The Pittsburgh & West Virginia Railway Company

symbol of "Service"

BANKERS INSPECTION TRIP
OCTOBER 15, 1953

PROPERTY OF
R. S. ANDERSON

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

BANKERS INSPECTION TRIP

OCTOBER 15, 1953

This Inspection Trip has been arranged for the purpose of providing the financial community with first-hand knowledge of the P&WV -- its property, traffic and operations and its people -- all to the end that those interested in stocks will be in a better position to appraise the merits of P&WV common stock and those interested in bonds will possess adequate knowledge to consider carefully the purchase of the new bonds which will result from a necessary refunding of the mortgage debt prior to its maturity in 1958, 1959 and 1960.

Background information on the property, its history, improvements, traffic carried in the past and likely in the future and results of operations is contained in this booklet. Any information not included will be gladly supplied.

October 7, 1953

MEMORANDUM

SUBJECT: Questions Which May Be Raised by Guests on Inspection Trip

1) Q. What happened to the relationship between the P&WV and PRR when Pennroad and PRR were divorced?

   A. There has been no change in the friendly relationship between the two railroads.

2) Q. With so few trains a day, is the CTC system really needed?

   A. From an operating point of view, a CTC system is not needed all of the time. During traffic peaks, it is amply justified. Whatever the level of traffic, it is justified as a means of preventing accidents. Before the CTC system was installed, accidents due to man failure had become so numerous that the ICC was on the verge of compelling the railroad to install a signal system. Since installation, there have been no accidents due to man failure. Although the savings cannot possibly be computed, they must be substantial with the higher prices of merchandise carried and the very much higher judgments being handed down in the courts for personal injuries and loss of life.

3) Q. Are present divisions satisfactory?

   A. Our divisions are excellent on the whole, but there are a few minor exceptions involving Ex-Lake iron ore. We are negotiating with the interested carriers to correct these inequities and are finding them surprisingly receptive to our appeals. Very recently, the PRR and B&O agreed to improve our divisions on Ex-Lake iron ore to Monessen, Pa. and Donora, Pa.

4) Q. Why should traffic move over the "alphabet route"?

   A. The first and most important reason is that of service. Service is ever so much better on the "alphabet route," than by competing routes. Also the participating railroads have an unusually fast car-tracing service to keep shippers posted on freight movements. The use of the "alphabet route" also enables an industrial traffic manager to satisfy 3 or 4 railroad solicitors with only one car of freight.

5) Q. Who solicits traffic for the "alphabet route"?

   A. All of the participating railroads seek traffic for the route.

6) Q. How active are the various railroads in soliciting traffic for the route?

   A. The NKP and WM are most active and cooperative. The Reading and CNJ are more or less neutral.

7) Q. Iron ore traffic futures.

A. Import iron ore will begin to move in volume to U. S. Steel Corporation plants in the Pittsburgh district during 1954. The volume estimated is in excess of 1,000,000 tons. This will replace a portion of the Ex-Lake iron ore normally handled by the Bessemer & Lake Erie R.R.

All of the import ore coming to the Pittsburgh district will move via the ports of Baltimore and Philadelphia. Our competition for this traffic is the PRR, the B&O and the Pittsburgh & Lake Erie. From a physical standpoint, our facilities to deliver iron ore in volume to the Steel Corporation are far superior to those of our competitors and it is not physically possible for the competing lines to improve their facilities for handling iron ore in this district. Because of our advantages, we expect to receive the lion's share of the import iron ore scheduled to move into Pittsburgh.

8) Q. Is there any chance of the belt conveyor being built?

A. This idea is probably dead. Venezuela ores will be competitive with Mesabi ores as far west as Youngstown. The conveyor belt is dependent upon a 2-way move — ore in one direction and coal in the other. If it was ever feasible, the feasibility disappears with a 1-way movement.

9) Q. Control of expenses in relation to volume of business.

A. The officers of the railway are in daily contact with the Traffic, Operating and Engineering Departments. Traffic trends are watched closely. Because of our size, we have push-button control of operating expenses and are able to keep them in line with revenues. The degree of control can best be illustrated by our performance in 1952 when the steel strike took place. Maintenance of Way expenses were reduced from $119,000 in April to $67,000 in May, June and July. Maintenance of Equipment was reduced from $150,000 in April to $118,000 in May and $95,000 in June and July.

10) Q. What is the outlook for business?

A. Like all railroads, the P&WV is dependent in large part upon general business activity for traffic. It is also tied in and heavily dependent upon the fortunes of the steel industry. The volume of traffic for the coming 6 to 12 months will probably be somewhat lower than 1953 volume — perhaps 5%. It should be remembered that steel operations measured by percentage capacity are down far more than steel produced because of the increase in rated capacity over a year ago.

11) Q. Would a merger of the C&O and the New York Central have any effect on the P&WV?

A. None.

*****___*****

These questions are typical of the sort which may come up during the trip on October 15th. We want to be completely frank in our disclosures. We want to tell all of the facts without guessing. We want to tell only one story. A thorough study of the booklet being distributed to the guests and of this memorandum ought to provide all of us with the knowledge to answer questions intelligently. Questions dealing with the stock control of The Pennroad Corporation should be referred to the three Pennroad representatives present on the trip.

RET:rdc

Robert E. Thomas

I T I N E R A R Y

P. & W. V. INSPECTION TRIP OCTOBER 15, 1953

Oct. 14 - Lv.	Jersey City	B&O Train No. 7	6:45PM

Special cars on rear of train for our New York, Boston and Philadelphia guests.

Dinner will be served immediately on leaving Jersey City.

Lv.	Philadelphia	24th and Chestnut Streets	8:27PM
Oct. 15 - Ar.	Connellsville		4:55AM

To be joined there by executives of road and guests from middle West.

Breakfast at 7:00 A.M. Hope all will have finished by 8:45 A.M.

Lv.	Connellsville	8:45AM
Ar.	Pierce	10:15AM
Ar.	Clairton	10:40AM
Lv.	Clairton	10:45AM
Ar.	Pierce	11:05AM
Ar.	Longview	11:20AM
Ar.	Mifflin	11:35AM
Lv.	Mifflin	11:40AM
Ar.	Longview	11:50AM
Ar.	Rook	12:15PM
	Luncheon on arrival at Rook	
Lv.	Rook	2:15PM
Ar.	Hopedale Transfer	3:50PM
Lv.	Hopedale Transfer	4:00PM
Ar.	Rook	5:30PM

Cocktails - Duquesne Club 7:00 P.M.
Dinner 8:00 P.M.

Oct. 15 - Lv.	Pittsburgh	P.R.R. Train No. 60	11:00PM
Oct. 16 - Ar.	North Philadelphia		6:17AM
Ar.	New York		8:00AM

Breakfast served on Pennsylvania R.R., courtesy of P. & W. Va.

GUESTS

Name and Firm	Car	Space
John G. Becker, Vice President The Fitch Publishing Co., New York	PWV-3	Roomette 9
Charles L. Bergmann R. W. Pressprich & Co., New York	PWV-2	Bedroom C
Elliott P. Brown, Assistant Vice President Hugh W. Long and Company, Inc., Elizabeth	PWV-1	Roomette 3
Gordon W. Cameron, Vice President and Treasurer Aluminum Company of America, Pittsburgh	Joining the party at dinner	
Philip N. Cristal, Mgr. of Transportation Investments The Northwestern Mutual Life Insurance Co., Milwaukee	Joining the party at Connellsville	
David M. Day, Manager-Railroad Department Moody's Investors Service, New York	PWV-3	Roomette 7
Frank R. Denton, Vice Chairman of Board Mellon National Bank & Trust Co., Pittsburgh	Joining the party at dinner	
Walter H. Fincke, Asst. Vice President Savings Banks Trust Co., New York	PWV-2	Roomette 3
D. E. Hagemann The Mutual Benefit Life Insurance Co., New York	PWV-3	Roomette 3
A. B. Hager, Vice President Halsey, Stuart & Co., Inc., New York	PWV-2	Bedroom D
Walter F. Hahn Smith, Barney & Co., New York	Joining the party at Connellsville	
James J. Hatton, Investment Research Department E. F. Hutton & Co., New York	PWV-3	Roomette 4
Jarvis S. Hicks, Jr., Vice President Long Island City Savings Bank, Long Island City	PWV-1	Bedroom B
David A. Hill, Railroad Consultant Chicago	Joining the party at Connellsville	
Edwin Hodge, Jr., Chairman and President Pittsburgh Forgings Company, Pittsburgh	Joining the party at dinner	
C. F. Hood, President United States Steel Company, Pittsburgh	Joining the party at dinner	
Hunter Holding, Second Vice President The Equitable Life Assurance Society, New York	PWV-3	Bedroom B
Finley J. Iseman Merrill Lynch, Pierce, Fenner & Beane, New York	PWV-2	Roomette 5

GUESTS

Name and Firm	Car	Space
Alexander D. Kerr, Assistant Director Security Research Bureau, Philadelphia	PWV-1	Roomette 4
William A. Kugler, Treasurer New England Mutual Life Insurance Co., Boston	PWV-3	Bedroom D
James M. Large, President Tradesmens Land Title Bank & Trust Co.,Philadelphia	PWV-2	Bedroom A
Marshall J. Lesser, Sr., Analyst New York Life Insurance Co., New York	PWV-1	Roomette 6
Daniel A. Lindley, President Canton Company of Baltimore, Baltimore	PWV-3	Roomette 11
Samuel P. Mason, Assistant Cashier Chase National Bank, New York	Joining the party at Connellsville	
Edgar M. Mead, Railroad Specialist Argus Research Corporation	Joining the party at Connellsville	
Alfred C. Middlebrook, Vice President East River Savings Bank, New York	PWV-2	Bedroom B
C. P. Osgood, Secretary The Travelers Insurance Co., Hartford	PWV-3	Bedroom C
Robert Parsons Auchincloss, Parker & Redpath, New York	PWV-1	Bedroom A
Joseph F. Patten Bear, Stearns & Co., New York	PWV-2	Roomette 9
Samuel B. Payne Morgan Stanley & Co., New York	PWV-2	Bedroom E
Edward Percya Kidder, Peabody & Co., New York	PWV-2	Roomette 10
E. G. Plowman, Vice President-Traffic United States Steel Company, Pittsburgh	Joining the party at dinner	
Gwilym A. Price, President Westinghouse Electric Corporation, Pittsburgh	Joining the party at dinner	
W. Wendell Rouss W. E. Hutton & Co., New York	PWV-1	Roomette 7
E. L. Shaw Vilas & Hicky, New York	PWV-2	Roomette 11

GUESTS

Name and Firm	Car	Space
* James J. Sheehan Lorraine T. Platt Dick & Merle-Smith, New York	PWV-1	Roomette 5
T. Herbert Shriver, II, Manager, Railroad Dept. Harriman Ripley & Co., New York	PWV-1	Roomette 9
J. T. Small Paine, Webber, Jackson & Curtis, New York	Joining the party at Connellsville	
Theodore F. Smith, President Oliver Iron & Steel Corporation, Pittsburgh	Joining the party at dinner	
S. A. Smerling Standard & Poor's, New York	PWV-3	Roomette 5
Henry G. Smyth, Vice President The First Boston Corporation, New York	PWV-2	Roomette 7
John Stevenson Salomon Bros. & Hutzler, New York	PWV-1	Roomette 12
William G. Stott, Vice President J. P. Morgan & Co., Inc., New York	PWV-1	Roomette 10
Frank Parub. White, McId. Co. James B. Tannahill Eastman, Dillon & Co., New York	PWV-3	Roomette 6
Edward H. Tevriz Glore, Forgan & Co., New York	PWV-2	Roomette 4
Nelson M. Utley, Vice President Halsey, Stuart & Co., Inc., Chicago	Joining the party at Connellsville	
Nicholas W. Vancil, Asst. Vice Pres. The National City Bank of New York, N.Y.	PWV-3	Bedroom E
William F. Voorhees Drexel & Co., New York	PWV-3	Roomette 10
Frederic W. Watriss Colonial Management Associates, Boston	PWV-2	Roomette 6
Hudson L. Whitenight, Mgr. Railroad Securities The Equitable Life Assurance Society, New York	PWV-3	Bedroom A
W. C. Whittemore, Assistant Treasurer John Hancock Mutual Life Insurance Co., Boston	PWV-1	Bedroom B
M. J. Zock Keystone Custodian Funds, Boston	PWV-2	Roomette 12

PERSONNEL OF THE PENNROAD CORPORATION

	Car	Space
George W. Bovenizer, Chairman of the Board	PWV-1	Bedroom C
Bradley Gaylord, President	PWV-1	Bedroom D
Samuel H. Ogden, Vice President	PWV-1	Roomette 11
Robert E. Thomas	PWV-3	Roomette 8
Edward A. Merkle	Joining the party at dinner	

PERSONNEL OF THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

Directors

Avery C. Adams	Joining the party at dinner
Harvey Childs, III	"
Max D. Howell	"
William T. Kilborn	"
F. Brian Reuter	"
William P. Witherow	"

Officers

Chas. J. Graham, President	Joining the party at Connellsville	
Richard N. Shields, Executive Vice President	PWV-2	Roomette 8
Harry A. Ross, Vice President and Secretary	Joining the party at Connellsville	
Robert W. Bramwell, Vice President-Traffic	"	
Clark E. Miller, Asst. to President-Special Assignments	"	
F. R. Westerman, Treasurer	"	
Edward Gluckson, General Auditor	"	
Albert H. Graham, General Traffic Manager	"	
Charles A. Thoma, Traffic Manager	"	
W. E. Robinholt, General Superintendent	"	
Walter C. Kresge, Asst. General Superintendent	"	
F. L. Riddle, Chief Engineer	"	
R. S. Anderson, Engineer Maintenance of Way	"	
M. E. Hayes, Superintendent of Personnel	"	

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SECTION 1

The Railroad - - General Characteristics

Corporate history

The Pittsburgh & West Virginia Railway Company is a consolidated corporation organized in 1917 under the laws of the Commonwealth of Pennsylvania and of the State of West Virginia, as successor under foreclosure of the Wabash-Pittsburgh Terminal Railway Company, incorporated in 1904.

General Characteristics of property

It is constructed in mountainous to broken country, and as such was a relatively costly line to build. However, its grades are not heavy for the type of country traversed, and with few exceptions its curves are not especially sharp. The type of country traversed is indicated by the fact that more than 6% of the main line is on bridges and more than 3% is in tunnels.

Territory served

The road operates 112 miles of main line extending northwest from Connellsville, Pa., where it connects with the Western Maryland Railway Company, to the Pittsburgh area, thence west to Pittsburgh Junction, Ohio, on the New York, Chicago & St. Louis Railroad (Nickel Plate). It thus forms the central link in a route between Chicago, St. Louis, Louisville, Cincinnati, Detroit, Cleveland and intermediate points, to the Atlantic coast. It is the shortest route between the Great Lakes and the Atlantic seaboard. In addition to the Western Maryland and Nickel Plate, connections are made with the Pennsylvania, Baltimore & Ohio, New York Central and Pittsburgh & Lake Erie, as well as the Union Railroad and the Donora Southern Railroad (United States Steel Co. subsidiaries), and the Montour Railroad.

Traffic moved

Traffic handled consists largely of Manufactured and Miscellaneous, which represents about 65% of total freight revenue. Of this classification, about one-half is represented by iron, steel and allied products, including scrap. Products of Mines represent about 30% of revenue. About 10% of this is represented by bituminous coal, 12% iron ore, and the remaining 8% by other types of mine products, such as chrome, manganese, fluxing stone, et cetera. Of total tonnage handled, about 30% originates on line and about 70% is received from connections.

Changes in composition of traffic

Through the years, there has been a marked change in the composition of traffic. Bituminous coal, which once provided the bulk of the road's revenue, has steadily declined in importance, due on the one hand to the exhaustion of much of the available metallurgical (coking) coal, and on the other to the development of "overhead" traffic, made possible by the construction of the Connellsville Extension in 1931. There are abundant reserves, however, of steam and domestic coal available for development.

SECTION 2

Management and Stock Ownership

DIRECTORS

October 15, 1953

Avery C. Adams . . . . . Pittsburgh, Pa.
(President, Pittsburgh Steel Co.)
Harvey Childs, III., ... Pittsburgh, Pa.
Bradley Gaylord . . . . . New York, N.Y.
(President and Director, The Pennroad Corporation)
Herbert W. Goodall . . . . . Philadelphia, Pa.
(a Director, The Pennroad Corporation)
Chas. J. Graham . . . . . Pittsburgh, Pa.
(President, The Pittsburgh & West Virginia Ry. Co.)
Max D. Howell . . . . . New York, N.Y.
(Exec. Director, American Iron & Steel Institute)
George M. Jones . . . . . Philadelphia, Pa.
Bonn E. Kibbee . . . . . Sharon, Pa.
William T. Kilborn . . . . . Pittsburgh, Pa.
(President, Flannery Manufacturing Co., and a
Director of The Pennroad Corporation)
F. Brian Reuter . . . . . Pittsburgh, Pa.
(Vice President, Mellon National Bank & Trust Co., and
a Director of The Pennroad Corporation)
Douglas R. Warfield . . . . . Philadelphia, Pa.
Ernest T. Weir . . . . . Pittsburgh, Pa.
(Chairman of Board, National Steel Corporation)
William P. Witherow . . . . . Pittsburgh, Pa.

OFFICERS

Chas. J. Graham . . . . . President
R. N. Shields . . . . . Executive Vice President
H. A. Ross . . . . . Vice President and Secretary
R. W. Bramwell . . . . . Vice President-Traffic
C. E. Miller . . . . . Assistant to President
F. R. Westerman . . . . . Treasurer and Asst. Secretary
Edward Gluckson . . . . . General Auditor
T. W. Pomeroy, Jr. . . . . General Counsel
Albert H. Graham . . . . . General Traffic Manager
C. A. Thoma . . . . . Traffic Manager
C. M. Black . . . . . General Freight Agent-Sales and Service
P. J. Murphy . . . . . General Freight Agent-Rates and Divisions
W. E. Robinholt . . . . . General Superintendent
W. C. Kresge . . . . . Asst. General Superintendent
F. L. Riddle . . . . . Chief Engineer
R. S. Anderson . . . . . Engineer, Maintenance of Way
M. L. Bishop . . . . . Purchasing Agent
P. M. Patterson . . . . . Real Estate and Claim Agent
M. E. Mayes . . . . . Superintendent of Personnel

GENERAL OFFICES -- One Gateway Center, Pittsburgh, Pa.

P&WV Personnel Making the Trip

Chas. J. Graham — Age 75. Education, Public Schools. Graham Bolt & Nut Company, 36 years. Vice President, Pressed Steel Car Company, 5 years. President of the P&WV since 1938.

Richard N. Shields — Age 50. Education, Public and High School. Special Courses, University of Pittsburgh. United States Steel Corporation, 1920-1948; Ass't. Traffic Manager in 1948; Pittsburgh Steel Company, General Traffic Manager and President of Monessen Southwestern Railway Company; 1952, The Pittsburgh & West Virginia Railway Company, Executive Vice President.

Harry A. Ross — Age 51. Education, Public and High School, evening courses University of Pittsburgh and Duquesne University. Crucible Steel Company, American Rolling Mill Company, Pressed Steel Car Company. P&WV in 1938, Assistant to President; 1942-1945 General Manager; since 1945 Vice President and Secretary.

Robert W. Bramwell — Age 57. Education, Public and High School. 1916-1921, Ann Arbor Railroad; 1921-1922, Big Four Railroad; 1922-1927, M. C.; P&WV 1927 to date, 1948-1951 General Traffic Manager, 1951 Vice President, Traffic.

Clark E. Miller — Age 55. Education, Public and High School, 32 years Pennsylvania Railroad, last 7 years as Coal Freight Agent; 2 years Traffic Manager of Eastern Bituminous Association; P&WV 1952, Assistant to President, Special Assignments.

F. R. Westerman — Age 67. Education, Public and High School, Iron City Business College. P&WV since 1909. Treasurer since 1937.

Edward Gluckson — Age 57. Education, Public and High School, evening courses (accounting) Duquesne University. P&WV since 1918. General Auditor since 1936.

Albert H. Graham — Age 44. Education, Public School and Culver Military Academy. Williams College (1932) and Harvard Graduate School of Business Administration (1934). P&WV in 1938; 1943-1945 Assistant to the President; 1945-1948, Asst. to Vice President-Traffic; 1948-1953, Traffic Manager, Sales and Service; 1953, General Traffic Manager.

Charles A. Thoma — Age 41. Education, Public and High Schools, Traffic Managers Institute. Registered I.C.C. Practitioner. D&RGW in New York, 1935-1945. 1945-1948 private Traffic Consultant. 1948-1953, P&WV, now Traffic Manager at Pittsburgh.

W. E. Robinholt — Age 60. Education, Public and High Schools. Telegrapher Pennsylvania Railroad, entered service as Telegrapher P&WV in 1921. Train Dispatcher, Chief Train Dispatcher, Superintendent of Transportation. General Superintendent since 1951.

Walter C. Kresge — Age 43. Education, Public and High Schools, Lehigh University. Lehigh Valley Railroad, 1939-1944; American Locomotive Company, 1944-1951; Delaware & Hudson 1951-1953, General Diesel Supervisor. 1953, Asst. General Superintendent, P&WV.

F. L. Riddle — Age 64. Education, Public and High Schools, Ohio State College of Engineering. 1911-1923, Pennsylvania Railroad Company. P&WV in 1923, as Office Engineer, later Valuation Engineer, Engineer of Construction, Engineer Maintenance of Way. Chief Engineer since 1941.

R. S. Anderson — Age 48. Education, Public and High Schools, evening courses, Carnegie Institute of Technology. P&WV in 1926; Engineer Maintenance of Way since 1944.

M. E. Mayes — Age 37. Education, Public and High Schools, University of Kansas. Kansas City Terminal Railway Company 1937-1947. P&WV Superintendent of Personnel since 1947.

STOCK OWNERSHIP

There are 305,000 shares of common stock outstanding, and listed on the New York Stock Exchange. The Pennroad Corporation owns 178,479 shares, or 58.5% of the total.

Ownership of the balance of the outstanding stock appears to be fairly well scattered.

SECTION 3 - FREIGHT TRAFFIC

(The P&WV has no passenger traffic)

Composition and Change in Character of Traffic Handled

In the intervening years since the completion of the Connellsville Extension in 1931, the traffic of the Pittsburgh & West Virginia has undergone a major change in character. Prior to our connection with the Western Maryland at Connellsville, the P&WV was principally a coal carrying road. This can be seen from the tables on pages 9 and 10 which show that during the period from 1922 to 1930 the commodities included in Products of Mines (principally coal) amounted to from 64.68% to 84.06% of all tonnage handled. During this time the Pittsburgh Terminal Coal Corporation operated numerous mines along our West Side Belt. Since that time all these mines have been worked out with the result that now our coal traffic amounts to 17.21% compared to 72.55% in 1926.

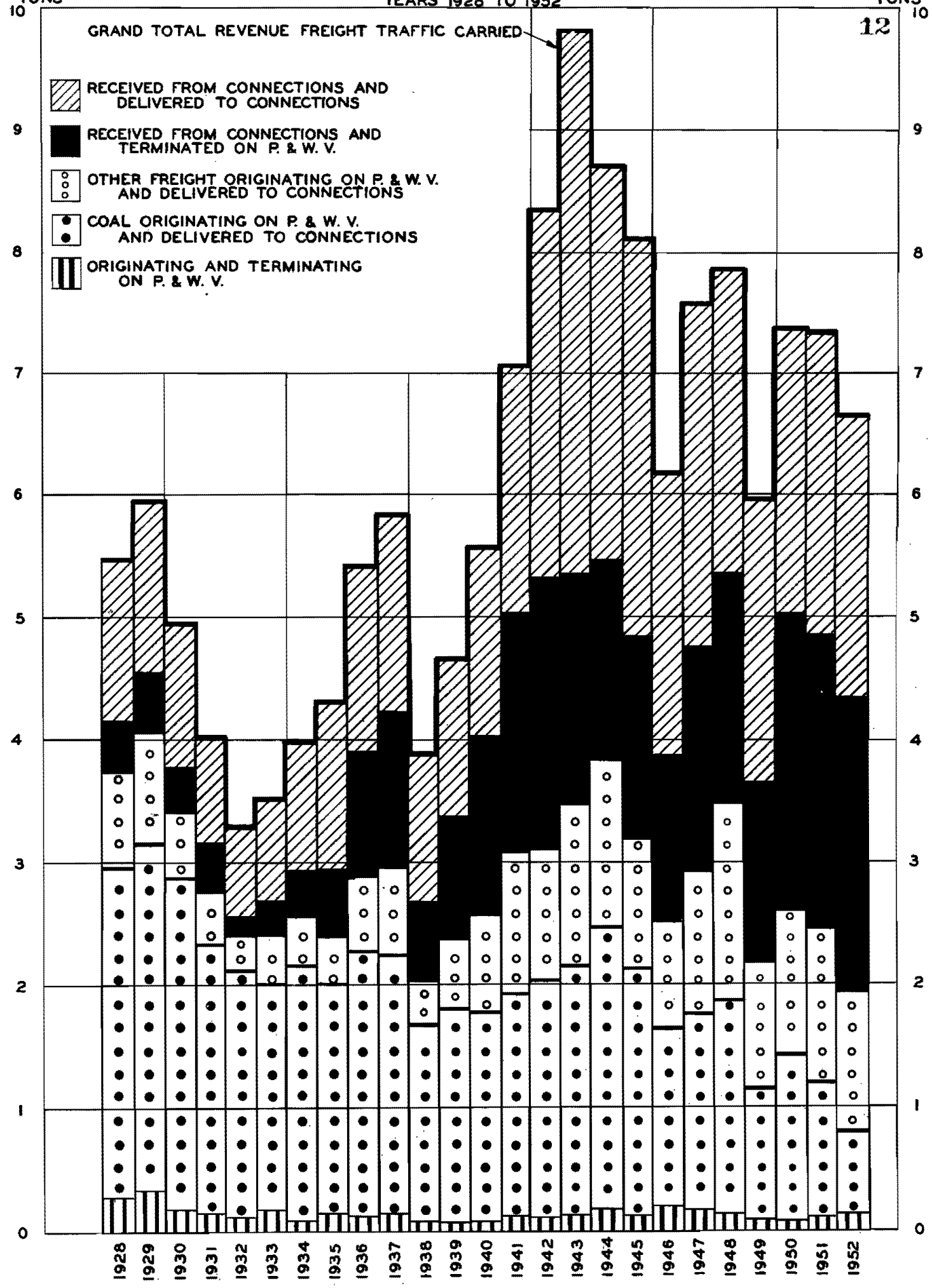
This decline in coal traffic has made it necessary for the P&WV to develop other sources of traffic in order to continue operating. The opening of the Connellsville Extension made it possible for us to develop overhead business materially as can be seen from the table on Page 11 and the chart on page 12.

