The New York Central Railroad Company

Report of the Board of Directors
to the Stockholders
for the year ended
December 31, 1940

New York Central Building
230 Park Avenue
New York

ORGANIZATION OF THE NEW YORK CENTRAL RAILROAD COMPANY

DECEMBER 31, 1940

DIRECTORS

William K. Vanderbilt	Frederick E. Williamson	William E. Levis
Harold S. Vanderbilt	Robert F. Loree	George A. Ranney
Bertram Cutler	Edward B. Greene	Malcolm P. Aldrich
Jackson E. Reynolds	George Whitney	Raymond D. Starbuck
Myron C. Taylor	T. Jefferson Coolidge	James A. Farley

The annual meeting of the stockholders for the election of directors is held at Albany, New York, on the fourth Wednesday in May

EXECUTIVE COMMITTEE

William K. Vanderbilt	Frederick E. Williamson
Harold S. Vanderbilt	Robert F. Loree
Jackson E. Reynolds	George Whitney

Edward B. Greene

OFFICERS

President	Frederick E. Williamson	New York
Executive Vice President	Raymond D. Starbuck	New York
Vice President, Law	Jacob Aronson	New York
Vice President, Personnel	John G. Walber	New York
Vice President, Improvements and Development	Richard E. Dougherty	New York
Vice President, Accounting	William C. Wishart	New York
Vice President, Purchases and Stores	William C. Bower	New York
Vice President, Traffic	Martin J. Alger	New York
Vice President, Freight Traffic	Charles J. Brister	New York
Vice President, Finance	Willard F. Place	New York
Vice President	William F. Schaff	Chicago
Vice President and General Manager	*David B. Fleming	New York
Vice President and General Manager	Charles S. Millard	Cincinnati
Assistant Vice President and General Manager	Jesse L. McKee	Detroit
Assistant Vice President and General Manager	Fredolin F. Riefel	Cleveland
Assistant Vice President	Gustav Metzman	Chicago
Assistant Vice President and Comptroller	Leroy V. Porter	New York
Secretary	Joseph M. O'Mahoney	New York
Treasurer	Rudolph P. Ahrens	New York

Treasurer, 466 Lexington Avenue, New York, transfers stock; pays dividends on stock; transfers registered bonds; pays interest on coupon and registered bonds

Central Hanover Bank and Trust Co., New York, registers stock

Morgan Grenfell & Co., Limited, 23 Great Winchester Street, London, E. C. 2, England, act as London correspondents

* Retired December 31, 1940.

REPORT

To the Stockholders of

THE NEW YORK CENTRAL RAILROAD COMPANY

The Board of Directors herewith submits its report for the year ended December 31, 1940.

General

The company experienced an encouraging improvement in business. Total operating revenues for the year were the greatest realized since 1931, and the net financial results the best since 1930.

The property has been well maintained, and its sound condition is best indicated by the ability of the company to transport efficiently the substantial increase in traffic which occurred. Improvements to plant, and extensions in order to serve new business, were made where necessary. Continued improvements in equipment and service were made in order to meet the demands resulting from the rapid development of industrial activity, and for the comfort and convenience of the traveling public.

During the year the company installed the following new equipment:

40 high-speed steam locomotives, 25 of which are designed for use in either passenger or freight service, and 15 for use in fast freight service.

6 oil-electric switching locomotives for use in yard service.

5,883 freight cars, with an aggregate carrying capacity of 331,065 tons, of which 383 were 55-ton, 50′ 6″ box and auto box cars; 5,000 were 55-ton self-clearing hopper cars; and 500 were 70-ton covered hopper cars for handling bulk cement and similar commodities.

50 new lightweight streamlined Pullman cars by arrangement with the Pullman Company, which, with cars of similar type previously installed, make a total of 142 of these modern, lightweight cars now in service.

Orders have also been placed for the following additional equipment for delivery during 1941:

128 new lightweight streamlined passenger cars of the latest design, including 2 complete trains of stainless steel cars for operation as the EMPIRE STATE EXPRESS.

10 high-speed steam locomotives for use in fast freight service.

36 oil-electric switching locomotives for use in yard service.

3,200 freight cars, of which 200 will be 70-ton, 52′ 6″ flat cars, 1,000 will be 70-ton, 52′ 6″ drop end gondola cars and 2,000 will be 55-ton, 50′ 6″ box cars, 100 of the latter having end doors and 300 being equipped with auto loading racks.

In addition, 100 more passenger cars and 10 dining cars are being air-conditioned, and a new streamlined train—which will be known as the "JAMES WHITCOMB RILEY"—is being fitted up for service between Cincinnati and Chicago.

These additions to our equipment, together with the other units ordered for delivery during 1941 and the continuing rehabilitation and repair of existing units, will, it is believed, enable the company to meet any demands upon its facilities which can now be foreseen, and will greatly increase the comfort and pleasure of our patrons.

INCOME ACCOUNT

INCLUDING ALL LEASED LINES

Operating income	Year Ended Dec. 31, 1940 10,940·89 *miles operated*	Year Ended Dec. 31, 1939 11,008·13 *miles operated*	Increase	Decrease 67·24 *miles*
Railway operations				
Railway operating revenues	$370,545,874 82	$341,086,708 29	$29,459,166 53	
Railway operating expenses	278,674,979 67	256,884,231 99	21,790,747 68	
Net revenue from railway operations	$91,870,895 15	$84,202,476 30	$7,668,418 85	
Percentage of expenses to revenues (Operating Ratio)	(75·21)	(75·31)		(·10)
Railway tax accruals	$33,476,018 75	$31,735,690 27	$1,740,328 48	
Railway operating income	$58,394,876 40	$52,466,786 03	$5,928,090 37	
Equipment rents, net debit	$11,636,287 87	$11,810,197 73		$173,909 86
Joint facility rents, net debit	2,706,151 50	3,353,161 26		647,009 76
Net railway operating income	$44,052,437 03	$37,303,427 04	$6,749,009 99	
Other income				
Revenues from miscellaneous operations	$596,740 75	$587,800 30	$8,940 45	
Income from lease of road and equipment	263,003 45	291,670 14		$28,666 69
Miscellaneous rent income	3,721,045 02	3,337,656 94	383,388 08	
Miscellaneous non-operating physical property	1,877,441 03	1,182,513 26	694,927 77	
Separately operated properties—profit	856,730 16	656,337 99	200,392 17	
Dividend income	6,579,040 16	6,460,070 98	118,969 18	
Income from funded securities	4,032,286 96	3,913,321 06	118,965 90	
Income from unfunded securities and accounts	128,112 36	281,886 41		153,774 05
Income from sinking and other reserve funds	69,686 27	68,884 16	802 11	
Miscellaneous income	59,029 82	113,279 74		54,249 92
Total other income	$18,183,115 98	$16,893,420 98	$1,289,695 00	
Total income	$62,235,553 01	$54,196,848 02	$8,038,704 99	
Miscellaneous Deductions from Income				
Expenses of miscellaneous operations	$443,882 67	$422,369 91	$21,512 76	
Taxes on miscellaneous operating property	76,963 84	79,215 74		$2,251 90
Miscellaneous rents	484,471 99	463,395 87	21,076 12	
Miscellaneous tax accruals	509,854 19	423,329 08	86,525 11	
Separately operated properties—loss	22,775 67	26,361 63		3,585 96
Miscellaneous income charges	449,666 32	169,496 12	280,170 20	
Total Miscellaneous Deductions	$1,987,614 68	$1,584,168 35	$403,446 33	
Income available for fixed charges	$60,247,938 33	$52,612,679 67	$7,635,258 66	
Fixed charges				
Rent for leased roads and equipment	$21,724,402 41	$22,059,322 79		$334,920 38
Interest on funded debt	25,283,481 58	25,005,580 23	$277,901 35	
Interest on unfunded debt	1,974,970 16	1,038,541 01	936,429 15	
Total fixed charges	$48,982,854 15	$48,103,444 03	$879,110 12	
Net income	$11,265,084 18	$4,509,235 64	$6,755,848 54	
Equipment depreciation charges included in expenses	$15,989,969 39	$15,926,938 13	$63,031 26	
Included in Other Income and Rent for Leased Roads and Equipment are certain inter-company transactions representing credits and corresponding debits amounting to	$4,331,859 09	$3,920,865 44	$410,993 65	
Also included in Other Income are items representing interest and dividends amounting to	$1,443,271 94	$1,501,861 31		$58,589 37

received on securities of and advances to terminal and other railroad companies whose properties are jointly used by this company, as to the major portion of which a like amount was paid by the company to those companies as rental and included in Joint Facility Rents

The New York Central Railroad Company

Profit and loss account

BALANCE TO CREDIT OF PROFIT AND LOSS, DECEMBER 31, 1939		$170,777,952 50
ADDITIONS:		
Net income for the year 1940	$11,265,084 18	
Credits from retired road property	34,510 82	
Donations	9,546 50	
Miscellaneous credits	372,631 48	11,681,772 98
		$182,459,725 48
DEDUCTIONS:		
Surplus appropriated for investment in physical property	$112,626 29	
Debt discount extinguished through surplus	17,222 85	
Debits from retired road property (represents ledger value, less salvage recovered, of roadway property not required for transportation service retired during the year)	3,255,377 70	
Miscellaneous debits	995,055 80	4,380,282 64
BALANCE TO CREDIT OF PROFIT AND LOSS, DECEMBER 31, 1940		$178,079,442 84

Reference is made to comparative general balance sheet, pages 18–19; condensed income account for the years 1931 to 1940, inclusive, pages 50–51; and statement of the profit and loss account for the years 1931 to 1940, inclusive, pages 52–53 — all summarized from reports filed with the Interstate Commerce Commission, and supplemented by footnotes forming an integral part thereof.

Mileage operated

The mileage operated by the company at the end of the year, compared with the previous year, was as follows:

	1940 Miles	1939 Miles	Miles
Main line and branches	3,653.88	3,713.14	59.26 Dec.
Leased lines and lines operated under contract	6,464.96	6,467.07	2.11 Dec.
Trackage rights	822.05	827.92	5.87 Dec.
TOTAL	10,940.89	11,008.13	67.24 Dec.

The reduction of 59.26 miles in main line and branches is due to the abandonment of the Stony Clove and Kaaterskill and the Hunter branches in New York, 21.85 miles; part of the Lansing branch, Springport to Lansing in Michigan, 20.22 miles; and the transfer of the Dune Park branch in Indiana to the Indiana Harbor Belt Railroad for operation, 17.19 miles.

The decrease in lines operated under lease or contract is due to the abandonment of part of the Beech Creek Railroad, Mitchells to Wynn, Pennsylvania, 1.88 miles; part of the Air Line branch of the Michigan Central Railroad, Haires to O. D. Tower in Michigan, 4.09 miles; removal of track at Windsor, Ontario, .09 mile; and remeasurement, .14 mile. This was partly offset by the transfer from second to first main of 4.09 miles of the Fort Wayne and Jackson Railroad, Haires to O. D. Tower in Michigan.

Trackage rights over the Wheeling and Lake Erie Railroad were discontinued at Toledo, Ohio, which accounts for the reduction of 5.87 miles.

Operating revenues

Revenues totaled $370,545,871.82, a gain of $29,459,166.53 (8.64%) compared with 1939.

Freight traffic:

Freight revenue amounted to $270,274,027.58, which was $30,143,362.74 (12.55%) in excess of the previous year, due to the larger volume of traffic. Revenue freight transported amounted to 136,549,195 tons, an increase of 17,256,190 tons (14.47%), while freight-train miles increased only 8.40%.

Tonnage of commodities by classes, with revenue therefrom (before deductions for absorbed switching, overcharges, etc.), compared with the previous year was:

Class	Tons handled	Increase or Decrease	Revenue	Increase or Decrease
Products of agriculture	8,282,390	267,007 D	$19,165,572	$799,234 D
Animals and products	2,375,279	99,472 I	17,694,091	1,321,666 I
Products of mines	82,595,517	11,381,637 I	91,019,142	12,028,233 I
Products of forests	2,937,842	447,870 I	6,877,931	926,339 I
Manufactures and miscellaneous	38,642,087	5,422,476 I	130,071,304	17,210,097 I
All less than carload traffic	1,716,080	171,742 I	17,127,957	1,911,870 I
TOTAL	136,549,195	17,256,190 I	$281,955,997	$32,598,971 I

While there were no important adjustments in freight rates during the year, revenue did not improve to the same extent as tonnage handled, for the reason that there were more than proportional increases in tons of coal and iron ore handled on which earnings were below the general average.

Automobile traffic amounted to 2,507,045 tons, an increase of 565,345 tons (29.12%) over 1939, with gross revenue of $17,329,365, an increase of $3,249,219 (23.08%).

Bituminous coal traffic increased substantially. The total for the year amounted to 57,275,376 tons, or 7,143,705 tons (14.25%) more than 1939, and gross revenue was $65,197,638, an increase of $8,278,463 (14.54%). Lake cargo and vessel fuel coal handled at Toledo and Ashtabula Harbor totaled 9,536,327 tons compared with 8,179,339 tons in 1939, a gain of 1,356,988 tons (16.59%).

Because of conditions abroad the export movement of grain showed a decided falling off during the year, the ex-lake movement from Buffalo to the various North Atlantic ports amounting to 4,461,774 bushels, compared with 12,540,275 bushels during 1939.

The iron ore handled for the year amounted to 8,107,992 tons against 5,959,929 tons handled in 1939, an increase of 2,148,063 tons (36.04%). Ore tonnage handled from Lake Erie ports was 6,848,837 gross tons, which is higher by 1,911,206 gross tons (38.7%) than in the previous year.

Iron and steel traffic totaled 7,406,738 tons, an improvement over 1939 of 2,033,134 tons (37.84%), and gross revenue was $24,344,619, an increase of $5,967,506 (32.47%).

Less than carload freight handled totaled 1,716,080 tons, an increase of 171,742 tons (11.12%), with revenue of $17,127,957, a gain of $1,911,870 (12.56%).

Passenger traffic:

Passenger revenue amounted to $59,322,145.25, a decline of $2,090,672.13 (3.4%) compared with 1939. There were 47,531,722 passengers carried, a gain of 1,061,053 (2.28%). Interline and local passengers carried increased 142,511 (5.66%) and 1,795,221 (12.30%), respectively, while commutation passengers carried decreased 876,679 (2.99%). Passengers carried one mile totaled 3,047,294,655, an increase of 148,389,199 (5.12%).

On order of the Interstate Commerce Commission, the rate basis of 2½¢ per mile, which had been applied in coaches on the eastern railroads since July 25, 1938, was reduced to 2¢ per mile effective March 25, 1940; and at this time the minimum rate for round-trip coach fares was reduced from 1.7¢ to 1.5¢ per mile, on a sliding scale basis, the minimum being reached for trips in excess of 500 miles. No change was made in the fares for travel in Pullman cars.

Operating expenses

The enlarged program of maintenance necessitated, in part, by the greater volume of traffic, and the necessary expenditures in the transportation group to handle this volume, together with certain higher material costs, resulted in increasing expenses $21,790,747.68 (8.48%), as compared with the previous year.

By groups, expenses for 1940, compared with 1939, were as follows:

	Amount	Increase or Decrease Amount		Percent	
Maintenance of way and structures	$39,454,595 01	$3,053,564 34	I	8.39	I
Maintenance of equipment	77,989,733 24	7,580,648 81	I	10.77	I
Traffic	6,596,590 08	280,576 69	D	4.08	D
Transportation	139,498,309 80	11,127,889 91	I	8.67	I
Miscellaneous operations	5,510,527 92	220,339 45	I	4.17	I
General	9,680,324 55	56,241 26	I	.58	I
Transportation for investment—credit	55,100 93	32,640 60	I	37.20	I
TOTAL	$278,674,979 67	$21,790,747 68	I	8.48	I

In the maintenance of way and structures group, increases are reflected practically throughout the various accounts as a result of the greater amount of work done. During the year 334 track miles of main and running tracks were relaid with new rail compared with 314 miles during 1939, and 244 track miles with relayer rail in contrast with 202 miles the previous year. The number of new crossties installed amounted to 2,146,658 against 2,030,168 during 1939. There were 839,654 cubic yards of ballast placed in tracks, compared with 737,033 in 1939. The cost of removing snow, ice, and sand also increased substantially because of the severe winter weather conditions.

In the maintenance of equipment group, practically all accounts increased substantially due to the enlarged program and higher material costs. During the year 47 more locomotives and 25,403 more freight-train cars received classified or heavy repairs than in the preceding year.

Traffic expenses were below the previous year's charges by $280,576.69, mainly on account of smaller assessments for the company's proportion of the cost of the railroads' New York World's Fair exhibit, and advertising expense in connection therewith.

The higher transportation expenses are accounted for largely by the greater volume of traffic moved. Gross ton miles for all freight increased 7,613,968,089 (10.88%), and net ton miles, 3,547,894,897 (12.26%).

Charges for miscellaneous operations were greater by $220,339.45, of which $156,328.94 was in the cost of dining and buffet service; $50,418.29 in the cost of power produced; and $13,592.22 (net) in other items.

General expenses were above the previous year's figure by $56,241.26. Legal expenses, pensions, and stationery and printing increased $101,058.90, and certain other accounts, $15,394.82 (net), offset in part by a reduction of $60,212.46 in the salaries and expenses of general officers.

Railway tax accruals

Charges for this item, a tabulation of which will be found on page 35, amounted to $33,476,018.75, being above the previous year by $1,740,328.48 (5.48%). These taxes were equal to approximately $5.19 per share of stock or $361.84 for each employee in service. Of the increase shown for United States income taxes applicable to certain leased roads, $580,488.65 is brought about by a change in the Interstate Commerce Commission's accounting regulations, effective January 1, 1940, whereby such items are now accounted for as taxes rather than as additional rentals; and the remainder, $482,718.92, by higher rates under the two Revenue Taxing Acts of 1940. The increase of $763,164.23 for railroad retirement excise tax is due in part to a change in the rate from 2¾% to 3%, and in part to higher payrolls. Unemployment insurance taxes increased $319,399.53 due to greater taxable compensation paid in consequence of the larger force employed. The increase of $483,279.02 in Canadian income tax is accounted for by the higher rates imposed under the Income War Tax Act, as amended, and the Excess Profits Tax Act, which affect the operations of our lines in Canada. Other items reflect a net decrease of $888,721.87, the major portion of which is in connection with the settlement of certain prior years' taxes, and adjustments in the accounts.

Equipment rents

The net charge amounted to $11,636,287.87, a reduction of $173,909.86 compared with 1939. Rents received for the use of the company's equipment by others increased $1,681,153.17, while rents paid for the use of equipment of others increased $1,507,243.31.

Joint facility rents

The net charge was $2,706,151.50, being $647,009.76 less than 1939. While rents collected from others for the use of our facilities decreased $127,073.64, the rents paid to others for the use of their facilities were reduced by $774,083.40.

Net railway operating income

This amounted to $44,052,437.03, a gain of $6,749,009.99 (18.09%).

Other income

Total other income amounted to $18,183,115.98, an increase of $1,289,695.

Revenues from miscellaneous operations were higher by $8,940.45.

Income from lease of road and equipment shows a reduction of $28,666.69, which is generally accounted for by a decrease in the number of cars leased to the Merchants Despatch Transportation Corporation.

There were increases of $383,388.08 and $694,927.77, respectively, in miscellaneous rents and income from miscellaneous non-operating physical property, largely accounted for by an improvement in rentals from several of the properties, settlement of deferred rents applicable to prior years, and certain changes in accounting, all in connection with various structures in the Grand Central Terminal area.

Income from separately operated properties was greater by $200,392.17, the major portion of which ($195,848.62) was this company's 50% proportion of the increased profit from the operation of the Pittsburgh, McKeesport and Youghiogheny Railroad.

Dividend income amounted to $6,579,040.16, an increase of $118,969.18. Dividends on the company's holdings of stock of The Mahoning Coal Railroad Company, The Pittsburgh and Lake Erie Railroad Company, and The Toledo Terminal Railroad Company increased $961,803; while those on stock holdings of Despatch Shops, Inc., Indiana Harbor Belt Railroad Company, The Toronto, Hamilton and Buffalo Railway Company, and sundry other companies, decreased $842,833.82.

Income from funded securities increased $118,965.90. A full year's interest on bonds of lessor companies acquired in 1939 accounts for an increase of $336,819.69, and there was $78,278.46 additional on advances to affiliated companies, both partially offset by decreases aggregating $296,132.25 due to settlement of advances to affiliated companies, and other miscellaneous items.

Income from unfunded securities and accounts declined $153,774.05 chiefly because of a change in accounting in connection with certain buildings in the Grand Central Terminal area.

Miscellaneous income decreased $54,249.92 caused largely by reduction in credit in connection with Canadian exchange.

Miscellaneous deductions from income

The several items under this head aggregating $1,987,614.68 reflect an increase of $403,446.33 over 1939. Miscellaneous taxes were higher by $86,525.11, brought about principally by a change in accounting made necessary because of a transfer of our investment in certain rented structures from operating to non-operating property. Miscellaneous income charges increased $280,170.20, the major portion of which is due to accounting adjustments with certain lessor companies affecting prior years. Other miscellaneous items under this head show a net increase of $36,751.02.

Fixed charges

Fixed charges amounted to $48,982,854.15, an increase of $879,410.12 compared with 1939.

Rent for leased roads and equipment decreased $334,920.38. There was a reduction of $686,284.84, being the amount of Federal income and certain other taxes assessed against various lessor companies included in this account in 1939, whereas in 1940 similar taxes are included in railway tax accruals to conform to the Interstate Commerce Commission's change in its accounting regulations. There were further decreases of $212,824.44 resulting from maturity of bonds of the Michigan Central Railroad and Cleveland, Cincinnati, Chicago and St. Louis Railway Companies during the year; $66,381.70 because of matured equipment trust certificates; and $110,585.68 on account of decreased net income of the Peoria and Eastern Railway. Offsetting in part are increases of $414,456.28 in rental paid The Mahoning Coal Railroad Company as a result of the greater volume of traffic moving over that property; and $326,700 due to full year's interest being accrued on Series F 4½% refunding and improvement bonds of The Cleveland, Cincinnati, Chicago and St. Louis Railway Company held in the treasury of the company, against nine months' interest during 1939.

Interest on funded debt, amounting to $25,283,481.58, was more than the 1939 charge by $277,901.35. There were increases of $353,888.94 on account of renewed secured promissory notes held by several banks, interest on which has heretofore been included as interest on unfunded debt; $176,562.50 because of the 2½% equipment trust of 1939; and $121,333 by reason of the 2% equipment trust of 1940. Partially offsetting are the following decreases: $48,358.26, from the retirement of $1,467,000 ten year secured sinking fund 3¾% bonds through operation of the sinking fund; $71,250, from the payment of $3,000,000 serial secured notes on April 1, 1940; $212,858.99, from the payment of maturing installments on equipment obligations; and a net of $41,415.84 for other miscellaneous items.

Interest on unfunded debt was $1,974,970.16, an increase of $936,429.15, due largely to increased interest on advances from the State of New York for the company's proportion of the cost of certain grade crossing eliminations, to increased interest on railroad equipment lease agreements covering the acquisition of equipment, and to settlement and adjustment of accruals of interest in connection with prior year's income, utility, and other taxes.

Net income

The net income for the year (as reflected by the foregoing statement of the income account) amounted to $11,265,084.18, which was transferred to the profit and loss account.

Stockholders

At the close of the year, the capital stock of the company was owned by 62,345 holders, with an average holding of 103.41 shares, a gain of 251 holders as compared with December 31, 1939.

Funded debt

Changes in the funded debt of the company, in detail, were as follows:

The amount outstanding on December 31, 1939 was increased by:		$626,255,200 00
New York Central Railroad Equipment Trust of 1939, 2½% Equipment Trust Certificates (Balance)		7,200,000 00
New York Central Railroad Equipment Trust of 1940, 2% Equipment Trust Certificates		10,400,000 00
3% and 3½% Secured Promissory Notes (referred to later)		16,000,000 00
		$659,855,200 00
and was reduced as follows:		
Kalamazoo and White Pigeon R. R. Co., 5% First Mortgage Bonds, due January 1, 1940	$362,000 00	
N Y C & H R R R Co, 4% Gold Debentures of 1912	1,577,000 00	
2½% Serial Secured Note, due April 1, 1940	3,000,000 00	
Ten-year 3¾% Secured Sinking Fund Bonds reacquired and retired under the sinking fund provisions	1,467,000 00	
Payments falling due during the year on the company's liability for principal installments under equipment trust agreements:		
N Y C Lines, Trust of 1925, May 14, 1940 (Final Installment)	734,000 00	
N Y C R R Co Trust of 1929, April 13, 1940	1,100,000 00	
N Y C R R Co Second Trust of 1929, November 30, 1940	745,000 00	
N Y C R R Co Trust of 1930, May 14, 1940	952,000 00	
N Y C R R Co Trust of 1937, March 14, 1940	286,000 00	
N Y C R R Co Trust of 1939, November 30, 1940	900,000 00	11,123,000 00
leaving the unmatured funded debt outstanding on December 31, 1940		$648,732,200 00

On December 31, 1940, there were also outstanding and carried as deferred liabilities, $27,892,017.36 payable over a period of years to the State of New York for the company's proportion of the cost of grade crossing eliminations, and $2,980,687.52 due for equipment acquired under railroad equipment lease agreements assigned to banks.

