

RC-130100 ATCHISON, TOPEKA & SANTA FE 1983 1 OF 3

RC 130100

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R-1

APPROVED BY OMB
3120-0029
EXPIRES 3-31-84

annual report

ORIGINAL

The Atchison, Topeka & Santa Fe Ry. Co.
Leased Lines and Wholly-Owned Subsidiaries
80 E. Jackson Blvd.
Chicago, Illinois 60604

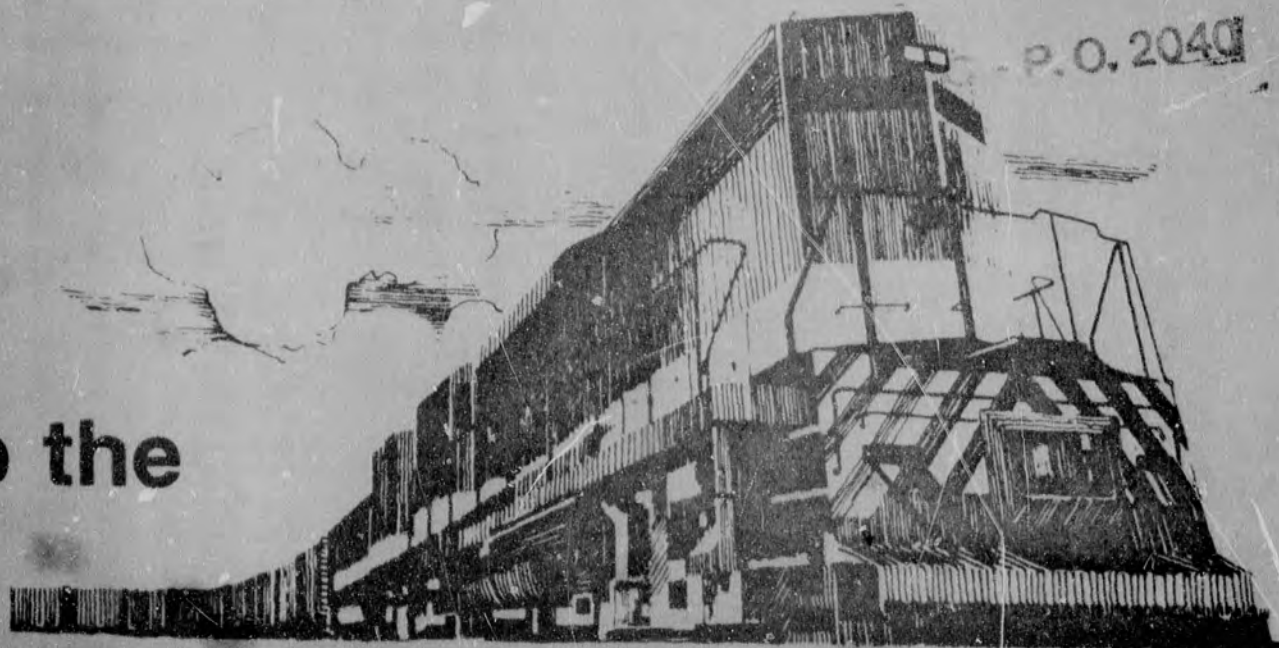
RECEIVED

Correct name and address if different than shown.

Full name and address of reporting carrier.
(Use mailing label on original, copy in full on duplicate.)

P.O. 2040

to the



Interstate Commerce Commission

FOR THE YEAR ENDED DECEMBER 31, 1983

RC 130160
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R-1

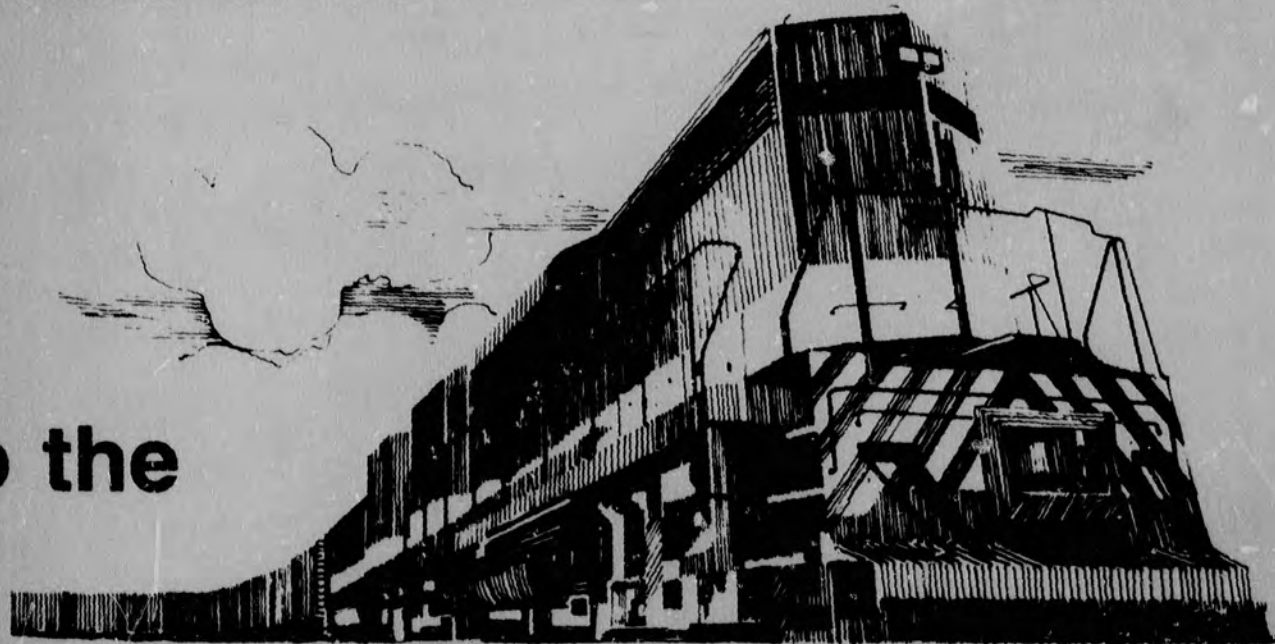
APPROVED BY OMB
3120-0029
EXPIRES 3-31-84

annual report

DUPLICATE

	ATCHISON, TOPEKA & SANTA FE
Correct name and address if different than shown.	Full name and address of reporting carrier. (Use mailing label on original, copy in full on duplicate.)

to the



Interstate Commerce Commission

FOR THE YEAR ENDED DECEMBER 31, 1983

NOTICE

1. This Form for annual report should be filled out in triplicate and two copies returned to the Interstate Commerce Commission, Bureau of Accounts, P. O. Box 2040, Rockville Pike Station, Rockville, MD 20852, by March 31 of the year following that for which the report is made. One copy should be retained in respondent's files. Attention is specially directed to the following provisions of Part 1 of the Interstate Commerce Act:

(49) U.S.C. 11145, Reports by carriers, lessors, and associations

(a) The Interstate Commerce Commission may require—

(1) carriers, brokers, lessors, and associations, or classes of them as the Commission may prescribe, to file annual, periodic, and special reports with the Commission containing answers to questions asked by it; and

(2) a person furnishing cars or protective services against heat or cold to a rail or express carrier providing transportation subject to this subtitle, to file reports with the Commission containing answers to questions about those cars or services.

(b)(1) An annual report shall contain an account, in as much detail as the Commission may require, of the affairs of the carrier, broker, lessor, or association for the 12-month period ending on the 31st day of December of each year. However, when an annual report is made by a motor carrier, a broker, or a lessor or an association maintained by or interested in one of them, the person making the report may elect to make it for the 13-month period accounting year ending at the close of one of the last 7 days of each calendar year if the books of the person making the report are kept by that person on the basis of that accounting year.

(2) An annual report shall be filed with the Commission by the end of the 3rd month after the end of the year for which the report is made unless the Commission extends the filing date or changes the period covered by the report. The annual report and, if the Commission requires, any other report made under this section, shall be made under oath.

(c) The Commission shall streamline and simplify, to the maximum extent practicable, the reporting requirements applicable under this subchapter to motor common carriers of property with respect to transportation provided under certificates to which the provisions of section 10922(b)(4)(E) of this title apply and to motor contract carriers of property with respect to transportation provided under permits to which the provisions of section 10923(b)(5) of this title apply. Pub. L. 95-473, Oct. 17, 1978, 92 Stat. 1427; Pub. L. 96-296, § 5(b), July 1, 1980, 94 Stat. 796.

(49) U.S.C. 11901. (g) A person required to make a report to the Commission, answer a question, or make, prepare, or preserve a record under this subtitle concerning transportation subject to the jurisdiction of the Commission under subchapter II of chapter 105 of this title, or an officer, agent, or employee of that person that (1) does not make the report, (2) does not specifically, completely, and truthfully answer the question, (3) does not make, prepare, or preserve the record in the form and manner prescribed by the Commission, or (4) does not comply with section 10921 of this title, is liable to the United States Government for a civil penalty of not more than \$500 for each violation and for not more than \$250 for each additional day the violation continues. After the date of enactment of this sentence, no penalties shall be imposed under this subsection for a violation relating to the transportation of household goods. Any such penalties that were imposed prior to such date of enactment shall be collected only in accordance with the provisions of subsection (h) of this section.

The term "carrier" means a common carrier subject to this part, and includes a receiver or trustee of such carrier, and the term "lessor" means a person owning a railroad, a water line, or a pipe line, leased to and operated by a common carrier subject to this part, and includes a receiver or trustee of such lessor. * * *

The respondent is further required to send to the Bureau of Accounts immediately upon preparation, two copies of its latest annual report to stockholders. See schedule B, page 2.

2. The instructions in this Form should be carefully observed, and each question should be answered fully and accurately, whether it has been answered in a previous annual report or not. Except in cases where they are specifically authorized, cancellations, arbitrary check marks, and the like should not be used either as partial or as entire answers to inquiries. If any inquiry, based on a preceding inquiry in the present report form is, because

of the answer rendered to such preceding inquiry, inapplicable to the person or corporation in whose behalf the report is made, such notation as "Not applicable; see page _____, schedule (or line) number _____" should be used in answer thereto, giving precise reference to the portion of the report showing the facts which make the inquiry inapplicable. Where the word "none" truly and completely states that fact, it should be given as the answer to any particular inquiry or any particular portion of an inquiry. Where dates are called for, the month and day should be stated as well as the year. Customary abbreviations may be used in stating dates.

3. Every annual report should, in all particulars, be complete in itself, and references to the returns of former years should not be made to take the place of required entries except as herein otherwise specifically directed or authorized.

4. If it be necessary or desirable to insert additional statements, typewritten or other, in a report, they should be legibly made on durable paper and, wherever practicable, on sheets not larger than a page of the Form. Inserted sheets should be securely attached, preferably at the inner margin; attachment by pins or clips is insufficient.

5. All entries should be made in a permanent black ink. Those of a contrary character should be indicated in parenthesis.

6. Money items, except averages, throughout the annual report form should be shown in thousands of dollars adjusted to accord with footings. Totals for amounts reported in subsidiary accounts included in supporting schedules must be in agreement with related primary accounts. For purposes of rounding, amounts of \$500 but less than \$1,000 should be raised to the nearest thousand dollars, and amounts of less than \$500 should be lowered.

7. Railroad corporations, mainly distinguished as operating companies and lessor companies, are for the purpose of report to the Interstate Commerce Commission divided into classes. An operating company is one whose officers direct the business of transportation and whose books contain operating as well as financial accounts; a lessor company, the property of which being leased to and operated by another company, is one that maintains a separate legal existence and keeps financial but not operating accounts.

Operating companies are broadly classified, with respect to their operating revenues, according to the following general definitions:

Class I companies are those having annual operating revenues of \$50,000,000 or more. For this class, Annual Report Form R-1 is provided.

Class II companies are those having annual operating revenues less than \$50,000,000 but in excess of \$10,000,000.

Class III companies are those having annual operating revenues of \$10,000,000 or less.

All switching and terminal companies will be designated class III railroads.

8. Except where the context clearly indicates some other meaning, the following terms when used in this Form have the meanings stated below:

Commission means the Interstate Commerce Commission. Respondent means the person or corporation in whose behalf the report is made. Year means the year ended December 31 for which the report is made; The Close of the Year means the close of business on December 31 of the year for which the report is made; or, in case the report is made for a shorter period than one year, it means the close of the period covered by the report. The Beginning of the Year means the beginning of business on January 1 of the year for which the report is made; or, in case the report is made for a shorter period than one year, it means the beginning of the period covered by the report. The Preceding Year means the year ended December 31 of the year next preceding the year for which the report is made. The Uniform System of Accounts for Railroad Companies means the system of accounts in Part 1201 of Title 49, Code of Federal Regulations, as amended.

ANNUAL REPORT

OF

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

LEASED LINES AND WHOLLY-OWNED SUBSIDIARIES

TO THE

INTERSTATE COMMERCE COMMISSION

FOR THE

YEAR ENDED DECEMBER 31, 1983

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

(Name) W. J. Taylor (Title) Vice President-Accounting

(Telephone number) 312 427-4900
(Area code) (Telephone number)

(Office address) 80 E. Jackson Boulevard, Chicago, Illinois 60604
(Street and number, city, State, and ZIP code)

SPECIAL NOTICE

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

Revisions to this report resulted from the following Commission's decisions, copies of which were served on all railroads:

Docket No. 36988

Title: Alternative Methods of Accounting for Railroad Track
Structures

Decision Date 1/26/83

Listing of schedules that have been changed from the preceding year and description of the changes.

Schedule 205	Restatement of the Results of Operations Under Depreciation Accounting
Schedule 205A	Restatement of Retained Earnings Under Depreciation Accounting
Schedule 205B	Restatement of Road and Equipment and Accumulated Depreciation and Amortization Accounts
Schedule 205C	Summary of Track Operating Expense
Schedule 416	Supporting Schedule, Track
Schedule 416A	Supporting Schedule, Track
Schedule 240	Deleted line number 2 and renumbered
Schedule 330	Combine Accounts 9 & 10 eliminate lines 1, 12, 43 and 44 and renumbered
Schedule 330A	Combine Accounts 9 & 10 eliminate lines 1, 12, 43 and 44 and renumbered
Schedule 332	Added 3 lines Accounts 8, 9 and 11 eliminated line 1 and instructions No. 4 and renumbered
Schedule 335	Added 3 lines Accounts 8, 9 and 11 eliminated line 1 and renumbered
Schedule 339	Added 3 lines Accounts 8, 9 and 11 and Amortization of equipment eliminated line 1 and renumbered
Schedule 340	Added 3 lines Accounts 8, 9 and 11 and Amortization of equipment eliminated line 1 and Instruction No. 3 and renumbered
Schedule 342	Added 3 lines Accounts 8, 9 and 11 eliminated line 1 and renumbered
Schedule 350	Added 3 lines Accounts 8, 9 and 11 eliminated line 1 and Instruction No. 4 and renumbered
Schedule 351	Added 3 lines accounts 8, 9 and 11 eliminated line 1 and renumbered
Schedule 352B	Combined Accounts 9 and 10 eliminated lines 1, 12, 44 and 45 and renumbered
Schedule 410	Combine lines 16 and 17, 20 and 21 and renumbered
Schedule 412	Combine accounts 9 and 10 eliminated lines 1, 12, and 32 and part of Instructions 2 and 3 and column c
Schedule 415	Deleted column f. Data should be included on Schedule 410 lines, 218, 237 and 322

The following schedules were deleted by NOTICE ON July 25, 1982 F.R. vol. 48, no. 143/33773

Schedule 225	Transfers From Government Authorities
Schedule 363	Operating Leases
Schedule 364	Lessee Disclosures
Schedule 419	Remunerations From National Railroad Passenger Corporation
Schedule 715	Highway Motor Vehicle Operations
Schedule 716	Highway Motor Vehicle Enterprises in Which the Respondent Had a Director or Indirect Financial Interest During the Year
Schedule 727	Ten-Year Summary of Track Maintenance
Schedule 800	Contracts, Agreements, etc.
Schedule 850	Competitive Bidding — Clayton Antitrust Act
Other changes	
Schedule 221	Deleted and added to Schedule 220
Schedule 414	Editorial correction for Instruction 2
Schedule 510	Eliminated columns K and L

Schedules 720, 721, 723, 726, 728

Track categories F & AB have been moved below the total line. Track categories A thru E should include all track including potential abandonments and mileage over which passenger trains operate. As a check, the total track miles shown in Schedule 720 col(b) should be equal to Schedule 700, total of track classes 1, 2, 3, and 4.

SPECIAL NOTICE

Docket No. 38559 Railroad Classification Index, served January 20, 1983, modified the reporting requirements for class, II, III and all Switching and terminal companies. These carriers will notify the Commission only if the calculation results in a different revenue level than its current classification.

The dark border on the schedules represents data that are captured for processing by the Commission.

ESTIMATE OF REPORTING BURDEN

In order to monitor carrier reporting burden and to satisfy OMB requirements pursuant to Public Law 96-511, it is requested that you furnish the following information:

(1) Best estimate of the number of staff hours required to complete this report. In making this estimate please include the number of hours attributable to preparing the report and any special compilations contained in this report that would not generally be maintained or used by management for purposes other than reporting to this Commission.

TOTAL HOURS (Estimated) _____

(2) Best estimate of the number of staff hours required to comply with the Uniform System of Accounts (USOA). In making this estimate include only the incremental staff hours required for the USOA (those hours in addition to the data needs of management and requirements of other Federal and State agencies).

TOTAL HOURS (Estimated) _____

(3) Best estimate of staff hours and storage costs to comply with the Commission's Record Retention Regulations. In making this estimate include only the incremental costs required for the Commission's rules (those costs in addition to retention requirements of management and other Federal and State agencies).

TOTAL HOURS (Estimated) _____

Storage costs (Estimated) _____

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Capitalized Capital Leases	361	43	Verification		101
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These companies are included in the following consolidated schedules:

The Atchison, Topeka and Santa Fe Railway Company

* * * *

Wholly-Owned Subsidiaries

Haystack Mountain Development Co.

Los Angeles Junction Railway Co.

Santa Fe Forwarding Co.

Santa Fe Industrial Realty Co.

Santa Fe Rail Equipment Company

Santa Fe Terminal Services, Inc.

Santa Fe Transportation Co.