In 1928 tonnage originated on the P&WV amounted to 68.12% of our total traffic, in 1940 it was 46.89% and in 1952, 28.88%. On the other hand, traffic received from connections amounted in 1928 to 31.88% of which 7.41% terminated on the P&WV; in 1940, 53.11% of which 25.94% terminated; and in 1952, 71.12% of which 35.96% terminated.

Overhead tonnage (that which is received from connections and delivered to connections) amounted to 24.47% in 1928, to 27.17% in 1940 and 35.16% in 1952.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

ORIGIN AND DISPOSITION OF REVENUE FREIGHT HANDLED
YEARS 1928 TO 1952



Breakdown of P&WV Tonnage 1928 - 1953

Percent of Total Tonnage

Originated on P&WV	* 1928	1940	1952	6 Mos. 1953
Terminated on P&WV	4.94%	1.39%	1.70%	1.21%
Delivered to Connections	63.18%	45.50%	27.18%	26.17%
Total Originated	68.12%	46.89%	28.88%	27.38%
Received from Connections				
Terminated on P&WV	7.41%	25.94%	35.96%	34.23%
Delivered to Connections	24.47%	27.17%	35.16%	38.39%
Total Received from Connections	31.88%	53.11%	71.12%	72.62%

* Earliest segregation available.

It is interesting to note how the character of the P&WV's traffic has changed by major commodity groups particularly since the building of the Connellsville Extension. This can be seen in the figures given below; and on the chart on page 14.

	Tonnage (000 omitted)				Percent of Total Tonnage			
Commodity Group	1922	1940	1952	6 Mos. 1953.	1922	1940	1952	6 Mos. 1953
Prod. of Agric.	30	149	360	295	.87	2.67	5.39	8.59
Animals & Prod.	16	118	69	36	.47	2.11	1.03	1.04
Prod. of Mines	2,717	3,258	3,248	1,493	79.65	58.38	48.54	43.33
Prod. of Forests	42	78	130	57	1.22	1.40	1.94	1.65
Mfrs. & Misc.	586	1,972	2,882	1,556	17.18	35.33	43.07	45.26
LCL Tonnage	21	6	2	1	.61	.11	.03	.03
Total	3,411	5,581	6,691	3,438	100	100	100	100

These figures clearly indicate the more diversified character of the traffic handled by the P&WV although two commodity groups (Products of Mines and Manufactures & Miscellaneous) made up 91.61% of our traffic in 1952 and 88.59% during the first six months of 1953.

It might be well at this time to consider in more detail these two important commodity groups to see what changes have occurred in their makeup in the last fifteen years. This is shown in the table on page 16.

For comparative purposes the year 1940 is being used instead of 1938. The reason for this is that 1940 is considered to be a normal prewar year while 1938 was a poor year. Although our percentage increases would be much greater if 1938 were used, do not believe it would present as true a picture of our gains as using 1940.

PRODUCTS OF MINES

In 1940 commodities within this group furnished the P&WV with 3,257,862 tons or 58.38% of our total traffic while the revenue received was $1,669,442 or 39.91% of the total. In 1952 this tonnage amounted to 3,248,339 tons or 48.54% while the revenue was $2,705,874 or 29.03%. The tonnage shows a decrease of only 9,523 tons or .003% while the revenue increased $1,036,432 or 62.08%. The increase in revenue was of course due to the intervening freight rate increases. On the surface this does not appear to be much of a change but on analyzing the makeup of this commodity group it can be seen that major changes have occurred in it.

In 1940 coal traffic amounted to 2,159,583 tons or 38.70% of our total traffic while iron ore was 553,839 tons or 9.92% and ores and concentrates N.O.S. (mainly manganese and chrome ores) was 46,693 or .84%. In 1952 our coal tonnage was 1,151,264 tons or 17.21%, a decrease of 1,008,319 tons or 46.67%. Iron ore tonnage was 1,367,289 tons or 20.43%, an increase of 813,450 tons or 146.87% while ores and concentrates N.O.S. were 202,452 tons or 3.03%, an increase of 155,759 tons or 333.58%.

Products of Mines

Tonnage

Year	COAL Amount	COAL % of Total Traffic	IRON ORE Amount	IRON ORE % of Total Traffic	ORES AND CONCENTRATES N.O.S. Amount	ORES AND CONCENTRATES N.O.S. % of Total Traffic
1938	1,957,694	50.57	173,449	4.48	41,097	1.06
1939	2,025,463	43.37	435,726	11.26	33,562	.87
1940	2,159,583	38.70	553,839	9.92	46,693	.84
1941	2,315,107	32.78	774,741	10.97	216,925	3.07
1942	2,524,075	30.11	803,219	9.58	427,522	5.10
1943	2,710,131	27.63	801,157	8.17	233,475	2.38
1944	2,922,193	33.53	615,410	7.06	171,938	1.97
1945	2,539,237	31.34	754,913	9.32	143,528	1.77
1946	2,070,032	33.60	605,152	9.82	95,476	1.55
1947	2,222,599	29.31	899,512	11.86	189,846	2.50
1948	2,313,548	29.49	950,700	12.12	212,096	2.70
1949	1,460,835	24.55	762,810	12.82	114,750	1.93
1950	1,764,633	23.96	1,218,483	16.54	89,000	1.21
1951	1,180,551	16.11	1,318,174	17.99	56,232	.77
1952	1,151,264	17.21	1,367,289	20.43	202,452	3.03
1953 6 Mos.	463,682	13.49	688,997	20.04	103,044	3.00
Increase or Decrease 1952 vs. 1940 - Dec.	46.69		146.87		333.58	

Products of Mines

Revenue

Year	COAL Amount	COAL % of Total Traffic	IRON ORE Amount	IRON ORE % of Total Traffic	ORES AND CONCENTRATES N.O.S. Amount	ORES AND CONCENTRATES N.O.S. % of Total Traffic
1938	1,117,603	39.02	65,505	2.29	24,231	.85
1939	1,166,935	32.42	157,057	4.36	22,932	.64
1940	1,115,283	26.63	209,668	5.01	33,156	.79
1941	1,118,433	21.04	316,722	5.96	130,600	2.46
1942	1,196,016	18.34	335,405	5.14	334,534	5.13
1943	1,246,225	16.09	319,458	4.12	178,745	2.31
1944	1,394,008	18.76	264,249	3.56	115,346	1.55
1945	1,196,871	17.66	325,395	4.80	90,261	1.33
1946	976,177	20.48	242,921	5.10	48,334	1.01
1947	1,266,081	18.23	432,164	6.22	169,280	2.44
1948	1,435,679	15.82	536,599	5.91	220,654	2.43
1949	1,062,209	14.25	524,543	7.03	86,595	1.16
1950	1,322,685	14.57	847,784	9.34	67,234	.74
1951	1,180,551	12.81	871,938	9.46	44,726	.49
1952	882,467	9.47	1,091,894	11.71	186,113	2.00
1953 6 Mos.	368,497	7.35	590,393	11.78	97,048	1.94
Increase or Decrease 1952 vs. 1940 - Dec.	20.88		99.97		461.33	

Identical results have taken place in regard to revenue. In 1940 revenue from coal was $1,115,283 or 26.63% and in 1952 had decreased to $882,467 or 9.47%, a decrease of $232,816 or 20.88%. Iron ore revenue in 1940 was $209,668 or 5.01% and in 1952 was $1,091,894 or 11.78%, an increase of $882,226 or 99.97% while ores and concentrates N.O.S. was $33,156 or .79% in 1940 and $186,113 or 2.00% in 1952, an increase of $152,957 or 461.33%. Thus it can be seen that while the P&WV's coal tonnage has been decreasing it has been possible to build up the tonnage of iron ore and other ores to such an extent that it has offset the decrease in coal tonnage.

The trend in our coal tonnage continued downward in 1953 and for the first six months only amounted to 13.49% of our total tonnage. This decrease was brought about by the working out of one of our mines in May of 1952; and the poor market for coal in 1953 which was caused to a large extent through the competition of gas and oil, particularly the heavy inroads made by the importation of cheap foreign residual oils on the Atlantic Seaboard.

However, it appears that the bottom has been reached as far as our coal traffic is concerned as the coal market is expected to improve and our principal remaining mines have enough reserves for 15 or 20 years of production. In addition there are vast reserves of virgin coal contiguous to the P&WV. In Ohio there are about 20,000,000 tons, in the Avella district about 200,000,000 tons and in the Connellsville district about 35,000,000 tons. While much of this coal is not of as high quality as other Western Pennsylvania coals, this high quality coal is being rapidly depleted. The day is approaching when there will be a market for this coal.

The development of even one large capacity deep mine would give the P&WV an attractive amount of coal traffic for many years.

As has been stated before, our iron ore tonnage has increased from 553,839 tons in 1940 to 1,367,289 tons in 1952. This large increase in iron ore tonnage has been due to various reasons. Increased steel production has been a factor, superior service, and the decision of U. S. Steel Corporation to store import iron ore on Brown's Dump which is located on the Union Railroad very close to our interchange at Mifflin Junction. This import iron ore has become more important to the P&WV in the last two years. The first tonnage we handled was in 1946 and amounted to only 4,968 tons. However, in 1951 this amounted to 166,773 tons and in 1952, 232,011 tons.

With the working out of the high grade ore deposits of the Mesabi Range, import iron ore will become more and more important in this area and it will be very much more important to the P&WV. When the U. S. Steel Company begins producing ore from its new mine in Venezuela, the P&WV expects to handle a large share of the production moving to the Pittsburgh area. This is due to the fact that our interchange with the Union Railroad at Mifflin Junction is the most advantageous for the handling of import iron ore of any line in the Pittsburgh district and with Baltimore being a Port that will handle large tonnages of this ore, the P&WV is in a particularly strategic position to handle this tonnage.

We have rates on import ore published to Mifflin Junction from Baltimore via WM - P&WV, B&O - P&WV and PRR - P&WV. P&WV revenue on this traffic is substantially the same irrespective of route of movement. This will enable us to participate in the handling of this ore irrespective of berthing space of the ship.

Also in the iron ore picture is the expansion of Pittsburgh Steel at Monessen, Pa. Their expansion and modernization program has added 12% to their iron smelting capacity and the reconstruction of 12 open hearth furnaces to a 250 ton capacity has boosted steel melting capacity by 48%.

This expansion of steel making capacity will increase the requirements for iron ore and other raw materials and the P&WV will share in this increased tonnage. We also handle import tonnage for Pittsburgh Steel via all the routes mentioned above and again this ore will become increasingly important as time goes on.

Manganese ore which is included in Ores and Concentrates, N.O.S. has become more important to the P&WV. The table on page 16 shows this very clearly. The large tonnages handled during the war years of 1941, 1942, 1943, 1944 and 1945 were due to a stockpiling program of the Metals Reserve Corporation for the U. S. Government. This tonnage of strategic minerals moving into this stockpile at Mifflin Junction was handled 100% by the P&WV due to our advantageous interchange with the Union Railroad. In 1947, 1948 and 1949, the increase was due to the moving of this stockpile to other storage depots.

In 1952 our handling increased due to the U. S. Steel Corporation building up a stockpile of manganese ore on Brown's Dump located near Mifflin Junction. Again our convenient interchange was a factor in our handling of this tonnage as it kept this ore out of the districts on the Union Railroad that are most likely to become congested.

The future appears favorable to continue handling large tonnages of these ores. The U. S. Steel Corporation recently abandoned their Isabella furnaces on the Allegheny River where they produced ferro-manganese and which furnaces were not available to our handling. This production has been transferred to the Duquesne Works, Duquesne, Pa., which we reach through the Union Railroad and we have been advised that this should increase our handling of manganese ore.

Another favorable factor in regard to manganese ore has been the recent signing of a contract with the General Services Administration of the U. S. Government leasing acreage to them for the stockpiling of strategic material. Tonnage for this stockpile must move over the P&WV as no other railroad reaches this point and will amount to a minimum of 500,000 tons with a possibility that it will reach 1,000,000 tons. When this tonnage moves to consuming points it will of course move out over the P&WV.

Iron and steel has provided the P&WV with attractive tonnages and revenues as shown by the table on page 20. While we handle some iron and steel tonnages originating in other districts in overhead movement, the bulk of our tonnage originates in the Pittsburgh district. We receive outbound steel from all U. S. Steel plants in the Pittsburgh district served by the Union Railroad through absorption of Union Railroad switching. This traffic comes to us at Clairton and Mifflin Junction, Pa. We also receive steel traffic from the American Steel & Wire Division of U. S. Steel located at Donora, Pa., and from the Pittsburgh Steel Company located at Monessen, Pa. We are also able to handle pipe from the National Tube Division of U. S. Steel located

at McKeesport, Pa., through our connection with the Pittsburgh & Lake Erie Railroad. However, of all these plants our major iron and steel tonnages are received through our interchange with the Union Railroad at Mifflin Junction, Pa.

In 1940 our iron and steel tonnage amounted to 1,069,985 tons or 19.17% of our total traffic. In 1952 it amounted to 1,150,727 tons or 17.20%. This was an increase of 80,742 tons or 7.55%. Our revenue received from iron and steel amounted in 1940 to $1,233,552 or 29.49%, while in 1952 it was $2,681,111 or 28.76%, an increase of $1,447,559 or 117.35%.

Iron and Steel Traffic

1938 - 1952

Year	TONNAGE		REVENUE	
	Amount	Percent	Amount	Percent
1938	527,887	13.64	581,744	20.31
1939	720,448	15.43	906,574	25.19
1940	1,069,985	19.17	1,233,552	29.49
1941	1,425,261	20.18	1,731,602	32.58
1942	1,532,346	18.28	1,989,367	30.50
1943	1,597,503	16.29	2,131,488	27.52
1944	1,348,993	15.48	1,701,808	22.90
1945	1,164,190	14.37	1,482,018	21.87
1946	810,886	13.16	1,135,286	23.82
1947	1,055,379	13.92	1,725,627	24.85
1948	1,422,343	18.13	2,978,486	32.82
1949	1,074,345	18.05	2,303,164	30.89
1950	1,200,006	16.29	2,569,888	28.32
1951	1,286,796	17.56	2,721,308	29.52
1952	1,150,727	17.20	2,681,111	28.76

Scrap Iron Traffic

1938 - 1952

Year	TONNAGE		REVENUE	
	Amount	Percent	Amount	Percent
1938	42,501	1.10	33,878	1.18
1939	71,532	1.53	58,328	1.62
1940	105,817	1.90	101,239	2.42
1941	149,503	2.12	138,992	2.62
1942	143,529	1.71	137,824	2.11
1943	190,811	1.95	174,537	2.25
1944	216,329	2.48	188,086	2.53
1945	116,877	1.44	110,133	1.63
1946	94,540	1.53	78,478	1.65
1947	213,146	2.81	254,782	3.67
1948	229,820	2.93	322,819	3.56
1949	157,459	2.65	258,962	3.47
1950	355,615	4.83	607,218	6.69
1951	309,009	4.22	478,638	5.19
1952	296,912	4.44	545,162	5.85

Here is definite evidence that the efforts of the P&WV to diversify its traffic are beginning to have some effect. Although our iron ore and steel tonnage increased 7.55% between 1940 and 1952, the percentage of iron and steel to all traffic dropped from 19.17% to 17.20%. Another example of this trend is that in 1940 Iron and Steel tonnage amounted to 54.26% of the commodity group Manufacturers & Miscellaneous, while in 1952 it only amounted to 39.92% of this group.

In 1940 our tonnage of scrap iron traffic amounted to 105,817 tons or 1.90% while in 1952 it amounted to 296,912 tons or 4.44%. This was an increase of 191,095 tons or 180.59%. Our revenue received from scrap iron amounted to $101,239 or 2.42% in 1940 and increased to $545,162 or 5.85% in 1952. This was an increase of $443,923 or 438.50%.

With the steel industry no longer working at capacity as it has for the past several years, our steel traffic will undoubtedly decline to a certain extent. In addition the decision of the U. S. Steel Corporation not to rebuild the #3 open hearth furnace at the Homestead Works will reduce the amount of steel in the Pittsburgh district available for outbound shipment.

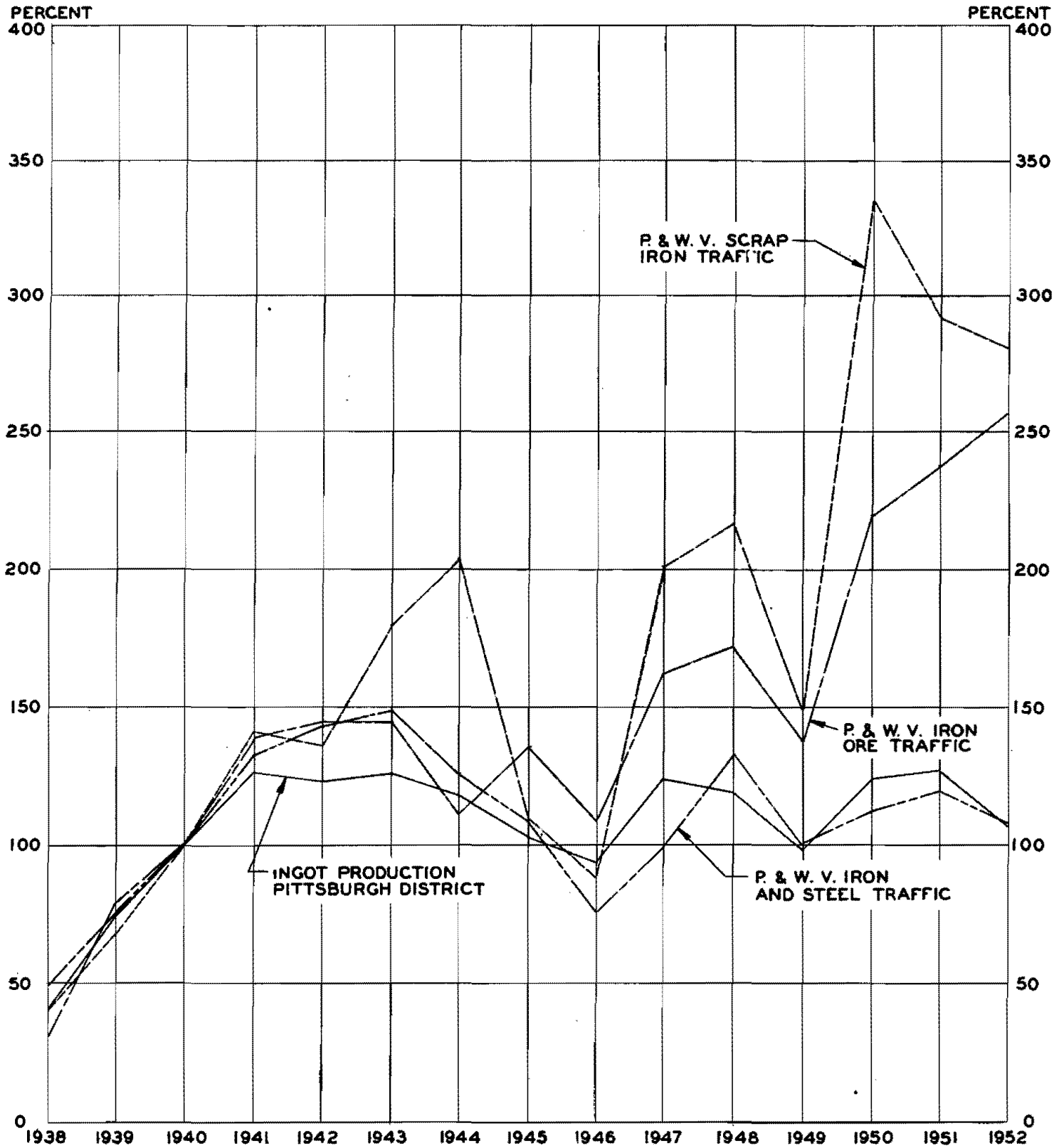
Another adverse factor has been the construction of the Fairless Works of U. S. Steel at Fairless, Pa. This plant will ship to customers formerly supplied from Pittsburgh. However, our revenue on originating steel traffic moving east is much less than it is on westbound shipments. We have naturally concentrated our efforts on westbound traffic from U. S. Steel so that the building of Fairless Works will not have as bad an effect on us as might be expected.

However, it is our belief that the Pittsburgh district will always be an important steel producing region due to its strategic location with respect to its raw materials. The chart on page 22 is interesting as it shows a comparison between the ratio of ingot production in the Pittsburgh district and the ratio of our Iron and Steel traffic, our Iron Ore traffic and our Scrap Iron traffic, using 1940 as equal to 100. This shows that while our Iron and Steel traffic closely parallels ingot production, our iron ore and scrap iron traffic has increased much more than ingot production in this district, particularly in the last three years. The excellent results obtained in our efforts to increase our iron ore and scrap iron traffic can be seen by the fact that while our iron and steel traffic increased 7.55% in 1952 compared to 1940, iron ore increased 146.87% and scrap iron 180.59%. With the excellent prospects for increasing our iron ore traffic in the future as discussed previously and continued concentrated solicitation on inbound scrap iron traffic, we feel that even if the outbound shipments of iron and steel decrease we will not be seriously affected.

The slackening in demand for steel products also has, strange as it may seem, a brighter side that might well mean additional tonnage for the railroads. Mills in various sections of the country, in order to try and keep operating rates as near capacity as possible, have begun to absorb freight in order to be competitive in other districts. This will have a tendency to increase cross hauling which will mean more business for railroads situated between these areas.

With Bethlehem Steel Company plants east of the P&WV and Republic Steel Company, Youngstown Sheet & Tube Company and other plants to the west, we hope to benefit from this cross hauling.

RATIO OF INGOT PRODUCTION - PITTSBURGH DISTRICT COMPARED TO THE RATIO OF THE P. & W. V. RY. IRON AND STEEL, IRON ORE AND SCRAP IRON TONNAGE 1940=100%



For the past several years the P&WV as well as other railroads has been confronted with competition by the trucking industry, particularly on flat rolled iron and steel products. The carriers have attempted to meet this competition by rate adjustments but so far this has not been successful in returning this traffic to the rails. The flexibility of the truck, overnight service to the Michigan area, the higher cost of rail loading due to the necessity for blocking shipments and the extras charged by steel companies for the expense of packaging and shrouding of sheets in open top equipment have given the truck a distinct advantage.

The railroads have been keenly aware of this loss of traffic and are at this time making an exhaustive study of this situation in light of present day conditions in the hope that steps may be taken to overcome some of these advantages accruing to the trucks so that this tonnage may be returned to the rails. The P&WV in the past has collaborated in any constructive rate action and will continue to do so in the future.

OVERHEAD

With the completion of the Connellsville Extension in 1931, our overhead traffic has increased materially. Prior to this time our overhead traffic moved from and to the P&LE and points on their line and the WM and from and to the B&O and points east of Pittsburgh.

A good portion of this movement consisted of pipe from National Tube at McKeesport, Pa. While we still handle some traffic from this point it is not nearly as heavy as formerly due to a great deal of pipe moving down the river in barge load lots. Since 1931 our principal overhead movement has been between the NKP railroad on the west and the Western Maryland Railroad on the east. This movement has increased materially with the peak being reached in 1944 when heavy war traffic and fuel oil traffic was moving. This can be clearly seen in the chart on page 12.

Our overhead business has been built up through intensive efforts of our solicitation forces and through the excellent service performed by our through route by means of coordinated schedules. As an example of our service eastbound, our train CSP-2 departs Chicago on the NKP at 7:30 PM and arrives Philadelphia on the Reading RR at 1:30 AM, third morning. In the reverse direction we have PCS-1 departing Philadelphia at 9:00 PM and arriving Chicago at 4:45 AM second morning and St. Louis at 1:00 PM second afternoon. Service is our principal selling point and our service compares favorably or is superior to our competition. This type of service has enabled us to increase our handling of overhead traffic and has made our traffic more diversified.

Generally speaking the P&WV is an intermediate carrier on traffic originating or terminating on various railroads west of us and moving to or from points in the east on the WM-RDG-CNJ, NYNH&H and their short line connections. All this traffic funnels to us through our connection with the NKP and Western Maryland.

Products of Agriculture have increased from 149,191 tons in 1940 to 360,464 tons in 1952, an increase of 211,273 tons or 141.61%. Much of this increase is due to the movements of export grain through the Port of Baltimore. With tremendous tonnages of grain available and the necessity of exporting much of it we should continue to handle large tonnages of export grain.

Animals and Products have decreased from 117,589 tons in 1940 to 68,618 tons in 1952, a decrease of 48,971 tons or 41.65%. This represents a decrease in the handling of fresh meat products for the various packers. It appears that our handling of these products will continue to decrease as trucks are becoming more of a factor each day. Shipments in refrigerated trucks require no icing enroute and the expedited service rendered makes truck shipments very attractive to both the packers and their customers. We do not handle any livestock other than an occasional car as we do not have any facilities for feeding and watering on the P&WV and with the low revenue involved, do not feel that it would be profitable to us to have such facilities.

