

The New York Central Railroad Company



ROAD TO THE FUTURE

Statistical Supplement
To Annual Report To Shareowners
Year 1962

Organization of The New York Central Railroad Company

BOARD OF DIRECTORS

| | |
|-----------------------------|-------------------|
| DON CARTER | JOHN D. MURCHISON |
| WILLIAM P. FEELEY | ALFRED E. PERLMAN |
| R. WALTER GRAHAM, Jr., M.D. | EUGENE C. PULLIAM |
| ISAAC B. GRAINGER | WILLIAM G. RABE |
| ALLAN P. KIRBY | JOHN S. ROUTH |
| FRED M. KIRBY | DANIEL E. TAYLOR |
| SEYMOUR H. KNOX | ORVILLE TAYLOR |
| FRANK E. MCKINNEY | ANDREW VAN PELT |
| RICHARD M. MOSS | |

OFFICERS

| | |
|-----------------------|---|
| ALFRED E. PERLMAN | President |
| WAYNE M. HOFFMAN | Executive Vice-President |
| ARTHUR E. BAYLIS | Vice-President—Marketing |
| JAMES O. BOISI | Vice-President—Real Estate |
| DOUGLASS CAMPBELL | Vice-President |
| LEO B. FEE | Vice-President—Employee Relations |
| WALTER R. GRANT | Vice-President—Finance |
| SAMUEL H. HELLENBRAND | Vice-President—Planning and Development |
| LAWRENCE W. HORNING | Vice-President—Washington, D. C. |
| ERNEST C. JOHNSON | Vice-President—Chicago, Illinois |
| ROBERT W. MINOR | Vice-President—Law |
| JOHN F. NASH | Vice-President—Operation |
| JOHN G. PATTEN | Vice-President—Freight Sales |
| MALCOLM P. RICHARDS | Vice-President—Purchases and Stores |
| ROBERT W. CARROLL | Secretary |
| ROBERT E. KAPPAUF | Comptroller |
| RAYMOND C. MCCRON | Treasurer |

TRANSFER AGENTS

Chemical Bank New York Trust Company, New York, New York
The First National Bank of Chicago, Chicago, Illinois

REGISTRARS

Manufacturers Hanover Trust Company, New York, New York
The Northern Trust Company, Chicago, Illinois

INDEPENDENT ACCOUNTANTS

Peat, Marwick, Mitchell & Co., 70 Pine Street, New York 5, New York

EXECUTIVE COMMITTEE

ALLAN P. KIRBY, *Chairman*
JOHN D. MURCHISON
ALFRED E. PERLMAN
EUGENE C. PULLIAM
DANIEL E. TAYLOR

THE NEW YORK CENTRAL RAILROAD COMPANY

STATEMENT OF INCOME

| | For detail see page | Year ended 1962 | December 31 1961 |
|--|------------------------|--------------------|---------------------|
| RAILWAY OPERATING INCOME: | | | |
| Railway operating revenues | 5 | \$622,558,693 | \$612,004,389 |
| Railway operating expenses | 6 | 522,468,545 | 523,371,944 |
| NET REVENUE FROM RAILWAY OPERATIONS | | 100,090,148 | 88,632,445 |
| Railway tax accruals: | | | |
| Taxes on wages | | 28,507,856 | 27,593,436 |
| Other taxes (Note C) | | 25,313,758 | 31,622,311 |
| | | 53,821,614 | 59,215,747 |
| Equipment and joint facility rents—net: | | | |
| Equipment rents—net debit | 10 | 35,085,069 | 32,261,352 |
| Joint facility rents—net credit | 10 | 842,754 | 1,595,127 |
| | | 34,242,315 | 30,666,225 |
| NET RAILWAY OPERATING INCOME (LOSS) | | 12,026,219 | (1,249,527) |
| OTHER INCOME AND EXPENSES: | | | |
| Dividend income—Subsidiary companies | 11 | 6,426,625 | 6,205,231 |
| Affiliated and other companies | 11 | 408,995 | 785,992 |
| Interest income—Subsidiary companies | 11 | 1,379,277 | 1,303,561 |
| Other | 11 | 1,625,112 | 1,514,987 |
| Rent income, less expenses: | | | |
| Miscellaneous rent income | | 3,129,521 | 7,154,335 |
| Income from non-operating property | | 9,090,161 | 5,010,433 |
| Miscellaneous tax accruals | | (788,076) | (479,802) |
| | | 11,431,606 | 11,684,966 |
| Proceeds from service interruption policy | | | 3,338,545 |
| Profit on sales of properties and securities—net | | 565,900 | 2,788,990 |
| Operations under Mahoning Coal Railroad lease | | (1,582,827) | (1,177,315) |
| Miscellaneous—Net: | | | |
| Revenues from miscellaneous operations | | 426,047 | 427,874 |
| Income from lease of road and equipment | | 143,730 | 143,735 |
| Expenses of miscellaneous operations | | (291,445) | (288,131) |
| Taxes on miscellaneous operating property | | (49,174) | (47,003) |
| Miscellaneous rents | | (296,673) | (266,060) |
| Separately operated properties—(Loss—net) | 10 | (44,456) | (549,600) |
| Income transferred to other companies | | (700,205) | (514,708) |
| Other | | (606,475) | (314,783) |
| | | (1,418,651) | (1,408,676) |
| | | 18,836,037 | 25,036,281 |
| INCOME AVAILABLE FOR FIXED CHARGES | | 30,862,256 | 23,786,754 |
| FIXED CHARGES: | | | |
| Interest on debt, including amortization of discount | 20 | 28,438,505 | 29,382,884 |
| Guaranteed dividends and interest-leased lines' securities | 12 | 5,678,626 | 6,365,791 |
| Other | 12 | 580,663 | 587,127 |
| | | 34,697,794 | 36,335,802 |
| NET LOSS (Note B) | | \$ 3,835,538 | \$12,549,048 |

STATEMENT OF RETAINED INCOME

| | |
|---|---------------|
| Balance at December 31, 1961 | \$368,280,526 |
| Net loss for year | 3,835,538 |
| | 364,444,988 |
| Add: | |
| Gain on reacquisition of debt | 4,857,667 |
| Extraordinary profit on sales of property | 14,171,622 |
| | 383,474,277 |
| Deduct: | |
| Dividend—32½ cents per share | \$ 2,126,642 |
| Revaluation of investments in stock of other companies (Note A) | 7,728,212 |
| Extraordinary retirements—owned and leased property | 13,244,498 |
| Other—net | 89,183 |
| | 23,188,535 |
| BALANCE AT DECEMBER 31, 1962 (Note E) | \$360,285,742 |

See notes, page 4.

TREASURER'S OFFICE 466 LEXINGTON AVENUE, NEW YORK 17, N. Y. registers bonds, and pays interest on coupon and registered bonds.

BALANCE SHEET

| ASSETS | For detail see page | December 31 1962 | 1961 |
|--|------------------------|------------------------|------------------------|
| CURRENT ASSETS: | | | |
| Cash and temporary cash investments: | | | |
| Cash | | \$ 25,087,720 | \$ 27,865,642 |
| Temporary cash investments | | 31,495,846 | 32,516,520 |
| Special deposits | | 188,740 | 367,154 |
| | | <u>56,772,306</u> | <u>60,749,316</u> |
| Accounts receivable and unbilled revenue: | | | |
| Loans and notes receivable | | 1,125 | 1,125 |
| Net balance receivable from agents and conductors | | 15,169,438 | 16,423,834 |
| Miscellaneous accounts receivable | | 7,932,102 | 9,604,373 |
| Interest and dividends receivable | | 906,846 | 1,015,158 |
| Accrued accounts receivable | | 25,535,541 | 30,678,074 |
| | | <u>49,545,052</u> | <u>57,722,564</u> |
| Materials and supplies | | 19,999,991 | 20,516,278 |
| Other current assets (Note B) | | 3,846,270 | 4,035,079 |
| | | <u>130,163,619</u> | <u>143,023,237</u> |
| SPECIAL FUNDS (Note D): | | | |
| Sinking Funds | | 5,748 | 4,777,448 |
| Capital and other reserve funds | | 5,483,875 | 999,688 |
| Insurance and other funds | | 1,042,812 | 2,642,042 |
| | | <u>6,532,435</u> | <u>8,419,178</u> |
| INVESTMENTS AND ADVANCES, at or below cost (Note A): | | | |
| Subsidiary companies: | | | |
| Stocks | 14 | 158,162,862 | 158,124,374 |
| Bonds | 14 | 47,495,375 | 37,771,755 |
| Unsecured notes | 14 | 21,626,689 | 22,007,374 |
| Investment advances | 15 | 79,039,957 | 81,409,014 |
| | | <u>306,324,883</u> | <u>299,312,517</u> |
| Affiliated companies: | | | |
| Stocks | 15 | 14,971,751 | 14,971,751 |
| Bonds | 15 | 1,851,000 | 1,903,372 |
| Unsecured notes | 15 | 2,775,892 | 2,775,892 |
| Investment advances | 15 | 6,019,750 | 5,980,915 |
| | | <u>25,618,393</u> | <u>25,631,930</u> |
| Other companies: | | | |
| Stocks | 15 | 6,597,381 | 13,337,995 |
| Bonds | 15 | 835,201 | 838,201 |
| Other secured obligations | | 42,500 | 57,046 |
| Unsecured notes | | 4,450 | |
| | | <u>7,479,532</u> | <u>14,233,242</u> |
| | | <u>339,422,808</u> | <u>339,177,689</u> |
| PROPERTIES, less accumulated depreciation and amortization (Note B): | | | |
| Road | 17 | 853,136,116 | 881,857,609 |
| Equipment | 17 | 732,583,503 | 737,926,671 |
| Improvements on leased property | 18 | 100,757,799 | 107,890,418 |
| | | <u>1,686,477,418</u> | <u>1,727,674,698</u> |
| Miscellaneous physical property | 19 | 75,297,427 | 66,689,803 |
| | | <u>1,761,774,845</u> | <u>1,794,364,501</u> |
| Accumulated depreciation and amortization: | | | |
| Road | | Cr. 117,952,586 | Cr. 124,287,811 |
| Equipment | | Cr. 302,670,376 | Cr. 297,810,017 |
| Miscellaneous physical property | | Cr. 34,437,700 | Cr. 32,535,567 |
| | | <u>Cr. 455,060,662</u> | <u>Cr. 454,633,395</u> |
| | | <u>1,306,714,183</u> | <u>1,339,731,106</u> |
| OTHER ASSETS: | | | |
| Estimated salvage on road property retired | | 2,604,424 | 3,054,422 |
| Miscellaneous receivables, claims and items in suspense | | 6,061,960 | 6,329,625 |
| | | <u>8,666,384</u> | <u>9,384,047</u> |
| | | <u>\$1,791,499,429</u> | <u>\$1,839,735,257</u> |
| Cr.—Credit | | | |

BALANCE SHEET

| LIABILITIES AND EQUITY OF SHAREOWNERS | | For detail see page | December 31 | 1962 | 1961 |
|--|--|------------------------|-------------|------------------------|------------------------|
| CURRENT LIABILITIES (Exclusive of debt due within one year) (Note C): | | | | | |
| Traffic and car service balances | | | \$ | 12,011,460 | \$ 12,603,195 |
| Audited accounts and wages payable | | | | 12,225,772 | 13,263,204 |
| Miscellaneous accounts payable | | | | 9,596,530 | 10,543,398 |
| Interest matured unpaid | | | | 4,868,159 | 5,131,366 |
| Dividends matured unpaid | | | | 157,886 | 159,236 |
| Unmatured interest accrued | | | | 5,550,857 | 5,673,865 |
| Accrued accounts payable | | | | 48,527,203 | 49,779,000 |
| Federal income taxes accrued | | | | 423,849 | 417,870 |
| Other taxes accrued | | | | 16,939,769 | 18,095,391 |
| Other current liabilities | | | | 10,036,043 | 9,779,384 |
| | | | | <u>120,337,528</u> | <u>125,445,909</u> |
| DEBT DUE WITHIN ONE YEAR: | | | | | |
| Mortgage bonds | | | | 2,429,000 | |
| Collateral trust notes | | | | 3,300,000 | |
| Equipment obligations: | | | | | |
| Trust certificates | | | | 9,627,000 | 8,210,000 |
| Deferred payment contracts | | | | 12,875,249 | 9,253,896 |
| Miscellaneous obligations | | | | 1,211,888 | 1,230,346 |
| | | 20 | | <u>29,443,137</u> | <u>18,694,242</u> |
| LONG-TERM DEBT: | | | | | |
| Mortgage bonds | | | | 449,492,500 | 463,316,500 |
| Collateral trust bonds | | | | 24,545,625 | 26,066,025 |
| Collateral trust notes | | | | 36,700,000 | 40,000,000 |
| | | | | <u>510,738,125</u> | <u>529,382,525</u> |
| Equipment obligations: | | | | | |
| Trust certificates | | | | 47,391,000 | 58,925,000 |
| Deferred payment contracts | | | | 61,146,006 | 73,229,617 |
| | | | | <u>108,537,006</u> | <u>132,154,617</u> |
| Miscellaneous | | | | 20,619,319 | 21,621,947 |
| | | 20 | | <u>639,894,450</u> | <u>683,159,089</u> |
| OTHER LIABILITIES: | | | | | |
| Injury and damage claims | | | | 15,449,186 | 14,393,998 |
| Subsidiary, affiliated and lessor companies | | 22 | | 27,222,980 | 25,165,393 |
| Accrued depreciation on leased property | | | | 27,904,681 | 30,784,875 |
| Other liabilities and items in suspense | | | | 5,284,585 | 8,453,906 |
| | | | | <u>75,861,432</u> | <u>78,798,172</u> |
| CONTINGENT LIABILITIES (Note F) | | | | | |
| | | 26 | | | |
| EQUITY OF SHAREOWNERS (Notes D and E): | | | | | |
| Capital stock, authorized 10,000,000 shares \$1 par value issued 6,547,072 shares, less 1,620 shares in treasury | | | | 6,545,452 | 6,521,838 |
| Paid in surplus | | | | 559,131,688 | 558,835,481 |
| Retained income | | | | 360,285,742 | 368,280,526 |
| | | | | <u>925,962,882</u> | <u>933,637,845</u> |
| | | | | <u>\$1,791,499,429</u> | <u>\$1,839,735,257</u> |
| See notes, page 4. | | | | | |

NOTES TO FINANCIAL STATEMENTS

(A) Investments and advances:

At December 31, 1962, the market value of securities of other companies for which quoted prices were available aggregated approximately \$5,847,000 compared with a carrying value of \$6,186,000, after giving effect to a \$7,728,212 write-off to retained income to re-value certain securities to the average 1962 market prices. The equity in net assets of affiliates and other companies for which quoted market prices are not available exceeded the investments and advances therein by approximately \$6,300,000.

Investments in subsidiary companies having a book value of approximately \$116,000,000 are pledged as security under various mortgage and collateral trust bonds.

(B) Properties:

Provision has not been made for depreciation of road property prior to January 1, 1942, except to the extent of approximately \$70,100,000. Subsequent to January 1, 1942, depreciation has been provided in accordance with regulations issued and at rates approved by the Interstate Commerce Commission.

Charges for depreciation in 1962 included in the accompanying statement of income amounted to \$41,413,554. The comparable figure for 1961 was \$42,304,516.

Effective January 1, 1962, Central changed its method of accounting for demolition costs in connection with the retirement of equipment. This change does not have a material effect upon the results of the current year.

Estimated salvage resulting from retired equipment (\$2,514,842) which, in previous years, had been included in other assets, has been included in current assets in 1962 in accordance with a change in the accounting regulations of the Interstate Commerce Commission. The amount for 1961 (\$2,659,199) has been restated to conform with 1962.

(C) Federal income taxes:

The Federal income tax returns of the Company through the year 1955 have been reviewed by the Treasury Department, and the Company's tax liabilities have been settled through that year. Tax returns for the years 1956 through 1961 which indicate no tax liability are subject to review by the Treasury Department.

Central and the subsidiaries included in the consolidated income tax group have not adopted guideline depreciation rates for income tax purposes nor have they benefited from the 7% investment credit except to the extent that it may be carried forward and utilized in subsequent years.

In prior years, Central and subsidiaries in the consolidated income tax group elected under certificates of necessity for Federal income tax purposes to amortize certain equipment and facilities over sixty-month periods. They also elected for tax purposes to use the declining balance method of computing depreciation on certain assets. The declining balance method of computing depreciation and amortization under certificates of necessity for tax purposes were discontinued in 1959 and 1960, respectively, since they no longer produced income tax benefits except to the extent they increased the operating loss carry forward of the consolidated income tax group. The carry forward loss amounted to approximately \$44,000,000 as of December 31, 1962.

(D) Capital stock:

At December 31, 1962, 540,341 shares of unissued capital stock are reserved for sale to officers and employees under a stock purchase plan. Of the foregoing unissued stock, 311,875 shares are reserved for sale pursuant to restricted

stock options granted or authorized to be granted to officers and key employees. Changes in outstanding options during 1962 were as follows:

| | Number of Shares |
|---|---------------------|
| Outstanding options at beginning of year..... | 209,925 |
| Option granted..... | 1,000 |
| Options cancelled..... | (3,000) |
| Outstanding options at end of year..... | 207,925 |

Options outstanding at December 31, 1962, are exercisable at various intervals through 1972 at prices per share between \$16¼ and \$49¾, the market prices at the dates of the grants. Options for 142,072 shares were exercisable at December 31, 1962.

Special funds include \$583,174 of unpaid installments on stock sold to employees secured by 56,607 shares of stock.

