

ANNUAL REPORT CLASS-R-A² 20F²
REPORT-101 THE AKRON, CANTON & YOUNGTOWN RAILROAD CO. 1971

300. INCOME ACCOUNT FOR THE YEAR—Concluded

Line No.	Item (a)	Amount for current year (b)			Amount for preceding year (c)			Offsetting debits and credits for current year (d)		
		\$			\$			\$		
51	FIXED CHARGES	xx	xx	xx	xx	xx	xx	xx	xx	xx
52	(542) Rent for leased roads and equipment (p. 321).....									
53	(546) Interest on funded debt:	xx	xx	xx	xx	xx	xx	xx	xx	xx
54	(a) Fixed interest not in default.....		376	895		397	221			
55	(b) Interest in default.....									
56	(547) Interest on unfunded debt.....									
57	(548) Amortization of discount on funded debt.....		2	637		2	583			
58	Total fixed charges.....		379	532		399	804			
59	Income after fixed charges (lines 50, 58).....		(36	678)		411	559			
60	OTHER DEDUCTIONS	xx	xx	xx	xx	xx	xx	xx	xx	xx
61	(546) Interest on funded debt:	xx	xx	xx	xx	xx	xx	xx	xx	xx
62	(c) Contingent interest.....									
63	Ordinary income (lines 59, 62).....		(36	678)		411	559			
64	EXTRAORDINARY AND PRIOR PERIOD ITEMS	xx	xx	xx	xx	xx	xx	xx	xx	xx
65	(570) Extraordinary items — Net Credit (Debit) (p. 323).....					(62	842)			
66	(580) Prior period items — Net Credit (Debit) (p. 323).....									
67	(590) Federal income taxes on extraordinary and prior period items— Debit (Credit) (p. 323).....					(18	000)			
68	Total extraordinary and prior period items — Credit (Debit).....					(50	842)			
69	Net income transferred to Retained Income-Unappropriated (lines 63, 68).....		(36	678)		360	717			

NOTE.—See page 301B for explanatory notes, which are an integral part of the Income Account for the Year.

NOTES AND REMARKS

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 Schedule 350, under Section C pertaining to analysis of Federal income taxes. 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 in Schedule 396, page 323.

N O N E

305. 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. 301A) -----	\$			
2	(606) Other credits to retained income -----				Net of Federal income taxes ----- \$ <u>None</u>
3	(622) Appropriations released -----				
4	Total -----				
	DEBITS				
5	(612) Debit balance transferred from Income (p. 301A) -----		36	678	
6	(616) Other debits to retained income -----				Net of Federal income taxes ----- \$ <u>None</u>
7	(620) Appropriations for sinking and other reserve funds -----		100	200	
8	(621) Appropriations for other purposes -----				
9	(623) Dividends (p. 302) -----				
10	Total -----		136	878	
11	Net increase during year* -----		136	878	
12	Balance at beginning of year (p. 201)* -----	5	378	549	
13	Balance at end of year (carried to p. 201)* -----	5	241	671	

* Amount in parentheses indicates debit balance.

Note.—See p. 323, schedule 396, for analysis of Retained Income accounts.

306. 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 an 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. 305.

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)
41				\$	\$		
42							
43							
44							
45							
46				NONE			
47							
48							
49							
50							
51							
52							
53				TOTAL			

310. RAILWAY OPERATING REVENUES

1. State the railway operating revenues of the respondent for the year classifying them in accordance with the Uniform System of Accounts for Railroad Companies and distribute the amounts among the classes of service as indicated. In the absence of records separating revenues between freight and passenger trains, the distribution should be estimated on the basis of the best data available.

2. Assign rail-line revenues, including revenues from water transfers and highway motor vehicle operations, to "Freight service" or to "Passenger and allied services" according to the type of train (or other equipment) by which the traffic moved.

3. Incidental revenues should be assigned as provided for in the schedule.

4. Revenues which are not assignable to freight service or to passenger and allied services are includible in column (e) only in cases where the related operating expenses are reportable in column (i) of schedule No. 320. If the expenses are assigned to the classes of service mentioned, the revenues, likewise, should be distributed on an equitable basis.

5. Any unusual accruals involving substantial amounts included in column (b) should be fully explained in a footnote.

Line No.	Class of railway operating revenues	Amount of revenue for the year			RAIL-LINE REVENUES, INCLUDING WATER TRANSFERS						Other revenues not assignable to freight or to passenger and allied services			Remarks
					Assignable to freight service			Assignable to passenger and allied services						
(a)	(b)	(c)	(d)	(e)	(f)									
	TRANSPORTATION—RAIL LINE	\$		\$		\$		\$						
1	(101) Freight*	6	937	196	6	937	196							
2	(102) Passenger*													
3	(103) Baggage													
4	(104) Sleeping car													
5	(105) Parlor and chair car													
6	(106) Mail													
7	(107) Express													
8	(108) Other passenger-train†													
9	(109) Milk													
10	(110) Switching*	89	660		89	660								
11	(113) Water transfers													
12	Total rail-line transportation revenue	7	026	856	7	026	856							
	INCIDENTAL													
13	(131) Dining and buffet													
14	(132) Hotel and restaurant													
15	(133) Station, train, and boat privileges													
16	(135) Storage—Freight			500		500								
17	(137) Demurrage	124	112		124	112								
18	(138) Communication													
19	(139) Grain elevator													
20	(141) Power													
21	(142) Rents of buildings and other property	29	850		29	850								
22	(143) Miscellaneous	39	060		39	060								
23	Total incidental operating revenue	193	522		193	522								
	JOINT FACILITY													
24	(151) Joint facility—Cr													
25	(152) Joint facility—Dr													
26	Total joint facility operating revenue													
27	Total railway operating revenues	7	220	378	7	220	378							

*Report hereunder the charges to these accounts representing:

A. Payments made to others for—

1. Terminal collection and delivery services when performed in connection with line-haul transportation of freight on the basis of freight tariff rates: \$ None 28

(a) Of the amount reported for item A.1, _____ % (to nearest whole number) represents payments for collection and delivery of LCL freight either in TOFC trailers or otherwise. The percentage reported is (check one):
Actual (X) Estimated ()

2. 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: \$ 218 870 29

3. Substitute highway motor service in lieu of line-haul rail service performed under tariffs published by rail carriers (does not include traffic moved on joint rail-motor routes): \$ None 30

(a) Payments for transportation of persons: \$ None

(b) Payments for transportation of freight shipments: \$ None

†Governmental aid for providing passenger commuter or other passenger-train service included in account 108, as provided in item (d) of that account: \$ None

NOTE.—Gross charges for protective services to perishable freight, without deduction for any proportion thereof credited to account No. 101, "Freight" (not required from switching and terminal companies): \$ None

1. Charges for service for the protection against heat: \$ None

2. Charges for service for the protection against cold: \$ None

320. RAILWAY OPERATING EXPENSES

State the railway operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies, and analyzing them in accordance with the Commission's rules governing the separation of operating expenses between freight and passenger service; railroads. The returns to accounts 202-221 should be classified as provided for by instructions pertaining to those accounts in the effective rules. The designations shown in column (a) for these accounts are defined as follows:

Line No.	Name of railway operating expense account (a)	Amount of operating expenses for the year (b)		
		\$	xx	xx
1	MAINTENANCE OF WAY AND STRUCTURES			
2	(201) Superintendence.....		78	997
3	(202) Roadway maintenance—Yard switching tracks.....		2	275
4	Roadway maintenance—Way switching tracks.....			277
5	Roadway maintenance—Running tracks.....		61	424
6	(206) Tunnels and subways—Yard switching tracks.....			
7	Tunnels and subways—Way switching tracks.....			
8	Tunnels and subways—Running tracks.....			
9	(208) Bridges, trestles, and culverts—Yard switching tracks.....			
10	Bridges, trestles, and culverts—Way switching tracks.....			
11	Bridges, trestles, and culverts—Running tracks.....		37	497
12	(210) Elevated structures—Yard switching tracks.....			
13	Elevated structures—Way switching tracks.....			
14	Elevated structures—Running tracks.....			
15	(212) Ties—Yard switching tracks.....		1	868
16	Ties—Way switching tracks.....	180,698	11	987
17	Ties—Running tracks.....		166	843
18	(214) Rails—Yard switching tracks.....			813
19	Rails—Way switching tracks.....	34,183		629
20	Rails—Running tracks.....		32	741
21	(216) Other track material—Yard switching tracks.....		2	803
22	Other track material—Way switching tracks.....		2	682
23	Other track material—Running tracks.....		66	632
24	(218) Ballast—Yard switching tracks.....			611
25	Ballast—Way switching tracks.....			281
26	Ballast—Running tracks.....		6	269
27	(220) Track laying and surfacing—Yard switching tracks.....		12	750
28	Track laying and surfacing—Way switching tracks.....		17	323
29	Track laying and surfacing—Running tracks.....		457	574
30	(221) Fences, snowsheds, and signs—Yard switching tracks.....			
31	Fences, snowsheds, and signs—Way switching tracks.....			
32	Fences, snowsheds, and signs—Running tracks.....		2	626
33	(227) Station and office buildings.....		11	497
34	(229) Roadway buildings.....		4	081
35	(231) Water stations.....			
36	(233) Fuel stations.....			553
37	(235) Shops and engine houses.....		22	344
38	(237) Grain elevators.....			
39	(239) Storage warehouses.....			
40	(241) Wharves and docks.....			
41	(243) Coal and ore wharves.....			
42	(244) TOFC/COFC terminals.....			
43	(247) Communication systems.....		23	147
44	(249) Signals and interlockers.....		43	371
45	(253) Power plants.....			
46	(257) Power-transmission systems.....			
47	(265) Miscellaneous structures.....			
48	(266) Road property—Depreciation (p. 312).....		84	844
49	(267) Retirements—Road (p. 312).....		12	338
50	(269) Roadway machines.....		48	720
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320. RAILWAY OPERATING EXPENSES—Continued

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

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

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

Any unusual accruals involving substantial amounts included in column (b) should be fully explained in a footnote.