The revenue from commodities in this group is relatively low and only amounted to $172,196 in 1952 or 1.85% of the total so that Animals and Products are not of major importance to the P&WV and probably never will be.

Commodities in the grouping Products of Forests are also relatively unimportant to the P&WV although we have increased our tonnage from 78,424 tons in 1940 to 129,655 tons in 1952, an increase of 51,231 tons or 65.33%. This increase is due to our having opened an office in Portland, Oregon in 1945. The General Agent there spends the majority of his time soliciting lumber traffic and we should be able to continue to increase our handling of these commodities.

Iron and steel tonnage are included in the group Manufactures and Miscellaneous but even not considering iron and steel and scrap iron, the other commodities in this group are very important to the P&WV both in tonnage and revenue. In 1940 our tonnage in this group excluding iron and steel and scrap iron was 796,124 tons with revenues of $826,903. In 1952 we had increased our handlings to 1,434,619 tons and revenues to $2,782,414. This was an increase of 638,495 tons or 80.20% and an increase in revenue of $1,955,511 or 236.49%. The major increase in our handling of these commodities signifies very clearly that we are having some success in diversifying our traffic. We are constantly endeavoring to increase our handling of this type of traffic and expect to handle in the future an increasing amount of it.

You will note from the table on page 9 that we handle very little LCL traffic and the amount handled has been decreasing each year. When the P&WV had a freight station at Pittsburgh we had facilities for the handling and transferring of LCL freight but when this station was destroyed by fire it removed our only facility for this work and made it very difficult to handle LCL. Since then we have discouraged as much as possible the handling of LCL freight and now only handle occasional cars. LCL freight is expensive to handle and it is to our advantage not to handle this traffic.

INDUSTRIAL DEVELOPMENT

During 1952, Associated Grocers, Inc., constructed a large warehouse at Rook, Pa., and receive about 200 cars a year. We were also successful in locating a small warehouse and pipe storage yard of Peoples Natural Gas Company at Maple, Pa., and a warehouse of Allegheny Machinery Sales Co., at Kelly, Pa. These concerns receive only occasional cars.

At the present time preliminary negotiations have been completed on sales of property in S. Carnegie to Anchor Sanitary Corp., a wholesale plumbing and heating company, and at Rook, Pa., to a wholesale lumber and milling company. The former expects to receive about 250 cars a year and the latter 400.

One new strip coal mine has been opened at Chandler, Ohio with a reserve of about 250,000 - 300,000 tons of coal, and another at Rockdale, W. Va., is to begin operations shortly and has a reserve of about 675,000 tons of coal.

The P&WV traverses rugged countryside and being a ridge road there are not many level sites along our right of way. Industry generally speaking prefers to locate in river valleys where they can receive the benefits of river transportation. However, most of the sites along the rivers in the vicinity of Pittsburgh are now occupied and many of the best remaining ones near Pittsburgh are on the P&WV. We are continually working to attract industry to these sites. The map on page 26 shows the type of freight originated and terminated on the P&WV.

SOLICITATION

Prior to the construction of the Connellsville Extension we had four off-line offices located in Cleveland, Detroit, Philadelphia, and Chicago. After the extension was completed we opened three additional offices in New York, Baltimore, and St. Louis; between 1931 and 1935. This gave us a total of seven off-line agencies which were staffed with 12 salesmen. Since that time we have been increasing our sales force both by adding additional salesmen to already established agencies and by opening three new agencies. In January 1945, an office was opened in San Francisco, Calif., and in October 1945, in Portland, Oregon. These offices have increased our handling of west coast tonnage. In March 1953, an office was opened in Minneapolis, Minn., and this office has increased our handling of commodities from that area. Personnel in the other offices has been increased by the addition of nine men giving us a total of 24 salesmen in the field. We are continuing to study the possibility of additional offices or of additional personnel in established offices and where conditions justify we will increase our force.

In our Pittsburgh office we have our President, who spends a major portion of his time on sales and has had much to do with our successful showing; our Executive Vice-President who is also active in sales because of his background of industrial traffic management; our Vice President - Traffic, General Traffic Manager and Traffic Manager who are contacting our off-line agencies constantly in an endeavor to increase traffic; a General Freight Agent; Assistant General Freight Agent and two Commercial Agents. This gives us a total of 31 men in our sales force. We feel that we have an excellent sales organization and that these men will be able to continue to increase the P&WV's share of overall traffic and will enable us to continue to diversify our traffic. We also have our Rate Department in Pittsburgh. It is staffed with competent men who advise our customers as to rates and routes and protect the interests of the P&WV in the various rate committees seeing that our Railroad is kept on a par with all others as far as rates and routes are concerned.

DENSITY

The density flow chart shown on page 28 shows the tonnage handled for the month of August 1953. Lack of records in a form that would have enabled us to work up the necessary statistics has prevented us from showing tonnage for a longer period or comparing tonnage with an earlier period. However, this chart is a good example of the density of traffic on the P&WV during a typical summer month when iron ore is moving in volume. The flow is not as heavy in the winter months but it is of course necessary to have facilities and power to handle our peak movements and this chart gives a good picture of how and where our heaviest traffic moves.

INTERCHANGE WITH OTHER RAILROADS

Our principal interchange is with the NKP Railroad. Heavy tonnages of originating coal and steel are delivered to the NKP at Pittsburgh Junction, Ohio along with westbound loads received from the Western Maryland Railroad. Eastbound we receive heavy tonnage of ex-lake iron ore from Lorain and Huron, Ohio, plus other commodities for local deliveries and delivery to the Western Maryland for destinations on that line and beyond.

Our next largest interchange is in connection with the Western Maryland Railroad. In addition to the overhead received from and delivered to the WM we deliver to them originating steel and coal tonnages and receive from them tonnages of import iron and manganese ore and other commodities for local delivery.

We also have a movement of traffic originating on the B&LE and delivered to us by the Union RR at Mifflin Junction. This includes a movement of coal for Republic Steel Company at Massillon, Ohio, iron and steel from Butler, Pa., railroad car parts and miscellaneous items to points beyond the P&WV and scrap and other items for local deliveries. In return we deliver coal, iron and steel and miscellaneous shipments to the Union RR for delivery to the B&LE.

We have an interchange with the B&O at Bruceton, Pa., and deliver to them some overhead business plus originating coal and receive from them ex-lake iron ore, import iron ore, stone, scrap iron and various other commodities for local deliveries.

Our interchange with the P&LE at West End includes the receipt for overhead movements of various commodities manufactured by corporations located on the P&LE and delivery to them of coal and originating iron and steel.

We have two interchanges with the PRR. At Clairton we receive ex-lake iron and import iron ore, scrap iron, etc., and deliver to them coal. At Bridgeville, Pa., our other interchange point, we deliver coal and receive various commodities for local deliveries.

Our interchange with the Montour is at George, Pa. We receive coal from them and deliver a small number of carloads of various commodities, principally feed for local deliveries.

Recently we opened up an interchange with the New York Central at Hopedale, Ohio. This interchange is for the delivery of coal originating on the P&WV. We do not receive any traffic at this interchange.

In conclusion the P&WV has changed in 22 years from an originating coal road to a road that handles an ever increasing diversity of traffic. Iron ore has become much more important and will increase in importance in the future. Our overhead traffic has increased and should become more of a factor each year with our expanded traffic department. With many of the best remaining sites in the Pittsburgh district located along the P&WV we should be able to attract additional industry to our rails. Thus, the P&WV will continue to be an important carrier of freight, with our heavy tonnages of originating and terminating freight and our highly diversified overhead traffic.

SECTION 4 - FINANCIAL

Proprietary interest in other companies

The Company has no stock or investment interest in any other company except as follows:

The Company owns the total outstanding shares in the Pittsburgh, Akron & Western Railroad Co., State Line Connecting Railway Co., and 20% of the outstanding shares of the Pittsburgh & Cross Creek Railroad Co. These companies, however, have no physical assets and in each case are carried on the books of The Pittsburgh & West Virginia Railway Company at $1.00 each. The first two named were never constructed and the Pittsburgh & Cross Creek Railroad Co., although at one time actually in operation jointly with another railroad, was destroyed by flood and has long since been abandoned. Their charters, however, have been maintained for some possible future use.

The Company owns all of the stock of Acme Coal Cleaning Company, which together with advances is carried at a written down value of $80,000 on the books of the railroad. The Acme Company is in active operation at Avella, Pa., where it has a plant for the cleaning and sizing of coal. It has no ownership interest whatever in the coal processed through the plant, but is helpful to the railway company in that it provides facilities for independent coal operators in the vicinity to have the coal produced by them cleaned and sized in such fashion as to make it more readily marketable. The Acme Company commenced operation in 1933 and although there have been some years in which it was able to operate at a profit, its history on the whole has been an unprofitable one and it has from time to time required advances from the railway company in order to stay in operation. However, the plant has been maintained in good physical condition and if sufficient coal tonnage were to become available it would quickly become profitable. The plant is directly adjacent to large coal acreage presently owned by Castle Shannon Coal Corporation, (wholly owned by Pennroad Corporation), and in the event of development of this acreage could provide a valuable facility to be used in connection with such development.

Dividends

In 1948 a dividend of $1.00 per share was paid. This was the first dividend paid since 1931. No dividend was paid in 1949 in which recurring work stoppages in the coal and steel industries were largely responsible for a serious adverse effect on traffic volume and freight revenue. Dividends totaling $1.50 per share were paid in 1950, and beginning with 1951 dividends have been paid at the rate of $2.00 per year on the basis of 50¢ per share quarterly.

Financial Statements

There are annexed hereto the following financial statements:

The listed exhibits have been compiled from records of the Company and have been certified by its General Auditor.

The Condensed Income Statement (Exhibit 2) shows that a net loss was sustained in only two of the last fifteen years, namely 1938 and 1946, both of which years were subnormal for business in general.

The statement of Earned Surplus (Exhibit 3) shows an increase in the credit balance from $6,870,000 in 1938 to $9,061,000 at August 31, 1953. From the appended footnotes it will be seen that in some of these years substantial changes occurred. In 1945 there was a credit of $1,596,000 resulting from profit derived from the sale of stock held in the then Wheeling & Lake Erie Railway Company. In 1947 there was a debit of $2,440,000 resulting from the retirement of various property in downtown Pittsburgh, including the abandonment of the portion of the road into downtown Pittsburgh. This included the abandonment of the Mt. Washington tunnel, 3344 feet in length, as well as the bridge spanning the Monongahela River. All of this resulted from the practically total loss by fire of the Company's warehousing facilities in downtown Pittsburgh covering more than three city blocks. The possible rebuilding of the warehouse facilities was determined to be impracticable and not economically justifiable.

In 1950 the Surplus Account was debited with $1,498,000 due to loss sustained by the taking, under condemnation procedure, of certain property in downtown Pittsburgh by Urban Redevelopment Authority of Pittsburgh, a body corporate and politic of the Commonwealth of Pennsylvania in its exercise of the right of eminent domain. Because of the destruction by fire of the warehouse property in 1946 most of this property was no longer used for railroad purposes. The exception was the Wabash Building which constituted the principal headquarters in which the Company's general offices were located, with the excess space rented to tenants. The Company has moved its offices to new quarters and the Wabash Building has now been entirely vacated and is scheduled for demolition in the general program of rehabilitation of the so-called Point Area of the City of Pittsburgh by Urban Redevelopment Authority of Pittsburgh, heretofore referred to.

Exhibit 5 (Trend of Debt, Fixed Charges and Working Capital) shows that in 1938 Working Capital showed a deficit of $3,069,260, while at the end of 1952 Working Capital was $3,193,376. However, as indicated by the footnotes, these figures require some explanation.

In 1938 and 1939 the Company had outstanding nearly $3,500,000 in short-term notes which were carried as Current Liabilities. In 1940, in view of the unsatisfactory situation existing with respect to this indebtedness, a plan of financial readjustment was consummated by the issuance of $7,400,000 Five Year 4% Secured Notes dated July 1, 1940. The proceeds of this Issue were used to pay off loans from Reconstruction Finance Corporation amounting to $4,176,607 and the short-term indebtedness above mentioned. Working Capital as of Dec. 31, 1940, following the financial readjustment was $279,076, while as of August 31, 1953 it was $3,219,863.

The decline in Working Capital for 1945 was brought about by the following transactions:

1. Retirement of the Five Year 4% Secured Notes issued in 1940.
2. Purchase of Pittsburgh Terminal Railroad and Coal bonds.
3. Retirement of a portion of P&WV, First Mortgage bonds.

The Five Year Notes maturing in the amount of $6,627,000 were retired in a large part through the proceeds of the sale of Wheeling & Lake Erie Railway stocks which had in part represented collateral for the obligation. In connection with the retirement of the notes a short-term borrowing of $1,000,000 was effected, of which $900,000 remained outstanding at Dec. 31, 1945.

In 1945 the Company purchased bonds of Pittsburgh Terminal Railroad and Coal Corporation in the face amount of $1,913,000, at a cost of $1,266,000. This Company had assumed the liability of the West Side Belt Railroad Company as guarantor of Pittsburgh Terminal Coal Corporation's bonds. The Pittsburgh Terminal Coal Corporation defaulted interest due Jan. 1, 1939 on its First Mortgage bonds of which $2,573,000 principal amount remained outstanding as of Dec. 31, 1939. In April 1939, Receivers were appointed and in due course Pittsburgh Terminal Coal Corporation was liquidated. The liability of this Company in respect of Pittsburgh Terminal Coal Corporation bonds had on its general balance sheet been indicated as a contingent liability only, and was not included in long term debt as such. Nevertheless, the Railway Company was compelled to assume the interest payments after the coal company defaulted and subsequently, after protracted litigation, was required to pay a substantial portion of the coal company's liabilities.

The Company also purchased in 1945, $315,000 principal amount of its own First Mortgage bonds at a cost of $274,175.

These 1945 transactions and the source of the funds therefor, is summarized in the following table:

	Par	Cost
First Mortgage Bonds	$ 315,000.00	$ 274,148.75
Five Year Notes	6,627,000.00	6,627,000.00
Pittsburgh Terminal Railroad & Coal Bonds	1,913,000.00	1,266,000.00
		$8,167,148.75

These funds were provided by-

Sale of Wheeling and Lake Erie Ry. Stocks	$5,858,750.00
Short term bank loan (originally $1,000,000)	900,000.00
Treasury cash	1,408,398.75
	$8,167,148.75

Fixed Charges in 1938 were $898,466, while as noted on page 43, they were as of Sept. 1, 1953 on the basis of $510,738, annually.

EXHIBIT 5

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

TREND OF DEBT, FIXED CHARGES AND WORKING CAPITAL

	Debt	Fixed Charges *	Working Capital **	
1953 (8 mos.)	$12,824,509	$341,348	$3,219,863	
1952	12,433,357	498,565	3,193,376	
1951	12,179,429	494,676	2,982,233	
1950	12,102,900	542,934	3,184,681	
1949	12,613,572	550,806	735,315	
1948	11,255,397	453,122	1,543,212	
1947	10,469,700	524,879	1,725,273	
1946	10,809,000	468,931	941,429	
1945	10,254,000	629,372	67,564	(a)
1944	17,441,000	761,026	1,631,088	
1943	18,154,000	801,308	1,492,609	
1942	19,608,000	817,176	1,065,087	
1941	20,135,000	881,381	463,556	
1940	20,930,000	884,767	279,076	
1939	18,149,607	904,613	2,836,422	(b) Deficit
1938	18,449,607	898,466	3,069,260	(c) Deficit

* Includes Interest on items a, b & c shown below

** Current assets over current Liabilities

(a) Current Liabilities includes a short term note in the amt. of $ 900,000 (excluded from debt column)

(b) Current Liabilities includes various short term notes in the amt. of $3,478,354 (excluded from debt column)

(c) Current Liabilities includes various short term notes in the amt. of $3,464,538 (excluded from debt column)

Cash Flow

Exhibit 6, (Source and Application of Cash Funds), shows in summary form where the Company's cash comes from and where it goes. The basic source of cash is of course Net Income, plus Depreciation (and Amortization of Defense Projects) which are essentially cash items.

A study of the exhibit will show that in the past fifteen years there have been a number of abnormalities in both cash receipts and disbursements. In 1950, for example, the Company's cash position was substantially improved by reason of the taking, under condemnation procedure, of certain property in downtown Pittsburgh, by Urban Redevelopment Authority of Pittsburgh, in its exercise of eminent domain. The property taken also included the land left vacant as a result of the fire which destroyed the Pittsburgh Freight House in 1946. The Railway Company received $1,750,000 for such property. The proceeds were in the first instance deposited with the Chase National Bank, as trustee under our mortgage indenture. Subsequently, the release of the monies, together with $30,000 previously on deposit, was secured by surrender, for cancellation, of an equivalent amount (par value) of the Company's first mortgage bonds, Series "D", which had been authenticated but never issued. Net income for 1950 was also beneficially affected to the extent of approximately $471,000 because of income tax deductions resulting from the taking of the property, and other tax adjustments.

In 1947, the year following the destruction by fire of the Pittsburgh freight house, cash was benefited by the receipt of $638,000 from insurance companies in settlement of the loss. The same procedure was followed in this instance as in the paragraph immediately above, namely, the funds were first deposited with the Indenture Trustee, and subsequently withdrawn by the surrender of Series "D" bonds in like amount.

Net income for 1947 was also beneficially affected to the extent of approximately $362,000 because of income tax deductions resulting from the loss, and the consequent abandonment of the Monongahela River Bridge and the Mount Washington Tunnel.

In earlier years, particularly the years 1940 through 1944, cash was adversely affected by requirements in respect of the contingent liabilities incurred by default of Pittsburgh Terminal Coal Corporation, hereinbefore referred to.

With respect to amortization under Certificates of Necessity, it will be noted that in accordance with accounting requirements of the Interstate Commerce Commission (I.C.C. Order #30920, dated Dec. 21, 1951) such amortization is not included in the Depreciation account on the books of the Company, although it is of course taken into account in the computation of Federal and State Income Taxes. Certificates of Necessity were granted in connection with the purchase of 19 diesel locomotives, permitting the amortization of 55% of the cost over a five-year period. Appropriate footnotes indicate the amount of such amortization.

It may also be noted that not until 1943 did the Interstate Commerce Commission require the inclusion of Depreciation on Roadway Property in its accounts. Prior to that time, the Retirement method of accounting was used in connection with Roadway Property although, in the case of this Company at least, depreciation on fixed property was considered for tax purposes.

As will be noted from the Exhibit, the years 1951, 1952 and 1953 (8 months) did not reflect any particularly unusual items of either cash receipts or disbursements.

Interest Charges

The only indebtedness of the Company consists of its First Mortgage Bonds and various Conditional Sale Agreements in connection with the purchase of locomotives and cars. As of Sept. 1, 1953 the monthly interest charges are as follows:

	Interest Rate	Monthly	Annual
First Mortgage Bonds	4½%	$33,053.	$394,290.
Conditional Sales	various	9,704.	116,448.
		$42,757.	$510,738.

Interest charges on Conditional Sale Agreements are based on the diminishing balance payable and are, consequently, reduced from month to month. Interest due on the First Mortgage Bonds is, of course, diminished only to the extent that the Company makes purchases of its bonds from time to time.

Principal payments due on Conditional Sale Agreements are as follows:

	Total	Diesels	Freight Cars
1953	$597,772	$302,500	$295,272
1954	580,272	285,000	295,272
1955	580,272	285,000	295,272
1956	580,272	285,000	295,272
1957	580,272	285,000	295,272
1958	567,610	285,000	282,610
1959	307,887	285,000	22,887
1960	285,000	285,000	-
1961	192,500	192,500	-
1962	120,000	120,000	-
1963	15,000	15,000	-

There is shown below a comparative statement of various factors:

	Times Fixed Charges Earned	Margin of Safety *	Earnings per Share of Stock	Dividends Paid
1953 (8 mos.)	2.98	18.46%	$2.21	$1.00**
1952	2.85	16.84	3.03	2.00
1951	2.46	14.96	2.37	2.00
1950	3.39	16.73	4.25	1.50
1949	2.06	14.89	1.91	-
1948	4.26	27.14	4.84	1.00
1947	3.13	15.59	3.67	-
1946	.90	-	(.15)	-
1945	1.93	14.84	1.92	-
1944	3.04	22.79	5.08	-
1943	2.77	22.23	4.66	-
1942	2.51	23.57	4.19	-
1941	2.33	22.66	3.85	-
1940	1.37	7.86	1.07	-
1939	1.53	13.08	1.57	-
1938	.78	-	(.66)	-

* Percentage of Net Income plus Income Taxes to Gross Revenue
** Not including dividend of 50¢ per share paid Sept. 15, 1953.

The relationship of Pittsburgh & West Virginia Net Railway Operating Income to that of the Eastern District has fluctuated somewhat during the past fifteen years due in a large part to the fluctuations in the steel and coal industries. However, it has on the whole maintained its relative standing. In 1941, P&WV Railway Operating Income was 0.42% while in 1952 it was 0.41%.

Revenue per ton mile compares very favorably with that of Class I roads in general.

Revenue Per Ton Mile
(Cents)

		P&WV	All Class I Roads
(7 months)	1953	1.843	Not Available
	1952	1.857	1.430
	1951	1.745	1.336
	1950	1.711	1.329
	1949	1.679	1.339
	1948	1.619	1.251
	1947	1.283	1.076
	1946	1.163	0.978
	1945	1.172	0.969
	1944	1.256	0.949
	1943	1.120	0.933
	1942	1.120	0.932
	1941	1.214	0.936
	1940	1.230	0.946

The tables next attached show a comparison of Pittsburgh & West Virginia with selected Eastern District railroads in percent of Operating Revenues converted into Net Railway Operating Income. The first table, page 45, covers the year 1952 and the second table, page 46, the first six months of 1953. The companies shown represent approximately 90% of gross revenue of all Eastern District railroads.

In 1952 The Pittsburgh & West Virginia Railway Company ranked number three on this basis and for the first six months of 1953 it ranked number four among the eighteen Eastern District roads for which figures are presented.

RANKING OF SELECTED EASTERN DISTRICT RAILROADS
IN PERCENTAGE OF OPERATING REVENUES
CONVERTED INTO NET RAILWAY OPERATING INCOME
YEAR 1952

Rank (Col.3)	Road	Total Operating Revenues (000)	Net Railway Operating Income (000)	Percent Net Railway Operating Income of Revenues	Percent Revenues of Total Revenues in District	Percent of Total Net Railway Operating Income in District
1.	Pgh. & Lake Erie	45,845	10,527	23.0	1.2	3.1
2.	Western Maryland	47,559	8,697	18.3	1.2	2.5
3.	PGH. & WEST VA.	8,510	1,399	16.4	0.2	0.4
4.	Dela. & Hudson	57,633	8,804	15.3	1.5	2.6
5.	N.Y.C. & St. L.	162,727	22,766	14.0	4.1	6.7
6.	Lehigh Valley	78,507	10,930	13.9	2.0	3.2
7.	Reading	131,954	15,767	11.9	3.3	4.6
8.	Wabash	115,885	13,716	11.8	2.9	4.0
9.	D.L. & W.	93,175	10,857	11.7	2.4	3.2
10.	N.Y.S. & W.	5,693	597	10.5	0.1	0.2
11.	Erie	176,459	18,388	10.4	4.5	5.4
12.	Baltimore & Ohio	442,677	44,340	10.0	11.2	13.0
13.	Chgo. Ind. & Louisville	21,814	1,907	8.7	0.6	0.6
14.	Central of New Jersey	64,628	5,256	8.1	1.6	1.5
15.	N.Y.N.H. & H.	163,420	10,633	6.5	4.1	3.1
16.	New York Central	806,926	49,817	6.2	20.4	14.6
17.	Boston & Maine	89,852	5,063	5.6	2.3	1.5
18.	Pennsylvania	1,028,750	44,930	4.4	26.1	13.2
	Great Lakes Region	1,658,471	157,192	9.5		
	Central Eastern Region	1,964,110	165,432	8.4		
	New England Region	325,892	18,477	5.7		
	Eastern District	3,948,473	341,101	8.6		
	U.S. Class I	10,581,418	1,078,455	10.2		

RANKING OF SELECTED EASTERN DISTRICT RAILROADS
IN PERCENTAGE OF OPERATING REVENUES
CONVERTED INTO NET RAILWAY OPERATING INCOME
FIRST SIX MONTHS OF 1953

Rank (Col.3)	Road	Total Operating Revenues (000)	Net Railway Operating Income (000)	Percent Net Railway Operating Income of Revenues	Percent Revenues of Total Revenues in District	Percent of Total Net Railway Operating Income in District
1.	Pgh. & Lake Erie	26,039	6,944	26.67	1.28	3.68
2.	Western Maryland	25,492	5,257	20.62	1.26	2.79
3.	Dela. & Hudson	27,215	4,639	17.05	1.34	2.46
4.	PGH. & WEST VA.	4,654	747	16.05	0.23	0.40
5.	Lehigh Valley	38,065	5,201	13.66	1.88	2.76
6.	N.Y.C. & St. L.	83,196	11,052	13.28	4.10	5.86
7.	Reading	67,013	8,425	12.57	3.30	4.46
8.	D.L. & W.	45,547	5,292	11.62	2.25	2.80
9.	Erie	91,150	10,318	11.32	4.49	5.47
10.	Wabash	58,961	6,380	10.82	2.91	3.38
11.	Baltimore & Ohio	230,620	23,779	10.31	11.37	12.60
12.	N.Y.S. & W.	2,908	271	9.32	0.14	0.14
13.	Chgo. Ind. & Louisville	10,818	944	8.73	0.53	0.50
14.	Pennsylvania	522,412	42,690	8.17	25.75	22.62
15.	Central of New Jersey	31,693	2,415	7.62	1.56	1.28
16.	New York Central	415,404	30,220	7.27	20.48	16.01
17.	Boston & Maine	45,045	2,532	5.62	2.22	1.34
18.	N.Y.N.H. & H.	82,108	4,611	5.62	4.05	2.44
	Great Lakes Region	851,793	88,213	10.36		
	Eastern District	2,028,504	188,755	9.31		
	U. S. Class I	5,327,188	548,697	10.30		

Equity in Equipment Owned

With minor exceptions, such as the purchase of caboose cars, some covered hopper cars, and work equipment, the Company had purchased no new freight cars for many years. In 1947, 100 new box cars and 100 new hopper cars were acquired, and during the latter part of 1948 and the early part of 1949, delivery was accepted of 300 new gondola cars, 100 new box cars, and 600 new hopper cars. Of this total of 1200 cars purchased new since 1947, 1193 units are in service, the remaining few having been destroyed or otherwise disposed of. The purchase of this equipment was financed by Conditional Sale Agreements.