(E) Merger Agreement with The Pennsylvania Railroad Company:

Central's Board of Directors on January 12, 1962, approved a joint agreement of merger providing for the merger of the Central into the Pennsylvania. Upon the effective date of the merger each share of Central capital stock will be exchanged for 1.3 shares of the stock of the surviving company. The merger agreement also provides that Central cannot, without the consent of the Board of Pennsylvania, declare dividends on its capital stock in any calendar year at a rate in excess of the greater of 32.5¢ per share or an amount equal to 50% of the cumulative net income of the company and its wholly-owned subsidiaries and leased lines subsequent to December 31, 1961 to the date of declaration less previous dividends declared or paid within the same period. The merger agreement also contains certain restrictions with respect to changes in the capital stock and the creation of additional debt.

(F) Contingent liabilities:

The balance sheet does not reflect the Company's contingent liability as guarantor under leases with respect to the obligations of its lessor companies in the amount of \$105,074,625; as guarantor for the payment of obligations incurred by subsidiaries of \$21,994,479; and its contingent liability, jointly with other companies, with respect to obligations amounting to \$72,160,073. Certain treasury bonds and other unissued bonds of the Central are pledged as collateral under various loan and other agreements. The total so pledged amounted to \$199,309,000 at December 31, 1962.

The Company is obligated under equipment lease agreements which expire more than three years after December 31, 1962, with aggregate annual rentals ranging from approximately \$5,590,000 during 1963 to approximately \$4,286,000 at the end of five years. Certain of these lease agreements provide for credit when equipment is in use on foreign lines.

The Company is a defendant in an action involving a claim by John Hancock Mutual Life Insurance Company for approximately \$1,900,000 arising out of an agreement, which in the opinion of the Company and its counsel is terminated, for the use of the Boston terminal. In the opinion of the Company and its counsel, the issue involved will be resolved in the Company's favor.

Other pending litigation is of the type commonly encountered by railroad companies and unusual recoveries are not expected.

STATEMENT OF SOURCE AND APPLICATION OF FUNDS—YEAR 1962

SOURCES FROM WHICH THE COMPANY DERIVED FUNDS:

| | | |
|--|--------------|--------------|
| Non-cash charges to income: | | |
| Depreciation | \$41,413,554 | |
| Retirements of non-depreciable road property | 181,026 | \$41,594,580 |
| Proceeds from sales of property, net salvage from retired properties not credited to operations, and miscellaneous items (net) | | 34,482,952 |
| Decrease in special funds | | 2,125,378 |
| | | 78,202,910 |
| PURPOSES FOR WHICH FUNDS WERE EXPENDED: | | |
| Net loss for year | | 3,835,538 |
| Capital expenditures for road and equipment exclusive of amounts financed | | 30,524,928 |
| Redemption of outstanding debt of the company and its lessors | | 49,467,039 |
| Dividends paid | | 2,126,642 |
| | | 85,954,147 |
| Decrease in working capital | | \$7,751,237 |

RAILWAY OPERATING REVENUES

| | 1962 | 1961 |
|---------------------------------------|---------------|---------------|
| TRANSPORTATION | | |
| Freight: | | |
| Anthracite coal | \$ 2,775,160 | \$ 3,170,808 |
| Bituminous coal | 92,138,789 | 189,517,234 |
| Coke | 5,935,322 | 5,564,637 |
| Iron ore | 10,837,420 | 11,535,384 |
| All other freight | 361,632,939 | 348,883,547 |
| | 473,319,630 | 458,671,610 |
| Passenger | 59,355,482 | 61,304,644 |
| Baggage | 169,905 | 177,122 |
| Sleeping car | 4,992,574 | 5,427,331 |
| Parlor and chair car | 96,416 | 116,564 |
| Mail | 41,729,328 | 43,718,224 |
| Express | 7,209,169 | 7,466,241 |
| Other passenger train | 617,581 | 717,461 |
| Milk | 8,115 | 15,025 |
| Switching | 11,299,731 | 10,572,888 |
| Water transfers | 319,623 | 330,917 |
| | 599,117,554 | 588,518,027 |
| INCIDENTAL AND JOINT FACILITY | | |
| Dining and buffet | 3,889,084 | 3,934,421 |
| Station, train, and boat privileges | 1,356,702 | 1,305,943 |
| Storage—freight | 333,163 | 420,979 |
| Demurrage | 3,182,213 | 2,892,867 |
| Grain elevator | 16,287 | 79,431 |
| Power | 2,196,093 | 2,116,482 |
| Rents of buildings and other property | 3,645,361 | 4,115,771 |
| Miscellaneous | 6,817,301 | 6,799,164 |
| Joint facility—Credit | 4,065,648 | 3,725,861 |
| Joint facility—Debit | 2,060,713 | 1,904,557 |
| | 23,441,139 | 23,486,362 |
| TOTAL RAILWAY OPERATING REVENUES | \$622,558,693 | \$612,004,389 |

RAILWAY OPERATING EXPENSES

MAINTENANCE OF WAY AND STRUCTURES

| | 1962 | 1961 |
|--|---------------------|---------------------|
| SUPERINTENDENCE | \$ 5,770,982 | \$ 6,208,844 |
| TRACK MATERIAL: | | |
| Ties | 805,067 | 589,179 |
| Rails | 2,438,265 | 1,156,408 |
| Other track material | 3,000,882 | 2,868,122 |
| Ballast | 1,651,159 | 1,403,853 |
| | 7,895,373 | 6,017,562 |
| ROADWAY AND TRACKS: | | |
| Roadway maintenance | 2,943,717 | 2,696,760 |
| Track laying and surfacing | 12,831,001 | 11,484,006 |
| Fences, snowsheds, and signs | 247,964 | 212,667 |
| Roadway machines | 2,355,260 | 1,814,451 |
| Small tools and supplies | 2,062,543 | 1,564,379 |
| Removing snow, ice, and sand | 3,334,795 | 2,978,655 |
| | 23,775,280 | 20,750,918 |
| BRIDGES AND STRUCTURES: | | |
| Tunnels and subways | 117,075 | 94,985 |
| Bridges, trestles, and culverts | 939,809 | 855,075 |
| Elevated structures | 301,043 | 332,488 |
| Station and office buildings | 3,274,231 | 3,167,834 |
| Roadway buildings | 134,912 | 136,677 |
| Water stations | 14,137 | 18,496 |
| Fuel stations | 114,011 | 61,947 |
| Shops and enginehouses | 1,435,694 | 1,423,640 |
| Grain elevators | 30,949 | 41,636 |
| Storage warehouses | 179 | 398 |
| Wharves and docks | 342,613 | 218,207 |
| Coal and ore wharves | 332,448 | 350,530 |
| Power plants | 83,578 | 60,244 |
| Power transmission systems | 1,469,481 | 1,401,326 |
| Miscellaneous structures | 54,984 | 29,454 |
| Right of way expenses | 30,586 | 19,191 |
| | 8,675,730 | 8,212,128 |
| COMMUNICATION SYSTEMS | 2,648,950 | 2,326,377 |
| SIGNALS AND INTERLOCKERS | 6,452,570 | 6,083,879 |
| DEPRECIATION AND RETIREMENTS: | | |
| Road property—Depreciation | 12,450,939 | 12,218,248 |
| Retirements—Road | 181,026 | 581,397 |
| Dismantling retired road property | 519,196 | 413,268 |
| | 13,151,161 | 13,212,913 |
| OTHER: | | |
| Public improvements—Maintenance | 1,002,843 | 808,575 |
| Injuries to persons | 762,357 | 727,638 |
| Insurance | 226,342 | 180,645 |
| Stationery and printing | 99,380 | 97,098 |
| Employees health and welfare benefits | 1,692,928 | 1,425,119 |
| Other expenses | 51,656 | 113,282 |
| | 3,835,506 | 3,352,357 |
| JOINT FACILITIES: | | |
| Maintaining joint tracks, yards, and other facilities—Debit | 3,801,465 | 3,841,031 |
| Maintaining joint tracks, yards, and other facilities—Credit | 4,586,455 | 4,729,721 |
| | Cr. 784,990 | Cr. 888,690 |
| TOTAL MAINTENANCE OF WAY AND STRUCTURES | \$71,420,562 | \$65,276,288 |

Cr.—Credit

RAILWAY OPERATING EXPENSES

MAINTENANCE OF EQUIPMENT

| | 1962 | 1961 |
|--|----------------------|----------------------|
| SUPERINTENDENCE | \$ 3,546,950 | \$ 3,729,628 |
| COST OF REPAIRS—MACHINERY: | | |
| Shop machinery | 1,413,249 | 1,445,063 |
| Power plant machinery | 579,186 | 556,204 |
| | 1,992,435 | 2,001,267 |
| COST OF REPAIRS—EQUIPMENT: | | |
| Diesel locomotives | 32,885,819 | 33,586,917 |
| Other locomotives | 930,600 | 1,035,638 |
| Freight train cars | 29,638,216 | 31,552,737 |
| Passenger train cars | 13,000,494 | 12,289,563 |
| Floating equipment | 748,031 | 570,698 |
| Work equipment | 951,839 | 930,668 |
| Miscellaneous equipment | 1,111,124 | 899,370 |
| | 79,266,123 | 80,865,591 |
| DEPRECIATION AND RETIREMENTS: | | |
| Shop and power plant machinery—Depreciation | 670,398 | 668,355 |
| Equipment—Depreciation | 26,918,903 | 28,138,719 |
| Dismantling retired shop and power plant machinery | 6,855 | 11,146 |
| Dismantling retired equipment | 100,041 | 865,106 |
| Retirements—Equipment | Cr. 503,070 | Cr. 169,193 |
| | 27,193,127 | 29,514,133 |
| OTHER: | | |
| Injuries to persons | 957,302 | 829,293 |
| Insurance | 138,598 | 148,455 |
| Stationery and printing | 136,307 | 134,046 |
| Employees health and welfare benefits | 2,371,779 | 2,647,561 |
| Other expenses | 404,557 | 351,880 |
| | 4,008,543 | 4,111,235 |
| JOINT FACILITIES: | | |
| Joint maintenance of equipment expenses—Debit | 574,697 | 522,593 |
| Joint maintenance of equipment expenses—Credit | 244,050 | 213,047 |
| | 330,647 | 309,546 |
| TOTAL MAINTENANCE OF EQUIPMENT | \$116,337,825 | \$120,531,400 |
| TRAFFIC | | |
| Superintendence | \$ 6,680,700 | \$ 6,332,487 |
| Outside agencies | 2,775,676 | 3,012,443 |
| Advertising | 172,373 | 448,678 |
| Traffic associations | 371,966 | 491,887 |
| Fast freight lines | 477 | 180 |
| Industrial and immigration bureaus | 234,784 | 234,448 |
| Insurance | 5,194 | 3,213 |
| Stationery and printing | 637,706 | 493,955 |
| Employees health and welfare benefits | 205,461 | 172,605 |
| Other expenses | 42,221 | 134,035 |
| | \$ 11,126,558 | \$ 11,323,931 |

Cr.—Credit

RAILWAY OPERATING EXPENSES

| | 1962 | 1961 |
|--|----------------------|----------------------|
| TRANSPORTATION | | |
| SUPERINTENDENCE | \$ 10,392,518 | \$ 10,583,305 |
| DISPATCHING TRAINS | 2,469,630 | 2,591,982 |
| STATION SERVICE: | | |
| Station employees | 32,279,266 | 35,256,792 |
| Weighing, inspection, and demurrage bureaus | 800,281 | 718,601 |
| Coal and ore wharves | 1,855,184 | 1,616,737 |
| Station supplies and expenses | 5,025,361 | 4,993,646 |
| | 39,960,092 | 42,585,776 |
| YARD SERVICE: | | |
| Yardmasters and yard clerks | 15,339,784 | 15,299,042 |
| Yard conductors and brakemen | 32,296,815 | 32,016,684 |
| Yard switch and signal tenders | 3,595,433 | 4,199,062 |
| Yard enginemen | 21,075,069 | 20,932,664 |
| Yard switching fuel | 2,809,788 | 2,916,062 |
| Yard switching power produced | 37,533 | 51,183 |
| Yard switching power purchased | 160,544 | 233,927 |
| Water for yard locomotives | 17,406 | 8,971 |
| Lubricants for yard locomotives | 258,247 | 224,326 |
| Other supplies for yard locomotives | 96,323 | 84,478 |
| Enginehouse expenses—Yard | 2,031,461 | 2,096,474 |
| Yard supplies and expenses | 2,238,807 | 2,253,323 |
| | 79,957,210 | 80,316,196 |
| TRAIN SERVICE: | | |
| Train enginemen | 24,933,163 | 25,043,703 |
| Train fuel | 17,261,538 | 18,078,220 |
| Train power produced | 386,194 | 364,826 |
| Train power purchased | 1,722,281 | 1,764,146 |
| Water for train locomotives | 44,897 | 45,172 |
| Lubricants for train locomotives | 1,298,521 | 1,173,348 |
| Other supplies for train locomotives | 273,783 | 277,714 |
| Enginehouse expenses—Train | 7,060,476 | 7,190,390 |
| Trainmen | 38,036,787 | 38,257,483 |
| Train supplies and expenses | 22,934,920 | 22,782,515 |
| Operating sleeping cars | 2,731,615 | 2,860,603 |
| | 116,684,175 | 117,838,120 |
| CASUALTIES: | | |
| Clearing wrecks | 1,190,262 | 1,176,155 |
| Damage to property | 302,172 | 707,445 |
| Damage to live stock on right-of-way | 10,870 | 7,400 |
| Loss and damage—Freight | 9,092,292 | 8,233,790 |
| Loss and damage—Baggage | 38,445 | 40,814 |
| Injuries to persons | 5,495,751 | 4,616,759 |
| | 16,129,792 | 14,782,363 |
| OTHER: | | |
| Signal and interlocker operation | 7,813,779 | 8,063,667 |
| Crossing protection | 1,961,634 | 2,332,163 |
| Drawbridge operation | 546,130 | 526,610 |
| Communication system operation | 2,130,075 | 2,128,286 |
| Operating floating equipment | 3,125,590 | 3,142,187 |
| Employees health and welfare benefits | 4,231,947 | 3,161,932 |
| Stationery and printing | 1,243,089 | 1,156,506 |
| Other expenses | 726,583 | 1,185,481 |
| Insurance | 271,431 | 328,160 |
| | 22,050,258 | 22,024,992 |
| JOINT FACILITIES: | | |
| Operating joint yards and terminals—Debit | 10,279,287 | 10,223,549 |
| Operating joint yards and terminals—Credit | 5,174,476 | 5,477,152 |
| Operating joint tracks and facilities—Debit | 2,094,582 | 2,200,788 |
| Operating joint tracks and facilities—Credit | 2,687,140 | 2,829,630 |
| | 4,512,253 | 4,117,555 |
| TOTAL TRANSPORTATION | \$292,155,928 | \$294,840,289 |

RAILWAY OPERATING EXPENSES

| | 1962 | 1961 |
|---|----------------------|----------------------|
| MISCELLANEOUS OPERATIONS | | |
| Dining and buffet service | \$ 4,733,047 | \$ 4,729,689 |
| Grain elevators | 53,228 | 263,357 |
| Producing power sold | 1,845,791 | 1,921,666 |
| Operating joint miscellaneous facilities—Debit | 7,867 | 9,688 |
| Operating joint miscellaneous facilities—Credit | 707,858 | 731,961 |
| Employees health and welfare benefits | 163,068 | 142,962 |
| TOTAL MISCELLANEOUS OPERATIONS | \$ 6,095,143 | \$ 6,335,401 |
| GENERAL | | |
| Salaries and expenses of general officers | \$ 2,525,399 | \$ 2,516,671 |
| Salaries and expenses of clerks and attendants | 14,625,420 | 14,772,636 |
| General office supplies and expenses | 2,059,274 | 1,793,379 |
| Law expenses | 2,179,865 | 2,333,916 |
| Insurance | 4,389 | 4,691 |
| Employees health and welfare benefits | 699,043 | 499,681 |
| Pensions | 796,527 | 788,218 |
| Stationery and printing | 612,652 | 542,721 |
| Other expenses | 1,584,905 | 1,579,415 |
| General joint facilities—Debit | 376,592 | 371,996 |
| General joint facilities—Credit | 131,537 | 138,689 |
| TOTAL GENERAL | \$ 25,332,529 | \$25,064,635 |
| TOTAL RAILWAY OPERATING EXPENSES | \$522,468,545 | \$523,371,944 |

ANALYSIS OF AMOUNTS CHARGED TO
RAILWAY OPERATING EXPENSES

| | | |
|---|----------------------|----------------------|
| EMPLOYMENT COSTS: | | |
| Maintenance of way and structures | \$ 40,278,378 | \$ 38,055,035 |
| Maintenance of equipment | 48,777,075 | 51,557,284 |
| Traffic | 7,316,387 | 7,513,684 |
| Transportation | 225,617,447 | 229,478,582 |
| Miscellaneous | 3,419,577 | 3,635,272 |
| General | 19,607,165 | 18,863,828 |
| | 345,016,029 | 349,103,685 |
| MATERIALS | 55,878,672 | 54,577,933 |
| FUEL | 21,429,052 | 22,119,733 |
| DEPRECIATION | 40,040,240 | 41,025,322 |
| CASUALTIES AND INSURANCE | 17,312,343 | 15,835,503 |
| OTHER | 42,792,209 | 40,709,768 |
| TOTAL RAILWAY OPERATING EXPENSES | \$522,468,545 | \$523,371,944 |