Aggregate outstanding capital obligations of the company, its lessors, and wholly owned subsidiaries

As of December 31, 1940, there was outstanding in the hands of the public, debt of the company and its lessor companies in the aggregate amount of $963,239,404.88 (including the $27,892,017.36 payable to the State of New York and $2,980,687.52 to banks, heretofore referred to) which compares with a total of $967,577,197.44 at the end of 1939, plus $3,388.612 then due on railroad equipment lease agreements a combined total of $970,965,809.44, indicating a reduction of $7,726,404.56.

Of the total debt of the company and its lessor companies outstanding in the hands of the public on December 31, 1940, as shown above, $24,234,809 matures on or prior to January 1, 1942, including sinking fund payments, and amounts due the State of New York and various banks.

There was outstanding on December 31, 1940, capital stock of lessor companies not owned by the company or by lessor companies in the aggregate par amount of $55,017,515.

There was also held by the public as of the same date funded debt amounting to $12,469,000 of certain wholly owned subsidiaries of the company or its lessor companies: viz.,

Clearfield Bituminous Coal Corporation, Louisville & Jeffersonville Bridge and Railroad Company, Merchants Despatch Transportation Corporation, and New York State Realty and Terminal Company. Of this debt $1,655,000 matures during 1941.

Reference is made to tables on pages 29–30 for detailed statements of funded debt of the company, and on pages 55–58 for capital stock and funded debt of its lessor companies, debt of subsidiary companies, and contingent liabilities, etc., as of December 31, 1940.

Bank loans

The notes evidencing the $20,000,000 of loans from various banks (carried as loans and bills payable in current liabilities) referred to in the annual report to the stockholders for 1938 were payable April 30, 1940. At that time payments aggregating $4,000,000 were made on the principal of the loans, reducing the amount to $16,000,000, for which renewal notes, dated April 30, 1940, were issued (now carried as part of funded debt), consisting of $8,000,000 principal amount of 3% notes due May 1, 1942, and $8,000,000 principal amount of 3½% notes due April 30, 1944. The repayments and renewals were pro rata with respect to the several banks, and the amounts of the renewal notes issued to the respective banks were as follows:

	3% Notes due May 1, 1942	3½% Notes due April 30, 1944
The First National Bank of the City of New York	$2,000,000	$2,000,000
Guaranty Trust Company of New York	2,000,000	2,000,000
Irving Trust Company	2,000,000	2,000,000
The Chase National Bank of the City of New York	1,000,000	1,000,000
J. P. Morgan & Co., Incorporated	1,000,000	1,000,000

The renewal notes were issued under agreements dated April 30, 1940, with the respective banks, severally, and are secured by pledge of shares of stock, bonds, and other collateral owned by the company.

The Peoria and Eastern Railway Company

The Peoria and Eastern Railway has been operated since February 1, 1930, by this company, as lessee of the properties of The Cleveland, Cincinnati, Chicago and St. Louis Railway Company under the provisions of an Operating Agreement dated February 22, 1890, made by The Peoria and Eastern Railway Company to The Cleveland, Cincinnati, Chicago and St. Louis Railway Company.

This company advanced for account of The Cleveland, Cincinnati, Chicago and St. Louis Railway Company $5,000,000, which was applied by the latter company in discharge of the Purchase Money Lien for that amount on its Springfield Division, which Lien became payable on April 1, 1940, and was owned by The Peoria and Eastern Railway Company.

As a result of a Plan of Adjustment, dated January 10, 1940, under Chapter XV of the Bankruptcy Act, put into effect by The Peoria and Eastern Railway Company, that company paid off its $846,000 of Indiana, Bloomington and Western Railway Company bonds in full, discharged its $500,000 note which was held by The Securities Corporation of the New York Central Railroad (a wholly owned subsidiary of this company), and provided by partial payment for reduction of the principal amount of its First Consolidated Mortgage 4% Bonds to $4,722,300 and extension of the maturity date thereof to April 1, 1960. An agreement dated as of April 1, 1940, was also entered into between The Cleveland, Cincinnati, Chicago and St. Louis Railway Company and The Peoria and Eastern Railway Company, evidencing the former's election to extend the term of the Operating Agreement to April 1, 1960, and containing provision for the guaranty by The Cleveland, Cincinnati, Chicago and St. Louis Railway

Company of the payment of the interest on the $4,722,300 principal amount of extended First Consolidated Mortgage 4% Bonds, and provisions in respect of replacement of retired equipment.

As a result, this company, as lessee of the Cleveland, Cincinnati, Chicago and St. Louis Railway, continues to operate the Peoria and Eastern Railway under the terms of the Operating Agreement dated February 22, 1890, as extended and modified by the agreement dated April 1, 1940.

The Dayton Union Railway Company

During the year, this company and The Cleveland, Cincinnati, Chicago and St. Louis Railway Company joined with the other proprietary companies of The Dayton Union Railway Company in the execution of an agreement dated January 2, 1940, with The Dayton Union Railway Company, relating to the ownership, use, maintenance, and operation of the property of the latter. The making of such agreement was provided for in the preliminary agreement dated July 1, 1938, between the parties. Under it, this company and The Cleveland, Cincinnati, Chicago and St. Louis Railway Company have the right to use in perpetuity, in common with others, the facilities of The Dayton Union Railway Company upon the terms therein provided.

Pursuant to the agreement of January 2, 1940, The Dayton Union Railway Company increased its capital stock to 10,590 shares of the par value of $100 per share, all of which is owned by the proprietary companies in the same proportions as the former stock. It also issued and sold during the year $3,900,000 principal amount of its general mortgage bonds, consisting of $1,500,000 of serial bonds, known as Series A, due December 1, 1941–1950, bearing interest at various rates according to maturity, and $2,400,000, known as Series B, which are 3¼% bonds, due December 1, 1965, with provision for sinking fund. The proceeds of sale of the bonds were used to discharge indebtedness to the proprietary companies and for other corporate purposes of The Dayton Union Railway Company.

In accordance with the provisions of the agreement of January 2, 1940, these bonds were guaranteed, as to payment of principal and interest and, in the case of the Series B bonds, as to sinking fund payments, jointly and severally by this company, The Baltimore and Ohio Railroad Company, and The Pennsylvania Railroad Company, by endorsement on each bond pursuant to Guaranty Agreement dated December 1, 1940.

Issue of certificates under New York Central Railroad Equipment Trust of 1939

In the annual report for 1939, mention was made of the establishment of the New York Central Railroad Equipment Trust of 1939, providing for the issue of $9,000,000 principal amount of 2½% equipment trust certificates due in equal annual installments of $900,000 on December 1st, in the years 1940 to 1949, inclusive, of which the first two installments, aggregating $1,800,000, were issued in 1939. The remaining installments, aggregating $7,200,000, were issued and sold to the Reconstruction Finance Corporation at their principal amount at various times during the year 1940.

New York Central Railroad Equipment Trust of 1940

This trust was established by agreement dated June 1, 1940, and there was issued thereunder $10,400,000 par value of 2% equipment trust certificates maturing in equal annual installments of $1,040,000 on June 1st in the years 1941–1950, inclusive, and representing approximately 90% of the cost of equipment leased by the Trustee to this company. These certificates are guaranteed, as to payment of par value and dividends, by endorsement by this company. The equipment included in the trust, costing approximately $11,571,100, consists of 50 locomotives, 2,000 freight cars, and 1 passenger coach.

Termination of New York Central Lines Equipment Trust of 1925

The New York Central Lines Equipment Trust of 1925 having expired on May 15, 1940, the title to the equipment was transferred by the Trustee to the several railroad companies entitled thereto under the terms of the leases covering the equipment. The equipment so transferred was as follows: To this company, 29 motor passenger coaches, 114 other passenger coaches, 25 dining cars, 33 baggage cars, 4 combination passenger and baggage cars, 32 combination baggage and mail cars, 20 milk cars, 2,486 box cars, 195 refrigerator cars, and 1,000 gondola cars; to The Michigan Central Railroad Company, 2 passenger coaches, 5 dining cars, 5 baggage cars, 996 box cars, and 954 auto box cars; to The Cleveland, Cincinnati, Chicago and St. Louis Railway Company, 22 passenger coaches, 12 dining cars, 25 baggage cars, 3 combination baggage and passenger cars, 990 box cars, 297 refrigerator cars, 2,495 gondola cars, and 990 hopper cars.

Property investment accounts

Changes for the year, as shown in detail on pages 20, 21, 25–28, were as follows:

Road, increase	$9,798,747 20
Equipment, increase	15,952,479 18
Improvements on leased railway property, increase	3,035,407 93
Miscellaneous physical property, increase	9,208,096 52
Total increase	$37,994,730 83

Important improvements

West Side Improvement, New York City:

The extension of the Eleventh Avenue Viaduct over the 30th Street Yard south of West 34th Street was completed and Eleventh Avenue was reopened to street traffic.

Alterations to the Railway Express Building at West 33rd Street were completed.

Yard tracks were provided between West 30th and West 33rd Streets west of Eleventh Avenue.

Work is still in progress on the reconstruction of the yard easterly of Eleventh Avenue.

Grade Crossing Elimination and Reconstruction of Bridges:

The program for the elimination of grade crossings of highways and reconstruction of existing highway bridges with funds supplied mostly by the Federal Government and involving relatively small contributions on the part of the railroad company, has been continued, resulting in 4 eliminations and 6 reconstruction projects being completed, and 14 eliminations and 7 reconstruction projects under way.

The construction of the viaduct to carry Sixth Street over the tracks of The Cincinnati Union Terminal Company, The Baltimore and Ohio Railroad Company, and this company at Cincinnati, Ohio, was completed.

Under the grade crossing laws of the State of New York there were 4 crossings eliminated, and the work of eliminating 26 crossings, including the major grade crossing separation project at Dunkirk, New York, on the main line, was under way.

Construction of Mine and Industrial Tracks:

Several mine tracks to serve new mine developments in the Indiana and Illinois coal fields were completed between Buckskin and Dickeyville, Indiana, and in the vicinity of Harrisburg, and Carrier Mills, Illinois, and Elberfeld, Indiana. Work was commenced on the construction of industrial tracks to serve a new airplane engine plant of the Wright Aeronautical Corporation being erected as a part of the National Defense Program at Lockland, Ohio.

Bridge Strengthening and Replacement:

To provide for the operation of heavier power and to effect economy in operation, 10 steel bridges were replaced and 2 steel bridges and 2 timber trestles were repaired and reinforced on the River Division, Weehawken, New Jersey, to Selkirk, New York. The reconstruction of 5 trestles was completed, and repairs on 6 others were under way between Evansville and Terre Haute, Indiana.

Line abandonments

Authority was obtained from the Interstate Commerce Commission for the abandonment of the Stony Clove and Kaaterskill branch, Phoenicia to Kaaterskill, New York, 19.19 miles; Hunter branch, Kaaterskill Junction to Hunter, New York, 2.66 miles; Beech Creek Railroad, Mitchells to Wynn, Pennsylvania, 1.88 miles; Lansing branch, Lansing to Springport, Michigan, 20.22 miles; Fayette branch, Morenci, Michigan, to Fayette, Ohio, approximately 6.61 miles; and Michigan Central Air Line branch, O. D. Tower to Haires, Michigan, 4.09 miles, a total of 54.65 miles. Applications were pending before the Interstate Commerce Commission for the abandonment of the Providence, Webster & Springfield Railroad, Webster Junction to Webster, Massachusetts, and the Possum Glory and Buck Run branches of the Cherry Tree & Dixonville Railroad, a total of 14.12 miles; and before the Board of Railway Commissioners of Canada for the abandonment of the Niagara branch of the Canada Southern Railway, Niagara Junction to Chippawa, Ontario, 10.22 miles. Other possible branch line abandonments are being investigated.

Pensions

During the year 34 officers and employees were awarded pensions under the company's supplementary pension system, payments by the company in these cases representing the amount by which pensions, computed under the company plan, exceed the maximum of $120 per month allowable under the Railroad Retirement Act. There were 267 retired officers and employees receiving supplementary pensions at the close of the year. The total amount paid by the company in supplementary pensions during the year was $202,933.20.

Valor medals

Since 1926 the company has presented valor medals in recognition of employees who, at the risk of their lives, saved others.

Valor medals were presented to the following two employees of the company during the year:

Edward Reich, Painter, 219 East 85th Street, New York, New York.

Michael J. Grabala, Painter, 3120 Park Avenue, New York, New York.

Losses by death

On January 29, 1940, the company suffered a severe loss through the death of Edward Stephen Harkness, who had been a member of its Board of Directors since 1918.

January 13, 1940, C. W. Tallcott, Assistant Treasurer.

June 4, 1940, J. V. Neubert, Chief Engineer, Maintenance of Way.

July 6, 1940, C. C. Warne, Purchasing Agent.

Changes in organization

January 10, 1940, Edward B. Greene, Director, was appointed a member of the Executive Committee.

March 31, 1940, F. B. Wiegand, Signal Engineer, retired.

April 30, 1940, H. L. Ingersoll, Assistant to President, retired.
F. S. Risley, Assistant Vice President and General Manager, retired.

May 22, 1940, George A. Ranney was elected a Director to fill the vacancy caused by the death of Mr. James Simpson.
Malcolm P. Aldrich was elected a Director to fill the vacancy caused by the death of Mr. Edward S. Harkness.
Raymond D. Starbuck was elected a Director to succeed Mr. Walter P. Chrysler.

June 30, 1940, W. E. Osborn, Assistant to Comptroller, retired.

December 11, 1940, James A. Farley was elected a Director to fill the vacancy caused by the resignation of Mr. Patrick E. Crowley.

December 31, 1940, D. B. Fleming, Vice President and General Manager, retired.
W. T. Stevenson, General Freight Traffic Manager, retired.
A. E. Allen, General Freight Agent, retired.
A. J. Kohne, General Superintendent Telephone and Telegraph, retired.
H. W. Fenno, Engineer, Maintenance of Way, retired.

The following appointments were made:

Effective January 1, 1940, F. H. Baird, General Passenger Traffic Manager, New York.
J. W. Switzer, Passenger Traffic Manager, Chicago.
E. E. Pierce, General Passenger Agent, New York.
I. G. Rasp, General Passenger Agent, Boston.

February 1, 1940, F. F. Riefel, Assistant Vice President and General Manager, Cleveland.
Gustav Metzman, Assistant Vice President, Chicago.
C. L. Jellinghaus, Manager Freight Transportation, New York.

April 1, 1940, R. B. Ellsworth, Signal Engineer, Line East, Albany.
J. J. Corcoran, Signal Engineer, Line West, Cleveland.

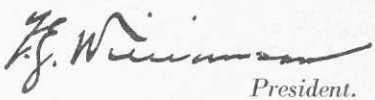
August 1, 1940, C. W. Meyer, Assistant to President, New York.
F. S. Austin, Purchasing Agent, New York.

October 22, 1940, T. R. Fitzpatrick, Freight Traffic Manager, Pittsburgh.
J. J. Monks, Assistant Freight Traffic Manager, Pittsburgh.

November 1, 1940, S. E. Armstrong, Engineer Maintenance of Way—System, New York.

The Board wishes to express to all officers and employees its appreciation of the loyal and efficient service rendered during the year. In the world crisis now confronting us, the policy of our country calls for the cooperation of every person, and we believe that each officer and employee of this company will do his full share to meet the heavy responsibilities which will be placed upon us.

For the Board of Directors,



President.

COMPARATIVE CONDENSED GENERAL BALANCE

ASSETS

1939				1940	Comparison
	INVESTMENTS				
$691,257,407 27	Investment in road			$701,056,154 47	$9,798,747 20 Inc
	Investment in equipment				
81,264,311 56	Trust			84,203,010 76	2,938,699 20 Inc
294,800,264 43	Owned			307,814,044 41	13,013,779 98 Inc
145,526,990 20	Improvements on leased railway property			148,562,398 13	3,035,407 93 Inc
136,819 17	Sinking funds			109,190 62	27,628 55 Dec
127,987 11	Deposits in lieu of mortgaged property sold			60,754 28	67,232 83 Dec
41,803,083 62	Miscellaneous physical property			51,011,180 14	9,208,096 52 Inc
	Investments in affiliated companies (Note A)				
	$160,614,781 95	Stocks	$159,505,839 45		1,108,942 50 Dec
	50,976,910 43	Bonds	50,584,227 38		392,683 05 Dec
	34,579,182 48	Notes	34,579,182 48		—
	169,210,886 46	Advances	173,707,061 91		4,496,175 45 Inc
415,381,761 32	TOTAL INVESTMENTS IN AFFILIATED COMPANIES			418,376,311 22	
	Other investments (Note A)				
	$26,151,294 34	Stocks	$27,234,906 48		1,083,612 14 Inc
	9,009,442 55	Bonds	7,730,176 52		1,279,266 03 Dec
	1,120,312 82	Notes	216,143 61		904,169 21 Dec
	12,857,074 41	Advances	4,749,975 46		8,107,098 95 Dec
	130,060 43	Miscellaneous	72,594 22		57,466 21 Dec
49,268,184 55	TOTAL OTHER INVESTMENTS			40,003,796 29	
$1,719,566,809 23	TOTAL INVESTMENTS			$1,751,196,840 32	$31,630,031 09 Inc
	CURRENT ASSETS				
$30,658,561 10	Cash (Note B)			$29,275,107 28	$1,383,453 82 Dec
45,000 00	Time drafts and deposits			45,000 00	—
5,557,199 01	Special deposits (Note C)			3,380,179 58	2,177,019 43 Dec
9,382 82	Loans and bills receivable			61,001 38	51,618 56 Inc
2,056,024 98	Traffic and car-service balances receivable			2,489,572 29	433,547 31 Inc
5,133,528 63	Net balance receivable from agents and conductors (Note B)			6,338,749 25	1,205,220 62 Inc
8,139,555 40	Miscellaneous accounts receivable			7,471,723 79	667,831 61 Dec
26,663,902 51	Material and supplies			28,229,557 76	1,565,655 25 Inc
3,093,338 64	Interest and dividends receivable			2,038,075 05	1,055,263 59 Dec
465,692 38	Rents receivable			682,682 67	216,990 29 Inc
543,475 06	Other current assets			573,910 74	30,435 68 Inc
$82,365,660 53	TOTAL CURRENT ASSETS			$80,585,559 79	$1,780,100 74 Dec
	DEFERRED ASSETS				
$186,518 30	Working fund advances			$181,649 39	$4,868 91 Dec
1,672,599 69	Insurance and other funds			1,672,599 69	—
5,200,589 64	Other deferred assets			3,641,351 15	1,559,238 49 Dec
$7,059,707 63	TOTAL DEFERRED ASSETS			$5,495,600 23	$1,564,107 40 Dec
	UNADJUSTED DEBITS				
$63,268 93	Rents and insurance premiums paid in advance			$72,914 11	$9,645 18 Inc
4,300 00	Discount on funded debt			—	4,300 00 Dec
11,416,365 44	Other unadjusted debits			6,751,037 70	4,665,327 74 Dec
$11,483,934 37	TOTAL UNADJUSTED DEBITS			$6,823,951 81	$4,659,982 56 Dec
$1,820,476,111 76				$1,844,101,952 15	$23,625,840 39 Inc

NOTE A.—Carried at cost, or less.

NOTE B.—Includes $1,230,318.69 in Canadian funds.

NOTE C.—As of December 31, 1939, includes amounts deposited in connection with the Railroad Retirement Act of 1937, and Railroad Unemployment Insurance Act, covering both amounts payable by the company and deductions from pay of employees. For 1940 includes only deductions from pay of employees.

NOTE D.—As of December 31, 1940, comprises liability to lessor companies for which the New York Central is obligated to make settlement on expiration of the leases:

Equipment	$39,010,674 09
Material and supplies	15,176,065 98
Miscellaneous	1,814,541 77

This balance sheet does not include the assets or liabilities of lessor, affiliated, terminal or other companies, nor the liability of The New

The New York Central Railroad Company

SHEET, DECEMBER 31, 1940 and DECEMBER 31, 1939

LIABILITIES

1939		1940	Comparison
	STOCK		
$562,332,642 40	Capital stock	$562,332,642 40	—
	GOVERNMENTAL GRANTS		
$1,586,590 83	Grants in aid of construction	$6,149,119 83	$4,562,529 00 Inc
	LONG TERM DEBT		
	Funded debt unmatured		
$21,189,000 00	Equipment obligations	$34,072,000 00	$12,883,000 00 Inc
512,858,000 00	Mortgage bonds	510,919,000 00	1,939,000 00 Dec
5,500,000 00	Debenture bonds	5,500,000 00	—
86,708,200 00	Collateral trust bonds	98,241,200 00	11,533,000 00 Inc
$626,255,200 00		$648,732,200 00	$22,477,000 00 Inc
59,525,142 55	Non-negotiable debt to affiliated companies (Note D)	56,001,281 84	3,523,860 71 Dec
$685,780,342 55	TOTAL LONG TERM DEBT	$704,733,481 84	$18,953,139 29 Inc
$1,249,699,575 78	TOTAL CAPITALIZATION	$1,273,215,244 07	$23,515,668 29 Inc
	CURRENT LIABILITIES		
$20,000,000 00	Loans and bills payable	—	$20,000,000 00 Dec
6,447,475 92	Traffic and car-service balances payable	$6,830,262 97	382,787 05 Inc
17,618,624 29	Audited accounts and wages payable	17,793,317 15	174,692 86 Inc
1,031,160 48	Miscellaneous accounts payable	1,045,850 07	11,689 59 Inc
2,507,434 00	Interest matured unpaid	2,582,545 82	75,111 82 Inc
154,121 42	Dividends matured unpaid	149,901 42	4,220 00 Dec
187,390 00	Funded debt matured unpaid	—*	187,390 00 Dec
5,402,247 11	Unmatured interest accrued	5,376,604 84	25,642 27 Dec
2,318,569 61	Unmatured rents accrued	2,333,028 58	14,458 97 Inc
6,929,480 53	Other current liabilities	6,858,039 33	71,441 20 Dec
$62,599,503 36	TOTAL CURRENT LIABILITIES	$42,969,550 18	$19,629,953 18 Dec
	DEFERRED LIABILITIES		
$5,209,271 73	Liability to lessor companies for equipment	$5,209,271 73	—
35,062,974 21	Other deferred liabilities (Note E)	35,985,967 82	$922,993 61 Inc
$40,272,245 94	TOTAL DEFERRED LIABILITIES	$41,195,239 55	$922,993 61 Inc
	UNADJUSTED CREDITS		
$20,268,018 02	Tax liability (Note F)	$18,515,244 79	$1,752,773 23 Dec
—	Premium on funded debt	87,868 04	87,868 04 Inc
5,522,640 11	Insurance and casualty reserves	5,904,806 22	382,166 11 Inc
2,420,254 23	Accrued depreciation—road	2,426,852 19	6,597 96 Inc
183,944,537 39	Accrued depreciation—equipment	192,905,132 27	8,960,594 88 Inc
3,486,277 96	Accrued depreciation—miscellaneous physical property	3,476,087 51	10,190 45 Dec
71,903,793 43	Other unadjusted credits (Note G)	75,706,536 07	3,802,742 64 Inc
$287,545,521 14	TOTAL UNADJUSTED CREDITS	$299,022,527 09	$11,477,005 95 Inc
	CORPORATE SURPLUS		
$7,880,258 08	Additions to property through income and surplus	$7,918,893 46	$38,635 38 Inc
1,701,054 96	Miscellaneous fund reserves	1,701,054 96	—
170,777,952 50	Profit and loss—balance	178,079,442 81	7,301,490 34 Inc
$180,359,265 54	TOTAL CORPORATE SURPLUS	$187,699,391 26	$7,340,125 72 Inc
$1,820,476,111 76		$1,844,101,952 15	$23,625,840 39 Inc

* Now included in Other Current Liabilities

NOTE E.—As of December 31, 1940, includes:

Amounts payable to New York State as the New York Central proportion of certain grade crossing eliminations	$27,892,017 36
Amounts due under railroad equipment lease agreements	2,980,687 52

NOTE F.—As of December 31, 1940, includes accruals and deductions on account of:

Federal Excise Tax in connection with Railroad Retirement Act	2,802,287 71
Railroad Unemployment Insurance	1,400,749 52

NOTE G.—As of December 31, 1940, includes:

Depreciation accruals for equipment of lessor companies	50,604,607 59
Bills rendered and unpaid not credited to income but to be credited to Grand Central Terminal accounts upon collection	3,389,992 77
Accruals for injuries to persons and loss and damage—freight	7,577,913 69

York Central Railroad Company as guarantor or under leases or otherwise with respect to the securities or obligations of such companies.