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS																					Line No.
Expenses related solely to freight service (c)			Common expenses appor- tioned to freight service (d)			Total freight expense (e)			Related solely to passen- ger and allied services (f)			Common expenses appor- tioned to passenger and allied services (g)			Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)			
\$			\$			\$			\$			\$			\$			\$			
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320. RAILWAY OPERATING EXPENSES—Continued

Line No.	Name of railway operating expense account (a)	Amount of operating expense for the year (b)		
		\$	xx	xx
MAINTENANCE OF WAY AND STRUCTURES—Continued				
54	(270) Dismantling retired road property.....		7	108
55	(271) Small tools and supplies.....		18	187
56	(272) Removing snow, ice, and sand.....		18	756
57	(273) Public improvements—Maintenance.....		89	685
58	(274) Injuries to persons.....		8	145
59	(275) Insurance.....		15	975
60	(276) Stationery and printing.....		1	374
61	(277) Employees' health and welfare benefits.....		34	266
62	(281) Right-of-way expenses.....		2	372
63	(282) Other expenses.....			603
64	(278) Maintaining joint tracks, yards, and other facilities—Dr.....		10	123
65	(279) Maintaining joint tracks, yards, and other facilities—Cr.....			
66	Total—All road property depreciation (account 266).....		84	844
67	Total—All other maintenance of way and structures accounts.....	1	337	487
68	Total maintenance of way and structures.....	1	422	331
MAINTENANCE OF EQUIPMENT				
69	(301) Superintendence.....		92	556
70	(302) Shop machinery.....		1	525
71	(304) Power-plant machinery.....			
72	(305) Shop and power-plant machinery—Depreciation (p. 314).....		1	720
73	(306) Dismantling retired shop and power-plant machinery.....			
74	(311) Locomotives—Repairs, Diesel locomotives—Yard.....		34	996
75	Locomotives—Repairs, Diesel locomotives—Other.....		198	310
76	Locomotives—Repairs, Other than Diesel—Yard.....			
77	Locomotives—Repairs, Other than Diesel—Other.....		659	133
78	(314) Freight-train cars—Repairs*.....			
79	(317) Passenger-train cars—Repairs.....			
80	(318) Highway revenue equipment—Repairs.....			
81	(323) Floating equipment—Repairs.....			238
82	(326) Work equipment—Repairs.....		23	772
83	(328) Miscellaneous equipment—Repairs.....			
84	(329) Dismantling retired equipment.....			
85	(330) Retirements—Equipment (p. 314).....		504	185
86	(331) Equipment—Depreciation (p. 314).....		10	897
87	(332) Injuries to persons.....		26	222
88	(333) Insurance.....			981
89	(334) Stationery and printing.....		28	173
90	(335) Employees' health and welfare benefits.....		3	178
91	(339) Other expenses.....			
92	(336) Joint maintenance of equipment expenses—Dr.....			
93	(337) Joint maintenance of equipment expenses—Cr.....			
94	Total—All equipment depreciation (accounts 305 and 331).....		505	905
95	Total—All other maintenance of equipment accounts.....	1	079	981
96	Total maintenance of equipment.....	1	585	886
TRAFFIC				
97	(351) Superintendence.....		149	906
98	(352) Outside agencies.....		171	326
99	(353) Advertising**.....		5	779
100	(354) Traffic associations.....		11	935
101	(355) Fast freight lines.....			
102	(356) Industrial and immigration bureaus.....			802
103	(357) Insurance.....		18	596
104	(358) Stationery and printing.....		6	062
105	(359) Employees' health and welfare benefits.....		3	215
106	(360) Other expenses.....			
107	Total traffic.....		367	621
108	*Includes debits of \$ 319 560 for charges on account of work done by others and includes credits of \$ 144 238 on account of work charged to others.			
109	**Value of transportation issued in exchange for advertising, \$ None			

320. RAILWAY OPERATING EXPENSES—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS																					
Expenses related solely to freight service (c)			Common expenses apportioned to freight service (d)			Total freight expense (e)			Related solely to passenger and allied services (f)			Common expenses apportioned to passenger and allied services (g)			Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)			Line No.
\$	X	X	\$	X	X	\$	X	X	\$	X	X	\$	X	X	\$	X	X	\$	X	X	
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320. RAILWAY OPERATING EXPENSES—Continued

Line No.	Name of railway operating expense account	Amount of operating expenses for the year	
	(a)	(b)	
	TRANSPORTATION—RAIL LINE		
110	(371) Superintendence.....	133	230
111	(372) Dispatching trains.....	76	431
112	(373) Station employees.....	278	122
113	(374) Weighing, inspection, and demurrage bureaus.....	8	160
114	(375) Coal and ore wharves.....		
115	(376) Station supplies and expenses.....	25	145
116	(377) Yardmasters and yard clerks.....	164	184
117	(378) Yard conductors and brakemen.....	454	905
118	(379) Yard switch and signal tenders.....	6	475
119	(380) Yard enginemen.....	287	053
120	(382) Yard switching fuel.....	42	723
121	(383) Yard switching power produced.....		
122	(384) Yard switching power purchased.....		
123	(388) Servicing yard locomotives.....	31	018
124	(389) Yard supplies and expenses.....	7	967
125	(392) Train enginemen.....	269	118
126	(394) Train fuel.....	186	590
127	(395) Train power produced.....		
128	(396) Train power purchased.....		
129	(400) Servicing train locomotives.....	63	949
130	(401) Trainmen.....	373	504
131	(402) Train supplies and expenses*.....	158	173
132	(403) Operating sleeping cars.....		
133	(404) Signal and interlocker operation.....		
134	(405) Crossing protection.....	1	829
135	(406) Drawbridge operation.....		
136	(407) Communication system operation.....		101
137	(408) Operating floating equipment.....		
138	(409) Employees' health and welfare benefits.....	92	427
139	(410) Stationery and printing.....	23	835
140	(411) Other expenses.....	1	566
141	(414) Insurance.....	35	318
142	(415) Clearing wrecks.....	18	174
143	(416) Damage to property.....	6	257
144	(417) Damage to livestock on right of way.....		69
145	(418) Loss and damage—Freight.....	99	447
146	(419) Loss and damage—Baggage.....		
147	(420) Injuries to persons.....	38	256
148	(421) TOFC/COFC terminals.....		
149	(422) Other highway transportation expenses.....		
150	(390) Operating joint yards and terminals—Dr.....	13	857
151	(391) Operating joint yards and terminals—Cr.....		
152	(412) Operating joint tracks and facilities—Dr.....	66	809
153	(413) Operating joint tracks and facilities—Cr.....		
154	Total transportation—Rail line.....	2	997 102
	*Includes gross charges and credits for heater and refrigerator service as follows:		
155	Freight train cars: Refrigerator—Charges.....		35
156	—Credits.....		-
157	Heater—Charges.....		-
158	—Credits.....		-
159	TOFC trailers: Refrigerator—Charges.....		-
160	—Credits.....		-
161	Heater—Charges.....		-
162	—Credits.....		-

320. RAILWAY OPERATING EXPENSES—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS															Line No.						
Expenses related solely to freight service (c)			Common expenses appor- tioned to freight service (d)			Total freight expense (e)			Related solely to passen- ger and allied services (f)			Common expenses appor- tioned to passenger and allied services (g)				Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)		
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320. RAILWAY OPERATING EXPENSES—Continued

Line No.	Name of railway operating expense account (a)	Amount of operating expenses for the year (b)		
		\$	XX	XX
	MISCELLANEOUS OPERATIONS			
163	(441) Dining and buffet service.....			
164	(442) Hotels and restaurants.....			
165	(443) Grain elevators.....			
166	(445) Producing power sold.....			
167	(446) Other miscellaneous operations.....			
168	(449) Employees' health and welfare benefits.....			
169	(447) Operating joint miscellaneous facilities—Dr.....			
170	(448) Operating joint miscellaneous facilities—Cr.....			
171	Total miscellaneous operations.....			
	GENERAL			
172	(451) Salaries and expenses of general officers.....		112	540
173	(452) Salaries and expenses of clerks and attendants.....		208	666
174	(453) General office supplies and expenses.....		32	042
175	(454) Law expenses.....		44	206
176	(455) Insurance.....			329
177	(456) Employees' health and welfare benefits.....		11	993
178	(457) Pensions.....		24	956
179	(458) Stationery and printing.....		12	245
180	(460) Other expenses*.....		38	701
181	(461) General joint facilities—Dr.....			
182	(462) General joint facilities—Cr.....			
183	Total general expenses.....		492	678
184	Grand total railway operating expenses.....	6	865	636
185	Operating ratio (ratio of operating expenses to operating revenues)..... percent. (Two decimal places required).....		95	09

186. Amount of employee compensation† (applicable to the current year) chargeable to operating expenses: \$ 3,718,999

* Give description and amount of charges to account No. 460, "Other expenses," for severance payments made to employees. This includes payments made as a result of agreements with employee organizations and awards pursuant to decisions of arbitration boards or by specific orders of this Commission or by voluntary action on the part of respondent. This also includes severance payments in cases relating to mergers and situations involving reduction in employees because of abandonment or consolidation of facilities.

Description of payments:

Amount

	\$

† Includes "straight time paid for" in train and engine service, and "time actually worked and paid for at straight time rates" in other services; all overtime in train and engine service, and overtime paid for at punitive rates in other services; and "constructive allowance, including vacations and holidays" in train and engine service and "vacations, holidays, and other allowances" in other services. (Compensation chargeable to operating expenses applicable to prior years, which was paid or is payable under labor awards of the current year or for other reasons, should be shown in Schedule 361C and not included in this return.)

320. RAILWAY OPERATING EXPENSES—Concluded

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS

Expenses related solely to freight service (c)			Common expenses apportioned to freight service (d)			Total freight expense (e)			Related solely to passenger and allied services (f)			Common expenses apportioned to passenger and allied services (g)			Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)			Line No.
\$			\$			\$			\$			\$			\$			\$			
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	163
																					164
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																					171
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	172
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																					184
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	185

322. ROAD PROPERTY—DEPRECIATION

Give the particulars called for with respect to the amount charged to account 266, "Road property—Depreciation," for the year.

Line No.	Subaccount	Amount of operating expenses for the year		
		(b)		
	(a)	\$		
301	(1) Engineering.....		1	503
302	(2½) Other right-of-way expenditures.....			506
303	(3) Grading.....		1	240
304	(5) Tunnels and subways.....			502
305	(6) Bridges, trestles, and culverts.....		21	353
306	(7) Elevated structures.....			
307	(13) Fences, snowsheds, and signs.....		3	365
308	(16) Station and office buildings.....		12	402
309	(17) Roadway buildings.....			341
310	(18) Water stations.....			165
311	(19) Fuel stations.....			416
312	(20) Shops and enginehouses.....		9	264
313	(21) Grain elevators.....			
314	(22) Storage warehouses.....			
315	(23) Wharves and docks.....			
316	(24) Coal and ore wharves.....			
317	(25) TOFC/COFC terminals.....			
318	(26) Communication systems.....		6	398
319	(27) Signals and interlockers.....		5	287
320	(29) Power plants.....			
321	(31) Power-transmission systems.....			403
322	(35) Miscellaneous structures.....			
323	(37) Roadway machines.....		17	175
324	(59) Public improvements—Construction.....		3	524
325	All other road accounts.....			
326	Total (account 266).....		84	844

324. RETIREMENTS—ROAD

Give the particulars called for with respect to the amount included in account 267, "Retirements—Road," for the year.

Line No.	Subaccount	Amount of operating expenses for the year		
		(b)		
	(a)	\$		
341	(1) Engineering.....			207
342	(2½) Other right-of-way expenditures.....			
343	(3) Grading.....		1	175
344	(5) Tunnels and subways.....			
345	(8) Ties.....		9	376
346	(9) Rails.....		(2)	935
347	(10) Other track material.....		1	233
348	(11) Ballast.....			583
349	(12) Track laying and surfacing.....		2	499
350	(38) Roadway small tools.....			
351	(39) Public improvements—Construction.....			
352	(43) Other expenditures—Road.....			
353	(76) Interest during construction.....			
354	(77) Other expenditures—General.....			
355	(80) Other elements of investment.....			
356	All other road accounts.....			
357	Total (account 267).....		12	338

322. ROAD PROPERTY—DEPRECIATION

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS																	Line No.			
Expenses related solely to freight service (c)			Common expenses apportioned to freight service (d)			Total freight expense (e)			Related solely to passenger and allied services (f)			Common expenses apportioned to passenger and allied services (g)			Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)		
\$			\$			\$			\$			\$			\$			\$		
																				301
																				302
																				303
																				304
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																				325
																				326

324. RETIREMENTS—ROAD

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS																	Line No.				
Expenses related solely to freight service (c)			Common expenses apportioned to freight service (d)			Total freight expense (e)			Related solely to passenger and allied services (f)			Common expenses apportioned to passenger and allied services (g)			Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)			
\$			\$			\$			\$			\$			\$			\$			
																					341
																					342
																					343
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325. SHOP AND POWER-PLANT MACHINERY--DEPRECIATION

Give the particulars called for with respect to the amount charged to account 305, "Shop and power-plant machinery--Depreciation," for the year.