RATIO OF RAILWAY OPERATING EXPENSES
TO RAILWAY OPERATING REVENUES

| | | |
|-----------------------------------|-------|-------|
| Maintenance of way and structures | 11.47 | 10.67 |
| Maintenance of equipment | 18.68 | 19.69 |
| Traffic | 1.79 | 1.85 |
| Transportation | 46.93 | 48.18 |
| Miscellaneous operations | .98 | 1.03 |
| General | 4.07 | 4.10 |
| | 83.92 | 85.52 |

EQUIPMENT RENTS

| | 1962 | 1961 |
|----------------------|---------------------|---------------------|
| PAID | | |
| Freight train cars | \$84,777,247 | \$80,541,073 |
| Locomotives | 335,478 | 256,518 |
| Passenger train cars | 1,634,648 | 1,554,084 |
| Floating equipment | 1,660 | 23,734 |
| Work equipment | 37,850 | 49,561 |
| | <u>86,786,883</u> | <u>82,424,970</u> |
| RECEIVED | | |
| Freight train cars | 49,157,656 | 47,844,335 |
| Locomotives | 300,428 | 236,686 |
| Passenger train cars | 2,100,457 | 1,983,824 |
| Floating equipment | 2,057 | 5,343 |
| Work equipment | 141,216 | 93,430 |
| | <u>51,701,814</u> | <u>50,163,618</u> |
| | <u>\$35,085,069</u> | <u>\$32,261,352</u> |

JOINT FACILITY RENTS

| | | |
|--|-------------------|---------------------|
| Amount received for use of facilities maintained by this company | \$ 7,207,158 | \$ 8,168,215 |
| Amount paid for use of facilities maintained by other companies | 6,364,404 | 6,573,088 |
| | <u>\$ 842,754</u> | <u>\$ 1,595,127</u> |

SEPARATELY OPERATED PROPERTIES

| | | |
|--|--------------------|---------------------|
| PROFIT FROM OPERATIONS (N. Y. C. R. R. Co. proportion): | | |
| Central Indiana Railway Company | \$ 65,731 | \$ 45,156 |
| LOSS FROM OPERATIONS (N. Y. C. R. R. Co. proportion): | | |
| The Mackinac Transportation Company | 72,115 | 88,707 |
| The Owasco River Railway | 17,993 | 17,551 |
| The Pittsburgh, McKeesport and Youghiogheny Railroad Company | 20,079 | 488,498 |
| | <u>110,187</u> | <u>594,756</u> |
| NET (LOSS) | <u>\$ (44,456)</u> | <u>\$ (549,600)</u> |

DIVIDEND INCOME

| | 1962 | 1961 |
|--|------------------|------------------|
| SUBSIDIARY COMPANIES: | | |
| Chicago and Harrisburg Coal Company | \$ 15,000 | \$ 30,000 |
| Cleveland Technical Center, Inc. | | |
| Clearfield Bituminous Coal Corporation | | 500,000 |
| Despatch Shops, Inc. | 1,625,000 | 1,625,000 |
| Detroit Manufacturers' Railroad | 12,070 | 12,070 |
| The Mahoning Coal Railroad Company | 1,114,123 | 992,650 |
| Merchants Despatch Transportation Corporation | 551,250 | |
| The Peoria and Eastern Railway Company | 77,898 | |
| The Pittsburgh and Lake Erie Railroad Company | 2,648,124 | 2,648,124 |
| Pittsfield and North Adams Railroad Corporation (Note A) | | 5,034 |
| The Toronto, Hamilton and Buffalo Railway Company | 383,160 | 383,160 |
| Ware River Railroad Company (Note A) | | 9,193 |
| | <u>6,426,625</u> | <u>6,205,231</u> |

AFFILIATED AND OTHER COMPANIES:

| | | |
|---|--------------------|--------------------|
| The Baltimore and Ohio Railroad Company | | 181,425 |
| Cherry Tree and Dixonville Railroad Company | 10,000 | 10,000 |
| The Cincinnati Union Terminal Company | 30,000 | 30,000 |
| Fort Wayne Union Railway Company | 6,000 | 6,000 |
| The Indianapolis Union Railway Company | 180,000 | 180,000 |
| New Gauley Coal Corporation | 33,858 | 33,858 |
| The Pullman Company | 112,653 | 225,306 |
| Reading Company | | 102,917 |
| The Troy Union Railroad Company | 20,000 | |
| Union Depot Company (Columbus, Ohio) | 2,984 | 2,984 |
| The Zanesville Terminal Railroad Company | 13,500 | 13,500 |
| Other | | 2 |
| | <u>408,995</u> | <u>785,992</u> |
| | <u>\$6,835,620</u> | <u>\$6,991,223</u> |

INTEREST INCOME

| | | |
|--|--------------------|--------------------|
| SUBSIDIARY COMPANIES: | | |
| Boston and Albany Railroad Company—Refunding 5% bonds (Note A) | \$ 115,735 | \$ 8,889 |
| Clearfield Bituminous Coal Corporation—Advances | 1,313 | 13,231 |
| The Cleveland Union Terminals Company—First Mtg. Series D Bonds | 1,244,229 | 19,213 |
| —Advances | 18,000 | 1,244,228 |
| The Pittsburgh, McKeesport & Youghiogheny Railroad Company—Notes | 1,379,277 | 18,000 |
| | <u>1,379,277</u> | <u>1,303,561</u> |
| OTHER: | | |
| Cherry Tree and Dixonville Railroad Company—First Mtg., Series A bonds | 25,515 | 25,515 |
| The Indianapolis Union Railway Company—Rfd. and Imp. Series C bonds | 144 | 122 |
| The Lake Erie & Pittsburgh Railway Company—First Mtg. 4½% bonds | 58,710 | 60,265 |
| Railway Express Agency, Incorporated—Notes | 205,300 | 205,300 |
| Union Depot Company (Columbus, Ohio)—Advances | 8,126 | 9,269 |
| United States Government obligations | 215,664 | 326,434 |
| Income from sinking and other reserve funds | 235,703 | 333,203 |
| Other short term investments | 875,950 | 554,879 |
| | <u>1,625,112</u> | <u>1,514,987</u> |
| | <u>\$3,004,389</u> | <u>\$2,818,548</u> |

GUARANTEED DIVIDENDS, INTEREST, ETC.—LEASED LINES

| | Year ended December 31 | | | |
|--|------------------------|-----------|-----------|-----------|
| | 1962 | | 1961 | |
| BATTLE CREEK AND STURGIS RAILWAY COMPANY (Note B) | | | | |
| Interest on first mortgage 3% bonds | \$ 1,746 | | \$ 2,070 | |
| Organization expenses | 83 | \$ 1,829 | 2 | \$ 2,072 |
| BEECH CREEK RAILROAD COMPANY | | | | |
| Dividend at 4% on minority shares of capital stock (\$50. par) | 49,980 | | 49,980 | |
| Organization expenses | 3,039 | 53,019 | 1,881 | 51,861 |
| BOSTON AND ALBANY RAILROAD COMPANY (Note A) | | | | |
| Interest on refunding 5% bonds | | | 45,338 | |
| Interest on improvement 4¼% bonds | | | 60,562 | |
| Cash rental and organization expenses | | | 88,554 | 194,454 |
| THE CANADA SOUTHERN RAILWAY COMPANY (Note B) | | | | |
| Interest on first and refunding mortgage 5% bonds | 378,707 | | 562,003 | |
| Cash rental and organization expenses | 184,102 | 562,809 | 184,381 | 746,384 |
| CENTRAL RAILROAD COMPANY OF INDIANAPOLIS (Note C) | | | | |
| Cash rental and organization expenses | | 7,519 | | 6,577 |
| THE CLEVELAND, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY | | | | |
| Interest on bonds: | | | | |
| General mortgage, Series A, 4% | 1,114,239 | | 1,120,960 | |
| General mortgage, Series B, 5% | 206,050 | | 207,258 | |
| Refunding and improvement mortgage, Series E, 4½% | 1,683,809 | | 1,794,915 | |
| Cincinnati, Wabash & Michigan Division mortgage 4% | 126,093 | | 141,220 | |
| St. Louis Division, first collateral trust mortgage 4% | 143,319 | | 155,989 | |
| Dividend \$10 per share on minority common stock | 31,057 | | 32,032 | |
| Dividend \$5 per share on minority preferred stock | 52,205 | | 54,958 | |
| Organization expenses | 6,305 | 3,363,077 | 4,551 | 3,511,883 |
| THE CLEVELAND UNION TERMINALS COMPANY | | | | |
| Track rental | | 150,000 | | 150,000 |
| DETROIT MANUFACTURERS' RAILROAD (Note B) | | | | |
| Cash rental | | 15,500 | | 15,500 |
| DETROIT RIVER TUNNEL COMPANY (Note B) | | | | |
| Interest on 5¼% Promissory Note | 403,399 | | 537,705 | |
| Organization expenses | 4,505 | 407,904 | 342 | 538,047 |
| THE ERIE AND KALAMAZOO RAILROAD COMPANY | | | | |
| Cash rental | | 30,000 | | 30,000 |
| FORT WAYNE AND JACKSON RAILROAD COMPANY | | | | |
| Cash rental and organization expenses | | 127,528 | | 127,528 |

See notes, page 13

GUARANTEED DIVIDENDS, INTEREST, ETC.—LEASED LINES

| | Year ended December 31 | | | |
|--|------------------------|-------------|------------|-------------|
| | 1962 | | 1961 | |
| THE KALAMAZOO, ALLEGAN AND GRAND RAPIDS RAILROAD COMPANY | | | | |
| Cash rental and organization expenses | | \$ 36,637 | | \$ 36,600 |
| THE MICHIGAN CENTRAL RAILROAD COMPANY | | | | |
| Interest on bonds: | | | | |
| Refunding and improvement mortgage, Series C 4½% | \$ 470,761 | | \$ 479,409 | |
| Bay City and Battle Creek Railway, first mortgage 3% | 150 | | 150 | |
| Dividend \$50 per share on minority capital stock | 11,150 | | 11,192 | |
| Organization expenses | 2,237 | 484,298 | 1,807 | 492,558 |
| THE NEW YORK AND HARLEM RAILROAD COMPANY | | | | |
| Interest on bonds: | | | | |
| Gold mortgage 3½% bonds | 385,395 | | 398,935 | |
| Series A and B mortgage 4% bonds | 312,800 | | 312,800 | |
| Dividend 10% on minority shares of capital stock | 49,850 | | 49,850 | |
| Organization expenses | 2 | 748,047 | 2,369 | 763,954 |
| THE PITTSFIELD AND NORTH ADAMS RAILROAD CORPORATION (Note A) | | | | |
| Cash rental and organization expenses | | | | 5,750 |
| THE ST. LAWRENCE & ADIRONDACK RAILWAY COMPANY | | | | |
| Interest on bonds: | | | | |
| First mortgage 5% bonds | 36,609 | | 37,150 | |
| Second mortgage 6% bonds | 23,296 | | 24,000 | |
| Cash rental for road leased from Canadian National Railways | 10,000 | | 10,000 | |
| Organization expenses | 85 | 69,990 | 117 | 71,267 |
| TROY AND GREENBUSH RAILROAD ASSOCIATION | | | | |
| Cash rental | | 19,250 | | 19,250 |
| WARE RIVER RAILROAD COMPANY (Note A) | | | | |
| Cash rental and organization expenses | | | | 13,277 |
| THE ZANESVILLE TERMINAL RAILROAD COMPANY | | | | |
| Track rental | | 17,980 | | 20,029 |
| ORGANIZATION EXPENSES FOR VARIOUS COMPANIES AND RENTAL FOR VARIOUS YARD TRACKS, ETC. | | 163,902 | | 155,927 |
| | | \$6,259,289 | | \$6,952,918 |

(NOTE A) Boston and Albany Railroad Company, The Pittsfield and North Adams Railroad Corporation, and Ware River Railroad Company merged into The New York Central Railroad Company April 3, 1961.

(NOTE B) Leased to The Michigan Central Railroad Company. Assumed by The New York Central Railroad Company in its lease of Michigan Central February 1, 1930.

(NOTE C) Leased to The Cleveland, Cincinnati, Chicago and St. Louis Railway Company. Assumed by The New York Central Railroad Company in its lease of C. C. C. & St. L. Ry. February 1, 1930.

INVESTMENTS AND ADVANCES

DECEMBER 31, 1962

| | SHARES OUTSTANDING | Par value | HELD BY THIS COMPANY | | Quoted market price* |
|---|-----------------------|--------------|----------------------|-----------------|----------------------------|
| | | | Shares | Ledger value | |
| INVESTMENTS IN SUBSIDIARY COMPANIES: | | | | | |
| STOCKS | | | | | |
| Battle Creek & Sturgis Railway Company | 5,000 | \$100 | 825 | \$ 1 | |
| Beech Creek Railroad Company | 120,000 | 50 | 95,010 | 3,459,072 | 34 |
| Chicago, Kalamazoo and Saginaw Railway Company | 4,500 | 100 | 1,800 | 1,800 | |
| The Chicago River and Indiana Railroad Company | 5,000 | 100 | 5,000 | 750,000 | |
| Clearfield Bituminous Coal Corporation | 16,500 | 50 | 16,500 | 82,200 | |
| The Cleveland, Cincinnati, Chicago and St. Louis Railway Company—common | 470,288 | 100 | 467,174 | 44,389,701 | 150 |
| —common scrip | | | 8/6 | 320 | |
| —preferred | 99,985 | 100 | 89,546 | 8,879,475 | 74 |
| Cleveland Technical Center, Inc. | 1,000 | 1 | 1,000 | 1,000 | |
| The Cleveland Union Terminals Company | 100 | 100 | 71 | 7,100 | |
| Despatch Shops, Inc. | 60,000 | None | 60,000 | 3,000,000 | |
| Detroit, Toledo & Milwaukee Railroad Company | 10,600 | 100 | 5,300 | 1 | |
| The Hudson River Bridge Company at Albany | 5,000 | 100 | 5,000 | 500,000 | |
| The Hudson River Connecting Railroad Corporation | 2,500 | 100 | 2,500 | 251,034 | |
| Indiana Harbor Belt Railroad Company | 75,240 | 100 | 37,240 | 3,895,000 | |
| Lansing Manufacturers Railroad | 1,000 | 100 | 500 | 50,000 | |
| Lansing Transit Railway Company | 20 | 100 | 10 | 1,000 | |
| The Mahoning Coal Railroad Company—common | 30,000 | 50 | 24,191 | 3,712,244 | 540 |
| —preferred | 13,227 | 50 | 11,108 | 555,986 | 47½ |
| The Mahoning State Line Railroad Company | 2,000 | 50 | 54 | 2,700 | |
| Merchants Despatch Transportation Corporation | 78,750 | None | 78,750 | 2,777,845 | |
| The Michigan Central Railroad Company | 187,364 | 100 | 187,141 | 31,530,634 | 700 |
| The New York and Harlem Railroad Company—common | 173,121 | 50 | 163,439 | 26,010,736 | 95 |
| —preferred | 26,879 | 50 | 26,591 | 4,473,482 | 95 |
| The New York Central Development Corporation | 100 | 10 | 100 | 1,000 | |
| New York Central Transport Company | 100 | 10 | 100 | 1,000 | |
| New York State Realty and Terminal Company | 1,000 | 100 | 1,000 | 100,000 | |
| The Peoria and Eastern Railway Company | 99,942 | 100 | 1,830 | 66,082 | 47½ |
| The Pittsburgh and Lake Erie Railroad Company | 664,066 | 50 | 441,354 | 19,303,692 | 105 |
| The Pittsburgh, McKeesport and Youghiogheny Railroad Company | 79,193 | 50 | 39,596 | 2,443,415 | |
| The St. Lawrence & Adirondack Railway Company | 16,150 | 100 | 16,150 | 1,213,662 | |
| The Toronto, Hamilton and Buffalo Railway Company | 54,150 | 100 | 20,120 | 702,680 | |
| | | | | \$158,162,862 | |

| | PRINCIPAL AMOUNT OUTSTANDING | Principal amount | |
|--|------------------------------------|---------------------|--------------|
| BONDS | | | |
| Beech Creek Railroad Company 4%, matured July 1, 1936 | \$ 4,915,000 | \$ 4,915,000 | \$ 4,915,000 |
| Beech Creek Railroad Company 5%, matured July 1, 1936 | 1,000,000 | 1,000,000 | 1,000,000 |
| The Canada Southern Railway Company, 5%, matured October 1, 1962 | 9,701,000 | 9,701,000 | 9,701,000 |
| The Cleveland, Cincinnati, Chicago and St. Louis Railway Company refunding and improvement mortgage— | | | |
| Series E, 4½%, due July 1, 1977 | 39,709,000 | 3,819,000 | 2,407,579 |
| Series F, 4½%, due January 1, 1964 | 29,040,000 | 29,040,000 | 29,040,000 |
| First Collateral Trust, 4%, St. Louis Div., due Nov. 1, 1990 | 3,669,000 | 284,000 | 247,799 |
| The New York and Harlem Railroad Company, 3½%, due May 1, 2000 | 6,408,000 | 204,000 | 183,997 |
| | | | \$47,495,375 |

UNSECURED NOTES

| | | |
|--|------------|--------------|
| The Hudson River Connecting Railroad Corporation | 21,326,689 | \$21,326,689 |
| The Pittsburgh, McKeesport and Youghiogheny Railroad Company | 300,000 | 300,000 |
| | | \$21,626,689 |

* Where available.

