appeared before me, a notary public, in and for the State and County aforesaid, Paul N. Weissert, who on being sworn, deposed and said that he is Secretary Pro Tem of the Delray Connecting Railroad Company, and that the foregoing is a true and correct copy of the minutes of the meeting of the Board of Directors of said Company, held at Detroit, Michigan, on the 23rd day of May, 1972.

Edward E. Cardelli
Notary Public

My commission expires:

(Notarial
Seal)

EDWARD E. CARDELLI
Notary Public, Wayne County, Mich.
My Commission Expires Nov. 9, 1975

Application of the Delray Connecting Railroad Company Under Section 1(18)-(20) of the Interstate Commerce Act for a Certificate of Public Convenience and Necessity Authorizing the Extension of its Main Line Between (1) Zug Island, Wayne County, Michigan and Dearborn Avenue, Detroit, Michigan, and (2) Between Dearborn Avenue and West End Yards, Detroit, Michigan

**Finance Docket
No. 27103**

RETURN TO QUESTIONNAIRE

**DELRAY CONNECTING RAILROAD
COMPANY**

Of Counsel:

**Verner, Liipfert, Bernhard
and McPherson**
Suite 1100, 1660 L Street, N. W.
Washington, D. C. 20036

By its Attorneys

Eugene T. Liipfert
Suite 1100, 1660 L Street, N.W.
Washington, D. C. 20036

Due Date: July 20, 1972

BEFORE THE
INTERSTATE COMMERCE COMMISSION
WASHINGTON, D. C.

Application of the Delray Connecting
Railroad Company Under Section 1(18)-(20)
of the Interstate Commerce Act for a
Certificate of Public Convenience and
Necessity Authorizing the Extension of its
Main Line Between (1) Zug Island, Wayne
County, Michigan and Dearborn Avenue,
Detroit, Michigan, and (2) Between Dearborn
Avenue and West End Yards, Detroit, Michigan :

Finance Docket
No. 27103

RETURN TO QUESTIONNAIRE

Question: 1. The essential facts to show that the applicant is a carrier by railroad, engaged in the transportation of passengers or property, subject to the Interstate Commerce Act, or is a corporation organized to construct and operate a railroad. If not incorporated, so state, giving complete description of party or parties filing the application.

Answer: Delray Connecting Railroad was incorporated in Michigan March 25, 1904 and has operated since that date without interruption as a common carrier of property by rail subject to the Interstate Commerce Act.

Question: 2. Whether the proposed new line of railroad would be both constructed and operated by the applicant.

Answer: The proposed new line will be acquired and operated by the Delray Connecting Railroad.

Question: 3. Whether any corporation, individual or trustee holds control over the applicant at the date of filing this return. If so:

- (a) The form of control, whether sole or joint, and whether in trust.
- (b) The name and business address of the controlling corporation, individual, or trustee.
- (c) The manner in which control was established.
- (d) The extent of control.
- (e) Whether control is direct or indirect; if indirect, the name and business address of the intermediary through which it was established and is exercised.
- (f) The name and business address of the beneficiaries for whom the trust, if any, is maintained.
- (g) The purposes of the trust.

Answer:

(a) All of the capital stock of Delray Connecting Railroad is owned by National Steel Corporation.

(b) National Steel Corporation, 2800 Grant Building, Pittsburgh, Pennsylvania 15219.

(c) Direct purchase of capital stock from Allied Chemical Corporation.

(d) 100% ownership of capital stock.

(e) Direct.

(f) Not applicable.

(g) Not applicable.

Question: 4. Whether the applicant is connected by stock ownership, or otherwise, with any industry to be served by the line proposed to be constructed, acquired or operated. If so, state the facts.

Answer: A portion of the trackage is situated in such a manner as to allow its use as part of an emergency route for the movement of "hot metal" for the account of Great Lakes Steel (division of National Steel Corporation) from blast furnaces on Zug Island to the Great Lakes basic oxygen furnaces on the mainland approximately 3 miles to the south. Normally this movement occurs over the Short Cut Canal Bridge. Said emergency route would become necessary in the event the Short Cut Canal Bridge could not be used for any reason.

The movement of "hot metal" would be handled on a joint tariff basis with the Penn Central Railroad.

In addition to the emergency "hot metal" route, a portion of the trackage in the proposed operation bisects ground storage areas of Great Lakes Steel on Zug Island which could possibly generate interplant movements between these storage areas and Great Lakes Steel blast furnaces also on Zug Island. These movements would be under the rates published in Delray Connecting Railroad's Local Freight Tariff ICC-76 - MPSC-77 effective 4/1/72.

Question: 5. The chief uses and purposes of the proposed line or operation.

Answer: The chief use of the proposed line is to provide rail service to two existing industries located at the northerly end of the line at the West End Yard.

The proposed line will also enable Delray Connecting Railroad to reissue an emergency "hot metal" rate tariff for the account of Great Lakes Steel via this line and the Penn Central Railroad in the event the Short Cut Canal Bridge could not be used for any reason.

The proposed line will also provide a safe and economic means of emergency interchange between Delray and Penn Central for movements other than those of "hot metal" for the account of Great Lakes Steel and other shippers in the event the Short Cut Canal Bridge could not be used for any reason.