Of our 24 Diesel locomotives, all but one have been acquired new since 1947, also financed by Conditional Sale Agreements.

The Company's equity in this group of equipment is shown below:

	24 Diesels	Sept. 1, 1953 1193 Freight Cars	Total
Original Cost	$4,065,267	$5,130,286	$9,195,553
Depreciation	398,129	799,090	1,197,219
Depreciated value	3,667,138	4,331,196	7,998,334
Principal still due	2,425,500	1,585,009	4,010,509
P&WV equity	$1,241,638	$2,746,187	$3,987,825
% Equity to Dep. Value	34%	63%	50%

Depreciation shown above is at the rates presently prescribed for the Company by the Interstate Commerce Commission, namely, 3.23% per annum for freight cars and 3.88% per annum for Diesel locomotives.

In addition to the equipment listed above, all relatively new, the Company owns a substantial amount of other equipment, some of which, such as caboose cars, covered hopper cars, and work equipment has been purchased for cash in fairly recent years, and much of the remainder has been subjected to heavy repairs. For example, during the past five years, such repairs, including in most instances entire new bodies, were made to approximately 350 cars at an average cost of about $2,000 per car, or a total of $700,000.

None of this older equipment is under any encumbrance. There is shown below a table combining the newer equipment, most of which is still subject to Conditional Sale Agreements, with the balance of equipment owned.

Depreciated Value of Equipment as of Sept. 1, 1953

	No. of Units	Original Cost	Accrued Depreciation	Depreciated Value
Diesel Locos.	24	$ 4,065,267	$ 398,129	$3,667,138
Diesel accessories		61,052	8,506	52,546
		4,126,319	406,635	3,719,684
Freight cars - new since 1947	1193	5,130,286	799,090	4,331,196
Freight cars - other	923	1,893,727	1,613,222	280,505
Caboose Cars	28	154,968	76,337	78,631
	2144	$ 7,178,981	$2,488,649	$4,690,332
Work Equipment	77	$ 217,331	$ 140,900	$ 76,431
Total		$11,522,631	$3,036,184	$8,486,447

It will be noted that the freight cars acquired prior to 1947, 923 in number, are carried on the books of the Company at an average value of approximately $300 per car. This cannot be said to represent the true value of these cars, especially in view of the heavy repair program applied to a part of them. The recorded valuation of $300 per car does little, if any, more than represent the scrap value.

Nevertheless, it may be noted that the depreciated value of equipment owned approximates $8,500,000, whereas the outstanding obligation against such equipment is about $4,000,000.

Litigation

With one exception, the Company is not involved in any legal proceedings except normal routine litigation commonly facing railroad companies. The single exception is that on Jan. 17, 1953 the Pennsylvania Motor Truck Association and 37 individual trucking companies filed a suit against the Eastern Railroad Presidents Conference, 31 eastern railroads including The Pittsburgh & West Virginia, and 35 individuals among whom are the Presidents of the railroads named. Also named as defendants are Carl Byoir & Associates, a public relations firm engaged by the Conference. The complaint alleges that the defendants combined, in violation of the anti-trust laws, to injure the truckers as competitors in the hauling of freight. An injunction against continuance of the alleged activities and damages of $250,000,000 are asked.

We believe that the charges made in this suit are entirely unjustified and will be disproved.

Wages and Pensions

The Company has separate working agreements covering employees represented by 16 standard railroad labor organizations. These agreements establish the rates of pay, rules and working conditions of the represented employees in a manner generally similar to agreements in effect on other railroads in the United States. In negotiations pertaining to wages and working conditions which are applicable generally to the railroad industry, the Company joins with other Eastern, Western and Southwestern railroads in authorizing industry committees to act on behalf of the railroads. The Company's employees and employees of other railroads have received many large wage increases since 1938. These included hourly increases in basic rates of 9 to 10 cents in 1941, 9 to 10 cents in 1943, 18½ cents in 1946, 15½ cents in 1947, 7 to 10 cents in 1948, 12½ cents in 1951 and 4 cents in 1952. Since 1951 the Company's employees and the employees of other railroads have also received net hourly increases of 13 cents in connection with a "cost-of-living adjustment" escalator clause, including the most recent increase of 3 cents per hour, effective October 1, 1953.

There have also been sizeable additional increases in hourly compensation for large segments of the employees, such as: the expansion of basic rates by 20% in 1949, for all represented employees except those in train service, because of the reduction of weekly hours from 48 to 40 without reduction in pay; increases to train service employees in yard service amounting to about 15 cents in lieu of the 40-hour week; and an increase of 4 cents to freight car repairmen in 1953.

A new round of wage increase requests has just been initiated by most of the employee organizations and will undoubtedly be progressed on an industry-wide basis within the next few months.

The total impact of the wage increases since 1938 is shown in the following comparison of average compensation received by all employees in 1938 and 1952. This includes officials and others not represented by a labor organization:

Average Compensation for All Employees - 1938 and 1952

	Average Hourly Compensation For:					
Year	Straight Time	Increase	Total Time	Increase	Average Annual Compensation	Increase
1938	$ .754		$ .766		$1,702.51	
1952	1.987	164%	1.999	161%	4,187.31	146%

The following table shows the record by years, from 1938 to 1952, of the average number of employees, total wages paid and the average monthly wage:

Number of Employees, Total Wages Paid and Monthly Wage 1938-1952

Year	Average Number of Employees	Wages Paid Charged to Operating Expenses	Wages Paid Charged to Additions and Betterments	Total Wages Paid	Average Monthly Wage
1938	762	$1,285,769	$ 11,544	$1,297,313	$141.88
1939	789	1,382,816	31,558	1,414,374	149.39
1940	970	1,725,057	52,818	1,777,875	152.74
1941	1,045	2,041,584	31,733	2,073,317	165.34
1942	1,124	2,458,059	37,479	2,495,538	185.02
1943	1,193	2,784,047	43,114	2,827,161	197.48
1944	1,186	2,866,050	33,074	2,899,124	203.70
1945	1,110	2,743,865	68,168	2,812,033	211.11
1946	831	2,413,225	108,057	2,521,282	252.84
1947	905	2,830,583	75,069	2,905,652	267.56
1948	944	3,379,814	39,079	3,418,893	301.81
1949	890	3,141,377	90,746	3,232,123	302.63
1950	976	3,715,833	15,155	3,731,038	319.42
1951	1,009	4,151,914	40,808	4,192,722	346.28
1952	905	3,956,062	33,457	3,989,519	348.94

The Company's employees all contribute 6¼% of the first $300.00 of their monthly wages to the Railroad Retirement Board toward retirement pensions and other benefits under the Railroad Retirement Act and the Company is required to pay an equal amount to the Railroad Retirement fund. The maximum annuity under the Retirement Act for a retired employee is $165.60 per month.

The Company has no supplementary pension plan for any of its employees.

The Federal Railroad Unemployment Insurance Act, which provides sickness, accident, unemployment and other insurance benefits, is supported wholly by the contributions of the railroad companies. (Now one-half of one percent of the first $300.00 paid to employees each month, scaling upward, should the fund become depleted, to a maximum of 3%, which was the rate paid until January of 1948.)

SECTION 5 - PROPERTY AND OPERATIONS

The past two decades have seen major physical changes in the roadway, structures, track and equipment of The Pittsburgh & West Virginia Railway Company properties.

The main track at the beginning of this period was laid for the most part with 100 lb. and 105 lb. rail. Cross, switch and bridge ties were of untreated timber. The ballast was with the exception of short mileages on the main line between Rook, Pa. and Pittsburgh Junction, Ohio and Mifflin Branch, composed of cinder, coke breeze and gravel. The bridges from the Ohio River to Pittsburgh Junction, Ohio were of a carrying capacity of Coopers E-40 loading.

In 1938 a program was initiated whereby the 111 miles of main line was ballasted with prepared and graded slag ballast. Main track rail renewals were made with 112 lb. and 115 lb. R. E. section new rail on 98.81 miles of main tracks. The use of untreated cross, switch and bridge ties was discontinued and creosoted oak was used in all replacements. The bridges on the main line, Mifflin and Clairton Branches have been reinforced and repaired to a capacity of Coopers E-65 loading. Three timber bridges have been eliminated. Two timber structures were replaced by slag fills and one replaced with a reinforced concrete underpass.

The two timber lined tunnels on the Donora Branch, one 579 feet and the other 1721 feet in length, were lined with reinforced concrete in 1946 - 1947 at a cost of $199,125.

Centralized Traffic Control was installed in 1948 - 1950 on the main line, Clairton and Mifflin Branches totaling 114.5 miles of line.

There were 20 steel bridges reinforced. The largest structure in this program was the Ohio River Bridge and its approaches.

The above betterments coupled with improvements in motive power and equipment additions and retirements is shown in the statement on the following page which totals $13,444,035 to Capital account for the period 1938 to 1952, inclusive, and an expenditure of $1,929,384 to Operating Expenses in conjunction with the improvement program.

Gross Expenditures for Additions and Betterments

Year	* Road	Equipment	Total Road & Equipment	Operating Expense in connection with Improvements	Grand Total
1938	$ 37,073	$ 4,040	$ 41,113	$ 18,210	$ 59,323
1939	26,358	3,093	29,451	8,204	37,655
1940	168,548	124,565	293,113	59,039	352,152
1941	165,878	52,982	218,860	13,173	232,033
1942	175,557	90,108	265,665	87,940	353,605
1943	196,062	123,105	319,167	43,759	362,926
1944	127,204	36,467	163,671	180,068	343,739
1945	223,651	100,450	324,101	103,149	427,250
1946	169,446	121,391	290,837	143,344	434,181
1947	311,763	1,122,766	1,434,529	158,953	1,593,482
1948	645,338	2,315,863	2,961,201	143,340	3,104,541
1949	839,406	2,788,267	3,627,673	326,051	3,953,724
1950	320,593	103,624	424,217	157,467	581,684
1951	291,945	1,253,737	1,545,682	362,896	1,908,578
1952	358,440	1,146,315	1,504,755	123,791	1,628,546
Totals	$4,057,262	$9,386,773	$13,444,035	$1,929,384	$15,373,419

(*) Includes General Expenditures.

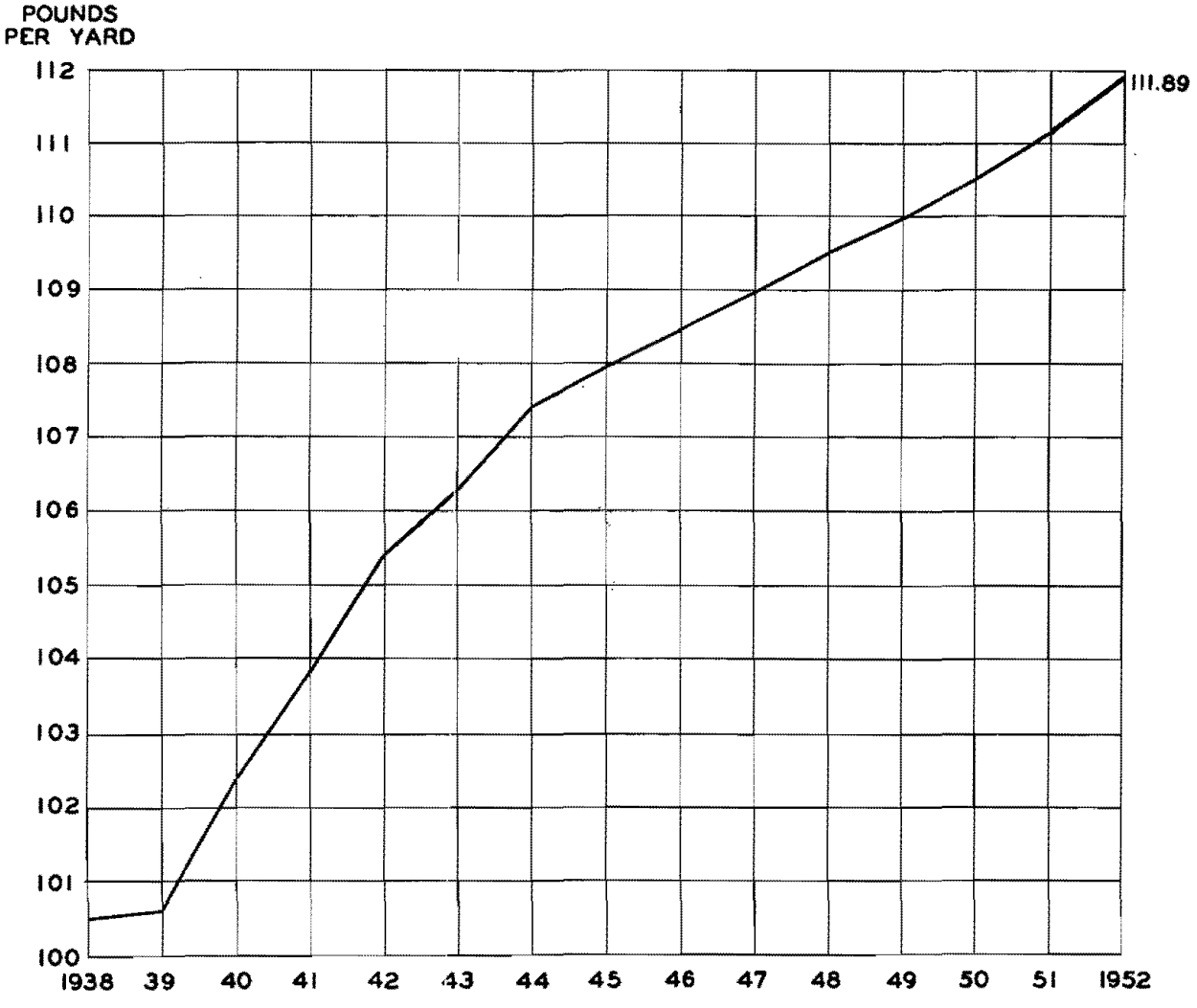
The total miles of maintained main track is as follows:

111.21	Miles of first main track
3.44	" " second main track
20.38	" " main track in branch lines
135.03	Total main track

In the period 1938 - 1952 there were 98.81 miles of 112 - 115 lb. new rail representing 19,621 tons placed in the main tracks. Fit rail of a weight of 100 lbs. and 105 lb. per yard recovered was replaced in branch lines, yard tracks and sidings. Branch line rail betterment made with fit rail during this period totaled 12.80 miles and yard tracks and sidings bettered with 100 and 105 lb. rail totaled 16.28 miles of track.

In 1938 the heaviest rail was 105 lb. per yard. At the end of 1952 78.18 percent of the main tracks were laid with 112-115 lb. R. E. section rail. The average weight of the main track rail between Connellsville, Pa. and Pittsburgh Junction, Ohio increased from an average weight per yard of 100.5 lbs. in 1938 to an average weight per yard of 111.89 lbs. in 1952.

AVERAGE WEIGHT OF RAIL
IN
OPERATED MAIN LINE TRACKS
CONNELLSVILLE, PA. TO PITTSBURGH JUNCTION, OHIO



Cross Tie Renewals

Installed During Years 1938 to 1952, Inclusive

Year	Number	Cost
1938	33,583	$ 72,611
1939	32,463	61,903
1940	57,590	116,726
1941	53,042	107,954
1942	42,582	86,703
1943	29,422	66,901
1944	22,454	61,677
1945	19,169	59,222
1946	20,058	62,499
1947	17,817	53,152
1948	21,089	55,248
1949	19,659	61,288
1950	19,757	71,367
1951	20,459	79,213
1952	18,725	81,453
Totals	427,869	$1,097,917

BALLAST

The ballast program carried out on The Pittsburgh & West Virginia Railway Company from 1938 to 1952, inclusive, comprises work done and charges made to operating expenses and capital account as set forth in the following tabulated statements:

Ballast Charged to Operating Expenses

Year	Crushed Slag (Cubic Yards)	Cinders (Cubic Yards)	Cost Acct. 218
1938	1,478	7,260	$ 3,396
1939	1,433	9,420	4,209
1940	4,504	10,860	7,462
1941	1,762	13,260	4,728
1942	1,924	22,140	11,395
1943	9,386	18,120	19,689
1944	15,314	13,860	26,438
1945	10,446	15,600	19,862
1946	Cr. 8,685	1,500	Cr. 9,681 *
1947	8,370	10,140	13,160
1948	10,739	7,980	22,794
1949	10,135	4,360	20,405
1950	6,895	5,340	17,891
1951	12,037	6,660	31,876
1952	7,167	3,840	18,226
Total	92,905 Cu.Yds.	150,340 Cu.Yds.	$211,850 Net

(*) Prepared slag adjusted to Capital Account.

Crushed Slag Ballast Placed in Addition and Charged to Capital Account

Year	Crushed Slag (Cubic Yards)	Cost in Account No. 11
1938	13,730	$ 11,994
1939	3,870	4,415
1940	35,498	32,840
1941	63,393	61,540
1942	40,242	41,491
1943	39,010	43,957
1944	18,741	20,211
1945	24,542	26,813
1946	18,425	21,380
1947	19,174	25,573
1948	3,624	5,279
1949	-	-
1950	-	-
1951	-	-
1952	-	-
Total	280,249 Cu.Yds.	$295,493

Statement of Miles and Percentages of Road on Bridges and in Tunnels

	Miles of Road	* Number of Bridges	Miles of Bridges	* Per-cent on Bridges	** Number of Tun-nels	Miles in Tun-nels	Per-Cent in Tun-nels
From:Connellsville,Pa. To:Pittsburgh Jct. O. (Main Line)	111.21	~~151~~ 149	6.000	5.39	18	3.63	3.26
From: Longview, Pa. To: Mifflin, Pa. (Mifflin Branch)	3.46	4	.030	0.83	-	0.00	0.00
From: Pierce, Pa. To: Clairton, Pa. (Clairton Branch)	5.60	4	0.104	1.85	1	0.08	0.14
From: Sudan, Pa. To: Baird, Pa. (Donora Branch)	5.90	4	0.309	5.24	2	0.44	7.46
From: Virginia,W.Va. To: Bellfield, Pa. (Bell Branch)	3.15	1	0.038	1.21	-	0.00	0.00
From: W. Belt Jct. Pa. To: West End, Pgh.,Pa. (West End Branch)	2.27	7	0.522	23.00	-	0.00	0.00
Totals	131.59	~~171~~ 165	7.003	5.32	21	4.15	3.15

(*) Steel, concrete or stone masonry bridges over 10 ft. in span. (There are no timber bridges on the main line.)

Note:- In addition to bridges carrying main track of Carrier there are 18 overhead highway structures totaling 1,542 feet, or 0.29 miles.

(**) All tunnels are lined with concrete or brick masonry.

BRIDGES

Bridges between Pierce and Connellsville, Pa. and on Donora Branch were constructed for Coopers E-65 loading. Steel bridge structures between Pierce, Pa. and Wellsburg, W. Va. were reinforced to E-65 loading prior to 1938.

Bridges from and including the Ohio River Bridge to Pittsburgh Junction, Ohio were repaired and reinforced to Coopers E-65 loading in 1949 - 1951. This program also embraced a major steel structure on the Clairton Branch. The main line structures between the Ohio River and Pittsburgh Junction, Ohio had been erected in 1904 and were of a loading capacity of Coopers E-40. Steel in the amount of 1,117,000 lbs. costing $225,165 charged to capital and 2,628,000 lbs. costing $431,755 charged to operation was expended in this bridge reinforcing project. The bridge over Peters Creek on the Clairton Branch involved the addition of 70,500 lbs. of steel costing $38,970.

In compensation for rights of way taken, The Pittsburgh & West Virginia Railway Company constructed in 1948 an overhead tramway at Banning Mine No. 1. This steel and concrete bridge cost $28,856.

SIGNALS

Prior to 1948, trains were operated on the main line and the Clairton and Mifflin Branches by train order, with the exception of 2.66 miles of automatic signals between West Belt Junction and Rook Yard.

In 1948 - 1950 Centralized Traffic Control signaling was installed as follows:

Year	Location	Miles	Acct. 27 Cost	Total Gross Cost
1948	Rook, Pa. to Pittsburgh Junction, Ohio	55.1	$ 579,268	$ 595,634
1949	West Belt Jct., Pa. to Connellsville, Pa.	52.8	418,664	431,884
1950	Longview, Pa. to Mifflin Junction, Pa.	2.6)		1,327,518
1950	Pierce, Pa. to Clairton, Pa.	4.0)	72,269	74,887
Total		114.5	$1,070,201	$1,102,365

As traffic and operating conditions warrant the Centralized Traffic Control is improved by the addition of power operated switches. To date three power operated switches have been added at a cost of $10,500.

Roadway Machinery and Tools Purchased 1938 - 1952

Item	1938	39	40	41	42	43	44	45	46	47	48	49	50	51	1952	Total on Hand 12-31-52
Motor Cars	1	-	-	4	3	1	-	3	-	-	-	3	-	6	-	31
Ditchers (Cat. Mtd.)	-	-	-	-	-	-	-	-	1	-	1	-	-	-	-	2
Compressors	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	4
Concrete Mixers	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1
Meco Rail-Laying Crane	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
Bulldozers	-	-	-	-	-	-	-	-	-	-	1	-	1	-	-	1
Tie Tampers	8	-	-	-	21	-	-	-	-	-	-	-	-	-	-	21
Light Plants and Generator	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	2
4" Centrifugal Pump	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
60 Ton Hydraulic Jacks	-	-	-	-	-	-	3	-	-	-	-	-	-	-	-	3
Power Track Wrench	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
Power Adzing Machine	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	2
Power Track Grinder	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1
Skill, Chain and Rail Saws	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	3
Pneumatic Paving Breakers	-	-	-	-	-	-	-	-	-	-	-	-	-	4	-	4
Power Woodboring Machines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2
Power Impact Wrenches	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2

STATION AND OFFICE BUILDINGS

New frame station buildings were constructed at Longview and Clairton, Pa. in 1940 at a cost of $5,352.

A precast reinforced concrete building was constructed in 1948 at Rook, Pa. to house the Centralized Traffic Control mechanism, the dispatchers' and yard masters' office at a cost of $47,046.

FUEL STATIONS

Four (4) 30,000 gallon capacity steel diesel fuel tanks were installed at Rook, Pa. in 1948 - 1950 at a cost of $19,143.

SHOPS AND ENGINE HOUSES

A 40 ft. x 100 ft. precast reinforced concrete shop building was constructed in 1945 to house the shear shop, car repair material storage and paint shop at a cost of $16,246.

A one-story 60 ft. x 70 ft. precast reinforced concrete shop building was constructed as a locomotive flue shop. This building has now been converted in its use as a boiler and compressor room with the remaining area devoted to diesel maintenance. This structure was built in 1947 at a cost of $22,362.

Yard flood lights were installed in 1948 - 1949 for more efficient and safer night operation in Rook Yard. The cost of this installation was $1,860.

In 1948 and in 1952 intercommunication and loud speaker system was installed in Rook Yard connecting the Yard Office, Scale House and general switching area at the easterly end of the Yard. This installation cost $2,068.

The reinforced concrete and brick round house building at Rook was remodeled in its interior in 1949 - 1951 to accommodate diesel locomotive storage and running service repairs and inspection. The cost of the remodeling, including pits, scaffold platforms, was $101,277.

Terminal storage facilities for diesel locomotives terminating at Avella, Pa. were constructed in 1952. These facilities consist of a 36 ft. x 142 ft. steel diesel storage building, sand tower, fuel tanks, sand house and pump house with necessary tracks to serve. The cost of this project was $110,014.

POWER PLANT MACHINERY

Prior to 1952 steam requirements at Rook Yard were supplied by power house and boiler plant situated east of the shop area. The boiler plant consisted of three stoker fired boilers and was manned for 24 hours, seven days a week. The boilers were reaching the end of their insurable life. In

1952 two oil or gas fired automatic controlled boilers were installed in the former flue shop. These new automatic boilers are operated with a greatly reduced force. Adjacent to the automatic boilers a heavy duty Chicago Pneumatic electric driven air compressor was installed replacing a steam driven compressor in the old power house. The cost of the automatic boilers and compressor was $75,240.

ABANDONMENTS

In the year 1947 The Pittsburgh & West Virginia Railway Company abandoned the Pittsburgh Terminal structures, land, tunnel, bridge and tracks extending from Pittsburgh, Pa. to West Belt Junction, Pa. The miles of track retired are represented as follows:

Eastbound main track	1.12 miles
Westbound " "	.38 "
Side Tracks	1.51 "

This retirement represented a credit to various investment accounts amounting to $3,497,093.

In 1950 the Wabash Building and land, and all the land of The Pittsburgh & West Virginia Railway Company in the Pittsburgh Terminal District were condemned by the Urban Redevelopment Authority and later sold to them. This retirement represented a credit to investment accounts of $1,849,443.