INVESTMENTS AND ADVANCES

DECEMBER 31, 1962

| INVESTMENTS IN SUBSIDIARY COMPANIES:—Continued | SHARES OUTSTANDING | Par value | HELD BY THIS COMPANY | | Quoted market price* |
|--|-----------------------|--------------|----------------------|---------------------|----------------------------|
| | | | Shares | Ledger value | |
| INVESTMENT ADVANCES | | | | | |
| The Chicago River and Indiana Railroad Company | | | | \$ 6,001,362 | |
| Clearfield Bituminous Coal Corporation | | | | 1,520,000 | |
| The Cleveland, Cincinnati, Chicago and St. Louis Railway Company | | | | 436,023 | |
| The Cleveland Union Terminals Company | | | | 49,611,470 | |
| Exotic Enterprises, Inc. | | | | 24,000 | |
| Indiana Harbor Belt Railroad Company | | | | 992,500 | |
| Lansing Manufacturers Railroad | | | | 187,758 | |
| Lansing Transit Railway Company | | | | 5,634 | |
| The New York Central Development Corporation | | | | 1,091,000 | |
| New York Central Transport Company | | | | 1,881,521 | |
| New York State Realty and Terminal Company | | | | 12,500,579 | |
| The Pittsburgh and Lake Erie Railroad Company | | | | 30 | |
| The Pittsburgh, McKeesport and Youghiogheny Railroad Company | | | | 4,788,080 | |
| | | | | <u>\$79,039,957</u> | |

INVESTMENTS IN AFFILIATED COMPANIES:

| | | | | | |
|---|---------|-------|---------|--------------|--|
| STOCKS | | | | | |
| The Boston Terminal Corporation | 10 | None | 3 | \$ 1,050,003 | |
| The Canadian Pacific Car and Passenger Transfer Company, Ltd. | 4,000 | \$100 | 2,000 | 200,000 | |
| Cherry Tree and Dixonville Railroad Company | 10,000 | 50 | 5,000 | 250,000 | |
| Detroit Terminal Railroad Company | 20,000 | 100 | 5,000 | 500,000 | |
| Fort Wayne Union Railway Company | 800 | 100 | 200 | 20,000 | |
| Illinois Northern Railway | 5,000 | 100 | 600 | 120,451 | |
| Illinois Terminal Railroad Company | 2,000 | 10 | 182 | 1,818 | |
| The Lake Erie and Pittsburgh Railway Company | 43,000 | 100 | 21,500 | 2,150,000 | |
| The Lakefront Dock and Railroad Terminal Company | 92,500 | 100 | 46,250 | 4,625,000 | |
| Niagara Junction Railway Company | 10,000 | None | 5,000 | 501,974 | |
| Nicholas, Fayette and Greenbrier Railroad Company | 74,718 | 100 | 37,359 | 3,921,451 | |
| The Owasco River Railway | 300 | 100 | 150 | 37,500 | |
| The Pullman Company | 731,350 | 10 | 112,653 | 1,307,808 | |
| Railway Express Agency, Incorporated | 999 | None | 96 | 9,600 | |
| The Toledo Terminal Railroad Company | 36,128 | 100 | 7,744 | 2 | |
| The Troy Union Railroad Company | 300 | 100 | 150 | 185,000 | |
| The Zanesville Terminal Railroad Company | 3,000 | 100 | 1,500 | 91,144 | |
| | | | | \$14,971,751 | |

| | | | |
|---|------------------|------------|-------------|
| BONDS | | | |
| Cherry Tree and Dixonville Railroad Company Series A, 4½%, due August 1, 1966 | Principal amount | \$ 567,000 | \$ 567,000 |
| The Lake Erie and Pittsburgh Railway Company Series A, 4½%, due July 1, 1965 | | 1,284,000 | 1,284,000 |
| | | | \$1,851,000 |

UNSECURED NOTES

| | | |
|--------------------------------------|-------------|-------------|
| Railway Express Agency, Incorporated | \$2,775,892 | \$2,775,892 |
|--------------------------------------|-------------|-------------|

INVESTMENT ADVANCES

| | |
|---|-------------|
| Cherry Tree and Dixonville Railroad Company | \$ 46,600 |
| The Cincinnati Union Terminal Company | 1,731,018 |
| The Dayton Union Railway Company | 835,954 |
| The Lake Erie and Pittsburgh Railway Company | 146,125 |
| Nicholas, Fayette and Greenbrier Railroad Company | 3,185,960 |
| The Owasco River Railway | 28,665 |
| Union Depot Company (Columbus, Ohio) | 45,428 |
| | \$6,019,750 |

OTHER COMPANIES:

| | | | | | |
|--|-----------|-------------|-----|--|--|
| STOCKS | | | | | |
| The Baltimore and Ohio Railroad Company—Common Unstamped | Shares | | | | |
| Erie-Lackawanna Railroad Company | 54,600 | \$1,846,578 | 28 | | |
| New Gauley Coal Corporation—common | 114,000 | 370,500 | 2½ | | |
| —preferred | 5,229 | | | | |
| Reading Company—first preferred | 4,836,825 | 390,324 | | | |
| —second preferred | 123,500 | 1,914,250 | 14¾ | | |
| Other companies | 192,295 | 2,055,153 | 11½ | | |
| | | 20,576 | | | |
| | | \$6,597,381 | | | |

BONDS

| | | | |
|--|------------------|------------|------------|
| The Kalamazoo, Allegan and Grand Rapids Railroad Company | Principal amount | \$ 835,200 | \$ 835,200 |
| 5% first mortgage due July 1, 1968 | | 350 | 1 |
| Other companies | | | \$ 835,201 |
| | | | \$ 46,950 |

OTHER OBLIGATIONS

* Where available.

THE NEW YORK CENTRAL RAILROAD COMPANY
CAPITAL STOCK OF LESSOR COMPANIES

DECEMBER 31, 1962

| NAME OF LESSOR COMPANY | SHARES OUTSTANDING | SHARES | | |
|---|-----------------------|--------------------------------|--------------------------------|-------------------|
| | | Held by New York Central | Held by lessor companies | Held by public |
| Beech Creek Railroad Company | 120,000 | 95,010 | 1,000 ^a | 23,990 |
| Chicago, Kalamazoo and Saginaw Railway Company | 4,500 | 1,800 | 2,700 ^b | |
| The Cleveland, Cincinnati, Chicago and St. Louis Railway Company: | | | | |
| Common | 470,288 | 467,174 | | 3,114 |
| Preferred | 99,985 | 89,546 | | 10,439 |
| Central Railroad Company of Indianapolis | 600 | | | 600 |
| The Erie and Kalamazoo Railroad Company | 5,845 | | | 5,845 |
| Fort Wayne and Jackson Railroad Company—Common | 4,361.32 | | | 4,361.32 |
| —Preferred | 22,914.16 | | | 22,914.16 |
| The Hudson River Bridge Company at Albany | 5,000 | 5,000 | | |
| The Hudson River Connecting Railroad Corporation | 2,500 | 2,500 | | |
| The Kalamazoo, Allegan and Grand Rapids Railroad Company | 6,100 | | | 6,100 |
| Lansing Manufacturers Railroad | 1,000 | 500 | 500 ^b | |
| Lansing Transit Railway Company | 20 | 10 | 10 ^b | |
| The Mahoning Coal Railroad Company—Common | 30,000 | 24,191 | | 5,809 |
| —Preferred | 13,227 | 11,108 | | 2,119 |
| The Mahoning and Shenango Valley Railway Company | 2,400 | | 2,400 ^c | |
| Shenango Valley Railroad Company | 1,200 | | 1,200 ^c | |
| The Stewart Railroad Company | 154 | | 154 ^c | |
| The Michigan Central Railroad Company | 187,364 | 187,141 | | 223 |
| Battle Creek & Sturgis Railway Company | 5,000 | 825 | 4,175 ^b | |
| The Canada Southern Railway Company | 150,000 | | 89,163 ^b | 60,837 |
| Detroit Manufacturers' Railroad | 3,000 | | 2,414 ^b | 586 |
| Detroit River Tunnel Company | 30,000 | | 30,000 ^b | |
| Detroit, Toledo & Milwaukee Railroad Company | 10,600 | 5,300 | 5,300 ^b | |
| Joliet and Northern Indiana Railroad Company | 3,000 | | 3,000 ^b | |
| The Niagara River Bridge Company | 7,000 | | 7,000 ^d | |
| The New York and Harlem Railroad Company—Common | 173,121 | 163,439 | | 9,682 |
| —Preferred | 26,879 | 26,591 | | 288 |
| North Brookfield Railroad Company | 1,000 | | | 1,000 |
| The St. Lawrence & Adirondack Railway Company | 16,150 | 16,150 | | |
| Troy and Greenbush Railroad Association | 5,500 | | | 5,500 |

^a The New York and Harlem Railroad Company.^b The Michigan Central Railroad Company.^c The Mahoning Coal Railroad Company.^d The Canada Southern Railway Company.

THE NEW YORK CENTRAL RAILROAD COMPANY
INVESTMENT IN TRANSPORTATION PROPERTY

| | Investment Dec. 31, 1961 | Expenditures | Transfers and Adjustments | Retirements | Investment Dec. 31, 1962 |
|---|-----------------------------|--------------|------------------------------|--------------|-----------------------------|
| ROAD | | | | | |
| Engineering | \$ 27,576,175 | \$ 325,087 | Cr. \$ 6,098 | \$ 986,316 | \$ 26,908,848 |
| Land for transportation purposes | 140,254,811 | 91,482 | Cr. 51,540 | 8,817,070 | 131,477,683 |
| Other right-of-way expenditures | 99,377 | 8,841 | | 994 | 107,224 |
| Grading | 138,088,857 | 594,405 | 19,876 | 3,093,650 | 135,609,488 |
| Tunnels and subways | 6,340,448 | | | | 6,340,448 |
| Bridges, trestles and culverts | 86,872,906 | 187,855 | 11,917 | 1,002,382 | 86,070,296 |
| Elevated structures | 3,526,984 | | | | 3,526,984 |
| Ties | 35,177,351 | 229,249 | 16,236 | 1,490,496 | 33,932,340 |
| Rails | 52,938,752 | 916,843 | 18,479 | 3,805,967 | 50,068,107 |
| Other track material | 48,239,170 | 1,426,504 | 10,593 | 1,781,048 | 47,895,219 |
| Ballast | 32,646,581 | 690,602 | 13,925 | 1,162,107 | 32,189,001 |
| Track laying and surfacing | 38,800,170 | 867,985 | 13,200 | 1,600,204 | 38,081,151 |
| Fences, snowsheds, and signs | 3,624,773 | 5,756 | 8,739 | 92,868 | 3,546,400 |
| Station and office buildings | 79,460,842 | 1,821,797 | Cr. 1,875,485 | 2,989,890 | 76,417,264 |
| Roadway buildings | 1,422,421 | 78 | | 108,820 | 1,313,679 |
| Water stations | 1,231,004 | 6,350 | | 38,186 | 1,199,168 |
| Fuel stations | 3,771,371 | 37,645 | | 189,822 | 3,619,194 |
| Shops and enginehouses | 25,914,636 | 196,053 | | 473,422 | 25,637,267 |
| Grain elevators | 1,767,780 | | | 1,767,780 | |
| Storage warehouses | 1,499 | 2 | | | 1,501 |
| Wharves and docks | 5,710,436 | 229 | Cr. 1,290 | 160,049 | 5,549,326 |
| Coal and ore wharves | 6,802,769 | 19,045 | | 10,223 | 6,811,591 |
| Communication systems | 11,187,761 | 456,379 | | 624,841 | 11,019,299 |
| Signals and interlockers | 65,607,780 | 2,894,180 | | 5,545,192 | 62,956,768 |
| Power plants | 3,247,016 | 5,659 | Cr. 63,507 | 135,041 | 3,054,127 |
| Power transmission systems | 11,243,850 | 91,661 | | 390,924 | 10,944,587 |
| Miscellaneous structures | 363,846 | 14,700 | | 137 | 378,409 |
| Roadway machines | 11,546,487 | 109,458 | | 68,309 | 11,587,636 |
| Roadway small tools | 560,386 | | | | 560,386 |
| Public improvements—Construction | 35,962,871 | 339,984 | Cr. 7,907 | 278,582 | 36,016,366 |
| Revenues and operating expenses during construction | Cr. 54,903 | | | | Cr. 54,903 |
| Other expenditures—Road | 12,394 | | | | 12,394 |
| Shop machinery | 8,655,402 | 475,428 | | 264,905 | 8,865,925 |
| Power plant machinery | 7,373,330 | 6,659 | Cr. 112,019 | 512,034 | 6,755,936 |
| Organization expenses | 467,279 | | | | 467,279 |
| General officers and clerks | 2,668,065 | | | 10,497 | 2,657,568 |
| Law | 1,626,748 | | | 6,400 | 1,620,348 |
| Stationery and printing | 195,212 | | | 768 | 194,444 |
| Taxes | 920,687 | | | 110,720 | 809,967 |
| Interest during construction | 22,153,823 | | | 1,017,991 | 21,139,243 |
| Other expenditures—General | 578,537 | | | 2,304 | 576,233 |
| Other elements of investment | | | Cr. 42,728,075 | | Cr. 42,728,075 |
| | 924,585,684 | 11,819,916 | Cr. 44,729,545 | 38,539,939 | 853,136,116 |
| Acquisition adjustment | Cr. 39,370,167 | | 39,370,167 | | |
| Donations and Grants | Cr. 3,357,908 | | 3,357,908 | | |
| | 881,857,609 | 11,819,916 | Cr. 2,001,470 | 38,539,939 | 853,136,116 |
| TOTAL | | | | | |
| EQUIPMENT | | | | | |
| | 278,557,212 | 4,396,022 | | 4,212,241 | 278,740,993 |
| Other locomotives | 338,867,323 | 13,838,268 | | 11,472,424 | 341,233,167 |
| Freight train cars | 91,418,355 | 2,079,558 | | 8,188,492 | 85,309,421 |
| Passenger train cars | 12,378,699 | 18 | | 1,167,839 | 11,210,878 |
| Floating equipment | 11,666,978 | 144,583 | | 747,950 | 11,063,611 |
| Work equipment | 5,038,104 | 188,804 | | 201,475 | 5,025,433 |
| Miscellaneous equipment | | | | | |
| | 737,926,671 | 20,647,253 | | 25,990,421 | 732,583,503 |
| TOTAL | | | | | |
| IMPROVEMENTS ON LEASED PROPERTY | | | | | |
| | 107,890,418 | 167,049 | Cr. 6,423,811 | 875,857 | 100,757,799 |
| As detailed on page 18 | | | | | |
| | \$1,727,674,698 | \$32,634,218 | Cr. \$ 8,425,281 | \$65,406,217 | \$1,686,477,418 |
| GRAND TOTAL | | | | | |
| Cr.—Credit | | | | | |

IMPROVEMENTS ON LEASED PROPERTY

| | Investment Dec. 31, 1961 | CHANGES 1962 | | | Investment Dec. 31, 1962 |
|---|-----------------------------|------------------|------------------------------|------------------|-----------------------------|
| | | Expenditures | Transfers and Adjustments | Retirements | |
| Amsterdam, Chuctanunda & Northern Railroad | \$ 21,449 | | | | \$ 21,449 |
| Beech Creek Railroad Company | 9,988 | | | | 9,988 |
| The Erie & Kalamazoo Railroad Company | 189,620 | \$ 177 | | \$ 7,590 | 182,207 |
| Fort Wayne & Jackson Railroad Company | 315,137 | 1,520 | | 20,511 | 296,146 |
| Grand Central Terminal | 48,974,984 | 3,170 | Cr. \$6,413,482 | | 42,564,672 |
| The Hudson River Bridge Company at Albany | 1,510,431 | 94 | | | 1,510,525 |
| Improvements on leased piers | 375,998 | | | 359,980 | 16,018 |
| Joliet & Northern Indiana Railroad Company | 143,419 | | Cr. 10,328 | | 133,091 |
| The Kalamazoo, Allegan and Grand Rapids Railroad Company | 18,600 | 12,160 | | 1,951 | 28,809 |
| The Mahoning Coal Railroad Company | 561,212 | 105,977 | | 272,613 | 394,576 |
| The Mahoning and Shenango Valley Railroad Company | 17,407 | | Cr. 1 | | 17,406 |
| Mt. Gilead Short Line Railway | 12,176 | | | | 12,176 |
| The New York and Harlem Railroad Company | 47,614,561 | 42,224 | | 181,615 | 47,475,170 |
| New York State Realty and Terminal Company | 6,758,047 | | | | 6,758,047 |
| New York Stock Yards | 1,220,666 | | | | 1,220,666 |
| Shenango Valley Railroad Company | 6,018 | 2 | | | 6,020 |
| The Stewart Railroad Company | Cr. 353 | | | Cr. 353 | |
| Troy and Greenbush Railroad Association | 100,358 | 1,725 | | 31,597 | 70,486 |
| Trustees of Central Manufacturing District, Chicago | 40,700 | | | | 40,700 |
| TOTAL | \$107,890,418 | \$167,049 | Cr. \$6,423,811 | \$875,857 | \$100,757,799 |