Star Lake Railroad Co.

Transit Ice Company

* * * *

Leased Lines

The Clinton & Oklahoma Western Railroad Co.

The Dodge City and Cimarron Valley Railway Co.

Fresno Interurban Railway Co.

The Garden City, Gulf and Northern Railroad Co.

The Gulf and Inter-State Railway Co. of Texas

The Kansas Southwestern Railway Co.

Rio Grande, El Paso & Santa Fe Railroad Co.

B. IDENTITY OF RESPONDENT

Answers to the questions asked should be made in full, without reference to data returned on the corresponding page of previous reports. In case any changes of the nature referred to under inquiry 4 on this page have taken place during the year covered by this report, they should be explained in full detail.

1. Give in full the exact name of the respondent. Use the words "The" and "Company" only when they are parts of the corporate name. Be careful to distinguish between *railroad* and *railway*. The corporate name should be given uniformly throughout the report, notably on the cover, on the title page, and in the "Verification." If the report is made by receivers, trustees, a committee of bondholders, or individuals otherwise in possession of the property, state names and facts with precision. If the report is for a consolidated group, pursuant to Special Permission from the Commission, Accounting and Valuation Board, indicate such fact on line 1 below and list the consolidated group on page 4.

2. If incorporated under a special charter, give date of passage of the act; if under a general law, give date of filing certificate of organization; if a reorganization has been effected, give date of reorganization. If a receivership or other trust, give also date when such receivership or other possession began. If a partnership, give date of formation and also names in full of present partners.

3. State the occasion for the reorganization, whether by reason of foreclosure of mortgage or otherwise, according to the fact. Give date of organization of original corporation and refer to laws under which organized.

1. Exact name of common carrier making this report The Atchison, Topeka and Santa Fe Railway Company, Leased Lines and Wholly-Owned Subsidiaries
2. Date of incorporation October 20, 1969
3. Under laws of what Government, State, or Territory organized? If more than one, name all. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership or trusteeship and of appointment of receivers or trustees
Incorporated under Section 101 et seq. of the General Corporation Law of the State of Delaware under the name "A.T.&S.F., Inc." On March 24, 1970, the corporation became a common carrier pursuant to merger and on the same date amended the certificate of incorporation changing its name to "The Atchison, Topeka and Santa Fe Railway Company."
4. If the respondent was reorganized during the year, involved in a consolidation or merger, or conducted its business under a different name, give full particulars The Toledo, Peoria and Western Railroad Company was fully merged into The Atchison, Topeka and Santa Fe Railway Company at midnight, December 31, 1983 as approved by the Interstate Commerce Commission under Finance Docket No. 30249. This action has no effect on financial reporting as the subject railroads' financial results were included in consolidated reporting in prior years.

STOCKHOLDERS REPORTS

5. The respondent is required to send to the Bureau of Accounts, immediately upon preparation, two copies of its latest annual report to stockholders.

Check appropriate box:

☐ Two copies are attached to this report.

☐ Two copies will be submitted _____ (date)

☒ No annual report to stockholders is prepared.

C. VOTING POWERS AND ELECTIONS

1. State the par value of each share of stock: Common, \$ 10 per share; first preferred, \$ — per share; second preferred, \$ — per share; debenture stock, \$ — per share. **Each share has the**

2. State whether or not each share of stock has the right to one vote; if not, give full particulars in a footnote. **right to one vote**

3. Are voting rights proportional to holdings? **Yes** If not, state in a footnote the relation between holdings and corresponding voting rights.

4. Are voting rights attached to any securities other than stock? **No** If so, name in a footnote each security, other than stock to which voting rights are attached (as of the close of the year), and state in detail the relation between holdings and corresponding voting rights, stating whether voting rights are actual or contingent, and if contingent, showing the contingency.

5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method? **No** If so, describe fully in a footnote each such class or issue and give a succinct statement showing clearly the character and extent of such privileges.

6. Give the date of the latest closing of the stock book prior to the actual filing of this report, and state the purpose of such closing

Books not closed

7. State the total voting power of all security holders of the respondent at the date of such closing, if within one year of the date of such filing; if not, state as of the close of the year. 100 votes, as of **December 31, 1983** (Date)

8. State the total number of stockholders of record, as of the date shown in answer to inquiry No. 7. **One** stockholders.

9. Give the names of the thirty security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within 1 year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, with respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreements, give as supplemental information the names and addresses of the thirty largest holders of the voting trust certificates and the amount of their individual holdings. If the stock book was not closed or the list of stockholders compiled within such year, show such thirty security holders as of the close of the year.

Line No.	Name of security holder	Address of security holder	Number of votes to which security holder was entitled	NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED			Line No.
				Stocks			
				Common (d)	PREFERRED		
Second (e)	First (f)						
1	Santa Fe Industries, Inc.	Wilmington, Delaware	100	100			1
2							2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20	Note:						20
21	Pursuant to Section 228 of the General Corporation Law of the State of						21
22	Delaware, as amended, Santa Fe Industries, Inc., being the owner of all the						22
23	issued and outstanding shares of stock of respondent in Consent executed						23
24	April 26, 1983, adopted and consented to resolution electing directors of						24
25	respondent in lieu of an annual meeting of stockholders for the calendar						25
26	year 1983.						26
27							27
28							28
29							29
30							30

C. VOTING POWERS AND ELECTIONS - Continued

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent. _____
votes cast.

11. Give the date of such meeting. _____

12. Give the place of such meeting. _____

"Not Applicable" - Refer to note shown under inquiry 9.

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - ASSETS
(Dollars in Thousands)

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
Current Assets						
1		701	Cash	4 278	462	1
2		702	Temporary Cash Investments	93 900	28 975	2
3		703	Special Deposits	180	171	3
			Accounts Receivable			
4		704	- Loan and Notes	-	-	4
5		705	- Interline and Other Balances	26 871	22 588	5
6		706	- Customers	126 150	104 668	6
7		707	- Other	34 843	33 747	7
8		709, 708	- Accrued Accounts Receivables	149 887	127 680	8
9		708.5	- Receivables from Affiliated Companies	7 810	43 511	9
10		709.5	- Less: Allowance for Uncollectible Accounts	7 414	7 506	10
11		710, 711, 714	Working Funds, Prepayments, Deferred Income Tax Debits	1 926	1 762	11
12		712	Materials and Supplies	92 962	101 468	12
13		713	Other Current Assets	2 159	4 244	13
14			TOTAL CURRENT ASSETS	533 552	461 770	14
Other Assets						
15		715, 716, 717	Special Funds	51 997	46 073	15
16		721, 721.5	Investments and Advances, Affiliated Companies (Schedule 310)	21 130	20 254	16
17		722, 723	Other Investments and Advances	1 857	3 375	17
18		724	Allowances for Net Unrealized Loss on Noncurrent Marketable Equity Securities-Cr.	-	-	18
19		737, 738	Property Used in Other than Carrier Operation (less Depreciation)	10 081	9 068	19
20		739, 741	Other Assets	31 061	28 445	20
21		743	Other Deferred Debits	15 727	11 576	21
22		744	Accumulated Deferred Income Tax Debits	-	-	22
23			TOTAL OTHER ASSETS	131 853	118 791	23
Road and Equipment						
24		731, 732	Road (Schedules 330 and 330A)	2 692 194	2 578 734	24
25			Equipment	2 050 289	2 089 386	25
26			Unallocated Items			26
27			Accumulated Depreciation and Amortization (Schedules 335, 340, 342, 351)	(1 596 538)	(1 551 292)	27
28			Net Road and Equipment	3 145 945	3 116 828	28
29	*		TOTAL ASSETS	3 811 350	3 697 389	29

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - LIABILITIES AND SHAREHOLDERS' EQUITY
(Dollars in Thousands)

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
Current Liabilities						
30		751	Loans and Notes Payable	-	-	30
31		752	Accounts Payable; Interline and Other Balances	37 795	31 251	31
32		753	Audited Accounts and Wages	54 644	47 554	31
33		754	Other Accounts Payable	33 962	35 999	33
34		755, 756	Interest and Dividends Payable	13 356	14 818	34
35		757	Payables to Affiliated Companies	5 099	5 312	35
36		759	Accrued Accounts Payable	206 715	199 822	36
37		760, 761, 761.5, 762	Taxes Accrued	28 484	24 803	37
38		763	Other Current Liabilities	16 774	12 544	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	53 125	54 524	39
40			TOTAL CURRENT LIABILITIES	449 954	426 627	40
Non-Current Liabilities						
41		765, 767	Funded Debt Unmatured	105 457	116 445	41
42		766	Equipment Obligations	431 558	481 921	42
43		766.5	Capitalized Lease Obligations	28 038	32 536	43
44		768	Debt in Default	-	-	44
45		769	Accounts payable; Affiliated Companies	330	375	45
46		770.1, 770.2	Unamortized Debt Premium	(1 118)	(1 311)	46
47		781	Interest in Default	-	-	47
48		783	Deferred Revenues-Transfers from Government Authorities	-	-	48
49		786	Accumulated Deferred Income Tax Credits	681 135	615 226	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	74 070	67 234	50
51			TOTAL NONCURRENT LIABILITIES	1 319 470	1 312 426	51
Shareholders' Equity						
52		791, 792	Capital Stock: (Schedule 230)	1	1	52
53			Common Stock	1	1	53
54			Preferred Stock	-	-	54
55			Discount on Capital Stock	-	-	55
56		794, 795	Additional Capital (Schedule 230)	403 828	403 828	56
Retained Earnings:						
57		797	Appropriated	123 739	119 877	57
58		798	Unappropriated (Schedule 220)	1 514 358	1 434 630	58
59		798.1	Net Unrealized Loss on Noncurrent Marketable Equity Securities	-	-	59
60		798.5	Less Treasury Stock	-	-	60
61			Net Stockholders Equity	2 041 926	1 958 336	61
62	*		TOTAL LIABILITIES AND SHAREHOLDERS EQUITY	3 811 350	3 697 389	62

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES

(Dollars in Thousands)

The notes listed below are provided to disclose supplementary information on matters which have an important effect on the financial condition of the carrier. The carrier shall give the particulars called for herein and where there is nothing to report, insert the word "none"; and in addition thereto shall enter in separate notes with suitable particulars other matters involving material amounts of the character commonly disclosed in financial statements under generally accepted accounting and reporting principles, except as shown in other schedules. This includes statements explaining (1) service interruption insurance policies and indicating the amount of indemnity to which respondent will be entitled for work stoppage losses and the maximum amount of additional premium respondent may be obligated to pay in the event such losses are sustained by other railroads; (2) particulars concerning obligations for stock purchase options granted to officers and employees; and (3) what entries have been made for net income or retained income restricted under provisions of mortgages and other arrangements.

1. Amount (estimated, if necessary) of net income or retained income which has to be provided for capital expenditures, and for sinking and other funds pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts \$ None

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

3. (a) Explain the procedure in accounting for pension funds and recording in the accounts the current and past service pension costs, indicating whether or not consistent with the prior year See Page 8A

(b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund \$ None

(c) Is any part of pension plan funded? Specify. Yes X No

(i) If funding is by insurance, give name of insuring company

If funding is by trust agreement, list trustee(s) Northern Trust Company

Date of trust agreement or latest amendment October 1, 1983

If respondent is affiliated in any way with the trustee(s), explain affiliation: None

(d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement See Page 8A

(e) (i) Is any part of the pension plan fund invested in stock or other securities of the respondent or any of its affiliates? Specify. Yes No X

If yes, give number of the shares for each class of stock or other security:

(ii) Are voting rights attached to any securities held by the pension plan? Specify. Yes X No If yes, who determines how stock is voted? Trustees

4. State whether a segregated political fund has been established as provided by the Federal Election Campaign Act of 1971 (18 U.S.C. 610) Yes X No

5. (a) The amount of employers contribution to employee stock ownership plans for the current year was \$ None (1)

(b) The amount of investment tax credit used to reduce current income tax expense resulting from contributions to qualified employee stock ownership plans for the current year was \$ None (1)

6. In reference to Docket No. 37465 specify the total amount of business entertainment expenditures charged to the non-operating expense account. \$ N/A

(1) All contributions to the Santa Fe Industries, Inc. (SFI) Employee Stock Ownership Plan are made by SFI, the parent of The Atchison, Topeka and Santa Fe Railway Company (Railway). Such contributions are not allocated by SFI to the participating companies; therefore, no amounts relating to the employee stock ownership plan are included in the operating expenses or the federal income tax provisions of Railway.

Continued on following page

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES - Concluded

(a) Changes in Valuation Accounts

	Cost	Market	Dr. (Cr) to Income	Dr. (Cr) to Stockholders Equity
(Current Yr.) Current Portfolio				N/A
as of 12/31/83 Noncurrent Portfolio	-	-	N/A	\$ None
(Previous Yr.) Current Portfolio			N/A	N/A
as of 12/31/82 Noncurrent Portfolio	-	-	N/A	N/A

(b) At 12/31/83, gross unrealized gains and losses pertaining to marketable equity securities were as follows:

	Gains	Losses
Current	\$ _____	\$ _____
Noncurrent	_____	_____

(c) A net unrealized gain (loss) of \$ None on the sale of marketable equity securities was included in net income for 1983 (year). The cost of securities sold was based on the None (method) cost of all the shares of each security held at time of sale.

Significant net realized and net unrealized gains and losses arising after date of the financial statements but prior to their filing, applicable to marketable equity securities owned at balance sheet date shall be disclosed below:

NOTE: / / (date) Balance sheet date of reported year unless specified as previous year.

NOTES AND REMARKS

NOTES AND REMARKS

- 3(a) Contributions to the pension fund are subject to authorization by the Board of Directors. When authorized, payments are made to Trustees, with retirement allowances being paid from the trust funds. Pension cost for this plan is determined by the "aggregate cost method" adopted in 1967, under which no liability for prior service costs is determined. Pension costs, which approximate contributions, are charged to expense ratably over plan years beginning each October 1.
- 3(d) The Santa Fe Trail Transportation Company, Gulf Central Storage and Terminal Company, Santa Fe Land Improvement Company, Santa Fe Pipeline Company, Kirby Forest Industries, Inc., Santa Fe Industries, Inc., Gulf Central Pipeline Company, Santa Fe Pacific Railroad Company, Santa Fe Natural Resources, Inc., Santa Fe Energy Company, Santa Fe Mining, Inc., Santa Fe Coal Corporation, Santa Fe Mineral Corporation and Cerrillos Land Company.

The actuarial valuation determines the costs and contributions of each of the participating companies.

Respondent carries Service Interruption Policies with the Imperial Insurance Company (Cayman Islands) Limited, under which, the Santa Fe, if singularly struck, is insured in the amount of \$1,925,000 per day for losses due to any single work stoppage. In the event such losses are sustained by other railroads holding similar policies, Respondent's Maximum liability to other roads under such policies amount to \$45,250,000 for the year ending August 31, 1984.

The summary of NRPC incentive and penalty payments is not shown since amendment to original NRPC agreement has not been made.

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205. RESTATEMENT OF THE RESULTS OF OPERATIONS UNDER DEPRECIATION ACCOUNTING

(Dollars in Thousands)

Line No.	Description	1979	1980	1981	1982	Line No.
1	Original Railway Operating Expenses	\$ 1705303	\$ 1976601	\$ 2219928	\$ 1996322	1
	Adjustments:					
2	- Retirement Costs Expensed	< 1256	< 712	< 2887	< 2735	2
3	- Maintenance Expense Capitalized	< 157155	< 170335	< 166215	< 96431	3
4	+ Track Depreciation Expense	29208	33003	37474	40548	4
5	Revised Railway Operating Expenses Under Depreciation Accounting	1576100	1838557	2088300	1937704	5
6	Revised Net Revenue From Railway Operations	296519	365926	282475	139956	6
7	Adjustment for Deferred Income Taxes	59454	63454	62630	27656	7
8	Revised Net Income (Loss)	197785	237520	179565	87169	8
9	Revised Net Railway Operating Income	207634	252025	205935	105919	9

205A. RESTATEMENT OF RETAINED EARNINGS UNDER DEPRECIATION ACCOUNTING

(Dollars in Thousands)

10	Original Retained Earnings 12/31/____	1115958	1218888	1295455	1329272	10
11	Adjustment to Restate Property Prior To 1/1/79	(21193)	(21193)	(19064)	(19064)	11
12	Restated Retained Earnings	1094765	1197695	1276391	1310208	12
	Adjustments:					
13	+ Retirement Costs Expensed	1256	1968	4855	7590	13
14	+ Maintenance Expense	157155	327490	493705	590136	14
15	- Track Depreciation Expense	29208	62211	99685	140233	15
16	Adjustment for Deferred Income Taxes	59454	122908	185538	213194	16
17	Revised Retained Earnings 12/31/____	1164514	1342034	1489728	1554507	17

205B. RESTATEMENT OF ROAD AND EQUIPMENT AND ACCUMULATED DEPRECIATION AND AMORTIZATION ACCOUNTS

(Dollars in Thousands)

18	Original Road and Equipment	3198458	3447295	3647147	3686631	18
19	Adjustment	577318	734631	903230	981489	19
20	Revised Road and Equipment	3775776	4181926	4550377	4668120	20
21	Original Accumulated Depreciation and Amortization	878787	920047	940301	986904	21
22	Adjustment	482435	506351	546478	564388	22
23	Revised Accumulated Depreciation and Amortization	1361222	1426398	1486779	1551292	23
24	Original Net Road and Equipment	2319671	2527248	2706846	2699727	24
25	Adjustment	94883	228280	356752	417101	25
26	Revised Net Road and Equipment	2414554	2755528	3063598	3116828	26

205C. SUMMARY OF TRACK OPERATING EXPENSE
(Dollars in Thousands)

State the summary of track operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies.