INVESTMENTS

DECEMBER 31, 1940

IMPROVEMENTS ON LEASED OR CONTROLLED RAILWAY PROPERTY

Amsterdam Chuctanunda & Northern Railroad	$19,897 91
Beech Creek Railroad	3,258,732 74
Beech Creek Extension Railroad	1,358,881 73
Boston & Albany Railroad	2,556,816 96
Chicago Kalamazoo & Saginaw Railway	375.385 32*
Cleveland Cincinnati Chicago & St Louis Railway	9,356,412 48
Detroit Hillsdale & South Western Railroad	157,473 07
Detroit Toledo & Milwaukee Railroad	2,455 54
Erie & Kalamazoo Railroad	154,886 83
Fort Wayne & Jackson Railroad	386,808 42
Grand Central Terminal Improvements	50,774,661 85
Hudson River Connecting Railroad	515,815 95
Hudson River bridges at Albany	1,438,701 33
Improvement to piers—New York	803,429 91
Improvement to ticket office Chicago, Ill.	98,331 15
Kalamazoo Allegan & Grand Rapids Railroad	99,784 51
Lake Erie Alliance & Wheeling Railroad	1,829,625 76
Mahoning Coal Railroad	58,737 36
Mahoning & Shenango Valley Railroad	764 37*
Mt Gilead Short Line	11,532 82
New Jersey Junction Railroad	600,921 18
New York & Harlem Railroad	34,677,775 95
New York State Realty & Terminal Co property	2,011,950 91
New York stock yards—West Side	1,365,158 48
North Brookfield Railroad	978 34*
Ottawa & New York Railway	267,758 14
Pittsfield & North Adams Railroad	33,598 21
Shenango Valley Railroad	3,464 97
St Lawrence & Adirondack Railway	564,035 02
Stewart Railroad	196 05*
Toledo & Ohio Central Railway	8,055,042 46
Troy & Greenbush Railroad	208,238 17
Trustee Central Mfg District Chicago et al	94,987 11
Ware River Railroad	17,709 70*
Wallkill Valley Railroad	213,753 45
West Shore Railroad	27,977,761 54
Total	$148,562,398 13

INVESTMENTS IN MISCELLANEOUS PHYSICAL PROPERTY

Land, Buildings, etc.

At New York	Substructures	Buildings, etc.	Total
New York Central Building, 230 Park Avenue, New York	$938,925 17	$13,478,475 86	$14,417,401 03
Hotel Biltmore Building, New York	—	3,302,337 12	3,302,337 12
Hotel Commodore Building, New York	267,297 27	2,520,641 08	2,787,938 35
Hotel Waldorf Astoria, New York	211,554 30	6,760,058 35	6,971,612 65
Graybar Building, New York	640,361 36	—	640,361 36
247 Park Avenue, New York	210,397 44	—	210,397 44
250 Park Avenue, New York	305,254 63	—	305,254 63
270 Park Avenue, New York	280,712 37	1,420,861 03	1,701,573 40
277 Park Avenue, New York	388,196 43	—	388,196 43
290 Park Avenue, New York	195,515 76	—	195,515 76
299 Park Avenue, New York	319,843 77	1,247,972 51	1,567,816 28
300 Park Avenue, New York	225,470 16	—	225.470 16#
320 Park Avenue, New York	59,363 43	795,949 36	855.312 79
340-350 Park Avenue, New York	36,121 50	269,609 39	305,730 89
379 Madison Avenue, New York	71,334 64	—	71,334 64
385 Madison Avenue, New York	123,413 41	413,714 03	537,127 44
Apartment house, 33 East 48th Street, New York	115,348 76	273.512 42	388.861 18
Hotel Roosevelt, New York	226,103 59	2,377,884 67	2,603.988 26
Carried forward	$4,615,213 99	$32,861,015 82	$37,476,229 81

* Credit

See also "Other Investments—Advances", page 24

INVESTMENTS (continued)

INVESTMENTS IN MISCELLANEOUS PHYSICAL PROPERTY (*concluded*)	Substructures	Buildings, etc.	Total
Brought forward	$4,615,213 99	$32,861,015 82	$37,476,229 81
Barclay Park Building, 115 East 48th Street, New York	111,833 75	1,812,013 29	1,923,847 04
Vanderbilt Concourse Building, New York	47,479 01	—	47,479 01
Yale Club Building, New York	51,027 31	—	51,027 31#
111 West End Avenue, New York	115,471 75	—	115,471 75
62–64 West End Avenue, New York	296,302 44	—	296,302 44
Land & Building, Leroy, Morton & West Streets, New York	—	681,516 20	681,516 20
Building, 30th St. & 10th Ave., New York	—	360,420 64	360,420 64
Building, 35th St. & 11th Ave., New York	—	694,386 03	694,386 03
Land, 41st St. & 11th Ave., New York	—	2,264,343 08	2,264,343 08
Land, Varick & Beach Streets, New York	—	1,002,598 00	1,002,598 00
Putnam Bridge across Harlem River, New York	—	250,000 00	250,000 00
Miscellaneous at New York	—	125,455 22	125,455 22
At Cleveland, Ohio	—	779,170 51	779,170 51
At Chicago, Illinois	—	785,607 68	785,607 68
Keating to Browns, Pennsylvania-Beech Creek Extension Railroad	—	609,978 55	609,978 55
At Tonawanda, New York	—	389,018 67	389,018 67
Adjacent to Newark Ave. Freight Terminal, Jersey City, New Jersey	—	270,298 73	270,298 73
At Collinwood, Ohio	—	71,859 75	71,859 75
At Sundry other locations	—	674,609 86	674,609 86
Stock Yards, Buffalo, New York	—	1,383,685 68	1,383,685 68
Elevator, Schneider, Indiana	—	111,019 28	111,019 28
Elevator, Indiana Harbor, Indiana	—	405,404 70	405,404 70
Commercial tracks and sidings	—	78,339 96	78,339 96
Special Assessments, paving and construction of highways and sewers	—	163,110 24	163,110 24
Total	$5,237,328 25	$45,773,851 89	$51,011,180 14

See also "Other Investments—advances", page 24

INVESTMENTS IN AFFILIATED COMPANIES—STOCKS	Total outstanding	HELD BY THIS COMPANY Shares	Par Value	Ledger Value
Battle Creek & Sturgis Railway Co	$500,000 00	825	$82,500 00	$1 00
Beech Creek Railroad Co	6,000,000 00	25	1,250 00	1,125 00
Beech Creek Extension Railroad Co	5,179,000 00	51,790	5,179,000 00	488,277 51
Boston Terminal Company	500,000 00	1,000	100,000 00	100,000 00
Canadian Niagara Bridge Company	750,000 00	5,464	546,400 00*	54,640 00
Canadian Pacific Car & Passenger Transfer Co Ltd	400,000 00	2,000	200,000 00	200,000 00
Cherry Tree and Dixonville Railroad Co	500,000 00	5,000	250,000 00	250,000 00
Chicago Kalamazoo & Saginaw Railway Co	450,000 00	1,800	180,000 00	1,800 00
Chicago River & Indiana Railroad Co	500,000 00	5,000	500,000 00	750,000 00
Clearfield Bituminous Coal Corporation	825,000 00	16,500	825,000 00	82,200 00
Cleveland Cincinnati Chicago and St Louis Ry Co common	47,028,800 00	463,022 33†	46,302,233 33†	43,703,245 37
Cleveland Cincinnati Chicago and St Louis Ry Co preferred	9,998,500 00	85,166	8,516,600 00	8,514,980 52
Cleveland Union Terminals Company	10,000 00	71	7,100 00	7,100 00
Danville and Indiana Harbor Railroad Co	2,500 00	25	2,500 00	1 00
Despatch Shops, Incorporated	30,000 shares	30,000	No par value	3,000,000 00
Detroit Terminal Railroad Co	2,000,000 00	5,000	500,000 00	500,000 00
Detroit Toledo & Milwaukee Railroad Co	1,060,000 00	5,300	530,000 00	1 00
Federal Valley Railroad Co	447,800 00	4,478	447,800 00	163,672 32
Fort Wayne Union Railway Co	80,000 00	200	20,000 00	20,000 00
Hudson River Bridge Company at Albany	500,000 00	5,000	500,000 00	500,000 00∅
Hudson River Connecting Railroad Corporation	250,000 00	2,500	250,000 00	251,033 34
Indiana Harbor Belt Railroad Co	7,600,000 00	22,800	2,280,000 00	2,280,000 00
Jefferson Coal Company	1,500,000 00	7,650	765,000 00	115,468 40
Lake Erie Alliance & Wheeling Railroad Co	3,000,000 00	30,000	3,000,000 00	4,061,796 73
Lake Erie & Pittsburg Railway Co	4,300,000 00	21,500	2,150,000 00	2,150,000 00
Lansing Manufacturers Railroad	100,000 00	500	50,000 00	50,000 00
Lansing Transit Railway Co	2,000 00	10	1,000 00	1,000 00
Mahoning Coal Railroad Co common	1,500,000 00	18,532	926,600 00	826,685 00
Mahoning Coal Railroad Co preferred	661,367 00	10,453	522,650 00	524,272 50
Mahoning State Line Railroad Co	100,000 00	40	2,000 00	2,000 00
Merchants Despatch Transportation Corporation	52,500 shares	52,500	No par value	1,200,000 00
		Carried forward	$74,637,633 33	$69,799,299 69

* First installment of ten per cent paid
† Includes $133.33 scrip
∅ Includes $125,000 held for Boston and Albany R. R. Co.

INVESTMENTS (continued)

	Total outstanding	HELD BY THIS COMPANY Shares	Par value	Ledger value
INVESTMENTS IN AFFILIATED COMPANIES—STOCKS (*concluded*)		*Brought forward*	$74,637,633 33	$69,799,299 69
Michigan Central Railroad Co	$18,736,400 00	186,323	18,632,300 00	30,782,703 45
New Jersey Junction Railroad Co	100,000 00	1,000	100,000 00	100,000 00
New York and Fort Lee Railroad Co	1,000,000 00	10,000	1,000,000 00	100 00
New York & Harlem Railroad Co common	8,656,050 00	114,298	5,714,900 00	19,868,710 91
New York & Harlem Railroad Co preferred	1,343,950 00	23,112	1,155,600 00	4,038,703 00
New York State Realty & Terminal Company	100,000 00	1,000	100,000 00	100,000 00
Nicholas Fayette & Greenbrier Railroad Co	7,471,800 00	37,359	3,735,900 00	3,921,451 10
Ottawa & New York Railway Co	1,000,000 00	10,000	1,000,000 00	100 00
Owasco River Railway	30,000 00	150	15,000 00	37,500 00
Pittsburgh & Lake Erie Railroad Co	43,182,500 00	433,984	21,699,200 00	18,819,826 23
Pittsburgh McKeesport and Youghiogheny Railroad Co	3,959,650 00	39,596	1,979,800 00	2,443,414 89
Railway Express Agency, Inc	1,000 shares	96	No par value	9,600 00
Securities Corporation of the New York Central Railroad	1,000 shares	1,000	No par value	100,000 00
St Lawrence & Adirondack Railway Co	1,615,000 00	16,150	1,615,000 00	1,213,662 00
Toledo and Ohio Central Railway Co common	5,846,300 00	58,463.8*	5,846,380 00*	3,419,354 67
Toledo and Ohio Central Railway Co preferred	3,701,400 00	37,014	3,701,400 00	3,701,400 00
Toledo Terminal Railroad Co	4,000,000 00	3,872	387,200 00	1 00
Toronto, Hamilton & Buffalo Navigation Co	200,000 00	743 1/9	74,300 00	63,603 00
Toronto Hamilton and Buffalo Railway Co	5,415,000 00	20,120	2,012,000 00	702,680 00
Trestle Realty Corporation	500,000 00	2,500	250,000 00	197,729 51
Troy Union Railroad Co	30,000 00	150	15,000 00	185,000 00
West Shore Railroad Co	10,000,000 00	100,000	10,000,000 00	1,000 00
* Includes $80. scrip				
Total			$153,671,613 33	$159,505,839 45

INVESTMENTS IN AFFILIATED COMPANIES—BONDS†			
Beech Creek Railroad Co first mortgage 4%, matured July 1, 1936	$5,000,000 00	$5,000,000 00	$5,001,164 24
Beech Creek Railroad Co second mortgage 5%, matured July 1,1936	1,000,000 00	1,000,000 00	1,001,003 14
Beech Creek Extension Railroad Co consolidated mortgage 4%, due April 1, 1955	3,964,000 00	3,964,000 00	3,963,000 00
Cherry Tree and Dixonville Railroad Co first mortgage, series A 4½%, due Aug. 1, 1966	1,210,000 00	605,000 00	605,000 00
Cleveland Cincinnati Chicago and St. Louis Railway refunding and improvement mortgage—series "F", 4½%, due Jan. 1, 1964	29,040,000 00	29,040,000 00	29,040,000 00
Fort Wayne Union Railway Co general mortgage 6%, due Sept. 1, 1974	96,000 00	23,000 00	23,000 00
Kalamazoo Allegan & Grand Rapids Railroad Co first mortgage 5%, due July 1, 1968	840,000 00	840,000 00	840,000 00
Lake Erie & Pittsburg Railway Co first mortgage 4½ and 5%, due July 1, 1965	3,620,000 00	1,810,000 00	1,810,000 00
Michigan Central Railroad Co refunding and improvement mortgage, series A, 4½%, due Jan. 1, 1947	6,171,000 00	6,171,000 00	6,171,000 00
Ottawa & New York Railway Co first mortgage 4%, matured Nov. 1, 1917	825,000 00	825,000 00	100 00
Ottawa & New York Railway Co second mortgage 6%, matured July 1, 1912	275,000 00	275,000 00	100 00
Peoria and Eastern Railway Co first consolidated mortgage 4%, due Apr. 1, 1960	4,722,300 00	55,000 00	26,500 00
Toledo and Ohio Central Railway refunding and improvement mortgage bond—series "A", 3¾%, due June 1, 1960	14,567,000 00	2,067,000 00	2,067,000 00
Toledo and Ohio Central Railway Co first preference income, St Mary's Division 4%, due Feb. 1, 1951	9,000 00	5,000 00	2,700 00
Webster Coal & Coke Company consolidated first mortgage 5%, due Mar. 1, 1942	1,670,000 00	36,000 00	33,660 00
Total		$51,716,000 00	$50,584,227 38

INVESTMENTS IN AFFILIATED COMPANIES—NOTES		
Hudson River Connecting Railroad Corporation	$24,550,100 42	$24,550,100 42
Lake Erie Alliance & Wheeling Railroad Co	490,168 95	1 00
Lake Erie & Pittsburg Railway Co	25,000 00	25,000 00
Carried forward	$25,065,269 37	$24,575,101 42

† Does not include investments held in "Insurance and Other Funds"

The New York Central Railroad Company

INVESTMENTS (continued)

		HELD BY THIS COMPANY	
		Par Value	Ledger Value
INVESTMENTS IN AFFILIATED COMPANIES—NOTES—*(Concluded)*	*Brought forward*	$25,065,269 37	$24,575,101 42
New Jersey Junction Railroad Co		504,959 90	504,959 90
New York & Harlem Railroad Co		145,000 00	145,000 00
Pittsburgh McKeesport and Youghiogheny Railroad Co		300,000 00	300,000 00
Toledo and Ohio Central Railway Co		9,076,198 17	9,054,120 16
Troy Union Railroad Co		114,377 01	1 00
	Total	$35,205,804 45	$34,579,182 48
INVESTMENT IN AFFILIATED COMPANIES—ADVANCES			
Boston Terminal Company			$56,067 27
Canadian Niagara Bridge Co			43,810 60
Central Indiana Railway Co			320 17
Cherry Tree and Dixonville Railroad Co			180,995 08
Chicago River & Indiana Railroad Co			400,000 00
Cincinnati Union Terminal Co			25,630 69
Clearfield Bituminous Coal Corporation			2,138,984 50
Cleveland Cincinnati Chicago and St. Louis Railway Co			46,631,425 52
Cleveland Union Terminals Co			29,728,896 53
Dayton Union Railway Co			15,885 00
Detroit Manufacturers Railroad			13,115 50
Federal Valley Railroad Co			26,029 35
Hudson River Connecting Railroad Corporation			70,722 28
Kankakee & Seneca Railroad Co			139 35
Lansing Manufacturers Railroad			185,188 01
Lansing Transit Railway Co			10,329 20
Lake Erie & Pittsburg Railway Co			173,094 42
Mackinac Transportation Co			362 91
Mahoning State Line Railroad Co			35 05
New York & Harlem Railroad Co			4,008,591 09
New York State Realty & Terminal Co			31,492,389 45
Nicholas Fayette and Greenbrier Railroad Co			268,689 83
Owasco River Railway			6,398 26
Peoria and Eastern Railway Co			1,413,427 79
Pittsburgh McKeesport and Youghiogheny Railroad Co			14,440,204 48
Railroad Credit Corporation			1,910,297 98
Railway Express Agency Incorporated			2,235,273 60
Raquette Lake Railway Co			442 87
Securities Corporation of the New York Central Railroad			30,652,353 53
Toledo and Ohio Central Railway Co			7,302,026 60
Trestle Realty Corporation			101,500 00
Union Depot Co, Columbus, Ohio			174,435 00
	Total		$173,707,061 91

		Shares		
OTHER INVESTMENTS—STOCKS				
Central Greyhound Lines Incorporated		90,000	No par	$136,022 31
Kansas Oklahoma & Gulf Railway Co preferred		4·98	$498 16	498 16
New York State Railways first preferred		6	600 00	600 00
Pittsfield & North Adams Railroad Co		722	72,200 00	72,200 00
Reading Company common		262,900	13,145,000 00	10,073,149 42
Reading Company first preferred		136,800	6,840,000 00	5,491,471 96
Reading Company second preferred		300,300	15,015,000 00	10,348,452 22
Rutland Railroad Co		12,720·5	1,272,050 00	1,081,242 50
Syracuse Northern Electric Railway Incorporated		118·2	11,823 02	11,823 02
Sundry companies		3,636·1495	62,726 95	19,446 89
	Total		$36,419,898 13	$27,234,906 48
OTHER INVESTMENTS—BONDS				
Boston and Albany Railroad Company 12 year 6% refunding bonds of 1934, due May 1, 1946			$4,500,000 00	$4,500,000 00
Boston and Albany Railroad Company Main Line first mortgage 4½% bonds, series B, due July 1, 1948			3,015,000 00	3,015,000 00
New York New Haven & Hartford Railroad Co convertible debenture 6%, due Jan. 15, 1948			114,000 00	112,212 20
New York World's Fair of 1939, Incorporated, 4% bonds			78,975 00	78,975 00
Sundry companies			27,841 60	23,989 32
	Total		$7,735,816 60	$7,730,176 52

INVESTMENTS (concluded)

	HELD BY THIS COMPANY	
OTHER INVESTMENTS—NOTES	Par Value	Ledger Value
Arnold Print Works	$389 12	$389 12
Cairo Association of Commerce	3,074 92	3,074 92
Consolidated Cement Corporation	900 00	900 00
Martin Custom Made Tire Co	61 56	61 56
Moses Vigransky	2,983 50	2,983 50
Pratt Industries, Inc	5,000 00	5,000 00
Sahara Coal Co	113,906 52	113,906 52
Schenectady Coating Corporation	371 83	371 83
Schenectady Railway Co	264,150 00	1 00
Union Properties, Inc	69,455 16	69,455 16
Western Reserve University	20,000 00	20,000 00
Total	$480,292 61	$216,143 61
OTHER INVESTMENTS—ADVANCES		
Boston and Albany Railroad Co		$2,525,076 64
New York New Haven & Hartford Railroad Co		915,457 01
300 Park Avenue Company, Inc		1,301,137 99#
Yale Leasing Corporation		8,303 82#
Total		$4,749,975 46
OTHER INVESTMENTS—MISCELLANEOUS		
Geo. F. Alger Co—Land Contract		$2,245 65
Skidmore—Land Contract		7,226 74
Lewis Levison		11,307 58
Memberships in commercial exchanges		6,565 00
The City Savings Holding Company (Alliance, Ohio)		17,424 69
St. Joseph Valley Bank, Elkhart, Indiana		5,291 37
Morrow Steel Co		7,347 92
Koenig Coal and Supply Co—Land Contract		5,095 59
City of Schenectady—Certificate of indebtedness		3,226 66
Depositors and Creditors Trust—Detroit, Michigan		3,929 21
Other items		2,933 81
Total		$72,594 22

See also Investments in miscellaneous physical property, pages 20 and 21

Summary of Investments

Road and equipment					$1,093,073,209 64
Improvements on leased or controlled railway property					148,562,398 13
Sinking Funds					109,190 62
Deposits in lieu of mortgaged property sold					60,754 28
Miscellaneous physical property					51,011,180 14
Investments in affiliated companies—	Stocks, par value	$153,671,613 33	ledger value	$159,505,839 45	
	Bonds, par value	51,716,000 00	ledger value	50,584,227 38	
	Notes, par value	35,205,804 45	ledger value	34,579,182 48	
	Advances	—	ledger value	173,707,061 91	418,376,311 22
Other investments—	Stocks, par value	$36,419,898 13	ledger value	$27,234,906 48	
	Bonds, par value	7,735,816 60	ledger value	7,730,176 52	
	Notes, par value	—	ledger value	216,143 61	
	Advances	—	ledger value	4,749,975 46	
	Miscellaneous	—	ledger value	72,594 22	40,003,796 29
			Total investments		$1,751,196,840 32

The New York Central Railroad Company

EXPENDITURES FOR ADDITIONS AND BETTERMENTS ON OWNED PROPERTY

during 1940

ROAD	EXPENDITURES	RETIREMENTS	NET DEBIT
Engineering	$781,264 70	$121,604 63	$659,660 07
Land for transportation purposes	3,010,906 65	114,873 38	2,896,033 27
Other right-of-way expenditures	1,580 11	—	1,580 11
Grading	1,382,961 91	292,499 53	1,090,462 38
Tunnels and subways	523 97	—	523 97
Bridges, trestles and culverts	1,799,822 15	134,319 25	1,665,502 90
Elevated structures	1,612,157 26	—	1,612,157 26
Ties	170,922 82	245,820 46	74,897 64*
Rails	324,612 50	267,014 74	57,597 76
Other track material	818,775 11	254,551 82	564,223 29
Ballast	117,391 29	137,749 54	20,358 25*
Track laying and surfacing	335,195 37	218,791 48	116,403 89
Fences, snow sheds and signs	21,087 03	20,314 02	773 01
Crossings and signs	311,751 34∅	64,926 28	376,677 62*
Station and office buildings	2,522,437 53	537,488 59	1,984,948 94
Roadway buildings	97,541 73	88,914 28	8,627 45
Water stations	205,806 90	51,697 39	154,109 51
Fuel stations	12,125 13	9,558 22#	21,683 35
Shops and enginehouses	103,270 54	229,847 72	126,577 18*
Grain elevators	—	537 39#	537 39
Storage warehouses	—	1,654 00	1,654 00*
Wharves and docks	1,399 56	128 20	1,271 36
Coal and ore wharves	162,357 10	3,589 00	158,768 10
Telegraph and telephone lines	65,511 23	2,291 46	63,219 77
Signals and interlockers	695,073 84	222,541 08	472,532 76
Power plants	3,208 01	10,709 64	7,501 63*
Power transmission systems	41,364 22	125,296 03	83,931 81*
Miscellaneous structures	14 16	1,839 17	1,825 01*
Roadway machines	48,652 39	50,165 81	1,513 42*
Roadway small tools	—	288 25	288 25*
Public improvements—construction	1,040,333 00∅	40,333 21	1,080,666 21*
Shop machinery	159,735 78	137,808 36	21,927 42
Power plant machinery	133,618 45	60,779 95	72,838 50
Interest during construction	4,451 89∅	46,292 35	50,744 24*
Totals—Road	$13,272,781 21	$3,474,034 01	$9,798,747 20
EQUIPMENT†			
Steam locomotives	$6,295,154 57	$738,720 10	$5,556,434 47
Other locomotives	362,274 93	317,320 75	44,954 18
Freight-train cars	13,152,651 69	2,262,103 55	10,890,548 14
Passenger-train cars	157,605 66	435,442 28	277,836 62*
Floating equipment	8,093 77	169,007 39	160,913 62*
Work equipment	182,188 47	299,987 99	117,799 52*
Miscellaneous equipment	31,495 72	14,403 57	17,092 15
Totals—Equipment	$20,189,464 81	$4,236,985 63	$15,952,479 18
Increase for the year			$25,751,226 38
Investment in road and equipment as of December 31, 1939			1,067,321,983 26
Total investment in road and equipment as of December 31, 1940			$1,093,073,209 64

* Credit
∅ Credit account transfers and adjustments
\# Debit adjustment
† Including trust equipment

EXPENDITURES FOR ADDITIONS AND BETTERMENTS ON OWNED PROPERTY (continued)

Analysis of changes in Equipment Investment account

EQUIPMENT ADDED, including betterments		TRUST	OWNED	TRANSFERRED TO OWNED EQUIPMENT ON MATURITY OF TRUSTS	TOTAL
Steam locomotives		$5,681,500 62	$613,658 45	—	$6,295,159 07
Other locomotives		317,712 74	44,562 19	—	362,274 93
Freight-train cars		13,034,587 11	118,060 08	$7,732,104 20	20,884,751 39
Passenger-train cars		2,443 00	33,725 49*	8,095,124 66	8,063,842 17
Work equipment		—	142,990 31	—	142,990 31
Floating equipment		—	8,093 77	—	8,093 77
Miscellaneous equipment		—	31,495 72	—	31,495 72
	TOTALS	$19,036,243 47	$925,135 03	$15,827,228 86	$35,788,607 36
EQUIPMENT RETIRED					
Steam locomotives		$86,612 96	$652,107 14	—	$738,720 10
Other locomotives		165 00	317,155 75	—	317,320 75
Freight-train cars		182,322 45	2,079,781 10	$7,732,104 20	9,994,207 75
Passenger-train cars		1,215 00	245,339 13	8,095,124 66	8,341,678 79
Work equipment		—	260,789 83	—	260,789 83
Floating equipment		—	169,007 39	—	169,007 39
Miscellaneous equipment		—	14,403 57	—	14,403 57
	TOTALS	$270,315 41	$3,738,583 91	$15,827,228 86	$19,836,128 18
			Net increase in trust equipment		$2,938,699 20
			Net increase in owned equipment		13,013,779 98
			Net increase in equipment investment		$15,952,479 18