Cr.—Credit

INVESTMENT IN MISCELLANEOUS PHYSICAL PROPERTY

| | Investment Dec. 31, 1961 | CHANGES YEAR 1962 | | | Investment Dec. 31, 1962 |
|---|-----------------------------|-------------------|------------------------------|-------------|-----------------------------|
| | | Expenditures | Transfers and Adjustments | Retirements | |
| NEW YORK, N. Y. | | | | | |
| 200 Park Avenue (Pan-Am Building) | \$ 19,567,665 | \$ 156,408 | \$ 86,158 | \$ 156,408 | \$ 19,653,823 |
| 230 Park Avenue | 210,397 | 1,026,862 | | | 1,237,259 |
| 247 Park Avenue | 305,255 | | | | 305,255 |
| 250 Park Avenue | | | 228,901 | | 228,901 |
| 270 Park Avenue | | | 183,196 | | 183,196 |
| 277 Park Avenue | | | 295,190 | | 295,190 |
| 290 Park Avenue | | | 420,881 | | 420,881 |
| 299 Park Avenue (Hotel Park Lane) | 2,236,213 | 56,365 | 411,819 | | 2,713,459 |
| 301-315 Park Avenue (Hotel Waldorf-Astoria) | 7,217,217 | | 438,580 | | 7,629,036 |
| 320 Park Avenue | | | 208,334 | | 438,580 |
| 350 Park Avenue | | | 81,077 | | 208,334 |
| 51 E. 42nd St. (Vanderbilt Ave. Bldg.) | 1 | | 367,162 | | 81,077 |
| 33-55 E. 43rd St. (Hotel Biltmore) | 5,703,880 | 212,256 | 254,907 | | 6,283,298 |
| 52 Vanderbilt Ave. (Vanderbilt Concourse Bldg.) | 1,323,478 | | | | 1,578,385 |
| 109-129 E. 42nd St. (Hotel Commodore) | 2,787,938 | | | | 2,787,938 |
| 33-59 E. 45th St. (Hotel Roosevelt) | 2,653,042 | | | | 2,653,042 |
| 115 E. 48th St. (Hotel Barclay) | 2,858,702 | 43,646 | 478,367 | | 3,380,715 |
| Paved Way—48th and 49th Streets | 43,969 | | 155,551 | | 199,520 |
| Former Depew Place—45th & 46th Sts. | | | 25,848 | | 25,848 |
| 50 Vanderbilt Ave. (Yale Club) | 51,027 | | 254,907 | | 305,934 |
| Former 43rd St.—Paved Way | | | 147,688 | | 147,688 |
| 420 Lexington Ave.—(Graybar Bldg.) | 640,361 | | 888,731 | | 1,529,092 |
| 466 Lexington Ave. (General Office Bldg.) | | | 2,176,720 | | 2,176,720 |
| 379 Madison Avenue | 71,335 | | | | 71,335 |
| 385 Madison Avenue | 538,780 | | | | 538,780 |
| 501-557 W. 30th St. (Metal Purch. Bldg.) | 370,829 | | | | 370,829 |
| 422 Eleventh Ave. (Macy Bldg.) | 695,131 | | | | 695,131 |
| 59th St. and 12th Avenue | 182,531 | | | | 182,531 |
| Putnam Bridge across Harlem River | 243,121 | | | | 243,121 |
| Kingsbridge Warehouse (Marble Hill) | 586,626 | | | | 586,626 |
| Mellish Warehouse, W. 59th St. | 315,994 | | | | 315,994 |
| Old West Shore Freight House—W. 36th St. | 103,861 | | | | 103,861 |
| Melrose Central Building | 2,283,518 | | | | 2,283,518 |
| Port Morris Buildings | 149,087 | | | | 149,087 |
| E. 198th St. & Webster Ave. | 61,706 | | | | 61,706 |
| W. 65th and 66th Streets—Viaduct | 103,798 | | | | 103,798 |
| Miscellaneous—Various Locations | 19,070 | | | | 19,070 |
| | 51,324,532 | 312,267 | 8,287,287 | | 59,924,086 |
| OTHER: | | | | | |
| Buffalo, New York | 7,773,148 | | | 34,879 | 7,738,269 |
| East View to Mahopac, N. Y.—Land | | | 114,375 | | 114,375 |
| Minoa, New York | 121,564 | | | | 121,564 |
| Rivergate to Ogdensburg, N. Y.—Land | | | 46,181 | | 46,181 |
| Rochester, New York | | | 25,919 | | 25,919 |
| Syracuse, New York | 8,662 | | | | 8,662 |
| White Plains, New York | 7,563 | | | | 7,563 |
| Yonkers, New York | 1,820 | | 14,889 | 1,820 | 14,889 |
| Former West Shore—Land—New York and New Jersey | 715,240 | | | | 715,240 |
| Former New Jersey Junction—Land—New Jersey | 289,342 | | | | 289,342 |
| Jersey City, New Jersey | 284,368 | | | | 284,368 |
| Weehawken, New Jersey | 357,507 | | 190,750 | 6,736 | 541,521 |
| Keatings to Browns, Pennsylvania | 72,966 | | | 35,707 | 37,259 |
| Former T. & O. C. Ry.—Land—Ohio & West Virginia | 35,973 | | | | 35,973 |
| Former T. & O. C. Ry.—Land—Ohio | 95,546 | | | 5,115 | 90,431 |
| Ashtabula, Ohio | 1,540,957 | | | | 1,540,957 |
| Cleveland, Ohio | 351,978 | | 26,020 | | 377,998 |
| Collinwood, Ohio | 37,091 | | | | 37,091 |
| Fairport Harbor, Ohio | 223,363 | | | 21,445 | 201,918 |
| Holland, Ohio | 97,949 | | | | 97,949 |
| Rockport, Ohio | 173,292 | | 8,786 | 16,343 | 165,735 |
| Toledo, Ohio | 436,619 | | | | 436,619 |
| Dune Park, Indiana | 75,955 | | | | 75,955 |
| Chicago, Illinois | 583,931 | | | | 583,931 |
| Allston, Mass. | 259,211 | | | | 259,211 |
| Boston, Mass. | 208,214 | | | | 208,214 |
| Track Material Leased to Outside Parties | 115,200 | 1,454 | | | 116,654 |
| Miscellaneous—Various Locations | 1,497,812 | | 289,106 | 587,365 | 1,199,553 |
| | \$66,689,803 | \$313,721 | \$9,003,313 | \$709,410 | \$75,297,427 |

LONG-TERM DEBT
(INCLUDING MATURITIES IN 1963)

| PRINCIPAL AMOUNT AS OF DECEMBER 31, 1962 | | | | | | | | | | INTEREST | | |
|--|--|--------------------------------|--------------|--------------|---------------|---------------------------|-------------------|-------------|--------------------|------------|-----------|-----------|
| | | Date of maturity | CHANGES 1962 | | Outstanding | Held by or for company | Held by public | Rate (%) | Accrued in 1962 | Payable | | |
| | | | Issued | Reacquired | | | | | | | | |
| MORTGAGE BONDS | | | | | | | | | | | | |
| Boston and Albany Rail- road Company | | | | | | | | | | | | |
| Refunding | | p 10-1-1963 | | \$ 263,000 | \$ 3,627,000 | \$ 1,198,000 | \$ 2,429,000 | 5 | \$ 128,388 | 4/1 & 10/1 | | |
| Improvement | | p 8-1-1978 | | 527,000 | 5,700,000 | 527,000 | 5,173,000 | 4 3/4 | 225,426 | 2/1 & 8/1 | | |
| Carthage and Adirondack Railway Company | | First | e 12-1-1981 | 54,000 | 1,099,000 | 186,000 | 913,000 | 4 | 37,210 | 6/1 & 12/1 | | |
| The Kanawha & Michigan Railway Company | | First | e 4-1-1990 | 435,000 | 1,940,000 | 361,000 | 1,579,000 | 4 | 66,138 | 4/1 & 10/1 | | |
| The Lake Shore and Michigan Southern Railway Company | | Gold | f 6-1-1997 | 332,000 | 50,000,000 | 332,000 | 49,668,000 | 3 1/2 | 1,744,823 | 6/1 & 12/1 | | |
| The Mohawk and Malone Railway Company | | First | f 9-1-1991 | 99,000 | 2,500,000 | 757,000 | 1,743,000 | 4 | 71,105 | 3/1 & 9/1 | | |
| The Mohawk and Malone Railway Company | | Consolidated | d 3-1-2002 | 463,000 | 3,900,000 | 634,000 | 3,266,000 | 3 1/2 | 118,568 | 3/1 & 9/1 | | |
| New Jersey Junction Rail- road Company | | First | d 2-1-1986 | 106,000 | 1,483,000 | 103,000 | 1,380,000 | 4 | 57,959 | 2/1 & 8/1 | | |
| The New York and Putnam Railroad Co. | | First | e 10-1-1993 | 96,000 | 2,286,000 | 131,000 | 2,155,000 | 4 | 87,560 | 4/1 & 10/1 | | |
| Sturgis, Goshen and St. Louis Railway Company | | First | e 12-1-1989 | 31,000 | 135,000 | 2,000 | 133,000 | 3 | 4,500 | 6/1 & 12/1 | | |
| West Shore Railroad Company | | First | e 1-1-2361 | 3,627,000 | 36,537,500 | 128,000 | 36,409,500 | 4 | 1,548,330 | 1/1 & 7/1 | | |
| The New York Central and Hudson River Railroad Company | | Gold | e 7-1-1997 | 3,737,000 | 90,067,000 | 6,020,000 | 84,047,000 | 3 1/2 | 2,991,146 | 1/1 & 7/1 | | |
| The New York Central Railroad Company | | Consolidation | Series A | a 2-1-1998 | \$1,000 | 835,000 | 69,111,000 | 1,210,000 | 67,901,000 | 4 | 2,732,365 | 2/1 & 8/1 |
| | | Consolidation | Series C | a 2-1-1998 | | | 48,000,000 | 48,000,000 | 4 | | | |
| The New York Central and Hudson River Railroad Company | | Lake Shore Collateral | d 2-1-1998 | 266,000 | 21,057,000 | 3,711,000 | 17,346,000 | 3 1/2 | 609,499 | 2/1 & 8/1 | | |
| | | Michigan Central Collateral | d 2-1-1998 | 525,000 | 19,336,000 | 1,545,000 | 17,791,000 | 3 1/2 | 627,637 | 2/1 & 8/1 | | |
| | | Refunding and im- provement | Series A | d 10-1-2013 | 96,419,000 | 423,000 | 95,996,000 | 4 1/2 | 4,319,820 | 4/1 & 10/1 | | |
| The New York Central Railroad Company | | Refunding and im- provement | Series B | d 10-1-2013 | 4,494,000 | 4,494,000 | | 6 | | | | |
| | | Refunding and im- provement | Series C | d 10-1-2013 | 231,174,000 | 167,182,000 | 63,992,000 | 5 | 3,199,600 | 4/1 & 10/1 | | |
| TOTAL MORTGAGE BONDS | | | 1,000 | 11,396,000 | 688,865,500 | 236,944,000 | 451,921,500 | | 18,570,074 | | | |
| COLLATERAL TRUST BONDS AND NOTES | | | | | | | | | | | | |
| The New York Central Railroad Company | | Bonds | 4-1-1980 | 1,501,950 | 26,216,300 | 2,527,750 | 23,688,550 | 6 | 1,442,118 | 4/1 & 10/1 | | |
| | | Bonds | 1-1-1980 | 11,450 | 751,375 | 97,100 | 654,275 | 5 3/4 | 37,832 | 1/1 & 7/1 | | |
| | | Bonds | 1-1-1980 | 7,000 | 300,800 | 98,000 | 202,800 | 5 3/4 | 10,771 | 1/1 & 7/1 | | |
| | | Notes† | f 7-1-1974 | | 40,000,000 | | 40,000,000 | 5 | 2,000,000 | 1/1 & 7/1 | | |
| TOTAL COLLATERAL TRUSTS | | | | 1,520,400 | 67,268,475 | 2,722,850 | 64,545,625 | | 3,490,721 | | | |
| TOTAL BONDS AND NOTES | | | \$1,000 | \$12,916,400 | \$756,133,975 | \$239,666,850 | \$516,467,125 | | \$22,060,795 | | | |

† Guaranteed by United States of America under Part V of the Interstate Commerce Act, as amended.

TRUSTEE OR ASSIGNEE:

- a Bankers Trust Company, New York, N. Y.
- b The Chase Manhattan Bank, New York, N. Y.
- c The First National City Bank, New York, N. Y.
- d Morgan Guaranty Trust Company of New York, N. Y.
- e Manufacturers Hanover Trust Company, New York, N. Y.
- f Irving Trust Company, New York, N. Y.
- g Chemical Bank New York Trust Company, New York, N. Y.
- h The Marine Midland Trust Company of New York, N. Y.

- i American National Bank and Trust Company, Chicago, Illinois
- j Mellon National Bank and Trust Company, Pittsburgh, Pennsylvania
- k Peoples First National Bank and Trust Co., Pittsburgh, Pennsylvania
- l Second Bank-State Street Trust Company, Boston, Massachusetts
- m Central National Bank of Cleveland, Cleveland, Ohio
- n Pittsburgh National Bank, Pittsburgh, Pennsylvania
- o John Hancock Mutual Life Insurance Company, Boston, Massachusetts
- p The New England Trust Company, Boston, Massachusetts

LONG-TERM DEBT
(INCLUDING MATURITIES IN 1963)