Line No.	Cross Check	Name of Railway Operating Expense Account (a)	Freight					Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	
1		Ties Running (12)						1
2		1979	5 807	916	225	(9)	6 939	2
3		1980	8 817	643 7 634	622	27	10 109 17 100	3
4		1981	7 707	1 680 5 537	327	415	10 129 13 986	4
5		1982	7 991	2 008	(231)	177	9 945	5
6		Ties Switching (13)						6
7		1979	476	85	17	(3)	575	7
8		1980	718	80 606	47	(1)	844 1 370	8
9		1981	625	133 423	24	28	810 1 100	9
10		1982	1 089	274	(52)	24	1 355	10
11		Rail and Other Track Material Running (14)						11
12		1979	13 396	9 486	505	(19)	23 368	12
13		1980	11 941 14 189	5 572 12 106	999	35	18 547 27 329	13
14		1981	16 764	5 691 21 003	641	474	23 570 39 682	14
15		1982	14 619	4 491	(425)	251	18 936	15
16		Rail and Other Track Material Switching (15)						16
17		1979	1 095	726	38	(6)	1 853	17
18		1980	986 1 155	463 955	75	(2)	1 522 2 183	18
19		1981	1 350	441 1 654	47	31	1 869 3 082	19
20		1982	1 994	612	(58)	35	2 583	20
21		Ballast Running (16)						21
22		1979	5 313	2 739	206	(8)	8 250	22
23		1980	8 613	2 485	599	20	11 717	23
24		1981	11 177	2 421	395	148	14 141	24
25		1982	10 533	2 677	(309)	195	13 096	25
26		Ballast Switching (17)						26
27		1979	435	209	15	(2)	657	27
28		1980	701	194	45	(1)	939	28
29		1981	895	181	29	10	1 115	29
30		1982	1 437	365	(42)	26	1 786	30

205C. SUMMARY OF TRACK OPERATING EXPENSE
(Dollars in Thousands)

State the summary of track operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies

Line No.	Cross Check	Name of Railway Operating Expense Account (a)	Freight					Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	
1		Ties Running (12)						1
2		1979	5 807	916	225	(9)	6 939	2
3		1980	8 817	643r	622	27	10 109r	3
4		1981	7 707	1 680r	327	415	10 129r	4
5		1982	7 991	2 008	(231)	177	9 945	5
6		Ties Switching (13)						6
7		1979	476	85	17	(3)	575	7
8		1980	718	80r	47	(1)	844r	8
9		1981	625	133r	24	28	810r	9
10		1982	1 089	274	(32)	24	1 355	10
11		Rail and Other Track Material Running (14)						11
12		1979	13 396	9 486	505	(19)	23 368	12
13		1980	11 941r	5 572r	999	35	18 547r	13
14		1981	16 764	5 691r	641	474	23 570r	14
15		1982	14 619	4 491	(425)	251	18 936	15
16		Rail and Other Track Material Switching (15)						16
17		1979	1 095	726	38	(6)	1 853	17
18		1980	986r	463r	75	(2)	1 522r	18
19		1981	1 350	441r	47	31	1 869r	19
20		1982	1 994	612	(58)	35	2 583	20
21		Ballast Running (16)						21
22		1979	5 313	2 739	206	(8)	8 250	22
23		1980	8 613	2 485	599	20	11 717	23
24		1981	11 177	2 421	395	148	14 141	24
25		1982	10 533	2 677	(309)	195	13 096	25
26		Ballast Switching (17)						26
27		1979	435	209	15	(2)	657	27
28		1980	701	194	45	(1)	939	28
29		1981	895	181	29	10	1 115	29
30		1982	1 437	365	(42)	26	1 786	30

205C. SUMMARY OF TRACK OPERATING EXPENSE — CONCLUDED
(Dollars in Thousands)

State the summary of track operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies.

Line No.	Cross Check	Name of Railway Operating Expense Account (a)	Freight				Line No.	
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)		Total freight expense (f)
31		Depreciation Running (136)						31
32		1979	N/A	N/A	N/A	25018	25018	32
33		1980	N/A	N/A	N/A	28333	28333	33
34		1981	N/A	N/A	N/A	32203	32203	34
35		1982	N/A	N/A	N/A	35191	35191	35
36		Depreciation Switching (137)	N/A	N/A	N/A			36
37		1979	N/A	N/A	N/A	3412	3412	37
38		1980	N/A	N/A	N/A	3864	3864	38
39		1981	N/A	N/A	N/A	4391	4391	39
40		1982	N/A	N/A	N/A	4799	4799	40
41		Depreciation Other (138)	N/A	N/A	N/A			41
42		1979	N/A	N/A	N/A	11913	11913	42
43		1980	N/A	N/A	N/A	13089	13089	43
44		1981	N/A	N/A	N/A	13486	13486	44
45		1982	N/A	N/A	N/A	14634	14634	45

210. RESULTS OF OPERATIONS

(Dollars in Thousands)

1. Disclose the requested information for the respondent pertaining to the results of operations for the year.

2. Report total operating expenses from Schedule 410 of this report. Any disparities in expense amounts shown in this schedule and expense amounts reported in Schedule 410 must be fully explained on page 12.

3. List dividends from investments accounted for under the cost method on the appropriate line No. 19 for Account No. 513. "Dividend Income." List dividends accounted for by the equity method on the appropriate dividend line No. 25 for Account No. 513 under the "Income from Affiliated Companies" subsection of this schedule.

4. All contra entries hereunder should be indicated in parenthesis.

5. Cross-checks**Schedule 210**

Line 15, column (b)
Line 49 plus 50 plus 51, column (b)
Line 52, column (b)

Schedule 210

= Line 64, column (b)
= Line 65, column (b)
= Line 66, column (b)

Schedule 410

= Line 620, column (h)
= Line 620, column (f)
= Line 620, column (g)

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)	Line No.
		ORDINARY ITEMS					
		OPERATING INCOME					
1		(101) Freight	2 050 595	2 036 697	2 050 595		1
2		(102) Passenger					2
3		(103) Passenger-Related					3
4		(104) Switching	20 504	18 855	20 504		4
5		(105) Water Transfers					5
6		(106) Demurrage	13 841	12 658	13 841		6
7		(110) Incidental	4 603	7 430	4 603		7
8		(121) Joint Facility-Credit	1 736	2 085	1 736		8
9		(122) Joint Facility-Debit	136	65	136		9
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	2 091 143	2 077 660	2 091 143		10
11		(502) Railway operating revenues-Transfers from Government Authorities for current operations					11
12		(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities					12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	2 091 143	2 077 660	2 091 143		13
14	*	(531) Railway operating expenses	1 908 444	1 937 704	1 908 444		14
15	*	Net revenue from railway operations	182 699	139 956	182 699		15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	2 949	2 776			16
17		(510) Miscellaneous rent income	11 519	10 732			17
18		(512) Separately operated properties-Profit	12	21			18
19		(513) Dividend Income (cost method)	2	23			19
20		(514) Interest Income	7 843	7 159			20
21		(516) Income from sinking and other funds	4 432	11 299			21
22		(517) Release of premiums on funded debt	19	26			22
23		(518) Contributions from other companies					23
24		(519) Miscellaneous income	24 637	16 423			24
25		Income from affiliated companies					
25		(513) Dividends (equity method)	250	100			25
26		Equity in undistributed earnings (losses)	321	69			26
27		TOTAL OTHER INCOME (lines 16-26)	51 984	48 628			27
28		TOTAL INCOME (lines 15, 27)	234 683	188 584			27
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	587	548			29
30		(535) Taxes on property used in other than carrier operations	(12)	5			30
31		(543) Miscellaneous rent expense	424	614			31
32		(544) Miscellaneous taxes	368	343			32
33		(545) Separately operated properties-Loss	549	1 186			33
34		(549) Maintenance of investment organization	3				34
35		(550) Income transferred to other companies					35
36		(551) Miscellaneous income charges	1 210	1 463			36
37		(553) Uncollectible accounts	10	29			37
38		TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-37)	3 139	4 188			38
39		Income available for fixed charges (Lines 28, 38)	231 544	184 396			39

210. RESULTS OF OPERATIONS-Continued
(Dollars in Thousands)

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
FIXED CHARGES					
		(546) Interest on funded debt:			
40		(a) Fixed interest not in default	57 565	58 503	40
41		(b) Interest in default			41
42		(547) Interest on unfunded debt	261	3 297	42
43		(548) Amortization of discount on funded debt	306	479	43
44		TOTAL FIXED CHARGES (lines 40-43)	58 132	62 279	44
45		Income after fixed charges (lines 39, 44)	173 412	122 117	45
OTHER DEDUCTIONS					
		(546) Interest on funded debt:			
46		(c) Contingent interest	979	910	46
UNUSUAL OR INFREQUENT ITEMS					
47		(555) Unusual or infrequent items (debit) credit			47
48		Income (Loss) from continuing operations (before income taxes)	172 433	121 207	48
PROVISIONS FOR INCOME TAXES					
		(556) Income taxes on ordinary income:			
49	*	Federal income taxes	(4 443)	(5 481)	49
50	*	State income taxes	58	817	50
51	*	Other income taxes			51
52	*	(557) Provision for deferred taxes	66 431	38 702	52
53		TOTAL PROVISIONS FOR INCOME TAXES (lines 49-52)	62 046	34 038	53
54	*	Income from continuing operations	110 387	87 169	54
DISCONTINUED OPERATIONS					
55		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$)			55
56		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$)			56
57		Income before extraordinary items	110 387	87 169	56
EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES					
58		(570) Extraordinary items (Net)			58
59		(590) Income taxes on extraordinary items			59
60		(591) Provision for deferred taxes-Extraordinary items			60
61		TOTAL EXTRAORDINARY ITEMS (lines 58-60)			61
62		(592) Cumulative effect of changes in accounting principles (less applicable income taxes of \$)			62
63	*	Net income (Loss)	110 387	87 169	63
Reconciliation of net railway operating income (NROI)					
64	*	Net revenues from railway operations	182 699	139 956	64
65	*	(556) Income taxes on ordinary income (-)	4 385	4 664	65
66	*	(557) Provision for deferred income taxes (-)	(66 431)	(38 702)	66
67		Income from lease of road and equipment (+)	(60)	(51)	67
68		Rent for leased roads and equipment (+)	5	52	68
69		Net railway operating income (loss)	120 598	105 919	69

NOTES AND REMARKS FOR SCHEDULES 210 and 220

None

220. RETAINED EARNINGS
(Dollars in Thousands)

1. Show below the items of Retained Earnings Accounts of the respondent for the year, classified in accordance with the Uniform System of Accounts for Railroad Companies.
2. All contra entries hereunder should be shown in parentheses.
3. Show under "Remarks" the amount of assigned Federal income tax consequences for accounts 606 and 616.
4. Segregate in column (c) all amounts applicable to the equity in undistributed earnings (losses) of affiliated companies based on the equity method of accounting.
5. Line 3 (line 7 if debit balance), column (c), should agree with line 26, column (b), Schedule 210. The total of columns (b) and (c), lines 3 and 7, should agree with line 62, column (b), Schedule 210.
6. Include in column (b) only amounts applicable to retained earnings exclusive of any amounts included in column (c).

Line No.	Cross Check	Item (a)	Retained earnings - Unappropriated (b)	Equity in undistributed earnings (losses) of affiliated companies (c)	Line No.
1		Balances of beginning of year	1 429 324	\$ 5 306	1
2		(601.5) Prior period adjustments to beginning retained earnings	-	-	2
		CREDITS			
3	*	(602) Credit balance transferred from income	110 066	321	3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings equity in undistributed earnings (losses of affiliated companies)			5
6		TOTAL	110 066	321	6
		DEBITS			
7	*	(612) Debit balance transferred from income			7
8		(616) Other debits to retained earnings equity in undistributed earnings (losses of affiliated companies)	794		8
9		(620) Appropriations for sinking and other funds			9
10		(621) Appropriations for other purposes	3 861		10
11		(623) Dividends: Common stock	26 004		11
12		Preferred stock ¹			12
13		TOTAL	30 659	-	13
14		Net increase (decrease) during year (Line 6 minus line 13)	79 407	321	14
15		Balances at close of year (Lines 1, 2 and 14)	1 508 731	5 627	15
16		Balances from line 15(c)	5 627	N/A	16
17		Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	1 514 358	N/A	17
18		(797) Total appropriated retained earnings:			18
19		Credits during year \$ _____	3 862		19
20		Debits during year \$ _____			20
21		Balance at Close of Year \$ _____	123 739		21
		REMARKS			
22		Amount of assigned Federal income tax consequences: Account 606		N/A	22
23		Account 616		N/A	23

¹If any dividends have not been declared on cumulative preferred stock, give cumulative undeclared dividends at beginning of year and end of year.

230. CAPITAL STOCK

PART I. CAPITAL STOCK

(Dollars in Thousands)

1. Disclose in column (a) the particulars of the various issues of capital stock of the respondent, distinguishing separate issues of any general class, if different in any respect.
2. Present in column (b) the par or stated value of each issue. If none, so state.
3. Disclose in columns (c), (d), (e) and (f) the required information concerning the number of shares authorized, issued, in treasury and outstanding for the various issues.
4. For the purposes of this report, capital stock and other securities are considered to be nominally issued when certificates are signed and sealed and placed with the proper officer for sale and delivery or are pledged or otherwise placed in some special fund of the respondent. They are considered to be actually issued when sold to a bona fide purchaser who holds them free from control by the respondent. All securities actually issued and not reacquired by or for the respondent are considered to be actually outstanding. If reacquired by or for the respondent, and not canceled or retired, they are considered to be nominally outstanding.

Line No.	Class of Stock (a)	Par Value (b)	Number of Shares				Book Value at End of Year		Line No.
			Authorized (c)	Issued (d)	In Treasury (e)	Outstanding (f)	Outstanding (g)	In Treasury (h)	
1	Common	\$10.00	100	100	NONE	100	1	NONE	1
2									2
3									3
4	Preferred								4
5									5
6									6
7									7
8									8
9									9
10	TOTAL	1	100	100	NONE	100	1	NONE	10

PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR

(Dollars in Thousands)

1. The purpose of this part is to disclose capital stock changes during the year.
2. Column (a) presents the items to be disclosed.
3. Columns (b), (d) and (f) require disclosures of the number of preferred, common and treasury stock, respectively, applicable to the items presented in column (a).
4. Columns (c), (e) and (g) require the applicable disclosure of the book values of preferred, common and treasury stock.
5. Disclose in column (h) the additional paid-in capital realized from changes in capital stock during year.
6. Unusual circumstances arising from changes in capital stock changes shall be fully explained in footnotes to this schedule.

Line No.	Items (a)	Preferred Stock		Common Stock		Treasury Stock		Additional Capital \$ (h)	Line No.
		Number of Shares (b)	Amount \$ (c)	Number of Shares (d)	Amount \$ (e)	Number of Shares (f)	Amount \$ (g)		
11	Balance at beginning of year	NONE	NONE	100	1	NONE	NONE	NONE	11
12	Capital Stock Sold ¹								12
13	Capital Stock Reacquired								13
14	Capital Stock Canceled								14
15	Stock Dividends								15
16	Balance at close of year	NONE	NONE	100	1	NONE	NONE	NONE	16

¹By footnote on page 17 state the purpose of the issue and authority.

240. STATEMENT OF CHANGES IN FINANCIAL POSITION

(Dollars in Thousands)

Give the information as requested concerning the source and application of funds during the year. Funds for the purpose of this schedule shall include all assets of financial resources even though a transaction may not directly affect cash or working capital. For example, the purchase of property in exchange for shares of stock or bonds would be an application of funds for investment in property provided by the issue of securities. Sources and uses of funds should be individually disclosed. For example, outlays for fixed assets should not be reported net of retirements.

1 Cross-checks**Schedule 240****Schedule 210**

Line 1, column B = Line 54, column B

Line No.	Cross Check	Description (a)	Current year (b)	Prior year (c)	Line No.
		SOURCES OF WORKING CAPITAL			
1	*	Working capital provided by operations:			
		Income (loss) from continuing operations	110 387	87 169	1
2		Add expenses not requiring outlay of working capital: (subtract) credits not generating working capital:			
		Loss (gain) on sale or disposal of tangible property	(13 810)	(9 298)	2
3		Depreciation and amortization expenses	145 675	144 350	3
4		Net increase (decrease) in deferred income taxes	66 431	38 702	4
5		Net decrease (increase) in parent's share of subsidiary's undistributed income for the year	(571)	(169)	5
6		Net increase (decrease) in noncurrent portion of estimated liabilities	2 097	3 036	6
7		Other (specify):			7
8		Minor items	(767)	2 062	8
9					9
10					10
11					11
12		TOTAL WORKING CAPITAL FROM CONTINUING OPERATIONS	309 442	265 852	12
13		Add funds generated by reason of discontinued operations, extraordinary items, and changes in accounting principles			13
14		TOTAL WORKING CAPITAL FROM OPERATIONS	309 442	265 852	14
15		Working capital from sources other than operating:			
		Proceeds from issuance of long-term liabilities	2 000	54 062	15
16		Proceeds from sale/disposition of carrier operating property	27 767	23 494	16
17		Proceeds from sale/disposition of other tangible property		317	17
18		Proceeds from sale/repayment of investments advances	4 530	1 601	18
19		Net decrease in sinking and other special funds			19
20		Proceeds from issue of capital stock			20
21		Other (specify):			21
22		Net increase(decrease)in other liabil. & deferred credits	4 172	(6 810)	22
23		Net increase(decrease)in long term liability for	(4 498)	6 421	23
24		capitalized leases.			24
25					25
26		TOTAL WORKING CAPITAL FROM SOURCES OTHER THAN OPERATING	33 971	79 085	26
27		TOTAL SOURCES OF WORKING CAPITAL	343 413	344 937	27

240. STATEMENT OF CHANGES IN FINANCIAL POSITION-Concluded
(Dollars in Thousands)

Line No.	Cross Check	Description (a)	Current year (b)	Prior year (c)	Line No.
		APPLICATION OF WORKING CAPITAL			
28		Amount paid to acquire/retire long-term liabilities	52 363	63 163	28
29		Cash dividends declared	26 004	23 157	29
30		Purchase price of carrier operating property	198 856	216 064	30
31		Purchase price of other tangible property	1 156	3 100	31
32		Purchase price of long-term investment and advances	3 888		32
33		Net increase in sinking or other special funds	5 924	7 994	33
34		Purchase price of acquiring treasury stock			34
35		Other (specify):			35
36		Net increase(decrease)in other assets & deferred charges.	6 767	6 787	36
37					37
38					38
39					39
40					40
41					41
42					42
43					43
44		TOTAL APPLICATION OF WORKING CAPITAL	294 958	320 265	44
45		Net increase (decrease) in working capital	48 455	24 672	45

NOTES AND REMARKS

241. CHANGES IN WORKING CAPITAL

Compute the net changes in each element of working capital
(Dollars in Thousands)

Line No.	Item (a)	End of year (b)	Beginning of year (c)	Increase (Decrease) (d)	Line No.
1	Cash and temporary investments	98 178	29 437	68 741	1
2	Net receivables	338 147	324 688	13 459	2
3	Prepayments	1 926	1 762	164	3
4	Materials and supplies	92 962	101 468	(8 506)	4
5	Other current assets not included above	2 339	4 415	(2 076)	5
6	Notes payable and matured obligations				6
7	Accounts payable	351 571	334 756	(16 815)	7
8	Current equipment obligations and other debt	53 125	54 524	1 399	8
9	Other current liabilities not included above	45 258	37 347	(7 911)	9
10	Net increase (decrease) in working capital	83 598	35 143	48 455	10

NOTES AND REMARKS

245. WORKING CAPITAL
(Dollars in Thousands)

1. This schedule should include only data pertaining to railway transportation services.
2. Carry out calculation of lines 8, 9, 10, 20, 21, and 22 to two decimal places.