Line No.	Subaccount (a)	Amount of operating expenses for the year (b)		
		\$		
301	(44) Shop machinery.....		1	720
302	(45) Power-plant machinery.....			
303	Total (account 305).....		1	720

328. RETIREMENTS--EQUIPMENT

Give the particulars called for with respect to the amount included in account 330, "Retirements--Equipment," for the year.

Line No.	Subaccount (a)	Amount of operating expenses for the year (b)		
		\$		
401	(52) Locomotives.....			
402	(53) Freight-train cars.....			
403	(54) Passenger-train cars.....			
404	(55) Highway revenue equipment.....			
405	(56) Floating equipment.....			
406	(57) Work equipment.....			
407	(58) Miscellaneous equipment.....			
408	(76) Interest during construction.....			
409	(77) Other expenditures--General.....			
410	(80) Other elements of investment.....			
411	Total (account 330).....			

330. EQUIPMENT--DEPRECIATION

Give the particulars called for with respect to the amount charged to account 331, "Equipment--Depreciation," for the year.

Line No.	Subaccount (a)	Amount of operating expenses for the year (b)		
		\$		
431	(52) Locomotives--Yard.....			385
432	(52) Locomotives--Other.....			
433	(53) Freight-train cars.....		477	641
434	(54) Passenger-train cars.....			
435	(55) Highway revenue equipment.....			
436	(56) Floating equipment.....			
437	(57) Work equipment.....			
438	(58) Miscellaneous equipment.....		26	159
439	Total (account 331).....		504	185

326. SHOP AND POWER-PLANT MACHINERY—DEPRECIATION—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS												Line No.									
Expenses related solely to freight service (c)			Common expenses apportioned to freight service (d)			Total freight expense (e)			Related solely to passenger and allied services (f)				Common expenses apportioned to passenger and allied services (g)			Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)		
\$			\$			\$			\$				\$			\$			\$		
																					391
																					392
																					393

328. RETIREMENTS—EQUIPMENT—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS													Line No.								
Expenses related solely to freight service			Common expense apportioned to freight service			Total freight expense			Related solely to passenger and allied services			Common expense apportioned to passenger and allied services			Total passenger expense			Other expenses not related to either freight or to passenger and allied services			
(c)			(d)			(e)			(f)			(g)			(h)			(i)			
\$			\$			\$			\$			\$			\$			\$			
																					401
																					402
																					403
																					404
																					405
																					406
																					407
																					408
																					409
																					410
																					411

330. EQUIPMENT—DEPRECIATION—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS												Line No.									
Expenses related solely to freight service (c)			Common expenses apportioned to freight service (d)			Total freight expense (e)			Related solely to passenger and allied services (f)				Common expenses apportioned to passenger and allied services (g)			Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)		
\$			\$			\$			\$				\$			\$			\$		
																					431
																					432
																					433
																					434
																					435
																					436
																					437
																					438
																					439
																					439

350. RAILWAY TAX ACCRUALS

1. In Sections A and B show the particulars called for with respect to net accruals of taxes on railroad property, and U.S. Government taxes charged to account 532, "Railway tax accruals" of the re-

spondent's Income account for the year.

2. In Section C show an analysis and distribution of Federal income taxes.

A. Other Than U.S. Government Taxes					B. U.S. Government Taxes				
Line No.	State (a)	Amount (b)			Kind of tax (c)	Amount (d)			Line No.
		\$				\$			
1	Alabama				Income taxes:	x x	x x	x x	
2	Alaska				Normal tax and surtax				58
3	Arizona				Excess profits				59
4	Arkansas				TOTAL-Income taxes				60
5	California				Old-age retirement*		330	507	61
6	Colorado				Unemployment insurance		72	030	62
7	Connecticut				All other United States taxes		3	096	63
8	Delaware				Total-U.S. Government taxes		406	033	64
9	Florida				GRAND TOTAL-Railway Tax Accruals		899	310	65
10	Georgia				(account 532)				
11	Hawaii								
12	Idaho								
13	Illinois			31					
14	Indiana								
15	Iowa				Provision for income taxes based on taxable net income recorded in the accounts for the year	\$ Cr.	18	000	66
16	Kansas				Net decrease (or increase) because of use of accelerated depreciation under section 167 of the Internal Revenue Code and guideline lives pursuant to Revenue Procedure 62-21 and different basis used for book depreciation		140	000	67
17	Kentucky				Net increase (or decrease) because of accelerated amortization of facilities under section 168 of the Internal Revenue Code for tax purposes and different basis used for book depreciation		15	000	68
18	Louisiana				Net decrease (or increase) because of investment tax credit authorized in Revenue Act of 1962				69
19	Maine				Net decrease (or increase) because of accelerated amortization of certain rolling stock under section 184 of the Internal Revenue Code and basis used for book depreciation				70
20	Maryland				Net decrease or (or increase) because of amortization of certain rights-of-way investment under section 185 of the Internal Revenue Code				71
21	Massachusetts			21					72
22	Michigan				Effect of Filing Consolidated Return	Dr.	143	000	73
23	Minnesota								74
24	Mississippi								75
25	Missouri			18					76
26	Montana								77
27	Nebraska								78
28	Nevada								79
29	New Hampshire								80
30	New Jersey								81
31	New Mexico								82
32	New York								83
33	North Carolina								84
34	North Dakota								85
35	Ohio			491 882					86
36	Oklahoma								87
37	Oregon								88
38	Pennsylvania								89
39	Rhode Island								90
40	South Carolina								91
41	South Dakota								92
42	Tennessee								93
43	Texas			47					94
44	Utah								95
45	Vermont								96
46	Virginia								97
47	Washington								98
48	West Virginia								99
49	Wisconsin								100
50	Wyoming								
51	District of Columbia								
52	OTHER	x x	x x	x x					
53	Canada								
54	Mexico			1 208					
55	Puerto Rico								
56									
57	TOTAL-Other than U.S. Government taxes			493 277					

Note.-The amount shown on line 60 should equal line 83; the amount shown on line 82 should equal line 87.

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

Hospital insurance	\$ 17 457	88
Supplemental annuities	45 573	89

371. INCOME FROM LEASE OF ROAD AND EQUIPMENT

1. Give particulars called for with respect to road and equipment leased to others during the year, the rent of which is includible in account No. 509, "Income from lease of road and equipment."

2. If the respondent leased to others during all or any part of the year any road and equipment upon which no rent receivable accrued, give particulars in a footnote. Properties leasing at less than \$100,000 per annum may be combined under a single entry designated, "Minor items, each less than \$100,000 per annum."

Line No.	Description of property (a)	Name of lessee (b)	Total rent accrued during year (account 509) (c)		
			\$		
1					
2					
3	NONE				
4					
5					
		Total			

371A. ABSTRACT OF TERMS AND CONDITIONS OF LEASES

Give brief abstracts of the terms and conditions of the leases under which the above-stated rents are derived, showing particularly (1) the date of the grant, (2) the chain of title (in case of assignment or subletting) and dates of transfer connecting the original parties with the present parties, (3) the basis on which the amount of the annual rent is determined, and (4) the date when the lease will terminate, or, if the date of termination has not yet been fixed, the provisions governing the termination of the lease. Also give reference to the Interstate Commerce Commission's authority for the lease, if any. If none, state the reasons therefor.

Copies of leases may be filed in lieu of abstracts above called for. References to copies filed in prior years should be specific.

If the respondent has any reversionary interest in railroad property from which it derives no rent, give the particulars hereunder; if it has no such reversionary interest, state that fact.

NOTE.—Only changes during the year are required.—Indicate the year in which reference was made to the original lease, and also the year or years in which any change in lease was mentioned.

NOT APPLICABLE

372. MISCELLANEOUS RENT INCOME

Give particulars of rents receivable accrued for use of all properties not otherwise specified under rents receivable. This account is for rent income from property not operated by the respondent but the cost of which is properly included in cost of road and equipment. It should not be confused with operating revenue account No. 142, "Rents of buildings and other property", which is for rent revenue from operated property

in road and equipment the cost of operation of which cannot be separately stated.

Properties renting at less than \$100,000 per annum may be combined under a single entry designated "Minor items, each less than \$100,000 per annum."

Line No.	DESCRIPTION OF PROPERTY		Name of lessee (c)	Amount of rent (d)		
	Name (a)	Location (b)		\$		
31	Minor Items, each less than \$100,000				42	122
32						
33						
34						
35						
36						
37						
38						
39						
40						
41						
42						
43						
44						
45						
			TOTAL		42	122

375. SEPARATELY OPERATED PROPERTIES--PROFIT OR LOSS

Give particulars of the several separately operated properties of companies having a corporate existence separate and distinct from that of the respondent, the profits or losses resulting from the operation of which are receivable or payable in whole or in part by the respondent, and for each such separately operated property state the amount of such profits or losses accrued to the respondent during the year. Separately operated prop-

erties, each having a profit or loss accrued to respondent of less than \$100,000 during the year, may be combined under a single entry designated "Minor items, each less than \$100,000."

No dividends or other returns on securities held by or for the respondent should be shown hereunder nor any interest on construction advances or other loans.

Line No.	Description of property operated (a)	Location of property (b)	Name of operator (c)	ACCRUED TO RESPONDENT			
				Profit (d)		Loss (e)	
1	Akron & Barberton Belt R.R. Co.	Akron and Barberton, Ohio	A. & B. B. Railroad Co.	\$		\$	115 156
2							
3							
4							
5							
6							
7							
8							
9							
10			TOTAL				115 156

376. HIRE OF FREIGHT CARS

1. Show a recapitulation of the total amounts credited and charged during the year to hire of freight cars on account of freight cars leased, freight cars interchanged, private and individual cars, auto racks and highway trailers. The difference between the total amount receivable and the total amount payable should be entered as a balance, receivable or payable as the case may be, and should be consistent with the entry for hire of freight cars in the Income Account, on page 300.

2. In column (b) show the total car-miles, both loaded and empty whether paid for on loaded and empty basis or loaded basis only. Car-miles, loaded and empty, reported in column (b), lines 1 through 4, relate to total car-miles incurred on lines of respondent by cars rented on a mileage basis, for which payments are reported in columns (d) and (f). Exclude from lines 1 through 4, data applicable to TOFC and COFC cars and cars rented on a combination mileage and per diem* basis. These exclusions should be reported in lines 5 and 6 through 16.

3. On line 5, column (b), enter the total miles, loaded plus empty, incurred on lines of respondent by TOFC and COFC cars for which payments are reported in columns (d) and (f). In columns (c) through (f), as applicable, enter the rentals paid for TOFC and COFC cars regardless of basis for charges.

4. On lines 6, 7, and 8 report data applicable to all cars the rentals for which are charged only on a combination mileage and per diem* basis. Car-miles loaded and empty, reported in column (b), lines 6, 7, and 8, relate to total car-miles incurred on lines of respondent by cars rented on a combination mileage and time basis* for which payments are reported in columns (d) and (f). Exclude from lines 6, 7, and 8, data reported on lines 1 through 5 and 9 through 16.