EXPENDITURES FOR ADDITIONS AND BETTERMENTS ON LEASED RAILWAY PROPERTY

ROAD	EXPENDITURES	RETIREMENTS	NET DEBIT
Engineering	$438,727 60	$141,963 31	$296,764 29
Land for transportation purposes	843,698 10	32,529 32	811,168 78
Other right-of-way expenditures	3,837 66	1,044 56	2,793 10
Grading	330,237 44	86,478 31#	416,715 75
Tunnels and subways	3,108 10	269,001 33#	272,109 43
Bridges, trestles and culverts	1,133,727 32	920,714 64	213,012 68
Elevated structures	1,441 78∅	—	1,441 78*
Ties	100,908 35	263,074 94#	363,983 29
Rails	308,611 44	63,673 85	244,937 59
Other track material	705,841 76	500,757 02	205,084 74
Ballast	110,067 36	70,755 18#	180,822 54
Track laying and surfacing	153,028 02	129,718 35#	282,746 37
Fences, snow sheds and signs	12,869 21	3,976 91#	16,846 12
Crossings and signs	66,863 77∅	650,342 06	717,205 83*
Carried forward	$4,076,356 81	$1,488,019 74	$2,588,337 07

* Credit
\# Debit adjustment
∅ Credit account transfers and adjustments

The New York Central Railroad Company

EXPENDITURES FOR ADDITIONS AND BETTERMENTS ON LEASED RAILWAY PROPERTY (continued)

ROAD (continued)	EXPENDITURES	RETIREMENTS	NET DEBIT
Brought forward	$4,076,356 81	$1,488,019 74	$2,588,337 07
Station and office buildings	518,638 26	521,012 03	2,373 77*
Roadway buildings	14,616 34	17,199 62#	31,815 96
Water stations	37,791 18	143,809 60#	181,600 78
Fuel stations	9,937 82	46,336 01#	56,273 83
Shops and enginehouses	42,091 93	227,908 18#	270,000 11
Grain elevators	—	914 16	914 16*
Storage warehouses	—	1,389 25	1,389 25*
Wharves and docks	167 92∅	8,637 70	8,805 62*
Coal and ore wharves	10,051 70	262 36	9,789 34
Telegraph and telephone lines	11,076 93	40,561 97	29,485 04*
Signals and interlockers	643,746 25	734,337 93	90,591 68*
Power plants	838 06	1,901 48	1,063 42*
Power transmission systems	290,489 35	73,572 75	216,916 60
Miscellaneous structures	622 96	2,615 24	1,992 28*
Roadway machines	50,024 41	136,454 81	86,430 40*
Roadway small tools	701 28	807 55#	1,508 83
Public improvements—construction	56,835 32∅	129,036 43	185,871 75*
Other expenditures—road	—	11 22#	11 22
Shop machinery	165,977 33	58,417 75	107,559 58
Power plant machinery	33,858 15	80,480 86	46,622 71*
TOTAL ROAD	$5,849,815 52	$2,841,542 28	$3,008,273 24
GENERAL EXPENDITURES			
Interest during construction	$8,696 37	$18,438 32#	$27,134 69

Net increase in investment for improvements on leased railway property for 1940	$3,035,407 93
Investment for improvements on leased railway property as of December 31, 1939	145,526,990 20
Total investment for improvements on leased railway property as of December 31, 1940	$148,562,398 13

The expenditures for and retirements of improvements on leased or controlled railway property, tabulated by accounts on the preceding pages were made to the properties of the following companies:

Battle Creek & Sturgis Railway	$682 60*
Bay City Belt Line	535 28*
Beech Creek Railroad	690,018 76
Beech Creek Extension Railroad	9,575 63*
Boston & Albany Railroad	81,353 14
Chicago, Kalamazoo & Saginaw Railway	4,937 60*
Cleveland, Cincinnati, Chicago & St. Louis Railway	720,071 15
Detroit, Hillsdale & South Western Railroad	127 09
Detroit Manufacturers Railroad	1,943 76*
Detroit River Tunnel	308,730 00*
Detroit, Toledo & Milwaukee Railroad	985 43
Erie & Kalamazoo Railroad	773 84
Fort Wayne & Jackson Railroad	16,202 05*
Grand Central Terminal Improvement	1,050,598 02
Carried forward	$2,201,320 51

Debit adjustment
* Credit
∅ Credit account transfers and adjustments

EXPENDITURES FOR ADDITIONS AND BETTERMENTS (concluded)

	Brought forward	$2,201,320 51
Hudson River Connecting Railroad		93,784 67*
Hudson River bridges at Albany		437 08*
Improvements on leased piers		1,915 89
Indiana Harbor Belt Railroad—Argo Yard		7,162 73
Joliet & Northern Indiana Railroad		29,487 00
Kalamazoo Allegan & Grand Rapids Railroad		10,592 28*
Lake Erie Alliance & Wheeling Railroad		14,373 97
Mahoning Coal Railroad		13,282 77
Mahoning & Shenango Valley Railway		197 62
Michigan Central Railroad		724,386 68*
New Jersey Junction Railroad		221 87
New York & Harlem Railroad		114,785 54
New York State Realty and Terminal Company		1,638 38
New York Stock Yards—West Side		306,202 74
Ottawa & New York Railway		1,224 23*
Pittsfield & North Adams Railroad		1,390 33
Shenango Valley Railroad		168 08
St. Joseph South Bend and Southern Railroad		30,289 94
St Lawrence & Adirondack Railway		5,714 99*
Toledo and Ohio Central Railway		229,004 82
Troy & Greenbush Railroad		482 73
Wallkill Valley Railroad		885 59
Ware River Railroad		1,036 65*
West Shore Railroad		919,774 00
Net Increase for year		$3,035,407 93

*Credit

Expenditures on Miscellaneous Physical Property

Land, Cleveland, Ohio		$30,040 72
Land, Depew, New York		23,947 50
Elevator, Indiana Harbor, Indiana		12,000 00
Building, No. 33 East 48th Street, New York, N. Y.		273,512 42
Building, No. 115 East 48th Street, New York, N. Y.		1,683,835 29
Building, No. 270 Park Avenue, New York, N. Y.		11,613 30
Building, Hotel Roosevelt, New York, N. Y.		2,377,884 67
Building, Waldorf Astoria, New York, N. Y.		5,000,000 00
Building, Connersville, Indiana		12,332 86
Commercial Tracks and Sidings		36,932 91
Sundry Items		82,845 53
		$9,544,945 20*

* Includes $9,367,988.01 on account of transfers from Other Investments and Miscellaneous Adjustments

Less:		
Land, adjacent to Orange Avenue Spur, Cleveland, Ohio	$14,375 32	
Buffalo Stock Yards	30,055 18	
Buildings, Columbus, Ohio	34,200 44	
Track, Buckskin, Indiana	17,503 95	
A and B on M. C. and D. R. T. transferred to Lessor Books	180,866 81	
Sundry Items	59,846 98	336,848 68
Increase for the Year 1940		$9,208,096 52
Investment in Miscellaneous Physical Property as of December 31, 1939		41,803,083 62
Total Investment as of December 31, 1940		$51,011,180 14

The New York Central Railroad Company

CAPITALIZATION

DECEMBER 31, 1940

Capital stock

Number of shares of no par value authorized	10,000,000
Number of shares issued	6,447,055
Certificates of predecessor companies not converted	290
Consolidation certificates not issued	48·95
Scrip not issued or converted	18·2625
Consolidation certificate and scrip held in treasury	1·1850
Total outstanding	6,447,413·3975

Funded Debt

MORTGAGE BONDS	Date of issue	Date of maturity	Amount of authorized issue	Amount issued and now outstanding	Rate of interest	Payable on the first day of
N Y C & H R R R Co gold debentures ⑤ *	1912	Jan. 1, 1942	$9,188,000 00	$9,188,000 00	4%	Jan and July
Gouverneur & Oswegatchie R R Co first ⑧	1892	June 1, 1942	300,000 00	300,000 00	5%	June and Dec
Indiana Illinois & Iowa R R Co first ⑨	1900	July 1, 1950	4,850,000 00	4,850,000 00	4%	Jan and July
Chicago Indiana & Southern R R Co 50 year ⑦	1906	Jan. 1, 1956	15,150,000 00	15,150,000 00	4%	Jan and July
Jamestown Franklin & Clearfield R R Co first ⑤	1909	June 1, 1959	11,000,000 00	11,000,000 00	4%	June and Dec
NYC&HRRRCo—Spuyten Duyvil & Pt Morris first ⑦	1909	June 1, 1959	2,500,000 00	2,500,000 00	3½%	June and Dec
Cleveland Short Line Railway Co first ⑤	1911	Apr. 1, 1961	11,800,000 00	11,800,000 00	4½%	Apr and Oct
Carthage & Adirondack Railway Co first ⑧	1892	Dec. 1, 1981	1,100,000 00	1,100,000 00	4%	June and Dec
Sturgis Goshen & St Louis Railway Co first ⑨	1889	Dec. 1, 1989	322,000 00	322,000 00	3%	June and Dec
Mohawk & Malone Railway Co first ④	1892	Sept. 1, 1991	2,500,000 00	2,500,000 00	4%	Mch and Sept
Mohawk & Malone Railway Co consolidated ③	1902	Mch. 1, 2002	3,900,000 00	3,900,000 00	3½%	Mch and Sept
New York & Putnam R R Co first consolidated ⑧	1894	Oct. 1, 1993	3,987,000 00	3,987,000 00	4%	Apr and Oct
Lake Shore & Michigan Southern Ry Co gold ⑪	1897	June 1, 1997	50,000,000 00	50,000,000 00	3½%	June and Dec
N Y C & H R R R Co gold mortgage ⑤	1897	July 1, 1997	100,000,000 00	100,000,000 00	3½%	Jan and July
N Y C & H R R R Co—Lake Shore coll gold ⑤ *‡	1898	Feb. 1, 1998	90,578,400 00	21,249,000 00	3½%	Feb and Aug
N Y C & H R R R Co—Mich Central coll gold ⑤ *	1898	Feb. 1, 1998	21,550,000 00	19,336,000 00	3½%	Feb and Aug
N Y C R R Co consolidation—series A ① ‡	1913	Feb. 1, 1998	70,000,000 00	69,329,000 00	4%	Feb and Aug
N Y C R R Co consolidation—series C ⑦	1934	Feb. 1, 1998	48,000,000 00	48,000,000 00	4%	Feb and Aug
N Y C R R Co ref and imp -series A ⑤	1913	Oct. 1, 2013	115,000,000 00	115,000,000 00	4½%	Apr and Oct
N Y C R R Co ref and imp—series B ⑥	1920	Oct. 1, 2013	38,494,000 00	4,494,000 00	6%	Apr and Oct
N Y C R R Co ref and imp—series C ⑥	1922	Oct. 1, 2013	260,000,000 00	260,000,000 00	5%	Apr and Oct
			Total	$754,005,000 00		

Less securities reacquired or nominally issued and pledged or otherwise held by or for the company:

N Y C R R Co refunding and improvement mtge bonds—series B	$4,494,000 00	
N Y C R R Co refunding and improvement mtge bonds—series C	183,000,000 00	
N Y C & H R R R Co gold mtge bonds	6,000,000 00	
N Y C R R Co consolidation mtge bonds—series C	48,000,000 00	
N Y C & H R R R Co—Lake Shore collateral gold bonds †	10,000 00	
N Y C & H R R R Co gold debentures	1,577,000 00	
New York & Putnam R R Co—First consolidated mtge bonds	5,000 00	243,086,000 00
Total mortgage bonds actually outstanding		$510,919,000 00

DEBENTURE BONDS						
N Y C & H R R R Co	1900	July 1, 2000	$5,500,000 00	$5,500,000 00	3½%	Jan and July

† Deposited with City of New York and included in Balance Sheet account "Insurance and other funds"
* Secured by N Y C & H R R R Co consolidation mortgage dated June 20, 1913
‡ Additionally secured by N Y C R R Co mortgage dated January 15, 1915

CAPITALIZATION (concluded)

Funded debt (concluded)

COLLATERAL TRUST BONDS	Date of issue	Date of maturity	Amount of authorized issue	Amount issued and now outstanding	Rate of interest	Payable on
N Y C R R Co ten-year secured sinking fund ⑫	1936	Apr. 1, 1946	$40,000,000 00	$34,208,000 00	3¾%	Apr. 1 and Oct. 1
N Y C R R Co serial secured notes ⑬	1936	Apr. 1, 1941	15,000,000 00	3,000,000 00	2.6%	Apr. 1 and Oct. 1
N Y C R R Co fifteen-year secured bonds ⑭	1937	May 1, 1952	41,097,000 00	40,033,200 00	3¼%	May 1 and Nov. 1
N Y C R R Co promissory secured notes ⑮	1938	Sept. 12, 1941	5,000,000 00	5,000,000 00	2%	Mch. 12 and Sept. 12
N Y C R R Co promissory secured notes	1940	May 1, 1942-44	16,000,000 00	16,000,000 00	3–3½%	monthly
Total collateral trust bonds actually outstanding				$98,241,200 00		

EQUIPMENT TRUST OBLIGATIONS						
Equipment trust certificates (N Y C R R) ①	1929	Apr. 15, 1944	$16,500,000 00	$1,400,000 00	4½%	Apr. 15, Oct. 15
Equipment trust certificates (N Y C R R) ②	1929	Dec. 1, 1944	11,175,000 00	2,980,000 00	4½%	June 1 and Dec. 1
Equipment trust certificates (N Y C R R) ③	1930	May 15, 1945	14,059,000 00	1,760,000 00	4½%	May 15, Nov. 15
Equipment trust certificates (N Y C R R) ④	1937	Mch. 15, 1952	4,290,000 00	3,432,000 00	2¼%	Mch. 15, Sept. 15
Equipment trust certificates (N Y C R R) ⑤	1939	Dec. 1, 1949	9,000,000 00	8,100,000 00	2½%	June 1 and Dec. 1
Equipment trust certificates (N Y C R R) ⑥	1940	June 1, 1950	10,400,000 00	10,400,000 00	2%	June 1 and Dec. 1
Total equipment trust obligations actually outstanding				$34,072,000 00		
Total funded debt actually outstanding				$648,732,200 00		

TRUSTEES:

① Bankers Trust Company, New York

② Central Union Trust Company of New York (now Central Hanover Bank and Trust Company)

③ Knickerbocker Trust Company, New York (now Irving Trust Company, New York)

④ Guaranty Trust Company of New York

⑤ Guaranty Trust Company of New York

⑥ Guaranty Trust Company of New York

⑦ Illinois Trust and Savings Bank (now Continental Illinois National Bank and Trust Company of Chicago) and Edmond B. Stofft

⑧ Metropolitan Trust Company (now Manufacturers Trust Company), New York

⑨ Irving Trust Company, New York

⑩ United States Trust Company of New York, and John H. Holliday, Indianapolis, Indiana

⑪ The First National Bank of the City of New York

⑫ Guaranteed by Reconstruction Finance Corporation

⑬ Chase National Bank of the City of New York

DETAIL OF RAILWAY OPERATING REVENUES

REVENUES FROM TRANSPORTATION	1940	1939	Increase	Decrease
Freight	$270,274,027 58	$240,130,664 84	$30,143,362 74	
Passenger	59,322,145 25	61,412,817 38		$2,090,672 13
Excess baggage	186,012 68	204,864 68		18,852 00
Parlor and chair car	42,669 99	21,457 01	21,212 98	
Mail	11,803,146 25	11,579,203 87	223,942 38	
Express	7,313,916 84	7,275,650 88	38,265 96	
Other passenger train	809,254 88	997,074 99		187,820 11
Milk	1,349,058 08	1,726,415 77		377,357 69
Switching	5,921,631 77	5,525,259 19	396,372 58	
Water transfers—freight	152,387 74	131,006 10	21,381 64	
Water transfers—passenger	393,451 29	520,249 76		126,798 47
Water transfers—vehicle and live stock	403,940 60	433,927 18		29,986 58
Water transfers—other	72,403 10	60,452 19	11,950 91	
Total	$358,044,046 05	$330,019,043 84	$28,025,002 21	
INCIDENTAL AND JOINT FACILITY				
Dining and buffet	$3,487,743 66	$3,329,617 52	$158,126 14	
Hotel and restaurant	1,288 50	1,560 25		$271 75
Station, train and boat privileges	640,786 00	684,282 54		43,496 54
Parcel room	56,339 20	60,211 88		3,872 68
Storage—freight	448,077 39	299,363 99	148,713 40	
Storage—baggage	22,732 45	23,935 57		1,203 12
Demurrage	742,235 95	683,236 37	58,999 58	
Telegraph and telephone	6,559 40	6,558 15	1 25	
Grain elevator	170,902 08	43,631 60	127,270 48	
Power	1,628,669 93	1,615,891 11	12,778 82	
Rents of buildings and other property	1,576,654 14	1,575,236 10	1,418 04	
Miscellaneous	3,648,223 64	2,725,698 27	922,525 37	
Joint facility—Cr.	626,602 23	516,833 81	109,768 42	
Joint facility—Dr.	554,985 80	498,392 71		56,593 09
Total	$12,501,828 77	$11,067,664 45	$1,434,164 32	
Total railway operating revenues	$370,545,874 82	$341,086,708 29	$29,459,166 53	

DETAIL OF RAILWAY OPERATING EXPENSES

MAINTENANCE OF WAY AND STRUCTURES				
Superintendence	$3,422,060 48	$3,469,632 76		$47,572 28
Roadway maintenance	2,706,025 11	2,667,797 57	$38,227 54	
Tunnels and subways	108,295 55	125,736 60		17,441 05
Bridges, trestles and culverts	1,141,843 86	1,035,939 12	105,904 74	
Elevated structures	130,999 68	97,013 32	33,986 36	
Ties	3,460,906 78	3,394,962 92	65,943 86	
Rails	1,285,062 97	1,270,937 56	14,125 41	
Other track material	3,293,202 74	3,058,180 57	235,022 17	
Ballast	924,411 14	857,784 76	66,626 38	
Track laying and surfacing	8,537,942 10	8,308,849 23	229,092 87	
Fences, snowsheds and signs	225,761 69	210,806 96	14,954 73	
Station and office buildings	2,154,568 75	1,957,117 67	197,451 08	
Roadway buildings	159,768 30	125,215 84	34,552 46	
Carried forward	$27,550,849 15	$26,579,974 88		

DETAIL OF RAILWAY OPERATING EXPENSES (continued)

MAINTENANCE OF WAY AND STRUCTURES (*concluded*)

	1940	1939	Increase	Decrease
Brought forward	$27,550,849 15	$26,579,974 88		
Water stations	421,276 39	412,017 10	$9,259 29	
Fuel stations	240,806 77	218,931 64	21,875 13	
Shops and enginehouses	1,500,890 56	1,317,558 34	183,332 22	
Grain elevators	22,682 24	23,991 66		$1,309 42
Storage warehouses	2,826 66	1,430 16	1,396 50	
Wharves and docks	236,551 05	289,374 25		52,823 20
Coal and ore wharves	272,081 34	149,177 65	122,903 69	
Gas producing plants	—	155 64		155 64
Telegraph and telephone lines	422,905 07	337,954 15	84,950 92	
Signals and interlockers	3,733,380 07	3,252,430 23	480,949 84	
Power plants	48,114 52	40,472 84	7,641 68	
Power transmission systems	645,252 37	573,565 08	71,687 29	
Miscellaneous structures	16,819 38	12,189 62	4,629 76	
Roadway machines	623,681 93	510,712 64	112,969 29	
Small tools and supplies	775,940 87	604,593 66	171,347 21	
Removing snow, ice and sand	1,782,448 05	1,014,521 15	767,926 90	
Public improvements—maintenance	579,372 04	491,899 30	87,472 74	
Injuries to persons	351,220 11	484,489 97		133,269 86
Insurance	302,960 05	273,343 62	29,616 43	
Stationery and printing	35,327 83	28,594 48	6,733 35	
Other expenses	20,045 74	8,870 13	11,175 61	
Maintaining joint tracks, yards and other facilities—Dr.	1,692,719 42	1,489,838 33	202,881 09	
Maintaining joint tracks, yards and other facilities—Cr.	1,845,305 10	1,747,182 47		98,122 63
Right of way expenses	21,748 50	32,126 62		10,378 12
Total	$39,454,595 01	$36,401,030 67	$3,053,564 34	

MAINTENANCE OF EQUIPMENT

Superintendence	$2,504,589 47	$2,445,277 61	$59,311 86	
Shop machinery	1,602,432 21	1,408,890 19	193,542 02	
Power plant machinery	397,933 03	354,746 77	43,186 26	
Steam locomotives—repairs	27,106,062 20	25,217,709 00	1,888,353 20	
Electric locomotives—repairs	912,633 85	777,286 30	135,347 55	
Freight-train cars—repairs	17,387,755 84	13,393,655 42	3,994,100 42	
Passenger-train cars—repairs	8,311,921 56	7,587,409 55	724,512 01	
Floating equipment—repairs	1,348,358 33	1,064,639 73	283,718 60	
Work equipment—repairs	921,276 24	666,395 78	254,880 46	
Miscellaneous equipment—repairs	45,738 31	43,909 68	1,828 63	
Equipment—retirements	243,582 97	356,624 85		$113,041 88
Equipment—depreciation	15,989,969 39	15,926,938 13	63,031 26	
Injuries to persons	509,815 89	546,547 91		36,732 02
Insurance	239,239 60	179,739 53	59,500 07	
Stationery and printing	64,141 96	59,024 22	5,117 74	
Other expenses	12,926 55	27,985 98		15,059 43
Maintaining joint equipment—Dr.	538,795 74	490,988 03	47,807 71	
Maintaining joint equipment—Cr.	147,439 90	138,684 25		8,755 65
Total	$77,989,733 24	$70,409,084 43	$7,580,648 81	

DETAIL OF RAILWAY OPERATING EXPENSES (continued)

TRAFFIC EXPENSES	1940	1939	Increase	Decrease
Superintendence	$2,799,752 61	$2,844,351 12		$44,598 51
Outside agencies	2,353,597 47	2,289,927 07	$63,670 40	
Advertising	663,972 13	768,631 36		104,659 23
Traffic associations	213,717 36	190,555 11	23,162 25	
Fast freight lines	522 66*	1,377 93		1,900 59
Industrial and immigration bureaus	175,397 61	405,326 95		229,929 34
Insurance	1,158 53	773 98	384 55	
Stationery and printing	386,155 81	373,697 16	12,458 65	
Other expenses	3,361 22	2,526 09	835 13	
Total	$6,596,590 08	$6,877,166 77		$280,576 69

TRANSPORTATION EXPENSES				
Superintendence	$3,667,993 71	$3,521,420 30	$146,573 41	
Dispatching trains	986,022 48	932,059 74	53,962 74	
Station employees	18,935,824 57	17,502,016 33	1,433,808 24	
Weighing, inspection and demurrage bureaus	325,767 33	324,508 18	1,259 15	
Coal and ore wharves	1,311,533 80	972,542 74	338,991 06	
Station supplies and expenses	1,669,467 54	1,638,730 54	30,737 00	
Yardmasters and yard clerks	5,257,260 12	4,975,041 79	282,218 33	
Yard conductors and brakemen	12,300,713 33	11,222,368 52	1,078,344 81	
Yard switch and signal tenders	1,774,769 33	1,719,244 07	55,525 26	
Yard enginemen	7,146,064 23	6,570,608 52	575,455 71	
Yard motormen	1,201,083 27	1,051,221 64	149,861 63	
Yard switching fuel	2,907,083 85	2,681,169 08	225,914 77	
Yard switching power produced	39,210 12	33,072 39	6,137 73	
Yard switching power purchased	144,810 16	119,868 94	24,941 22	
Water for yard locomotives	432,784 07	411,437 30	21,346 77	
Lubricants for yard locomotives	88,687 09	80,646 53	8,040 56	
Other supplies for yard locomotives	106,768 00	96,050 20	10,717 80	
Enginehouse expenses—yard	1,783,572 34	1,675,016 34	108,556 00	
Yard supplies and expenses	461,208 92	426,701 20	34,507 72	
Operating joint yards and terminals—Dr.	4,014,149 70	3,929,332 62	84,817 08	
Operating joint yards and terminals—Cr.	1,659,899 82	1,598,021 22		$61,878 60
Train enginemen	13,999,304 16	13,003,607 04	995,697 12	
Train motormen	784,917 60	753,714 92	31,202 68	
Train fuel	15,017,822 54	14,275,036 49	742,786 05	
Train power produced	191,815 71	200,245 94		8,430 23
Train power purchased	729,580 04	733,066 80		3,486 76
Water for train locomotives	1,775,691 98	1,638,985 18	136,706 80	
Lubricants for train locomotives	643,963 45	567,539 46	76,423 99	
Other supplies for train locomotives	240,055 35	212,524 85	27,530 50	
Enginehouse expenses—train	3,812,786 03	3,607,819 60	204,966 43	
Trainmen	17,393,916 20	16,152,845 86	1,241,070 34	
Train supplies and expenses	6,913,003 77	5,884,108 92	1,028,894 85	
Signal and interlocker operation	3,407,183 21	3,364,445 98	42,737 23	
Crossing protection	1,809,380 82	1,822,002 52		12,621 70
Drawbridge operation	166,469 43	167,049 11		579 68
Telegraph and telephone operation	520,886 87	521,893 43		1,006 56
Operating floating equipment	3,722,486 86	2,869,069 49	853,417 37	
Stationery and printing	576,824 71	547,773 91	29,050 80	
Other expenses	164,913 59	154,352 32	10,561 27	
Operating joint tracks and facilities—Dr.	1,016,811 75	915,443 88	101,367 87	
Operating joint tracks and facilities—Cr.	1,069,222 69	1,086,318 62	17,095 93	
Insurance	254,074 81	133,417 90	120,656 91	
Clearing wrecks	226,143 75	166,825 65	59,318 10	
Damage to property	241,657 30	148,352 18	93,305 12	
Damage to live stock on right of way	11,844 41	16,952 27		5,107 86
Loss and damage—freight	1,278,646 65	1,546,517 06		267,900 41
Loss and damage—baggage	33,176 73	17,350 78	15,825 95	
Injuries to persons	2,739,300 63	1,750,731 22	988,569 41	
Total	$139,498,309 80	$128,370,419 89	$11,127,889 91	

*Credit.