| PRINCIPAL AMOUNT AS OF DECEMBER 31, 1962 | | | | | | | | | | INTEREST | | |
|---|----------------------------|-----------------------------|-------------|--------------|---------------------------|-------------------|---------------|--------------------|--------------|----------|--|--|
| Date of final maturity | | CHANGES 1962 | | Outstanding | Held by or for company | Held by public | Rate (%) | Accrued in 1962 | Payable | | | |
| | | Issued | Reacquired | | | | | | | | | |
| EQUIPMENT OBLIGATIONS | | | | | | | | | | | | |
| EQUIPMENT TRUST CERTIFICATES: | | | | | | | | | | | | |
| Trust | | Dated | | | | | | | | | | |
| 1st 1949 | Jan. 1, 1949 | ^d Jan. 1, 1964 | \$ 648,000 | \$ 1,296,000 | | \$ 1,296,000 | 2½ | \$ 34,020 | 1/1 & 7/1 | | | |
| 2nd 1949 | Mar. 15, 1949 | ^c Mar. 15, 1964 | 465,000 | 1,510,000 | | 1,510,000 | 2½ | 42,186 | 3/15 & 9/15 | | | |
| 3rd 1949 | May 15, 1949 | ^d May 15, 1964 | 590,000 | 1,408,000 | | 1,408,000 | 2½ | 42,766 | 5/15 & 11/15 | | | |
| 4th 1949 | July 15, 1949 | ^f July 15, 1964 | 710,000 | 1,520,000 | | 1,520,000 | 2½ | 52,376 | 1/15 & 7/15 | | | |
| 5th 1949 | Oct. 1, 1949 | ^d Oct. 1, 1964 | 583,000 | 1,216,000 | | 1,216,000 | 2½ | 45,464 | 4/1 & 10/1 | | | |
| 1st 1950 | Jan. 1, 1950 | ^c Jan. 1, 1965 | 130,000 | 1,620,000 | | 1,620,000 | 2½ | 44,550 | 1/1 & 7/1 | | | |
| 2nd 1950 | June 15, 1950 | ^b June 15, 1965 | 190,000 | 2,090,000 | | 2,090,000 | 2½ | 60,047 | 6/15 & 12/15 | | | |
| 3rd 1950 | Nov. 15, 1950 | ^d Nov. 15, 1965 | 320,000 | 960,000 | | 960,000 | 2½ | 34,100 | 5/15 & 11/15 | | | |
| 1st 1951 | Jan. 1, 1951 | ^f Jan. 1, 1966 | 280,000 | 1,899,000 | | 1,899,000 | 2½ | 52,901 | 1/1 & 7/1 | | | |
| 2nd 1951 | Dec. 1, 1951 | ^d Dec. 1, 1966 | 453,000 | 2,160,000 | | 2,160,000 | 3½ | 86,919 | 6/1 & 12/1 | | | |
| 1st 1952 | Feb. 1, 1952 | ^c Feb. 1, 1967 | 309,000 | 2,950,000 | | 2,950,000 | 3½ | 100,431 | 2/1 & 8/1 | | | |
| 2nd 1952 | May 15, 1952 | ^b May 15, 1967 | 336,000 | 1,715,000 | | 1,715,000 | 3½ | 57,488 | 5/15 & 11/15 | | | |
| 3rd 1952 | Aug. 15, 1952 | ^d Aug. 15, 1967 | 465,000 | 2,825,000 | | 2,825,000 | 3½ | 100,856 | 2/15 & 8/15 | | | |
| 1st 1953 | Jan. 1, 1953 | ^f Jan. 1, 1968 | 770,000 | 4,179,000 | | 4,179,000 | 3½ | 130,662 | 1/1 & 7/1 | | | |
| 2nd 1953 | Mar. 15, 1953 | ^d Mar. 15, 1968 | 574,000 | 3,742,000 | | 3,742,000 | 3½ | 139,981 | 3/15 & 9/15 | | | |
| 1st 1955 | Sept. 15, 1955 | ^f Sept. 15, 1970 | 500,000 | 4,000,000 | | 4,000,000 | 3½ | 157,837 | 3/15 & 9/15 | | | |
| 2nd 1955 | Dec. 15, 1955 | ^f Dec. 15, 1970 | 1,760,000 | 1,760,000 | | 1,760,000 | 3½ | 89,578 | 6/15 & 12/15 | | | |
| 1st 1957 | Jan. 1, 1957 | ^f Jan. 1, 1972 | 512,000 | 5,267,000 | | 5,267,000 | 4½ | 250,183 | 1/1 & 7/1 | | | |
| 2nd 1957 | Apr. 1, 1957 | ^f Apr. 1, 1972 | 265,000 | 2,515,000 | | 2,515,000 | 4½ | 112,927 | 4/1 & 10/1 | | | |
| 3rd 1957 | Sept. 16, 1957 | ^f Sept. 16, 1972 | 218,000 | 2,369,000 | | 2,369,000 | 5 | 126,157 | 3/16 & 9/16 | | | |
| 1st 1960 | June 1, 1960 | ^f June 1, 1975 | | 3,672,000 | | 3,672,000 | 5½ | 192,780 | 6/1 & 12/1 | | | |
| 1st 1961 | Feb. 15, 1961 | ^f Feb. 15, 1976 | | 3,060,000 | | 3,060,000 | 4½ | 145,350 | 2/15 & 8/15 | | | |
| 2nd 1961 | June 1, 1961 | ^f June 1, 1976 | 39,000 | 3,285,000 | | 3,285,000 | 4½ | 160,147 | 6/1 & 12/1 | | | |
| | | | 10,117,000 | 57,018,000 | | 57,018,000 | | 2,259,706 | | | | |
| CONDITIONAL SALE AGREEMENTS: | | | | | | | | | | | | |
| | | Dated | | | | | | | | | | |
| May 1, 1950 | ^c May 1, 1965 | | 297,920 | 744,800 | | 744,800 | 2.84 | 25,030 | 2/1 — 5/1 | | | |
| Apr. 1, 1951 | ^d Apr. 1, 1967 | | 6,314,308 | 24,131,233 | | 24,131,233 | Various | 873,149 | 4/1 & 10/1 | | | |
| June 1, 1953 | ^d Oct. 1, 1963 | | 1,067,812 | 2,135,576 | | 2,135,576 | 3½ | 78,382 | 1/1 — 4/1 | | | |
| Feb. 1, 1956 | ^c Feb. 1, 1966 | | 2,450 | 3,218,390 | | 3,218,390 | 3.575 | 115,095 | 2/1 & 8/1 | | | |
| Mar. 15, 1956 | ^a Mar. 15, 1966 | | 3,405 | 3,808,698 | | 3,808,698 | 3.575 | 136,240 | 3/15 & 9/15 | | | |
| Sept. 1, 1956 | ^c Sept. 1, 1966 | | 915,031 | 3,625,142 | | 3,625,142 | 3.825 | 153,264 | 3/1 & 9/1 | | | |
| Nov. 1, 1956 | ^c Nov. 1, 1966 | | 788,614 | 3,141,423 | | 3,141,423 | 4.075 | 146,723 | 5/1 & 11/1 | | | |
| Jan. 1, 1957 | ^f Jan. 1, 1967 | | 3,262,903 | 11,333,511 | | 11,333,511 | 4½ | 553,619 | 1/1 & 7/1 | | | |
| June 1, 1957 | ⁱ Apr. 1, 1967 | | 158,580 | 556,011 | | 556,011 | 4½ | 25,437 | 1/1 — 4/1 | | | |
| Aug. 1, 1957 | ^a Aug. 1, 1967 | | 494,803 | 1,979,212 | | 1,979,212 | 4½ | 95,057 | 2/1 & 8/1 | | | |
| Feb. 1, 1958 | ^b Feb. 1, 1968 | | | 975,939 | | 975,939 | 5 | 48,797 | 2/1 & 8/1 | | | |
| Feb. 1, 1959 | ^f Feb. 1, 1969 | | | 1,138,920 | | 1,138,920 | 5 | 56,946 | 2/1 & 8/1 | | | |
| Feb. 1, 1959 | ^b Feb. 1, 1969 | | | 1,943,740 | | 1,943,740 | 4.95 | 96,215 | 2/1 & 8/1 | | | |
| Aug. 1, 1959 | ^m Aug. 1, 1969 | | 283,550 | 1,701,303 | | 1,701,303 | 4.9 | 84,151 | 2/1 & 8/1 | | | |
| Feb. 15, 1960 | ^a Feb. 15, 1970 | | 768,840 | 2,800,939 | | 2,800,939 | 5½ | 179,915 | 2/15 & 8/15 | | | |
| May 1, 1960 | ^c May 1, 1975 | | | 3,140,460 | | 3,140,460 | 5¾ | 180,580 | 5/1 & 11/1 | | | |
| Sept. 1, 1961 | ^f Sept. 1, 1976 | | \$1,750,000 | 3,500,000 | | 3,500,000 | 5½ | 180,736 | 3/1 & 9/1 | | | |
| Feb. 15, 1962 | ⁱ Feb. 15, 1967 | | 1,065,000 | 958,500 | | 958,500 | 5 | 34,583 | 2/15 & 8/15 | | | |
| Apr. 1, 1962 | ^j Apr. 1, 1972 | | 3,416,228 | 3,187,458 | | 3,187,458 | 5.1 | 64,353 | 4/1 & 10/1 | | | |
| June 1, 1962 | ^c June 1, 1972 | | | 3,676,270 | \$ 3,676,270 | | | | | | | |
| | | | 6,231,228 | 14,693,486 | 77,697,525 | 3,676,270 | 74,021,255 | 3,128,272 | | | | |
| TOTAL EQUIPMENT OBLIGATIONS | | | 6,231,228 | 24,810,486 | 134,715,525 | 3,676,270 | 131,039,255 | 5,387,978 | | | | |
| TOTAL BONDS AND NOTES (page 20) | | | 1,000 | 12,916,400 | 756,133,975 | 239,666,850 | 516,467,125 | 22,060,795 | | | | |
| | | | 6,232,228 | 37,726,886 | 890,849,500 | 243,343,120 | 647,506,380 | 27,448,773 | | | | |
| MISCELLANEOUS | | | | | | | | | | | | |
| New York State—Elimination of Grade Crossings | | Oct. 20, 2011 | 231,111 | 827,197 | 16,837,457 | | 16,837,457 | 466,356 | Various | | | |
| Cleveland Mail Terminal | | Oct. 1, 1974 | | 425,000 | 4,993,750 | | 4,993,750 | 306,281 | Various | | | |
| Other interest | | | | | | | | 108,671 | Various | | | |
| | | | 231,111 | 1,252,197 | 21,831,207 | | 21,831,207 | 881,308 | | | | |
| Amortization of discount on funded debt | | | | | | | | 108,424 | | | | |
| TOTAL | | | | | | | 669,337,587 | | | | | |
| LESS DEBT DUE WITHIN ONE YEAR | | | | | | | 29,443,137 | | | | | |
| LONG-TERM DEBT | | | \$6,463,339 | \$38,979,083 | \$912,680,707 | \$243,343,120 | \$639,894,450 | \$28,438,505 | | | | |

LIABILITIES TO SUBSIDIARY AFFILIATED AND LESSOR COMPANIES

| | 1962 | December 31 | 1961 |
|--|---------------------|-------------|---------------------|
| Beech Creek Railroad Company | \$ 1,176,981 | | \$ 947,967 |
| Chicago, Kalamazoo and Saginaw Railway Company | 941,648 | | 938,188 |
| Despatch Shops, Inc. | 225,000 | | 225,000 |
| Detroit, Toledo & Milwaukee Railroad Company | 165,681 | | 165,932 |
| Fort Wayne and Jackson Railroad Company | 17,381 | | 17,381 |
| The Hudson River Connecting Railroad Corporation | 1,162,716 | | 380,685 |
| The Kalamazoo, Allegan and Grand Rapids Railroad Company | 900 | | 900 |
| The Michigan Central Railroad Company | 20,532,693 | | 19,483,516 |
| The New York and Harlem Railroad Company | 2,495,258 | | 2,625,768 |
| The Peoria and Eastern Railway Company | 434,405 | | 434,405 |
| The Pittsburgh and Lake Erie Railroad Company | 12,818 | | 12,828 |
| The St. Lawrence & Adirondack Railway Company | 57,499 | | 24,102 |
| TOTAL | \$27,222,980 | | \$25,165,393 |

MILEAGE OPERATED

DECEMBER 31, 1962

| OWNED | BETWEEN | MILES OF MAIN TRACK | | | PASSING TRACKS, CROSS- OVERS, ETC. | YARDS AND SIDINGS | TOTAL |
|--|---|---------------------|-----------------|---------------|---|-------------------------|------------------|
| | | First | Second | All Other | | | |
| Main lines | Mott Haven Junction (New York City) . Englewood (Chicago) | 952.41 | 948.00 | 213.97 | 340.61 | 1,386.52 | 3,841.51 |
| | Englewood (Chicago) LaSalle Street Station (Chicago)* | 6.35 | 6.40 | | .45 | .48 | 13.68 |
| | Boston, Mass. Rensselaer, N. Y. | 199.27 | 186.84 | 7.39 | 11.14 | 143.43 | 548.07 |
| Branches | | 3,674.71 | 159.93 | 13.48 | 355.15 | 1,590.53 | 5,793.80 |
| TOTAL OWNED (including jointly owned) | | 4,832.74† | 1,301.17 | 234.84 | 707.35 | 3,120.96 | 10,197.06 |
| LINES OPERATED UNDER LEASE OR CONTRACT | | 4,269.83 | 1,127.66 | 86.71 | 510.31 | 2,264.96 | 8,259.47 |
| TRackage RIGHTS | | 871.81 | 381.81 | 13.51 | 84.55 | 119.38 | 1,471.06 |
| TOTAL | | 9,974.38 | 2,810.64 | 335.06 | 1,302.21 | 5,505.30 | 19,927.59 |

* Jointly owned, 50% New York Central R.R. Co. and 50% Chicago, Rock Island and Pacific R.R.
† Does not include 19.56 miles operated by Indiana Harbor Belt R.R. Co.

MILEAGE OPERATED BY STATES AND PROVINCES

| STATE OR PROVINCE | OWNED | | LINES OPERATED UNDER LEASE OR CONTRACT | | OTHERWISE OPERATED | | TOTAL | |
|-------------------|--------------------|--------------------|---|--------------------|--------------------|--------------------|--------------------|--------------------|
| | 1st track miles | All track miles | 1st track miles | All track miles | 1st track miles | All track miles | 1st track miles | All track miles |
| New York | 2,188.43 | 4,642.72 | 167.81 | 488.97 | 44.70 | 50.84 | 2,400.94 | 5,182.53 |
| Pennsylvania | 453.16 | 677.87 | 108.75 | 188.50 | 207.25 | 289.31 | 769.16 | 1,155.68 |
| Ohio | 966.73 | 2,354.50 | 792.98 | 1,668.16 | 200.52 | 444.41 | 1,960.23 | 4,467.07 |
| Indiana | 366.66 | 851.32 | 1,038.67 | 1,907.77 | 113.19 | 161.84 | 1,518.52 | 2,920.93 |
| Illinois | 137.87 | 285.19 | 681.79 | 1,092.98 | 125.47 | 270.30 | 945.13 | 1,648.47 |
| Michigan | 278.05 | 377.83 | 1,145.58 | 2,186.83 | 7.76 | 13.73 | 1,431.39 | 2,578.39 |
| Massachusetts | 266.33 | 637.59 | 4.49 | 10.94 | 7.86 | 13.43 | 278.68 | 661.96 |
| Kentucky | | | 1.36 | 10.45 | .13 | .13 | 1.49 | 10.58 |
| Missouri | | | | | 8.15 | 17.30 | 8.15 | 17.30 |
| New Jersey | 23.00 | 124.15 | | | | | 23.00 | 124.15 |
| West Virginia | 152.51 | 245.89 | | | 132.23 | 177.74 | 284.74 | 423.63 |
| Quebec | | | | | 24.18 | 31.66 | 70.74 | 86.00 |
| Ontario | | | | | .37 | .37 | 282.21 | 650.90 |
| TOTAL | 4,832.74 | 10,197.06 | 4,269.83 | 8,259.47 | 871.81 | 1,471.06 | 9,974.38 | 19,927.59 |

EQUIPMENT—UNITS IN SERVICE
INCLUDING EQUIPMENT OF LEASED LINES

| | Number of units Jan. 1 1962 | Year 1962 | | Number of units Owned | DECEMBER 31, 1962 | | Average tractive power (lbs.) |
|----------------------------|---|-----------|---------|--------------------------------|---|------------------------|--|
| | | INSTALLED | RETIRED | | Held under equip. obliga- tions | Held under lease | |
| LOCOMOTIVES | | | | | | | |
| Diesel—freight—"A" units | 442 | | 5 | 437 | 46 | 367 | 24 |
| freight—"B" units | 159 | | 5 | 154 | 16 | 131 | 7 |
| passenger—"A" units | 119 | | 5 | 114 | 20 | 84 | 10 |
| passenger—"B" units | 19 | | 5 | 14 | 13 | 1 | 1 |
| multiple purpose—"A" units | 616 | 20 | | 636 | 28 | 587 | 21 |
| switching | 633 | | 23 | 610 | 94 | 368 | 148 |
| | 1,988 | 20 | 43 | 1,965 | 217 | 1,537 | 211 |
| Electric—freight | 6 | | 6 | | | | |
| passenger | 44 | | 2 | 42 | 42 | | |
| switching | 27 | | 4 | 23 | 23 | | |
| | 77 | | 12 | 65 | 65 | | |
| | 2,065 | 20 | 55 | 2,030 | 282 | 1,537 | 211 |

FREIGHT TRAIN CARS

| | | | | | | | | |
|----------------|---------|-------|-------|--------|--------|--------|--------|-------|
| Box cars | 47,780 | 1,424 | 7,303 | 41,901 | 12,352 | 11,192 | 18,357 | 53.40 |
| Flat cars | 3,305 | 455 | 830 | 2,930 | 438 | 1,379 | 1,113 | 64.30 |
| Stock cars | 731 | 114 | 325 | 520 | 167 | | 353 | 40.02 |
| Gondola cars | 17,681 | | 512 | 17,169 | 7,373 | 4,941 | 4,855 | 61.73 |
| Hopper cars | 29,782 | 201 | 788 | 29,195 | 3,444 | 17,312 | 8,439 | 61.39 |
| Rack Cars | | 855 | 2 | 853 | 321 | 379 | 153 | 68.27 |
| Tank cars | 50 | | | 50 | | 50 | | 50.00 |
| Container cars | 345 | | 22 | 323 | 287 | 36 | | 69.72 |
| Caboose cars | 1,275 | | 101 | 1,174 | 885 | 27 | 262 | |
| | 100,949 | 3,049 | 9,883 | 94,115 | 25,267 | 35,316 | 33,532 | |

PASSENGER TRAIN CARS

| | | | | | | | | |
|--|-------|----|-----|-------|-------|----|-----|----|
| NOT SELF PROPELLED | 763 | | 54 | 709 | 373 | | 336 | 72 |
| Coaches | 45 | | 2 | 43 | 34 | | 9 | 48 |
| Combination coaches | 10 | | | 10 | 9 | | 1 | 38 |
| Parlor cars | 202 | 10 | 10 | 202 | 67 | 87 | 48 | 16 |
| Sleeping cars | 67 | | 4 | 63 | 45 | | 18 | |
| Dining cars | 11 | | | 11 | 11 | | | 47 |
| Club, lounge and observation cars | 15 | | 2 | 13 | 13 | | | |
| Other passenger carrying cars | 88 | | 2 | 86 | 59 | | 27 | |
| Postal cars | | | | | | | | |
| Combination mail and baggage or mail express | 23 | | 1 | 22 | 21 | | 1 | |
| Baggage, express and other non- passenger carrying cars | 1,744 | 53 | 318 | 1,479 | 1,163 | | 316 | |
| | 2,968 | 63 | 393 | 2,638 | 1,795 | 87 | 756 | |

| | | | | | | | | |
|-----------------------|-----|----|-----|-----|-----|-----|----|-----|
| SELF PROPELLED | 335 | 53 | 124 | 264 | 104 | 107 | 53 | 115 |
| Coaches | 9 | | 6 | 3 | 2 | 1 | | 56 |
| Combination coaches | 7 | | 7 | | | | | |
| Other cars | | | | | | | | |

| | | | | | | | | |
|--|-------|-----|-----|-------|-------|-----|-----|--|
| | 351 | 53 | 137 | 267 | 106 | 108 | 53 | |
| | 3,319 | 116 | 530 | 2,905 | 1,901 | 195 | 809 | |

COMPANY SERVICE RAIL EQUIPMENT

| | | | | | | | | |
|------------------------------------|-------|-----|-----|-------|-------|--|-----|---------------------|
| | 3,968 | 162 | 427 | 3,703 | 3,367 | | 336 | |
| MARINE EQUIPMENT | | | | | | | | Average Capacity |
| Tugs, steel | 13 | | 1 | 12 | 12 | | | 300 Tons |
| Hoisting barges | 9 | | 2 | 7 | 7 | | | 350 Tons |
| Barges and scows | 178 | | 34 | 144 | 144 | | | 12 Cars |
| Car floats | 29 | | 5 | 24 | 24 | | | |
| Oil storage barges for company use | 2 | | 2 | | | | | |
| Other company service equipment | 6 | | 1 | 5 | 5 | | | |
| | 237 | | 45 | 192 | 192 | | | |

THE NEW YORK CENTRAL RAILROAD COMPANY
TRAIN, LOCOMOTIVE AND CAR MILEAGE STATISTICS

TRAIN MILEAGE

| REVENUE SERVICE: | 1962 | 1961 |
|--|-------------------|-------------------|
| Freight train miles | 21,128,965 | 21,821,861 |
| Passenger train miles (passenger carrying trains) | 12,254,576 | 12,929,458 |
| Passenger train miles (mail, express and other passenger service trains) | 2,542,229 | 2,357,111 |
| TOTAL REVENUE TRAIN MILEAGE | 35,925,770 | 37,108,430 |
| WORK SERVICE TRAIN MILES | 154,005 | 139,541 |
| TOTAL TRAIN MILEAGE | 36,079,775 | 37,247,971 |