Line No.	Item (a)	Source	Amount (b)	Line No.
CURRENT OPERATING ASSETS				
1	Interline and Other Balances (705)	Schedule 200, line 5, column b	26 871	1
2	Customers (706)	Schedule 200, line 6, column b	126 150	2
3	Other (707)	Note A	34 843	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2 + 3	187 864	4
OPERATING REVENUE				
5	Railway Operating Revenue	Schedule 210, line 13, column b	2 091 143	5
6	Rent Income	Note B	102 817	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	2 193 960	7
8	Average Daily Operating Revenues	Line 7 ÷ 360 days	6 094.33	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 ÷ line 8	30.83	9
10	Revenue Delay Days Plus Buffer	Line 9 + 15 days	45.83	10
CURRENT OPERATING LIABILITIES				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	37 795	11
12	Audited Accounts and Wages Payable (753)	Note A	54 644	12
13	Accounts Payable—Other (754)	Note A	10 738	13
14	Other Taxes Accrued (761.5)	Note A	33 005	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	136 182	15
OPERATING EXPENSES				
16	Railway Operating Expenses	Schedule 210, line 14, column b	1 908 444	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	149 461	17
18	Cash Related Operating Expenses	line 16 + line 6 - line 17	1 861 800	18
19	Average Daily Expenditures	line 18 ÷ 360 days	5 172	19
20	Days of Operating Expenses in Current Operating Liabilities	line 15 ÷ line 19	26.33	20
21	Days of Working Capital Required	line 10 - line 20 (Note C)	19.50	21
22	Cash Working Capital Required	line 21 × line 19	100 854	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	98 178	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	98 178	24
MATERIALS AND SUPPLIES				
25	Total Material and Supplies (712)	Note A	92 962	25
26	Scrap and Obsolete Material included in Acct 712	Note A	135	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	92 827	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	191 005	28

Notes: (A) Use common carrier portion only. Common carrier refers to railway transportation service.

(B) Rent Income is the sum of Schedule 410, column h, lines 121, 122, 123, 127, 128, 129, 133, 134, 135, 208, 210, 212, 227, 231, 312, 314, and 316. Rent income is added to railway operating revenues to produce total revenues. Rent income is also added to total operating expenses to exclude the rent revenue items from operating expense.

(C) If result is negative, use zero.

GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310, 310A

1. Schedule 310 should give particulars of stocks, bonds, other secured obligations, unsecured notes, and investment advances of affiliated companies held by respondent at close of year. Also, disclose the investments made, disposed of, and written down during the year and the applicable dividends and interest credited to income as a result of those investments. They should exclude securities issued or assumed by respondent. For definition of affiliated companies, see the rules governing Account No. 721 "Investments and advances; affiliated companies," in the Uniform System of Accounts for Railroad Companies.

2. List the investments in the following order and show a total for each group and each class of investments by accounts in numerical order:

- (A) Stocks
 - (1) Carriers-active
 - (2) Carriers-inactive
 - (3) Noncarriers-active
 - (4) Noncarriers-inactive
- (B) Bonds (including U.S. Government Bonds)
- (C) Other secured obligations
- (D) Unsecured notes
- (E) Investment advances

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

4. The kinds of industry represented by respondent's investments in the securities of other companies should be shown by symbol opposite the names of the issuing corporations, the symbols and industrial classifications to be as follows:

Symbol	Kind of Industry
I	Agriculture, forestry, and fisheries
II	Mining
III	Construction
IV	Manufacturing
V	Wholesale and retail trade
VI	Finance, insurance, and real estate
VII	Transportation, communications, and other public utilities
VIII	Services
IX	Government
X	All other

5. By carriers, as the term is used here, is meant companies owning or operating railroads, facilities auxiliary thereto such as bridges, ferries, union depots, and other terminal facilities, sleeping cars, parlor cars, dining cars, freight cars, express service and facilities, electric railways, highway motor vehicles, steamboats and other marine transportation equipment, pipe lines (other than those for transportation of water), and other instrumentalities devoted to the transportation of persons or property for hire. Telegraph and telephone companies are not meant to be included.

6. Noncarrier companies should, for the purpose of these schedules, include telephone companies, telegraph companies, mining companies, manufacturing companies, hotel companies, etc. Purely "holding companies" are to be classed as noncarrier companies, even though the securities held by such companies are largely or entirely those issued or assumed by carriers.

7. By an active corporation is meant one which maintains an organization for operating property or administering its financial affairs. An inactive corporation is one which has been practically absorbed in a controlling corporation and which neither operates property nor administers its financial affairs; if it maintains an organization it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises.

8. Combine, in one amount, investments in which the original cost or present equity in total assets is less than \$10,000.

9. Include investments in unincorporated entities such as lessee organizations. Exclude amounts normally settled on a current basis.

10. Do not include the value of securities issued or assumed by respondent.

11. For affiliates which do not report to the Interstate Commerce Commission and are jointly owned, disclose in footnotes the name and extent of control of the other controlling entities.

Name of other parties to joint agreements for control (Page 22):

- Line 1 - Western Pacific RR. (50%).
- 2 - BN Inc.; CRI&P RR; GTW RR; ICC RR; N&W Ry.; Soc Line RR; C&O Ry.; MP RR (7.69% each); SBD RR; Conrail (15.38% each).
- 3 - Southern Pacific Transp. Co. & Western Pacific RR (33 1/3% each).
- 5 - UP RR; D&RGW RR; Ry.; BN Inc.; CRI&P RR (16 2/3% each).
- 6 - MP RR (50%); CRI&P RR; Ft.W&D Ry. (12 1/2% each).
- 7 - ICC RR; Northeast Illinois Railroad Corp. (33 1/3% each).
- 8 - ICC RR; BN Inc.; C&NW Trans.; CMStP&P RR; StL-SW Ry.; KCS Ry.; M-K-T RR and MP RR; StL-SF Ry.; UP RR; N&W Ry. (8 1/3% each).
- 9 - Western Pacific RR (50%)
- 10 - OK&T RR (50%)
- 11 - C&S Ry.; MP RR; D&RGW RR (25% each).
- 12 - St. Joseph & Grand Island Ry. (UP) (50%).
- 13 - Southern Pacific Transp. Co. (50%).
- 14 - M-K-T RR and MP RR (33 1/3% each).
- 16 - M-K-T RR; StL-SF Ry. (33 1/3% each).
- 17 - BN Inc. (26.67%); CRI&P RR (26.67%); NW RR (26.66%).

*Pledged under the ATSF Ry. Co. General Mortgage.

@The stocks of these companies are deposited with trustees under stock trust agreements to secure the due and punctual performance by the owning company of its covenants in agreements relating to the operation of such companies.

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

1. Give particulars of investments in stocks, bonds, other secured obligations, unsecured notes, and investment advances of companies affiliated with respondent, included in accounts Nos. 715, "Sinking Funds"; 716, "Capital Funds"; 721, "Investments and Advances Affiliated Companies"; and 717, "Other Funds."

2. Entries in this schedule should be made in accordance with the definitions and general instructions given on page 18, classifying the investments by means of letters, figures, and symbols in columns (a), (b), and (c).

3. Indicate by means of an arbitrary mark in column (d) the obligation in support of which any security is pledged, mortgaged, or otherwise encumbered, giving names and other important particulars of such obligations in footnotes.

4. Give totals for each class and for each subclass and a grand total for each account.

5. Entries in column (d) should show date of maturity of bonds and other evidences of indebtedness. In case obligations of the same designation mature serially, the date in column (d) may be reported as "Serially 19____ to 19____." Abbreviations in common use in standard financial publications may

Line No.	Account No.	Class No.	Kind of industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of Control	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	A-1	VII	Alameda Belt Line Common	50.00	1
2			"	Belt Railway Company of Chicago	7.69	2
3			"	Central California Traction Co.	33.33	3
4			"	Central California Traction Co. Preferred	33.33	4
5			"	Denver Union Terminal Ry. Co. Common	16.67	5
6			"	Houston Belt & Terminal Ry. Co.	@ 25.00	6
7			"	Joliet Union Depot Co.	33.33	7
8			"	Kansas City Terminal Ry. Co.	@ 8.33	8
9			"	Oakland Terminal Ry.	50.00	9
10			"	Oklahoma City Jct Ry. Co.	50.00	10
11			"	Pueblo Union Depot & R.R. Co.	25.00	11
12			"	St. Joseph Terminal R. R. Co.	* 50.00	12
13			"	Sunset Ry. Co.	50.00	13
14			"	Texas City Terminal Ry. Co.	33.33	14
15			"	Trailer Train Co.	4.88	15
16			"	Wichita Union Terminal Ry. Co.	33.33	16
17			"	Keokuk Union Depot	20.00	17
18				Total Stock-Carrier-Active		18
19						19
20						20
21	721	A-3	VI	Peoria Development Corporation	1.74	21
22				Total Stock-Non-Carrier-Active		22
23						23
24						24
25	721	D-1	VII	St. Joseph Terminal R.R. Co. 6% Demand Note		25
26			"	Trailer Train Co.		26
27				Total Unsecured Notes-Carrier-Active		27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES—Continued

(Dollars in Thousands)

be used to conserve space.

6. If any of the companies included in this schedule are controlled by respondent the percent of control should be shown in column (e). In case any company listed is controlled other than through actual ownership of securities, give particulars in a footnote. In cases of joint control, give names of other parties and particulars of control.

7. If any advances reported are pledged, give particulars in a footnote.

8. Investments in companies in which neither the original cost or present equity in total assets are less than \$10,000 may be combined in one figure.

9. Also included should be investments in unincorporated entities such as lessee organizations (exclusive of amounts nominally settled on a current basis).

10. This schedule should not include securities issued or assumed by respondent.

11. For affiliates which do not report to the Interstate Commerce Commission and are jointly owned, give names and extent of control of other entities by footnotes.

Line No.	Investments and advances				Disposed of: profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income (l)	Line No.
	Opening balance	Additions	Deductions (if other than sale, explain)	Closing balance				
	(f)	(g)	(h)	(i)	(j)	(k)		
1	471			471		136		1
2	240			240				2
3	409			409		591		3
4	264			264				4
5	5			5				5
6	6			6		1 214		6
7	10			10		125		7
8	183			183				8
9	113			113		73		9
10	125			125		(66)		10
11	8			8		38		11
12	150			150				12
13	54			54		742		13
14	637			637		2 762		14
15	258		1	257				15
16	12			12		12		16
17	18			18				17
18	2 963		1	2 962		5 627		18
19								19
20								20
21	34			34				21
22	34			34				22
23								23
24								24
25	175			175			11	25
26	586			586				26
27	761			761			11	27
28								28
29								29
30								30
31								31
32								32
33								33
34								34
35								35
36								36
37								37
38								38
39								39
40								40

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES-Continued
(Dollars in Thousands)

Line No.	Account No.	Class No.	Kind of industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of Control	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	E-1	VII	Belt Ry. Co. of Chicago		1
2			"	Denver Union Terminal Ry. Co.		2
3			"	Harbor Belt Line		3
4			"	Houston Belt and Terminal Ry. Co.		4
5			"	Joliet Union Depot Co.		5
6			"	Kansas City Terminal Ry. Co.		6
7			"	Oakland Terminal Ry.		7
8			"	Oklahoma City Junction Ry. Co.		8
9			"	Pueblo Union Depot & R.R. Co.		9
10			"	St. Joseph Terminal R.R. Co.		10
11			"	Wichita Union Terminal Ry. Co.		11
12			"	Wichita Terminal Association		12
13			"	Toledo Peoria & Western R.R. Co.		13
14				Total Investment Advances-Carriers-Active		14
15						15
16						16
17						17
18						18
19				Total Account 721		19
20						20
21						21
22						22
23						23
24						24
25				See notes on Page 21		25
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES—Concluded
(Dollars in Thousands)

Line No.	Investments and advances				Disposed of: profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income (l)	Line No.
	Opening balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (i)				
1	1 180	63		1 243			73	1
2	566		15	551				2
3	15			15			1	3
4	5 744	1 655	2 480	4 919				4
5	2			2				5
6	3 450	505	43	3 912				6
7	401			401				7
8	5			5				8
9	77			77			1	9
10	191			191			6	10
11	428			428				11
12	2			2				12
13	(871)	871						13
14	11 190	3 094	2 538	11 746			81	14
15								15
16								16
17								17
18								18
19	14 948	3 094	2 539	15 503		5 627	81	19
20								20
21								21
22								22
23								23
24								24
25								25
26								26
27								27
28								28
29								29
30								30
31								31
32								32
33								33
34								34
35								35
36								36
37								37
38								38
39								39
40								40

310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES
(Dollars in Thousands)

Undistributed Earnings From Certain Investments in Affiliated Companies

1. Report below the details of all investments in common stocks included in Account 721, Investments and Advances Affiliated Companies.
2. Enter in column (c) the amount necessary to retroactively adjust those investments. (See instruction 5-2, Uniform System of Accounts.)
3. Enter in column (d) the share of undistributed earnings (i.e., less dividends) or losses.
4. Enter in column (e) the amortization for the year of the excess of cost over equity in net assets (equity over cost) at date of acquisition.
5. For definitions of "carrier" and "noncarrier," see general instructions.

Line No.	Name of issuing company and description of security held	Balance at beginning of year	Adjustment for investments equity method	Equity in undistributed earnings (losses) during year	Amortization during year	Adjustment for investments disposed of or written down during year	Balance at close of year	Line No.
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	
	Carriers: (List specifics for each company)							
1	Alameda Belt Line	106		30			136	1
2	Central California Traction Co.	541		50			591	2
3	Houston Belt & Terminal Railway Co.	1 146		68			1 214	3
4	Joliet Union Depot Co.	125		-			125	4
5	The Oakland Terminal Railway	50		23			73	5
6	Oklahoma City Junction Railway Co.	(66)		-			(66)	6
7	The Pueblo Union Depot & Railroad Co.	38		-			38	7
8	St. Joseph Terminal Railroad Co.	-		-			-	8
9	Sunset Railway Co.	742		-			742	9
10	Texas City Terminal Railway Co.	2 612		150			2 762	10
11	The Wichita Union Terminal Railway Co.	12					12	11
12								12
13		5 306		321			5 627	13
	Noncarrier (List specifics for each company)							
14								14
15								15
16								16
17								17
18								18
19								19
20								20
21								21
22								22
23								23
24								24
25								25
26								26
27								27

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330 AND 330A

1. Give particulars of balances at the beginning and close of the year and of all changes during the year in Account No. 731, "Road and Equipment Property," and Account No. 732, "Improvements on Leased Property," classified by primary accounts in accordance with the Uniform System of Accounts for Railroad Companies. If the amount in Account 732 for road or for equipment is less than 5% of the amount in Account 731 at the beginning and end of year, the corresponding portion of Schedule 330A may be omitted. The balances, by primary accounts, should, insofar as known, be stated in column (b), and all changes made during the year should be analyzed in columns (c) to (f), inclusive. Column (h) is the aggregate of columns (b) to (f), inclusive. Grand totals of columns (b) and (h) should equal the sum of Accounts 731 and 732 for the respective periods, if not, full explanation should be made in a footnote.
2. In column (c) are to be shown disbursements made for the specific purpose of purchasing, constructing, and equipping new lines, and for the extension of old lines, as provided for in Instruction 2-1, "Items to be charged," of the Uniform System of Accounts for Railroad Companies for such items.
3. In column (d) is to be shown the cost of a railway or portion thereof, acquired as an operating entity or system by purchase, merger, consolidation, reorganization, receivership sale or transfer, or otherwise.
4. In column (e) and (f) should be included all entries covering expenditures for additions and betterments, as defined, whether or not replacing other property.
5. In column (f) should be entered all credits representing property sold, abandoned, or otherwise retired.
6. Both the debit and credit involved in each transfer, adjustment, or clearance, between road and equipment accounts, should be included in the column in which the item was initially included; also the transfer of prior years' debits or credits from investment in road and equipment to operating expenses or other accounts, or vice versa, should be included in the column applicable to current items of like nature. Each such transfer, adjustment, or clearance should be fully explained when in excess of \$100,000.
7. If during the year an individual charge of \$100,000 or more was made to Account No. 2, "Land for Transportation Purposes," state in a footnote the cost, location, area, and other details which will identify the property.
8. Report on line 29 amounts not includible in the primary road accounts. The items reported should be briefly identified and explained under "Notes and Remarks," below. Amounts should be reported on this line only under special circumstances, usually after permission is obtained from the Commission for exceptions to prescribed accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Commission.
9. If during the year a segment of transportation property was acquired, state in a footnote the name of the vendor, the mileage acquired, and the date of acquisition, giving termini and the cost of the property to the respondent. Also furnish a statement of the amount included in each primary account representing such property acquired, referring to the column or columns in which the entries appear.
10. If an amount of less than \$2,000 is used as the minimum for additions and betterments to property investment accounts as provided for in Instruction 2-2 of the Uniform System of Accounts for Railroad Companies, state in a footnote the amount used.