DETAIL OF RAILWAY OPERATING EXPENSES (concluded)

MISCELLANEOUS OPERATIONS	1940	1939	Increase	Decrease
Dining and buffet service	$4,584,327 78	$4,427,998 84	$156,328 94	
Hotels and restaurants	365 33	422 98		$57 65
Grain elevators	117,538 23	104,599 92	12,938 31	
Producing power sold	788,792 13	738,373 84	50,418 29	
Other miscellaneous operations	19,504 45	18,792 89	711 56	
Total	$5,510,527 92	$5,290,188 47	$220,339 45	
GENERAL EXPENSES				
Salaries and expenses of general officers	$970,414 50	$1,030,626 96		$60,212 46
Salaries and expenses of clerks and attendants	6,400,562 18	6,400,099 13	$463 05	
General office supplies and expenses	525,332 31	520,939 98	4,392 33	
Law expenses	1,000,020 34	955,451 77	44,568 57	
Insurance	8,875 99	8,338 72	537 27	
Pensions	233,802 21	208,001 11	25,801 10	
Stationery and printing	231,542 37	200,853 14	30,689 23	
Valuation expenses	1,151 96	742 04	409 92	
Other expenses	266,514 96	254,234 17	12,280 79	
General joint facilities—Dr.	108,883 93	103,517 35	5,366 58	
General joint facilities—Cr.	66,776 20	58,721 08		8,055 12
Total	$9,680,324 55	$9,624,083 29	$56,241 26	
TRANSPORTATION FOR INVESTMENT—CR.	$55,100 93	$87,741 53	$32,640 60	
Total railway operating expenses	$278,674,979 67	$256,884,231 99	$21,790,747 68	

RATIO OF RAILWAY OPERATING EXPENSES, BY GROUPS, TO RAILWAY OPERATING REVENUES

	1940	1939
Maintenance of way and structures	10·65	10·67
Maintenance of equipment	21·05	20·64
Traffic expenses	1·78	2·02
Transportation expenses	37·64	37·64
Miscellaneous operations	1·49	1·55
General expenses	2·61	2·82
Transportation for investment—Cr.	·01	·03
Total	75·21	75·31

SEPARATELY OPERATED PROPERTIES

Pittsburgh, McKeesport and Youghiogheny Railroad, this Company's proportion, one-half, of profit	$851,542 52	
Federal Valley Railroad—profit	5,187 64	$856,730 16
Mackinac Transportation Company—loss	$12,142 98	
Owasco River Railway—loss	4,523 84	
Central Indiana Railway—loss	6,108 85	22,775 67
Net profit on separately operated properties		$833,954 49

The New York Central Railroad Company

RAILWAY TAXES ACCRUED

		1940	1939	Comparison
UNITED STATES GOVERNMENT				
Income		$1,063,207 57	—	$1,063,207 57 Inc
Capital stock		156,779 40	$94,990 50	61,788 90 Inc
Emergency revenue		36,413 24	28,672 96	7,740 28 Inc
Railroad retirement excise		5,389,591 94	4,626,427 71	763,164 23 Inc
Railroad unemployment insurance		5,402,469 79	2,847,574 33	2,554,895 46 Inc
	Total	$12,048,461 94	$7,597,665 50	$4,450,796 44 Inc
STATE, COUNTY, AND MUNICIPAL				
Special franchise		$1,148,948 20	$1,336,607 44	$187,659 24 Dec
Real and personal property		19,873,092 07	18,773,939 70	1,099,152 37 Inc
Gross earnings or income		1,082,798 26*	870,773 70	1,953,571 96 Dec
Capital stock		359,989 44	373,973 34	13,983 90 Dec
Workmen's compensation		13,951 48	—	13,951 48 Inc
Transportation privilege		50,034 02	50,350 02	316 00 Dec
Sales, excise, liquor, and sundry others		163,418 01	48,480 34	114,937 67 Inc
Motor vehicle license		6,168 78	5,474 02	694 76 Inc
Railroad Commissioners' assessments		6,572 96	6,481 63	91 33 Inc
Public Service Commission assessments		1,646 31	1,641 08	5 23 Inc
Use of public streets		998 90	4,129 17	3,130 27 Dec
Unemployment insurance		—	2,235,495 93	2,235,495 93 Dec
	Total	$20,542,021 91	$23,707,346 37	$3,165,324 46 Dec
FOREIGN				
Mexican income		$879 63	$922 19	$42 56 Dec
Canadian income		667,613 90	184,334 88	483,279 02 Inc
Canadian real and personal property		151,471 29	141,277 43	10,193 86 Inc
Canadian—other		65,570 08	104,143 90	38,573 82 Dec
	Total	$885,534 90	$430,678 40	$454,856 50 Inc
	Grand Total	$33,476,018 75	$31,735,690 27	$1,740,328 48 Inc

MISCELLANEOUS TAXES

		1940	1939	Comparison
TAXES—MISCELLANEOUS OPERATIONS				
On the value of real and personal property		$64,214 96	$66,849 11	$2,634 15 Dec
Emergency revenue tax		15 12	15 29	17 Dec
Unemployment insurance		6,366 88	6,490 73	123 85 Dec
Railroad Retirement Act		6,366 88	5,860 61	506 27 Inc
	Total	$76,963 84	$79,215 74	$2,251 90 Dec
MISCELLANEOUS TAX ACCRUALS				
On miscellaneous physical property		$504,919 15	$426,292 42	$78,626 73 Inc
On income from securities owned		4,935 04	2,963 34*	7,898 38 Inc
	Total	$509,854 19	$423,329 08	$86,525 11 Inc

HIRE OF EQUIPMENT ACCOUNT

		1940	1939	Comparison
PAID				
Locomotives		$178,480 16	$161,259 34	$17,220 82 Inc
Passenger-train cars		2,177,287 69	2,153,945 40	23,342 29 Inc
Freight-train cars		25,046,434 07	24,003,857 00	1,042,577 07 Inc
Rent for floating equipment		506,082 38	80,937 00	425,145 38 Inc
Work equipment		19,015 36	20,057 61	1,042 25 Dec
	Total	$27,927,299 66	$26,420,056 35	$1,507,243 31 Inc
RECEIVED				
Locomotives		$165,786 22	$139,877 19	$25,909 03 Inc
Passenger-train cars		761,101 00	771,549 74	10,448 74 Dec
Freight-train cars		15,275,609 77	13,611,177 12	1,664,432 65 Inc
Floating equipment		2,173 55	1,606 16	567 39 Inc
Work equipment		86,341 25	85,648 41	692 84 Inc
	Total	$16,291,011 79	$14,609,858 62	$1,681,153 17 Inc
	Net debit balance	$11,636,287 87	$11,810,197 73	$173,909 86 Dec

* Credit.

JOINT FACILITY RENT ACCOUNT

	1940	1939	Comparison
Amount paid for use of facilities maintained by other companies	$7,675,239 93	$8,449,323 33	$774,083 40 Dec
Amount received for use of facilities maintained by this company	4,969,088 43	5,096,162 07	127,073 64 Dec
Net debit	$2,706,151 50	$3,353,161 26	$647,009 76 Dec

DEDUCTIONS FROM GROSS INCOME

Interest on funded debt

MORTGAGE BONDS			
Carthage & Adirondack Railway Co first mortgage bonds	4%	$44,000 00	
Chicago Indiana & Southern Railroad Co fifty-year gold bonds	4%	606,000 00	
Cleveland Short Line Railway Co first mortgage bonds	4½%	531,000 00	
Gouverneur & Oswegatchie Railroad Co first mortgage bonds	5%	15,000 00	
Indiana Illinois & Iowa Railroad Co first mortgage bonds	4%	194,000 00	
Jamestown Franklin & Clearfield Railroad Co first mortgage bonds	4%	440,000 00	
Lake Shore & Michigan Southern Railway Co gold mortgage bonds	3½%	1,750,000 00	
Mohawk & Malone Railway Co consolidated mortgage bonds	3½%	136,500 00	
Mohawk & Malone Railway Co first mortgage bonds	4%	100,000 00	
N Y C R R Co consolidation mortgage bonds, series A	4%	2,773,160 00	
N Y C & H R R R Co gold debentures of 1912	4%	345,828 76	
N Y C & H R R R Co gold mortgage bonds	3½%	3,290,000 00	
N Y C & H R R R Co—Lake Shore collateral gold bonds†	3½%	743,364 62	
N Y C & H R R R Co—Michigan Central collateral gold bonds	3½%	676,760 00	
N Y C R R Co refunding and improvement mortgage bonds, series A	4½%	5,175,000 00	
N Y C R R Co refunding and improvement mortgage bonds, series C†	5%	3,850,000 00	
N Y C & H R R R Co—Spuyten Duyvil & Port Morris first mortgage bonds	3½%	87,500 00	
New York & Putnam Railroad Co first consolidated mortgage bonds	4%	159,280 00	
Sturgis Goshen & St Louis Railway Co first mortgage bonds	3%	9,660 00	$20,927,053 38
DEBENTURE BONDS			
N Y C & H R R R Co of 1900	3½%		192,500 00
EQUIPMENT TRUST OBLIGATIONS			
Equipment trust certificates of May 15, 1925	4½%	$12,376 25	
Equipment trust certificates of April 15, 1929	4½%	212,437 50	
Equipment trust certificates of December 1, 1929	4½%	164,831 25	
Equipment trust certificates of May 15, 1930	4½%	230,265 00	
Equipment trust certificates of March 15, 1937	2¼%	78,560 63	
Equipment trust certificates of December 1, 1939	2½%	177,937 50	
Equipment trust certificates of June 1, 1940	2%	121,333 00	997,741 13
COLLATERAL TRUST BONDS			
N Y C R R Co—ten-year secured sinking fund bonds	3¾%	$1,314,922 05	
N Y C R R Co—fifteen-year secured bonds	3¼%	1,301,079 00	
N Y C R R Co—serial secured notes	2½–2.6%	96,750 00	
N Y C R R Co—promissory secured notes—various banks	2–3–3½%	453,436 02	3,166,187 07
Total interest on funded debt			$25,283,481 58

† Interest accrued only on amount actually outstanding

Rent for leased roads

BATTLE CREEK AND STURGIS RAILWAY		
Interest at 3% on $79,000 first mortgage bonds	$2,370 00	
Organization expenses	12 50	$2,382 50
BEECH CREEK RAILROAD		
Dividend at 4% on 120,000 shares of capital stock ($50 par value)	$240,000 00	
Organization expenses	526 28	240,526 28
BEECH CREEK EXTENSION RAILROAD		
Interest at 3½% on $3,500,000 first mortgage bonds	$122,500 00	
Interest at 4% on $3,964,000 consolidated mortgage gold bonds	158,560 00	
Organization expenses	81 04	281,141 04
Carried forward		$524,049 82

The New York Central Railroad Company

DEDUCTIONS FROM GROSS INCOME (continued)

Rent for leased roads (continued)

	Brought forward		$524,049 82
BOSTON AND ALBANY RAILROAD			
Interest at 3½% on $3,858,000 Refunding bonds of 1902	$135,030 00		
Interest at 5% on $3,627,000 Refunding bonds of 1913	181,350 00		
Interest at 3½% on $1,000,000 Terminal bonds	35,000 00		
Interest at 5% on $1,000,000 Improvement bonds of 1917	50,000 00		
Interest at 4¼% on $5,700,000 Improvement bonds of 1928	242,250 00		
Interest at 6% on $4,500,000 Refunding bonds of 1934	270,000 00		
Interest at 4½% on $9,000,000 main line first mortgage bonds of 1935, series "A"	405,000 00		
Interest at 4½% on $3,015,000 main line first mortgage bonds of 1938, series "B"	135,675 00		
Cash rental	2,000,000 00		
Organization expenses	12,158 58	$3,466,463 58	
PITTSFIELD AND NORTH ADAMS RAILROAD			
Cash rental	$22,500 00		
Organization expenses	238 60	22,738 60	
WARE RIVER RAILROAD			
Dividend at 7% on 7,500 shares of capital stock	$52,500 00		
Organization expenses	275 93	52,775 93	
PROVIDENCE WEBSTER AND SPRINGFIELD RAILROAD			
25% of the gross earnings for the year ended December 31, 1940		3,067 80	
Total rent for Boston and Albany and its leased roads			3,545,045 91
BIG FOUR LINES			
CLEVELAND CINCINNATI CHICAGO AND ST LOUIS RAILWAY			
Interest at 4% on $28,579,000 General mortgage gold bonds	$1,143,160 00		
Interest at 5% on $4,161,000 General mortgage gold bonds	208,050 00		
Interest at 4½% on $43,706,000 Refunding and improvement mortgage bonds, series "E"	1,966,770 00		
Interest at 4½% on $29,040,000 Refunding and improvement mortgage bonds, series "F"	1,306,800 00		
Interest at 4% on $4,000,000 Cincinnati Wabash & Michigan Division mortgage bonds	160,000 00		
Interest at 4% for 8 months on $1,103,500 Springfield and Columbus Division First mortgage bonds	29,426 67		
Interest at 4% for 6 months on $650,000 White Water Valley Division mortgage bonds	13,000 00		
Interest at 4% on $3,000,000 Chicago Indianapolis & St Louis Short Line Railway First mortgage bonds	120,000 00		
Interest at 4% on $7,660,000 St Louis Division First collateral trust mortgage bonds	309,517 67		
Interest at 4% for 7 months and 5 days on $5,000,000 Springfield Division Purchase money lien	118,888 89		
Interest at 4% on $419,000 Cincinnati Northern Railroad first mortgage bonds	16,760 00		
Dividend at $10 per share on minority common capital stock	72,670 00		
Dividend at $5 per share on minority preferred capital stock	74,095 00		
Interest at 4½% on equipment trust certificates of May 15, 1925	8,977 50		
Organization expenses	5,313 32	$5,553,429 05	
CENTRAL RAILROAD OF INDIANAPOLIS			
Cash rental		10,282 86	
PEORIA AND EASTERN RAILWAY			
Under operating contract		136,790 68	
Total rent for Cleveland Cincinnati Chicago & St Louis Ry and its leased and operated roads			5,700,502 59
	Carried forward		$9,769,598 32

DEDUCTIONS FROM GROSS INCOME (continued)

Rent for leased roads (continued)

Brought forward			$9,769,598 32
DETROIT HILLSDALE AND SOUTH WESTERN RAILROAD			
Dividend at 4% on 13,500 shares of capital stock		$54,000 00	
Organization expenses		500 00	54,500 00
ERIE AND KALAMAZOO RAILROAD			
Cash rental			30,000 00
FORT WAYNE AND JACKSON RAILROAD			
Cash rental		$126,027 88	
Organization expenses		1,500 00	127,527 88
HUDSON RIVER CONNECTING RAILROAD			
Dividend at 6% on 2,500 shares of capital stock		$15,000 00	
Organization expenses		135 50	15,135 50
KALAMAZOO ALLEGAN AND GRAND RAPIDS RAILROAD			
Interest at 5% on $840,000 First mortgage bonds		$42,000 00	
Dividend at 6% on 6,100 shares of capital stock		36,600 00	78,600 00
LAKE ERIE ALLIANCE & WHEELING RAILROAD			
Dividend at 4% for 11 months on 30,000 shares of capital stock		$110,000 00	
Organization expenses		50 00	110,050 00
MAHONING COAL RAILROAD			
40% of the gross earnings for the year ended December 31, 1940			1,829,831 45
MICHIGAN CENTRAL LINES			
MICHIGAN CENTRAL RAILROAD			
Interest at 3½% on $18,000,000 First mortgage bonds	$630,000 00		
Interest at 4½% on $6,171,000 Refunding and improvement mortgage bonds series "A"	277,695 00		
Interest at 4½% on $11,634,000 Refunding and improvement mortgage bonds series "C"	523,530 00		
Interest at 4% on $1,500,000 Grand River Valley Railroad First mortgage bonds	60,000 00		
Interest at 3½% on $1,692,000 Jackson Lansing and Saginaw Railroad First mortgage bonds	59,220 00		
Interest at 4% on $1,500,000 Joliet and Northern Indiana Railroad First mortgage bonds	60,000 00		
Interest at 3% on $49,000 Bay City and Battle Creek Railway First mortgage bonds	1,470 00		
Interest at 4% on $3,100,000 Toledo Canada Southern and Detroit Railway First mortgage bonds	124,000 00		
Dividend at $50 per share on Michigan Central Railroad minority stock	52,091 50		
Interest at 4½% on equipment trust certificates of May 15, 1925	3,948 75		
Organization expenses	2,574 42	$1,794,529 67	
BATTLE CREEK AND STURGIS RAILWAY			
Interest at 3% on $421,000 First mortgage bonds	$12,630 00		
Organization expenses	14 50	12,644 50	
CANADA SOUTHERN RAILWAY			
Interest at 5% on $29,235,000 First and refunding mortgage bonds	$1,461,750 00		
Interest at 4% on $130,000 Leamington and St Clair Railway First mortgage bonds	5,200 00		
Dividend at 3% on 150,000 shares of capital stock	450,000 00		
Organization expenses	565 15	1,917,515 15	
DETROIT MANUFACTURERS RAILROAD			
Cash rental	$15,000 00		
Organization expenses	502 00	15,502 00	
DETROIT RIVER TUNNEL			
Interest at 4½% on $18,000,000 First mortgage bonds	$810,000 00		
Cash rental	240,000 00		
Organization expenses	220 61	1,050,220 64	
JOLIET AND NORTHERN INDIANA RAILROAD			
Dividend at 5% on 3,000 shares of capital stock	$15,000 00		
Organization expenses	20 00	15,020 00	
NIAGARA RIVER BRIDGE			
Organization expenses		16 25	
Carried forward		$4,805,448 21	$12,015,243 13

DEDUCTIONS FROM GROSS INCOME (concluded)

Rent for leased roads (concluded)

Brought Forward	$4,805,448 21	$12,015,243 15
MICHIGAN CENTRAL LINES (*continued*)		
LANSING MANUFACTURERS RAILROAD—Organization expenses	42 00	
LANSING TRANSIT RAILWAY—Organization expenses	2 00	
ST CLAIR AND WESTERN RAILROAD—Organization expenses	2 00	
ST JOSEPH SOUTH BEND AND SOUTHERN RAILROAD		
Cash rental	20,000 00	
CHICAGO KALAMAZOO AND SAGINAW RAILWAY—Organization expenses	2 00	
ILLINOIS CENTRAL RAILROAD		
Rental of 16th St property	46,648 20	
TOTAL RENT FOR MICHIGAN CENTRAL RAILROAD AND ITS LEASED ROADS		4,872,144 41
NEW JERSEY JUNCTION RAILROAD		
Interest at 4% on $1,700,000 First mortgage bonds	$68,000 00	
Organization expenses	87 89	68,087 89
NEW YORK AND HARLEM RAILROAD		
Interest at 3½% on $12,000,000 Gold mortgage bonds	$420,000 00	
Dividend at 10% on 200,000 shares of capital stock ($50 par value)	1,000,000 00	
Organization expenses	942 30	1,420,942 30
OHIO CENTRAL LINES		
TOLEDO AND OHIO CENTRAL RAILWAY		
Interest at 4% on $500,000 First mortgage bonds, St Marys Division	$20,000 00	
Interest at 3¾% on $14,567,000 Refunding and improvement mortgage bonds, series "A"	546,262 50	
Kanawha and Michigan First mortgage bonds	98,760 00	
Organization expenses	754 00	
Total rent for the Ohio Central Lines		665,776 50
ST LAWRENCE & ADIRONDACK RAILWAY		
Interest at 5% on $800,000 First mortgage bonds	$40,000 00	
Interest at 6% on $400,000 Second mortgage bonds	24,000 00	
Cash rental for line leased from Canadian National Railways	10,000 00	
Organization expenses	104 00	74,104 00
TROY AND GREENBUSH RAILROAD		
Rental at 7% on 5,500 shares of capital stock ($50 par value)		19,250 00
WALLKILL VALLEY RAILROAD		
Dividend at 3½% on 3,300 shares of capital stock	$11,550 00	
Organization expenses	39 20	11,589 20
WEST SHORE RAILROAD		
Interest at 4% on $48,735,500 First mortgage bonds	$1,949,520 00	
Organization expenses	696 10	1,950,216 10
VARIOUS COMPANIES for siding, team and yard tracks		377,573 24*
RENT FOR LEASED EQUIPMENT		249,475 62
Total rent for leased roads and equipment		$21,724,402 41

*Includes $6,793.50 account of Michigan Central Lines

NOTE: The company received a return of $4,331,859 09 representing dividends and interest on its holdings of securities of lessor companies

EQUIPMENT OWNED OR LEASED BY THE NEW YORK CENTRAL RAILROAD COMPANY NOT USED IN ITS OWN SERVICE

Road	At beginning of year	Added	Retired	At end of year
STEAM LOCOMOTIVES				
Cincinnati Union Terminal Co.	12	—	—	12
FREIGHT TRAIN CARS				
BOX CARS				
Chicago River & Indiana R R	117	—	1	116
REFRIGERATOR CARS				
Merchants Despatch Transportation Corporation	1,950	—	1	1,949
STOCK CARS				
Merchants Despatch Transportation Corporation	97	—	23	74
WORK EQUIPMENT				
M OF W				
Republic Steel Corp.	19	—	—	19

EQUIPMENT IN SERVICE

INCLUDING ALL LEASED LINES

	DECEMBER 31, 1939				DECEMBER 31, 1940				
Locomotives	Number	Average tractive power (lbs)	Installed during 1940	Retired during 1940	Number	Owned	Held under equipment trusts	Held under lease or other form of titles	Average tractive power (lbs)
For freight service	1,644	60,031	17	12	1,649	954	198	497	60,011
For passenger service	574	45,755	—	5	569Ⓐ	271	179	119	45,854
For freight and passenger service	—	—	27	—	27	—	27	—	61,156
For switching service	948	43,256	—	15	933	590	—	343	43,348
Electric locomotives	146	56,106	—	—	146	92	42	12	56,106
Oil-battery-electric locomotives	78	57,271	6	5	79	4	46	29	57,362
Totals	3,390	—	50	37	3,403	1,911	492	1,000	—
Freight-train cars		Average capacity tons							Average capacity tons
Box cars	63,324	49·54	805	2,797	61,332	28,198	4,987	28,147	49·89
Refrigerator cars	211	34·96	—	7	204	176	—	28	35·00
Flat cars	2,221	49·47	4	75	2,150	1,623	300	227	49·44
Stock cars	1,459	40·00	30	13	1,476	1,103	—	373	39·95
Gondola and hopper cars	54,086	57·82	5,500	534	59,052	27,089	7,991	23,972	57·70
Caboose cars	1,853	—	—	37	1,816	1,111	—	705	—
Other freight train cars	1,270	65·28	—	—	1,270	934	—	336	65·30
Totals	124,424	—	6,339	3,463	127,300	60,234	13,278	53,788	—
Passenger-train cars		Average seating capacity							Average seating capacity
Coaches	1,602	84	1	51	1,552Ⓑ	1,161	2	389	84
Combination coach cars	187	46	21	—	208Ⓒ	136	10	62	44
Dining cars	184	—	—	2	182Ⓓ	114	20	48	—
Lounge observation cars	—	—	2	—	2Ⓔ	1	—	1	—
Postal cars	279	—	—	13	266	186	—	80	—
Baggage, express and other non-passenger cars	1,764	—	41	12	1,793	1,355	99	339	—
Other passenger cars	43	—	7	1	49	19	—	30	—
Passenger Rail Motor Cars									
Coaches	330	82	—	—	330	330	—	—	83
Combination coach cars	28	54	—	—	28	28	—	—	52
Other passenger-train rail motor cars	17	—	—	—	17	10	—	7	—
Articulated Trains									
Coaches	8	57	—	—	8	8	—	—	57
Combination coach cars	4	36	—	—	4	4	—	—	36
Parlor cars	6	33	—	—	6	6	—	—	33
Other passenger-train cars	2	—	—	—	2	2	—	—	—
Totals	4,454	—	72	79	4,447	3,360	131	956	—
Company service equipment									
Officers' and business cars	24	—	—	—	24	15	—	9	—
Ballast cars	2,062	—	45	173	1,934	1,455	—	479	—
Derrick cars	252	—	5	5	252	187	—	65	—
Steam shovels	19	—	—	1	18	18	—	—	—
Wrecking cars	201	—	14	4	211	144	—	67	—
Other company service cars	4,479	—	269	216	4,532	3,863	—	669	—
Totals	7,037	—	333	399	6,971	5,682	—	1,289	—

	DECEMBER 31, 1939				DECEMBER 31, 1940	
Marine Department		Average capacity				Average capacity
Ferry boats	9		—	—	9	
Tugs, steel	26		—	—	26	
Steam-lighters	4	350 tons	—	—	4	350 tons
Diesel propelled lighter	1	450 tons	—	—	1	450 tons
Hoisting-barges	39	259 tons	—	1	38	253 tons
Barges, scows and grainboats	154	310 tons	—	12	142	269 tons
Car floats	45	14 cars	—	—	45	14 cars
Oil storage barges for company use	3	5,000 bbls.	—	—	3	5,000 bbls.
Coal and pumping barge	1	150 tons	—	—	1	150 tons
Totals (owned)	282		—	13	269	

Ⓐ Includes 13 streamlined units.
Ⓑ Includes 255 air-conditioned units.
Ⓒ Includes 1 air-conditioned unit.
Ⓓ Includes 160 air-conditioned units.
Ⓔ Air-conditioned units.