5. On lines 9 through 14 report the per diem (time portion) charges applicable to cars rented on a combination mileage and per diem* basis for which the mileage portion was reported on lines 6, 7, and 8. Report on line 15, columns (c) and (d), the car-days paid for and for which payments were received applicable to the unequipped boxcar charges reported on lines 9 through 12. Report on line 16, columns (c) and (d), the car-days paid for and for which payments were received applicable to cars, other than unequipped box cars, for which charges are reported on line 13.

6. Amounts payable to insurance companies and to other non-carrier companies for lease rental of cars should be included on line 17, column (f). Amounts receivable from railroads or other carriers for per diem rental of these cars should be reported on lines 6 through 16, column (c).

7. Line 21 refers to the auto racks separate and apart from the cars on which the racks are installed.

*Combination mileage and per diem refers to cars moving at rates per mile and per day prescribed by the Commission in Docket No. 31358 or updated computations thereof.

Line No.	Item	Car-miles (loaded and empty) See Instructions 2, 3, and 4	CARS OF RESPONDENT OR OTHER CARRIERS (Excluding cars of private car lines)		CARS OF INDIVIDUALS AND COMPANIES NOT CARRIERS (Including cars of private car lines)	
			Gross amount receivable (c)	Gross amount payable (d)	Gross amount receivable (e)	Gross amount payable (f)
	FREIGHT CARS					
	<u>Mileage Basis:</u>					
1	Tank cars-----	675 466	\$	\$ 8	\$	\$ 53 427
2	Refrigerator cars-----	64 580		113		3 668
3	All other cars-----	342 505			5 221	18 784
4	Total (Lines 1-3)-----	1 082 551		121	5 221	75 879
5	<u>TOFC and/or COFC Cars</u>					
	<u>Combination Mileage and</u>					
	<u>Per Diem Basis:</u>					
	<u>Mileage Portion:</u>					
6	Unequipped box cars-----	1,747,112 NA	349,229 NA	37,391 NA		NA
7	All other per diem cars-----	2,623,010 NA	303,223 NA	27,517 NA		969 NA
8	Total (Lines 6 and 7)-----	5 369 122	2 399 380	863 000		969
	<u>Per Diem Portion:</u>					
	<u>Unequipped Box Cars:</u>					
	<u>U.S. Ownership:</u>					
9	Basic-----		238,344 NA	215,105 NA	NA	NA
10	Incentive-----		500,894 NA	77,556 NA	NA	NA
	<u>Canadian Ownership:</u>					
11	Basic-----		26,329 NA	14,044 NA	NA	NA
12	Incentive-----		6,526 NA	1,529 NA	NA	NA
13	All Other Per Diem Cars-----		472,735 NA	439,192 NA	NA	NA
14	Total Per Diem Portion (Lines 9-13)-----		1,846,728 NA	742,092 NA	NA	NA
15	Car-days Paid For Unequipped Box Cars-----		319,093	59,793		
16	Car-days Paid For, All Other Per Diem Cars-----		202,370	119,766		
17	Leased Rental-Railroad, Insurance and Other Companies-----		\$ 1 466	\$	\$	\$ 336 883
18	Other Basis-----					
	OTHER FREIGHT CARRYING EQUIPMENT					
19	Refrigerated Highway Trailers-----					
20	Other Highway Trailers-----					
21	Auto Racks-----					
22	GRAND TOTAL (Lines 4, 5, 8, 14 & 17-21)-----		2 400 846	863 121	5 221	413 731
23	NET BALANCE CARRIED TO INCOME ACCOUNT: CREDIT \$ 1 129 215 or DEBIT \$					
	Net Balance of Unequipped box car rentals included in Line 23:					
24	Basic----- Credit \$- or Debit \$-					
25	Incentive----- Credit \$- or Debit \$-					

377. LOCOMOTIVE RENTALS

Give an analysis as requested of amounts credited to account 504, "Rent from locomotives," and amounts charged to account 537, "Rent for locomotives," on account of locomotives leased or otherwise rented.

Line No.	Item (a)	Amount receivable (b)			Amount payable (c)			Remarks (d)
		\$			\$			
1	Locomotives of respondent or other carriers:	X X	X X	X X	X X	X X	X X	
2	Mileage basis.....							
3	Per diem basis.....							
4	Other basis.....			112	183	161		
5	Locomotives of individuals and companies not carriers:	X X	X X	X X	X X	X X	X X	
6	Mileage basis.....							
7	Per diem basis.....							
8	Lease rental—insurance and other companies.....							
9	Other basis.....							
10	Total.....			112	183	161		

378. PASSENGER-TRAIN CAR RENTALS

Show a recapitulation of the total amounts credited to account 505, "Rent from passenger-train cars," and amounts charged to account 538, "Rent for passenger-train cars," on account of passenger cars leased, passenger cars interchanged, and private or individual cars.

Line No.	Item (a)	Amount receivable (b)			Amount payable (c)			Remarks (d)
		\$			\$			
1	Cars of respondent or other carriers:	X X	X X	X X	X X	X X	X X	
2	Mileage basis.....							
3	Per diem basis.....							
4	Other basis.....			NONE				
5	Cars of individuals and companies not carriers:	X X	X X	X X	X X	X X	X X	
6	Mileage basis.....							
7	Per diem basis.....							
8	Lease rental—insurance and other companies.....							
9	Other basis.....							
10	Total.....							

383. RENT FOR LEASED ROADS AND EQUIPMENT

1. Give particulars called for with respect to roads and equipment leased from others during the year, the rent for which is includible in account No. 542, "Rent for leased roads and equipment."

2. Rents payable which are not classifiable under one of the three heads provided should be explained in a footnote.

3. If the respondent held under lease during all or any part of the

year any road upon which no rent payable accrued, or if any portion of the charge shown hereunder is for construction on a line in which the respondent's leasehold interest will soon expire, give full particulars in a footnote.

4. Properties rented for less than \$100,000 per annum may be combined under a single entry designated, "Minor items, each less than \$100,000 per annum."

Line No.	Name of lessor or reversioner and description of property	Total rent acc. red during year (Acct. 54f)		CLASSIFICATION OF AMOUNT IN COLUMN (b)									
				Interest on bonds			Dividends on stocks			Cash			
(a)	(b)	(c)	(d)	(e)									
		\$			\$			\$			\$		
1													
2													
3													
4													
5													
6													
7	NONE												
8													
9													
10													
11													
12													
13													
14													
15													
16													
17													
18													
19													
20	TOTAL												

383A. ABSTRACTS OF LEASEHOLD CONTRACTS

1. Give brief abstracts of the terms and conditions of the leases under which the respondent holds the properties above named, showing particularly (1) the date of the lease, (2) the chain of title and dates of transfers connecting the original lessee with the respondent in case of assignment or subletting, (3) the basis on which the amount of the annual rent is determined, and (4) the date when the lease is to terminate, or, if such

date has not yet been determined, the provisions governing its determination. Also give reference to the Interstate Commerce Commission's authority for the lease, if any. If none, state the reasons therefor.

2. In lieu of the abstracts here called for, the respondent may file copies of lease agreements and give specific references to copies heretofore filed with the Commission.

NOTE.—Only changes during the year are required.

NONE

384. MISCELLANEOUS RENTS

Give particulars of all properties the rents on which were charged by the respondent during the year to Income, under the head "Miscellaneous rents," showing for each item the total charge therefor to Income. Items amounting to less than \$100,000 for the year may be combined into a single entry designated "Minor items, each less than \$100,000."

Line No.	DESCRIPTION OF PROPERTY		Name of lessor (c)	Amount charged to Income (d)	
	Name (a)	Location (b)			
31	Minor Items, each less than \$100,000			\$	1 204
32					
33					
34					
35					
36					
37					
38					
39					
40					
			TOTAL		1 204

396. ITEMS IN SELECTED INCOME AND RETAINED INCOME ACCOUNTS FOR THE YEAR

Give a brief description for all items, regardless of amount, included during the year in accounts 570, "Extraordinary items"; 580, "Prior period items"; 590, "Federal income taxes on extraordinary and prior period items"; 606, "Other credits to retained income"; 616, "Other debits to retained income"; 620, "Appropriations for sinking and other reserve funds"; 621, "Appropriations for other purposes"; and 622, "Appropriations released". Give brief description of each item amounting to \$100,000 or more included during the year in accounts 519,

"Miscellaneous income", and 551, "Miscellaneous income charges"; items less than \$100,000 may be combined into a single entry designated "Other items, each less than \$100,000." The entries for each account shall be listed and the total for each account shall be shown corresponding to the amounts in Schedules 300 and 305, as appropriate. 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.	Account No. (a)	Item (b)	Debits (e)			Credits (d)		
1	620	Consolidated Mortgage 4% Series "A" and 4 1/4% Series "B" Bonds transferred to Sinking Fund per Mortgage Requirements	\$			\$		
2		April 1, 1971 Series "A"		34	000			
3		October 1, 1971 Series "B"		66	200			
4		Total Account 620		100	200			
5	519	Other Items, each less than \$100,000					82	374
6	551	Other Items, each less than \$100,000		69	625			
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED INCOME ACCOUNTS

INSTRUCTIONS CONCERNING RETURNS IN SCHEDULE 411

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

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

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

Lengths should be stated to the nearest hundredth of a mile.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

411. MILEAGE OPERATED AT CLOSE OF YEAR
(For other than switching and terminal companies)

Line No.	Class	Proportion owned or leased by respondent	Main (M) or branch (L) line	RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				Miles of way switching tracks		Miles of yard switching tracks		Total	
				Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, and turn-outs						
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)		(i)		(j)	
1	1	100	M	168	64		11	62	20	76	23	78	224 80
2													
3													
4													
5													
6	1	100	B		73								73
7	1	100	B	1	35								1 35
8													
9													
10													
11													
12													
13													
14													
15													
16													
17													
18													
19													
20													
21													
22													
23													
24													
25													
26													
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30													
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32													
33													
34													
35													
36													
37													
38													
39													
40													
41													
42													
43													
44													
45													
46													
47													
48													
49													
50													
51													
52													
53													
54													
55		TOTAL MAIN LINE.....		168	64		11	62	20	76	23	78	224 80
56		TOTAL BRANCH LINES.....		2	08								2 08
57		GRAND TOTAL.....		170	72		11	62	20	76	23	78	226 88
58		Miles of road or track electrified (included in preceding grand total) --		1			1		1		1		1

411-A. MILEAGE OWNED BUT NOT OPERATED BY RESPONDENT AT CLOSE OF YEAR

If any of the tracks returned in this schedule are operated by other than the respondent, the name of the company or individual operating them and the conditions under which they are held for operation should be shown in a footnote. Tracks which have been permanently abandoned should not be included in this schedule.

[illegible]

412. MILES OF ROAD AT CLOSE OF YEAR—BY STATES AND TERRITORIES (SINGLE TRACK)

(For other than switching and terminal companies)

Give particulars, as of the close of the year, of all road operated and of all owned but not operated. The respondent's proportion of operated road held by it as joint or common owner, or under a joint lease, or under any joint arrangement,

should be shown in columns (b), (c), (e), or (f), as may be appropriate. The remainder of jointly operated mileage should be shown in column (g). Respondent's proportion of road jointly owned, not operated, should be shown in columns (i) and (j), as

may be appropriate. Tracks which have been permanently abandoned should not be included in columns (i) and (j). Lengths should be stated to the nearest hundredth of a mile.