MAINTENANCE OF WAY AND STRUCTURES

Roadway and Structures Maintenance has been at a high level for the past fifteen years as evidenced by the expenditures shown in the accompanying table. As a result the roadway and structures of The Pittsburgh & West Virginia Railway Company are in good physical condition:

Maintenance of Way and Structures

Year	Direct Charges	Road Property Depreciation	Amortization of Defense Projects	Total Maintenance of Way and Structures
1938	$ 455,283	$ -	$ -	$ 455,283
1939	418,224	-	-	418,224
1940	675,954	-	-	675,954
1941	850,936	-	-	850,936
1942	948,214	-	-	948,214
1943	998,011	261,049 *	-	1,259,060
1944	985,851	261,092	6,885	1,253,828
1945	890,943	290,157	9,194	1,190,294
1946	689,829	290,843	12,449	993,121
1947	914,638	292,681	11,657	1,218,976
1948	1,035,175	258,860	11,658	1,305,693
1949	1,240,793	280,789	4,666	1,526,248
1950	1,449,315	291,119	1,427	1,741,861
1951	1,388,836	275,958	-	1,664,794
1952	1,165,697	277,282	-	1,442,979
Total	$14,107,699	$2,779,830	$57,936	$16,945,465

(*) Road property depreciation was not initiated until 1943.

EQUIPMENT IMPROVEMENT PROGRAM

For the past fifteen years the Company has engaged in a program of improving its equipment.

This has included the purchase of new locomotives and rolling stock, extensive improvements to roundhouse and shops, and the acquisition of modern shop tools and equipment.

Capital Expenditures - Equipment
(Rolling Stock)

1938		$ 4,040
1939		3,093
1940		124,565
1941		52,982
1942		90,108
1943		123,105
1944		36,467
1945		100,450
1946		121,391
1947		1,122,766
1948		2,315,863
1949		2,788,267
1950		103,624
1951		1,253,737
1952		1,146,315
1953	(8 Months)	1,076,184
	Total	$10,462,957

FREIGHT CAR IMPROVEMENT PROGRAM

In 1938, nearly half of our equipment was over twenty years old, and this average had been greatly improved by the classification as "rebuilt" of a substantial percentage of much older cars. In 1939, an extensive survey was made of all revenue freight cars to determine their actual physical condition and the type of long range equipment program needed to reduce maintenance costs and provide the Company with equipment suited to its requirements.

To this end, 3,744 cars have been retired since 1938 as "worn out beyond economical repair".

Between 1947 and 1953, 1,235 new freight cars were purchased, and about 350 have been subjected to heavy repairs sufficient to insure their inclusion as serviceable cars for a number of years.

As of August, 1953, 37 percent of our freight cars are listed as more than twenty years old (including those subjected to heavy repairs) and the average age of all revenue freight cars was fourteen years, which of course also includes those which received heavy repairs, but whose recorded age since original construction has not been changed.

Freight Equipment

DIESEL - ELECTRIC LOCOMOTIVES

		Number	
Switcher.....	1000 H.P.	1	
Road Switcher.....	1600 H.P.	1	
Road Switchers.....	2000 H.P.	22	24

FREIGHT EQUIPMENT

Flat Cars.....	55 Ton	49	
Hopper Cars.....	60 Ton	700	
Hopper Cars.....	55 Ton	497	
Hopper Cars.....	50 Ton	43	
Hopper Cars (covered)..	70 Ton	35	
Box Cars.....	50 Ton	194	
Gondola Cars.....	70 Ton	98	
Gondola Cars.....	50 Ton	500	
Caboose Cars.....		28	2,144

WORK EQUIPMENT

Diesel Electric Crane	1	
Crane - Oil Burner	1	
Diesel Ditchers	2	
Water Cars	3	
Dump Cars	4	
Business Cars	2	
Other Miscellaneous Equipment	64	77

LOCOMOTIVE POWER IMPROVEMENT PROGRAM

This may be summarized by saying that the road has now achieved complete Dieselization. The P&WV purchased its first Diesel Electric Locomotive in 1943, when a 1000 H.P. switching locomotive was acquired. In 1947, two 2000 H.P. were placed in service, followed by two more in 1948, and in 1951, six 2000 H.P. and one 1600 H.P. were acquired. Six more 2000 H.P. were added in 1952 and again in 1953, making a total of twenty-four Diesels.

All of the 2000 H.P. Road Switching Locomotives are equipped for either single or multiple unit operation, affording flexibility of power in that these locomotives can be used in single unit operation in yard switching, road freight, or helper service, or can be coupled back-to-back with each other for multiple unit operation in road service in a minimum amount of time.

CONDITION OF EQUIPMENT

Locomotives - 24 Diesels
All serviceable — Average Age - 2.17 years

Freight train cars (including Caboose Cars)

Owned - 2,144 — Average Age - 14 years
See pages 47 and 48

Serviceable	2,048	-	95.5%
*Unserviceable	96	-	4.5%

* Includes twenty-six cars set aside for retirement.

EQUIPMENT MAINTENANCE

Equipment Maintenance has been sustained at a fairly high level for the past fifteen years (except during the war years with the shortages of labor and materials, it was necessary for us to defer our rebuilding program). Our equipment is now in very good shape and we have also a better standard of maintenance for our equipment. This is due to the acquisition of new equipment and the retirement of old, obsolete equipment.

Year	Maintenance Work: Direct Charges	Maintenance Work: Depreciation and Amortization of Defense Projects*	Total Maintenance of Equipment
1938	$ 361,360	$ 294,064	$ 655,424
1939	438,128	283,229	721,357
1940	812,599	229,886	1,042,485
1941	677,173	220,060	897,233
1942	968,021	217,170	1,185,191
1943	1,085,581	220,010	1,305,591
1944	1,076,367	239,383	1,315,750
1945	944,706	242,231	1,186,937
1946	816,459	233,301	1,049,760
1947	1,040,371	250,317	1,290,688
1948	1,177,682	270,665	1,448,347
1949	982,456	390,438	1,372,894
1950	1,243,672	395,969	1,639,641
1951	1,659,247	414,220	2,073,467
1952	1,497,156	422,882	1,920,038
1953 (8 Mos.)	1,023,019	284,610	1,307,629
Total	$15,803,997	$4,608,435	$20,412,432

* Includes $107,884 accelerated amortization of defense projects during the years 1944 to 1949.

No retirements charged to Operating Expenses.

SHOPS

The Pittsburgh & West Virginia Railway's only shops and repair facilities are located at Rook, Pennsylvania. A fifteen stall roundhouse built in 1918 and serviced by a 100 foot turntable provides facilities for inspecting locomotives and performing light repairs while a two stall shop with a center relief track, the main section of which is 58 ft. x 150 ft. and was built in 1927, provides facilities for all heavy repairs to locomotives and equipment.

During the period 1943 to 1953 inclusive, a total of $161,923. was spent to modernize shop machinery and tools including the installation of an 80 ton capacity droptable in the locomotive shop and a 40-ton capacity droptable in the roundhouse to remove wheels on locomotives incidental to locomotive maintenance.

During this period a program was instituted to economize on electric current and reduce shop operating costs so, because each of the machines in our locomotive shop was individually driven by direct current motors, those with motors requiring heavy repairs were converted to alternating current and all new machinery installed was equipped with alternating current motors by the manufacturer.

DIESEL FACILITIES

With the acquisition of our first diesel-electric locomotive in 1943, one of the tracks in the car shop building was equipped for servicing and maintaining this locomotive as all existing steam locomotive maintenance facilities were urgently needed to provide the necessary motive power required because of the emergencies existing due to the war. Following the purchase of our Road Switching Locomotives in 1949, three end stalls of the 15 stall Roundhouse were isolated by a fireproof partition and two of the pits reconditioned for diesel maintenance. In 1951, following the purchase of seven additional road switching diesel locomotives, the partition in the Roundhouse was moved to include six stalls for diesel maintenance. One of these stalls was filled and covered with a cement floor to provide floor space while the other five pits were completely rebuilt for diesel maintenance and a frame extension to the brick roundhouse provided so that each of the stalls will accommodate two diesel-electric locomotive units. This portion of the Roundhouse contains equipment for cleaning engine air filters, along with tool lockers and incidental facilities while it is also provided with necessary scaffolds and one pit is serviced by an electric jib crane of 3 tons capacity while another is serviced by a hand operated jib crane.

When the first diesel-electric locomotive was acquired in 1943, one of the fuel oil tanks of 10,000 gallon capacity used for storing oil to start fires in steam locomotives was pressed into service for diesel locomotive fuel. In 1948 this tank, because of its limited capacity would no longer meet our requirements so two submerged tanks of 30,000 gallon capacity each were installed and have since been supplemented with two additional tanks of similar capacity. With the discontinuance of steam locomotive operation, we have available an 85,000 gallon capacity steel water storage tank which will be connected to the present battery of tanks and provide fuel oil storage capacity totaling 215,000 gallons.

To provide housing facilities for the two diesel-electric locomotives used in mine run service at Avella and for emergency use, a three stall diesel engine house of steel construction was erected at that point. A sanding tower and fuel oil supply station were also erected at Avella to meet current requirements.

DIESEL MAINTENANCE PROCEDURES

Present method of keeping up with progressive maintenance of our diesel-electric locomotives is to schedule locomotive dispatchments so that locomotives due for Federal Inspection work, change of wheels, traction motors or other heavy work, are in the engine house on the day before this work is due. As much of the required work as is possible is performed that day and the locomotive is dispatched on a late afternoon or evening run so that it will again be available the following morning to complete necessary repair and inspection work. Due to all locomotives, except those in Avella Mine Run service, being at Rook at least once each day, all minor repair work can be taken care of between dispatchments or the locomotive requiring heavier repairs can be changed for locomotives already serviced. The locomotives used in Avella Mine Run service are changed off for locomotives operated in Pool Service out of Rook once each week and brought to Rook for servicing.

Heavy maintenance of diesel-electric locomotives, such as engine overhaul, main generator or truck removal are handled in the locomotive shop.

Prior to 1951, mechanical jacks normally used for steam locomotive maintenance work were used in changing out diesel trucks but with the passing of our steam locomotives the 80-ton droptable in the locomotive shop was pressed into service as a transfer table and reduced the time required for this operation to approximately one-third the time previously required.

Minor repairs to all motors and generators are taken care of in the locomotive shop while such electrical equipment requiring rewinding or other major repairs are returned to the local repair shop of the manufacturer.

DIESEL UTILIZATION AND AVAILABILITY

Maximum availability and maximum utilization are highly important to obtain full benefits from diesel operation, as maximum usage will keep locomotive ownership at a minimum to handle necessary business. A daily report is made out showing time of arrival for locomotives, delay before ready and delay after ready. A copy of this report is furnished the General Superintendent.

The reports for the month of August, 1953, show availability at 85% of potential hours and hours utilized was 70.8% of potential hours. The percent used of hours available was 83.3%.

EFFECT OF DIESELIZATION

Modern diesel-electric power has made it possible for the Company to retire 3/4 old and obsolete steam locomotives and replace them with 30% fewer locomotive units.

As anticipated the installation of diesel-electric locomotives to replace steam power has proven advantageous in many ways and experience has shown that diesel-electric motive power is superior to steam motive power. The chief advantages are:

(1) More efficient operation due mainly to greater availability of diesel locomotives, less attention required while enroute with trains and faster operation because delays resulting from taking coal and water enroute as with steam locomotives are avoided.

(2) Lower fuel costs.

EFFECT OF DIESELIZATION - Continued

(3) Reduction in fuel handling and haulage costs account of elimination of Company coal.

(4) Elimination of cinder handling and release of cars formerly used for handling company coal and cinders.

(5) Decrease in maintenance expense due to fewer repair and servicing facilities required for diesel locomotives including fueling stations and the elimination of water stations.

(6) Saving in water purchased and treated account of elimination of water stations for steam locomotives.

(7) Elimination of smoke nuisance in restricted residential districts and in tunnels on the railroad.

(8) Fewer locomotives required for same amount of traffic account of greater availability of diesel-electric locomotives.

(9) Better train performance account of more dependable operation of diesel-electric locomotives and fewer delays enroute resulting from taking coal and water enroute or cleaning fires on steam locomotives.

(10) Decrease in track and bridge maintenance.

(11) Lower operating costs resulting from savings in not keeping steam locomotives under steam between dispatchments and elimination of servicing employees such as Boilerwashers, Fire Builders, Fire Cleaners and a reduction in the number of laborers and servicing employees required to service diesel-electric locomotives as against the number required to service steam locomotives.

FUTURE ADDITIONS AND BETTERMENTS

The P&WV does not at present contemplate any substantial item of capital expense. There is no equipment presently on order, either cars or locomotives, and none contemplated. It is felt that at present the ownership of cars is adequate and represents a fair contribution to the total car supply of the country.

SECTION 6 - OPERATING RESULTS

There are appended three tables which indicate, in a general way, how the P&WV has fared in comparison with other railroads. In the first two tables, the base is shown as the year 1941 representing 100%, as that was practically the last full year prior to the direct participation of the United States in World War II. This base has been used because of the particular susceptibility of this Company to the basic rate of steel operations in the Pittsburgh area.

The first table, page 71, compares P&WV Total Operating Revenue with that of U. S. Class I Railroads as a whole. It shows that, using the year 1941 as a base, the P&WV was somewhat behind the average in the year 1952, with revenues about 61% over 1941, whereas the national average was about 98% over 1941. However, operations of the P&WV in 1952 were relatively much more adversely affected than the average, because of the protracted strike in the steel industry. For the first eight months of 1953, P&WV revenues show an increase of about 85% over a like period in 1941. A comparable figure for all Class I roads is not yet available.

The second table, page 71, compares P&WV Total Operating Expenses with that of U. S. Class I Railroads as a whole. It shows that, using the year 1941 as a base, operating expenses increased less than the national average, being, in the case of P&WV., about 95% as against a national average increase of about 120%. However, these figures for 1952 are somewhat distorted for the same reason mentioned in the preceding paragraph (the steel strike of 1952). During that strike, the P&WV drastically curtailed expenditures for maintenance and other items. For the first eight months of 1953, P&WV showed an increase in expenses over 1941 of 114%.

This table also shows that the P&WV has, since 1938, maintained its total Operating Ratio in comparison with other railroads. In 1938, P&WV Operating Ratio was 77.85, as against a national average of 76.35. In 1952, P&WV ratio was 78.49, as against a national average of 76.11. Again, the 1952 steel strike had its effect. For the six months ending June 30, 1953, the latest period for which comparative figures are available, the situation was:

Operating Ratios

Six months ending June 30, 1953,
compared with similar period, 1952.

	June 30, 1953	June 30, 1952
Pittsburgh & West Virginia	74.7	79.2
Great Lakes Region	77.8	81.5
Eastern District	78.8	82.2
Total U. S.	75.5	78.1

The P&WV is classified as coming within the Great Lakes Region, which in turn is part of the Eastern District, the other two Regions in the Eastern District being the New England Region and the Central Eastern Region.

The third table, pages 72-73, of this series breaks down the Total Operating Ratio into its principal component parts, namely, Transportation, Maintenance of Way and Maintenance of Equipment. This table, unlike the two preceding, shows comparisons with the year 1938.

It shows that the Company has been kept abreast with results achieved by other Eastern District Railroads, and with Class I roads in general. Comparing 1952 with 1938, the relationship of P&WV has been substantially constant.

It may be noted, however, that the Transportation Ratio of the P&WV has been consistently outstanding. This ratio has averaged about 25% of revenues, as compared with from 35% to 40% on other roads. Other items of expense, such as Maintenance of Way and Maintenance of Equipment, are to a certain extent subject to the discretion of management, but as a general rule the Transportation Ratio is not subject to such discretion. As a consequence, therefore, total operating expense of the P&WV can more readily be adjusted to economic conditions than that of most other railroads.

The Maintenance of Way ratio, it will be noted, has since 1938 been consistently higher than that of Eastern District roads and of U. S. Class I roads. This has in part been due to the inherent characteristics of the P&WV, considering the rugged terrain it traverses, but also largely due to the program of rehabilitation and improvement, referred to in more detail in other sections of this report.

The same comment is also applicable to the Maintenance of Equipment ratio, and for similar reasons. It is confidently expected, however, that this item of expense can be materially reduced by reason of complete Dieselization of motive power on the one hand, and the completion of the program of heavy repairs to car equipment on the other.

The charts shown on page 74, shows some of this data in graphic form.

Freight Train Performance

The table on page 75, shows comparison of P&WV freight train performance with Eastern District and Class I carriers, using 1941 as the base.

Comparisons with Eastern District and U. S. Class I roads are not yet available later than the year 1950. It will be noted, however, that the most significant improvements in the performance of P&WV have taken place since that year, in such items as Gross Ton Miles Per Hour, Average Freight Train Load and Average Freight Train Speed.

The table on page 76, relates only to the P&WV as does the chart on page 77.

TREND OF OPERATING REVENUES:

TOTAL OPERATING REVENUES OF P&WV AND U.S. CLASS I RAILROADS
YEARS 1938 to 1953 (8 MONTHS)

Year	P. & W. V. Amount	P. & W. V. Percent of 1941	U.S. Class I Railroads Amount (000 omitted)	U.S. Class I Railroads Percent of 1941
1938	$2,984,439	56.49	$3,565,490	66.69
1939	3,670,692	69.48	3,995,004	74.72
1940	4,157,853	78.70	4,296,600	80.36
1941	5,283,114	100.00	5,346,699	100.00
1942	6,460,199	122.28	7,465,822	139.63
1943	7,722,212	146.17	9,054,724	169.35
1944	7,273,057	137.67	9,436,789	176.50
1945	6,596,239	124.86	8,902,248	166.50
1946	4,769,490	90.28	7,627,650	142.66
1947	6,835,707	129.39	8,684,918	162.44
1948	8,800,481	166.58	9,671,721	180.89
1949	7,300,212	138.18	8,580,142	160.48
1950	8,484,259	160.59	9,473,093	177.18
1951	8,702,142	164.72	10,391,883	194.36
1952	8,510,027	161.08	10,581,418	197.91
1953(8 mo.)	6,279,896	184.88	Not available	

OPERATING EXPENSES:

TOTAL OPERATING EXPENSES AND OPERATING RATIOS OF P&WV AND US CLASS 1 RAILROADS

Year	P&WV	P&WV Percent of 1941	U.S. Class 1 Railroads (000 omitted)	U.S. Class 1 Railroads Percent of 1941	Operating Ratio P&WV	Operating Ratio Class 1 Railroads
1938	$2,323,374	67.88	$2,722,199	74.29	77.85	76.35
1939	2,418,070	70.65	2,918,209	79.64	65.88	73.05
1940	3,159,695	92.32	3,089,417	84.31	75.99	71.90
1941	3,422,613	100.00	3,664,232	100.00	64.78	68.53
1942	4,176,188	122.02	4,601,083	125.57	64.64	61.63
1943	5,237,595	153.03	5,657,461	154.40	67.83	62.48
1944	5,007,501	146.31	6,282,062	171.44	68.85	66.57
1945	4,901,313	143.20	7,051,627	192.44	74.30	79.21
1946	4,369,358	127.66	6,357,415	173.52	91.61	83.35
1947	5,202,772	152.01	6,797,264	185.50	76.11	78.26
1948	5,830,444	170.35	7,472,035	203.92	66.25	77.26
1949	5,836,834	170.54	6,891,819	188.09	79.96	80.32
1950	6,635,663	193.88	7,059,276	192.65	78.21	74.52
1951	7,140,152	208.62	8,043,948	219.53	82.05	77.41
1952	6,679,522	195.16	8,053,003	219.77	78.49	76.11
1953(8 mo.)	4,721,176	214.07	- -	- -	75.18	- -

COMPARATIVE STATEMENT OF RATIOS

Operating Ratio

	P. W.Va.		Eastern District		U. S. Class I	
	Ratio	Pct. of 1938	Ratio	Pct. of 1938	Ratio	Pct. of 1938
1938	77.85	100.00	79.54	100.00	76.35	100.00
1939	65.88	84.62	74.39	93.53	73.05	95.68
1940	75.99	97.61	73.49	92.39	71.90	94.17
1941	64.78	83.21	70.39	88.50	68.53	89.76
1942	64.64	83.03	65.50	82.35	61.63	80.72
1943	67.83	87.13	66.37	83.44	62.45	81.79
1944	68.85	88.44	72.06	90.60	66.57	87.19
1945	74.30	95.44	86.40	108.62	79.21	103.75
1946	91.61	117.68	87.53	110.05	83.35	109.17
1947	76.11	97.76	81.74	102.77	78.27	102.51
1948	66.25	85.10	79.88	100.43	77.26	101.19
1949	79.96	102.71	82.78	104.07	80.32	105.20
1950	78.21	100.46	77.91	97.95	74.52	97.60
1951	82.05	105.39	81.40	102.34	77.41	101.39
1952	78.49	100.82	80.43	101.12	76.11	99.69
1953 (8 Mo.)	75.18	-	-	-	-	-

Transportation Ratio

	P. W.Va.		Eastern District		U. S. Class I	
	Ratio	Pct. of 1938	Ratio	Pct. of 1938	Ratio	Pct. of 1938
1938	24.35	100.00	40.4	100.0	38.19	100.00
1939	21.33	87.60	36.9	91.3	35.49	92.93
1940	22.20	91.17	36.4	90.1	34.93	91.46
1941	21.18	86.98	35.0	86.6	33.20	86.93
1942	22.64	92.98	33.1	81.9	30.03	78.63
1943	25.51	104.76	33.7	83.4	29.66	77.66
1944	25.05	102.87	36.2	89.6	31.51	82.51
1945	27.38	112.44	39.2	97.0	33.88	88.71
1946	31.47	129.24	46.3	114.6	42.11	110.26
1947	26.40	108.42	44.0	108.9	40.03	104.82
1948	23.68	97.25	42.3	104.7	39.51	103.46
1949	26.66	109.49	43.3	107.2	39.81	104.24
1950	25.83	106.08	40.7	100.7	36.85	96.49
1951	27.39	112.48	42.1	104.2	38.25	100.16
1952	25.96	106.61	41.1	101.7	36.94	96.73
1953 (8 Mo.)	23.42	-	-	-	-	-

COMPARATIVE STATEMENT OF RATIOS

Maintenance of Way Ratio

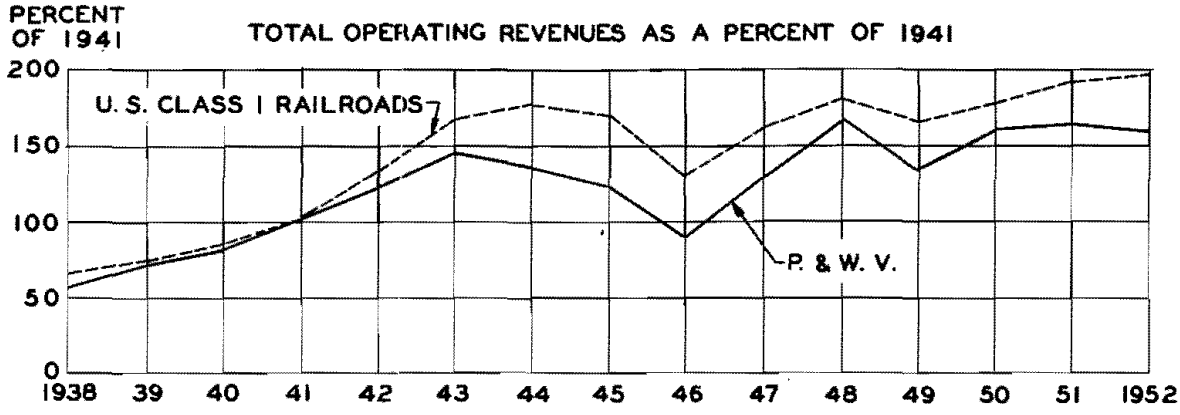
	P. W.Va.		Eastern District		U. S. Class I	
	Ratio	Pct. of 1938	Ratio	Pct. of 1938	Ratio	Pct. of 1938
1938	15.25	100.00	10.4	100.0	11.78	100.00
1939	11.39	74.69	10.3	99.0	11.69	99.24
1940	16.26	106.62	10.4	100.0	11.57	98.22
1941	16.11	105.64	10.6	101.9	11.28	95.76
1942	14.68	96.26	10.4	100.0	10.67	90.58
1943	16.30	106.89	11.9	114.4	12.24	103.90
1944	17.24	113.05	13.3	127.9	13.39	113.67
1945	18.05	118.36	14.9	143.3	15.85	134.55
1946	20.82	136.52	14.1	135.6	15.08	128.01
1947	17.83	116.92	13.0	125.0	13.96	118.51
1948	14.84	97.31	13.1	126.0	13.94	118.34
1949	20.91	137.11	13.5	129.8	14.96	126.99
1950	20.53	134.62	12.8	123.1	13.59	115.37
1951	19.13	125.44	13.3	127.9	14.23	120.80
1952	16.96	111.21	13.6	130.8	14.36	121.90
1953 (8 Mo.)	17.13	-	-	-	-	-