LOCOMOTIVE MILEAGE

| REVENUE SERVICE: | 1962 | 1961 |
|---|-------------------|-------------------|
| Freight locomotive miles | 22,319,849 | 23,046,352 |
| Passenger locomotive miles | 13,074,378 | 13,597,357 |
| Train switching locomotive miles | 3,351,079 | 3,308,695 |
| Yard switching locomotive miles | 18,400,388 | 18,236,987 |
| TOTAL REVENUE LOCOMOTIVE MILEAGE | 57,145,694 | 58,189,391 |
| WORK SERVICE LOCOMOTIVE MILES | 667,978 | 618,685 |
| TOTAL LOCOMOTIVE MILEAGE | 57,813,672 | 58,808,076 |

CAR MILEAGE

| REVENUE SERVICE: | 1962 | 1961 |
|---|----------------------|----------------------|
| Freight car miles in freight trains | | |
| Loaded | 896,181,713 | 885,061,650 |
| Empty | 677,833,731 | 679,709,438 |
| Caboose | 22,666,486 | 23,214,764 |
| | 1,596,681,930 | 1,587,985,852 |
| Freight car miles in passenger trains | | |
| Loaded | 937,711 | 507,566 |
| Empty | 2,409 | 29,290 |
| | 940,120 | 536,856 |
| TOTAL FREIGHT CAR MILEAGE | 1,597,622,050 | 1,588,522,708 |
| Passenger car miles in passenger trains | | |
| Coaches | 44,561,589 | 47,479,854 |
| Combination coaches | 3,262,042 | 2,974,802 |
| Sleeping and parlor cars | 28,155,890 | 29,790,450 |
| Dining, club, lounge and observation cars | 9,951,618 | 9,650,785 |
| Business cars | 352,608 | 352,162 |
| Other passenger train cars | 82,468,888 | 81,741,993 |
| Crew coaches | 3,522,817 | 3,356,744 |
| | 172,275,452 | 175,346,790 |
| Passenger car miles in freight trains | | |
| Coaches | 225,403 | 167,962 |
| Other passenger train cars | 598,885 | 1,915,845 |
| | 824,288 | 2,083,807 |
| TOTAL PASSENGER CAR MILEAGE | 173,099,740 | 177,430,597 |
| TOAL REVENUE CAR MILEAGE | 1,770,721,790 | 1,765,953,305 |
| | 1,337,964 | 1,122,540 |
| TOTAL CAR MILEAGE | 1,772,059,754 | 1,767,075,845 |
| WORK SERVICE CAR MILES | | |

THE NEW YORK CENTRAL RAILROAD COMPANY
FREIGHT AND PASSENGER SERVICE STATISTICS

FREIGHT SERVICE

| | 1962 | 1961 |
|--|----------------|----------------|
| Freight revenue | \$ 473,319,630 | \$ 458,671,610 |
| Tons of revenue freight | 128,968,169 | 122,976,553 |
| Tons of nonrevenue freight | 2,765,194 | 2,712,863 |
| Tons of revenue and nonrevenue freight | 131,733,363 | 125,689,416 |
| Net ton miles (revenue) | 31,459,452,056 | 30,653,900,785 |
| Net ton miles (revenue and nonrevenue) | 31,861,091,553 | 31,067,257,404 |
| Gross ton miles—excluding locomotives and tenders | 73,523,664,701 | 72,356,615,284 |
| Train hours | 1,192,652 | 1,204,815 |
| Freight cars on line (average) | 120,544 | 126,547 |
| AVERAGE PER MILE OF ROAD | | |
| Freight revenue | \$ 47,209.88 | \$ 45,053.14 |
| Net ton miles (revenue) | 3,137,831 | 3,010,988 |
| Net ton miles (revenue and nonrevenue) | 3,177,891 | 3,051,590 |
| Freight train miles | 2,107.45 | 2,143.46 |
| AVERAGE PER TRAIN MILE | | |
| Freight revenue | \$ 22.40 | \$ 21.02 |
| Net ton miles (revenue) | 1,488.93 | 1,404.73 |
| Net ton miles (revenue and nonrevenue) | 1,507.93 | 1,423.68 |
| Loaded car miles | 42.41 | 40.56 |
| Empty car miles | 32.08 | 31.15 |
| Total car miles, including caboose | 75.57 | 72.77 |
| MISCELLANEOUS AVERAGES | | |
| Revenue per ton | \$ 3.67 | \$ 3.73 |
| Revenue per ton mile (cents) | 1.505 | 1.496 |
| Net ton miles (revenue) per loaded car mile | 35.07 | 34.61 |
| Net ton miles (revenue and nonrevenue) per loaded car mile | 35.51 | 35.08 |
| Percent of loaded to total car miles | 56.96 | 56.57 |
| Miles per revenue ton | 243.93 | 249.27 |
| Miles per ton (revenue and nonrevenue) | 241.86 | 247.17 |
| Net ton miles (revenue and nonrevenue) per train hour | 26.714 | 25.786 |
| Gross ton miles per train hour—excluding locomotives and tenders | 61.647 | 60.056 |
| Freight car miles per freight car day | 35.80 | 33.89 |
| Net ton miles (revenue and nonrevenue) per freight car day | 724.14 | 672.60 |

PASSENGER SERVICE

| | | |
|--|----------------------|----------------------|
| Interline and local passenger revenue | \$ 47,541,463 | \$ 49,845,957 |
| Commutation passenger revenue | 11,814,019 | 11,458,687 |
| Total passenger revenue | \$ 59,355,482 | \$ 61,304,644 |
| Passenger service train revenue | \$ 118,067,654 | \$ 122,877,033 |
| Coach passengers carried | 9,601,283 | 10,144,314 |
| Sleeping and parlor car passengers carried | 408,600 | 491,417 |
| Commutation passengers carried | 17,615,455 | 17,075,568 |
| Total revenue passengers carried | 27,625,338 | 27,711,299 |
| Total revenue passenger miles | 1,489,650,200 | 1,531,040,077 |
| AVERAGES PER MILE OF ROAD | | |
| Passenger revenue | \$ 17,482.23 | \$ 17,765.14 |
| Passenger service train revenue | \$ 34,774.98 | \$ 35,607.86 |
| Revenue passenger miles | 438,753 | 443,672 |
| Passenger train miles | 4,358.17 | 4,429.81 |
| AVERAGE PER TRAIN MILE | | |
| Passenger revenue | \$ 4.84 | \$ 4.74 |
| Passenger service train revenue | \$ 7.98 | \$ 8.04 |
| Revenue passenger miles | 121.56 | 118.41 |
| Passenger carrying car miles | 6.07 | 6.09 |
| Passenger train car miles | 11.64 | 11.47 |
| MISCELLANEOUS AVERAGES | | |
| Revenue per passenger | \$ 2.15 | \$ 2.21 |
| Revenue per passenger mile (cents) | 3.985 | 4.004 |
| Revenue passenger miles per car mile | 20.04 | 19.44 |
| Miles per revenue passenger | 53.92 | 55.25 |

**THE NEW YORK CENTRAL RAILROAD COMPANY'S CONTINGENT LIABILITY
AS GUARANTOR UNDER LEASES WITH RESPECT TO OBLIGATIONS
OF LESSOR COMPANIES**
(AS REFERRED TO IN NOTE H OF NOTES TO FINANCIAL STATEMENTS IN ANNUAL REPORT
TO SHAREOWNERS AND NOTE F, PAGE 4, OF THIS REPORT)

| COMPANY | OBLIGATION | RATE | DUE | PRINCIPAL AMOUNT OUTSTANDING | HELD BY PUBLIC AND GUARANTEED BY N Y C R R CO. (see Note 1) |
|---|--|------|----------------|------------------------------------|---|
| Battle Creek & Sturgis Railway Company | First mortgage bonds | 3% | Dec. 1, 1989 | \$ 45,000 | \$ 45,000 |
| The Cleveland, Cincinnati, Chicago and St. Louis Railway Company | Refunding & improvement mortgage bonds, series E | 4½% | July 1, 1977 | 39,709,000 | 35,790,000 |
| | St. Louis Division, first collateral trust mortgage bonds | 4% | Nov. 1, 1990 | 3,669,000 | 3,385,000 |
| | Cincinnati, Wabash, and Michigan Division mortgage bonds | 4% | July 1, 1991 | 3,087,000 | 3,087,000 |
| | General mortgage gold bonds, series A | 4% | June 1, 1993 | 27,698,000 | 27,698,000 |
| | General mortgage gold bonds, series B | 5% | June 1, 1993 | 4,121,000 | 4,121,000 |
| The Michigan Central Railroad Company | Refunding & improvement mortgage bonds, series C | 4½% | Jan. 1, 1979 | 10,328,000 | 10,328,000 |
| Bay City and Battle Creek Railway Company | First mortgage bonds | 3% | Dec. 1, 1989 | 5,000 | 5,000 |
| Detroit River Tunnel Company | Collateral Note | 5½% | May 1, 1984-88 | 6,800,000 | 6,800,000 |
| The New York and Harlem Railroad Company | Gold mortgage bonds | 3½% | May 1, 2000 | 6,408,000 | 6,138,000 |
| | **Mortgage bonds, series A and B | 4% | July 1, 2043 | 7,820,000 | 6,572,625 |
| The St. Lawrence & Adirondack Railway Company | First mortgage bonds | 5% | July 1, 1996 | 719,000 | 719,000 |
| | Second mortgage bonds | 6% | Oct. 1, 1996 | 386,000 | 386,000 |
| | | | | \$105,074,625 | |

Note 1—Guaranteed under lease and/or agreement unless otherwise specified.
**Guaranteed by endorsement.

**THE NEW YORK CENTRAL RAILROAD COMPANY'S TREASURY BONDS AND OTHER
UNISSUED BONDS PLEDGED AS COLLATERAL UNDER VARIOUS LOAN
AND OTHER AGREEMENTS**
(AS REFERRED TO IN NOTE H OF NOTES TO FINANCIAL STATEMENTS IN ANNUAL REPORT
TO SHAREOWNERS AND NOTE F, PAGE 4, OF THIS REPORT)

| DESCRIPTION OF SECURITY PLEDGED | PLEDGED AS COLLATERAL SECURITY FOR | |
|--|--|----------------------|
| The New York Central and Hudson River Railroad Company —Gold Bonds | Conditional Sale Agreement dated 1/1/57 | \$ 4,650,000 |
| The New York Central Railroad Company—Consolidation— Series C Bonds | New York Central RR Collateral Trust 5% Notes | 28,704,000 |
| The New York Central and Hudson River Railroad Company —Lake Shore Collateral Bonds | Conditional Sale Agreement dated 2/1/59 | 1,408,000 |
| | Conditional Sale Agreement dated 8/1/59 | 896,000 |
| | Conditional Sale Agreement dated 2/15/60 | 1,407,000 |
| The New York Central and Hudson River Railroad Company —Michigan Central Collateral Bonds | Conditional Sale Agreement dated 8/1/57 | 1,076,000 |
| | Conditional Sale Agreement dated 2/1/59 | 187,000 |
| | Conditional Sale Agreement dated 2/15/60 | 282,000 |
| The New York Central Railroad Company—Refunding and Improvement Bonds, Series C | New York Central RR Collateral Trust 6% bonds | 65,293,000 |
| | New York Central RR Collateral Trust 5½% bonds | 2,125,000 |
| | New York Central RR Collateral Trust 5¼% bonds | 1,008,000 |
| | New York Central RR Collateral Trust 5% notes | 57,819,000 |
| | Guaranty of CR&IRR Co. bonds | 34,100,000 |
| The Mohawk and Malone Railway Company—First Mortgage Bonds | Conditional Sale Agreement, dated 2/1/59 | 2,000 |
| | Conditional Sale Agreement, dated 8/1/59 | 18,000 |
| | Conditional Sale Agreement, dated 2/15/60 | 18,000 |
| | Release of property account | 286,000 |
| The Lake Shore and Michigan Southern Railway Company— Gold Mortgage Bonds | Release of property account | 30,000 |
| | | \$199,309,000 |

**THE NEW YORK CENTRAL RAILROAD COMPANY'S CONTINGENT LIABILITY
SOLELY AND/OR JOINTLY WITH OTHER COMPANIES FOR OBLIGATIONS (OTHER THAN
LESSOR COMPANIES) OF DIRECT AND INDIRECTLY AFFILIATED COMPANIES**
(AS REFERRED TO IN NOTE H OF NOTES TO FINANCIAL STATEMENTS IN ANNUAL REPORT
TO SHAREOWNERS AND NOTE F, PAGE 4, OF THIS REPORT)

| SOLE GUARANTEE | RATE | DUE (See Note a) | PRINCIPAL AMOUNT OUTSTANDING | HELD BY PUBLIC | AMOUNT GUARAN- TEED |
|---|------|---------------------|------------------------------------|-------------------|---------------------------|
| THE CHICAGO RIVER AND INDIANA RAILROAD COMPANY: First Mortgage Sinking Fund Bonds | 4% | March 15, 1983 | \$21,000,000 | \$21,000,000 | \$21,000,000 |
| NEW YORK CENTRAL TRANSPORT COMPANY: Equipment Obligations | Var. | January 28, 1964 | 8,404,882 | 8,404,882 | 589,479 |
| THE PEORIA AND EASTERN RAILWAY COMPANY: Equipment Obligations | 2½% | November 15, 1965 | 405,000 | 405,000 | 405,000 |
| | | | | | \$21,994,479 |
| JOINT GUARANTEE WITH OTHER COMPANIES | | | | | |
| THE CINCINNATI UNION TERMINAL COMPANY: First Gold Mortgage Bonds—series E | 3½% | February 1, 1969 | \$ 9,234,000 | \$ 9,234,000 | \$ 9,234,000 |
| —series F | 2.6% | March 1, 1971 | 900,000 | 900,000 | 900,000 |
| —series G | 2¾% | August 1, 1974 | 16,096,000 | 16,096,000 | 16,096,000 |
| THE CLEVELAND UNION TERMINALS COMPANY: First Mortgage Serial Bonds—series D | 3¼% | December 1, 1966 | 9,969,000 | 9,969,000 | 9,969,000 |
| THE DAYTON UNION RAILWAY COMPANY: General Mortgage Bonds—series B | 3¼% | December 1, 1965 | 487,000 | 487,000 | 487,000 |
| ILLINOIS TERMINAL RAILROAD COMPANY: First Mortgage Sinking Fund Bonds, series A | 4½% | December 1, 1987 | 8,750,000 | 8,750,000 | 8,750,000 |
| INDIANA HARBOR BELT RAILROAD COMPANY: First Mortgage Bonds | 5½% | June 1, 1982 | 7,235,000 | 7,235,000 | 7,235,000 |
| Equipment Obligations | Var. | February 15, 1965 | 756,000 | 756,000 | 453,600 |
| THE INDIANAPOLIS UNION RAILWAY COMPANY: Refunding and Improvement Mortgage Bonds—series C 2½% | | June 1, 1986 | 3,461,000 | 3,461,000 | 3,461,000 |
| THE LAKEFRONT DOCK AND RAILROAD TERMINAL COMPANY: First Mortgage Sinking Fund Bonds—series A | 3½% | June 1, 1968 | 4,973,000 | 4,973,000 | 4,973,000 |
| —series B | 3¾% | August 1, 1974 | 2,936,000 | 2,936,000 | 2,936,000 |
| TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS: Refunding and Improvement Mortgage Bonds—series C 4% | | July 1, 2019 | 7,853,575 | 7,853,575 | 490,848 |
| —series D 2½% | | October 1, 1985 | 32,970,000 | 32,970,000 | 2,060,625 |
| THE TOLEDO TERMINAL RAILROAD COMPANY: First Mortgage Bonds | 4¾% | October 1, 1982 | 5,114,000 | 5,114,000 | 5,114,000 |
| | | | | | \$72,160,073 |

a In the case of equipment obligations, date shown is date of final maturity.