Additionally, the line allows access to a 22 acre rail yard (West End Yard) which is under option for purchase by Delray Connecting Railroad.

The exercise of the above-mentioned option to purchase West End Yard would allow Delray Connecting Railroad to move a portion of its present switching operation on Zug Island to West End Yard and thereby relieve some of the congestion on Zug Island.

The moving of the yard trackage to the proposed location would result in lower operating cost for Delray Connecting Railroad and improved service to all customers.

For further reply, see answer to question 36.

Question: 6.

The classes of service to be performed, as passenger, freight, express, and switching.

Answer:

Switching service only.

Question: 7. The kind of motive power to be used. If electric power, state source and estimated cost.

Answer: Diesel electric.

Question: 8. Whether the line proposed to be constructed, acquired or operated would receive material revenue from the territory traversed, or serve any material public convenience and necessity of the local territory.

Answer: The proposed acquisition will provide approximately 260 additional carloads of freight annually for Delray Connecting Railroad. The continuation of service is particularly critical to a wholesale lumber company which has been at this location for over 50 years and depends entirely on rail shipment for its inbound movements.

Question: 9. The name, area and population of each county in which the new line is to be constructed, or in which the line to be acquired or operated is located, and the name and population of each city, town, and village at which a station would be or is established together with its distance from a designated initial point, with the source of information as to population.

Answer: Wayne County, Michigan, population 2,641,805 according to the 1970 report of the United States Bureau of Census.

No station would be established. Station work would be handled at the existing Delray Connecting Railroad station on Zug Island, River Rouge, Michigan.

Question: 10. The names of places mentioned in question 9 that are now served by common-carrier railroads (excluding street railways), and the name of each such carrier serving the several places.

Answer: Wayne County, Michigan is served by the following common carrier railroads:

1. Penn Central Railroad Co.
2. Chesapeake & Ohio Railway Co.
3. Norfolk & Western Railway Co.
4. Detroit, Toledo & Ironton Railroad Co.
5. Detroit Terminal Railroad Co.
6. Detroit & Toledo Shore Line Railroad Co.
7. Grand Trunk Western Railroad Co.
8. Wyandotte Terminal Railroad Co.
9. Wyandotte Southern Railroad Co.
10. Union Belt of Detroit
11. Delray Connecting Railroad Co.

Question: 11. The names of places mentioned in question 9 that have no common carrier railroad service, the distance in miles of each such place from the nearest station of a common-carrier railroad, and the character of the connecting highway.

Answer: None of the places located on the line of railroad involved now have common-carrier railroad service except Zug Island.

Question: 12. The name and population of each city, town and village (together with state and county in which located), within the area to be served but not on the proposed route.

Answer: None.

Question: 13. The approximate distance in miles by highway from the nearest station on the line to be constructed or acquired to each of the places mentioned in question 12, and the names of all common-carrier railroads that now serve each of the places.

Answer: Not applicable.

Question: 14. The names of common-carrier railroads with which the line would connect, and the proposed points of track connection.

Answer: No new connections would be made except between Delray and the line involved. Interchange would be handled via existing interchange facilities.

Question: 15. The number of common-carrier truck and bus lines operating in the area to be traversed by the line, and the character of service performed by each.

Answer: There are hundreds of motor common carriers of all sorts and descriptions authorized to serve Detroit, Michigan. These truck lines offer a wide variety of transportation services. There is no known direct intercity bus service to any of the places directly involved.

Question: 16. The general character of the country which the line would serve. Indicate whether it is level, rolling, mountainous, cultivated, pasture, prairie, desert, rocky, or timbered, etc.

Answer: Level - Urban.

Question: 17. The approximate area of the territory to be served by the line, an estimate of the population therein, and the area.

- (1) in timber,
- (2) in pasture, and
- (3) under cultivation. (See General Instructions, §1120.5)

Answer: The area is mixed industrial and residential. It embraces places located immediately adjacent to the lines involved -- about 1 1/2 miles in length. Population is approximately 15,000.

Question: 18. The kinds of industry carried on in the area to be served, such, for example, as farming, dairying, grazing, coal mining, manufacturing, lumbering, etc., and the relative importance of each.

Answer: The industries which will be served consist of the Blast Furnace Division of an integrated steel mill, a wholesale lumber yard and a local cartage company that receives material by rail and delivers in Wayne County by truck.

The greatest potential for rail traffic is the movement of metallurgical coke from storage areas adjacent to the track to be acquired to the blast furnace operation mentioned above.

The local cartage company and the wholesale lumber yard represent the next largest potentials for rail traffic in the area.

Question: 19. The main facts as to the age, growth, and extent of such industries, their probable future growth and permanence, and the reasons therefor.

Answer: The blast furnaces have been in operation since the early 1900's and are the only source of hot metal for a large integrated steel mill located three miles to the south. In view of the tremendous capital investment in this type of operation, it can be considered permanent.

The local cartage company is a relatively new company having been in existence approximately five years. As to permanence, the type of operation they have would allow them to go out of business or move to another location with relative ease.

The third business located on this line is a wholesale lumber yard which has been in operation at this location for some fifty years. The business is now being operated by the second generation of the family. They own their buildings and have indicated that they plan on remaining at this location as long as they are able to lease the property on which their buildings are situated.

Question: 20. What carriers now serve these industries, and to what extent.