The New York Central Railroad Company

TABLE OF TRACKS

DECEMBER 31, 1940

		State	Miles of main track: First	Second	All Other	Passing Tracks Cross Overs, etc.	Yards and Sidings	Total
MAIN LINE OWNED								
New York Central Railroad	Mott Haven, N.Y..1462′ W of State Line sta	N.Y.	499·78	499·76	873·85	71·99	829·85	2,775·23
	W of State Line sta...10846′ E of Conneaut	Penn	43·96	43·96	87·92	19·76	52·53	248·13
	E of Conneaut.....16462′W of Edgerton	Ohio	242·96	242·86	349·91	75·11	432·34	1,343·18
	W of Edgerton.....4311′ E of East Side	Ind	152·56	152·55	78·22	54·64	160·71	598·68
	E of East Side.....Chicago	Ill	14·00†	14·01†	19·08	4·36	72·43	123·88
	Total main line owned		953·26	953·14	1,408·98	225·86	1,547·86	5,089·10
BRANCHES OWNED								
30th Street Branch	Spuyten Duyvil.....St. John's Park	N.Y.	12·14	12·14	–	4·25	65·35	93·88
Putnam Branch	Sedgwick Ave., New York...Putnam Jct.	"	52·08	4·75	–	10·03	11·41	78·27
Yonkers Branch	V. C. P. Junction..Getty Square, Yonkers	"	3·08	2·98	–	·06	·08	6·20
Schenectady Detour Branch	Carman.....South Schenectady	"	4·60	–	–	·20	·43	5·23
Troy & Schenectady Branch	Schenectady.....Troy	"	20·91	–	–	1·80	8·27	30·98
Hoffman's Connection Branch	Hoffman's.....Rotterdam Junction	"	2·44	2·10	–	–	–	4·54
Dolgeville Branch	Little Falls.....Salisbury Center	"	12·49	–	–	·44	1·47	14·40
Adirondack Branch	Herkimer.....Malone	"	173·33	–	–	9·87	29·51	212·71
Saranac Branch	Lake Clear Junction.....Saranac Lake	"	5·89	–	–	·33	1·51	7·73
Ottawa Branch	Helena.....International Boundary	"	4·70	–	–	·31	·08	5·09
Ogdensburg Branch	Utica.....Ogdensburg	"	134·30	·51	–	10·77	32·68	178·26
Clayton Branch	Rivergate.....Clayton	"	15·78	–	–	·50	2·40	18·68
Rome Branch	Rome.....Richland	"	45·32	–	–	6·89	17·05	69·26
Syracuse Junction Branch	East Syracuse.....Syracuse Junction	"	8·22	8·11	13·32	1·03	5·20	35·88
Watertown Branch	Syracuse (Signal Station J. G.)...Massena	"	158·75	27·03	–	31·24	75·52	292·54
Phoenix Branch	Woodard.....Fulton	"	15·84	–	–	·64	4·62	21·10
Ontario Branch	Pulaski.....Suspension Bridge	"	175·28	2·40	–	15·80	55·80	249·28
Rochester Branch	Windsor Beach.....State St., Rochester	"	7·30	–	–	·90	2·64	10·84
Sackets Harbor Branch	Watertown Junction.....Sackets Harbor	"	11·43	–	–	·46	2·31	14·20
Cape Vincent Branch	Watertown Junction.....Cape Vincent	"	24·10	–	–	1·47	6·64	32·21
Dexter Branch	Dexter Junction.....Dexter	"	1·19	–	–	·30	·84	2·33
Carthage Branch	Watertown.....Newton Falls	"	63·39	–	–	3·58	6·48	73·45
Sanfords Branch	Main St, Watertown.....Roots	"	5·21	–	–	·16	4·53	9·90
Oswegatchie Branch	G & O Junction.....Edwards	"	13·01	–	–	·97	2·55	16·53
St Joseph Lead Branch	Emeryville.....Balmat	"	4·25	–	–	·21	·57	5·03
DeKalb Branch	DeKalb Junction.....Ogdensburg	"	19·10	–	–	·54	1·61	21·25
Auburn Branch	Syracuse Junction.....Brighton, Rochester	"	96·89	–	–	11·36	37·79	146·04
Canandaigua Branch	Canandaigua.....Holcomb	"	8·56	–	–	·43	1·66	10·65
	Batavia.....Caledonia	"	17·68	–	–	1·29	3·95	22·92
Lyons-Newbury Branch	Lyons.....205′ S of Lawrenceville	"	85·73	82·49	–	12·05	53·32	233·59
	S of Lawrenceville.....Newberry Junction	Penn	95·33	37·11	–	15·15	25·28	172·87
Penn Yan Branch	Dresden.....Penn Yan	N.Y.	6·55	–	–	·60	2·80	9·95
Corning Branch	Corning Junction.....Corning	"	–	–	–	·03	4·76	4·79
Cowanesque Valley Branch	C V Junction.....Westfield	Penn	25·27	–	–	1·68	1·77	28·72
Antrim Branch	Wellsboro Junction.....Antrim	"	16·65	–	–	1·09	4·94	22·68
Falls Branch	Ames St Jct, Roch.....Suspension Bridge	N.Y.	74·01	73·81	–	8·00	92·55	248·37
Charlotte Branch	Jay St Jct, Rochester.....Charlotte	"	7·23	6·92	–	·84	7·52	22·51
Attica Branch	At Attica.....	"	–	–	–	–	2·08	2·08
Tonawanda Branch	Batavia.....North Tonawanda	"	34·97	1·77	–	·93	2·97	40·64
Gardenville Branch	Depew.....Bay View	"	12·96	12·78	–	1·08	102·70	129·52
Buffalo Belt Branch	William St, Buffalo..North Buffalo Junction	"	6·72	6·72	–	1·15	26·67	41·26
Niagara Branch	Seneca St, Buffalo.....Lewiston	"	30·38	25·23	3·55	4·88	79·21	143·25
Wonalancet Branch	North Buffalo Junction.....Harriet	"	4·32	–	–	·56	20·43	25·31
Dupont Branch	Wonalancet Branch.....Industries	"	·71	–	–	·24	1·79	2·74
Catskill Mountain Branch	Kingston Point.....Oneonta	"	107·03	–	–	12·88	9·91	129·82
Valley Branch	Dunkirk.....650′S of Fentonville	"	42·26	–	–	3·31	6·01	51·58
	S of Fentonville.....Titusville	Penn	48·25	–	–	2·16	6·36	56·77
Youngstown Branch	Ashtabula Harbor.....Andover	Ohio	26·90	5·90	2·47	6·29	98·77	140·33
Oil City Branch	Andover.....3582′E of Simons	"	6·14	·09	–	·80	1·69	8·72
	E of Simons.....Oil City	Penn	55·00	–	–	9·60	17·72	82·32
Clearfield Branch	Polk Junction.....Rose Siding	"	61·06	–	–	8·09	4·24	73·39
Low Grade Line	Carson.....Mann	Ohio	18·10	18·10	–	1·43	8·22	45·85
Cleveland Short Line	Collinwood.....Belt Junction	"	20·41	20·31	9·14	10·97	70·63	131·46
Norwalk Branch	Elyria Junction.....Millbury Junction	"	78·75	–	–	11·19	13·01	102·95
Detroit Branch	Air Line Junction.....4352′ N of Alexis	"	7·42	6·38	–	3·06	22·08	38·94
	N of Alexis.....D & M Junction, Detroit	Mich	51·43	·07	–	7·84	35·32	94·66
Old Road	Air Line Junction.....Vulcan	Ohio	2·75	1·00	–	·13	1·03	4·91
	Palmyra.....6965′ E of Vistula	Mich	101·96	–	–	13·05	22·70	137·71
	E of Vistula.....Elkhart	Ind	14·70	–	–	1·20	·39	16·29
	Carried forward		2,160·25	358·70	28·48	256·11	1,129·82	3,933·36

† Includes 6·35 miles 1st main and 6·40 miles 2nd main owned jointly with C R I & P Ry

TABLE OF TRACKS (continued)

BRANCHES OWNED (*concluded*)		State	Miles of main track: First	Second	All Other	Passing Tracks Cross Overs, etc.	Yards and Sidings	Total
	Brought forward		2,160·25	358·70	28·48	256·11	1,129·82	3,933·36
Monroe Branch	Lenawee Junction.....Monroe	Mich	29·50	–	–	·97	5·02	35·49
Fayette Branch	Grosvenor.....12063′ W of Morenci	"	20·56	–	–	·40	1·04	22·00
	W of Morenci.....Fayette	Ohio	4·66	–	–	·27	·31	5·24
Jackson Branch	Lenawee Junction.....Jackson	Mich	42·10	–	–	3·02	5·43	50·55
Lansing Branch	Jonesville.....North Lansing	"	41·08	–	–	5·36	7·71	54·15
Kalamazoo Branch	White Pigeon.....Kalamazoo	"	36·52	–	–	3·66	7·62	47·80
Mishawaka Branch	Elkhart.....Mishawaka	Ind	11·90	–	–	1·44	6·79	20·13
Goshen Branch	Goshen.....12458′ N of Twin Lake	"	25·57	–	–	·33	1·02	26·92
	N of Twin Lake.....Sturgis	Mich	3·83	–	–	·40	·61	4·84
Kankakee Branch	South Bend.....38′ E of Illinoi	Ind	82·17	–	–	21·60	29·12	132·89
	E of Illinoi.....Seatonville Junction	Ill	109·51	–	–	16·70	44·54	170·75
	Ladd Junction.....N Y C Junction	"	·47	–	–	·31	·38	1·16
Danville Branch	Indiana Harbor.....7524′ S of Allison	Ind	100·77	56·02	–	15·89	122·81	295·49
	S of Allison.....Danville	Ill	8·48	8·34	–	·13	·25	17·20
M C Connecting Branch	At South Bend.....	Ind	1·93	–	–	·45	1·56	3·94
Churchill Branch	Ladd.....Churchill	Ill	2·79	–	–	·22	·70	3·71
Bradley Branch	Kankakee.....Bradley	"	1·35	–	–	·13	·17	1·65
Depue Branch	Depue Junction.....Depue	"	1·27	–	–	·14	·52	1·93
Benton Harbor Branch	St Joseph Junction.....Benton Harbor	Mich	1·42	–	–	·19	·82	2·43
Connections and wyes	Various places.....	N.Y.	13·53	7·88	–	–	–	21·41
	Various places.....	Penn	·96	–	–	–	–	·96
	Total branches owned		2,700·62	430.94	28·48	327·72	1,366·24	4,854·00
	Total main line and branches owned		3,653·88	1,384·08	1,437·46	553·58	2,914·10	9,943·10

LINES OPERATED UNDER LEASE OR CONTRACT—AFFILIATED	Miles of main track: First	Second	All Other	Passing Tracks Cross Overs, etc.	Yards and Sidings	Total
Battle Creek & Sturgis Rwy	·28	–	–	·07	·20	·55
Beech Creek R. R.	118·11	8·91	–	13·36	119·60	259·98
Beech Creek Extension R R	129·04	6·66	–	16·93	29·62	182·25
Cleveland, Cincinnati, Chicago & St Louis Rwy and subsidiaries	2,497·28①	669·72	35·55	450·44	1,220·75②	4,873·74
Detroit, Toledo & Milwaukee R R	–	–	–	–	15·24	15·24
Hudson River Connecting Railroad	24·39	20·29	8·79	2·78	119·99	176·24
Kalamazoo, Allegan & Grand Rapids R. R.	58·47	–	–	7·60	10·17	76·24
Lake Erie, Alliance & Wheeling R R	87·67	–	–	12·94	35·65	136·26
Mahoning Coal R R and subsidiaries	70·56	35·45	8·82	9·94	59·63	184·40
Michigan Central R R and subsidiaries	1,501·36③	596·84	24·51	215·07	1,060·57④	3,398·35
New Jersey Junction Railroad	4·44	4·34	–	1·04	9·00	18·82
New York and Harlem Railroad	134·33	54·98	26·54	26·67	87·56	330·08
Ottawa and New York Rwy	56·81	–	–	2·87	5·20	64·88
St Lawrence and Adirondack Rwy	43·48	–	–	5·82	12·52	61·82
Toledo & Ohio Central Rwy and subsidiaries	654·28	22·39	1·70	128·79	364·27	1,171·43
West Shore R R and subsidiary	489·37	324·54	40·16	59·15	282·96	1,196·18
Total lines operated under lease or contract—affiliated	5,869·87	1,744·12	146·07	953·47	3,432·93	12,146·46
LINES OPERATED UNDER LEASE OR CONTRACT—NOT AFFILIATED						
Boston & Albany R R and subsidiaries	348·48	220·58	98·86	59·57	303·97	1,031·46
Canadian National Rwys	13·32	–	–	1·51	2·46	17·29
Central Railroad of Indianapolis	–	–	–	–	1·94	1·94
Delaware, Lackawanna & Western R R	–	–	–	–	1·29	1·29
Detroit, Hillsdale & South Western R R	64·72	–	–	1·57	3·94	70·23
Dillonvale & Smithfield Rwy	4·42	–	–	·37	5·01	9·80
Erie & Kalamazoo Railroad	21·82	–	–	2·51	2·66	26·99
Fort Wayne & Jackson Railroad	96·72	·64	·02	5·51	16·34	119·23
Illinois Central Railroad	–	–	–	–	2·02	2·02
Mt Gilead Short Line Rwy	·74	–	–	·11	·23	1·08
New York, Chicago & St Louis R R	–	–	6·18	–	–	6·18
St Joseph, So Bend & Southern R R	39·31	–	–	1·47	8·67	49·45
Titusville & Cambridge Springs R R	–	–	–	–	·45	·45
Troy & Greenbush Railroad	5·56	5·51	–	·71	11·03	22·81
Total lines operated under lease or contract—not affiliated	595·09	226·73	105·06	73·33	360·01	1,360·22
Total lines operated under lease or contract	6,464·96	1,970·85	251·13	1,026·80	3,792·94	13,506·68

①·18 mile at Marion, Ind., owned jointly with T St L & W R R and ·20 mile in Carmi, Ill., owned jointly with L & N R R

②Includes 1·09 miles at Speedway, Ind., owned jointly by the P & E and B & O, and ·32 mile at Danville owned jointly by the P & E and C & E I R R

③Includes ·77 mile at Chicago, owned jointly by the M C R R, I C R R, C & N W Ry and C B & Q R R, and 1·37 miles at Joliet, Ill., owned jointly by the M C R R and C R I & P Ry

④Includes ·35 mile at Cheboygan, Mich. owned jointly by the M C R R and the D & M R R, and ·09 mile at Kalamazoo, Mich. owned jointly by the C K & S and G T W Ry

TABLE OF TRACKS (concluded)

LINES OPERATED UNDER TRACKAGE RIGHTS	MILES OF MAIN TRACK First	Second	All Other	Passing Tracks, Cross Overs, etc.	Yards and Sidings	Total
Baltimore and Ohio Railroad	89·73	49·41	–	·45	·93	140·52
Boston and Maine Railroad	·32	·02	–	–	–	·34
Boston Terminal Company	·45	·45	–	–	–	·90
Buffalo Creek Railroad	3·56	3·48	·95		–	7·99
Buffalo, Rochester & Pittsburgh Rwy	48·97	19·77	–	–	–	68·74
Canadian National Railways	10·50	·53	–	–	–	11·03
Canadian Pacific Railway	15·21	14·12	–	–	–	29·36
Cherry Tree & Dixonville R R	38·00	–	–	2·46	20·10	60·56
Chesapeake & Ohio Railway	20·75	1·55	–	2·10	4·73	29·13
Chicago, Burlington & Quincy R R	6·63	–	–	1·17	4·11	11·91
Chicago & Eastern Illinois R R	3·50	–	–	–	3·95	7·45
Chicago & North Western Rwy	1·94	–	–	–	–	1·94
Chicago, Rock Island & Pacific R R	–	–	4·33	–	–	4·33
Cincinnati Union Terminal	2·71	1·91	–	–	–	4·62
Cleveland Union Terminals Company	–	–	7·00	5·79	8·35	21·14
Dayton Union Railway	1·86	1·80	4·37	1·07	·65	9·75
Delaware and Hudson R R Corp	12·11	1·02	–	–	–	13·13
Detroit & Mackinaw Railroad	2·16	–	–	–	3·59	5·75
Erie Railroad	54·91	48·66	·57	–	–	104·14
Grand Trunk Western Rwy	3·23	–	–	–	–	3·23
Illinois Central Railroad	15·48	14·74	–	–	–	30·22
Indiana Harbor Belt Railroad	30·91	29·70	–	10·47	12·91	83·99
Indianapolis Union Railway	10·94	10·97	–	–	–	21·91
Lake Erie & Eastern Railroad	8·31	8·28	–	4·23	3·26	24·08
Lake Erie & Pittsburg Railway*	27·76	–	–	9·50	1·09	38·35
Louisville & Jeffersonville Bridge & R R	2·60	–	–	–	–	2·60
Louisville & Nashville R R	1·82	1·55	–	–	–	3·37
Manistee & North Eastern Rwy	2·96	–	–	–	–	2·96
New York, Chicago & St Louis R R	21·02	23·36	–	–	–	44·38
New York, Ontario & Western Rwy	12·96	–	–	–	–	12·96
Nicholas Fayette & Greenbrier R R‡	104·01	–	–	5·27	6·81	116·09
Pennsylvania Railroad	165·06	89·08	–	2·48	3·95	260·57
Peoria & Pekin Union Rwy	8·83	8·82	–	–	–	17·65
Pittsburgh & Lake Erie R R	5·47	4·22	1·06	–	11·23	21·98
Pere Marquette Railroad	·16	–	–	–	–	·16
Rutland Railroad	36·79	–	–	–	–	36·79
Southern Railway	–	–	–	–	6·60	6·60
Terminal R R Ass'n of St Louis	12·11	12·61	–	–	–	24·72
Toledo Terminal Railroad	28·59	25·85	–	–	–	54·44
Troy Union Railroad	2·03	2·00	–	·72	·89	5·64
Union Depot Company (Columbus, Ohio)	–	–	·53	–	–	·53
Wabash Railway	·17	–	–	·03	–	·20
Wheeling & Lake Erie Railway	7·35	–	–	–	–	7·35
Zanesville Terminal Railroad	·15	–	–	·36	·53	1·04
Industrial Track	–	–	–	–	·09	·09
Total trackage rights	822·05	373·90	18·81	46·10	93·77	1,354·63
Total operated mileage	10,940·89	3,728·83	1,707·40	1,626·48	6,800·81	24,804·41

RECAPITULATION

STATE OR PROVINCE	Owned 1st track miles	Owned All tracks miles	Lines operated under lease or contract 1st track miles	Lines operated under lease or contract All tracks miles	Otherwise operated 1st track miles	Otherwise operated All tracks miles	Totals 1st track miles	Totals All tracks miles
New York	2,043·44	5,571·43	700·48	1,726·64	92·10	102·26	2,836·02	7,400·33
Pennsylvania	346·48	685·84	248·98	450·84	229·99	318·69	825·45	1,455·37
Ohio	408·09	1,821·58	1,487·77	3,089·49	200·89	439·38	2,096·75	5,350·45
Indiana	389·60	1,094·34	1,110·81	2,086·13	93·22	149·40	1,593·63	3,329·87
Illinois	137·87	320·28	683·80	1,324·61	65·72	163·98	887·39	1,808·87
Michigan	328·40	449·63	1,290·06	2,572·68	8·68	13·38	1,627·14	3,035·69
Massachusetts	—	—	293·21	895·12	·77	1·24	293·98	896·36
Kentucky	—	—	—	—	2·12	2·86	2·12	2·86
Missouri	—	—	—	—	8·18	16·86	8·18	16·86
New Jersey	—	—	23·27	175·86	—	—	23·27	175·86
West Virginia	—	—	142·94	229·16	104·01	116·09	246·95	345·25
Province of Quebec	—	—	46·56	58·73	14·12	28·24	60·68	86·97
Province of Ontario	—	—	437·08	897·42	2·25	2·25	439·33	899·67
Totals	3,653·88	9,943·10	6,464·96	13,506·68	822·05	1,354·63	10,940·89	24,804·41

*Owned jointly by the N Y C R R Co and the Penn Co ‡Owned jointly with the Chesapeake and Ohio Rwy Co

TRAIN, LOCOMOTIVE AND CAR MILEAGE STATISTICS

INCLUDING ALL LEASED LINES

	1940	1939	Increase	Decrease
TRAIN MILEAGE				
REVENUE SERVICE				
Freight train-miles	34,629,621	31,946,779	2,682,842	
Passenger train-miles (passenger)	38,641,791	37,732,467	909,324	
Passenger train-miles (milk)	480,328	559,652		79,324
Passenger train-miles (other)	3,620,552	3,067,402	553,150	
Total revenue train mileage	77,372,292	73,306,300	4,065,992	
Non-revenue train-miles	1,264,540	1,072,070	192,470	
Total train mileage	78,636,832	74,378,370	4,258,462	
LOCOMOTIVE MILEAGE				
REVENUE SERVICE				
Freight locomotive-miles	39,061,742	35,748,040	3,313,702	
Passenger locomotive-miles (milk)	491,204	583,513		92,309
Passenger locomotive-miles (other)	42,388,456	40,696,049	1,692,407	
Train switching locomotive-miles	5,263,462	4,863,249	400,213	
Yard switching locomotive-miles	26,024,629	23,729,508	2,295,121	
Total revenue locomotive mileage	113,229,493	105,620,359	7,609,134	
Non-revenue locomotive-miles	1,392,938	1,179,707	213,231	
Total locomotive mileage	114,622,431	106,800,066	7,822,365	
CAR MILEAGE				
REVENUE SERVICE				
Freight-train car-miles in freight trains				
Loaded	1,141,541,723	1,038,338,373	103,203,350	
Empty	777,773,852	708,285,931	69,487,921	
Caboose	34,690,349	32,039,945	2,650,404	
Total	1,954,005,924	1,778,664,249	175,341,675	
Freight-train car-miles in passenger trains				
Loaded	605,063	510,388	94,675	
Empty	94,590	100,307		5,717
Caboose	818	458	360	
Total	700,471	611,153	89,318	
Total freight-train car mileage	1,954,706,395	1,779,275,402	175,430,993	
Passenger-train car-miles in passenger trains				
Coaches	93,134,409	85,620,723	7,513,686	
Combination coaches	15,620,378	15,716,333		95,955
Sleeping and parlor cars	120,882,073	123,717,154		2,835,081
Dining, club, lounge and observation cars	24,941,959	23,445,679	1,496,280	
Business cars	1,043,177	1,034,089	9,088	
Other passenger-train cars (milk)	6,910,950	8,038,445		1,127,495
Other passenger-train cars (other)	118,059,386	113,863,435	4,195,951	
Total	380,592,332	371,435,858	9,156,474	
Passenger-train car-miles in freight trains				
Coaches	888,322	809,907	78,415	
Combination coaches	251,245	245,418	5,827	
Sleeping and parlor cars	16,387	21,449		5,062
Dining, club, lounge and observation cars	2,358	1,349	1,009	
Business cars	83,843	86,715		2,872
Other passenger-train cars (milk)	2,338,683	2,453,889		115,206
Other passenger-train cars (other)	3,450,370	3,408,749	41,621	
Total	7,031,208	7,027,476	3,732	
Total passenger-train car mileage	387,623,540	378,463,334	9,160,206	
Total revenue car mileage	2,342,329,935	2,157,738,736	184,591,199	
Non-revenue car-miles	2,500,264	2,476,348	23,916	
Total car mileage	2,344,830,199	2,160,215,084	184,615,115	