STATEMENT OF INCOME FOR

| | 1953 | 1954 | 1955 |
|---|---------------------|---------------------|---------------------|
| RAILWAY OPERATING INCOME: | | | |
| Railway operating revenues..... | \$825,348,776 | \$708,729,962 | \$762,666,356 |
| Railway operating expenses..... | 683,643,179 | 596,221,889 | 603,721,215 |
| NET REVENUE FROM RAILWAY OPERATIONS..... | 141,705,597 | 112,508,073 | 158,945,141 |
| Railway tax accruals: | | | |
| Taxes on wages..... | 24,401,831 | 22,235,083 | 23,141,985 |
| Other taxes..... | 36,346,252 | 33,645,062 | 37,524,180 |
| | 60,748,083 | 55,880,145 | 60,666,165 |
| Equipment and joint facility rents—net: | | | |
| Equipment rents—net debit..... | 16,756,820 | 23,122,804 | 24,339,589 |
| Joint facility rents—net credit..... | Dr. 1,020,523 | Dr. 470,162 | Dr. 41,960 |
| | 17,777,343 | 23,592,966 | 24,381,549 |
| NET RAILWAY OPERATING INCOME (Loss)..... | 63,180,171 | 33,034,962 | 73,897,427 |
| OTHER INCOME AND EXPENSES: | | | |
| Dividend income—Subsidiary companies..... | 6,514,513 | 7,823,639 | 7,899,589 |
| Affiliated and other companies..... | 2,023,775 | 1,944,229 | 2,405,636 |
| Interest income—Subsidiary companies..... | 3,528,985 | 3,526,437 | 1,754,141 |
| Other..... | 1,267,946 | 1,012,334 | 1,499,232 |
| Rent income, less expenses: | | | |
| Miscellaneous rent income..... | 5,408,057 | 5,876,467 | 6,202,994 |
| Income from non-operating property..... | 4,041,073 | 3,972,643 | 4,619,055 |
| Miscellaneous tax accruals..... | (1,104,964) | (1,142,367) | (1,160,773) |
| | 8,344,166 | 8,706,743 | 9,661,276 |
| Loss on Cleveland Union Terminal retirement—net..... | (3,727,756) | | |
| Retroactive mail revenue..... | | | |
| Proceeds from service interruption policy..... | | | |
| Profit on sales of properties and securities—net (Note 1)..... | | | |
| Operations under Mahoning Coal Railroad lease (Note 2)..... | | | |
| Miscellaneous—net: | | | |
| Revenues from miscellaneous operations..... | 733,901 | 678,678 | 651,115 |
| Income from lease of road and equipment..... | 187,233 | 164,405 | 184,101 |
| Expenses of miscellaneous operations..... | (528,944) | (499,483) | (466,321) |
| Taxes on miscellaneous operating property..... | (53,358) | (54,207) | (55,160) |
| Miscellaneous rents..... | (260,839) | (258,852) | (255,173) |
| Separately operated properties—net (Loss)..... | 1,868,680 | 605,555 | 1,044,907 |
| Income transferred to other companies..... | | | |
| Other..... | 76,895 | (171,529) | 2,447,414 |
| | (2,023,568) | 464,567 | 3,550,883 |
| INCOME AVAILABLE FOR FIXED CHARGES..... | 83,155,368 | 56,512,911 | 100,668,184 |
| FIXED CHARGES..... | 49,153,329 | 47,325,402 | 48,384,370 |
| TIMES FIXED CHARGES EARNED..... | 1.69 | 1.19 | 2.08 |
| NET INCOME (Loss)..... | \$34,002,039 | \$ 9,187,509 | \$52,283,814 |
| CHARGES FOR DEPRECIATION AND AMORTIZATION INCLUDED IN STATEMENT OF INCOME: | | | |
| Maintenance of way and structures..... | \$11,591,484 | \$11,689,849 | \$12,093,573 |
| Maintenance of equipment..... | 28,421,908 | 28,620,739 | 27,380,890 |
| Income from nonoperating property..... | 1,242,971 | 1,283,400 | 1,300,023 |
| Fixed charges..... | 1,386,969 | 1,223,546 | 1,066,607 |
| Other accounts..... | 82,278 | 79,884 | 86,753 |
| TOTAL..... | \$42,725,610 | \$42,897,418 | \$41,927,846 |

See notes, page 30.

TEN YEARS 1953 TO 1962, INCLUSIVE

| 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 |
|---|---|---|---|---|---|--|
| \$780,434,916 633,643,256 | \$741,571,672 627,432,251 | \$658,984,626 561,156,867 | \$689,192,188 576,869,547 | \$674,543,373 567,607,967 | \$612,004,389 523,371,944 | \$622,558,693 522,468,545 |
| 146,791,660 | 114,139,421 | 97,827,759 | 112,322,641 | 106,935,406 | 88,632,445 | 100,090,148 |
| 26,787,640 40,121,229 | 27,067,972 40,371,918 | 24,392,820 40,036,006 | 29,056,547 38,529,152 | 30,653,119 34,303,128 | 27,593,436 31,622,311 | 28,507,856 25,313,758 |
| 66,908,869 | 67,439,890 | 64,428,826 | 67,585,699 | 64,956,247 | 59,215,747 | 53,821,614 |
| 22,159,577 597,525 | 19,613,984 2,446,809 | 23,506,298 1,931,544 | 22,758,085 2,034,968 | 27,636,542 1,825,709 | 32,261,352 1,595,127 | 35,085,069 842,754 |
| 21,562,052 | 17,167,175 | 21,574,754 | 20,723,117 | 25,810,833 | 30,666,225 | 34,242,315 |
| 58,320,739 | 29,532,356 | 11,824,179 | 24,013,825 | 16,168,326 | (1,249,527) | 12,026,219 |
| 7,475,098 2,223,179 1,856,444 2,485,505 | 6,858,705 2,507,602 1,271,132 2,901,828 | 5,408,927 1,722,921 1,267,116 1,871,049 | 6,626,106 1,161,693 1,285,527 2,692,952 | 7,354,350 958,170 1,341,229 3,476,310 | 6,205,231 785,992 1,303,561 1,514,987 | 6,426,625 408,995 1,379,277 1,625,112 |
| 6,537,587 4,964,443 (604,833) | 6,595,132 5,476,460 (1,108,057) | 7,222,578 4,942,606 (1,026,836) | 7,014,599 7,311,884 (573,861) | 7,243,607 5,735,914 (489,522) | 7,154,335 5,010,433 (479,802) | 3,129,521 9,090,161 (788,076) |
| 10,897,197 | 10,963,535 | 11,138,348 | 13,752,622 | 12,489,999 | 11,684,966 | 11,431,606 |
| | | 13,746,068 | | | | |
| | | 704,292 | 1,898,229 | 1,840,789 | 3,338,545 2,788,990 (1,177,315) | 565,900 (1,582,827) |
| 652,005 188,262 (481,416) (61,121) (259,258) 1,086,525 | 582,160 191,285 (451,729) (63,603) (267,670) 400,898 | 447,080 183,516 (363,348) (61,871) (266,353) (170,467) | 386,863 141,493 (276,873) (35,256) (285,097) (459,574) | 442,316 140,177 (289,800) (49,510) (302,183) (217,859) | 427,874 143,735 (288,131) (47,003) (266,060) (549,600) (514,708) (314,783) | 426,047 143,730 (291,445) (49,174) (296,673) (44,456) (700,205) (606,475) |
| (294,214) | (196,916) | 1,842,702 | (473,713) | (1,661,262) | | |
| 830,783 | 194,425 | 1,611,259 | (1,002,157) | (1,938,121) | (1,408,676) | (1,418,651) |
| 25,768,206 | 24,697,227 | 37,469,980 | 26,414,972 | 25,522,726 | 25,036,281 | 18,836,037 |
| 84,088,945 | 54,229,583 | 49,294,159 | 50,428,797 | 41,691,052 | 23,786,754 | 30,862,256 |
| 44,984,686 | 45,806,505 | 45,243,164 | 42,025,829 | 40,652,799 | 36,335,802 | 34,697,794 |
| 1.87 | 1.18 | 1.09 | 1.20 | 1.03 | 0.65 | 0.89 |
| \$39,104,259 | \$ 8,423,078 | \$ 4,050,995 | \$ 8,402,968 | \$ 1,038,253 | (\$12,549,048) | (\$ 3,835,538) |
| \$12,060,338 27,640,799 1,399,275 988,148 133,573 | \$12,699,283 28,691,256 1,382,041 974,544 107,372 | \$12,725,995 30,282,024 1,547,937 1,122,667 50,924 | \$12,689,380 29,655,011 1,065,322 1,150,201 39,649 | \$12,610,371 29,381,227 1,268,332 1,079,061 38,691 | \$12,218,248 28,807,074 1,240,833 Cr. 393 38,754 | \$12,450,939 27,589,301 1,334,953 Cr. 394 38,755 |
| \$42,222,133 | \$43,854,496 | \$45,729,547 | \$44,599,563 | \$44,377,682 | \$42,304,516 | \$41,413,554 |

Cr.—Credit
Dr.—Debit

STATEMENT OF RETAINED INCOME FOR

| | 1953 | 1954 | 1955 |
|--|----------------------|----------------------|----------------------|
| BALANCE AT BEGINNING OF PERIOD..... | \$341,925,124 | \$370,800,061 | \$347,563,851 |
| Net income (loss)..... | 34,002,039 | 9,187,509 | 52,283,814 |
| Extraordinary profit (loss) on sales of property—net (Note 1)..... | 916,251 | (106,318) | 2,105,576 |
| Profit on dissolution of subsidiary companies..... | | | |
| Gain (loss) on reacquisition of funded debt..... | (50,777) | 56,814 | 170,750 |
| Adjustment of prior years' provisions for self insurance, Federal income taxes and interest thereon..... | | (4,000,000) | |
| Miscellaneous—net..... | 138,406 | 47,667 | 160,917 |
| | <u>376,931,043</u> | <u>375,985,733</u> | <u>402,284,908</u> |
| DEDUCT: | | | |
| Dividends..... | 6,447,394 | | 12,956,829 |
| Loss resulting from retirement of owned and leased property..... | 2,308,015 | 6,122,691 | 1,821,494 |
| Loss on obsolete materials and supplies..... | | 2,691,024 | |
| Loss on reorganization of and write down of investments in affiliated and other companies..... | 156,734 | (36,298) | |
| Loss (profit) on disposition of securities (Note 1)..... | 769 | (17,630) | (297,880) |
| Employees' vacation pay earned in 1954..... | | 15,367,794 | 2,603,952 |
| Settlement on terminating agreement with Illinois Central R. R..... | | | |
| Adjustment of prior years' rents and depreciation..... | (2,781,930) | 3,468,899 | |
| Expenses incurred incident to 1954 stockholders meeting..... | | 825,402 | 1,308,434 |
| Charges (credits) arising from transactions in capital stock under stock purchase plan..... | | | |
| | <u>6,130,982</u> | <u>28,421,882</u> | <u>18,392,829</u> |
| BALANCE AT END OF PERIOD..... | <u>\$370,800,061</u> | <u>\$347,563,851</u> | <u>\$383,892,079</u> |

NOTE 1—The accounting regulations of the Interstate Commerce Commission were revised effective January 1, 1958 to include in the statement of income, profits on sales of properties and securities and certain other items formerly included in retained income. However, since January 1, 1958 retained income includes non-recurring gains or losses on land sales which are so material in amount that inclusion in income would impair the significance of net income for the year.

NOTE 2—Operations under the lease of Mahoning Coal Railroad Company, previously included in fixed charges, other income and federal income taxes, have been combined in other income. The 1961 figures have been restated to make them comparable with 1962.

TEN YEARS 1953 TO 1962, INCLUSIVE

| 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 |
|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| \$383,892,079 | \$408,398,483 | \$397,408,085 | \$399,222,701 | \$392,023,435 | \$389,228,902 | \$368,280,526 |
| 39,104,259 | 8,423,078 | 4,050,995 | 8,402,968 | 1,038,253 | (12,549,048) | (3,835,538) |
| 422,410 | 491,446 | | | | (2,094,475) | 14,171,622 |
| 9,995,885 | 2,238,860 | | | | | |
| 1,103,200 | 957,077 | 1,446,880 | 1,177,368 | 1,844,414 | 2,073,815 | 4,857,667 |
| | (1,090,540) | | 3,935,324 | 10,807,124 | 953,980 | |
| (2,294) | 138,754 | 16,589 | 6,601 | | | |
| <u>434,515,539</u> | <u>419,557,158</u> | <u>402,922,549</u> | <u>412,744,962</u> | <u>405,713,226</u> | <u>377,613,174</u> | <u>383,474,277</u> |
| | | | | | | |
| 17,564,811 | 17,733,656 | | 1,624,897 | 3,254,758 | | 2,126,642 |
| 5,417,695 | 475,824 | 2,717,629 | 8,226,536 | 10,513,356 | 9,279,240 | 13,244,498 |
| 2,751,000 | 2,168,194 | | | | | |
| | | | 5,703,637 | | | 7,728,212 |
| 685,242 | 1,919,844 | | | | | |
| | | | | | | |
| 182,430 | | | 5,000,000 | | | |
| 40,551 | | | | 1,766,780 | | |
| | | | | | | |
| (524,673) | (148,445) | 982,219 | 166,457 | 949,430 | 53,408 | 89,183 |
| <u>26,117,056</u> | <u>22,149,073</u> | <u>3,699,848</u> | <u>20,721,527</u> | <u>16,484,324</u> | <u>9,332,648</u> | <u>23,188,535</u> |
| <u>\$408,398,483</u> | <u>\$397,408,085</u> | <u>\$399,222,701</u> | <u>\$392,023,435</u> | <u>\$389,228,902</u> | <u>\$368,280,526</u> | <u>\$360,285,742</u> |

FREIGHT COMMODITY STATISTICS TOTAL REVENUE FREIGHT CARRIED

| | NUMBER OF CARLOADS | | NUMBER OF TONS (2,000 pounds) | |
|---|--------------------|------------------|----------------------------------|--------------------|
| | 1962 | 1961 | 1962 | 1961 |
| PRODUCTS OF AGRICULTURE | | | | |
| Grain | 90,744 | 98,408 | 4,916,916 | 5,300,788 |
| Grain products | 84,994 | 86,203 | 2,442,630 | 2,446,875 |
| Fresh fruits | 23,616 | 26,117 | 354,919 | 366,544 |
| Fresh vegetables | 31,433 | 28,847 | 593,221 | 530,427 |
| All other products of agriculture | 48,498 | 45,749 | 1,962,488 | 1,818,730 |
| | <u>279,285</u> | <u>285,324</u> | <u>10,270,174</u> | <u>10,463,364</u> |
| ANIMALS AND PRODUCTS | | | | |
| Livestock | 15,888 | 21,226 | 222,123 | 277,203 |
| Packinghouse products | 46,993 | 50,120 | 691,157 | 711,149 |
| Dairy products | 5,845 | 4,986 | 133,588 | 118,499 |
| All other animals and products | 9,478 | 10,526 | 254,501 | 283,125 |
| | <u>78,204</u> | <u>86,858</u> | <u>1,301,369</u> | <u>1,389,976</u> |
| PRODUCTS OF MINES | | | | |
| Anthracite coal | 24,530 | 27,352 | 1,366,057 | 1,512,370 |
| Bituminous coal | 834,674 | 801,714 | 51,753,028 | 49,443,162 |
| Coke | 54,641 | 51,138 | 2,273,815 | 2,135,150 |
| Iron ore | 96,899 | 98,234 | 7,099,043 | 7,299,532 |
| Non-ferrous ores and concentrates | 25,149 | 20,521 | 1,588,066 | 1,291,557 |
| Sand, industrial | 15,081 | 13,170 | 931,400 | 796,142 |
| Gravel, sand and crushed stone | 38,460 | 41,945 | 2,368,791 | 2,542,474 |
| Fluxing stone and raw dolomite | 19,025 | 22,838 | 1,280,025 | 1,503,181 |
| All other products of mines | 72,199 | 68,049 | 3,741,289 | 3,445,063 |
| | <u>1,180,658</u> | <u>1,144,961</u> | <u>72,401,514</u> | <u>69,968,631</u> |
| PRODUCTS OF FORESTS | <u>90,595</u> | <u>96,131</u> | <u>3,019,628</u> | <u>2,855,965</u> |
| MANUFACTURES AND MISCELLANEOUS | | | | |
| Petroleum and products | 30,163 | 31,529 | 837,570 | 858,772 |
| Chemicals | 91,787 | 86,011 | 3,980,211 | 3,580,407 |
| Fertilizers | 30,799 | 27,967 | 1,556,489 | 1,389,917 |
| Non-ferrous metals | 34,180 | 30,171 | 1,448,111 | 1,367,848 |
| Pig iron, billets, blooms, rods and slabs | 32,282 | 26,472 | 2,080,909 | 1,614,727 |
| Manufactured iron and steel | 95,635 | 85,045 | 4,048,002 | 3,391,116 |
| Machinery and parts | 25,312 | 25,394 | 524,241 | 525,522 |
| Motor vehicles | 53,828 | 50,022 | 1,012,105 | 719,667 |
| Vehicle parts | 151,966 | 128,778 | 2,852,750 | 2,317,713 |
| Cement | 22,011 | 22,789 | 1,360,805 | 1,327,452 |
| Brick | 16,135 | 16,771 | 599,452 | 624,632 |
| Lime and plaster | 14,142 | 14,864 | 490,585 | 509,648 |
| Woodpulp and scrap paper | 49,459 | 47,869 | 1,806,225 | 1,700,720 |
| Paper and paper articles | 91,992 | 90,924 | 2,242,227 | 2,205,451 |
| Paperboard and building paper | 53,755 | 53,193 | 1,906,380 | 1,805,277 |
| Glass and glassware | 23,288 | 25,464 | 462,276 | 486,061 |
| Refrigerators, stoves, and parts | 48,314 | 46,680 | 508,000 | 497,937 |
| Liquors and beverages | 15,253 | 14,531 | 490,510 | 467,824 |
| Canned goods | 43,572 | 58,091 | 1,235,011 | 1,627,493 |
| Feed, animal, and poultry | 72,112 | 73,675 | 1,922,044 | 1,933,996 |
| Scrap iron | 47,893 | 47,245 | 2,472,691 | 2,406,952 |
| All other manufactures and miscellaneous | 317,648 | 274,541 | 7,481,671 | 6,164,150 |
| | <u>1,361,526</u> | <u>1,278,026</u> | <u>41,318,265</u> | <u>37,523,282</u> |
| FORWARDER TRAFFIC—CARLOAD | <u>42,092</u> | <u>49,994</u> | <u>476,864</u> | <u>526,601</u> |
| GRAND TOTAL—CARLOAD TRAFFIC | <u>3,032,360</u> | <u>2,941,294</u> | <u>128,787,814</u> | <u>122,727,819</u> |
| ALL L.C.L. FREIGHT | | | <u>180,355</u> | <u>248,734</u> |
| GRAND TOTAL | | | <u>128,968,169</u> | <u>122,976,553</u> |

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