NOTES AND REMARKS

Credits for property retired shown in Column (f) include the following items:

Retirement of Line (Road Property)

Ancona to Pekin, Illinois	ICC FD AB-52 (Sub. No. 21B)	\$1,030,000
Clonmel to Anness, Kansas	ICC FD AB-52 (Sub. No. 15)	\$ 235,000
Buffalo to Waynoka, Oklahoma	ICC FD AB-52 (Sub. No. 19)	\$1,557,000
Burro Jet to Silver City, New Mexico	ICC FD AB-52 (Sub. No. 22)	\$ 429,000
Skellytown to White Deer, Texas	ICC FD AB-52 (Sub. No. 20)	\$ 228,000

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Column (c) does not include:

Amounts billed National Railway Pass. Corp. Account 44 (\$2,000).

Overhead costs transferred to inventory accounts (authorized by ICC September 22, 1971, File ACA-DVB); Account 17 (\$495,000).

Schedule 332

Depreciation rates for computers and terminal equipment:

16A Computers	8.18
25A Terminal Equipment	6.43
26A Computers	12.30
27A Computers	6.67

330. ROAD AND EQUIPMENT PROPERTY

(Dollars in Thousands)

Line No.	Cross Check	Account	Balance at beginning of year	Expenditures during the year for original road and equipment ment, and road extensions	Expenditures during the year for purchase of existing lines, reorganizations, etc.	Line No.
		(a)	(b)	(c)	(d)	
1		(2) Land for transportation purposes	70 387			1
2		(3) Grading	185 332			2
3		(4) Other right of way expenditures	4 433			3
4		(5) Tunnels and subways	2 107			4
5		(6) Bridges, trestles, and culverts	167 675			5
6		(7) Elevated structures				6
7		(8) Ties	539 973			7
8		(9) Rail and other track material	682 007			8
9		(11) Ballast	290 643			9
10		(13) Fences, snowsheds, and signs	7 024			10
11		(16) Station and office buildings	114 218			11
12		(17) Roadway buildings	33 192			12
13		(18) Water stations	2 686			13
14		(19) Fuel stations	10 447			14
15		(20) Shops and enginehouses	80 735			15
16		(22) Storage warehouses				16
17		(23) Wharves and docks	1 770			17
18		(24) Coal and ore wharves	91			18
19		(25) TOFC COFC terminals	44 076			19
20		(26) Communication systems	56 616			20
21		(27) Signals and interlockers	128 898			21
22		(29) Power plants	871			22
23		(31) Power-transmission systems	5 953			23
24		(35) Miscellaneous structures	137			24
25		(37) Roadway machines	39 672			25
26		(39) Public improvements - Construction	23 495			26
27		(44) Shop machinery	38 393			27
28		(45) Power-plant machinery	3 092			28
29		Other (specify and explain)				29
30		TOTAL EXPENDITURES FOR ROAD	2 533 923			30
31		(52) Locomotives	709 219			31
32		(53) Freight-train cars	1 196 668			32
33		(54) Passenger-train cars				33
34		(55) Highway revenue equipment	88 492			34
35		(56) Floating equipment	689			35
36		(57) Work equipment	38 746			36
37		(58) Miscellaneous equipment	48 066			37
38		TOTAL EXPENDITURES FOR EQUIPMENT	2 081 880			38
39		(76) Interest during construction	31 264			39
40		TOTAL	4 647 067			40
41		(80) Other elements of investment				41
42		(90) Construction in progress	21 053			42
43		GRAND TOTAL	4 668 120			43

330. ROAD AND EQUIPMENT PROPERTY - Continued
(Dollars in Thousands)

Lane No.	Cross Check	Expenditures for additions and betterments during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1		1 153	305	848	71 235	1
2		1 019	861	158	185 490	2
3		81	5	76	4 509	3
4					2 107	4
5		8 742	1 093	7 649	175 324	5
6						6
7		30 522	9 111	21 411	561 384	7
8		34 627	2 534	32 093	714 100	8
9		30 068	8 748	21 320	311 963	9
10		23	64	(41)	6 983	10
11		16 000	2 078	13 922	128 140	11
12		2 170	107	2 063	35 255	12
13			67	(67)	2 619	13
14		193	208	(15)	10 432	14
15		204	404	(200)	80 535	15
16						16
17		11		11	1 781	17
18					91	18
19		8 424	33	8 391	52 467	19
20		3 145	327	2 818	59 434	20
21		3 636	594	3 042	131 940	21
22			7	(7)	864	22
23		(136)	9	(145)	5 808	23
24			9	(9)	128	24
25		281	1 489	(1 208)	38 464	25
26		274	118	156	23 651	26
27		3 411	623	2 788	41 181	27
28		67	8	59	3 151	28
29						29
30		143 915	28 802	115 113	2 649 036	30
31		47 710	34 211	13 499	722 718	31
32		5 876	52 534	(46 658)	1 150 010	32
33						33
34		(58)	5 664	(5 722)	82 770	34
35			2	(2)	687	35
36		1 030	1 098	(68)	38 678	36
37		5 268	1 719	3 549	51 615	37
38		59 826	95 228	(35 402)	2 046 478	38
39		1 441	463	978	32 242	39
40		205 182	124 493	80 689	4 727 756	40
41						41
42		(6 326)		(6 326)	14 727	42
43		198 856	124 493	74 363	4 742 483	43
44						44
45						45
46						46
47						47
48						48

330A. IMPROVEMENTS ON LEASED PROPERTY

(Dollars in Thousands)

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	Expenditures during the year for original road and equipment ment, and road extensions (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc. (d)	Line No.
1		(2) Land for transportation purposes				1
2		(3) Grading				2
3		(4) Other right-of-way expenditures				3
4		(5) Tunnels and subways				4
5		(6) Bridges, trestles, and culverts				5
6		(7) Elevated structures				6
7		(8) Ties				7
8		(9) Rail and other track material				8
9		(11) Ballast				9
10		(13) Fences, snowsheds, and signs				10
11		(16) Station and office buildings				11
12		(17) Roadway buildings				12
13		(18) Water stations				13
14		(19) Fuel stations				14
15		(20) Shops and enginehouses				15
16		(22) Storage warehouses				16
17		(23) Wharves and docks				17
18		(24) Coal and ore wharves				18
19		(25) TOFC/COFC terminals				19
20		(26) Communication systems				20
21		(27) Signals and interlockers				21
22		(29) Power plants				22
23		(31) Power-transmission systems				23
24		(35) Miscellaneous structures				24
25		(37) Roadway machines				25
26		(39) Public improvements - Construction				26
27		(44) Shop machinery				27
28		(45) Power-plant machinery				28
29		Other (specify and explain)				29
30		TOTAL EXPENDITURES FOR ROAD				30
31		(52) Locomotives				31
32		(53) Freight-train cars				32
33		(54) Passenger-train cars				33
34		(55) Highway revenue equipment				34
35		(56) Floating equipment				35
36		(57) Work equipment				36
37		(58) Miscellaneous equipment				37
38		TOTAL EXPENDITURES FOR EQUIPMENT				38
39		(76) Interest during construction				39
40		TOTAL				40
41		(80) Other elements of investment				41
42		(90) Construction in progress				42
43		GRAND TOTAL				43

Information pertaining to improvements on leased property is omitted as permitted under instruction (1) since improvements on leased property is less than 5% of account No. 731 at the beginning and end of year.

330A. IMPROVEMENTS ON LEASED PROPERTY - Continued
(Dollars in Thousands)

Line No.	Cross Check	Expenditures for additions and betterments during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1						1
2						2
3						3
4						4
5						5
6						6
7						7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40
41						41
42						42
43						43
44						44
45						45
46						46
47						47
48						48

Information pertaining to improvements on leased property is omitted as permitted under instruction (1) since improvements on leased property is less than 5% of account No. 731 at the beginning and end of year.

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

(Dollars in Thousands)

1. Show in columns (b) and (c), for each primary account, the depreciation base used to compute the depreciation charges for the month of January, and in columns (d) and (e) show the depreciation base used to compute the depreciation charges for the month of December; in columns (f) and (g) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 38 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. The depreciation base should not include the cost of equipment used, but not owned, when the rents therefor are included in the rent for equipment and Account Nos. 31-22-00, 31-23-00, 31-25-00, 31-21-00, 35-21-00, 35-23-00, 35-22-00, and 35-25-00. It should include the cost of equipment owned and leased to others when the rents therefor are included in the rent for equipment Accounts Nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00, inclusive. The composite rates used should be those prescribed or otherwise authorized by the Commission, except that where the use of component rates has been authorized, the composite rates used should be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any changes in rates were effective during the year, give full particulars in a footnote.

2. All leased properties may be combined and one composite rate computed for each primary account, or a separate schedule may be included for each such property.

3. Show in columns (e), (f), and (g) data applicable to property, used but not owned, when the rent therefor is not included in Account Nos. 31-11-00, 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.

4. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for the discontinuance of accruals should be shown in a footnote indicating the account(s) effected.

5. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively.

Line No.	Account (a)	OWNED AND USED			LEASED FROM OTHERS			Line No.
		Depreciation base		Annual composite rate (percent) (d)	Depreciation base		Annual composite rate (percent) (g)	
		At beginning of year (b)	At close of year (c)		At beginning of year (e)	At close of year (f)		
		ROAD						
1	(3) Grading	185 332	183 469	.80				
2	(4) Other, right-of-way expenditures	4 433	4 521	2.63				2
3	(5) Tunnels and subways	2 107	2 107	.65				3
4	(6) Bridges, trestles, and culverts	167 675	173 949	1.06				4
5	(7) Elevated structures	-	-	-				5
6	(8) Ties	539 973	539 855	3.00				6
7	(9) Rail and other track material	682 007	687 584	1.91				7
8	(11) Ballast	290 643	291 580	3.81				8
9	(13) Fences, snow sheds, and signs	7 024	6 993	.94				9
10	(16) Station and office buildings	114 218	128 420	4.49				10
11	(17) Roadway buildings	33 192	33 960	3.13				11
12	(18) Water stations	2 686	2 595	3.44				12
13	(19) Fuel stations	10 447	10 529	3.36				13
14	(20) Shops and enginehouses	80 735	80 454	1.88				14
15	(22) Storage warehouses	-	-	-				15
16	(23) Wharves and docks	1 770	1 770	2.22				16
17	(24) Coal and ore wharves	91	91	2.41				17
18	(25) TOFC/COFC terminals	44 076	52 609	3.06				18
19	(26) Communication systems	56 616	59 066	4.43				19
20	(27) Signals and interlockers	128 898	127 970	2.26				20
21	(29) Power plants	871	871	1.74				21
22	(31) Power-transmission systems	5 953	5 768	2.32				22
23	(35) Miscellaneous structures	137	133	1.86				23
24	(37) Roadway machines	39 672	38 464	5.29				24
25	(39) Public improvements—Construction	23 495	23 649	1.50				25
26	(44) Shop machinery	38 393	41 129	3.53				26
27	(45) Power-plant machinery	3 092	3 152	2.17				27
28	All other road accounts	-	-	-				28
29	Amortization (other than defense projects)	-	-	-				29
30	TOTAL ROAD	2 463 536	2 500 088	2.56				30
	EQUIPMENT							
31	(52) Locomotives	709 219	724 409	4.98				31
32	(53) Freight-train cars	1 195 257	1 152 766	3.19				32
33	(54) Passenger-train cars	-	-	-				33
34	(55) Highway revenue equipment	88 492	82 857	5.99				34
35	(56) Floating equipment	566	563	2.84				35
36	(57) Work equipment	38 746	38 747	3.13				36
37	(58) Miscellaneous equipment	48 066	51 712	2.42				37
38	TOTAL EQUIPMENT	2 080 346	2 051 054	4.17				38
39	GRAND TOTAL	4 543 882	4 551 142	3.28				39

See Notes on Page 27.

335. ACCUMULATED DEPRECIATION—ROAD AND EQUIPMENT OWNED AND USED

(Dollars in Thousands)

1. Disclose the required information in regard to credits and debits to Account No. 735, "Accumulated Depreciation: Road and Equipment Property," during the year relating to owned and used road and equipment. Include entries for depreciation of equipment owned but not used when the resulting rents are included in the "Lease Rentals—Credit—Equipment" accounts and "Other Rents—Credit—Equipment" accounts. Exclude any entries for depreciation of equipment that is used but not owned when the resulting rents are included in "Lease Rental—Debit—Equipment" account and "Other Rents—Debit—Equipment" accounts (See Schedule 342 for the accumulated depreciation relating to road and equipment owned but not used by respondent).

2. If any data are included in columns (d) or (f), explain the entries in detail.

3. A debit balance in columns (b) or (g) for any primary account should be designated "Dr."

4. If there is any inconsistency between the credits to the reserve as shown in column (c) and the charges to operating expenses, a full explanation should be given.

5. Enter amounts representing amortization under an authorized amortization program other than for defense projects on lines 29 and 35.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading	52 414	1 968		853		53 529	1
2		(4) Other, right-of-way expenditures	875	122		6		991	2
3		(5) Tunnels and subways	721	14				735	3
4		(6) Bridges, trestles, and culverts	64 499	944		912		64 531	4
5		(7) Elevated structures							5
6		(8) Ties	240 173	16 455		9 811		246 817	6
7		(9) Rail and other track material	200 107	13 582		4 567		209 122	7
8		(11) Ballast	96 172	11 401		8 695		98 878	8
9		(13) Fences, snow sheds, and signs	6 337	Dr 58		64		6 215	9
10		(16) Station and office buildings	32 245	5 604		1 869		35 980	10
11		(17) Roadway buildings	2 546	1 116		54		3 608	11
12		(18) Water stations	Dr 6 969	229		67		Dr 6 807	12
13		(19) Fuel stations	Dr 1 114	357		207		Dr 964	13
14		(20) Shops and enginehouses	15 202	1 516		388		16 330	14
15		(22) Storage warehouses	Dr 7					Dr 7	15
16		(23) Wharves and docks	468	27				495	16
17		(24) Coal and ore wharves	55	2				57	17
18		(25) TOFC/COFC terminals	7 990	1 491		Dr 217		9 698	18
19		(26) Communication systems	8 776	2 207		359		10 624	19
20		(27) Signals and interlockers	44 472	2 824		519		46 777	20
21		(29) Power plants	32	15		7		40	21
22		(31) Power-transmission systems	2 440	133		9		2 564	22
23		(35) Miscellaneous structures	Dr 91	2		Dr 39		Dr 50	23
24		(37) Roadway machines	16 183	2 045		1 330		16 898	24
25		(39) Public improvements—Construction	8 202	304		85		8 421	25
26		(44) Shop machinery*	1 867	1 434		719		2 582	26
27		(45) Power-plant machinery*	671	70		8		733	27
28		All other road accounts	2					2	28
29		Amortization (Adjustments)							29
30		TOTAL ROAD	794 268	63 804		30 273		827 799	30
		EQUIPMENT							
31		(52) Locomotives	195 602	35 707		23 628		207 681	31
32		(53) Freight-train cars	473 490	37 615		44 763		466 342	32
33		(54) Passenger-train cars							33
34		(55) Highway revenue equipment	43 414	6 842		5 280		44 976	34
35		(56) Floating equipment	348	16		2		362	35
36		(57) Work equipment	16 220	1 223		721		16 722	36
37		(58) Miscellaneous equipment	19 097	6 303		1 522		23 878	37
38		Amortization Adjustments							38
39		TOTAL EQUIPMENT	748 171	87 706		75 916		759 961	39
40		GRAND TOTAL	1 542 439	151 510		106 189		1 587 760	40

* To be reported with equipment expenses rather than M&S expenses.

339. ACCRUED LIABILITY—LEASED PROPERTY

(Dollars in Thousands)

1. Disclose the required information relating to credits and debits of Account 772, "Accrued Liability Leased Property," during the year concerning road and equipment leased from others.
2. In column (c), enter amounts charged to operating expenses; in column (e), enter debits to account arising from retirements; in column (f), enter amounts paid to lessor.
3. Any inconsistencies between credits to account, charges to operating expenses and payments to lessors should be fully explained.
4. Required disclosure may be omitted if leased road and equipment property represents 5% or less of total property owned and used.
5. If settlement for depreciation is made currently between lessee and lessor, and no debits or credits to Account No. 772 are made by the accounting company, show in column (c) the charges to operating expenses, and in column (f) show payments made to the lessor in settlement thereof.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO ACCOUNTS During the year		DEBITS TO ACCOUNTS During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading							1
2		(4) Other, right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snow sheds, and signs							9
10		(16) Station and office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops and enginehouses							14
15		(22) Storage warehouses			None				15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals and interlockers							20
21		(29) Power plants							21
22		(31) Power-transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public improvements—Construction							25
26		(44) Shop machinery*							26
27		(45) Power-plant machinery*							27
28		All other road accounts							28
29		Amortization (Adjustments)							29
30		TOTAL ROAD							30
		EQUIPMENT							
31		(52) Locomotives							31
32		(53) Freight-train cars							32
33		(54) Passenger-train cars							33
34		(55) Highway revenue equipment							34
35		(56) Floating equipment							35
36		(57) Work equipment							36
37		(58) Miscellaneous equipment							37
38		Amortization Adjustments							38
39		TOTAL EQUIPMENT							39
40		GRAND TOTAL							40

* To be reported with equipment expenses rather than M&S expenses.

340. DEPRECIATION BASE AND RATES—IMPROVEMENTS TO ROAD AND EQUIPMENT LEASED FROM OTHERS
(Dollars in Thousands)

1. Show in column (b) for each primary account the depreciation base used in computing the depreciation charges for the month of January, and in column (c) show the depreciation base used in computing the depreciation charges for the month of December, in column (d) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 39 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. This schedule should include only improvements to leased property charged to Account 732, "Improvements on Leased Property." The composite rates used should be those prescribed or otherwise authorized by the Commission, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any changes in rates were effective during the year, give full particulars in a footnote.

2. All improvements to leased properties may be combined and one composite rate computed for each primary account, or a separate schedule may be included for each such property.

3. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for the discontinuance of accruals should be shown in a footnote indicating the account(s) affected.

4. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively.