Answer: The Delray Connecting Railroad now serves the industries at West End Yard under Service Order No. 1099, and is the only carrier presently serving these industries and the blast furnaces direct.

Question: 21. Whether the chief support of the line to be constructed or acquired would come from the general community or from some particular industry or industries, located or to be located. In the latter case, give facts concerning such particular industry or industries and applicant's contractual or financial relation thereto.

Answer: The main support for the line will come from existing shippers which are now located on the line.

The acquisition will allow one-line rail access to approximately 15 acres of open storage area owned by Great Lakes Steel on Zug Island. The movement of raw material from this storage area at published tariff rates will be a major source of revenue. There is no contractual or financial arrangement between any of the shippers and Delray Connecting Railroad, other than stock ownership described in answer 3 above.

Question: 22. Whether the proposed line of railroad would be built, acquired, or operated primarily for a direct profit from railway operation, or for the advantage of any other industry or business. If for the latter, state what industry or business would be so benefited, what such advantages would be, and the applicant's contractual or financial relation to said industry.

Answer: The line is being acquired for direct profit to the Railroad.

Question: 23. If the line is to be or is an extension of an existing railroad, or a branch, connecting track, or cutoff, the extent to which it is expected to be directly profitable in itself, and the extent to which it is expected to be justified by its effect on the business of the existing lines.

Answer: It is anticipated that the additional traffic generated on the line involved can be handled without additional crews and equipment expense. Thus the additional revenues received are expected to exceed the additional costs incurred. Delray will benefit by increased net railway operating income. No other existing line will be adversely affected.

Question: 24. If the line is to be a connecting link between existing railroads, the kind and volume of traffic, expressed in tons or carloads, that probably would be interchanged, and the economies that would be effected by such interchange.

Answer: The line is not a connecting link between railroads.

Question: 25. Of the interchange mentioned in answer to question 24, what part, expressed in tons or carloads, cannot be handled or moved by existing railroads or truck lines.

Answer: No interchange traffic is involved, other than the potential emergency movement of hot metal and other movements in conjunction with Penn Central as described in answer to question 5.

Question: 26. The facts concerning any agreement, tentative or otherwise, with existing carriers, covering operation, interchange of traffic, division of rates, or trackage rights, in connection with the line.

Answer: Operating and interchange arrangements for hot metal traffic are under negotiation, and will be handled under local rates published by each line. No other interchange, division or trackage agree-

ments are involved.

Question: 27. Whether any aid, gift, grant of right-of-way, or other donation has been promised in connection with the proposed new line of railroad; if so, state specifically the nature, amount, and value of such promised donations.

Answer: Not a new line of railroad.

Question: 28. The manner in which it is proposed to finance construction and equipment, or acquisition, the kind and amount of securities to be issued, and the approximate terms of their sale; to what extent funds for financing are now available, and which, if any, of such securities would be underwritten by industries to be served by the proposed line.

Answer: The cost of acquisition will be paid from current funds, and to the extent such funds prove inadequate through open account advances from National Steel Corporation, or by other intercorporate arrangements. There will not be any securities issued.

Question: 29. An estimate, in detail, of the character and volume of traffic expected and the gross revenue to be derived therefrom, covering each of the first five years of operation, together with an estimate of the annual gross revenues expected after the first five years. The detailed estimate required for the first five years should show the amount of each class of traffic, the mean length of haul, the rate per unit, and the revenue to be derived, also chief points or territories of origin and destination.

Answer: The Delray Connecting Railroad derives its revenue by means of absorbed switching charges and interplant switching charges. The estimated gross revenue expected for the first five years on the line

to be acquired is as follows:

Estimated Revenue Cars Expected to Be Handled in Absorbed Switching Service				Estimated Revenue Cars Expected to Be Handled in Interplant Switching Service			Estimated Total Gross Revenue
Year	Revenue Cars	Tariff Rate*	Total Revenue	Revenue Cars	Tariff Rate*	Total Revenue	Grand Total
1972 (6 months)	125	\$23.47	\$2,934.	150	\$25.30	\$3,795.	\$ 6,729.
1973	250	23.47	5,868.	300	25.30	7,590.	13,458.
1974	275	23.47	6,454	300	25.30	7,590.	14,044.
1975	300	23.47	7,041.	300	25.30	7,590.	14,631.
1976	330	23.47	7,745.	300	25.30	7,590.	15,335.
1977	365	23.47	8,567.	300	25.30	7,590.	16,157.
	1645		\$38,609.	1650		\$41,745.	\$80,354.

*Represents the tariff rates that are in effect as of February 5, 1972 at X-281 level.

Since the new revenue cars will all fall in the "all other" category, the absorption will be the same (\$23.47) for all cars regardless of class of traffic, mean length of rail, destination, or other factors.

It is estimated that after 1977 gross revenues should continue to increase at a rate of approximately 10% per annum.

Question: 30.

The estimated gross revenue, operating expenses, net revenue, and net railway operating income, corresponding with the estimates of traffic under question 29. By "net railway operating income" is meant the excess of the credits over the debits to income, as reflected by the operating revenue, operating expense, railway tax accrual, uncollectible railway revenue, equipment rent, and joint facilities rent accounts.