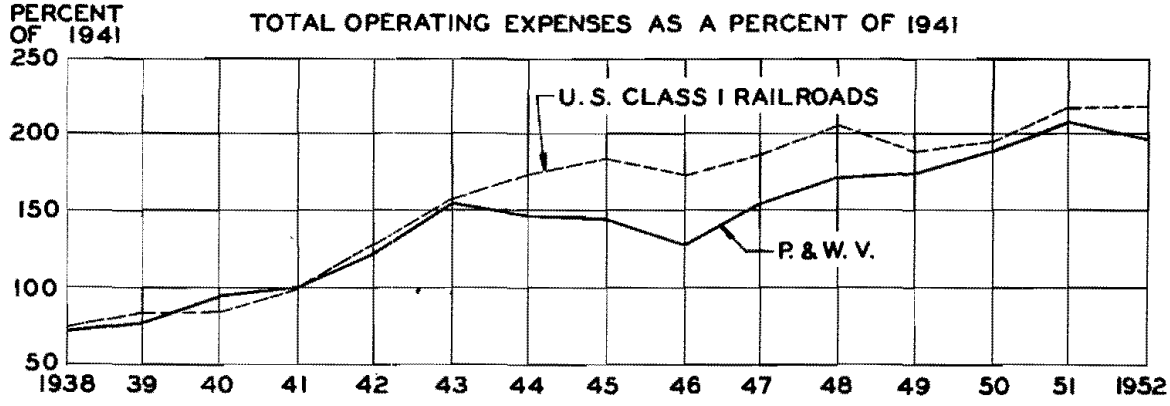
Maintenance of Equipment Ratio

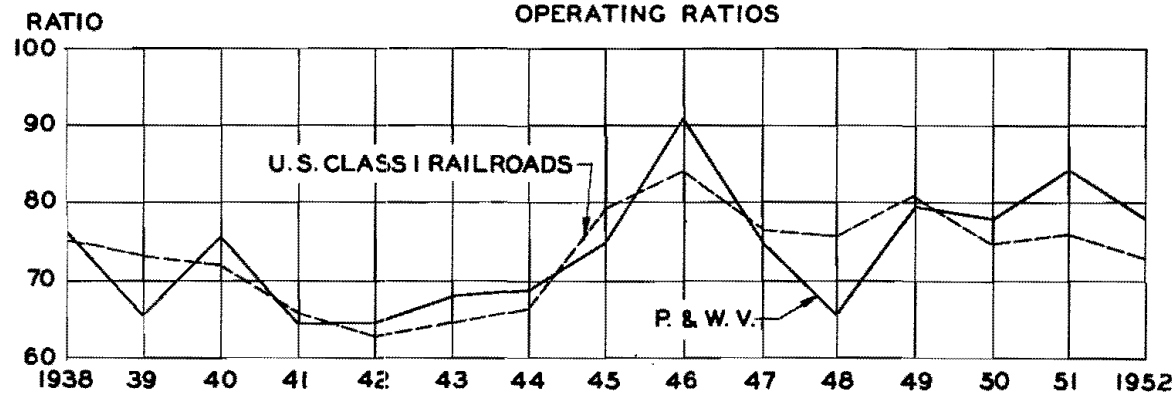
	P. W.Va.		Eastern District		U. S. Class I	
	Ratio	Pct. of 1938	Ratio	Pct. of 1938	Ratio	Pct. of 1938
1938	23.00	100.00	19.2	100.0	18.97	100.00
1939	20.59	89.52	19.7	102.6	19.17	101.05
1940	26.08	113.39	19.7	102.6	19.06	100.47
1941	17.92	77.91	19.8	103.1	18.57	97.89
1942	19.17	83.35	17.5	91.1	16.22	85.50
1943	18.70	81.30	17.1	89.1	15.91	83.87
1944	18.53	80.57	18.1	94.3	16.82	88.67
1945	19.49	84.74	15.0	78.1	24.12	127.15
1946	23.77	103.35	20.8	108.3	19.26	101.53
1947	20.10	87.39	19.5	101.6	17.94	94.57
1948	17.56	76.35	19.0	99.0	17.61	92.83
1949	20.15	87.61	19.7	102.6	18.73	98.73
1950	20.63	89.70	20.1	104.7	18.03	95.04
1951	25.24	109.74	20.2	105.2	18.73	98.73
1952	24.27	105.52	19.7	102.6	18.46	97.31
1953 (8 Mo.)	22.98	-	-	-	-	-

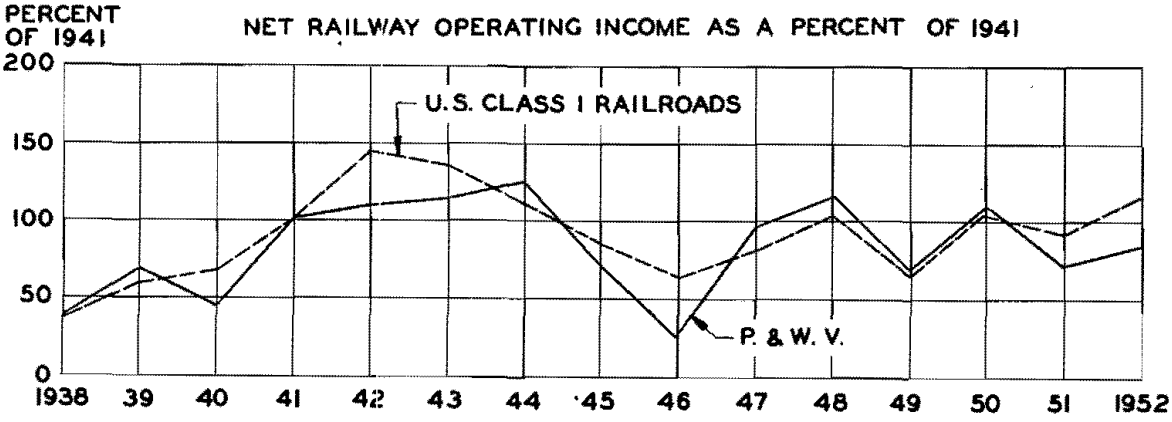
THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

TREND OF THE P. & W. V. RY. CO. REVENUES, EXPENSES, OPERATING RATIOS AND NET RAILWAY OPERATING INCOME COMPARED WITH U. S. CLASS I RAILROADS YEARS 1938 - 1952









P&WV Freight Train Performance Compared With Eastern District and U. S. Class I Railroads - 1941 = 100%

Gross Ton Miles Per Train Hour

Year	P&WV GTM Per Train Hour	P&WV Percent of 1941	Eastern District GTM Per Train Hour	Eastern District Percent of 1941	U. S. Class I GTM Per Train Hour	U. S. Class I Percent of 1941
1941	20148	100.0	35028	100.0	34684	100.0
1942	21232	105.4	36204	103.4	35510	102.4
1943	22086	109.6	36253	103.5	35968	103.7
1944	23616	117.2	36682	104.7	37294	107.5
1945	24532	121.8	35570	101.5	36954	106.5
1946	23070	114.5	35907	102.5	37071	106.9
1947	23355	115.9	36212	103.4	38462	110.9
1948	24977	124.0	37033	105.7	39905	115.1
1949	28331	140.6	40249	114.9	42343	122.1
1950	25529	126.7	40884	116.7	44353	127.9
1951	26803	133.0	-	Not available	-	-
1952	29741	147.6	-	" "	-	-
1953 7 Mos.	32968	163.6	-	" "	-	-

Average Freight Train Load

Year	P&WV Tons	P&WV Percent of 1941	Eastern District Tons	Eastern District Percent of 1941	U. S. Class I Tons	U. S. Class I Percent of 1941
1941	1691	100.0	2365	100.0	2125	100.0
1942	1800	106.4	2513	106.3	2277	107.2
1943	2053	121.4	2596	109.8	2362	111.2
1944	2026	119.8	2622	110.9	2409	113.4
1945	2051	121.3	2584	109.3	2386	112.3
1946	1775	105.0	2553	107.9	2343	110.3
1947	1919	113.5	2600	109.9	2432	114.4
1948	1907	112.8	2652	112.1	2500	117.6
1949	1894	112.0	2656	112.3	2534	119.2
1950	1905	112.7	2746	116.1	2669	125.6
1951	1901	112.4	-	Not available	-	-
1952	1923	113.7	-	" "	-	-
1953 7 Mos.	2105	124.5	-	" "	-	-

Average Freight Train Speed

Year	P&WV MPH	P&WV Percent of 1941	Eastern District MPH	Eastern District Percent of 1941	U. S. Class I MPH	U. S. Class I Percent of 1941
1941	12.4	100.0	15.0	100.0	16.5	100.0
1942	12.4	100.0	14.6	97.3	15.8	95.8
1943	11.3	91.1	14.2	94.7	15.4	93.3
1944	12.3	99.2	14.3	95.3	15.7	95.2
1945	12.6	101.6	14.0	93.3	15.7	95.2
1946	13.6	109.7	14.3	95.3	16.0	97.0
1947	12.8	103.2	14.2	94.7	16.0	97.0
1948	13.3	107.3	14.2	94.7	16.2	98.2
1949	15.3	123.4	15.4	102.7	16.9	102.4
1950	13.6	109.7	15.2	101.3	16.8	101.8
1951	14.4	116.1	-	Not available	-	-
1952	15.8	127.4	-	" "	-	-
1953 7 Mos.	16.0	129.0	-	" "	-	-

Trends of Freight Train Performance

Years 1935 to Date

1941 = 100%

Year	Gross Ton Miles (000)	Percent of 1941	Average Train Load (Gross Tons)	Percent of 1941	Average Train Speed (MPH)	Percent of 1941
1935	461446	55.36	1612	95.33	10.5	84.68
1936	562027	66.99	1504	88.94	10.6	85.48
1937	644158	76.78	1555	91.96	11.0	88.71
1938	497541	59.31	1532	90.60	12.3	99.19
1939	597955	71.28	1619	95.74	12.1	97.58
1940	685218	81.68	1605	94.91	12.3	99.19
1941	838919	100.00	1691	100.00	12.4	100.00
1942	1082952	129.09	1800	106.45	12.4	100.00
1943	1250247	149.03	2053	121.41	11.3	91.13
1944	1030748	122.87	2026	119.81	12.3	99.19
1945	995217	118.63	2051	121.29	12.6	101.61
1946	731702	87.22	1775	104.97	13.6	109.68
1947	940981	112.17	1919	113.48	12.8	103.23
1948	944124	112.54	1907	112.77	13.3	107.26
1949	824050	98.23	1894	112.00	15.3	123.39
1950	910603	108.54	1905	112.66	13.6	109.68
1951	934395	111.38	1901	112.42	14.4	116.13
1952	859178	102.41	1923	113.72	15.8	127.42
1953 (*)	954721	113.80	2105	124.48	16.0	129.03

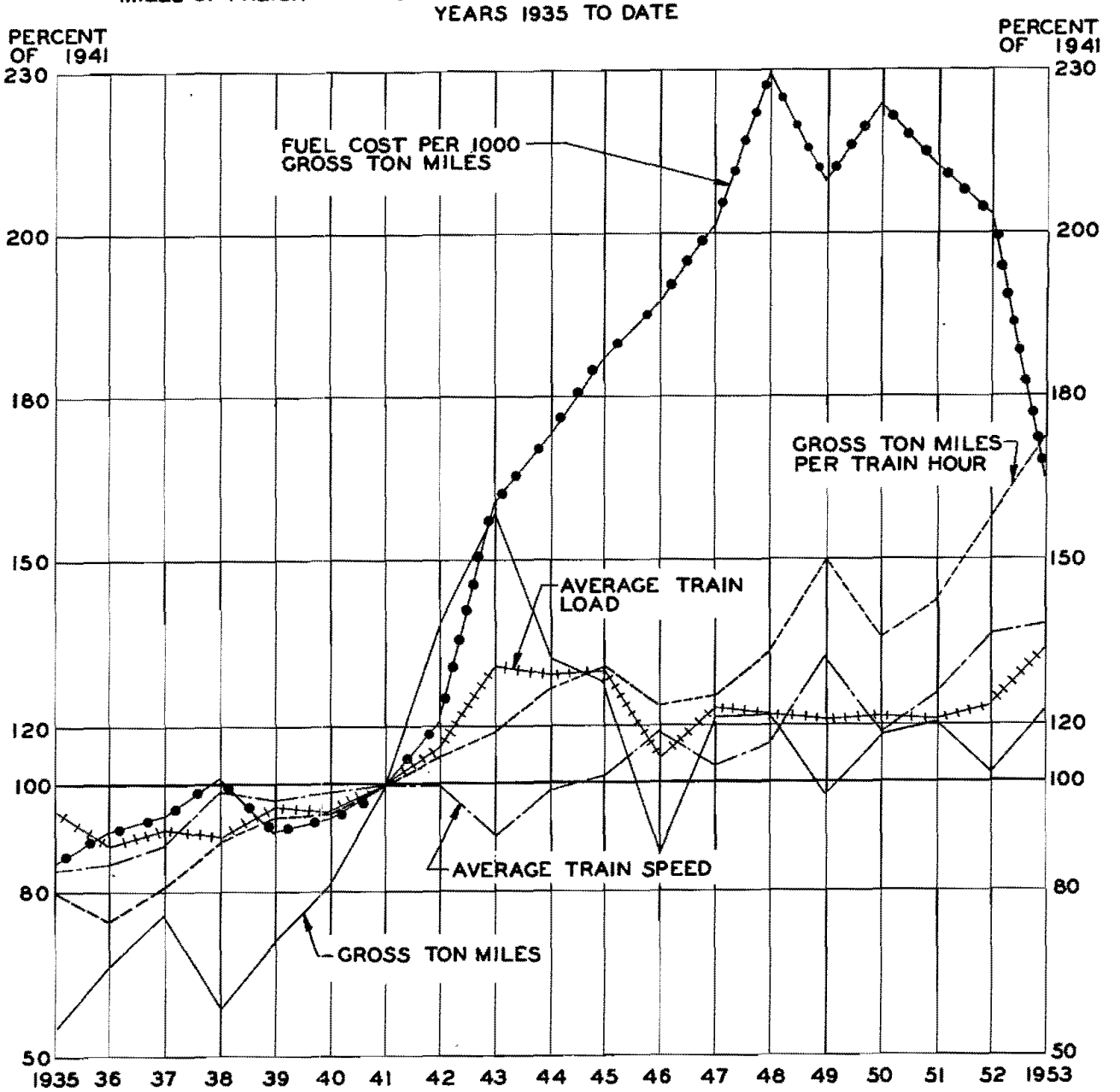
Year	Gross Ton Miles Per Tr.Hr.	Percent of 1941	Eastbound as % of Total G. T. M.	Fuel Cost Per 1000 G. T. M.	Percent of 1941
1935	16218	80.49	47.8	17.4¢	85.71
1936	15181	75.35	48.8	17.5	86.21
1937	16314	80.97	50.6	19.2	94.58
1938	18121	89.94	50.2	20.5	100.99
1939	18964	94.12	51.5	18.6	91.63
1940	19013	94.37	55.5	19.1	94.09
1941	20148	100.00	57.9	20.3	100.00
1942	21232	105.38	60.1	22.7	111.82
1943	22086	109.62	60.8	30.7	151.23
1944	23616	117.21	59.0	33.3	164.04
1945	24532	121.76	57.6	36.2	178.33
1946	23070	114.50	59.7	38.2	188.18
1947	23355	115.92	60.2	40.9	201.48
1948	24977	123.97	56.8	46.7	230.05
1949	28331	140.61	57.8	42.7	210.34
1950	25529	126.71	55.4	45.7	225.12
1951	26803	133.03	55.1	43.4	213.79
1952	29741	147.61	56.7	41.4	203.94
1953 (*)	32968	163.63	55.9	31.6	155.67

(*) NOTE - 7 Month Average

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

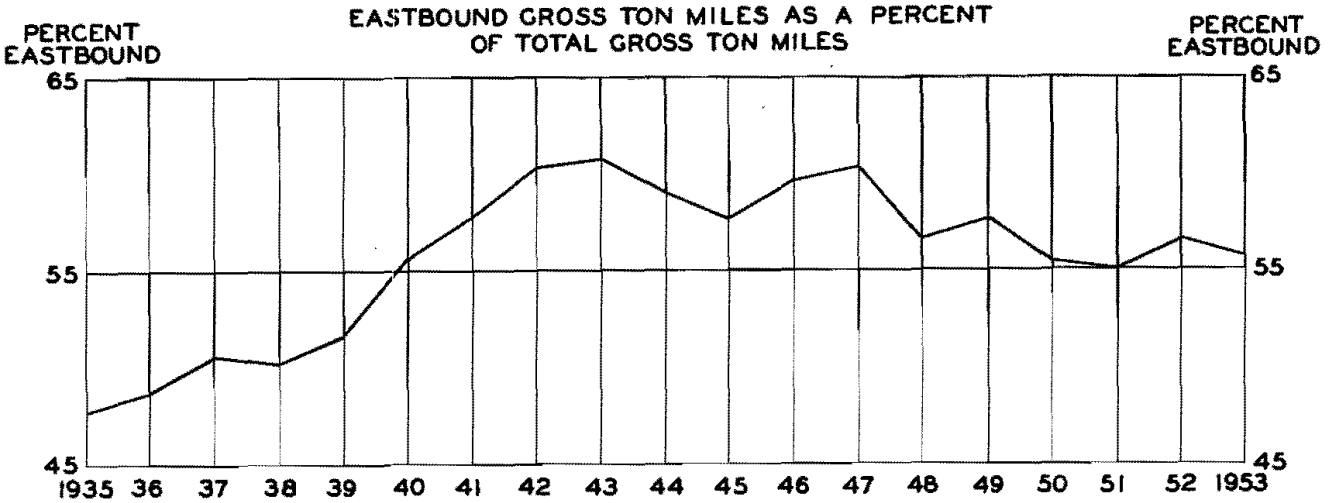
TRENDS OF FREIGHT TRAIN PERFORMANCE

GROSS TON MILES, AVERAGE TRAIN LOAD, AVERAGE TRAIN SPEED, GROSS TON MILES PER TRAIN HOUR, AND FUEL COST PER THOUSAND GROSS TON MILES OF FREIGHT TRAINS AS A PERCENT OF THEIR RESPECTIVE 1941 LEVEL
YEARS 1935 TO DATE



NOTE:- 1953 = 7 MONTH AVERAGE

EASTBOUND GROSS TON MILES AS A PERCENT OF TOTAL GROSS TON MILES



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

SOURCE AND APPLICATION OF CASH FUNDS

EXHIBIT 6

	(8 Months) 1953	1952	1951	1950	1949	1948	1947	1946	1945	1944	1943	1942	1941	1940	1939	1938
FUNDS PROVIDED BY																
Net Income before Federal & State Income Tax	$1,185,698	$1,467,643	$1,355,055	$1,401,106	$1,141,296	$2,483,946	$1,118,912	$ (45,523)	$ 646,162	$1,666,440	$1,744,157	$1,540,217	$1,191,884	$ 326,851	$ 480,212	(200,215)
Depreciation - Roadway	196,469	289,281	286,753	301,381	290,697	268,186	305,739	303,739	302,809	271,438	271,694	(B)	(B)	(B)	(B)	(B)
Depreciation - Equipment	274,754	409,591	406,247	382,919	377,285	243,801	225,048	210,621	212,882	220,337	221,114	217,567	219,051	227,525	283,585	294,398
Amortization under Certificates of Necessity	-	-	-	88	4,281	33,588	33,588	34,379	31,036	24,534	-	-	-	-	-	-
Sales of Scrap	369,227	309,491	259,710	259,658	171,813	188,259	230,680	48,448	240,427	91,009	77,429	111,445	88,720	326,767	47,307	49,771
Sales of Carrier Property, Roadway	2,751	67,720	7,615	(A)798,875	14,251	15,687	-	-	-	-	-	-	-	-	-	-
Sales of Equipment	97,161	101,681	45,503	6,473	-	-	-	-	-	-	-	-	-	-	-	-
Sales of Non Carrier Property	-	-	-	(A)951,125	-	-	-	-	-	-	-	-	-	-	-	-
Sales of W. & L.E. Stock	-	-	-	4,384	-	-	-	-	5,858,750	-	-	-	-	-	-	-
Working Capital Decrease	-	-	202,448	-	807,898	182,060	-	73,865	987,748	-	-	-	-	362,835	-	305,346
Miscellaneous Credits to Profit & Loss	-	12,282	4,152	21,390	360	80	10,142	14,321	6,962	3,116	9,937	2,471	8,881	120	2,302	1,172
5 Year 4% Secured Notes dated 7/1/40	-	-	-	-	-	-	-	-	-	-	-	-	-	7,400,000	-	-
Income Tax Refunds, Prior Years	-	3,902	81,343	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance Settlement on Pgh. Terminal Fire	-	-	-	-	-	-	638,000	-	-	-	-	-	-	-	-	-
Repayments on Advances by Railroad Credit Corp.	-	-	-	-	-	-	-	7,314	3,853	2,247	6,736	3,384	6,755	482	1,153	787
Repayments on Advances by Acme Coal Cleaning Co.	-	-	35,000	-	-	-	-	-	10,000	-	-	-	-	-	-	-
Various Unclassified Items	54,992	43,453	25,106	36,364	33,694	3,396	-	4,161	6,942	-	6,301	453	-	3,570	-	2,598
Grants in Aid of Construction	-	-	-	-	-	-	-	-	-	-	-	-	-	49,559	-	-
Bank Loans	-	-	-	-	-	-	-	-	1,000,000	-	-	-	-	-	-	-
Total	$2,181,052	$2,705,044	$2,708,932	$4,163,763	$2,841,575	$3,419,003	$2,562,109	$ 651,325	$9,307,571	$2,279,121	$2,337,368	$1,875,537	$1,515,291	$8,697,709	$ 814,559	$ 453,857
FUNDS APPLIED TO																
Federal and States Income Taxes	$ 510,448	$ 544,475	$ 631,955	$ 104,524	$ 463,733	$1,007,410	-	-	$ 441,646	$ 115,574	$ 323,445	$ 261,250	$ 17,090	NONE	NONE	NONE
Down payment on Locomotives and Cars	166,466	167,132	132,662	-	890,319	714,334	261,256	-	-	-	-	-	-	-	-	-
Payments on Equipment Obligations	403,848	565,072	588,472	495,672	472,827	173,302	145,300	245,000	245,000	245,000	245,000	245,000	245,000	568,000	285,000	285,000
Additions and Betterments	222,301	437,623	363,020	424,217	906,353	824,156	411,273	290,838	324,100	185,555	319,167	265,665	221,665	293,141	26,951	43,720
Purchase of Pgh. Terminal Coal Co. Bonds	-	-	-	-	-	-	-	-	1,266,000	440,720	-	54,000	-	-	-	-
Purchase of P. & W.Va. Ry. Co. bonds (cost)	102,176	78,990	375,415	14,100	-	364,019	139,082	-	274,149	18,685	525,755	159,297	349,221	-	-	-
Dividends paid	457,500	610,000	610,000	457,500	-	305,000	-	-	-	-	-	-	-	-	-	-
Advances to Acme Coal Cleaning Co.	-	-	-	-	-	5,000	-	-	-	10,000	-	-	47,000	104,000	48,500	34,500
Working Capital Increase	301,272	211,142	-	(A)2,449,368	-	-	783,844	-	-	208,479	427,523	601,531	379,735	-	232,838	-
Miscellaneous Debits to Profit & Loss	17,041	25,060	7,408	13,573	11,986	25,782	12,827	15,487	29,676	45,916	45,579	12,637	108,580	197	157,597	82,037
Payments of Prior Years Income Taxes	-	-	-	204,809	96,357	-	-	-	-	-	-	-	-	-	-	-
Payments of Long Term Notes	-	-	-	-	-	-	-	-	-	-	-	-	-	2,727,762	-	-
Pgh. Terminal R.R. & Coal Co. Bond Interest	-	-	-	-	-	-	-	-	6,627,000	443,000	330,000	-	-	4,176,607RFC 500,000PenRd	15,000	8,600
Compromise Settlement Pgh. Terminal R.R. & Coal Co. Suit	-	-	-	-	-	-	-	-	-	119,789	120,899	122,171	125,876	328,002	-	-
Funds Deposited in lieu of Mortgaged Property Sold	-	65,550	-	-	-	-	-	-	-	407,479	-	-	-	-	-	-
Payments on Grants in Aid of Construction	-	-	-	-	-	-	-	-	-	10,836	-	-	-	-	19,563	-
Various Unclassified Items	-	-	-	-	-	-	8,527	-	-	-	-	153,986	-	-	-	-
										28,088	-	-	21,124	-	29,110	-
Total	$2,181,052	$2,705,044	$2,708,932	$4,163,763	$2,841,575	$3,419,003	$2,562,109	$ 651,325	$9,307,571	$2,279,121	$2,337,368	$1,875,537	$1,515,291	$8,697,709	$ 814,559	$ 453,857
Amortization of Equipment under Certificates of Necessity not included in Depreciation but reflected in Federal and States Income Taxes (I.C.C.Order No. 30920 - 12/21/51).	172,360	198,567	103,687													

(A) Condemnation of Wabash Building and downtown property by Urban Redevelopment Authority

(B) Retirement method of Depreciation on Roadway Property, subsequent to January 1, 1943.

EXHIBIT 4

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
CAPITALIZATION

Long-Term Debt	Interest Rate	Interest Due	Date of Maturity	Original Issue	Outstanding In hands of Public August 31, 1953
Mortgage Bonds:					
P. & W.Va. First Mortgage 4½% Bonds, Series, A,	4½%	June-Dec.	December 1, 1958	$ 3,000,000	$ 2,335,000
" " " " " " , B,	"	Apr.-Oct.	April 1, 1959	3,000,000	2,039,000
" " " " " " , C,	"	Apr.-Oct.	April 1, 1960	6,000,000	4,440,000
			Total Bonds	$12,000,000	$ 8,814,000
Equipment Obligations:					
Conditional Sale Agreement, August 10, 1948,	2.20%	Monthly	Nov. 1, 1953	$ 240,000	$ 8,000
" " " , October 25, 1948,	2.8 %	"	Nov. 1, 1958	332,000	171,492
" " " , November 1, 1948,	2.8 %	"	Dec. 1, 1958	789,999	414,118
" " " , December 1, 1948,	2.8 %	"	Mar. 1, 1959	1,831,002	999,399
" " " , November 1, 1950,	2.3 %	"	Feb. 1, 1961	900,000	667,500
" " " , May 7, 1951,	2.4 %	"	May 1, 1961	150,000	115,000
" " " , April 18, 1952,	3.2 %	"	May 1, 1962	900,000	780,000
" " " , February 3, 1953,	3.2 %	"	Mar. 1, 1963	900,000	855,000
			Total Equipment Obligations	$ 6,043,001	$ 4,010,509
Total Long-Term Debt				$18,043,001	$12,824,509
Capital Stock					
Common (305,000 Shares - Par Value $100 Per Share)				$30,500,000	$30,500,000
Total Capitalization				$48,543,001	$43,324,509

EXHIBIT 3

THE PITTSBURGH & WEST VIRGINIA RAILWAY CO.
Statement of Earned Surplus - Unappropriated as of Dec. 31, 1938 to August 31, 1953.