Line No.	State or territory (a)	ROAD OPERATED BY RESPONDENT										LINE OWNED, NOT OPERATED BY RESPONDENT				New line constructed during year (k)
		LINE OWNED				Line of proprietary companies (d)	Line operated under lease (e)	Line operated under contract, etc. (f)	Line operated under trackage rights (g)	Total mileage operated (h)	Main line (i)	Branch lines (j)				
		Main line (b)		Branch lines (c)												
1	Ohio	168	64	2	08						170	72				
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16	TOTAL MILEAGE (single track)	168	64	9	2 08	2						170	72	/		

2.082
170.721

414. TRACKS OPERATED AT CLOSE OF YEAR

(For switching and terminal companies only)

Give particulars of all tracks operated by the respondent at the close of the year.

Classify the tracks, as follows:

- (1) Tracks owned by the respondent;
- (2) Tracks operated by the respondent but owned by the respondent's proprietary corporations;
- (3) Tracks operated under lease for a specified sum, lessor being (A) an affiliated corporation, or (B) independent or not affiliated with respondent;
- (4) Tracks operated under contract or agreement, or where the rent is contingent upon earnings or other consideration, owner being (A) an affiliated corporation, or (B) independent or not affiliated with respondent;
- (5) Tracks operated under trackage rights.

Name all the tracks of each class before any of a later class, and insert in column (a) before the name of each owner the figure (and letter, if any) indicating its class in accordance with the preceding classification.

Give subtotals for each of the several numbered classes.

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

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

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

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

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

Lengths should be stated to the nearest hundredth of a mile.

Tracks belonging to an industry for which no rent is payable should not be reported.

Tracks held by the respondent as joint or common owner or a joint lessee or under any joint arrangement should be shown in its appropriate class and the entry of length should be of the entire length of the portion jointly held. The class symbol should have the letter (J) attached, and full particulars showing all of the joint or common title holders, and the extent of their respective interests should be shown in a memorandum attached to the schedule.

Line No.	Class (a)	Name of owner (b)	Location (c)	Character of business (d)	Total mileage operated (e)		
1							
2							
3							
4							
5			NOT APPLICABLE				
6							
7							
8							
9							
10							
11							
12							
13							
TOTAL							
Miles of road or track electrified (included in each preceding total)							

TRACKS OPERATED AT COST FOR JOINT BENEFIT—INCLUDED ABOVE

21							
22							
23							
24							
25			NOT APPLICABLE				
26							
27							
28							
29							
TOTAL							

20 Are the tracks of the respondent operated primarily in the interest of any industrial, manufacturing, or other corporation, firm, or individual?

If so, give name, address, and character of business of corporation, firm, or individual. Name Address

Character of business

(For switching and terminal companies only)

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

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

[illegible]

417. INVENTORY OF EQUIPMENT

Instructions for reporting locomotive and passenger-train car data, pages 404 and 405:

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

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

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

4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to

an "A" unit, but not equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operating at terminals.

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

6. A "Diesel" unit includes all units propelled by diesel internal combustion engines irrespective of final drive, and whether power may at times be supplied from external conductor. Units other than diesel-electric, e.g., diesel-hydraulic, should be identified in a footnote giving the number and a brief description. An "Electric" unit includes all units which receive electric power from an overhead contact wire or third rail, and use the power to drive one or more electric motors that propel the vehicle. An "Other" unit includes all units other than die-

sel or electric, e.g., steam, gas turbine. Show the type of unit, service and number, as appropriate, in a brief description sufficient for positive identification.

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

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

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

Line No.	Type or design of units	Units in service of respondent at beginning of year	CHANGES DURING THE YEAR					UNITS AT CLOSE OF YEAR				
			UNITS INSTALLED				Units retired from service of respondent whether owned or leased, including reclassification	Owned and used	Leased from others	Total in service of respondent (col. (h)+(i))	Aggregate capacity of units reported in col. (j) (see ins. 7)	Leased to others
			New units purchased or built	New units leased from others	Rebuilt units acquired and rebuilt units rewritten into property accounts	All other units, including reclassification and second hand units purchased or leased from others						
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
<i>Locomotive Units</i>												
1	Diesel-Freight-----A units-----	16							16	16	(H.P.) 28 000	
2	Diesel-Freight-----B units-----											
3	Diesel-Passenger-----A units-----											
4	Diesel-Passenger-----B units-----											
5	Diesel-Multiple purpose--A units-----											
6	Diesel-Multiple purpose--B units-----											
7	Diesel-Switching-----A units-----	2						1	1	2	2 000	
8	Diesel-Switching-----B units-----											
9	Total (lines 1 to 8)-----	18						1	17	18	30 000	
10	Electric-Freight-----											
11	Electric-Passenger-----											
12	Electric-Multiple purpose-----											
13	Electric-Switching-----											
14	Total (lines 10 to 13)-----											
15	Other-----											
16	Grand total (lines 9, 14, 15)-----	18						1	17	18	XXXX	

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

Type or design of units	Before Jan. 1, 1950	Between Jan. 1, 1950, and Dec. 31, 1954	Between Jan. 1, 1955, and Dec. 31, 1959	Between Jan. 1, 1960, and Dec. 31, 1964	Between Jan. 1, 1965, and Dec. 31, 1969	DURING CALENDAR YEAR					TOTAL
						1970	1971	1972	1973	1974	
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
17 Diesel-----	2		16								18
18 Electric-----											
19 Other-----											
20 Total (lines 17 to 19)-----	2		16								18

417. INVENTORY OF EQUIPMENT—Continued

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

Line No.	Class of equipment and car designations (a)	Units in service of respondent at beginning of year (b)	CHANGE DURING THE YEAR					UNITS AT CLOSE OF YEAR				
			UNITS INSTALLED				Units retired from service of respondent whether owned or leased, including reclassification (g)	Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h)+(i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)
			New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units, including reclassification and second hand units purchased or leased from others (f)						
	PASSENGER-TRAIN CARS <i>Non-Self-Propelled</i>										(Seating capacity)	
21	Coaches [PA, PE, PBO]-----											
22	Combined cars [All class C, except CSB]-----											
23	Parlor cars [PBC, PC, PL, PO]-----											
24	Sleeping cars [PS, PT, PAS, PDS]-----											
25	Dining, grill and tavern cars [All class D, PD]-----					NONE					XXXX	
26	Postal cars [All class M]-----										XXXX	
27	Non-passenger carrying cars [All class B, CSB, PSA, IA]-----										XXXX	
28	Total (lines 21 to 27)-----											
	<i>Self-Propelled Rail Motorcars</i>											
29	Electric passenger cars [EP, ET]-----											
30	Electric combined cars [EC]-----											
31	Internal combustion rail motorcars [ED, EG]-----					NONE						
32	Other self-propelled cars (Specify types)-----											
33	Total (lines 29 to 32)-----											
34	Total (lines 28 and 33)-----											
	COMPANY SERVICE CARS											
35	Business cars [PV]-----										XXXX	
36	Boarding outfit cars [MWX]-----										XXXX	
37	Derrick and snow removal cars [MWU, MWV, MWW, MWK]-----	1						1		1	XXXX	
38	Dump and ballast cars [MWB, MWD]-----										XXXX	
39	Other maintenance and service equipment cars-----	11					3	8		8	XXXX	
40	Total (lines 35 to 39)-----	12					3	9		9	XXXX	

417. INVENTORY OF EQUIPMENT--Continued

Instructions for reporting freight-train car data, pages 406 and 407:

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

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

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

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

Line No.	Class of equipment and car designations (m)	Units in service of respondent at beginning of year		CHANGES DURING THE YEAR					Units retired from service of respondent whether owned or leased, including reclassification (t)
		Per diem (n)	Non-per diem (o)	UNITS INSTALLED					
				New units purchased or built ¹ (p)	New units leased from others (q)	Rebuilt units acquired and rebuilt units rewritten into property accounts ¹ (r)	All other units, including reclassification and second hand units purchased or leased from others (s)		
FREIGHT-TRAIN CARS									
41	Box-General Service (unequipped) (All B (except B080), L070, R-00, R-01)-----	1 225							179
42	Box-General Service (equipped) (A-20, A-30, A-40, A-50, R-06, R-07)-----	24							24
43	Box-Special Service (A-00, A-10, B080)-----								
44	Gondola-General Service (All G (except G-9-)-----								
45	Gondola-Special Service (G-9-, J-00, all C, all E)-----								
46	Hopper (open top)-General Service (All H (except H-70)-----	466							19
47	Hopper (open top)-Special Service (H-70, J-10, all K)-----	32							
48	Hopper (covered) (L-5-)-----	200	6						3
49	Tank (All T)-----								
50	Refrigerator (meat)-Mechanical (R-11, R-12)-----								
51	Refrigerator (other than meat) -Mechanical (R-04, R-10)-----								
52	Refrigerator (meat)-Non-Mechanical (R-02, R-08, R-09, R-14, R-15, R-17)-----								
53	Refrigerator (other than meat) -Non-Mechanical (R-03, R-05, R-13, R-16)-----								
54	Stock (All S)-----								
55	Autorack (F-5-, F-6-)-----								
56	Flat-General Service (F10-, F20-)-----	7							6
57	Flat-Special Service (F30-, F-1-, F-20, F-30, F-40, F-9-, L-2-, L-3-)-----								
58	Flat-TOFC (F-7-, F-8-)-----								
59	All other (L-0-, L-1-, L-4-, L080, L090)-----								
60	Total (lines 41 to 59)-----	1 954	6						231
61	Caboose (All N)-----	xxxx	12						
62	Total (lines 60 and 61)-----	1 954	18						231
63	Grand total, all classes of cars (lines 34, 40 and 62)-----	1 954	30						234
FLOATING EQUIPMENT									
64	Self-propelled vessels (Tugboats, car ferries, etc.)-----	xxxx							
65	Non-self-propelled vessels (Car floats, lighters, etc.)-----	xxxx			NONE				
66	Total (lines 64 and 65)-----	xxxx							
				New units purchased or built		Units rebuilt or acquired			
				General funds		Incentive funds		General funds	
				NONE		NONE			

¹Box, unequipped (which relate to incentive per diem order)

417. INVENTORY OF EQUIPMENT—Continued

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

5. Freight-train car type codes shown in column (m) 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. Descriptions of car codes and designations are published in *The Official Railway Equipment Register*.

6. Per diem cars, as used herein, refers to freight cars other than cabooses owned or held under lease arrangement by U. S. Class I line-haul railroads, whose interline rental is settled on a per diem basis under the code of per diem rules, or would be so settled if used by another railroad.

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

UNITS AT CLOSE OF YEAR

Owned and used (u)	Leased from others (v)	Total in service of respondent (col (u) + (v))		Aggregate capacity of units reported in col. (w) + (x) (see ins. 4) (y)	Leased to others (z)	Line No.
		Per diem (w)	Non- per diem (x)			
				(Tons)		
736	310	1 046		63 980		41
						42
						43
						44
						45
447		447		22 350		46
32		32		2 240		47
163	40	197	6	16 300		48
						49
						50
						51
						52
						53
						54
1		1		70		55
						56
						57
						58
						59
1 379	350	1 723	6	104 940		60
12		XXXX	12	XXXXXXXXXXXXXX		61
1 391	350	1 723	18	104 940		62
1 400	350	1 723	18 27	104 940		63
		XXXX				64
		NONE				65
		XXXX				66

421. HIGHWAY MOTOR VEHICLE OPERATIONS

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

In reporting highway motor vehicle miles in line-haul service, show the mileage of buses and combination bus-trucks on line 8; the mileage of trucks and of bogies, trailers and semitrailers with trucks on line 9; and the mileage of tractors and of bogies, trailers and semitrailers with tractors on line 10. Vehicle miles in terminal service should be reported on lines 12 and 13.