The New York Central Railroad Company

FREIGHT AND PASSENGER STATISTICS

FREIGHT	1940	1939	Increase	Decrease
Tons of revenue freight carried	136,549,195	119,293,005	17,256,190	
Tons of company freight carried	13,679,239	12,641,702	1,037,537	
Total tons of freight carried	150,228,434	131,934,707	18,293,727	
Tons of revenue freight carried one mile	29,308,438,658	26,029,141,762	3,279,296,896	
Tons of company freight carried one mile	3,185,106,675	2,916,508,674	268,598,001	
Total tons of freight carried one mile	32,493,545,333	28,945,650,436	3,547,894,897	
Miles of road operated in freight service	10,872·71	10,939·95		67·24
Tons of revenue freight carried one mile per mile of road	2,695,596	2,379,274	316,322	
Tons all freight carried one mile per mile of road	2,988,542	2,645,867	342,675	
Average distance haul of one ton of revenue freight	miles 214·64	miles 218·20		miles 3·56
Average distance haul of one ton of all freight	miles 216·29	miles 219·39		miles 3·10
Average number of tons of revenue freight per train mile	846·34	814·77	31·57	
Average number of tons of all freight per train mile	938·32	906·06	32·26	
Average number of tons revenue freight per loaded car mile	25·66	25·06	·60	
Average number of tons of all freight per loaded car mile	28·45	27·86	·59	
Average number of freight cars per train mile	56·45	55·69	·76	
Average number of loaded cars per train mile	32·98	32·52	·46	
Average number of empty cars per train mile	22·46	22·17	·29	
Total freight revenue	$270,274,027.58	$240,130,664.84	$30,143,362.74	
Average amount received for each ton of freight	$1.98	$2.01		$0.03
Average revenue per ton per mile	cent 0·92	cent 0·92		
Average revenue per mile of road	$24,858.02	$21,949.89	$2,908.13	
Average revenue per train mile	$7.80	$7.52	$0.28	

PASSENGER				
Number of interline passengers carried	2,659,780	2,517,269	142,511	
Number of local passengers carried	16,387,939	14,592,718	1,795,221	
Number of commutation passengers carried	28,484,003	29,360,682		876,679
Total number of revenue passengers carried	47,531,722	46,470,669	1,061,053	
Total number of revenue passengers carried one mile	3,047,294,655	2,898,905,456	148,389,199	
Miles of road operated in passenger service	7,278·94	7,721·10		442·16
Revenue passengers carried one mile per mile of road	418,645	375,452	43,193	
Average distance each revenue passenger carried	miles 64·11	miles 62·38	miles 1·73	
Average number of passengers per train mile	79	77	2	
Average number of passengers per car mile	11·92	11·61	·31	
Average number of passenger-carrying cars per train mile	6·62	6·62		
Average number of cars in passenger trains	8·90	8·98		·08
Total passenger revenue	$59,322,145.25	$61,412,817.38		$2,090,672.13
Average amount received from each passenger	$1.25	$1.32		$0.07
Average revenue per passenger per mile	cents 1·947	cents 2·118		cent 0·171
Total passenger service train revenue	$80,826,203.97	$83,217,484.58		$2,391,280.61
Average passenger service train revenue per mile of road	$11,104.12	$10,777.93	$326.19	
Average passenger service train revenue per train mile	$1.89	$2.01		$0.12

TOTAL TRAFFIC				
Operating revenues	$370,545,874 82	$341,086,708 29	$29,459,166 53	
Operating expenses	278,674,979 67	256,884,231 99	21,790,747 68	
Net operating revenue	$91,870,895 15	$84,202,476 30	$7,668,418 85	
Average mileage of road operated	10,940·89	11,008·13		67·24
Operating revenues per mile of road	$33,867 98	$30,984 98	$2,883 00	
Operating expenses per mile of road	25,470 96	23,335 86	2,135 10	
Net operating revenue per mile of road	$8,397 02	$7,649 12	$747 90	

DESCRIPTION OF REVENUE FREIGHT MOVED IN 1940

NUMBER OF CARLOADS				COMMODITY	NUMBER OF TONS (2,000 pounds)			
Decrease	Increase	1939	1940	PRODUCTS OF AGRICULTURE	1940	1939	Increase	Decrease
2,346		26,863	24,517	Wheat	1,122,420	1,229,171		106,751
1,160		35,411	34,251	Corn	1,511,389	1,558,660		47,271
715		12,609	11,894	Oats	379,612	394,019		14,407
	125	3,875	4,000	Barley and rye	165,191	159,096	6,095	
	35	473	508	Rice	15,188	12,490	2,698	
61		710	649	Grain, N. O. S.	17,663	20,404		2,741
	1,269	41,628	42,897	Flour, wheat	1,150,919	1,105,499	45,420	
304		1,919	1,615	Meal, corn	38,032	47,007		8,975
406		3,181	2,775	Flour and meal, edible, N. O. S.	65,912	76,664		10,752
	1,307	11,359	12,666	Cereal food preparations, edible, N. O. S.	222,349	192,090	30,259	
	1,336	40,265	41,601	Mill products, N. O. S.	998,734	977,533	21,201	
409		7,642	7,233	Hay and alfalfa	97,151	95,842	1,309	
	593	1,215	1,808	Straw	28,093	18,382	9,711	
	24	3,231	3,255	Tobacco, leaf	42,349	39,459	2,890	
	541	2,318	2,859	Cotton in bales	69,097	57,059	12,038	
	64	1,301	1,365	Cotton linters, noils and regins	24,517	23,730	787	
	1	—	1	Cottonseed	18	—	18	
806		1,654	848	Cottonseed meal and cake	20,673	42,536		21,863
686		10,513	9,827	Oranges and grapefruit	177,960	190,986		13,026
21		1,045	1,024	Lemons, limes and citrus fruits, N. O. S.	17,574	17,913		339
768		6,442	5,674	Apples, fresh	77,645	90,172		12,527
	454	10,874	11,328	Bananas	120,975	115,838	5,137	
71		447	376	Berries, fresh	10,395	10,576		181
372		1,317	945	Cantaloupes and melons, N. O. S.	10,882	15,797		4,915
	175	3,047	3,222	Grapes, fresh	55,221	51,869	3,352	
128		1,380	1,252	Peaches, fresh	13,710	15,168		1,458
66		1,642	1,576	Watermelons	20,709	21,592		883
207		1,599	1,392	Fruits, fresh, domestic, N. O. S.	23,006	25,202		2,196
110		576	466	Fruits, fresh, tropical, N. O. S.	5,640	7,636		1,996
	222	14,507	14,729	Potatoes, other than sweet	256,547	257,323		776
741		5,010	4,269	Cabbage	53,474	62,913		9,439
585		7,114	6,529	Onions	85,096	92,622		7,526
788		2,446	1,658	Tomatoes	20,196	29,465		9,269
1,359		15,315	13,956	Vegetables, fresh, N. O. S.	167,713	181,405		13,692
594		4,861	4,267	Beans and peas, dried	116,421	128,180		11,759
	272	867	1,139	Fruits, dried or evaporated	33,249	24,027	9,222	
240		2,031	1,791	Vegetables, dry, N. O. S.	25,678	29,411		3,733
	1,427	5,137	6,564	Vegetable-oil cake and meal, except cottonseed	179,736	132,028	47,708	
24		1,026	1,002	Peanuts	16,029	16,059		30
	279	303	582	Flaxseed	23,901	12,391	11,510	
212		1,861	1,649	Sugar beets	56,531	62,268		5,737
3,091		30,819	27,728	Products of agriculture, N. O. S.	744,795	908,915		164,120
8,146		325,833	317,687	TOTALS	8,282,390	8,549,397		267,007

N. O. S.—Not otherwise specified

DESCRIPTION OF REVENUE FREIGHT MOVED IN 1940 *(continued)*

NUMBER OF CARLOADS				COMMODITY	NUMBER OF TONS (2,000 pounds)			
Decrease	Increase	1939	1940	ANIMALS AND PRODUCTS	1940	1939	Increase	Decrease
	67	1,014	1,081	Horses, mules, ponies and asses	12,901	12,081	820	
773		17,011	16,238	Cattle and calves, single-deck	193,375	203,955		10,580
32		919	887	Calves, double-deck	11,319	11,778		459
	59	563	622	Sheep and goats, single-deck	3,875	3,697	178	
	376	5,065	5,441	Sheep and goats, double-deck	53,456	49,462	3,994	
	612	1,865	2,477	Hogs, single-deck	19,585	15,053	4,532	
	4,743	24,538	29,281	Hogs, double-deck	369,934	310,736	59,198	
	4,041	57,241	61,282	Fresh meats, N. O. S.	720,924	666,657	54,267	
	431	6,892	7,323	Meats, cured, dried or smoked	114,398	101,332	13,066	
66		285	219	Butterine and margarine	2,639	3,390		751
136		4,853	4,717	Packing-house products, edible, N. O. S. not including canned meats	80,306	76,818	3,488	
206		2,511	2,305	Poultry, live	18,759	20,078		1,319
238		7,819	7,581	Poultry, dressed	91,372	93,375		2,003
701		6,852	6,151	Eggs	72,496	80,303		7,807
176		9,064	8,888	Butter	112,344	114,828		2,484
	214	2,619	2,833	Cheese	36,904	34,704	2,200	
889		5,844	4,955	Wool	69,594	79,114		9,520
297		5,105	4,808	Hides, green	111,529	117,022		5,493
66		909	843	Leather	14,442	16,189		1,747
120		2,177	2,057	Fish or sea-animal oil	53,591	57,116		3,525
	33	27	60	Animals, live, N. O. S.	501	253	248	
32		8,814	8,782	Animal products, N. O. S. (other than fertilizers and fertilizer materials)	211,035	207,866	3,169	
	6,844	171,987	178,831	TOTALS	2,375,279	2,275,807	99,472	
				PRODUCTS OF MINES				
	9,157	119,545	128,702	Anthracite coal	5,928,139	5,474,488	453,651	
	123,779	929,062	1,052,841	Bituminous coal	57,275,376	50,131,671	7,143,705	
	13,678	44,918	58,596	Coke	1,990,405	1,516,909	473,496	
	28,233	80,804	109,037	Iron ore	8,107,992	5,959,929	2,148,063	
169		300	131	Copper ore and concentrates	5,268	17,206		11,938
18		121	103	Lead ore and concentrates	5,309	6,105		796
	98	1,919	2,017	Zinc ore and concentrates	111,218	106,322	4,896	
	4,354	7,023	11,377	Ores and concentrates, N. O. S.	651,763	411,440	240,323	
	5,125	20,432	25,557	Gravel and sand (other than glass or molding)	1,445,740	1,179,170	266,570	
1,076		14,023	12,947	Stone, broken, ground or crushed	744,991	820,948		75,957
	195	2,873	3,068	Stone, rough, N. O. S.	126,966	113,317	13,649	
240		1,374	1,134	Stone, finished, N. O. S.	35,518	41,768		6,250
	546	20,939	21,485	Petroleum, crude	769,166	717,083	52,083	
	2,274	17,382	19,656	Asphalt (natural, by product or petroleum)	703,966	623,732	80,234	
	676	11,313	11,989	Salt	438,916	404,884	34,032	
	178	877	1,055	Phosphate rock, crude (ground or not ground)	49,729	42,020	7,709	
	339	1,568	1,907	Sulphur (brimstone)	85,026	65,054	19,972	
	7,878	71,149	79,027	Products of mines, N. O. S.	4,120,029	3,581,834	538,195	
	195,007	1,345,622	1,540,629	TOTALS	82,595,517	71,213,880	11,381,637	

N. O. S.—Not otherwise specified

DESCRIPTION OF REVENUE FREIGHT MOVED IN 1940 (*continued*)

NUMBER OF CARLOADS				COMMODITY	NUMBER OF TONS (2,000 pounds)			
Decrease	Increase	1939	1940	PRODUCTS OF FORESTS	1940	1939	Increase	Decrease
	81	1,238	1,319	Logs	33,960	32,993	967	
674		4,163	3,489	Posts, poles and piling	93,816	113,734		19,918
	2	110	112	Wood (fuel)	3,160	2,671	489	
	137	1,271	1,408	Ties, railroad	40,151	36,555	3,596	
	1,588	4,555	6,143	Pulp wood	156,293	126,275	30,018	
	10,470	63,237	73,707	Lumber, shingles and lath	1,951,051	1,638,579	312,472	
	1,055	8,129	9,184	Box, crate and cooperage materials	176,767	162,506	14,261	
	915	1,423	2,338	Veneer and built-up wood	59,613	35,499	24,114	
	157	1,685	1,842	Rosin	46,562	43,706	2,856	
	20	517	537	Turpentine	11,967	11,739	228	
	1,076	4,403	5,479	Crude rubber (not reclaimed)	178,613	144,647	33,966	
	2,495	8,199	10,694	Products of forests, N. O. S.	185,889	141,068	44,821	
	17,322	98,930	116,252	TOTALS	2,937,842	2,489,972	447,870	
				MANUFACTURES AND MISCELLANEOUS				
2,527		86,327	83,800	Petroleum oils, refined, and all other gasolines	2,370,307	2,429,373		59,066
	3,363	20,281	23,644	Fuel, road and petroleum residual oils, N. O. S.	741,049	633,444	107,605	
1,308		15,127	13,819	Lubricating oils and greases	301,499	329,915		28,416
22		1,740	1,718	Petroleum products, N. O. S.	39,699	40,200		501
28		1,610	1,582	Cottonseed oil	44,119	45,549		1,430
	121	1,324	1,445	Linseed oil	39,099	35,535	3,564	
	995	3,992	4,987	Vegetable oils, N. O. S.	143,471	116,475	26,996	
	505	10,170	10,675	Sugar (beet or cane)	328,476	322,143	6,333	
	69	1,882	1,951	Table sirups and edible molasses	56,168	56,122	46	
	271	1,215	1,486	Molasses, blackstrap and beet residual	67,460	54,726	12,734	
	2,077	8,636	10,713	Iron, pig	590,818	481,063	109,755	
	11,725	5,302	17,027	Iron and steel, rated 6th class in official classification, N. O. S.	893,775	245,004	648,771	
	231	1,818	2,049	Rails, fastenings, frogs and switches	78,496	68,468	10,028	
	125	2,634	2,759	Cast-iron pipe and fittings	66,571	61,971	4,600	
	4,272	20,588	24,860	Iron and steel pipe and fittings, N. O. S.	738,733	606,311	132,422	
	669	11,809	12,478	Iron and steel: Nails and wire, not woven	317,067	302,635	14,432	
	29,199	112,620	141,819	Iron and steel, rated 5th class in official classification, N. O. S. (also tin and terne plate)	4,721,278	3,608,152	1,113,126	
	248	1,759	2,007	Copper: Ingot, matte and pig	96,734	84,314	12,420	
	1,348	3,130	4,478	Copper, brass and bronze: Bar, sheet and pipe	153,875	105,309	48,566	
	1,316	5,595	6,911	Lead and zinc: Ingot, pig or bar	304,788	245,686	59,102	
	453	1,148	1,601	Aluminum: Ingot, pig or slab	60,757	40,764	19,993	
	6,910	24,487	31,397	Machinery and boilers	549,124	427,737	121,387	
	7,089	58,899	65,988	Cement, natural or Portland (building)	2,443,025	2,001,611	441,414	
692		6,600	5,908	Brick, common	296,843	331,612		34,769
775		16,325	15,550	Brick, N. O. S., and building tile	565,934	583,324		17,390
373		1,670	1,297	Artificial stone, N. O. S.	35,086	45,615		10,529
	1,310	18,636	19,946	Lime, common (quick or slaked)	526,046	483,717	42,329	
		445 324	511,895	*Carried forward*	16,570,297	13,786,775		

N. O. S.—Not otherwise specified

DESCRIPTION OF REVENUE FREIGHT MOVED IN 1940 (*concluded*)

NUMBER OF CARLOADS				COMMODITY	NUMBER OF TONS (2,000 pounds)			
Decrease	Increase	1939	1940	MANUFACTURES AND MISCELLANEOUS (*concluded*)	1940	1939	Increase	Decrease
		445,324	511,895	*Brought forward*	16,570,297	13,786,775		
	410	14,129	14,539	Plaster (stucco or wall) and dry kalsomine	336,214	322,851	13,363	
452		5,377	4,925	Sewer pipe and drain tile (not metal)	82,906	91,325		8,419
	279	8,265	8,544	Agricultural implements and parts, N. O. S.	127,905	121,121	6,784	
	48	105	153	Vehicles, horse-drawn, and parts, N. O. S.	2,178	1,398	780	
	398	2,782	3,180	Tractors and parts	43,701	38,640	5,061	
	703	1,054	1,757	Railway car wheels, axles and trucks	57,653	33,081	24,572	
	21,047	97,787	118,834	Automobiles (passenger)	725,773	582,121	143,652	
	5,143	5,825	10,968	Autotrucks	91,109	47,964	43,145	
	23,083	66,967	90,050	Automobiles and autotrucks, knocked down, and parts, N. O. S.	1,492,118	1,125,304	366,814	
	749	12,847	13,596	Automobile and autotruck tires	198,045	186,311	11,734	
	1,028	1,914	2,942	Furniture, metal	32,367	20,869	11,498	
	929	8,252	9,181	Furniture, other than metal	72,618	65,966	6,652	
224		17,435	17,211	Beverages	391,182	386,445	4,737	
72		795	723	Ice	24,355	27,105		2,750
	84	24,234	24,318	Fertilizers, N. O. S.	774,565	723,082	51,483	
	5,402	24,737	30,139	Newsprint paper	826,811	675,617	151,194	
711		20,635	19,924	Printing paper, N. O. S.	447,065	460,983		13,918
	2,181	7,498	9,679	Alcohol, denatured or wood	228,857	168,542	60,315	
	229	3,054	3,283	Sulphuric acid	162,556	154,225	8,331	
	540	1,025	1,565	Explosives, N. O. S.	32,121	18,243	13,878	
	293	5,124	5,417	Cotton cloth and cotton fabrics, N. O. S.	72,228	67,587	4,641	
	68	1,751	1,819	Bagging and bags, burlap, gunny or jute	33,253	31,223	2,030	
	1,144	35,266	36,410	Canned food products, N. O. S.	818,747	786,544	32,203	
115		2,632	2,517	Tobacco, manufactured products	48,451	50,939		2,488
	361	2,214	2,575	Paints in oil and varnishes	54,656	47,668	6,988	
	519	1,898	2,417	Furnace slag	137,964	101,091	36,873	
	5,574	25,487	31,061	Scrap iron and scrap steel	1,316,778	1,078,650	238,128	
146		15,294	15,148	Paper bags and wrapping paper	328,892	331,383		2,491
	2,701	28,068	30,769	Paperboard, pulpboard and wallboard (paper)	638,983	572,471	66,512	
470		9,225	8,755	Building paper and prepared roofing materials	180,661	194,886		14,225
	455	2,225	2,680	Building woodwork (millwork)	52,024	42,918	9,106	
280		9,380	9,100	Soap and washing compounds	193,127	205,565		12,438
233		1,444	1,211	Glass, flat, other than plate	31,755	37,524		5,769
1,336		19,314	17,978	Glass: Bottles, jars and jelly glasses	311,958	340,411		28,453
	61,458	487,781	549,239	Manufactures and miscellaneous, N. O. S.	11,702,214	10,292,783	1,409,431	
	197,358	1,417,144	1,614,502	TOTALS	38,642,087	33,219,611	5,422,476	
	408,385	3,359,516	3,767,901	GRAND TOTAL, CARLOAD TRAFFIC	134,833,115	117,748,667	17,084,448	
				All L. C. L. freight	1,716,080	1,544,338	171,742	
				GRAND TOTAL, CARLOAD AND L. C. L. TRAFFIC	136,549,195	119,293,005	17,256,190	

N. O. S.—Not otherwise specified

CONDENSED INCOME ACCOUNT FOR THE CALENDAR

	1931	1932	1933
RAILWAY OPERATING REVENUES:			
Freight	$245,897,087	$193,328,132	$194,286,544
Passenger	86,304,508	60,151,922	53,231,808
All Other	49,988,588	40,156,086	35,822,750
Total Railway Operating Revenues	$382,190,183	$293,636,140	$283,341,102
RAILWAY OPERATING EXPENSES:			
Maintenance	$129,901,778	$ 93,073,110	$ 84,621,673
Transportation	146,301,549	110,546,897	101,722,945
All Other	30,862,354	23,556,613	21,578,676
Total Railway Operating Expenses	$307,065,681	$227,176,620	$207,923,294
NET REVENUE FROM RAILWAY OPERATIONS	$ 75,124,502	$ 66,459,520	$ 75,417,808
Railway Tax Accruals (Note A)	$ 32,215,329	$ 30,083,642	$ 26,456,636
Uncollectible Railway Revenues	102,942	90,672	173,396
RAILWAY OPERATING INCOME	$ 42,806,231	$ 36,285,206	$ 48,787,776
Equipment Rents, Net	$ 11,772,768	$ 11,281,581	$ 11,592,638
Joint Facility Rents, Net	2,957,885	4,190,638	3,925,975
NET RAILWAY OPERATING INCOME	$ 28,075,578	$ 20,812,987	$ 33,269,163
OTHER INCOME			
Revenues from Miscellaneous Operations	$ 909,761	$ 745,324	$ 683,664
Income from Lease of Road and Equipment	162,613	126,361	131,178
Miscellaneous Rent Income	5,993,994	4,785,432	4,182,542
Miscellaneous non-operating Physical Property	3,664,354	3,545,802	2,594,911
Separately Operated Properties—Profit	336,321	139,479	385,163
Dividend Income (Note C)	16,143,262	6,817,340	6,594,447
Income from Funded Securities	5,504,934	5,218,299	5,081,152
Income from Unfunded Securities and Accounts	3,566,470	2,562,573	2,079,936
Income from Sinking and other Reserve Funds	187,566	186,309	185,648
Release of Premiums on Funded Debt	31,057	33,411	30,911
Miscellaneous Income	144,670	207,175	121,560
TOTAL OTHER INCOME	$ 36,645,002	$ 24,367,505	$ 22,071,112
TOTAL INCOME	$ 64,720,580	$ 45,180,492	$ 55,340,275
MISCELLANEOUS DEDUCTIONS FROM INCOME			
Expenses of Miscellaneous Operations	$ 764,518	$ 618,797	$ 491,175
Taxes on Miscellaneous Operating Property	64,192	64,673	57,800
Miscellaneous Rents	1,495,709	1,504,887	1,250,090
Miscellaneous Tax Accruals	1,936,442	2,515,288	400,370
Separately Operated Properties—Loss	114,194	93,907	41,436
Maintenance of Investment Organization	14,922	18,251	11,176
Miscellaneous Income Charges	781,153	152,882	131,556
Total Miscellaneous Deductions	$ 5,171,130	$ 4,968,685	$ 2,383,603
INCOME AVAILABLE FOR FIXED CHARGES	$ 59,549,450	$ 40,211,807	$ 52,956,672
FIXED CHARGES			
Rent for Leased Roads and Equipment	$ 26,383,109	$ 25,659,830	$ 26,423,122
Interest on Funded Debt	28,159,311	28,348,690	28,153,486
Interest on Unfunded Debt	2,067,980	3,988,230	3,792,578
Amortization of Discount on Funded Debt	508,949	471,457	—
Total Fixed Charges	$ 57,119,349	$ 58,468,207	$ 58,369,186
NET INCOME	$ 2,430,101	$ *18,256,400*(*)	$ *5,412,514*(*)
DISPOSITION OF NET INCOME			
Income Applied to Sinking and Other Reserve Funds	$ 119,913	$ 65,418	—
Income Appropriated for Investment in Physical Property	100	—	—
Miscellaneous Appropriations of Income	834	4,732	—
Total Appropriations of Income	$ 120,847	$ 70,150	—
INCOME BALANCE TRANSFERRED TO PROFIT AND LOSS	$ 2,309,254	$ *18,326,550*(*)	$ *5,412,514*(*)
Equipment Depreciation Charges Included in Expenses	$ 25,958,650	$ 13,979,816	$ 6,439,095
Equipment Retirement Charges Included in Expenses	440,823	9,143,295	8,200,278
Total	$ 26,399,473	$ 23,123,111	$ 14,639,373
Included in Other Income and Rent for Leased Roads and Equipment are certain inter-company transactions representing credits and corresponding debits amounting to	$ 5,909,016	$ 5,900,105	$ 6,017,006

(cr)—Credit. (*)—Italics indicate deficit.

See pages 52 and 53 for notes.

YEARS 1931 TO 1940, INCLUSIVE.