Answer:

	6 mos. 1972	1973	1974	1975	1976	1977
501 Railway Operating Revenue <u>1/</u>	\$6,729	\$13,458	\$14,044	\$14,631	\$15,335	\$16,157
531 Railway Operating Expenses <u>2/</u>	7,704	15,074	15,825	16,611	17,445	18,317
Net Revenue From Ry. Operations	(975)	(1,616)	(1,781)	(1,980)	(2,110)	(2,160)
532 Railway Tax Accruals	3,470	7,246	7,079	7,249	7,258	7,310
Railway Operating Income	(4,445)	(8,862)	(8,860)	(9,229)	(9,368)	(9,470)
Rent Income	-	-	-	-	-	-
Rents Payable	-	-	-	-	-	-
Net Railway Operating Income	(4,445)	(8,862)	(8,860)	(9,229)	(9,368)	(9,470)
Other Income <u>3/</u>	5,000	10,000	10,000	10,000	10,000	10,000
Net Income	\$ 555	\$1,138	\$1,140	\$771	\$632	\$530

1/ No allowance for possible future tariff increases.

2/ Includes scheduled or anticipated wage increases, and the cost of operating the swing bridge over River Rouge.

3/ Payment to Delray by Great Lakes Steel Division for use of swing bridge over River Route as vehicular bridge.

Question: 31. The part of the estimated traffic which will constitute net additional business developed or created by the construction of the proposed new line of railroad, and the part that will be diverted from existing railroads.

Answer: No construction of new lines is involved. No traffic will be diverted from other railroads.

Question: 32. The dates on which it is expected to begin and to complete the construction of the proposed new line of railroad.

Answer: Not applicable.

Question: 33. The engineering work in full detail which has been done with respect to the proposed new line at the time of filing the return.

Answer: Not applicable.

Question: 34. The following details concerning the line to be constructed:

- (a) The gauge and number of main line tracks.
- (b) Weight of rail for main line tracks.
- (c) Rate of maximum grade in each direction, and whether and how compensated for curvature.
- (d) Rate of limiting grade that will fix train loading in each direction, and whether and how compensated for curvature.
- (e) If helper grades are to be used, the location, length, rate, and direction of ascent for each.
- (f) The maximum rate of curve.
- (g) The average amount of curvature per mile, in degrees.
- (h) The approximate length and height of wooden trestles or other temporary construction.

(Details under this paragraph not fixed by survey are to be estimated from reconnaissances so far as possible.)
Question 34 should also be answered for lines to be acquired so far as the information may be available.

Answer:

- (a) Standard gauge. Single track, except in yards.
- (b) 90 pound
- (c) Not available.

- (d) Not available.
- (e) None.
- (f) Not available.
- (g) Not available.
- (h) None.

Question: 35. An estimate of total increase in charges to road and equipment account during the first five years after completion of the new line. If this displaces rental charges on equipment, so show.

Answer: None.

Question: 36. Any additional facts or reasons to show that the public convenience and necessity require the granting of this application.

Answer: In addition to preserving existing service to shippers located on the line of railroad involved and thereby producing additional revenue to Delray with limited additional cost, the operation of the line involved will provide an important emergency rail link for the handling of the hot metal of the Great Lakes Steel plant. These hot metal shipments move from blast furnaces on Zug Island to the Great Lakes Steel basic oxygen furnaces located on the mainland, approximately three miles south. A continual supply of hot metal to these basic oxygen furnaces is vital to their operation, and if for any reason the hot metal supply were cut off or curtailed, it would be necessary to either shut down the furnaces or curtail production accordingly. The hot metal now moves from the blast furnaces to the basic oxygen furnaces over the Short Cut Canal Bridge, a drawbridge over the Short Cut Canal. If for any reason railroad operations over the bridge became impossible, it is vital that there be an alternate, emergency route to move hot metal to the basic oxygen furnaces.

The particular line involved provides a means of moving the hot metal from the blast furnaces to a connection with Penn Central, and thence over another bridge across River Rouge to the main-land and to the Great Lakes Steel basic oxygen furnaces. Delray will be in a position to provide this service in conjunction with Penn Central, if and when an emergency involving the Short Cut Canal Bridge arises.

DELRAY CONNECTING RAILROAD COMPANY
GENERAL BALANCE SHEET

Exhibit F
Page 1 of 3

June 30,

1972

Current Assets

	Year 1967	Year 1968	Year 1969	Year 1970	Year 1971	1972
701 Cash	\$ 156,122.	\$ 165,602.	\$ 116,291.	\$ 68,163.	\$ 111,400.	\$ 111,593.
702 Temporary Cash Investments	660,716.	-	-	-	-	-
705 Traffic and Car Service Balance - Dr.	49,128.	12,898.	37,218.	40,758.	26,617.	11,292.
707 Miscellaneous Accounts Receivable	63,763.	81,321.	140,354.	185,372.	99,960.	90,828.
708 Interest and Dividends Receivable	1,286.	-	-	-	-	-
709 Accrued Accounts Receivable	37,644.	25,183.	66,280.	83,220.	7,274.	16,306.
710 Working Fund Advances	200.	200.	200.	200.	200.	200.
711 Prepayments	6,125.	3,556.	1,459.	4,185.	2,466.	10,077.
712 Material and Supplies	60,162.	62,845.	70,662.	46,479.	55,537.	56,315.
Total Current Assets	1,035,146.	351,605.	432,464.	428,377.	303,454.	296,611