In reporting traffic carried and traffic handled 1 mile on lines 14 to 21, and on lines 40 to 45, both inclusive, show the total number of tons and ton-miles of revenue freight in column (1) and the total number of passengers carried and passenger-miles in column (c), regardless of the class of vehicle used to perform the transportation service.

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

A. OPERATED BY RESPONDENT
(Revenue and nonrevenue service)

Line No.	Item (a)	Bogies (b)	Buses (c)	Chassis (d)
REVENUE SERVICE				
1	Vehicles owned or leased:			
2	Number available at beginning of year			
3	Number installed during the year			
4	Number retired during the year			
5	Number available at close of year			
6	Vehicle miles (including loaded and empty):			
7	Line haul (station to station):			
8	Passenger vehicle miles	XXXXXX		XXXXXX
9	Truck miles		XXXXXX	XXXXXX
10	Tractor miles		XXXXXX	XXXXXX
11	Terminal service.*	NONE		
12	Pick-up and delivery			
13	Transfer service			
14	Traffic carried:			
15	Tons—Revenue freight—Line haul	XXXXXX	XXXXXX	XXXXXX
16	Tons—Revenue freight—Terminal service only	XXXXXX	XXXXXX	XXXXXX
17	Revenue passengers—Line haul	XXXXXX		XXXXXX
18	Revenue passengers—Terminal service only	XXXXXX		XXXXXX
19	Traffic handled 1 mile:			
20	Ton-miles—Revenue freight—Line haul	XXXXXX	XXXXXX	XXXXXX
21	Revenue passenger-miles—Line haul	XXXXXX		XXXXXX
NONREVENUE SERVICE				
22	Vehicles owned or leased:			
23	Number available at beginning of year			
24	Number installed during the year			
25	Number retired during the year			
26	Number available at close of year			

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

B. OPERATED BY OTHERS
(Revenue service)

Line No.	Item (a)	Bogies (b)	Buses (c)	Chassis (d)
40	Traffic carried:			
41	Tons—Revenue freight	XXXXXX	XXXXXX	XXXXXX
42	Revenue passengers	XXXXXX		XXXXXX
43	Traffic handled 1 mile:	NONE		
44	Ton-miles—Revenue freight			
45	Revenue passenger-miles			

421. HIGHWAY MOTOR VEHICLE OPERATIONS - Concluded

"Trailers" means trailer bodies used in TOFC/COFC service which are permanently mounted on running gear. "Containers" means trailer bodies used in TOFC/COFC service which

are not permanently mounted on wheels or chassis, but are separated from such running gear before being loaded on flat cars.

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

Containers (e)	Semitrailers (f)	Tractors (g)	Trailers (h)	Trucks (i)	Combination bus-trucks (j)	Line No.
						1
						2
						3
						4
						5
						6
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX		7
XXXXXX		XXXXXX			XXXXXX	8
XXXXXX				XXXXXX	XXXXXX	9
		NONE				10
						11
						12
						13
XXXXXX	XXXXXX	XXXXXX	XXXXXX		XXXXXX	14
XXXXXX	XXXXXX	XXXXXX	XXXXXX		XXXXXX	15
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	16
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	17
						18
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX		19
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	20
						21
						22
				17		23
				3		24
				2		25
				18		26

B. OPERATED BY OTHERS - Concluded
(Revenue service)

Containers (e)	Semitrailers (f)	Tractors (g)	Trailers (h)	Truck (i)	Combination bus-trucks (j)	Line No.
						40
XXXXXX	XXXXXX	XXXXXX	XXXXXX		XXXXXX	41
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	42
		NONE				43
XXXXXX	XXXXXX	XXXXXX	XXXXXX		XXXXXX	44
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	45

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

Give particulars of highway motor-vehicle enterprises (excluding Railway Express Agency, Inc.) in which the respondent had a financial interest, either directly or indirectly, during the year.

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

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

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

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

510. GRADE CROSSINGS A—RAILROAD WITH RAILROAD

1. A crossing of a railroad with a railroad means the intersection of all the tracks on one right-of-way with all of the tracks on another right-of-way, whether or not owned or operated by the same company; thus, the intersection of one double-track line with another double-track line shall be reported as one crossing. Each such crossing shall be reported only by the carrier who performs the actual maintenance of the signal or interlocking protection, if so provided, or by the carrier who maintains the crossing frogs where no protection exists. The carrier which actually performs the maintenance shall be the reporting carrier, even though other party, or parties, assume a part or all of the expense of such maintenance. Where portions of the apparatus are maintained by two or more companies, as for example—the condition where one crossing frog is maintained by one company and the second frog by the other company, agreement should be made between carriers as to which shall report. Report should be made of each crossing, whether main line, branch line, or switching tracks are involved, so long as separate rights-of-way are involved, regardless of whether or not the rights-of-way involved are owned or leased

by the same company. A cross-over from one track to another on the same right-of-way, or the use of a crossing frog for the intersection of two tracks in the same right-of-way, is not to be considered as a crossing in this connection. If one right-of-way intersects two or more rights-of-way in the same vicinity a separate crossing shall be reported for each such intersection, even though all are controlled by one interlocking plant. In such case, this fact should be explained in a footnote in order that the interlocking plant may not be counted more than once.

2. The term "Protection" as used in this connection should include all signalling or derailing devices which may restrict the use of the crossing by either carrier. It shall not include stationary or other cautionary signs which merely indicate the proximity of a crossing. Where crossings are protected by more than one of the types of protection shown in columns (b) to (f) inclusive, the kind of protection, etc., should be reported in only one classification and that of the more elaborate type.

Line No.	Number of crossings (a)	Interlocking (b)	Automatic signals (automatic interlocking) (c)	Derails on one line, no protection on other (d)	Hand-operated signals, without interlocking (e)	Dates (f)	Total specially protected (g)	Total not specially protected (h)	Grand total (i)
1	Number at beginning of year		None						
2	Crossings added: New crossings								
3	Change in protection								
4	Crossings eliminated: Separation of grade		None						
5	Change in protection								
6	Other causes								
7	Number at close of year		None						
8	NUMBER AT CLOSE OF YEAR BY STATES:								
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									

510. GRADE CROSSINGS - Continued
B-RAILROAD WITH HIGHWAY

1. A highway grade crossing is to be regarded as a single crossing of all of the tracks within the adjacent owned or leased right(s) of way of the railroad(s) at the point of intersection with a publicly maintained highway, street or avenue at the same grade to the extent that the tracks are located within the limits of a single set of grade crossing signs or protective devices having an integrated set of actuating circuits.

2. Not to be included are crossings of tracks with private roads leading to or within industrial plants, or with other roads or driveways not dedicated to public use. All crossings of tracks at grade with public roads and streets should be included if any railroad operations are conducted thereover by the reporting company whether or not the track is located on railroad right-of-way.

3. A private grade crossing which becomes public during the year should be reported as a new grade crossing. A grade crossing of a dual or multi-lane highway should be reported as one crossing. In the classification of protection, a crossing having more than one of the classes of protection listed below should be reported once only, using the furthest left column that

applies. To avoid duplicate reporting of jointly owned, jointly maintained or jointly used crossings, one railroad shall be designated the reporting road by mutual agreement of the interested parties.

4. In columns (b) and (c) include grade crossings with or without audible signals. In columns (d) and (e) include grade crossings with or without any type of audible or visible supplemental device. Exclude from columns (f) and (g) those crossings where train movement is protected only by a member of the train crew. Audible signals reportable in column (h) include any train-actuated bell, whistle, siren or other audible device located adjacent to the crossing. Other automatic signals reportable in column (i) include wigwags, Highway Traffic Signals or special types of train-activated devices with or without audible supplements. Include in column (j), in addition to "Railroad Crossing" crossbuck, any other static sign (except "Number of Tracks" sign) or any non-train-actuated signal such as amber continuous-flashing lights. In column (m) report other than railroad crossbuck. Totals in column (o), lines 38 and 39, should be equal, resulting in no change in the total number of crossings.

Line No.	Item of Annual Change	TYPES OF PROTECTION FOR, AND NUMBERS OF CROSSINGS AT GRADE													
		Automatic gates with flashing lights	Automatic flashing light signals	Gates manually operated		Watchman only		Audible signals only	Other automatic signals	Total indicating warning of train approach	"Railroad Crossing" crossbuck signs only	Crossbuck signs with other fixed signs	Other fixed signs only	No signs or signals	Total crossings at grade
				24 hours per day	Less than 24 hours per day	24 hours per day	Less than 24 hours per day								
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
30	Number at beginning of year -----	1						1	75	77	158		1	7	243
31	Added: By new, extended or relocated highway -----														
32	By new, extended or relocated railroad -----														
33	Total added -----														
34	Eliminated: By closing or relocation of highway -----														
35	By relocation or abandonment of railroad -----														
36	By separation of grades -----														
37	Total eliminated -----														
38	Changes in protection: Number of each type added --														
39	Number of each type deducted -----														
40	Net of all changes -----														
41	Number at close of year -----	1						1	75	77	158		1	7	243
42	Number at close of year by States: Ohio 35	1						1	75	77	158		1	7	243
43															
44															
45															
46															
47															
48															
49															
50															
51															
52															
53															
54															
55															
56															

511. GRADE SEPARATIONS

HIGHWAY-RAILROAD

1. (a) A highway-railroad grade separation is to be regarded as a single crossing of all of the tracks within the owned or leased right-of-way or contiguous rights-of-way of the railroad(s) at the point of intersection with a publicly maintained highway, street or avenue at separate grades.

(b) Not to be included are structures which serve some major purpose other than the avoidance of conflict of railway movements with highway movements and which contain no design features required for accommodation of the intersecting traffic flow as in the case of major tunnels.

(c) In order to avoid duplicate reporting and possible confusion, in reporting grade separations used or maintained by more than one railroad, the interested parties in each case should designate one line to

be the reporting railroad.

2. All separated crossings of tracks with public roads and streets should be included if any railroad operations are conducted thereover by the reporting company whether or not the track is located on railroad owned right-of-way.

3. Not to be included are crossings of tracks with private roads leading to or within industrial plants, or with other roads not dedicated to public use.

4. A private crossing which becomes public during the year should be reported as a new crossing.

5. A crossing of a dual or multi-lane highway should be reported as one crossing.

Line No.	Items of Annual Change (a)	Types and numbers of highway-railroad grade separations		
		Overpass (Highway above railroad) (b)	Underpass (Railroad above highway) (c)	TOTAL (d)
1	Number at beginning of year -----	12	17	29
2	Added: By new, extended or relocated highway -----			
3	By new, extended or relocated railroad -----			
4	By elimination of grade crossing ¹ -----			
5	Total added -----			
6	Deducted: By closing or relocation of highway -----			
7	By relocation or abandonment of railroad -----			
8	Total deducted -----			
9	Net of all changes -----			
10	Number at close of year -----	12	17	29
11	Number at close of year by States: Ohio 35	12	17	29
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				

¹Total in column (d) should correspond to total number of grade crossings eliminated "By separation of grades", Schedule 510-B, line 36, column (c).

513. TIES LAID IN REPLACEMENT

Give particulars of ties laid during the year in previously constructed tracks maintained by the respondent. Do not include any ties used in any new tracks or in track extensions.

In column (a) classify the ties as follows:

- (U) Wooden ties untreated when applied.
 (T) Wooden ties treated before application.
 (S) Ties other than wooden (steel, concrete, etc.). Indicate type in column (h).