Line No.	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
		At beginning of year (b)	At close of year (c)		
	ROAD				
1	(3) Grading	Information pertaining to depreciation base and rates for improvements to road and equipment leased from others is omitted as permitted under instruction (4) above since total road and equipment leased from others is less than 5% of total road and equipment owned.			1
2	(4) Other, right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snow sheds, and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings				11
12	(18) Water stations				12
13	(19) Fuel stations				13
14	(20) Shops and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communication systems				19
20	(27) Signals and interlockers				20
21	(29) Power plants				21
22	(31) Power-transmission systems				22
23	(35) Miscellaneous structures				23
24	(37) Roadway machines				24
25	(39) Public improvements—Construction				25
26	(44) Shop machinery*				26
27	(45) Power-plant machinery*				27
28	All other road accounts				28
29	Amortization (Adjustments)				29
30	TOTAL ROAD				30
	EQUIPMENT				
31	(52) Locomotives				31
32	(53) Freight-train cars				32
33	(54) Passenger-train cars				33
34	(55) Highway revenue equipment				34
35	(56) Floating equipment				35
36	(57) Work equipment				36
37	(58) Miscellaneous equipment				37
38	Amortization Adjustments				38
39	TOTAL EQUIPMENT				39
40	GRAND TOTAL				40

* To be reported with equipment expense rather than M&S expenses.

342. ACCUMULATED DEPRECIATION—IMPROVEMENTS TO ROAD AND EQUIPMENT LEASED FROM OTHERS

(Dollars in Thousands)

1. Enter the required information concerning debits and credits to Account 733, "Accumulated Depreciation—Improvements on Leased Property," during the year relating to improvements made to road and equipment property leased from others, the depreciation charges for which are included in operating expenses of the respondent.

2. If any entries are made for column (d) "Other credits" or column (f) "Other debits," state the facts occasioning such entries on page 35. A debit balance in column (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."

3. Any inconsistency between the credits to the reserve as shown in column (c) and the charges to operating expenses should be fully explained on page 35.

4. Show in column (e) the debits to the reserve arising from retirements. These debits should not exceed investment, etc.

5. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	List No.
				Charges to others (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading	Information pertaining to accumulated depreciation on improvements to road and equipment leased from others is omitted as permitted under instruction (5) since accumulated depreciation on improvements to road and equipment leased from others is less than 5% of total road and equipment owned.						1
2		(4) Other, right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snow sheds, and signs							9
10		(16) Station and office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops and enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals and interlockers							20
21		(29) Power plants							21
22		(31) Power-transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public improvements—Construction							25
26		(44) Shop machinery*							26
27		(45) Power-plant machinery*							27
28		All other road accounts							28
29		TOTAL ROAD							29
		EQUIPMENT							
30		(52) Locomotives							30
31		(53) Freight-train cars							31
32		(54) Passenger-train cars							32
33		(55) Highway revenue equipment							33
34		(56) Floating equipment							34
35		(57) Work equipment							35
36		(58) Miscellaneous equipment							36
37		TOTAL EQUIPMENT							37
38		GRAND TOTAL							38

* To be reported with equipment expense rather than M&S expenses.

NOTES AND REMARKS FOR SCHEDULE 342

None

350. DEPRECIATION BASE AND RATES—ROAD AND EQUIPMENT LEASED TO OTHERS

(Dollars in Thousands)

1. This schedule is to be used in cases where the related depreciation reserve is carried in the accounts of the respondent and the rent therefrom is included in Accounts 32-11-00, 32-12-00, 32-13-00, 32-21-00, 32-22-00, and 32-23-00.

2. Show in columns (b) and (c), for each primary account, the depreciation base used in computing the depreciation for the months of January and December, respectively, with respect to road and equipment owned by the respondent but leased to others, the depreciation charges for which are not includible in operating expenses of the respondent, but for which the depreciation reserve is recorded in the accounts of the respondent. If the base for road is other than the original cost or estimated original cost as found by the Commission's Bureau of Accounts, brought to a current date by the respondent from its Order No. 3 records and accounts, or is other than ledger value for equipment, a full explanation should be given.

3. In column (d) show the composite rates used to compute the depreciation for the month of December and on lines 29 and 37 of this column show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary accounts composite rates to the depreciation base used to compute the depreciation for December and dividing the total also computed by the depreciation base.

4. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for the discontinuance of accruals should be shown in a footnote indicating the account(s) affected.

5. If total road leased to others is less than 5% of total road owned; omit. If total equipment leased to others is less than 5% of total equipment owned; omit.

Line No.	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
		At beginning of year (b)	At close of year (c)		
	ROAD				
1	(3) Grading				1
2	(4) Other, right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snow sheds, and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings				11
12	(18) Water stations				12
13	(19) Fuel stations		None		13
14	(20) Shops and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communication systems				19
20	(27) Signals and interlockers				20
21	(29) Power plants				21
22	(31) Power-transmission systems				22
23	(35) Miscellaneous structures				23
24	(37) Roadway machines				24
25	(39) Public improvements—Construction				25
26	(44) Shop machinery*				26
27	(45) Power-plant machinery*				27
28	All other road accounts				28
29	TOTAL ROAD				29
	EQUIPMENT				
30	(52) Locomotives				30
31	(53) Freight-train cars				31
32	(54) Passenger-train cars				32
33	(55) Highway revenue equipment				33
34	(56) Floating equipment				34
35	(57) Work equipment				35
36	(58) Miscellaneous equipment			N/A	36
37	TOTAL EQUIPMENT				37
38	GRAND TOTAL				38

351. ACCUMULATED DEPRECIATION—ROAD AND EQUIPMENT LEASED TO OTHERS

(Dollars in Thousands)

1. This schedule is to be used in cases where the depreciation reserve is carried in the accounts of the respondent and the rent therefrom is included in Accounts 32-11-00, 32-12-00, 32-13-00, 32-21-00, 32-22-00, and 32-23-00.

2. Disclose credits and debits to Account 735, "Accumulated Depreciation—Road and Equipment Property," during the year relating to road and equipment leased to others, the depreciation charges for which are not includible in operating expenses of the respondent. (See Schedule 330 for the reserve relating to road and equipment owned and used by the respondent).

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

4. Disclosures in the respective sections of this schedule may be omitted if either total road leased to others or total equipment leased to others represents less than 5% of total road owned or total equipment owned, respectively.

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

352A. INVESTMENT IN RAILROAD PROPERTY USED IN TRANSPORTATION SERVICE (By Company)

(Dollars in Thousands)

1. Disclose the investment in railway property used in transportation service at the close of the year. This investment represents the aggregate of property owned or leased by the respondent and used in the respondent's transportation service. Such property includes (a) the investment reported in Accounts 731, "Road and Equipment Property," and 732, "Improvements on Leased Property," of the respondent, less any 731 or 732 property leased to others for their exclusive use of road, track, or bridges (including equipment or other railway property covered by the contract). Equipment leased to others under separate distinct contracts shall not be deducted from the respondent's 731 or 732 property, and (b) the investment of other companies' 731 or 732 property (including operating and lessor railroads) used by the respondent when the lease is for exclusive use or control of roads, tracks, or bridges (including equipment of other railway property covered by the contract). This excludes leased equipment from operating railroads under separate distinct contracts and the investment of other carriers in property jointly used by the respondent.

2. In column (a), classify each company in this schedule as respondent (R), lessor railroad (L), inactive or proprietary company (P), and other leased properties (O).

3. In column (a) to (e), inclusive, first show the data requested for the respondent (R); next the data for companies whose entire properties are used in transportation service of the respondent, divided between lessor (L) and proprietary (P) companies; followed by data for carriers and others (O), portions of whose property are used in transportation service of the respondent. Show a total for each class of company. Then show, as deductions, data for transportation property leased to carriers and others.

4. In column (c), line-haul carriers report the miles of road used in line-haul service, and switching and terminal companies should report the miles of all tracks owned.

5. In column (d), show the amount applicable in Accounts 731 and 732 on the books of the companies whose names appear in column (b). Values of property of other carriers segregated by estimate or otherwise should correspond in amount to the deductions made by the owners in their reports. If separate value is not available, explanations should be given. Differences between the amounts in column (d) of this schedule and the amounts shown in column (e), line 33, on the asset side of the comparative general balance sheet of each individual railway, should be explained in a footnote. Book value included in Accounts 731 or 732 of the owner should be reported in column (d) in reference to the investment of the respondent in the securities of the owner unless a good reason can be given for the contrary. Methods of estimating (by capitalizing rentals at 6 percent or otherwise) value of property of private owners, or portions of property of other carriers, should be explained.

6. In column (e), show the amount of depreciation and amortization accrued as of the close of the year in Accounts 733, 734, 735, 736, and 772, that is applicable to the property of the carriers whose names are listed in column (b), regardless of where the reserves therefor are recorded.

Line No.	Class (See Ins. 2)	Name of company	Miles of road owned (See Ins. 4)	Investments in property (See Ins. 5)	Depreciation and amortization of defense projects (See Ins. 6)	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	(R)	The AT&SF Ry.Co. & Affiliated Companies	11 512	4 742 483	1 596 538	1
2						2
3		Add: Property leased from others				3
4	(O)	Oklahoma City Junction Ry.Co. #				4
5		track* 2.68 miles		40		5
6	(O)	City of Pueblo, Colorado, tracks @ 1.73				6
7		miles at Devine, Colorado		53		7
8	(O)	City of Tulsa, Oklahoma, tracks @ .22				8
9		miles at Owasso, Oklahoma		2		9
10	(O)	ConRail, tracks @ .03 & * .87 miles at				10
11		Chicago, Illinois		9		11
12	(O)	City of Tulsa, Rogers County Port Authority				12
13		tracks* 7.13 miles at Port of Catoosa, Ok.		1 656		13
14		Total Additions		1 760		14
15		Deduct: Property leased to others				15
16	(O)	Burlington Northern Ry.Co., Pittsburg,				16
17		Ks. real estate & tracks * 1.07 miles		10		17
18	(O)	The Oakland Terminal Ry.,Oakland,Cal. bridge				18
19		route & Santa Fe connection * 1.51 miles		179	67	19
20	(O)	Houston Belt & Terminal Ry.Co., Houston,				20
21		Texas tracks + .92 * 2.33 miles	5	346	31	21
22		Total Deductions	5	535	98	22
23						23
24		#Jointly leased by respondent & CRIP				24
25		RR Co. only 1/2 mileage & cost of				25
26		property shown.				26
27		*Classified as yard switching tracks				27
28		@Classified as way switching tracks				28
29		+Classified as second main tracks				29
30		@Classified as turnouts				30
31		TOTAL	11 507	4 743 708	1 596 440	31

352B. INVESTMENT IN RAILWAY PROPERTY USED IN TRANSPORTATION SERVICE

(By Property Accounts)

(Dollars in Thousands)

1. In columns (b) through (e) give, by primary accounts, the amount of investment at the close of the year in property of respondent and each group or class of companies and properties.

2. The amounts for respondent and for each group or class of companies and properties on line 43 herein, should correspond with the amounts for each class of company and properties shown in schedule 352A. Continuing records shall be maintained by respondent of the primary property accounts separately for each company or property included in the schedule.

3. Report on line 29 amounts representing capitalization of rentals for leased property based on 6 percent per year where property is not classified by accounts by non-carrier owners, or where cost of property leased from other carriers is not ascertainable. Identify non-carrier owners, and briefly explain on page 35 methods of estimating value of property of non-carriers or property of other carriers.

4. Report on line 30 amounts not includible in the accounts shown, or in line 29. The items reported should be briefly identified and explained. Also include here those items after permission is obtained from the Commission for exceptions to prescribed accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Commission.

Line No.	Cross Check	Account (a)	Respondent (b)	Lessor railroads (c)	Inactive (proprietary companies) (d)	Other Leased properties (e)	Line No.
1		(2) Land for transportation purposes	71 235			33	1
2		(3) Grading	185 490			527	2
3		(4) Other, right-of-way expenditures	4 509			11	3
4		(5) Tunnels and subways	2 107				4
5		(6) Bridges, trestles, and culverts	175 324			377	5
6		(7) Elevated structures					6
7		(8) Ties	561 384			141	7
8		(9) Rail and other track material	714 100			137	8
9		(11) Ballast	311 963			16	9
10		(13) Fences, snow sheds, and signs	6 983			38	10
11		(16) Station and office buildings	128 140				11
12		(17) Roadway buildings	35 255				12
13		(18) Water stations	2 619			(12)	13
14		(19) Fuel stations	10 432			(1)	14
15		(20) Shops and enginehouses	80 535			(40)	15
16		(22) Storage warehouses					16
17		(23) Wharves and docks	1 781				17
18		(24) Coal and ore wharves	91				18
19		(25) TOFC/COFC terminals	52 467				19
20		(26) Communication systems	59 434				20
21		(27) Signals and interlockers	131 940			2	21
22		(29) Power plants	864				22
23		(31) Power-transmission systems	5 808				23
24		(35) Miscellaneous structures	128			(1)	24
25		(37) Roadway machines	38 464				25
26		(39) Public improvements - Construction	23 651			14	26
27		(44) Shop machinery	41 181				27
28		(45) Power-plant machinery	3 151				28
29		Leased property capitalized rentals (explain)					29
30		Other (specify and explain)					30
31		Total expenditures for road	2 649 036			1 242	31
32		(52) Locomotives	722 718				32
33		(53) Freight-train cars	1 150 010				33
34		(54) Passenger-train cars					34
35		(55) Highway revenue equipment	82 770				35
36		(56) Floating equipment	687				36
37		(57) Work equipment	38 678				37
38		(58) Miscellaneous equipment	51 615				38
39		Total expenditures for equipment	2 046 478				39
40		(76) Interest during construction	32 242			(17)	40
41		(80) Other elements of investment					41
42		(90) Construction work in progress	14 727				42
43		GRAND TOTAL	4 742 483			1 225	43

GENERAL INSTRUCTIONS AND DEFINITIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 361**A. General Instructions**

Disclose the required information concerning the respondent's leases, in Schedule 361, Parts I, II, and III.

A general description of the lessee's leasing arrangements shall be included to effect full and complete disclosures. Among the items to be disclosed are:

- The basis on which contingent rental payments are determined.
- The existence and terms of renewal or purchase options and escalation clauses.
- Restrictions imposed by lease agreements, such as those concerning dividends, additional debt, and further leasing.

B. Definitions

(1) **Capital Leases** are those leases which meet one or more of the following four criteria:

- The lease transfers ownership of the property to the lessee by the end of the lease term.
- The lease contains a bargain purchase option.
- The lease term is equal to 75 percent or more of the estimated economic life of the property.
- The present value at the beginning of the lease term of the minimum lease payments equals or exceeds 90 percent of the fair value of the leased property to the lessor at the inception of the lease less any related investment tax credit retained by the lessor.

(2) **Operating leases** are those leases which do not meet any of the four criteria pertaining to capital leases.

(3) **Minimum lease payments** are the payments that the lessee is obligated to make or can be required to make in connection with the leased property. Executory costs such as insurance, maintenance and taxes in connection with the leased property shall be excluded from minimum lease payments.

(4) **Present value minimum lease payments** are lease payments that the lessee is obligated to make or can be required to make, exclusive of executory cost. Moreover, these payments are reduced by amounts representing interest, calculated at the companies' incremental borrowing rate or the implicit rate computed by the lessor.

(5) **Noncancelable lease/sublease** is one that has an initial or remaining term of one year or more and is noncancelable, or is cancelable only upon the occurrence of some remote contingency or upon the payment of a substantial penalty.

(6) **Contingent rentals**, for the purposes of this report, are rentals paid during the reporting year which depend on some factor other than the passage of time such as rentals based on usage or sales.

361. CAPITALIZED CAPITAL LEASES

(Dollars in Thousands)

PART I. PRESENT VALUE OF MINIMUM LEASE PAYMENTS

Disclose total lease payments for the years shown. Then, disclose amounts representing (1) executory costs and (2) interest to derive the present value of minimum lease payments. An explanation indicating how the rate of interest was derived for computing present value shall be included.

Line No.	Item (a)	Current year (b)	Year 2 (c)	Year 3 (d)	Year 4 (e)	Year 5 (f)	Later years (g)	Total (h)	Line No.
1	Lease payments	7 521	7 503	6 455	4 870	4 675	28 102	59 126	1
	Less executory costs								
2	- Taxes								2
3	- Maintenance								3
4	- Insurance								4
5	- Other								5
6	TOTAL EXECUTORY COSTS (2-5)								6
7	Minimum lease payments (1, 6)	7 521	7 503	6 455	4 870	4 675	28 102	59 126	7
8	Less amount representing interest	3 416	2 818	2 403	2 102	1 864	8 459	21 062	8
9	Present value of minimum lease payments (line 7, 8)	4 105	4 685	4 052	2 768	2 811	19 643	38 064	9

PART II. TOTAL RENTAL EXPENSES

(Dollars in Thousands)

Complete this part if gross rental expense in the most recent reporting year exceeds 1 percent of operating revenue. Otherwise, show total rental expenses reduced by rentals received from subleases for the current year. Also, show amounts expected to be received on all noncancelable sublease rentals for the year beginning after the current year as required.

Line No.	Item (a)	Current year (b)	Line No.
10	Present value of minimum lease payments from Part I above	4 105	10
11	Contingent rentals		11
12	Minimum noncancelable sublease rentals		12
13	Net rental expense	4 105	13

PART III. CLASSES OF CAPITAL LEASES

(Dollars in Thousands)

Complete this part only if the present values of the minimum lease commitments are more than 5 percent of the sum of the long-term debt due after one year. Otherwise, show the present values of minimum lease commitments in the aggregate for the major classes of properties presented. Subtract amounts representing the accumulated amortization to derive at "Net capitalized lease assets."