Properties

731 Road and Equipment Property	1,012,941.	1,012,941.	1,015,203.	1,016,680.	1,032,689.	1,032,689.
Road	478,644.	517,822.	523,859.	742,495.	786,995.	786,796.
Equipment	(63,059.)	(63,059.)	(63,059.)	(63,059.)	(63,059.)	(63,059.)
Other Elements of Investment	4,778.	4,778.	4,778.	4,778.	4,772.	4,778.
732 Improvement on Leased Property	3,964.	3,964.	3,964.	3,964.	3,964.	3,964.
737 Miscellaneous Physical Property	1,437,268.	1,476,446.	1,484,745.	1,704,858.	1,765,367.	1,761,168.
Total Properties	903,659.	930,262.	955,517.	1,064,548.	1,086,258.	1,095,493.
735 Accrued Depreciation - Road and Equipment	533,609.	546,184.	529,228.	640,210.	679,109.	665,675.
Properties - Net	\$1,568,755.	\$ 897,789.	\$ 961,692.	\$1,068,687.	\$ 982,563.	\$ 962,286.
Total Assets						

Current Liabilities

753 Audited Accounts and Wages Payable	\$ 8,837.	\$ 8,438.	\$ 9,822.	\$ 10,020.	\$ 9,752.	\$ 8,507.
754 Miscellaneous Accounts Payable	8,191.	7,718.	9,201.	10,597.	6,994.	7,712.
759 Accrued Accounts Payable	112,310.	99,955.	131,887.	167,728.	147,036.	79,401.
760 Federal Income Tax Accrued	37,858.	44,002.	21,228.	37,512.	(15,657.)	1,827.
761 Other Taxes Accrued	29,972.	32,458.	33,658.	36,273.	30,811.	43,332.
Total Current Liabilities	197,168.	192,571.	205,796.	262,130.	178,936.	140,779.

Shareholders' Equity

791 Capital stock issued	1,300,000.	650,000.	650,000.	650,000.	650,000.	650,000.
798 Retained Income	71,587.	55,218.	105,896.	156,557.	153,627.	171,507.

Total Liabilities & Shareholders' Equity

\$1,568,755. \$ 897,789. \$ 961,692. \$1,068,687. \$ 982,563. \$ 962,286.

DELRAY CONNECTING RAILROAD COMPANY

Exhibit F
Page 2 of 3

INCOME STATEMENT

Ordinary Items		Year 1967	Year 1968	Year 1969	Year 1970	Year 1971	Six Months Ended 1972
<u>Railway Operating Income</u>							
531	Railway Operating Revenue	\$ 622,650.	\$ 529,075.	\$ 594,115.	\$ 513,670.	\$ 438,311.	\$ 225,766.
	110 Switching	105,260.	211,775.	167,980.	192,870.	68,740.	34,130.
	137 Demurrage	375.	197.	2,523.	2,526.	4,920.	4,855.
	142 Rents of Buildings and Other Properties	120,451.	120,649.	143,957.	155,241.	173,874.	95,897.
	143 Miscellaneous	848,736.	861,696.	908,575.	864,307.	685,845.	360,648.
	Total						
531	Railway Operating Expenses	72,568.	111,398.	149,978.	125,921.	130,482.	79,136.
	Maintenance of Way and Structures	101,482.	64,377.	67,236.	112,851.	83,931.	12,279.
	Maintenance of Equipment	149.	293.	478.	264.	188.	166.
	Traffic	325,881.	289,360.	291,872.	301,445.	265,625.	131,136.
	Transportation	98,326.	91,059.	136,329.	136,157.	150,689.	96,677.
	General	598,406.	556,487.	645,893.	676,638.	630,915.	319,394.
	Total						
	Operating Ratio	70.50%	64.58%	71.09%	78.29%	91.99%	88.56%
	Net Revenue from Railway Operations	250,330.	305,209.	262,682.	187,669.	54,930.	41,254.
532	Railway Tax Accruals	96,680.	115,247.	134,502.	145,887.	89,187.	51,226.
	Railway Operating Income	153,650.	189,962.	128,180.	41,782.	(34,257.)	(9,972.)
<u>Rent Income</u>							
534	Rent from Locomotives	8,217.	35,618.	25,542.	13,914.	2,725.	1,367.
537	Rent from Work Equipment	-	-	2,370.	2,156.	1,206.	288.
	Total	8,217.	35,618.	27,912.	16,070.	3,931.	1,655.
<u>Rents Payable</u>							
536	Hire of Freight Cars - Dr.	132,185.	191,112.	111,711.	11,220.	50,904.	30,879.
	Net Rents	(123,968.)	(155,494.)	(83,799.)	4,850.	(46,973.)	(29,224.)
	Net Railway Operating Income	\$ 29,682.	\$ 34,468.	\$ 44,381.	\$ 46,632.	\$ (81,230.)	\$ (39,196.)