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

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

The sum of entries on lines 21, 22, and 23 should equal the total of columns (d) and (g).

Any material difference between the return on line 22 and the charge to operating expense account No. 212, or between the sum of charges to additions and betterments shown in schedules Nos. 513 and 514 and the related charge to investment account No. 8, should be explained in a footnote.

Line No.	Class of ties	CROSSTIES				SWITCH AND BRIDGE TIES				Remarks				
		Total number of ties applied		Average cost per tie		Total cost of crossties laid in previously constructed tracks during year		Number of feet (board measure) applied			Average cost per M feet (board measure)		Total cost of switch and bridge ties laid in previously constructed tracks during year	
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)							
1	T	36 829	\$ 4 74	\$ 174 747	37 890	\$ 157 19	\$ 5 956	New						
2	T	30	2 93	88				Second-Hand						
3														
4														
5														
6														
7														
8														
9														
10														
11														
12														
13														
14														
15														
16														
17														
18														
19														
20	TOTAL	36 859	4 74	174 835	37 890	157 19	5 956							

21 Amount of salvage on ties withdrawn.....\$ 93
 22 Amount chargeable to operating expenses.....\$ 180 698
 23 Amount chargeable to additions and betterments.....\$ None
 24 Estimated number of crossties in all maintained tracks:

	Number	Percent of Total
(a) Wooden ties.....	644 164	100.00
(b) Other than wooden ties (steel, concrete, etc.).....	-	-
TOTAL.....	644 164	100.00

Used Treated Ties, no record of process used.

New - Six pounds per cubic foot of 60-40 creosote coal tar solution per A.R.E.A. specification.

514. TIES LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS

Give particulars of ties laid during the year in new construction, following the instructions given in the preceding schedule, so far as applicable.

Line No.	Class of ties (a)	CROSSTIES			SWITCH AND BRIDGE TIES			Remarks (h)
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of crossties laid in new tracks during year (d)	Number of feet (board measure) laid in tracks (e)	Average cost per M feet (board measure) (f)	Total cost of switch and bridge ties laid in new tracks during year (g)	
1	T	920	\$ 4 58	\$ 4 214	3 801	\$ 171 53	\$ 652	New
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20	TOTAL	920	\$ 4 58	\$ 4 214	3 801	\$ 171 53	\$ 652	

- 21 Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid .17
- 22 Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid .01

New - Six pounds per cubic foot of 60-40 creosote coal tar solution per A.R.E.A. specification.

515. RAILS LAID IN REPLACEMENT

Give particulars of all rails applied during the year in connection with replacement of rails in previously constructed tracks maintained by the respondent.

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

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

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

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

The sum of entries on lines 22, 23, and 24 should equal the total of columns (d) and (h).

Any material difference between the return on line 23 and the charge to operating expense account No. 214, or between the sum of charges to additions and betterments shown in schedules Nos. 515 and 516 and the related charge to investment account No. 9, should be explained in a footnote.

Line No.	Class of rail (a)	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS			
		WEIGHT OF RAIL		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year (d)	Average cost per ton (2,000 lb.) (e)	WEIGHT OF RAIL		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year (h)	Average cost per ton (2,000 lb.) (i)
		Pounds per yard of rail (b)	Number of tons (2,000 lb.) (c)			Pounds per yard of rail (f)	Number of tons (2,000 lb.) (g)		
1	4	90#	157	12 334	78 56	90#	25	1 925	77 00
2	4	110#	54	5 131	95 02	110#	4	363	90 75
3	4	112#	7	674	96 29				
4	4	115#	22	2 093	95 14				
5	2	115#	273	38 583	141 33				
6									
7									
8									
9									
10									
11									
12	4		240	20 232					
13	2		273	38 583					
14									
15									
16									
17									
18									
19									
20	TOTAL	XXXX	513	58 815	114 65	XXXX	29	2 288	78 90

- 21 Number of tons (2,000 lb.) of relayers and scrap rail taken up..... 499
- 22 Salvage value of rails released..... \$ 26 123
- 23 Amount chargeable to operating expenses..... \$ 28 998
- 24 Amount chargeable to additions and betterments..... \$ 5 982
- 25 Miles of new rails laid in replacement (all classes of tracks) †..... 2 70 (rail-miles).
- 26 Miles of new and second-hand rails laid in replacement (all classes of tracks) †..... 5 89 (rail-miles).
- 27 Average weight per yard of new rails laid in replacement (running, passing, and cross-over tracks, etc.) *..... 115 (pounds).
- 28 Tons of rail sold as scrap and amount received therefor..... 56 (tons of 2,000 lb.); \$ 4 436
- 29 Track-miles of welded rail installed this year None; total to date None

The return of \$28,998 on line 23 does not agree with the amount charged to operating expenses for the reason that an amount of \$5,185 for labor and material restoring rail ends was charged to expenses.

†Classes 1, 2, and 3 rails.—Reduce tonnage in columns (c) and (g) to pounds; divide each result by the respective pounds per yard to obtain the number of yards of each weight of new rail laid in all classes of tracks; divide the total number of yards of new rails laid in all classes of tracks by 1,760; state the quotient with two decimal places.

*Classes 1, 2, 3, and 4 rails.—Reduce tonnage in columns (c) and (g) to pounds; divide each result by the respective pounds per yard to obtain the number of yards of each weight of new and second-hand rail laid in all classes of tracks; divide the total number of yards of new and second-hand rails laid in all classes of tracks by 1,760; state the quotient with two decimal places.

†Classes 1, 2, and 3 rails.—Reduce tonnage in column (c) to pounds; divide each result by the respective pounds per yard to obtain the number of yards of each weight of new rail laid in running, passing, and cross-over tracks, etc.; divide the total number of pounds of new rails laid in running tracks, etc. by the total number of yards of new rails laid in such tracks.

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

Give particulars of rails applied during the year in the construction of new tracks, following the instructions given in the preceding schedule, so far as applicable.

Line No.	Class of rail (a)	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.					RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS				
		WEIGHT OF RAIL		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year (d)	Average cost per ton (2,000 lb.) (e)		WEIGHT OF RAIL		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year (h)	Average cost per ton (2,000 lb.) (i)	
		Pounds per yard of rail (b)	Number of tons (2,000 lb.) (c)				Pounds per yard of rail (f)	Number of tons (2,000 lb.) (g)			
1	1						29#	29	2 056	70	90
2											
3											
4											
5											
6											
7											
8											
9											
10											
11											
12											
13											
14											
15											
16											
17											
18											
19											
20	TOTAL	X X X X					X X X X	29	2 056	70	90

- 21 Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid17
 22 Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid01

517. GAGE OF TRACK AND WEIGHT OF RAIL

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

gage, 4 feet 8½ inches, show the gage of each part in column (d). Road and track occupied under trackage right or other form of license should not be included herein, but all road and track held under any form of lease (granting exclusive possession to the lessee) should be included.

Line No.	Weight of rails per yard (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)
1	Pounds 80	1 16		
2	90	106 69		
3	100	08		
4	110	7 50		
5	112	10 08		
6	115	45 21		
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20		170 72		

531. STATISTICS OF RAIL-LINE OPERATIONS

1. Give the various statistical items called for concerning the rail-line operations of respondent's road during the year. Train-miles, car-miles and other particulars are to be reported in accordance with the classification of train-miles and car-miles prescribed in the Uniform System of Accounts for Railroad Companies (Mileage Accounts 800 to 805 and 820 to 825). Locomotive unit-miles should include all miles made by each locomotive unit.

2. Per diem cars, as used herein, refers to freight cars other than cabooses owned or held under lease arrangement by U.S. class I line-haul railroads, whose interline rental is settled on a per diem basis under the code of per diem rules, or would be so settled if used by another railroad.

3. Item No. 1 includes miles of road operated under trackage rights.

4. For gross ton-miles compute from conductors' or dispatchers' train reports weight in tons (2,000 pounds). Item 27 includes weight of all locomotive units moved one mile in transportation trains. Ton-miles of motorcars should be excluded. Items 28 and 29 represent tons behind locomotive units (cars and contents, company-service equipment and cabooses) moved one mile in transportation trains. Include ton-miles of exclusive work service equipment and motorcars moving in transportation trains. Use 150 pounds as the

average weight per passenger and four tons as the average weight of contents of each head-end car.

5. Item No. 35 should represent the ton-miles of revenue freight in water transfer service on the Great Lakes involving a rail-line haul, the revenue from which is includible in account No. 101, "Freight." Ton-miles of revenue freight in water transfer service which was moved on the basis of lawful local tariff rates, the revenue from which is creditable to account No. 113, "Water transfers," should be excluded. Item 36, Total ton-miles—Revenue freight, should correspond to the ton-miles reported on Form OS-B, Item 2.

6. For net ton-miles, Item 40, compute from conductors' train reports. This item represents the number of tons of revenue and non-revenue freight moved one mile in transportation trains. Include a reasonable proportion of the weight of exclusive work equipment moved one mile. Include net ton-miles in motorcar trains. Exclude LCL shipments handled in mixed baggage-express cars.

7. The mileage of company service equipment, designed exclusively for work service and moved in transportation trains, should be classed as loaded freight car-miles.

8. Highway vehicle operations should not be included in Schedule 531 but particulars thereof given in a footnote on page 509.

Item No.	Item (a)	Freight trains (b)			Passenger trains (c)			Total transportation service (d)			Work trains (e)		
1	Average mileage of road operated (State in whole numbers)			171						171	x	x	x
	TRAIN-MILES												
2	Diesel locomotives	199	261					199	261		x	x	x
3	Other locomotives										x	x	x
4	Total locomotives	199	261					199	261			4	869
5	Motorcars												
6	Total train-miles	199	261					199	261			4	869
	LOCOMOTIVE UNIT-MILES												
7	Road service	531	880					531	880		x	x	x
8	Train switching	63	990					63	990		x	x	x
9	Yard switching	142	152					142	152		x	x	x
10	Total locomotive unit-miles	738	022					738	022		x	x	x
	CAR-MILES												
11	Total motorcar car-miles										x	x	x
12	Loaded per diem freight cars	5	811	547				5	811	547	x	x	x
13	Loaded non-per diem freight cars		574	332					574	332	x	x	x
14	Empty per diem freight cars	4	920	031				4	920	031	x	x	x
15	Empty non-per diem freight cars		508	950					508	950	x	x	x
16	Caboose		199	222					199	222	x	x	x
17	Total freight car-miles (lines 12, 13, 14, 15 and 16)	12	014	082				12	014	082	x	x	x
18	Passenger coaches										x	x	x
19	Combination passenger cars (mail, express, or baggage, etc., with passenger)										x	x	x
20	Sleeping and parlor cars										x	x	x
21	Dining, grill and tavern cars										x	x	x
22	Head-end cars										x	x	x
23	Total (lines 18, 19, 20, 21, and 22)										x	x	x
24	Business cars										x	x	x
25	Crew cars (other than caboose)										x	x	x
26	Grand total car-miles (lines 11, 17, 23, 24 and 25)	12	014	082				12	014	082	x	x	x
	GROSS TON-MILES AND TRAIN-HOURS IN ROAD SERVICE												
27	Gross ton-miles of locomotives and tenders (thousands)	66	398					66	398		x	x	x
28	Gross ton-miles of freight-train cars, contents, and cabooses (thousands)	604	939					604	939		x	x	x
29	Gross ton-miles of passenger-train cars and contents (thousands)										x	x	x
30	Train-hours—Total	15	110					15	110		x	x	x
	REVENUE AND NONREVENUE FREIGHT TRAFFIC												
31	Tons of revenue freight	x	x	x	x	x	x	3	029	065	x	x	x
32	Tons of nonrevenue freight	x	x	x	x	x	x		40	622	x	x	x
33	Total tons revenue and nonrevenue freight	x	x	x	x	x	x	3	069	687	x	x	x
34	Ton-miles—Revenue freight in road service (thousands)	x	x	x	x	x	x		286	489	x	x	x
35	Ton-miles—Revenue freight in lake transfer service (thousands)	x	x	x	x	x	x				x	x	x
36	Total ton-miles—Revenue freight (thousands)	x	x	x	x	x	x		286	489	x	x	x
37	Ton-miles—Nonrevenue freight in road service (thousands)	x	x	x	x	x	x		1	681	x	x	x
38	Ton-miles—Nonrevenue freight in lake transfer service (thousands)	x	x	x	x	x	x				x	x	x
39	Total ton-miles—Nonrevenue freight (thousands)	x	x	x	x	x	x		1	681	x	x	x
40	Net ton-miles of freight—Revenue and nonrevenue (thousands)	288	170					288	170		x	x	x
	REVENUE PASSENGER TRAFFIC												
41	Passengers carried—Total	x	x	x	x	x	x				x	x	x
42	Passenger-miles—Total	x	x	x	x	x	x				x	x	x

532. SWITCHING AND TERMINAL TRAFFIC AND CAR STATISTICS

(For switching and terminal companies only)

1. Give particulars of cars handled during the year. For descriptions of kinds of services included in switching operations, and in terminal operations, reference is made to the "Notice" on the inside of the front cover of this form. 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.