Line No.	Classes of leased property (a)	Present value		Line No.
		Current year (b)	Prior year (c)	
14	Structures			14
15	Revenue equipment	45 494	45 499	15
16	Shop and garage equipment			16
17	Service cars and equipment			17
18	Noncarrier operating property			18
19	Other (Specify) Dormitory Modules	2 785	2 785	19
20				20
21	Gross capitalized assets	48 279	48 284	21
22	Less accumulated amortization	23 165	18 610	22
23	Net capitalized lease assets	25 114	29 674	23

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INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

Cross-checks

Schedule 410		Schedule 210
Line 620, column (h)	=	Line 14, column (b)
Line 620, column (f)	=	Line 14, column (d)
Line 620, column (g)	=	Line 14, column (e)
		Schedule 412
Lines 136 thru 138, column (f)	=	Line 31, column (b)
Lines 148 thru 150, column (e) (equal to or greater than)	=	Line 31, column (c)
Lines 118 thru 123, and 130 thru 135, column (f)	=	Line 31, column (d)
		Schedule 414
Line 231, column (f)	=	Line 19, columns (b) thru (d)
Line 230, column (f)	=	Line 19, columns (e) thru (g)
		Schedule 415
Lines 207, 208, 211, 212, column (f)	=	Lines 5, 38, column (f)
Lines 226, 227, column (f)	=	Lines 24, 39, column (f)
Lines 311, 312, 315, 316, column (f)	=	Lines 32, 35, 36, 37, 40, 41, column (f)
		And
		Schedule 414
		Minus line 24, columns (b) thru (d) plus line 24, columns (e) thru (g)
		Schedule 415
Line 213, column (f)	=	Lines 5, 38, columns (c) and (d)
Line 232, column (f)	=	Lines 24, 39, columns (c) and (d)
Line 317, column (f)	=	Lines 32, 35, 36, 37, 40 41, columns (c) and (d)
Lines 202, 203, 216, column (f) (equal to or greater than, but variance cannot exceed line 216, column (f))	=	Lines 5, 38, column (b)
Lines 221, 222, 235, column (f) (equal to or greater than, but variance cannot exceed line 235, column (f))	=	Lines 24, 39, column (b)
Lines 302 thru 307 and 320, column (f) (equal to or greater than, but variance cannot exceed line 320, column (f))	=	Lines 32, 35, 36, 37, 40, 41, column (b)
		Schedule 417
Line 507, column (f)	=	Line 1, column (j)
Line 508, column (f)	=	Line 2, column (j)
Line 509, column (f)	=	Line 3, column (j)
Line 510, column (f)	=	Line 4, column (j)
Line 511, column (f)	=	Line 5, column (j)
Line 512, column (f)	=	Line 6, column (j)
Line 513, column (f)	=	Line 7, column (j)
Line 514, column (f)	=	Line 8, column (j)
Line 515, column (f)	=	Line 9, column (j)
Line 516, column (f)	=	Line 10, column (j)
Line 517, column (f)	=	Line 11, column (j)

410. RAILWAY OPERATING EXPENSES

(Dollars in Thousands)

State the railway operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies, and allocate the common operating expenses in accordance with the Commission's rules governing the separation of such expenses between freight and passenger services.

Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Same as Col. f Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		WAY AND STRUCTURES								
		ADMINISTRATION								
1		Track	16 530	530	466	1 270	18 796		18 796	1
2		Bridge and Building	3 140	134	119	315	3 708		3 708	2
3		Signal	1 531	77	68	181	1 857		1 857	3
4		Communication	774	38	34	92	938		938	4
5		Other	4 054	288	187	1 583	6 112		6 112	5
		REPAIR AND MAINTENANCE								
6		Roadway - Running	6 066	3 800	273	2 090	12 229		12 229	6
7		Roadway - Switching	806	517	37	278	1 638		1 638	7
8		Tunnels and Subways - Running	8				8		8	8
9		Tunnels and Subways - Switching	1				1		1	9
10		Bridges and Culverts - Running	4 037	852	(293)	864	5 460		5 460	10
11		Bridges and Culverts - Switching	536	116	(40)	116	728		728	11
12		Ties - Running	9 601	1 929	(209)	136	11 457		11 457	12
13		Ties - Switching	1 360	269	(28)	16	1 617		1 617	13
14		Rail and other track material - Running	11 949	4 044	(266)	173	15 900		15 900	14
15		Rail and other track material - Switching	1 695	560	(37)	21	2 239		2 239	15
16		Ballast - Running	13 210	1 093	(286)	186	14 203		14 203	16
17		Ballast - Switching	1 872	146	(39)	22	2 001		2 001	17
18		Road Property Damaged - Running	3 292	850		172	4 314		4 314	18
19		Road Property Damaged - Switching	262	68		14	344		344	19
20		Road Property Damaged - Other	254	48		10	312		312	20
21		Signals and Interlockers - Running	11 852	4 127	(475)	1 536	17 040		17 040	21
22		Signals and Interlockers - Switching	1 588	540	(65)	239	2 302		2 302	22
23		Communications Systems	7 284	3 365	(84)	1 363	11 928		11 928	23
24		Power Systems	644	341	1	43	1 029		1 029	24
25		Highway Grade Crossings - Running	2 071	1 131	(158)	843	3 889		3 889	25
26		Highway Grade Crossings - Switching	284	154	(22)	125	541		541	26
27		Station and Office Buildings	4 100	978	805	370	6 253		6 253	27
28		Shop Buildings - Locomotives	1 961	489	(4)	503	2 949		2 949	28
29		Shop Buildings - Freight Cars	1 437	355	(3)	364	2 153	N/A	2 153	29
30		Shop Buildings - Other Equipment	785	193	(2)	202	1 178		1 178	30

410. RAILWAY OPERATING EXPENSES - Continued
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Same as Col. f Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		REPAIR AND MAINTENANCE - Continued								
101		Locomotive Servicing Facilities	720	309	(2)	132	1 159		1159	101
102		Miscellaneous Buildings and Structures	1 409	509	(6)	282	2 194		2194	102
103		Coal Terminals						N/A		103
104		Ore Terminals						N/A		104
105		Other Marine Terminals	62	9		(1)	70	N/A	70	105
106		TOFC/COFC - Terminals	1 030	1 401		1 055	3 486	N/A	3486	106
107		Motor Vehicle Loading and Distribution Facilities						N/A		107
108		Facilities for Other Specialized Service Operations						N/A		108
109		Roadway Machines	3 449	4 878	296	641	9 264		9264	109
110		Small Tools and Supplies	138	7 631	362	123	8 254		8254	110
111		Snow Removal	1 304	131	146	230	1 811		1811	111
112		Fringe Benefits - Running	N/A	N/A	N/A	29 679	29 679		29679	112
113		Fringe Benefits - Switching	N/A	N/A	N/A	3 975	3 975		3975	113
114		Fringe Benefits - Other	N/A	N/A	N/A	149	149		149	114
115		Casualties and Insurance - Running	N/A	N/A	N/A	4 418	4 418		4418	115
116		Casualties and Insurance - Switching	N/A	N/A	N/A	357	357		357	116
117		Casualties and Insurance - Other	N/A	N/A	N/A	248	248		248	117
118	*	Lease Rentals - Debit - Running	N/A	N/A	42	N/A	42		42	118
119	*	Lease Rentals - Debit - Switching	N/A	N/A	3	N/A	3		3	119
120	*	Lease Rentals - Debit - Other	N/A	N/A	3	N/A	3		3	120
121	*	Lease Rentals - [Credit] - Running	N/A	N/A	52	N/A	52	()	52	121
122	*	Lease Rentals - [Credit] - Switching	N/A	N/A	4	N/A	4	()	4	122
123	*	Lease Rentals - [Credit] - Other	N/A	N/A	3	N/A	3	()	3	123
124		Joint Facility Rent - Debit - Running	N/A	N/A	4 393	N/A	4 393		4393	124
125		Joint Facility Rent - Debit - Switching	N/A	N/A	354	N/A	354		354	125
126		Joint Facility Rent - Debit - Other	N/A	N/A	250	N/A	250		250	126
127		Joint Facility Rent - [Credit] - Running	N/A	N/A	5 141	N/A	5 141	()	5141	127
128		Joint Facility Rent - [Credit] - Switching	N/A	N/A	412	N/A	412	()	412	128
129		Joint Facility Rent - [Credit] - Other	N/A	N/A	292	N/A	292	()	292	129
130	*	Other Rents - Debit - Running	N/A	N/A	2 984	N/A	2 984		2984	130
131	*	Other Rents - Debit - Switching	N/A	N/A	407	N/A	407		407	131
132	*	Other Rents - Debit - Other	N/A	N/A	116	N/A	116		116	132
133	*	Other Rents - [Credit] - Running	N/A	N/A	()	N/A	()	()	()	133

410. RAILWAY OPERATING EXPENSES - Continued (Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Same as Col. f Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		REPAIR AND MAINTENANCE - Continued								
134	*	Other Rents - [Credit] - Switching	N/A	N/A	()	N/A	()	()	()	134
135	*	Other Rents - [Credit] - Other	N/A	N/A	()	N/A	()	()	()	135
136	*	Depreciation - Running	N/A	N/A	N/A	36 225	36 225		36 225	136
137	*	Depreciation - Switching	N/A	N/A	N/A	4 940	4 940		4 940	137
138	*	Depreciation - Other	N/A	N/A	N/A	15 311	15 311		15 311	138
139		Joint Facility - Debit - Running	N/A	N/A	13 159	N/A	13 159		13 159	139
140		Joint Facility - Debit - Switching	N/A	N/A	1 039	N/A	1 039		1 039	140
141		Joint Facility - Debit - Other	N/A	N/A	737	N/A	737		737	141
142		Joint Facility - [Credit] - Running	N/A	N/A	\$ 6 348	N/A	\$ 6 348	()	6 348	142
143		Joint Facility - [Credit] - Switching	N/A	N/A	\$ 500	N/A	\$ 500	()	500	143
144		Joint Facility - [Credit] - Other	N/A	N/A	\$ 357	N/A	\$ 357	()	357	144
145		Dismantling Retired Road Property - Running	495	168		320	983		983	145
146		Dismantling Retired Road Property - Switching	39	13		25	77		77	146
147		Dismantling Retired Road Property - Other	28	10		18	56		56	147
148	*	Other - Running	905	586	84	435	2 010		2 010	148
149	*	Other - Switching	54	40	7	8	109		109	149
150	*	Other - Other	39	42	5	(4)	82		82	150
151		TOTAL WAY AND STRUCTURES	122 656	42 761	11 249	111 693	288 359		288 359	151
		EQUIPMENT								
		LOCOMOTIVES								
201		Administration	4 346	101	224	579	5 250		5 250	201
202	*	Repair and Maintenance	37 233	57 779	2	4 524	99 538		99 538	202
203	*	Machinery Repair	1 375	837		245	2 457		2 457	203
204		Equipment Damaged	883	911		130	1 924		1 924	204
205		Fringe Benefits	N/A	N/A	N/A	12 691	12 691		12 691	205
206		Other Casualties and Insurance	N/A	N/A	N/A	2 031	2 031		2 031	206
207	*	Lease Rentals - Debit	N/A	N/A	23	N/A	23		23	207
208	*	Lease Rentals - [Credit]	N/A	N/A	\$ 3	N/A	\$ 3	()	3	208
209		Joint Facility Rent - Debit	N/A	N/A		N/A				209
210		Joint Facility Rent - [Credit]	N/A	N/A	()	N/A	()	()	()	210
211	*	Other Rents - Debit	N/A	N/A	348	N/A	348		348	211
212	*	Other Rents - [Credit]	N/A	N/A	\$ 1 816	N/A	\$ 1 816	()	1 816	212
213	*	Depreciation	N/A	N/A	N/A	36 263	36 263		36 263	213
214		Joint Facility - Debit	N/A	N/A	1 840	N/A	1 840		1 840	214
215		Joint Facility - [Credit]	N/A	N/A	\$ 109	N/A	\$ 109	()	109	215
216	*	Repairs Billed to Others - [Credit]	N/A	N/A	\$ 621	N/A	\$ 621	()	621	216

410. RAILWAY OPERATING EXPENSES - Continued
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Freight		Total freight expense (f)	Passenger (g)	Same as Col. f Total (h)	Line No.
					Purchased services (d)	General (e)				
217		LOCOMOTIVES - Continued Dismantling Retired Property	629	32		102	763		763	217
218	*	Other	68	354	23	56	501		501	218
219		TOTAL LOCOMOTIVES	44 534	60 014	89	56 621	161 080		161 080	219
220		FREIGHT CARS Administration	5 030	119	265	670	6 084	N/A	6 084	220
221	*	Repair and Maintenance	30 177	31 531	13 831	7 728	83 267	N/A	83 267	221
222	*	Machinery Repair	1 619	987		290	2 896	N/A	2 896	222
223		Equipment Damaged	638	66	2 240	34	2 978	N/A	2 978	223
224		Fringe Benefits	N/A	N/A	N/A	14 735	14 735	N/A	14 735	224
225		Other Casualties and Insurance	N/A	N/A	N/A	7 546	7 546	N/A	7 546	225
226	*	Lease Rentals - Debit	N/A	N/A	15 151	N/A	15 151	N/A	15 151	226
227	*	Lease Rentals - [Credit]	N/A	N/A	138	N/A	138	N/A	138	227
228		Joint Facility Rent - Debit	N/A	N/A		N/A		N/A		228
229		Joint Facility Rent - [Credit]	N/A	N/A		N/A		N/A		229
230	*	Other Rents - Debit	N/A	N/A	197 145	N/A	197 145	N/A	197 145	230
231	*	Other Rents - [Credit]	N/A	N/A	84 560	N/A	84 560	N/A	84 560	231
232	*	Depreciation	N/A	N/A	N/A	38 269	38 269	N/A	38 269	232
233		Joint Facility - Debit	N/A	N/A		N/A		N/A		233
234		Joint Facility - [Credit]	N/A	N/A	140	N/A	140	N/A	140	234
235	*	Repairs Billed to Others - [Credit]	N/A	N/A	27 460	N/A	27 460	N/A	27 460	235
236		Dismantling Retired Property	248	13		69	330	N/A	330	236
237	*	Other	80	417	27	65	459	N/A	459	237
238		TOTAL FREIGHT CARS	37 792	33 133	116 361	69 276	256 562	N/A	256 562	238
301		OTHER EQUIPMENT Administration	1 623	39	86	217	1 965		1 965	301
302	*	Repair and Maintenance Trucks, Trailers, and Containers - Revenue Service	2 197	2 017	3 125	3 822	11 161	N/A	11 161	302
303		Floating Equipment - Revenue Service		2			2	N/A	2	303
304		Passenger and Other Revenue Equipment	185	3		13	201		201	304
305		Computers and Data Processing Systems								305
306		Machinery	527	322		94	943		943	306
307	*	Work and Other Non-Revenue Equipment	4 048	2 268	5 789	538	12 643		12 643	307
308		Equipment Damaged				65	65		65	308
309		Fringe Benefits	N/A	N/A	N/A	4 481	4 481		4 481	309
310		Other Casualties and Insurance	N/A	N/A	N/A	1 827	1 827		1 827	310
311	*	Lease Rentals - Debit	N/A	N/A	9 961	N/A	9 961		9 961	311
312	*	Lease Rentals - [Credit]	N/A	N/A	190	N/A	190		190	312

410. RAILWAY OPERATING EXPENSES - Continued (Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger	Same as Col. f Total	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
313		OTHER EQUIPMENT - Continued Joint Facility Rent - Debit	N/A	N/A		N/A				313
314		Joint Facility Rent - [Credit]	N/A	N/A	()	N/A	()	()	()	314
315	*	Other Rents - Debit	N/A	N/A	23 028	N/A	23 028		23028	315
316	*	Other Rents - [Credit]	N/A	N/A	\$ 10 206	N/A	\$ 10 206	()	10206	316
317	*	Depreciation	N/A	N/A	N/A	18 453	18 453		18453	317
318		Joint Facility - Debit	N/A	N/A		N/A				318
319		Joint Facility - [Credit]	N/A	N/A	\$ 172	N/A	\$ 172	()	172	319
320	*	Repairs Billed to Others - [Credit]	N/A	N/A	\$ 6 327	N/A	\$ 6 327	()	6327	320
321		Dismantling Retired Property	8			7	15		15	321
322	*	Other	(144)	139	9	62	66		66	322
323		TOTAL OTHER EQUIPMENT	8 444	4 790	25 103	29 579	67 916		67916	323
324		TOTAL EQUIPMENT	90 770	97 937	141 375	155 476	485 558		485558	324
		TRANSPORTATION:								
		TRAIN OPERATIONS								
401		Administration	11 993	334	528	2 181	15 036		15036	401
402		Engine Crews	85 926			8 365	94 291		94291	402
403		Train Crews	153 627			5 845	159 472		159472	403
404		Dispatching Trains	9 456	9	25	40	9 530		9530	404
405		Operating Signals and Interlockers	632	339	498	26	1 495		1495	405
406		Operating Drawbridges	123	7			130		130	406
407		Highway Crossing Protection	(3)		581	(16)	562		562	407
408		Train Inspection and Lubrication	15 754	461		325	16 540		16540	408
409		Locomotive Fuel		260 324			260 324		260324	409
410		Electric Power Purchased or Produced for Motive Power								410
411		Servicing Locomotives	25 062	1 822	383	2 371	29 638		29638	411
412		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A					412
413		Clearing Wrecks	1 209	158		1 640	3 007		3007	413
414		Fringe Benefits	N/A	N/A	N/A	73 479	73 479		73479	414
415		Other Casualties and Insurance	N/A	N/A	N/A	9 726	9 726		9726	415
416		Joint Facility - Debit	N/A	N/A	1 276	N/A	1 276		1276	416
417		Joint Facility - [Credit]	N/A	N/A	\$ 9 369	N/A	\$ 9 369	()	9369	417
418		Other	440	1 948	1 759	3 619	7 766		7766	418
419		TOTAL TRAIN OPERATIONS	304 219	265 402	(4 319)	107 601	672 903		672903	419
		YARD OPERATIONS								
420		Administration	4 832	129	205	845	6 011		6011	420
421		Switch Crews	62 205			4	62 209		62209	421