DELRAY CONNECTING RAILROAD COMPANY

Exhibit F
Page 3 of 3

INCOME STATEMENT

	Year 1967	Year 1968	Year 1969	Year 1970	Year 1971	Six Months Ended 1972
<u>Other Income</u>						
Income from Lease Road and Equipment	\$ -	\$ 250.	\$ 700.	\$ 825.	\$ 122,617.	\$ 54,723.
Miscellaneous Rent Income	2,417.	2,417.	2,442.	2,417.	2,417.	1,217.
Income from Non-Operating Property	6,000.	6,000.	6,000.	6,000.	6,000.	3,000.
Interest Income	14,238.	4,046.	-	-	-	-
Miscellaneous Income	20,125.	10,830.	-	13,638.	750.	-
Total	42,780.	23,543.	9,142.	22,880.	131,784.	58,940.
Total Income	72,462.	58,011.	53,523.	69,512.	50,554.	19,744.
<u>Miscellaneous Deductions from Income</u>						
Miscellaneous Rents	2,715.	2,713.	2,715.	2,515.	2,665.	1,647.
Miscellaneous Income Charges	75.	80.	130.	170.	819.	217.
Total	2,790.	2,793.	2,845.	2,685.	3,484.	1,864.
Extraordinary and Prior Period Items - Dr.	-	-	-	16,166.	-	-
Net Income Transferred to Retained						
Income - Unappropriated	\$ 69,672.	\$ 55,218.	\$ 50,678.	\$ 50,661.	\$ 47,070.	\$ 17,880.

LAW OFFICES

VERNER, LIIPFERT, BERNHARD AND MCPHERSON

SUITE 1100

1660 L STREET, N. W.

WASHINGTON, D. C. 20036

JAMES M. VERNER
EUGENE T. LIIPFERT
BERL I. BERNHARD *
HARRY C. MCPHERSON, JR.
RONALD B. NATALIE
WILLIAM C. EVANS
MICHAEL J. ROBERTS

JOHN L. RICHARDSON
RONALD D. EASTMAN
PETER H. BRINK *
MARK J. ANDREWS

* ON LEAVE OF ABSENCE

ROGER M. CARTER
JOHN H. WANNER
OF COUNSEL

CABLE ADDRESS
VERLIP

(202) 296-6515

July 7, 1972

Interstate Commerce Commission
Washington, D. C. 20423

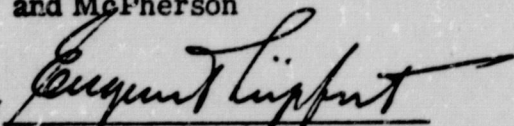
Dear Sirs:

We have reviewed the application and proposed return to questionnaire in Finance Docket No. 27103 in which Delray Connecting Railroad Company seeks authority under section 1(18) of the Interstate Commerce Act to extend its operation over additional lines of railroad in the manner therein described.

We are familiar with the Articles of Incorporation of Delray Connecting Railroad Company. It is our opinion that the proposed acquisition and extension of its lines is within its charter powers.

Yours very truly,

Verner, Liipfert, Bernhard
and McPherson

By 
Eugene T. Liipfert

NOTICE OF A PPLICATION

The Delray Connecting Railroad Company, having made application to the Interstate Commerce Commission, under section 1(18) of the Interstate Commerce Act, for a certificate of public convenience and necessity authorizing the extension of its main line between (1) Zug Island, Wayne County, Michigan, and Dearborn Avenue, Detroit, Michigan and (2) between Dearborn Avenue and West End Yards, Detroit, Michigan, which application is filed in the Office of the Commission in Finance Docket No. 27103, hereby affirms that notice of the application has been published in the form prescribed by the Commission, at least once during each of three consecutive weeks, in the following newspaper: The Detroit News; that said newspaper is of general circulation in the State of Michigan and Wayne County, which is the only state and the only county in which the proposed new line of railroad would be located, or in which the line to be acquired or operated is situated; and that the newspaper clippings hereto attached contain true copies of the notice as published in said newspapers.

State of Michigan) ss
County of Wayne)

Affidavit of Publication in The Detroit News

Clipping of
or typewritten
copy of the
advertisement
referred to
in this affidavit.

NOTICE
DELRAY CONNECTING RAILROAD
COMPANY hereby gives notice that
on the 25th day of May 1972, it filed
with the Interstate Commerce Com-
mission at Washington, D. C., an
application for a certificate of public
convenience and necessity permitting
acquisition and operation of a line of
railroad between (1) Zug Island,
Wayne County, Michigan, and Dear-
born Avenue, Detroit, Michigan, and
(2) between Dearborn Avenue and
West End Yards, Detroit, Michigan.
The properties involved consist of
approximately 1.53 miles in length
and are located in Wayne County,
Michigan. This application has been
assigned Finance Docket No. 27102.
The applicant does not believe that
the relief sought in this application
will have either a significant benefit
to or adverse impact upon the envi-
ronment. Any person who wishes to
submit any representatives in this
matter should advise the Commission
promptly, with an original and six
copies, identifying the finance docket
number, and send a copy to Mr.
Eugene T. Lippert, Suite 1100, 1660 L
Street, N.W., Washington, D.C. 20036.
DELRAY CONNECTING
RAILROAD COMPANY

Being duly sworn, deposes and
says that the advertising illustrated above was published under the
classification Legal Notices

in The Detroit News on the following dates:

June 22 1972

and as an authorized employee of The Detroit News he knows well the facts
stated herein.

Signed Robert W. Mai

Sworn and subscribed to before me, a Notary Public in and for Wayne County, State of Michigan.