2. 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							
201	Number of cars handled earning revenue—Loaded.....						
202	Number of cars handled earning revenue—Empty.....						
203	Number of cars handled at cost for tenant companies—Loaded.....						
204	Number of cars handled at cost for tenant companies—Empty.....			NOT APPLICABLE			
205	Number of cars handled not earning revenue—Loaded.....						
206	Number of cars handled not earning revenue—Empty.....						
207	Total number of cars handled.....						
PASSENGER TRAFFIC							
208	Number of cars handled earning revenue—Loaded.....						
209	Number of cars handled earning revenue—Empty.....						
210	Number of cars handled at cost for tenant companies—Loaded.....						
211	Number of cars handled at cost for tenant companies—Empty.....						
212	Number of cars handled not earning revenue—Loaded.....						
213	Number of cars handled not earning revenue—Empty.....						
214	Total number of cars handled.....						
215	Total number of cars handled in revenue service (items 207 and 214).....						
216	Total number of cars handled in work service.....						

Number of locomotive-miles in yard switching service: Freight, _____; passenger, _____

561C. COMPENSATION APPLICABLE TO PRIOR YEARS

Show hereunder, for each group of employees, the amount of compensation applicable to prior years, which was paid or is payable under labor awards of the current year or for other reasons. Additional compensation for the current year under labor awards or for other reasons is includible in I.C.C. Wage Statistics Form A and B, "Report of Employees, Service, and Compensation," for the calendar year. 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. Explain the nature of any amounts in excess of \$10,000 included in column (c) in a footnote.

Line No.	Group No.	Class of employees (a)	AMOUNT OF COMPENSATION					
			Under labor awards (b)		Other back pay (c)		Total (d)	
			\$		\$		\$	
1	I	Executives, officials, and staff assistants.....						
2	II	Professional, clerical, and general.....	28	041			28	041
3	III	Maintenance of way and structures.....	36	832			36	832
4	IV	Maintenance of equipment and stores.....	1	250			1	250
5	V	Transportation (other than train, engine, and yard).....	11	276			11	276
6	VI (a)	Transportation (yardmasters, switch tenders, and hostlers).....	5	087			5	087
7	VI (b)	Transportation (train and engine service).....	77	716			77	716
8		TOTAL.....	160	202			160	202

9 Amount of foregoing compensation that is chargeable to operating expenses: \$ 160 202

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or printed text on the paper.

562. 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 Schedules 102 and 103 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 \$30,000 or more. 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. 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 \$30,000 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	E. R. Hostetter	President, General Manager & Chief Executive Officer		30 000		
2						
3						
4	D. K. Heidish	Secretary & Treasurer		18 550		
5	1-1-71 to 4-30-71					
6	5-1-71 to 12-31-71			20 050		
7	A. W. Hochberg	Assistant General Manager		24 000		
8						
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563. 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 to \$30,000 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 562 in this annual report) for services or as a donation, except that with respect to contributions under \$30,000 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, irrespective 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 \$50,000 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, detective, developmental, research, appraisal, registration, purchasing, architectural, and box, fuel 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 railroad associations, commissions, committees,

bureaus, boards, and other organizations maintained jointly by railroads 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 \$30,000 or more to organizations maintained jointly by railroads with other railroads are not to be excluded even if their services are regarded as routine.

If more convenient, this schedule may be filed 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)	Description of service (b)	Amount of payment (c)	
			\$	
1	American Short Line R.R. Assn.	Assessments		288
2				
3	Association of American R.R.	"	9	232
4				
5	Eastern Demurrage & Storage Bureau	"		83
6				
7	National Rwy. Labor Conference	"	1	439
8				
9	Traffic Executive Association of Eastern Railroads	"	21	744
10				
11	Ohio Railroad Association	"	2	781
12				
13	Area Progress Board	Donations	1	000
14				
15	University of Akron	"	6	000
16				
17	United Foundation of Akron	"	4	550
18				
19	State Mutual Life Insurance Co.	Premiums paid on Insurance and Pension Plan for the period April 1, 1971 to March 31, 1972	22	202
20				
21	Travelers Insurance Co.	Hospital, Surgical, Medical and Life Insurance for Union Employees	164	752
22				
23	Norfolk & Western Railway Co.	Hospital, Surgical, Insurance for Other Employees	12	891
24				
25				
26				
27				
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52				
TOTAL			246	402

771. CONSUMPTION OF FUEL BY MOTIVE-POWER UNITS

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

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

A. LOCOMOTIVES

Line No.	Kind of locomotive service (a)	DIESEL	ELECTRIC	OTHER (STEAM, GAS TURBINE, ETC.)	
		Diesel oil (gallons) (b)	Kilowatt-hours (c)	Coal (tons) (d)	Fuel oil (gallons) (e)
1	Freight.....	1 485 688			
2	Passenger.....				
3	Yard switching.....	341 222			
4	Total.....	1 826 910			
5	Work train.....	12 040			
6	GRAND TOTAL.....	1 838 950			
7	Total cost of fuel*	229 313			

B. RAIL MOTORCARS

Line No.	Kind of locomotive service (f)	DIESEL	ELECTRIC	GASOLINE
		Diesel oil (gallons) (g)	Kilowatt-hours (h)	Gasoline (gallons) (i)
11	Freight.....			
12	Passenger.....			
13	Yard switching.....	NONE		
14	Total.....			
15	Work train.....			
16	GRAND TOTAL.....			
17	Total cost of fuel*			

*Show cost of fuel charged to train and yard service (accounts Nos. 303 and 304, for other than electric, and accounts Nos. 303, 304, 305, and 306, for electric). 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.

NOTES AND REMARKS

551. CONTRACTS, AGREEMENTS, ETC.

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

- (a) Express companies.
- (b) Mail.
- (c) Sleeping, parlor, and dining-car companies.
- (d) Freight or transportation companies or lines.
- (e) Other railway companies.
- (f) Steamboat or steamship companies.
- (g) Telegraph companies.
- (h) Telephone companies.
- (i) Equipment purchased under conditional sales contracts.
- (j) Other contracts.

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

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

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

5. Information concerning contracts of minor importance may be omitted. A contract of minor importance is defined as one involving receipts or payments of less than \$25,000 per year, and which, by its terms, is otherwise unimportant.

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

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

8. Compliance with the requirements of this schedule does not relieve the respondent of the duty placed upon common carriers by section 6 (5), Part I, of the Interstate Commerce Act, which reads as follows:

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

- (a) None
- (b) None
- (c) None
- (d) None
- (e) None
- (f) None
- (g) None
- (h) None
- (i) None
- (j) None

531. CHANGES DURING THE YEAR

Hereunder state the matters called for. Make the statements explicit and precise, and number them in accordance with the inquiries; each inquiry should be fully answered, and if the word "none" truly states the fact it may be used in answering any particular inquiry. Changes in mileage should be reported by classes and stated to the nearest hundredth of a mile.

- For each railroad property used in respondent's transportation service, show all increases and decreases in mileage, classifying the changes in the tables below as follows:
 (Class 1) Line owned by respondent.
 (Class 2) Line owned by proprietary companies.
 (Class 3) Line operated under lease for a specified sum.
 (Class 4) Line operated under contract or agreement for contingent rent.
 (Class 5) Line operated under trackage rights.
- For changes in miles of road, give dates of beginning or abandonment of operations. 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.

- All consolidations, mergers, and reorganizations effected, giving particulars.
 This statement should show the mileage, equipment, and cash value of property of each company as well as the consideration received by each company party to the action. State the dates on which consolidated, etc., and whether the prior companies have been dissolved. Copies of the articles of consolidation, merger, or reorganization should be filed with this report.
- Other important changes not elsewhere provided for involving more than \$50,000, giving full particulars.

INCREASES IN MILEAGE

Line No.	Class	Main (M) or branch (B) line	RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				Miles of way switching tracks	Miles of yard switching tracks	Total	Remarks
			Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, and trackage				
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1						17		01	18	
2										
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TOTAL INCREASE						17		01	18	

DECREASES IN MILEAGE

21			59			38	65	10	1	72
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TOTAL DECREASE			59			38	65	10	1	72

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

Owned by respondent: None Miles of road abandoned 59

Owned by proprietary companies: None Miles of road abandoned None

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

By road abandoned is meant "permanently abandoned," the cost of which has been or is to be written out of the investment accounts.

Abandonment of .59 miles of main track at Delphos, Ohio, per approval of I. C. C. Order dated January 11, 1971.

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 OHIO
County of SUMMIT ss:

D. K. HEIDISH
(Insert here the name of the affiant)

makes oath and says that he is SECRETARY AND TREASURER
(Insert here the official title of the affiant)

of THE AKRON, CANTON & YOUNGSTOWN 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, 1971, to and including DECEMBER 31, 1971

DK Heidish
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public, in and for the State and county above named, this 27th day of March, 1972
My commission expires June 22, 1975 [Use an L. S. Impression seal]

PETER R. KRIMMER, JR.
Notary Public, Summit County, Ohio
My Commission Expires June 22, 1975

Peter R. Krimmer, Jr.
(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

State of OHIO
County of SUMMIT ss:

E. R. HOSTETTER
(Insert here the name of the affiant)

makes oath and says that he is PRESIDENT, GENERAL MANAGER & C.E.O.
(Insert here the official title of the affiant)

of THE AKRON, CANTON & YOUNGSTOWN 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 operations of its property during the period of time from and including JANUARY 1, 1971, to and including DECEMBER 31, 1971

ER Hostetter
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public, in and for the State and county above named, this 27th day of March, 1972
My commission expires June 22, 1975 [Use an L. S. Impression seal]

PETER R. KRIMMER, JR.
Notary Public, Summit County, Ohio
My Commission Expires June 22, 1975

Peter R. Krimmer, Jr.
(Signature of officer authorized to administer oaths)

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