	1953 (8 mos.)	1952	1951	1950	1949	1948	1947	1946	1945	1944	1943	1942	1941	1940	1939	1938
CREDITS.																
Credit balance at beginning of year	$ 8,857,942	$ 8,555,542	$ 8,435,114	$ 9,085,806	$ 8,590,630	$ 7,405,815	$ 8,713,561	$ 8,760,250	$ 8,207,340	$ 8,325,956	$ 7,936,946	$ 7,358,487	$ 7,163,026	$ 7,193,864	$ 6,869,568	$ 7,178,778
Credit balance transferred from income	675,250	923,168	723,099	1,296,582	581,206	1,476,536	1,118,912	-	204,516	885,858	820,805	750,569	700,335	302,189	480,212	-
Difference between par and cost of P&WV First Mortgage Bonds	2,824	2,010	9,585	863	-	38,981	16,918	-	40,851	6,315	353,245	122,729	200,780	-	-	-
Profit from sale of capital assets	-	-	-	-	-	-	-	-	1,596,258(c)	-	-	-	-	-	-	-
Micellaneous credits	-	12,282	5,152	21,428	360	80	10,142	14,321	6,962	3,115	9,938	2,445	8,880	120	2,333	1,171
Total Credits	$ 9,536,016	$ 9,493,002	$ 9,172,950	$10,404,679	$ 9,172,196	$ 8,921,412	$ 9,859,533	$ 8,774,571	$10,055,927	$ 9,221,244	$ 9,120,934	$ 8,234,230	$ 8,073,021	$ 7,496,173	$ 7,352,113	$ 7,179,949
DEBITS																
Debit balance transferred from income	-	-	-	-	-	-	-	45,523	-	-	-	-	-	-	-	200,215
Debits from retired road and equipment	-	-	-	1,498,492(a)	74,404	-	$ 2,440,891(b)	-	-	-	-	119,276	71,213	4,948	652	10,844
Dividend appropriations of surplus	457,500	610,000	610,000	457,500	-	305,000	-	-	-	-	-	-	-	-	-	-
Pittsburgh Terminal bond interest	-	-	-	-	-	-	-	-	-	119,789	120,899	122,171	125,876	328,002(d)	-	-
Purchase - Pgh. Tml. R.R. & Coal Co. Bonds	-	-	-	-	-	-	-	-	1,266,000	440,720	-	-	-	-	-	-
Write down-Value of Pgh. Tml. Bonds	-	-	-	-	-	-	-	-	-	-	-	43,200	67,140	-	-	-
Write off Pgh. Tml. Coal Co. - Open accounts	-	-	-	-	-	-	-	-	-	-	-	-	23,215	-	-	-
Compromise settlement - Pgh. Tml. R.R. & Coal Co	-	-	-	-	-	-	-	-	-	407,479	-	-	-	-	-	-
Write off - Acme Coal Cleaning Co. Stock	-	-	-	-	-	-	-	-	-	-	125,000	-	-	-	-	-
Write down - Acme Coal Cleaning Co. Notes	-	-	-	-	-	-	-	-	-	-	503,500	-	-	-	-	-
Write off Louise Coal Corp - Bonds, Notes, etc.	-	-	-	-	-	-	-	-	-	-	-	-	53,611	-	-	-
Loss on loan of collateral to Pgh. Tml. Coal Co.	-	-	-	-	-	-	-	-	-	-	-	-	264,900	-	-	-
Write off of prepaid expense in connection with Real Estate	-	-	-	-	-	-	-	-	-	-	-	-	68,568	-	-	-
Expense of Five Year Note Issue	-	-	-	-	-	-	-	-	-	-	-	-	35,511	-	-	-
Debt discount extinguished through surplus	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17,193
Miscellaneous debits	17,041	25,060	7,408	13,573	11,986	25,782	12,827	15,487	29,677	45,916	45,579	12,637	4,500	197	157,592(e)	82,129(f)
Total Debits	$ 474,541	$ 635,060	$ 617,408	$ 1,969,565	$ 86,390	$ 330,782	$ 2,453,718	$ 61,010	$ 1,295,677	$ 1,013,904	$ 794,978	$ 297,284	$ 714,534	$ 333,147	$ 158,249	$ 310,381
Credit Balance	$ 9,061,475	$ 8,857,942	$ 8,555,542	$ 8,435,114	$ 9,085,806	$ 8,590,630	$ 7,405,815	$ 8,713,561	$ 8,760,250	$ 8,207,340	$ 8,325,956	$ 7,936,946	$ 7,358,487	$ 7,163,026	$ 7,193,864	$ 6,869,568

(a) Retirement of Land and Wabash Bldg. (year 1950) $1,498,402 Dr.
(b) Retirement of Freight House, Bridge & Tunnel (year 1947) $2,440,891 Dr.
(c) Profit from sale of W&LE Rwy. Co. Stock (year 1945) $1,596,258 Cr.
(d) Interest for the period - July 1, 1938 to Dec. 31, 1940 (year 1940) $ 328,002 Dr.
(e) Includes heavy repairs to 202 freight cars (year 1939) $ 122,404 Dr.
(f) Includes adjustment of proceeds from unmortgaged assets of the Wabash Pgh. Tml. Rwy. Co. (predecessor) in the amount of $ 71,700 Dr.

THE PITTSBURGH & WEST VIRGINIA RAILWAY CO.
CONDENSED INCOME STATEMENT
Years 1938 to 1952 and (8 Months of 1953 vs. 8 Months of 1952)

EXHIBIT 2

	(8 Months) 1953	(8 Months) 1952	1952	1951	1950	1949	1948	1947	1946	1945	1944	1943	1942	1941	1940	1939	1938
Railway Operating Revenues:																	
Freight	$6,235,303	$5,345,239	$8,398,055	$8,593,955	$8,276,139	$7,078,420	$8,457,903	$6,536,272	$4,516,902	$6,388,019	$7,063,737	$7,497,406	$6,248,682	$5,071,849	$4,005,419	$3,485,450	$2,794,087
Miscellaneous	44,593	78,084	111,972	108,187	208,120	221,792	342,578	299,435	252,588	208,220	209,320	224,806	211,517	211,265	152,434	185,242	190,352
Total Railway Operating Revenues	$6,279,896	$5,423,323	$8,510,027	$8,702,142	$8,484,259	$7,300,212	$8,800,481	$6,835,707	$4,769,490	$6,596,239	$7,273,057	$7,722,212	$6,460,199	$5,283,114	$4,157,853	$3,670,692	$2,984,439
Railway Operating Expenses:																	
Maintenance of Way and Structures (A)	$1,075,750	$ 889,663	$1,442,979	$1,664,794	$1,741,861	$1,526,248	$1,305,693	$1,218,976	$ 993,121	$1,190,294	$1,253,828	$1,259,060	$ 948,214	$ 850,936	$ 675,954	$ 418,224	$ 455,283
Maintenance of Equipment (A)	1,443,076	1,357,923	2,065,503	2,196,738	1,750,601	1,471,148	1,545,409	1,374,178	1,133,640	1,285,559	1,347,597	1,443,956	1,238,221	946,519	1,084,420	755,947	686,296
Traffic	457,350	408,191	623,372	579,569	529,159	489,046	489,859	420,599	350,137	293,501	252,798	238,709	233,529	228,913	213,598	180,440	188,819
Transportation	1,470,958	1,451,557	2,208,808	2,383,222	2,191,902	1,945,942	2,084,140	1,804,318	1,500,988	1,806,434	1,821,865	1,969,530	1,462,716	1,118,879	923,221	782,803	726,820
Miscellaneous Operations	-	-	-	-	-	-	-	9,952	34,347	35,807	42,661	37,971	33,009	33,042	80,429	105,707	112,565
General	274,042	210,948	338,860	315,829	422,140	404,450	405,343	374,749	357,125	289,718	288,752	288,369	260,499	244,324	182,082	174,949	153,591
Total Railway Operating Expenses	$4,721,176	$4,318,282	$6,679,522	$7,140,152	$6,635,663	$5,836,834	$5,830,444	$5,202,772	$4,369,358	$4,901,313	$5,007,501	$5,237,595	$4,176,188	$3,422,613	$3,159,695	$2,418,070	$2,323,374
Net Revenue from Railway Operations	$1,558,720	$1,105,041	$1,830,505	$1,561,990	$1,848,596	$1,463,378	$2,970,037	$1,632,935	$ 400,132	$1,694,926	$2,265,556	$2,484,617	$2,284,011	$1,860,501	$ 998,158	$1,252,622	$ 661,065
Railway Tax Accruals:																	
General Taxes	$ 115,441	$ 103,578	$ 154,618	$ 170,462	$ 120,464	$ 188,663	$ 231,106	$ 191,769	$ 182,826	$ 207,511	$ 177,290	$ 197,310	$ 160,941	$ 121,327	$ 194,110	$ 214,299	$ 191,834
Federal Income	478,425	372,163	509,717	578,468	123,129	505,809	911,728	CR.53,286	CR.40,531	394,540	106,426	295,773	243,515	22,344	-	-	-
All Other U. S. Taxes	3,246	2,619	3,987	4,617	4,233	3,269	3,966	4,190	2,528	14,086	19,098	25,902	16,413	9,346	5,448	5,108	4,400
R.R. Retirement and Unemployment Taxes	145,638	138,446	212,574	221,251	203,646	184,977	183,704	228,472	150,697	166,087	170,113	180,531	144,740	119,907	102,753	62,919	38,042
Total Railway Tax Accruals	$ 742,750	$ 616,806	$ 880,896	$ 974,798	$ 451,472	$ 882,718	$1,330,504	$ 371,145	$ 295,520	$ 782,224	$ 472,927	$ 699,516	$ 565,609	$ 272,924	$ 302,311	$ 282,326	$ 234,276
Railway Operating Income	$ 815,970	$ 488,235	$ 949,609	$ 587,192	$1,397,124	$ 580,660	$1,639,533	$1,261,790	$ 104,612	$ 912,702	$1,792,629	$1,785,101	$1,718,402	$1,587,577	$ 695,847	$ 970,296	$ 426,789
Equipment Rents - Net Credit	$ 190,638	$ 314,039	$ 463,432	$ 623,815	$ 423,219	$ 573,098	$ 302,782	$ 377,549	$ 330,151	$ 277,734	$ 272,530	$ 108,376	$ 75,531	$ 77,147	$ 130,202	$ 131,966	$ 226,583
Joint Facility Rents - Net Debit	5,475	9,814	13,650	* 1,263	* 3,886	6,867	6,726	* 310	6,070	9,824	9,079	10,183	6,347	10,323	25,838	25,409	25,510
Net Railway Operating Income	$1,001,133	$ 792,460	$1,399,391	$1,212,270	$1,824,229	$1,146,891	$1,935,589	$1,639,649	$ 428,693	$1,180,612	$2,056,080	$1,883,294	$1,787,586	$1,654,401	$ 800,211	$1,076,853	$ 627,862
Other Income																	
Rental of Property	$ 6,137	$ 7,004	$ 10,386	$ 7,894	$ 56,885	$ 73,205	$ 72,328	$ 19,182	$ 13,615	$ 12,565	$ 12,364	$ 10,689	$ 14,831	$ 14,649	$ 15,607	$ 15,333	$ 14,038
Dividend Income (WLERR Stock)	-	-	-	-	180	180	180	180	180	44,787	259,258	347,780	347,780	407,180	407,180	318,080	80,480
Interest Accruals	19,972	18,026	27,921	15,559	6,409	2,619	2,232	1,836	1,999	13,428	3,472	3,555	-	349	378	113	1,176
Miscellaneous	1,148	1,277	1,434	1,617	1,161	1,105	703	1,254	831	1,453	4,856	2,017	778	5,574	14,230	2,235	1,965
Total Other Income	$ 27,257	$ 26,307	$ 39,741	$ 25,070	$ 64,635	$ 77,109	$ 75,443	$ 22,452	$ 16,625	$ 72,233	$ 279,950	$ 364,041	$ 363,389	$ 427,752	$ 437,395	$ 335,761	$ 97,659
Total Income	$1,028,390	$ 818,767	$1,439,132	$1,237,340	$1,888,864	$1,224,000	$2,011,032	$1,662,101	$ 445,318	$1,252,845	$2,336,030	$2,247,335	$2,150,975	$2,082,153	$1,237,606	$1,412,614	$ 725,521
Miscellaneous Deductions From Income																	
Miscellaneous Rents	$ 110	$ 111	$ 133	$ 141	$ 194	$ 3,789	$ 154	$ 274	$ 258	$ 282	$ 249	$ 249	$ 1,274	$ 289	$ 319	$ 384	$ 319
Miscellaneous	11,681	11,756	17,267	19,424	49,155	88,200	81,221	18,037	21,653	38,581	23,889	25,066	23,558	25,689	25,669	27,405	26,951
Total Miscellaneous Deductions	$ 11,791	$ 11,867	$ 17,400	$ 19,565	$ 49,349	$ 91,989	$ 81,375	$ 18,311	$ 21,911	$ 38,863	$ 24,138	$ 25,305	$ 24,832	$ 25,978	$ 25,988	$ 27,789	$ 27,270
Income Available For Fixed Charges	$1,016,599	$ 806,900	$1,421,732	$1,217,775	$1,839,515	$1,132,011	$1,929,657	$1,643,790	$ 423,407	$1,213,982	$2,311,892	$2,222,020	$2,126,143	$2,056,175	$1,211,618	$1,384,825	$ 698,251
Fixed Charges																	
Interest on Funded Debt																	
Mortgage Bonds	$ 265,717	$ 270,000	$ 404,649	$ 408,151	$ 422,492	$ 422,830	$ 436,390	$ 445,483	$ 448,155	$ 451,092	$ 462,379	$ 483,702	$ 512,750	$ 536,855	$ 540,000	$ 540,000	$ 540,000
Equipment Obligations	75,631	60,431	93,915	86,524	79,617	88,575	16,262	7,892	4,218	12,254	20,276	28,301	36,347	44,456	55,439	72,223	81,642
Long Term Notes	-	-	-	-	-	-	-	7,221	4,675	157,791	278,051	282,910	296,000	296,000	196,818	160,235	159,364
Interest on Unfunded Debt	-	-	-	-	40,824	39,400	469	64,282	11,882	8,232	320	6,395	2,079	4,070	92,510	132,155	117,460
Total Fixed Charges	$ 341,348	$ 330,431	$ 498,564	$ 494,675	$ 542,933	$ 550,805	$ 453,121	$ 524,878	$ 468,930	$ 629,369	$ 761,026	$ 801,308	$ 847,176	$ 881,381	$ 884,767	$ 904,613	$ 898,466
Income After Fixed Charges	$ 675,251	$ 476,469	$ 923,168	$ 723,100	$1,296,582	$ 581,206	$1,476,536	$1,118,912	DEF.45,523	$ 584,613	$1,550,866	$1,420,712	$1,278,967	$1,174,794	$ 326,851	$ 480,212	DEF200,215
Other Deductions																	
Net Income After Fixed Charges and Other Deductions	$ 675,251	$ 476,469	$ 923,168	$ 723,100	$1,296,582	$ 581,206	$1,476,536	$1,118,912	DEF.45,523	$ 584,613	$1,550,866	$1,420,712	$1,278,967	$1,174,794	$ 326,851	$ 480,212	DEF200,215
Disposition of Net Income																	
Income Applied to Sinking Fund	-	-	-	-	-	-	-	-	-	$ 380,097	$ 665,008	$ 599,907	$ 528,398	$ 474,459	24,662	-	-
Balance of Income Transferred to Earned Surplus	$ 675,251	$ 476,469	$ 923,168	$ 723,100	$1,296,582	$ 581,206	$1,476,536	$1,118,912	Dr. 45,523	$ 204,516	$ 885,858	$ 820,805	$ 750,569	$ 700,335	$ 302,189	$ 480,212	Dr.200,215
*Denotes Credit																	
Note (A) Includes Charges for Depreciation and Amortization as follows:																	
Depreciation - Road	$ 187,540	$ 184,731	$ 277,283	$ 275,957	$ 291,120	$ 280,789	$ 258,861	$ 292,681	$ 290,843	$ 290,157	$ 261,092	$ 253,006	-	-	-	-	-
Amortization of Defense Projects - Road	-	-	-	-	1,425	4,669	11,653	11,657	12,449	9,194	6,885	8,043	-	-	-	-	-
Total Road	$ 187,540	$ 184,731	$ 277,283	$ 275,957	$ 292,545	$ 285,458	$ 270,514	$ 304,338	$ 303,292	$ 299,351	$ 267,977	$ 261,049	-	-	-	-	-
Depreciation Equipment	$ 283,682	$ 276,538	$ 421,589	$ 417,042	$ 393,179	$ 387,190	$ 253,127	$ 238,107	$ 223,517	$ 225,534	$ 230,683	$ 231,758	$ 217,568	$ 219,051	$ 227,525	$ 283,585	$ 294,398
Amortization of Defense Projects - Equipment	-	-	-	-	88	4,276	21,935	21,936	21,930	21,842	17,649	-	-	-	-	-	-
Total Equipment	$ 283,682	$ 276,538	$ 421,589	$ 417,042	$ 393,267	$ 391,466	$ 275,062	$ 260,043	$ 245,447	$ 247,376	$ 248,332	$ 231,758	$ 217,568	$ 219,051	$ 227,525	$ 283,585	$ 294,398
Grand Total	$ 471,222	$ 461,269	$ 698,872	$ 692,999	$ 685,812	$ 676,924	$ 545,576	$ 564,381	$ 548,739	$ 546,727	$ 516,309	$ 492,807	$ 217,568	$ 219,051	$ 227,525	$ 283,585	$ 294,398

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

GENERAL BALANCE SHEET AS OF AUGUST 31, 1953

EXHIBIT 1

ASSETS

Investments:		
Road and Equipment Property:		
Road	$45,934,520.74	
Equipment	11,579,121.75	
Donations and Grants	439,671.95#	
Investment in Transportation Property	$57,073,970.54	
Reserves for:		
Accrued Depreciation - Road	$ 1,843,945.29#	
Accrued Depreciation - Equipment	3,620,207.05#	
Accrued Amortization of Defense Projects - Road	57,934.23#	
Accrued Amortization of Defense Projects - Equipment	109,651.61#	
Total Reserves	$ 5,631,738.18#	
Investment in Transportation Property Less Recorded Depreciation and Amortization	$51,442,232.36	
Capital and Other Reserve Funds	$ 73,125.00	
Miscellaneous Physical Property	116,325.96	
Investments in Affiliated Companies	50,002.00	
Other Investments	203.00	
Total Investments		$ 239,655.96
Current Assets:		
Cash	$ 2,215,167.12	
U.S. Treasury Savings Notes	1,500,000.00	
Special Deposits	21,629.65	
Net Balance Receivable from Agents and Conductors	40,454.09	
Miscellaneous Accounts Receivable	352,121.87	
Material and Supplies	806,536.39	
Interest and Dividends Receivable	52,900.00	
Accrued Accounts Receivable	640,709.22	
Other Current Assets	6,302.68	
Total Current Assets		$ 5,635,821.02
Deferred Assets:		
Working Fund Advances	$ 10,757.50	
Workmens' Compensation	182.14	
Other Deferred Assets	31,887.31	
Total Deferred Assets		$ 42,826.95
Unadjusted Debits:		
Prepayments - Insurance and Rents	$ 221,904.15	
Agents' Relief Claims	2,654.77	
Delayed Credit Bills	55,673.95	
Total Unadjusted Debits		$ 280,232.87

Company Securities Issued or Assumed:

	Pledged	Unpledged
Stocks	-	-
Bonds	-	$4,354,000
Total		$4,354,000

TOTAL ASSETS $ 57,640,769.16

Italics denote red figures

LIABILITIES

Stock:			
Common			$30,500,000.00
Total Stock			$30,500,000.00
Long-Term Debt:	Book Liability	Held by Company	
Funded Debt Unmatured	$13,168,000	$4,354,000	$ 8,814,000.00
Equipment Obligations			4,010,508.50
Total Long-Term Debt			$12,824,508.50
Current Liabilities:			
Traffic and Car Service Balance-Cr.			$ 215,059.02
Audited Accounts and Wages Payable			630,710.02
Miscellaneous Accounts Payable			196,081.85
Interest Matured Unpaid			19,800.00
Dividends Matured Unpaid			1,145.90
Unmatured Interest Accrued			148,180.04
Unmatured Dividends Declared			152,500.00
Accrued Accounts Payable			348,402.90
Taxes Accrued			636,910.01
Other Current Liabilities			67,167.91
Total Current Liabilities			$ 2,415,957.65
Deferred Liabilities:			
Other Deferred Liabilities			$ 16,210.01
Total Deferred Liabilities			$ 16,210.01
Unadjusted Credits:			
Delayed Debit Bills			$ 116,731.86
Total Unadjusted Credits			$ 116,731.86
Surplus:			
Unearned Surplus			$ 33,354.23
Earned Surplus Appropriated(Five year Note Indenture)			2,672,531.01
Earned Surplus Unappropriated			9,061,475.90
Total Surplus			$11,767,361.14

TOTAL LIABILITIES $57,640,769.16

THE PITTSBURGH & WEST VIRGINIA RAILWAY

MAJOR RESOURCES AND INDUSTRIES OF LOCAL TERRITORY

SCALE OF MILES 0 1 2 3 4 5

9-18-53 R.C.G.

7578-R-1

MINERVA
MINERVA JCT.
ONEIDA
N.Y.C. (L.E.A.&W.)
CARROLL
CARROLLTON
N.Y.C. & ST. L. R.R.
SHERRODSVILLE
OHIO
BOWERSTON
N.Y.C. & ST. L. R.R.
JEFFERSON
JEWETT
Receivers of Lumber and Builders Supplies
P.R.R. (P.C.C. & ST. L. R.R.)
PITTSBURGH JUNCTION
HOPEDALE
HOPEDALE TRANSFER
WAYCO
REED
CHANDLER
SMITHFIELD
NEW ALEXANDRIA
Polen Coal Co.
Paschal & Fitch Ideal Coal Mine
Nuri Coal Company
North American Coal Corp.
Brettel Coal Co.
Polen Coal Co.
CADIZ
HARRISON
ADENA
DILLONVALE
PINE VALLEY
WARRENTON
N.Y.C. (L.E.A.&W.)
N.Y.C. & ST. L. R.R.
B. & O. R. R.
MAYNARD
ST. CLAIRSVILLE
TERMINAL JCT.
AETNAVILLE
NEFF
BELLAIRE
BENWOOD
WHEELING
MOUNDSVILLE
OHIO RIVER
P.R.R.
BELMONT
WEST MARSHALL
VIRGINIA
BEAVER
ROCHESTER
MONACA
OHIO RIVER
P.R.R.
CHESTER
YELLOW CREEK
HANCOCK
BROOKE
WELLSBURG
ROCKDALE
MINGO JCT.
Wheeling Steel Co. Blast Furnaces, Iron & Steel
STEUBENVILLE
Penowa Coal Co.
Preat Coal Co.
BELL BRANCH
Penowa Coal Co.
State Line Coal Co.
United Collieries
Acme Coal Cleaning Co. Coal Washing Plant
Dubena Coal Co.
VIRGINIA
PENOWA
AVELLA
WEST MIDDLETOWN
REA
WOODROW
P. & W. VA. RY.
P.R.R. (P.C.C. & ST. L. R.R.)
BURGETTSTOWN
CHERRY VALLEY
ATLASBURG
STUDA
Clyde E. Speer Coal Co.
Receivers of Feed, Farm Equipment & Supplies
Castle Shannon Coal Co. Coal Field
ALLEGHENY
PENNSYLVANIA
BEAVER
P. & L. E. R. R.
AMBRIDGE
CORAOPOLIS
IMPERIAL
MONTOUR R.R.
NORTH STAR
Highway Equipment & Heavy Machinery
Receivers of Contractors Equipment, Groceries & Railroad Supplies
Ceramic Materials & Powdered Metals
Saw Mill Receivers of Feed, Farm Equipment & Supplies, Lumber & Builders Supplies
Bolts, Chemicals, Contractors Equipment, Ferro Alloys, Glass Tubing, Iron & Steel Fabricators, American Cyanmid & Chemical Co.
McDONALD
Receiver of Feed, Farm Equipment & Supplies
GLADDEN
VENICE
HICKORY
ACHESON
GEORGE
Fred L. Silhol Coal Mine
MONTOUR R.R.
P.R.R. (P.C.C. & ST. L. R.R.)
WASHINGTON
Receivers of Asphalt, Coal, Cotton Linters, Lumber & Builders Supplies, Marble, Slate, Roofing Materials
WEST END
WEST END BR.
PITTSBURGH
KELLEY
WEST BELT JCT.
WEST LIBERTY
OAKDALE
FAIRHAVEN
CASTLE SHANNON
LONGVIEW
HORNING
BRUCETON
BRIDGEVILLE
SOUTH CARNEGIE
ROOK
CARNEGIE
Receivers of: Feed, Floor, Garden Supplies, Railway & Telephone Supplies, Sand, Lumber & Builders Supplies
Receiver of Clay Products, Dairy Supplies, Lumber & Builders Supplies
Receivers of: Feed, Groceries, Lumber & Builders Supplies, Iron & Steel, Steel Pipe, Nursery Stock & Supplies
MIFFLIN
MIFFLIN BR.
Receivers of: Lumber & Builder Supplies, Paper Products
PIERCE
CLAIRTON BR.
CLAIRTON
LARGE
McKEESPORT
U.S. Steel, Westinghouse Electric Co., Universal Atlas Cement Co., Fisher Body Co., Shwayder Bros. Co. Available to P. & W. V. through Switching via Union R.R.
UNION R.R.
B. & O. R. R.
P. & L. E. R. R.
ASPINWALL
ALLEGHENY
VERONA
BLACKS RUN
McLAUGHLIN
KISKIMINETAS JCT.
PITCAIRN
EAST PITTSBURGH
TRAFFORD
IRWIN
RADEBAUGH
GREENSBURG
COWENSBURG
GRATZTOWN
WALTZ
WEST MORELAND
Coal Mine and Location of U.S. Steel Co. Plants available to P. & W. V. through Switching
Hiram Swank & Sons Co. Industrial Ceramics, Twin River Coal Co.
FROMAN
MONONGAHELA
P. & W. V. RY.
DONORA BR.
BAIRD
DONORA SOUTHERN R.R.
DONORA
MONESSEN
American Steel & Wire Division of U.S. Steel Corp.
MONONGAHELA R.R.
COKEBURG
SUDAN
CHARLEROI
BELLE VERNON
MAPLE
SPEER
Peoples Gas Co. Pipe and Gas Line Supplies
MONESSEN SOUTHWESTERN RY.
MARIANNA
MONESSEN
ALTO
YOUGHIOGHENY
RIVER
BANNING
P. & L. E. R. R.
Pittsburgh Steel Co.
SCOTTDALE
CHAINTOWN
FRICK
Penn Fuel & Supply Coal & Coke
CONNELLSVILLE
B. & O.
WEST BROWNSVILLE
BROWNSVILLE
WESTERN MARYLAND RY.
GREENE
NEMACOLIN
HURON
UNIONTOWN
FAYETTE