On This 11th Day of July 19 72

Form 941

Robert W. Mai
ROBERT W. MAI
Notary Public, Wayne County, Mich.
My Commission Expires Feb. 16, 1976

State of Michigan } ss
County of Wayne }

Affidavit of Publication in The Detroit News

Clipping of
or typewritten
copy of the
advertisement
referred to
in this affidavit.

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DELRAY CONNECTING RAILROAD
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approximately 1.53 miles in length
and are located in Wayne County,
Michigan. This application has been
assigned Finance Docket No. 27103.
The applicant does not believe that
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will have either a significant benefit
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ronment. Any person who wishes to
submit any representations in this
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promptly, with an original and six
copies, identifying the finance docket
number, and send a copy to Mr.
Eugene T. Lilpert, Suite 1150, 1440 L
Street, N.W., Washington, D.C. 20036.
DELRAY CONNECTING
RAILROAD COMPANY

Being duly sworn, deposes and
says that the advertising illustrated above was published under the
classification Legal Notices

in The Detroit News on the following dates:

June 29, 1972

and as an authorized employee of The Detroit News he knows well the facts
stated herein.

Signed Robert W. Mai

Sworn and subscribed to before me, a Notary Public in and for Wayne County, State of Michigan,

On This 11th Day of July, 1972

Form 941

ROBERT W. MAI
Notary Public, Wayne County, Mich.
My Commission Expires Feb. 10, 1976

State of Michigan) ss
County of Wayne

Affidavit of Publication in The Detroit News

Clipping of
or typewritten
copy of the
advertisement
referred to
in this affidavit.

NOTICE
DELRAY CONNECTING RAILROAD
COMPANY hereby gives notice that
on the 25th day of May 1972, it filed
with the Interstate Commerce Com-
mission at Washington, D. C., an
application for a Certificate of Public
Convenience and Necessity permitting
acquisition and operation of a line of
railroad between: (1) Zug Island,
Wayne County, Michigan, and Dear-
born Avenue, Detroit, Michigan, and
(2) between Dearborn Avenue and
West End Yards, Detroit, Michigan.
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approximately 1.53 miles in length
and are located in Wayne County,
Michigan. This application has been
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ronment. Any person who wishes to
submit any representations in this
matter should advise the Commission
promptly, with an original and six
copies, identifying the finance docket
number, and send a copy to Mr.
Eugene T. Lippert, Suite 1100, 1640 L
Street, N.W., Washington, D.C. 20036.
DELRAY CONNECTING
RAILROAD COMPANY

Being duly sworn, deposes and
says that the advertising illustrated above was published under the
classification Legal Notice
in The Detroit News on the following dates:

July 6, 1972

and as an authorized employee of The Detroit News he knows well the facts
stated herein.

Signed Richard M. Dennis

Sworn and subscribed to before me, a Notary Public in and for Wayne County, State of Michigan,

On This 11th Day of July, 1972

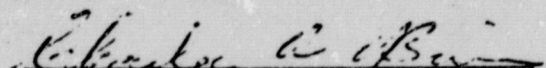
Form 941

Robert W. Mai
ROBERT W. MAI
Notary Public, Wayne County, Mich.
My Commission Expires Feb. 16, 1976

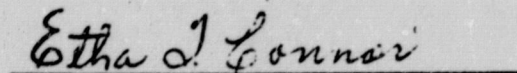
VERIFICATION

District of Columbia) ss.

Charles A. O'Brien makes oath and says that he is the President of the Delray Connecting Railroad Company, applicant herein; that he has been authorized by proper corporate action on the part of said applicant to verify and file with the Interstate Commerce Commission the foregoing return to questionnaire of said Commission in respect of the application in Finance Docket No. 27103; that he has carefully examined all of the statements referred to in said return and the exhibits attached thereto and made a part thereof; that he has knowledge of the matters set forth in such return and that all such statements made and the matters set forth therein are true and correct to the best of his knowledge, information, and belief.


Charles A. O'Brien

Subscribed and sworn to before me, a notary public in and for the District of Columbia, this 7th day of July, 1972.


Notary Public

My commission expires: My Commission Expires August 14, 1974

CERTIFICATE OF SERVICE

I hereby certify that I have this 20th day of July, 1972, served a copy of the foregoing document on all parties to this proceeding by United States mail, postage prepaid, in accordance with the Commission's rules.

John L. Richardson

FR

TITLE 49 - TRANSPORTATION
 CHAPTER X - INTERSTATE COMMERCE COMMISSION
 SUBCHAPTER A - GENERAL RULES AND REGULATIONS

PART 1033 - CAR SERVICE

AMENDMENT NO. 1 TO
 SERVICE ORDER NO. 1099

DELRAY CONNECTING RAILROAD COMPANY AUTHORIZED
 TO OPERATE OVER TRACKS ABANDONED BY THE
 DETROIT, TOLEDO AND IRONTON RAILROAD COMPANY

At a Session of the INTERSTATE COMMERCE COMMISSION, Railroad Service Board, held in Washington, D. C., on the 19th day of December 1972.