1934	1935	1936	1937	1938	1939	1940
$204,155,074	$218,260,324	$257,714,419	$257,541,451	$202,781,708	$240,130,665	$270,274,028
54,752,612	55,292,024	62,575,824	66,405,564	60,313,894	61,412,817	59,322,145
36,177,195	36,640,632	40,773,629	42,279,111	35,585,593	39,543,226	40,949,702
$295,084,881	$310,192,980	$361,063,872	$366,226,126	$298,681,195	$341,086,708	$370,545,875
$ 91,753,219	$ 96,776,251	$113,279,032	$120,561,963	$ 92,530,165	$106,810,115	$117,444,328
109,968,199	117,380,073	131,318,812	139,560,843	123,265,821	128,370,420	139,498,310
22,450,342	23,041,131	24,232,592	23,877,633	21,706,397	21,703,697	21,732,342
$224,171,760	$237,197,455	$268,830,436	$284,000,439	$237,502,383	$256,884,232	$278,674,980
$ 70,913,121	$ 72,995,525	$ 92,233,436	$ 82,225,687	$ 61,178,812	$ 84,202,476	$ 91,870,895
$ 24,836,981	$ 20,619,432	$ 30,812,037 (Note D)	$ 32,160,527	$ 32,723,605	$ 31,735,690	$ 33,476,019
178,056	162,208	—	—	—	—	—
$ 45,898,084	$ 52,213,885	$ 61,421,399	$ 50,065,160	$ 28,455,207	$ 52,466,786	$ 58,394,876
$ 11,980,673	$ 11,676,501	$ 12,424,248	$ 10,722,838	$ 10,106,754	$ 11,810,198	$ 11,636,288
4,756,483	3,788,860	3,718,524	3,314,055	2,765,977	3,353,161	2,706,151
$ 29,160,928	$ 36,748,524	$ 45,278,627	$ 36,028,267	$ 15,582,476	$ 37,303,427	$ 44,052,437
$ 834,820	$ 615,952	$ 655,614	$ 710,121	$ 551,439	$ 587,800	$ 596,741
139,008	157,484	632,230	551,341	487,236	291,670	263,004
4,989,741	3,305,336	3,471,038	3,525,523	3,356,661	3,337,657	3,721,045
1,937,052	918,242	1,225,304	1,335,228	1,326,068	1,182,513	1,877,441
348,653	614,400	695,862	527,220	288,047	656,338	856,730
7,387,682	10,695,431	9,088,453	11,675,123	5,455,252	6,460,071	6,579,040
6,009,558	5,395,959	5,098,430	4,654,455	3,233,526	3,913,321	4,032,287
1,884,302	1,249,450	1,308,541	1,136,281	359,680	281,887	128,112
169,105	160,123	114,102	77,870	65,561	68,884	69,686
28,414	—	—	—	—	—	—
328,319	142,417	175,887	74,234	50,196	113,280	59,030
$ 24,056,654	$ 23,254,794	$ 22,465,461	$ 24,317,396	$ 15,173,666	$ 16,893,421	$ 18,183,116
$ 53,217,582	$ 60,003,318	$ 67,744,088	$ 60,345,663	$ 30,756,142	$ 54,196,848	$ 62,235,553
$ 587,881	$ 504,881	$ 502,607	$ 552,459	$ 434,718	$ 422,370	$ 443,883
52,166	57,255	56,631	72,275	76,719	79,216	76,964
1,046,525	840,401	572,322	627,011	514,545	463,396	484,472
444,534	84,082	352,349	359,929	427,254	423,329	509,854
12,948	7,448	7,509	648	18,919	26,361	22,776
14,700	25,814	—	—	—	—	—
132,624	Cr 2,953	177,945	183,665	207,580	169,496	449,666
$ 2,291,378	$ 1,516,928	$ 1,669,363	$ 1,795,987	$ 1,679,735	$ 1,584,168	$ 1,987,615
$ 50,926,204	$ 58,486,390	$ 66,074,725	$ 58,549,676	$ 29,076,407	$ 52,612,680	$ 60,247,938
$ 26,282,478	$ 26,366,303	$ 26,707,627	$ 25,163,019	$ 22,472,195	$ 22,059,323	$ 21,724,402
28,744,885	28,549,102	28,777,854	26,404,466	25,297,503	25,005,580	25,283,482
3,581,176	3,455,939	1,656,069	629,579	1,461,066	1,038,541	1,974,970
—	—	—	—	—	—	—
$ 58,608,539	$ 58,371,344	$ 57,141,550	$ 52,197,064	$ 49,230,764	$ 48,103,444	$ 48,982,854
$ *7,682,385*(*)	$ 115,046	$ 8,933,175	$ 6,352,612	$ *20,154,357* (*)	$ 4,509,236	$ 11,265,084
—	—	—	—	—	—	—
—	—	—	—	—	—	—
—	—	—	—	—	—	—
—	—	—	—	—	—	—
$ *7,682,385*(*)	$ 115,046	$ 8,933,175	$ 6,352,612	$ *20,154,357* (*)	$ 4,509,236	$ 11,265,084
$ 14,808,074	$ 16,664,076 (Note B)	$ 16,225,349	$ 16,111,419	$ 16,106,283	$ 15,926,938	$ 15,989,969
92,094	30,172	552,806	501,012	335,990	356,625	243,583
$ 14,900,168	$ 16,694,248	$ 16,778,155	$ 16,612,431	$ 16,442,273	$ 16,283,563	$ 16,233,552
$ 6,621,131	$ 6,355,145	$ 6,129,779	$ 5,703,048	$ 3,990,620	$ 3,920,865	$ 4,331,859

See pages 52 and 53 for notes.

NOTE A.—The Company makes provision for taxes by accruals of monthly charges against income on the basis of best estimates available as to the amounts ultimately to be paid. As taxes are paid, adjustments are made in the charges to income in order to reflect in the income account the differences between accruals previously made and the amounts actually paid. For the year 1936 includes accruals in connection with Railroad Retirement Act and Unemployment Insurance in the aggregate amount of $6,499,788, for 1937 $8,635,293, for 1938, $8,934,036, for 1939, $9,709,498 and for 1940, $10,792,062.

NOTE B.—Beginning with the year 1935 rates for depreciation were changed to conform with the composite rates approved by the Interstate Commerce Commission for the New York Central under Docket No. 15,100 which for the year 1940 were: Steam locomotives 3.15%, Other locomotives 2.63%, Freight train cars 2.79%, Passenger train cars 2.38%, Floating equipment 2.40%, Work equipment 3.75% and Miscellaneous equipment 6.96%.

STATEMENT OF PROFIT AND LOSS ACCOUNT FOR

	1931	1932	1933
CREDIT BALANCE AT BEGINNING OF YEAR	$286,783,925.88	$267,691,835.49	$238,624,521.10
CREDITS:			
Credit Balance Transferred from Income for Year	$ 2,309,254.34	—	—
Credits from Retired Road and Equipment	104,116.78	$ 5,085,978.09	$ 49,161.74
Unrefundable Overcharges	65,879.81	20,598.99	26,970.57
Donations	549,998.27	14,761.21	15,350.51
Other Miscellaneous Credits	916,479.20	100,117.61	116,906.02
TOTAL CREDITS	$ 3,945,728.40	$ 5,221,455.90	$ 208,388.84
DEBITS:			
Debit Balance Transferred from Income for Year	—	$ 18,326,550.12	$ 5,412,513.71
Dividend Appropriations	$ 19,970,304.81	—	—
Surplus Appropriated for Investment in Physical Property	673,502.64	17,610.70	4,628,657.58
Debits from Retired Road and Equipment (Note A)	2,062,735.11	894,561.04	2,537,057.42
Other Miscellaneous Debits	331,276.23	15,050,048.43 (Note B)	273,042.05
TOTAL DEBITS	$ 23,037,818.79	$ 34,288,770.29	$ 12,851,270.76
CREDIT BALANCE AT END OF YEAR	$267,691,835.49	$238,624,521.10	$225,981,639.18

* Debit.

NOTE A.—For the year 1936 and subsequent thereto represents ledger value, less net salvage recovered, of roadway property not required for transportation service retired during the year.

NOTE B.—Includes $13,100,659.54 representing unamortized discount, commission and expenses on funded debt. Prior to 1932 it was the Company's policy to amortize debt discount and expense over the life of the debt concerned by charges to income and since that time it has been and now is the policy to charge debt discount and expense directly to profit and loss when incurred.

NOTE C.—Dividends received from subsidiaries (Companies of which The New York Central Railroad Company owns more than 50% of the capital stock) and the equity of The New York Central Railroad Company in the net income of such companies in each of the years 1931 to 1940, were:

Year	Dividends received from Subsidiaries	Equity of the N.Y.C. R.R. Co. in net income of Subsidiaries
1931	$9,634,715	$2,895,749
1932	1,415,385	1,311,275
1933	1,380,960	1,996,785
1934	1,431,960	2,542,104
1935	4,892,444	2,085,098
1936	2,870,706	3,838,167
1937	5,695,392	3,312,492
1938	759,472	1,002,723
1939	1,698,944	2,102,587
1940	2,386,912	2,551,333
Total	$32,166,890	$23,638,313

NOTE D.—Beginning January 1, 1936, uncollectible railway revenue is charged against the appropriate operating revenue accounts.

TEN-YEAR PERIOD 1931 TO 1940, INCLUSIVE

1934	1935	1936	1937	1938	1939	1940
$225,981,639.18	$199,899,462.26	$195,968,343.44	$ 189,128,381.65	$194,657,969.49	$172,310,113.27	$170,777,952.50
—	$ 115,045.54	$ 8,933,174.98	$ 6,352,611.95	—	$ 4,509,235.64	$ 11,265,084.18
$ 156,846.98	*4,103.04**	353,448.55	91,748.10	$ 116,843.82	21,664.34	34,510.82
25,764.65	33,173.60	—	—	—	—	—
30,786.40	3,328.68	17,537.66	*15,033.48**	16,945.98	10,995.58	9,546.50
564,845.39	2,113,389.21	1,819,579.58	6,941,711.76 (Note D)	1,608,376.95 (Note E)	466,569.77	372,631.48
$ 778,243.42	$ 2,260,833.99	$ 11,123,740.77	$ 13,371,038.33	$ 1,742,166.75	$ 5,008,465.33	$ 11,681,772.98
$ 7,682,334.56	—	—	—	$ 20,154,357.20	—	—
—	—	—	—	—	—	—
28,395.00	$ 107,538.20	$ 153,565.79	$ 46,348.62	409,790.70	$ 23,998.05	$ 112,626.29
3,234,012.04	4,748,854.20	14,406,946.27	6,441,703.49	3,216,831.22	5,437,031.62	3,255,377.70
15,915,678.74 (Note C)	1,335,560.41	3,403,190.50	1,353,398.38	309,043.85	1,079,596.43	1,012,278.65
$ 26,860,420.34	$ 6,191,952.81	$ 17,963,702.56	$ 7,841,450.49	$ 24,090,022.97	$ 6,540,626.10	$ 4,380,282.64
$199,899,462.26	$195,968,343.44	$189,128,381.65	$194,657,969.49	$ 172,310,113.27	$170,777,952.50	$178,079,442.84

NOTE C.—By authority of the Interstate Commerce Commission charges aggregating $14,907,366.73 in connection with the voluntary retirement of equipment, instead of being included in operating expenses for the year, were carried directly to profit and loss.

NOTE D.—Includes reversal of accruals to December 31, 1936, for Excise Tax account Railroad Retirement Act of 1935, repealed, $4,781,496.45 and balance of pension reserves accrued in 1925–1926 and 1927 not required account Railroad Retirement Act of 1937, $1,641,391.59.

NOTE E.—Includes $1,120,270.42 representing adjustment of advances to the Pittsburgh, McKeesport and Youghiogheny Railroad Company for equipment charged to "Income prior to July 1, 1907."

SOURCES AND DISPOSITION OF RAILWAY REVENUE

Our gross revenue of $370,545,874.82 came from the following sources:

Transportation of		
Freight	$270,274,027.58	72.94%
Passenger	$59,322,145.25	16.01%
Mail and Express	$19,117,063.09	5.16%
All other	$21,832,638.90	5.89%

and was disposed of as follows:

Wages	$176,563,178.07	47.65%
Fuel, materials, supplies, and services	$86,121,832.21	23.24%
Equipment depreciation	$15,989,969.39	4.32%
Taxes	$33,476,018.75	9.03%
Rent for equipment and facilities of others in excess of rent due us	$14,342,439.37	3.87%
Left for leased line rentals, interest on borrowed money, and other corporate purposes	$44,052,437.03	11.89%

The New York Central Railroad Company

Capital Stock of Lessor Companies

December 31, 1910

Name of Lessor Company	Class of Stock	Total Par Value	Total Par Value		
			Held by New York Central	Held by Lessor and Controlled Companies	Held by the Public
Beech Creek Railroad Co	Capital	$6,000,000	$1,250	$50,000	$5,948,750
Beech Creek Extension Railroad Co.	Capital	5,179,000	5,179,000		
Boston and Albany Railroad Co.	Capital	25,000,000			25,000,000
North Brookfield Railroad Co.	Capital	100,000			100,000
Pittsfield and North Adams Railroad Co.	Capital	450,000	72,200		377,800
Providence, Webster and Springfield R. R. Co.	Capital	160,000			160,000
Ware River Railroad Co.	Capital	750,000			750,000
Cleveland, Cincinnati, Chicago and St. Louis Railway Co.	Common	47,028,800	46,302,100	55,300	671,400
	Preferred	9,998,500	8,516,600		1,481,900
Central Railroad Company of Indianapolis	Capital	60,000			60,000
Chicago, Kalamazoo and Saginaw Railway Co.	Capital	450,000	180,000	270,000	
Detroit, Hillsdale and South Western Railroad Co.	Capital	1,350,000			1,350,000
Erie and Kalamazoo Railroad Co.	Capital	300,000			300,000
Fort Wayne and Jackson Railroad Co.	Common	436,132			436,132
	Preferred	2,291,416			2,291,416
Hudson River Connecting Railroad Corp.	Capital	250,000	250,000		
Hudson River Bridge Company at Albany	Capital	500,000	375,000	125,000	
Kalamazoo, Allegan and Grand Rapids R. R. Co.	Capital	610,000			610,000
Lake Erie, Alliance and Wheeling Railroad Co.	Capital	3,000,000	3,000,000		
Lansing Manufacturers Railroad	Capital	100,000	50,000	50,000	
Lansing Transit Railway Co.	Capital	2,000	1,000	1,000	
Mahoning Coal Railroad Co.	Common	1,500,000	926,600		573,400
	Preferred	661,367	522,650		138,717
Mahoning and Shenango Valley Railway Co.	Capital	120,000		120,000	
Shenango Valley Railroad Co.	Capital	60,000		60,000	
Stewart Railroad Co.	Capital	7,700		7,700	
Michigan Central Railroad Co.	Capital	18,736,400	18,632,300	4,300	99,800
Battle Creek and Sturgis Railway Co.	Capital	500,000	82,500	417,500	
Canada Southern Railway Co.	Capital	15,000,000		8,344,900	6,655,100
Detroit Manufacturers Railroad	Capital	300,000		177,300	122,700
Detroit, Toledo and Milwaukee Railroad Co.	Capital	1,060,000	530,000	530,000	
Detroit River Tunnel Company	Capital	3,000,000		3,000,000	
Joliet and Northern Indiana Railroad Co.	Capital	300,000		300,000	
Niagara River Bridge Company	Capital	700,000		700,000	
New York and Harlem Railroad Co.	Common	8,656,050	5,714,900		2,941,150
	Preferred	1,343,950	1,155,600		188,350
New Jersey Junction Railroad Co.	Capital	100,000	100,000		
Nicholas, Fayette and Greenbrier Railroad Co.	Capital	7,471,800	3,735,900		3,735,900(*)
Ottawa and New York Railway Co.	Capital	1,000,000	1,000,000		
St. Joseph, South Bend and Southern Railroad Co.	Common	500,000			500,000
	Preferred	250,000			250,000
St. Lawrence & Adirondack Railway Co.	Capital	1,615,000	1,615,000		
Troy and Greenbush Railroad Association	Capital	275,000			275,000
Toledo and Ohio Central Railway Co.	Common	5,846,300	5,846,300		
	Preferred	3,701,400	3,701,400		
Wallkill Valley Railroad Co.	Capital	330,000		330,000	
West Shore Railroad Co.	Capital	10,000,000	10,000,000		
	Total	$187,050,815	$117,490,300	$14,543,000	$55,017,515

(*) Held by Chesapeake and Ohio Railway Company.

STATEMENT OF FUNDED DEBT AND OBLIGATIONS OF LESSOR COMPANIES AND CERTAIN WHO
OF OBLIGATIONS IN THE TREASURY OF THE NEW YORK CENTRAL RAILROAD COMP
OTHER INDEBTEDNES

Lessor Companies	Designation of Obligation	Due	Principal Amount	Held by Pu
Battle Creek & Sturgis Ry. Co.	First mortgage bonds, 3%	Dec. 1, 1989	$500,000 00	$476,000
Beech Creek Extension R. R. Co.	First mortgage bonds, 3½%	April 1, 1951	3,500,000 00	3,500,000
Boston and Albany R. R. Co.	Improvement bonds, 5%	June 1, 1942	1,000,000 00	1,000,000
	Main Line First mortgage bonds, series A, 4½%	April 1, 1943	9,000,000 00	9,000,000
	Terminal bonds, 3½%	Jan. 1, 1951	1,000,000 00	1,000,000
	Refunding bonds, 3½%	April 1, 1952	3,858,000 00	3,858,000
	Refunding bonds, 5%	Oct. 1, 1963	3,627,000 00	3,627,000
	Improvement bonds, 4¼%	Aug. 1, 1978	5,700,000 00	5,700,000
Clev., Cin., Chicago and St Louis Ry. Co.	Refunding & Imp. mortgage bonds series E, 4½%	July 1, 1977	43,706,000 00	43,706,000
	St. Louis Division trust bonds, 4%	Nov. 1, 1990	10,000,000 00	7,660,000
	Cin. Wabash & Mich. Div. mtg. bonds, 4%	July 1, 1991	4,000,000 00	4,000,000
	General mortgage gold bonds, 4%	June 1, 1993	28,579,000 00	28,579,000
	General mortgage gold bonds, 5%	June 1, 1993	4,488,600 00	4,161,000
Chi., Ind. & St. Louis Short Line Ry. Co.	First mortgage bonds, 4%	April 1, 1953	3,000,000 00	3,000,000
Cincinnati Northern R. R. Co.	First mortgage bonds, 4%	July 1, 1951	1,000,000 00	419,000
Michigan Central R. R. Co.	First mortgage bonds, 3½%	May 1, 1952	18,000,000 00	18,000,000
	Refunding & Imp. mortgage bonds series C, 4½%	Jan. 1, 1979	11,634,000 00	11,634,000
Jackson, Lansing & Saginaw R. R. Co.	First mortgage bonds, 3½%	Sept. 1, 1951	1,692,000 00	1,692,000
Toledo Canada Southern & Detroit Ry. Co.	First mortgage bonds, 4%	Jan. 1, 1956	3,100,000 00	3,100,000
Joliet & Northern Indiana R. R. Co.	First mortgage bonds, 4%	July 10, 1957	1,500,000 00	1,500,000
Grand River Valley R. R. Co.	First mortgage bonds, 4%	Sept. 1, 1959	1,500,000 00	1,500,000
Bay City & Battle Creek Ry. Co.	First mortgage bonds, 3%	Dec. 1, 1989	49,000 00	49,000
Canada Southern Ry. Co.	First & refunding mortgage bonds, 5%	Oct. 1, 1962	29,235,000 00	29,235,000
	Leamington & St. Clair first mortgage bonds, 4%	Oct. 1, 1945	130,000 00	130,000
Detroit River Tunnel Co.	First mortgage bonds, 4½%	May 1, 1961	18,000,000 00	18,000,000

OWNED SUBSIDIARIES OUTSTANDING IN THE HANDS OF THE PUBLIC AS OF DECEMBER 31, 1940, EXCLUSIVE OR OF ITS LESSOR COMPANIES OR PLEDGED TO SECURE OTHER INDEBTEDNESS, WHICH INCLUDED IN THE TABLE

Lessor Companies (concluded)	Designation of Obligation	Due	Principal Amount	Held by Public
New Jersey Junction R. R. Co.	First mortgage bonds, 4%	Feb. 1, 1986	$1,700,000 00	$1,700,000 00
New York & Harlem R. R. Co.	Gold mortgage bonds, 3½%	May 1, 2000	12,000,000 00	12,000,000 00
Toledo and Ohio Central Ry. Co.	First mortgage bonds (St. Mary's division), 4%	Feb. 1, 1951	500,000 00	500,000 00
	Refunding and improvement mortgage bonds, series A, 3¾%	June 1, 1960	14,567,000 00	12,500,000 00
	First Preference Income Bonds (St. Mary's division) 4%	Feb. 1, 1951	9,000 00	4,000 00
Kanawha & Michigan Ry. Co.	First mortgage bonds, 4%	April 1, 1990	2,469,000 00	2,469,000 00
St. Lawrence & Adirondack Ry. Co.	First mortgage bonds, 5%	July 1, 1996	800,000 00	800,000 00
	Second mortgage bonds, 6%	Oct. 1, 1996	400,000 00	400,000 00
West Shore R. R. Co.	First mortgage bonds, 4%	Jan. 1, 2361	48,735,500 00	48,735,500 00
		Total Lessor Companies		$283,634,500 00

Note.—In respect of certain items of the above funded debt and obligations of lessor companies, The New York Central Railroad Company is liable as guarantor in addition to its liability under the terms of the leases.

Wholly Owned Subsidiaries				
Clearfield Bituminous Coal Corporation	W C & C—Consolidated bonds, 5%	Mar. 1, 1942		$1,154,000 00
	B C C & C—First mortgage bonds, 5%	June 1, 1944		263,000 00
Louisville & Jeffersonville Bridge and Railroad Co.	First mortgage bonds, 4%	Mar. 1, 1945		4,500,000 00†
Merchants Despatch Transportation Corporation	Equipment Trust Certificates	Various		5,270,250 00
New York State Realty & Terminal Co.	Mortgage 300 Park Avenue, N. Y. C.	May 1, 1948		750,000 00
	Mortgage 400 Park Avenue, N. Y. C.	Dec. 30, 1945		440,000 00
	Real Estate, N. Y. C.	Various		91,750 00
		Total Wholly Owned Subsidiaries		$12,469,000 00

† Guaranteed as to payment of principal and interest by The Cleveland, Cincinnati, Chicago and St. Louis Railway Company.

The New York Central Railroad Company

Statement as of December 31, 1940 of the funded debt (a) of companies (other than lessor companies) in respect of the payment of principal and/or interest of which the Company and/or its lessor or controlled companies have assumed contingent liability jointly and/or severally with other railroad companies, and (b) of companies (other than lessor companies and wholly owned subsidiaries) of which at least 50% of the capital stock is owned by the Company and/or its lessor or controlled companies.

		Due			
THE BOSTON TERMINAL COMPANY:					
First Mortgage	3½%	February	1, 1947	$13,992,000	
	4%	July	1, 1950	1,163,000	$15,155,000
THE CINCINNATI UNION TERMINAL COMPANY:					
First Gold Mortgage—Series D	3½%	May	1, 1971	$24,000,000	
Series E	3⅜%	February	1, 1969	11,901,000	35,901,000
CHERRY TREE AND DIXONVILLE RAILROAD COMPANY:					
First Mortgage—Series A	4½%	August	1, 1966		1,210,000*
THE CLEVELAND UNION TERMINALS COMPANY:					
First Sinking Fund Gold Mortgage—Series A	5½%	April	1, 1972	$10,383,400	
First Sinking Fund Gold Mortgage—Series B	5%	April	1, 1973	21,370,500	
First Sinking Fund Gold Mortgage—Series C	4½%	October	1, 1977	20,560,000	52,313,900
THE DAYTON UNION RAILWAY COMPANY:					
First Mortgage	4%	July	1, 1949	$97,000	
General Mortgage—Series A	4%	December	1, 1950	1,500,000	
General Mortgage—Series B	4%	December	1, 1965	2,400,000	3,997,000
FORT WAYNE UNION RAILWAY COMPANY:					
General Mortgage	6%	September	1, 1974		92,000
THE INDIANAPOLIS UNION RAILWAY COMPANY:					
Refunding and Improvement Mortgage—Series B	3½%	March	1, 1986		7,679,000
TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS:					
First Consolidated Mortgage	5%	August	1, 1944	$5,000,000	
General Mortgage	4%	January	1, 1953	34,500,000	
Refunding and Improvement Mortgage—Series B	3⅜%	July	1, 1974	6,894,000	46,394,000
THE TOLEDO TERMINAL RAILROAD COMPANY:					
First Mortgage	4½%	November	1, 1957		5,800,000
UNION DEPOT COMPANY (COLUMBUS, OHIO):					
General Mortgage	4½%	July	1, 1946		253,000
INDIANA HARBOR BELT RAILROAD COMPANY:					
General Mortgage Gold	4%	July	1, 1957	$4,225,000	
General Mortgage Gold	4½%	July	1, 1957	5,000,000	9,225,000
THE LAKE ERIE AND PITTSBURG RAILWAY COMPANY:					
First Mortgage—Series A	4½%	July	1, 1965	$3,478,000*	
First Mortgage—Series B	5%	July	1, 1965	142,000*	3,620,000*
THE PEORIA AND EASTERN RAILWAY COMPANY:					
First Consolidated Mortgage	4%	April	1, 1960	$4,722,300	
P. & E. Ry.—Income Mortgage	4%†	April	1, 1990	4,000,000	8,722,300
PEORIA AND PEKIN UNION RAILWAY COMPANY:					
First Mortgage Gold	5½%	August	1, 1974		2,929,000
THE MONONGAHELA RAILWAY COMPANY:					
First Mortgage—Series A	4%	May	1, 1960		11,534,000
THE TORONTO, HAMILTON AND BUFFALO RAILWAY COMPANY:					
First Mortgage	4%	June	1, 1946	$3,000,000	
Consolidated Gold Mortgage—Series A	4½%	August	1, 1996	1,872,000	4,872,000
				Total	$209,697,200

* One-half owned by The New York Central Railroad Company. † When earned.

Statement of funded debt outstanding in the hands of the public as of December 31, 1940, of companies in which lessor or controlled companies have a proprietary interest.

		Due			
MISSOURI AND ILLINOIS BRIDGE AND BELT RAILROAD COMPANY:					
First Mortgage	4%	January	1, 1951	$737,000	
St. C., M. & St. B. R. R. Co.—First Mortgage	4%	January	1, 1951	739,000	$1,476,000