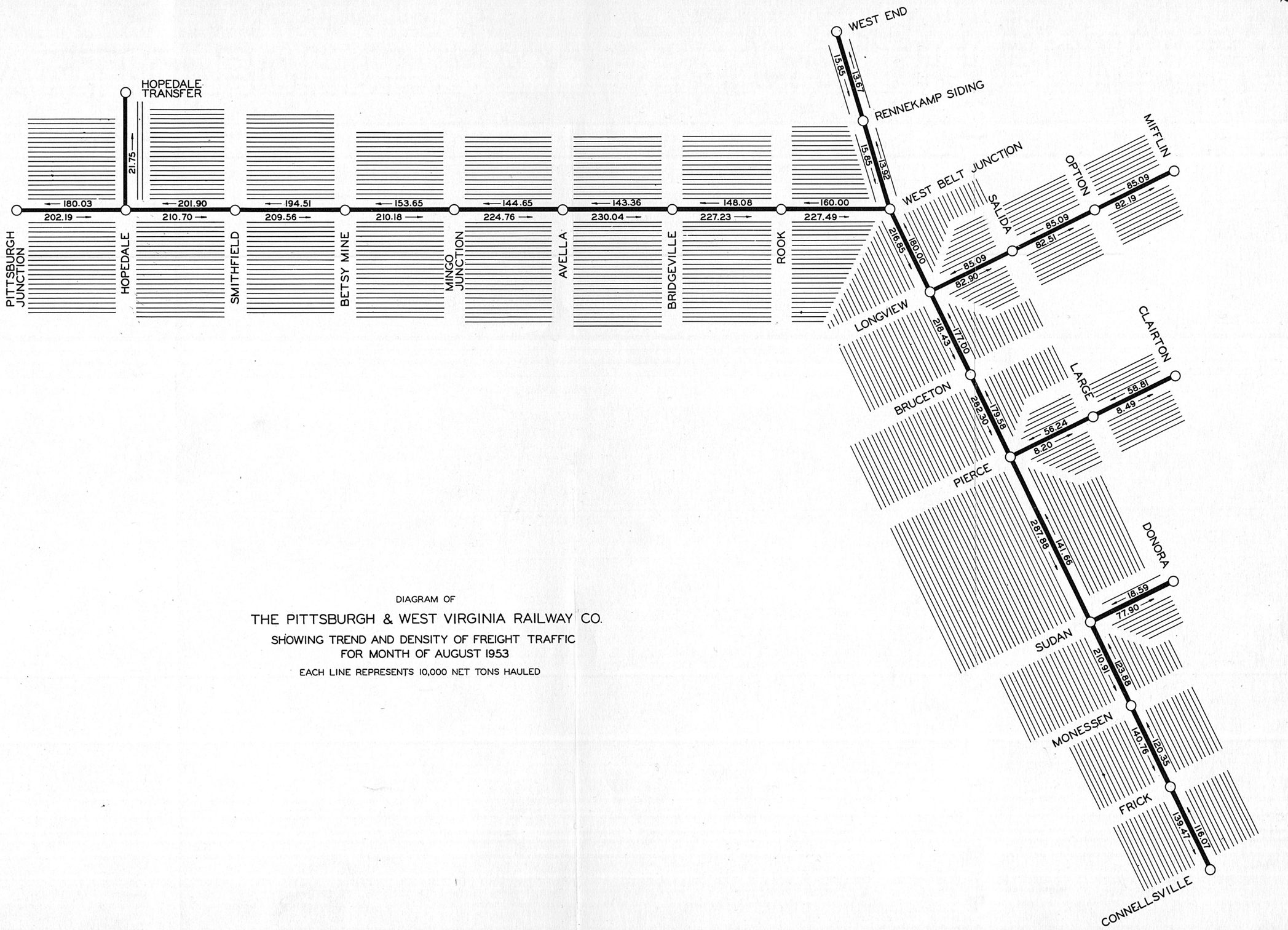


DIAGRAM OF

THE PITTSBURGH & WEST VIRGINIA RAILWAY CO.

SHOWING TREND AND DENSITY OF FREIGHT TRAFFIC
FOR MONTH OF AUGUST 1953

EACH LINE REPRESENTS 10,000 NET TONS HAULED

9-24-53 RCG

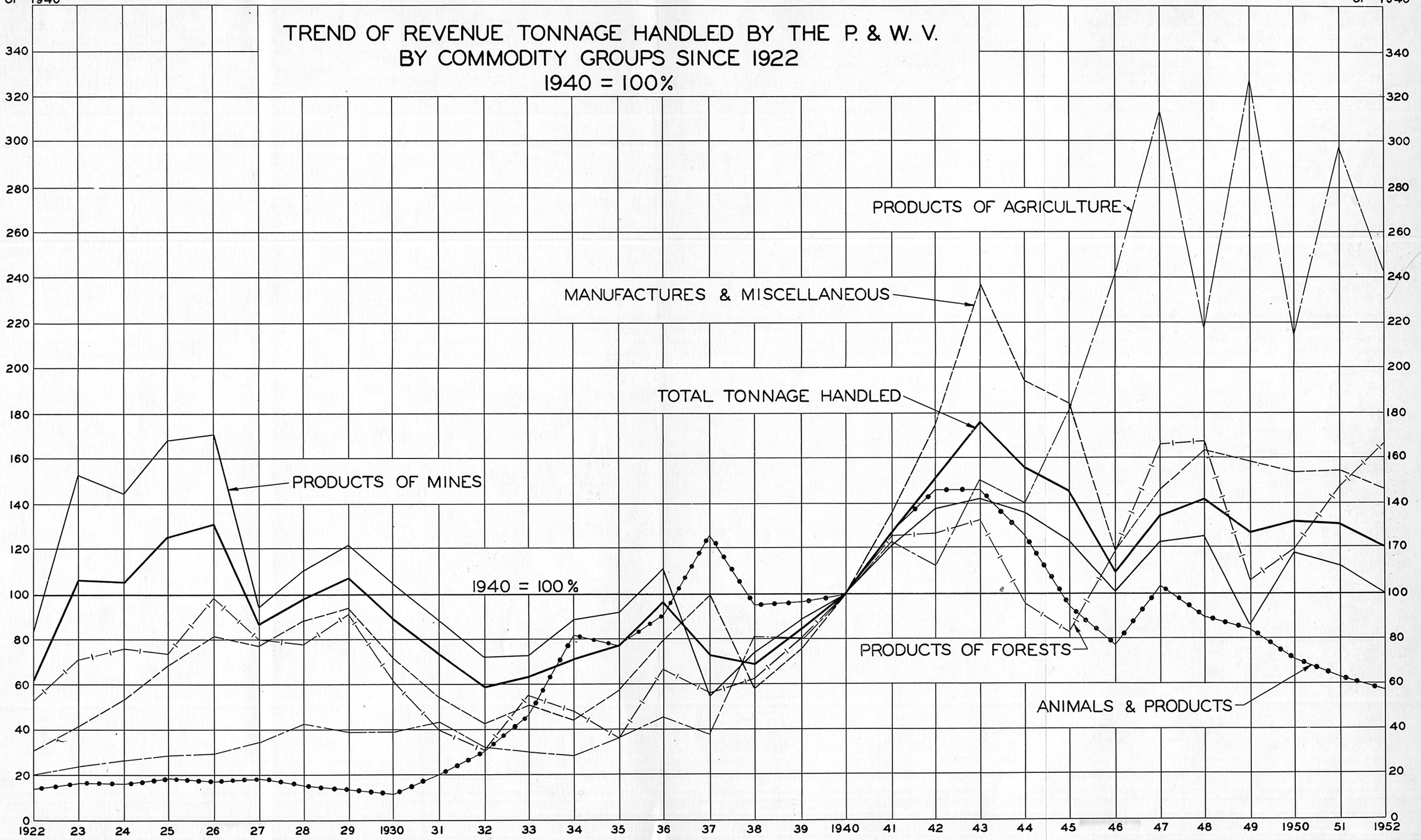
THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

ORIGIN AND DISPOSITION OF REVENUE FREIGHT HANDLED

1928 - 1953

Year	ORIGINATED				RECEIVED FROM CONNECTIONS				TOTAL
	Terminated on Line		Delivered to Connections		Terminated on Line		Delivered to Connections		
	Tons	%	Tons	%	Tons	%	Tons	%	Tons
1928	270,157	4.94	3,455,939	63.18	405,575	7.41	1,338,710	24.47	5,470,381
1929	306,988	5.14	3,704,881	62.07	481,906	8.07	1,475,399	24.72	5,969,174
1930	173,838	3.51	3,221,095	64.96	377,116	7.60	1,186,848	23.93	4,958,897
1931	136,379	3.34	2,631,906	64.39	408,086	9.98	911,021	22.29	4,087,392
1932	119,560	3.65	2,281,212	69.51	132,943	4.05	747,985	22.79	3,281,700
1933	177,604	5.03	2,236,188	63.31	293,998	8.32	824,288	23.34	3,532,078
1934	94,694	2.39	2,462,625	62.23	350,821	8.87	1,048,856	26.51	3,956,996
1935	137,045	3.18	2,276,241	52.80	542,783	12.59	1,354,786	31.43	4,310,855
1936	110,120	2.03	2,784,559	51.40	1,038,874	19.18	1,483,812	27.39	5,417,365
1937	133,853	2.30	2,829,989	48.66	1,279,756	22.01	1,571,654	27.03	5,815,252
1938	73,349	1.89	1,959,681	50.63	643,256	16.62	1,194,487	30.86	3,870,773
1939	69,634	1.49	2,297,809	49.20	1,040,809	22.29	1,261,839	27.02	4,670,091
1940	77,777	1.39	2,539,071	45.50	1,447,541	25.94	1,516,484	27.17	5,580,873
1941	102,249	1.45	2,906,299	41.16	1,972,700	27.94	2,080,454	29.46	7,061,702
1942	101,530	1.21	3,098,260	36.96	2,204,889	26.30	2,978,109	35.53	8,382,788
1943	127,739	1.30	3,368,297	34.34	1,896,368	19.33	4,415,878	45.02	9,808,282
1944	172,651	1.98	3,678,131	42.21	1,651,043	18.95	3,212,432	36.86	8,714,257
1945	104,199	1.29	3,078,970	38.00	1,659,032	20.47	3,260,917	40.24	8,103,118
1946	191,658	3.11	2,322,219	37.70	1,353,012	21.96	2,293,586	37.23	6,160,475
1947	176,822	2.33	2,761,492	36.41	1,846,829	24.35	2,798,866	36.90	7,584,009
1948	134,856	1.72	3,304,663	42.13	1,886,965	24.06	2,517,667	32.10	7,844,151
1949	91,224	1.53	2,104,784	35.37	1,462,550	24.57	2,293,025	38.53	5,951,583
1950	81,361	1.10	2,535,587	34.43	2,441,922	33.15	2,306,675	31.32	7,365,545
1951	109,219	1.49	2,341,177	31.95	2,391,785	32.64	2,486,205	33.92	7,328,386
1952	113,963	1.70	1,818,539	27.18	2,406,444	35.96	2,352,393	35.16	6,691,339
1953(8 mos)	41,762	1.21	899,684	26.17	1,176,935	34.23	1,320,109	38.39	3,438,490
Pct. Increase or Decrease 1952 vs 1940	46.53		(28.38)		62.87		55.12		19.90

TREND OF REVENUE TONNAGE HANDLED BY THE P. & W. V. BY COMMODITY GROUPS SINCE 1922
1940 = 100%



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

GROSS REVENUE BY COMMODITY GROUPS
1928-1953

YEAR	PRODUCTS OF AGRICULTURE AMOUNT	%	ANIMALS AND PRODUCTS AMOUNT	%	PRODUCTS OF MINES AMOUNT	%	PRODUCTS OF FOREST AMOUNT	%	MANUFACTURES AND MISCELLANEOUS AMOUNT	%	ALL LCL FREIGHT AMOUNT	%	* STRATEGIC MATERIAL NOT REPORTED TO I.C.C. AMOUNT	%	TOTAL ALL FREIGHT AMOUNT	%
#1928	$ 54,987	1.33	$ 45,182	1.10	$1,817,227	44.10	$ 55,047	1.34	$2,086,544	50.64	$61,300	1.49			$4,120,287	100.00
1929	51,567	1.18	42,411	.97	1,998,718	45.59	65,879	1.50	2,169,594	49.48	56,134	1.28			4,384,303	100.00
1930	51,467	1.47	36,115	1.03	1,636,284	46.77	42,406	1.21	1,688,013	48.25	44,603	1.27			3,498,888	100.00
1931	50,439	1.84	45,627	1.67	1,431,844	52.26	28,425	1.04	1,156,078	42.18	27,621	1.01			2,740,034	100.00
1932	38,190	1.78	54,927	2.56	1,202,843	56.12	25,858	1.21	805,219	37.57	16,342	.76			2,143,379	100.00
1933	38,526	1.56	71,404	2.89	1,308,743	52.91	42,818	1.73	996,815	40.30	15,141	.61			2,473,447	100.00
1934	32,621	1.23	147,352	5.52	1,536,295	57.60	32,103	1.20	900,402	33.76	18,377	.69			2,667,150	100.00
1935	39,897	1.37	132,722	4.58	1,504,070	51.88	24,703	.85	1,179,726	40.69	18,231	.63			2,899,349	100.00
1936	45,378	1.21	142,245	3.78	1,831,323	48.69	46,450	1.24	1,677,479	44.60	18,136	.48			3,761,011	100.00
1937	56,865	1.41	146,843	3.65	1,792,054	44.57	44,223	1.10	1,962,530	48.82	18,076	.45			4.020,591	100.00
1938	78,593	2.74	145,159	5.07	1,367,988	47.76	45,223	1.58	1,211,867	42.31	15,448	.54			2,864,278	100.00
1939	78,826	2.19	160,965	4.47	1,581,620	43.94	54,323	1.51	1,711,278	47.55	12,162	.34			3,599,174	100.00
1940	92,370	2.21	175,481	4.19	1,669,442	39.91	70,533	1.69	2,161,694	51.68	13,309	.32			4,182,829	100.00
1941	109,035	2.05	211,509	3.98	1,903,920	35.82	81,375	1.53	2,986,998	56.20	22,175	.42			5,315,012	100.00
1942	105,310	1.61	253,603	3.89	2,163,047	33.17	70,408	1.08	3,668,273	56.25	15,614	.24	$ 245,345	3.76	6,521,600	100.00
1943	144,190	1.86	231,512	2.99	2,058,868	26.58	73,140	.94	4,329,599	55.90	14,478	.19	893,475	11.54	7,745,262	100.00
1944	129,338	1.74	207,453	2.79	2,131,663	28.69	54,360	.73	3,871,521	52.10	14,375	.19	1,022,321	13.76	7,431,031	100.00
1945	154,650	2.28	157,685	2.33	1,994,732	29.44	50,420	.74	4,406,161	65.02	13,170	.19			6,776,818	100.00
1946	188,445	3.95	135,332	2.84	1,643,524	34.48	74,631	1.57	2,714,933	56.96	9,367	.20			4,766,232	100.00
1947	247,073	3.56	209,535	3.02	2,372,658	34.17	91,869	1.32	4,007,193	57.71	15,005	.22			6,943,333	100.00
1948	231,115	2.55	228,466	2.52	2,782,829	30.66	112,522	1.24	5,709,053	62.90	11,821	.13			9,075,806	100.00
1949	355,506	4.77	233,751	3.13	2,090,637	28.04	95,462	1.28	4,670,830	62.64	10,352	.14			7,456,538	100.00
1950	257,896	2.84	201,097	2.22	2,971,220	32.74	114,721	1.26	5,522,218	60.85	8,473	.09			9,075,625	100.00
1951	320,870	3.48	174,398	1.89	2,826,843	30.67	130,491	1.42	5,755,448	62.44	9,032	.10			9,217,082	100.00
1952	283,797	3.04	172,196	1.85	2,705,874	29.03	140,302	1.51	6,008,687	64.46	10,288	.11			9,321,144	100.00
1953 (6 Mo.)	225,981	4.51	98,427	1.96	1,299,255	25.92	70,111	1.40	3,313,593	66.10	5,690	.11			5,013,057	100.00

\# Earliest Year Available

* During the War Years Reporting of Revenue Received from Strategic Material was Deleted from Reports to the I.C.C.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

TONNAGE BY COMMODITY GROUPS

Year	Prods. of Agric. Tons	%	Animals & Prods. Tons	%	Prods. of Mines Tons	%	Prods. of Forest Tons	%	Mfrs. & Misc. Tons	%	All LCL. Frt. Tons	%	TOTAL
1922	29,642	0.87	16,040	0.47	2,716,800	79.65	41,805	1.22	585,987	17.18	20,761	0.61	3,411,035
1923	33,822	0.57	18,314	0.31	4,978,240	84.06	55,697	0.94	814,626	13.76	21,275	0.36	5,921,974
1924	39,271	0.67	19,064	0.32	4,686,296	79.93	59,596	1.02	1,036,053	17.67	22,738	0.39	5,863,018
1925	42,446	0.61	20,649	0.30	5,474,459	78.63	57,952	0.83	1,346,098	19.33	20,742	0.30	6,962,346
1926	43,884	0.60	20,519	0.28	5,563,169	75.93	77,911	1.06	1,600,005	21.84	21,431	0.29	7,326,919
1927	51,384	1.08	21,278	0.44	3,090,369	64.68	62,597	1.31	1,534,793	32.12	17,692	0.37	4,778,113
1928	62,259	1.14	17,032	0.31	3,582,925	65.49	61,149	1.12	1,727,455	31.58	19,561	0.36	5,470,381
1929	58,510	0.98	15,258	0.26	3,957,459	66.30	71,628	1.20	1,848,216	30.96	18,103	0.30	5,969,174
1930	57,446	1.16	13,393	0.27	3,400,412	68.57	48,575	0.98	1,423,581	28.71	15,490	0.31	4,958,897
1931	63,708	1.56	23,208	0.57	2,887,449	70.64	31,516	0.77	1,071,423	26.21	10,088	0.25	4,087,392
1932	47,144	1.44	35,054	1.07	2,345,172	71.46	24,535	0.75	823,250	25.08	6,545	0.20	3,281,700
1933	45,473	1.29	54,074	1.53	2,386,429	67.56	43,017	1.22	997,085	28.23	6,000	0.17	3,532,078
1934	42,491	1.07	95,429	2.41	2,899,097	73.27	37,313	0.94	873,785	22.08	8,881	0.23	3,956,996
1935	54,286	1.26	90,418	2.10	3,001,288	69.62	28,493	0.66	1,127,436	26.15	8,934	0.21	4,310,855
1936	67,401	1.24	106,759	1.97	3,629,769	67.00	51,957	0.96	1,552,489	28.66	8,990	0.17	5,417,365
1937	56,865	1.42	146,843	3.65	1,792,054	44.57	44,223	1.10	1,962,530	48.81	18,076	0.45	4,020,591
1938	121,471	3.14	111,165	2.87	2,445,359	63.17	48,323	1.25	1,136,510	29.36	7,945	0.21	3,870,773
1939	119,999	2.57	114,026	2.44	2,884,908	61.77	62,939	1.35	1,482,990	31.76	5,229	0.11	4,670,091
1940	149,191	2.67	117,589	2.11	3,257,862	58.38	78,424	1.40	1,971,926	35.33	5,881	0.11	5,580,873
1941	183,488	2.60	149,966	2.12	3,937,222	55.76	96,950	1.37	2,684,470	38.01	9,606	0.14	7,061,702
1942	167,401	2.00	171,377	2.04	4,481,708	53.46	98,431	1.17	3,457,582	41.25	6,289	0.08	8,382,788
1943	224,246	2.29	171,959	1.75	4,613,623	47.04	104,523	1.07	4,686,516	47.78	7,415	0.07	9,808,282
1944	209,534	2.40	146,802	1.69	4,441,324	50.97	75,142	0.86	3,834,080	44.00	7,375	0.08	8,714,257
1945	268,268	3.31	112,048	1.38	4,005,130	49.43	64,865	0.80	3,647,205	45.01	5,602	0.07	8,103,118
1946	358,974	5.83	91,604	1.49	3,288,841	53.39	92,078	1.49	2,324,003	37.72	4,975	0.08	6,160,475
1947	468,421	6.18	120,578	1.59	3,976,745	52.43	130,356	1.72	2,881,195	37.99	6,714	0.09	7,584,009
1948	323,657	4.13	106,191	1.35	4,073,681	51.93	130,841	1.67	3,207,031	40.88	2,750	0.04	7,844,151
1949	487,985	8.20	99,332	1.67	2,789,642	46.87	82,981	1.39	2,489,532	41.83	2,111	0.04	5,951,583
1950	319,921	4.34	83,283	1.13	3,839,674	52.13	93,197	1.27	3,027,462	41.10	2,008	0.03	7,365,545
1951	443,716	6.05	74,414	1.02	3,656,592	49.90	115,227	1.57	3,035,499	41.42	2,938	0.04	7,328,386
1952	360,464	5.39	68,618	1.03	3,248,339	48.54	129,655	1.94	2,882,258	43.07	2,005	0.03	6,691,339
1953(6 mos.)	295,426	8.59	35,615	1.04	1,493,438	43.33	56,753	1.65	1,556,196	45.26	1,152	0.03	3,438,490

THE PITTSBURGH & WEST VIRGINIA RAILWAY

CARROLL
HARRISON
BELMONT
JEFFERSON
BROOKE
OHIO
HANCOCK
BEAVER
ALLEGHENY
WASHINGTON
GREENE
FAYETTE
MORELAND
WEST VIRGINIA
MARSHALL

MINERVA
MINERVA JCT.
ONEIDA
CARROLLTON
SHERRODSVILLE
BOWERSTON
JEWETT
CADIZ
ADENA
DILLONVALE
PINE VALLEY
WARRENTON
YELLOW CREEK
CHESTER
BEAVER
ROCHESTER
MONACA
KISKIMINETAS JCT.
AMBRIDGE
CORAOPOLIS
IMPERIAL
NORTH STAR
MONTOUR R.R.
BLACKS RUN
ASPINWALL
VERONA
McLAUGHLIN
PITTSBURGH
WEST END
WEST END BR.
CARNEGIE
BRIDGEVILLE
ROOK
KELLEY
WEST BELT JCT.
WEST LIBERTY
OAK
FAIRHAVEN
CASTLE SHANNON
LONGVIEW
HORNING
BRUCETON
MIFFLIN
MIFFLIN BR.
PITCAIRN
TRAFFORD
EAST PITTSBURGH
IRWIN
McKEESPORT
RADEBAUGH
GREENSBURG
CLAIRTON BR.
CLAIRTON
PIERCE
LARGE
COWENSBURG
GRATZTOWN
WALTZ
SCOTTDALE
CHAINTOWN
FRICK
CONNELLSVILLE
B&O
WESTERN MARYLAND RY.
UNIONTOWN
FROMAN
MONONGAHELA
DONORA SOUTHERN R.R.
DONORA
DONORA BR.
BAIRD
MONESSEN
BELLE VERNON
ALTO
SUDAN
CHARLEROI
SPEER
MAPLE
MONESSEN SOUTHWESTERN RY.
BANNING
WEST BROWNSVILLE
BROWNSVILLE
COKEBURG
MARIANNA
WASHINGTON
NEMACOLIN
HURON
STEUBENVILLE
BELL BRANCH
CHERRY VALLEY
ATLASBURG
OSTUDA
McDONALD
GLADDEN
VENICE
HICKORY
ACHESON
GEORGE
MONTOUR R.R.
PITTSBURGH JUNCTION
HOPEDALE
HOPEDALE TRANSFER
WAYCO
REED
CHANDLER
SMITHFIELD
NEW ALEXANDRIA
MINGO
WELLSBURG
ROCKDALE
VIRGINIA
PENOVA
AVELLA
WEST MIDDLETOWN
REA
WOODROW
P. & W. V. RY.
ADENA
DILLONVALE
PINE VALLEY
WARRENTON
TERMINAL JCT.
MAYNARD
ST. CLAIRSVILLE
AETNAVILLE
WHEELING
NEFF
BENWOOD
BELLAIRE
OHIO RIVER
MOUNDSVILLE
N.Y.C. (L.E.A.&W.)
N.Y.C. & ST. L. R.R.
N.Y.C. & ST. L.R.R.
P.R.R.
P.R.R. (P.C.C. & ST. L. R.R.)
B. & O. R.R.
P. & L.E.R.R.
B. & L.E.R.R.
OHIO RIVER
ALLEGHENY RIVER
MONONGAHELA RIVER
YOUGHIOGHENY RIVER

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SCALE OF MILES

9-18-53 R.C.G.
7578-R-1

CONDENSED PROFILE

OF

THE PITTSBURGH & WEST VIRGINIA RAILWAY CO.

MAIN LINE

SEPTEMBER 24, 1953

OFFICE OF CHIEF ENGINEER
PITTSBURGH, PA.