Upon further consideration of Service Order No. 1099 .
 (37 F.R. 11336), and good cause appearing therefor:

It is ordered, That:

§ 1033.1099 DELRAY CONNECTING RAILROAD COMPANY AUTHORIZED
 TO OPERATE OVER TRACKS ABANDONED BY THE DETROIT, TOLEDO AND
 IRONTON RAILROAD COMPANY

Service Order No. 1099 be, and it is hereby, amended by substituting the following paragraph (e) for paragraph (e) thereof:

(e) Expiration date. This order shall expire at 11:59 p.m., July 31, 1973, unless otherwise modified, changed, or suspended by order of this Commission.

Effective date. This amendment shall become effective at 11:59 p.m., December 31, 1972.

(Secs. 1, 12, 15, and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15, and 17(2). Interprets or applies Secs. 1(10-17), 15(4), and 17(2), 40 Stat. 101, as amended, 54 Stat. 911; 49 U.S.C. 1(10-17), 15(4), and 17(2).)

It is further ordered, That a copy of this amendment shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and car hire agreement under the terms of



that agreement, and upon the American Short Line Railroad Association; and that notice of this amendment be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D. C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board.

ROBERT L. OSWALD
Secretary

(SEAL)



Delray

SERVICE DATE
MARCH 2, 1973

CERTIFICATE AND ORDER

At a Session of the INTERSTATE COMMERCE COMMISSION, Review Board Number 5, held at its office in Washington, D. C., on the 20th day of February, 1973.

Finance Docket No. 27103

DELRAY CONNECTING RAILROAD COMPANY--ACQUISITION &
OPERATION--WAYNE COUNTY, MICHIGAN

Upon consideration of the application filed May 25, 1972, by Delray Connecting Railroad Company (Delray), for authority under section 1(18) of the Interstate Commerce Act to acquire and operate a line of railroad between (1) a point just North of Short Cut Bridge, Zug Island, River Rouge, Wayne County, Michigan, (Point B) and Dearborn Avenue, Detroit, Michigan, and (2) between Dearborn Avenue, Detroit and West End Avenue, Detroit Michigan, (Point C) totaling approximately 1.53 miles in length; said line of railroad being a portion of the line of railroad of Detroit, Toledo and Ironton Railroad Company (D.T.&I.) authorized to be abandoned by certificate and order of the Commission, Review Board Number 5, dated June 1, 1971, in Finance Docket No. 26532, Detroit, Toledo & Ironton Railroad Co. Abandonment Between Detroit & River Rouge, Mich; and of protest to said application filed by the Brotherhood of Locomotive Engineers on the ground that the proposed transaction, if permitted, would have an adverse effect upon the employees of the applicant; and

It appearing, That Delray, a wholly-owned subsidiary of National Steel Corporation, (National) is a carrier by railroad subject to part I of the Act; that pursuant to an agreement dated November 30, 1970, between D.T.&I., D.T.I. Enterprises, Inc., National, and Delray (a) National has an option to purchase all the right-of-way, land, facilities and other property of D.T.&I. situated between Point A as shown on Exhibit I to the application, and Dearborn Avenue for a price of \$520,000, plus \$15,000 per acre for the land and \$4.50 per foot for the trackage and (b) National and Delray, jointly, have an option to purchase all of the right-of-way, land, facilities, and other property owned by D.T.&I. situated between Point A and Point B described in the agreement and Exhibit I, and for either one to purchase all of the right-of-way, land, railroad bridge facilities and other property owned by D.T.&I. situated between Point B and Point C described in the agreement, for a price of \$1,178,392.50 plus \$15,000 per acre for the land and \$4.50 per foot for the trackage, as set forth more fully in the agreement annexed to the application, that National will assign its rights to acquire the properties involved to Delray; that Delray desires to extend its line of railroad through the acquisition of said trackage to the extent set

FILED MAR 2 1973

forth in (1) and (2) above so that it may provide rail service to the industries located on said line of railroad and have an alternate route for the movement of "hot metal" for the account of Great Lakes Steel, a division of National Steel Corporation; and that the grant by D.T.&I. of an option to purchase this portion of trackage to National and/or its subsidiary, Delray was an important consideration in the aforesaid D.T.&I. abandonment proceeding;

It further appearing, That employees of D.T.&I. are protected by appropriate conditions imposed in the aforesaid abandonment proceeding; that approval of the instant application would not result in any modifications of Delray's operations which would have an adverse effect upon its employees, and that, accordingly, further imposition of employees protective conditions is unnecessary; and that the proposed transaction does not appear to be in violation of section 1(8) of the Act;

It further appearing, and the Board so finds, that this decision is not a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969;

It is hereby certified, That the present and future public convenience and necessity require the acquisition and operation by the Delray Connecting Railroad Company of the above-described line of railroad in Wayne County, Michigan as more fully described in (1) and (2) above:

It is ordered, That the applicant when making changes in trackage as may be required pursuant to this transaction shall, in such schedules making such changes, refer to this certificate and order by date and docket number;

It is further ordered, That, if the authority herein granted is exercised, the applicant shall submit for the consideration of the Commission two copies of the journal entries required to record the transaction, and shall confirm, in writing, to the Commission, immediately after consummation and operation, the date on which consummation and commencement of operation has actually taken place;

It is further ordered, That this certificate and order shall be effective on the date it is served; and

It is further ordered, That unless the authority granted herein is exercised within 180 days from the date hereof, it shall be of no further force and effect.

By the Commission, Review Board Number 5.

ROBERT L. OSWALD,
Secretary.

(SEAL)