410. RAILWAY OPERATING EXPENSES - Continued
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Same as Col. f Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		YARD OPERATIONS - Continued								
422		Controlling Operations	16 235	249	999	71	17 554		17 554	422
423		Yard and Terminal Clerical	15 075	22		14	15 111		15 111	423
424		Operating Switches, Signals, Retarders and Humps	1 838	26		3	1 867		1 867	424
425		Locomotive Fuel		7 477			7 477		7 477	425
426		Electric Power Purchased or Produced for Motive Power								426
427		Servicing Locomotives	1 486	104		167	1 757		1 757	427
428		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A					428
429		Clearing Wrecks			1 985	13	1 998		1 998	429
430		Fringe Benefits	N/A	N/A	N/A	29 024	29 024		29 024	430
431		Other Casualties and Insurance	N/A	N/A	N/A	3 463	3 463		3 463	431
432		Joint Facility - Debit	N/A	N/A	10 427	N/A	10 427		10 427	432
433		Joint Facility - [Credit]	N/A	N/A	(4 286)	N/A	(4 286)		(4 286)	433
434		Other		351	103	(21)	433		433	434
435		TOTAL YARD OPERATIONS	101 671	8 358	9 433	33 583	153 045		153 045	435
		TRAIN AND YARD OPERATIONS COMMON								
501		Cleaning Car Interiors	1 068	79	157	N/A	1 304		1 304	501
502		Adjusting and Transferring Loads	241	(4)	106	N/A	343	N/A	343	502
503		Car Loading Devices and Grain Doors	1 296	114	118	N/A	1 528	N/A	1 528	503
504		Freight Lost or Damaged - all other	N/A	N/A	N/A	10 013	10 013		10 013	504
505		Fringe Benefits	N/A	N/A	N/A	1 729	1 729		1 729	505
506		TOTAL TRAIN AND YARD OPERATIONS COMMON	2 605	189	381	11 742	14 917		14 917	506
		SPECIALIZED SERVICE OPERATIONS								
507	*	Administration	195	20	13	35	263	N/A	263	507
508	*	Pickup and Delivery and Marine Line Haul	286	33	10 464	(1)	10 782	N/A	10 782	508
509	*	Loading and Unloading and Local Marine	17 066	(449)	3 867	5 603	26 087	N/A	26 087	509
510	*	Protective Services	891	2 776	(6 194)	80	(2 447)	N/A	2 447	510
511	*	Freight Lost or Damaged - Solely Related	N/A	N/A	N/A			N/A		511
512	*	Fringe Benefits	N/A	N/A	N/A	3 207	3 207	N/A	3 207	512
513	*	Casualties and Insurance	N/A	N/A	N/A	145	145	N/A	145	513
514	*	Joint Facility - Debit	N/A	N/A		N/A		N/A		514
515	*	Joint Facility - [Credit]	N/A	N/A	()	N/A	()	N/A	()	515
516	*	Other			5		5	N/A	5	516
517	*	TOTAL SPECIALIZED SERVICES OPERATIONS	18 438	2 380	8 155	9 069	38 042	N/A	38 042	517

410. RAILWAY OPERATING EXPENSES - Concluded (Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Same as Col. f Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		ADMINISTRATIVE SUPPORT OPERATIONS								
518		Administration	2 516	70	111	457	3 154		3154	518
519		Employees Performing Clerical and Accounting Functions	42 984	565	4 726	777	49 052		49052	519
520		Communication Systems Operation	4 865	95	1 602	398	6 960		6960	520
521		Loss and Damage Claims Processing	2 903	67	269	38	3 277		3277	521
522		Fringe Benefits	N/A	N/A	N/A	15 427	15 427		15427	522
523		Casualties and Insurance	N/A	N/A	N/A	1 742	1 742		1742	523
524		Joint Facility - Debit	N/A	N/A		N/A				524
525		Joint Facility - [Credit]	N/A	N/A	()	N/A	()	()	()	525
526		Other	1 991	537	59	1 534	4 121		4121	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	55 259	1 334	6 767	20 373	83 733		83733	527
528		TOTAL TRANSPORTATION	482 192	277 663	20 417	182 368	962 640		962640	528
		GENERAL AND ADMINISTRATIVE								
601		Officers - General Administration	8 645	67	623	1 815	11 150		11150	601
602		Accounting, Auditing and Finance	24 900	770	2 518	(1 094)	27 094		27094	602
603		Management Services and Data Processing	12 788	343	2 352	(390)	15 093		15093	603
604		Marketing	6 646				6 646		6646	604
605		Sales	15 314	294	1 282	2 199	19 089		19089	605
606		Industrial Development	1 218	12	54	375	1 659	N/A	1659	606
607		Personnel and Labor Relations	3 816	94	382	(15)	4 277		4277	607
608		Legal and Secretarial	3 001	71	2 908	1 847	7 827		7827	608
609		Public Relations and Advertising	1 727	80	1 828	(123)	3 512		3512	609
610		Research and Development								610
611		Fringe Benefits	N/A	N/A	N/A	25 366	25 366		25366	611
612		Casualties and Insurance	N/A	N/A	N/A	2 136	2 136		2136	612
613		Writedown of Uncollectible Accounts	N/A	N/A	N/A	6 124	6 124		6124	613
614		Property Taxes	N/A	N/A	N/A	15 068	15 068		15068	614
615		Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	5 564	5 564		5564	615
616		Joint Facility - Debit	N/A	N/A	1 528	N/A	1 528		1528	616
617		Joint Facility - [Credit]	N/A	N/A	1 111	N/A	1 111	()	1111	617
618		Other	13 089	318	1 472	4 986	19 865		19865	618
619		TOTAL GENERAL AND ADMINISTRATIVE	91 144	2 049	14 836	63 858	171 887		171887	619
620	*	TOTAL CARRIER OPERATING EXPENSES	786 762	420 410	187 877	513 395	1 908 444		1908444	620

412. WAY AND STRUCTURES

(Dollars in Thousands)

1. Report freight expenses only.
2. The total depreciation expense reported in column (b), line 31, should balance to the sum of the depreciation expense reported in schedule 416, column (f) lines, 136, 137, and 138.
3. Report in column (c) the lease/rentals for the various property categories of Way and Structures. The total net lease/rentals reported in column (c), line 31 should balance the net amount reported in schedule 410, column (f), lines 118 through 123, plus lines 130 through 135.
If an entire road or segment of track is leased and if the actual breakdown of lease/rentals by property categories is not known, apportion the lease/rentals based on the percentage of the categories' depreciation bases to the depreciation bases for all categories of depreciable leased property. Use Schedule 350 of this report for obtaining the depreciation bases of the categories of leased property.
4. Amortization adjustment of each road property type which is included in column (b) shall be repeated in column (d) as a debit or credit to the appropriate line item; the net adjustment on line 31 shall equal the adjustment reported on line 29 of schedule 335.
5. Report on line 30 all other lease rentals not apportioned to any category listed on lines 1-30.
6. Line 11, Account 16, should not include computer and data processing equipment reported on line 37 of Schedule 415.

Line No.	Cross Check	Property account	Category (a)	Depreciation (b)	Lease/Rentals (net) (c)	Amortization adjustment during year (d)	Line No.
1		2	Land for transportation purposes	N/A			1
2		3	Grading	1 969			2
3		4	Other right-of-way expenditures	122			3
4		5	Tunnels and subways	14			4
5		6	Bridges, trestles and culverts	945			5
6		7	Elevated structures				6
7		8	Ties	16 455			7
8		9	Rail and other track material	13 582			8
9		11	Ballast	11 411			9
10		13	Fences, snowsheds and signs	(58)			10
11		16	Station and office buildings	1 470			11
12		17	Roadway buildings	575			12
13		18	Water stations	229			13
14		19	Fuel stations	357			14
15		20	Shops and enginehouses	1 518			15
16		22	Storage warehouses				16
17		23	Wharves and docks	39			17
18		24	Coal and ore wharves	2			18
19		25	TOFC/COFC terminals	1 505			19
20		26	Communications systems	1 032			20
21		27	Signals and interlockers	2 738			21
22		29	Power plants	15			22
23		31	Power transmission systems	133			23
24		35	Miscellaneous structures	2			24
25		37	Roadway machines	2 046			25
26		39	Public improvements; construction	305			26
27		45	Power plant machines	70			27
28		76	Interest during construction		N/A		28
29		80	Other elements of investment		N/A		29
30		—	Other lease/rentals		3 496		30
31	*	—	TOTAL	56 476	3 496		31

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

(Dollars in Thousands)

1. Give particulars of all rails applied during the year in connection with the construction of new track. In column (a) classify the kind of rail applied as follows:
- (1) New steel rails, Bessemer process
 - (2) New steel rails, open-hearth process
 - (3) New rails, special alloy (describe more fully in a footnote)
 - (4) Relay rails.
2. Returns in columns (c) and (g) should be reported in WHOLE numbers. Fractions of less than one-half should be disregarded, and fractions of one-half or more should be counted as one.
3. The returns in columns (d) and (h) should include the cost of loading at the point of purchase ready for shipment, the freight charges paid foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines, and placing the rails in tracks and of train service in connection with the distribution of the rail should not be included in this schedule.

Line No.	Class of rail	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS				Line No.
		Weight of rail		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year	Average cost per ton (2,000 lb)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year	Average cost per ton (2,000 lb)	
		Pounds per yard of rail	Number of tons (2,000 lb)			Pounds per yard of rail	Number of tons (2,000 lb)			
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	
1	2	136	129	71		136				1
2	2	119				119	9	4		2
3										3
4										4
5	4	136	12	1		136	190	21		5
6	4	131-132	5	-		131-132	7	1		6
7	4	112-115	1	-		112-115	450	82		7
8	4	110	7	-		110	17	2		8
9	4	100				100	123	17		9
10	4	90				90	148	17		10
11										11
12										12
13										13
14										14
15										15
16	TOTAL	N/A	154	72		N/A	944	144		16
17	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid								.66	17
18	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid								4.89	18
19	Track-miles of welded rail installed this year 3.07 total to date 384.79									19

725. WEIGHT OF RAIL

Give the particulars called for below concerning the road and track operated by the respondent at the close of the year. Only the respondent's proportion of jointly owned mileage should be included. Under "Weight of rail," the various weights of rails should be given. Road and track occupied under trackage right or other form of license should not be included herein, but all road and track held under any form of lease (granting exclusive possession to the lessee) should be included.

Line No.	Weight of rails per yard (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)	Line No.
1	Pounds 140-159	7.90	.04		1
2	136	3 938.57			2
3	130-133	2 288.26	.46		3
4	125-128	6.74	1.43		4
5	119	1 128.45			5
6	112-115	1 723.02	19.13		6
7	95-110	391.32	19.12		7
8	90	2 027.32	7.05		8
9	85	803.55	5.04		9
10	80	17.53			10
11	75	309.18	11.58		11
12	70- 72	439.81			12
13	61- 67	108.57			13
14	56- 60	153.41			14
15	50- 52	6.31			15
16		13 349.94	63.85		16

414. RENTS FOR INTERCHANGED FREIGHT TRAIN CARS AND OTHER FREIGHT-CARRYING EQUIPMENT (Dollars in Thousands)

1. Report freight expenses only.
2. Report in this supporting schedule rental information by car type and other freight-carrying equipment relating to the interchange of railroad, owned or leased equipment and privately owned equipment (reporting for leased equipment covers equipment that carrier on railroad markings).
3. The gross amounts receivable and payable for freight-train cars (line 19, columns (b) through (d), and line 19, columns (e) through (g), respectively) should balance with Schedule 410, column (f), lines 231 (credits) and 230 (debits). Trailer and container rentals in this schedule are included in Schedule 410, column (f), lines 315 and 316. However, the trailer and container rentals in this schedule will not balance to lines 315 and 316 of Schedule 410 because those lines include rents for "Other Equipment" which is reported in Schedule 415, column (e). The balancing of Schedule 410, 414 and 415 "Other Equipment" is outlined in note 6 to Schedule 415.
4. Report in columns (b) and (c) rentals for private-line cars (whether under railroad control or not) and shipper-owned cars.
5. Report in columns (c), (d), (f), and (g) rentals for railroad owned cars prescribed by the Commission in Ex Parte No. 334, for which rentals are settled on a combination mileage and time basis (basic per diem). Include railroad owned per diem tank cars on line 17.

NOTES: Mechanical designations for each car type are shown in Schedule 710.

Line No.	Cross Check	Type of equipment (a)	GROSS AMOUNTS RECEIVABLE Per diem basis			GROSS AMOUNTS PAYABLE Per diem basis			Line No.
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)	
CAR TYPES									
1		Box-Plain 40 Foot		31	46		198	164	1
2		Box-Plain 50 Foot and Longer		565	3 853	940	4 889	10 556	2
3		Box-Equipped		5 629	23 732		6 133	8 415	3
4		Gondola-Plain		493	915	150	1 839	2 746	4
5		Gondola-Equipped		74	385		372	1 029	5
6		Hopper-Covered		5 234	11 582	29 202	2 785	6 819	6
7		Hopper-Open Top-General Service		447	1 629	1	433	1 262	7
8		Hopper-Open Top-Special Service		21	50	113	63	110	8
9		Refrigerator-Mechanical		2 518	3 018	1	746	895	9
10		Refrigerator-Non-Mechanical		42	105	1 297	3 352	5 669	10
11		Flat TOPC/COPC		1 883	6 419	32 854	668	552	11
12		Flat Multi-Level		577	1 034	6 707	837	1 350	12
13		Flat-General Service		21	29	38	344	360	13
14		Flat-Other		133	635	712	968	2 557	14
15		Tank-Under 22,000 Gallons		493	8	24 937	2	4	15
16		Tank-22,000 Gallons and Over		3 959	8	27 283			16
17		All Other Freight Cars		43	715	216	53	272	17
18		Auto Racks			8 234	4 904		1 348	18
19		TOTAL FREIGHT TRAIN CARS		22 163	62 397	129 355	23 682	44 108	19
OTHER FREIGHT-CARRYING EQUIPMENT									
20		Refrigerated Trailers			7	3			20
21		Other Trailers			10 199	15 493		7 532	21
22		Refrigerated Containers							22
23		Other Containers							23
24	*	TOTAL TRAILERS AND CONTAINERS			10 206	15 496		7 532	24
25		GRAND TOTAL (LINES 19 AND 24)		22 163	72 603	144 851	23 682	51 640	25

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415

1. Report freight expenses only.
2. Report by type of equipment all natural expenses relating to the equipment functions (salaries and wages, materials, tools, supplies, fuels and lubricants, purchase services, and general).
3. Report in column (b), net repairs, the detail for the items listed in column (a) from the freight expenses reported in Schedule 410 in column (f), lines 202, 203, 216, 221, 222, 235, 302 through 307, and 320.

When it is necessary to apportion car repair expenses, the apportionment shall be made on the most equitable basis available to the carriers. The following list provides a basis for apportioning freight car repair expenses to car types:

Refer to Docket 37080.

Do not report in this schedule Equipment Damaged expenses from Schedule 410, lines 204, 223, and 308, or the Repairs Billed to Others, which is contained in but does not form the bulk of the expense reported in Schedule 410, lines 216, 235 and 320.

When it is necessary to apportion car repair expenses, the apportionment shall be made on the most equitable basis available to the carriers. The following list provides a basis for apportioning freight car repair expenses to car types:

- a. Locomotives, line 5 plus line 38 compared to the sum of Schedule 410, lines 202, 203 plus 216
- b. Freight Cars, line 24 plus line 39 compared to the sum of Schedule 410, lines 221, 222 plus 235
- c. Sum of Highway Equipment (line 32), Floating Equipment (line 35), Passenger and Other Revenue Equipment (line 36), Computer and Data Processing Equipment (line 37), Machinery—Other Equipment (line 40), and Work and Other Non-Revenue Equipment (line 41) compared to Schedule 410, the sum of lines 302 through 307 plus 320.

When using the line data referred to in this instruction, it should be noted that lines 216, 235 and 320 of Schedule 410 are credit balances.

4. Depreciation expense for each class of equipment by car type shall be reported in columns (c) and (d). For improvements on leased property, Accounts 732 and 733, use a supplementary Schedule 415, and this reporting will relate to Schedules 340 and 342.

Depreciation charges reported on columns (c) and (d) will balance to Schedule 410, column (f), as follows:

- a. Locomotives, line 5 plus 38 compared to Schedule 410, line 213
- b. Freight Cars, line 24 plus line 39 compared to Schedule 410, line 232
- c. Sum of Highway Equipment (line 32), Floating Equipment (line 35), Passenger and Other Revenue Equipment (line 36), Computer and Data Processing Equipment (line 37), Machinery—Other Equipment (line 40), and Work and Other Non-Revenue Equipment (line 41) compared to Schedule 410, line 317
5. Amortization adjustment of each equipment type which is included in column (c) shall be reported in column (e) as a debit or credit to the appropriate line item; the net adjustment on line 43 shall equal the equipment amortization adjustment reported on line 36, column (c), of Schedule 335.
6. Retirement charges shall be made on the basis of the actual units retired from service during the reporting period where the service value has been determined, based on a ledger value of salvage and insurance recovered. Retirement charges should be included in Schedule 410, lines 218, 237 and 322. Retirement charges for Locomotives, line 5 plus 38, are in Schedule 410, line 218. Retirement charges for Freight Cars, lines 24 plus 39, are in Schedule 410, line 237. Retirement charges for all Other equipment, lines 32, 35, 36, 37, 40 and 41, are in Schedule 410, line 322.

7. Lease/Rentals reported in column (f) should balance to column (f) of Schedule 410 as follows:

- a. Locomotives, line 5 plus 38 compared with Schedule 410, lines 207, 208, 211 and 212
- b. Freight Cars, line 24 plus line 39 compared with Schedule 410, lines 226 plus 227 (note that Schedule 410, lines 230 and 231, are reported in Schedule 414 and are not to be included in Schedule 415)
- c. Sum of Lease/Rentals for All Other Equipment, lines 32, 35, 36, 37, 40 and 41, will balance to Schedule 410, lines 311, 312, 315 and 316, except for the interchange rental on trailers and containers which is reported in Schedule 414. Therefore, both Schedules 414 and 415 should be used when balancing Lease/Rentals Other Equipment to Schedule 410. Do not report in Schedule 415 the Trailer and Container rentals reported in Schedule 414.

8. Depreciation base by types of equipment shall be reported in columns (g) and (h) and should not include the cost of Equipment Used But Not Owned when the rents therefor are included in the rent for equipment and Account Nos. 31-21-00, 31-22-00, 31-23-00, 31-25-00, 35-21-00, 35-22-00, 35-23-00 and 35-25-00. It should include the Cost of Equipment Owned and Leased to Others when the rents are included in the rent for Equipment Account Nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00.

Property Used But Not Owned should also be included when the rent is included in Account Nos. 31-12-00, 31-13-00, 31-21-00, 31-22-00 and 31-23-00, inclusive.

The grand total of each equipment in column (c) of Schedule 332 should equal the combined aggregate totals of line items constituting the equipment depreciation bases of columns (g) and (h).

9. Accumulated depreciation for each class of equipment shall be reported in columns (i) and (j). The grand total of each equipment reserve account in column (g), Schedule 335, shall equal the combined aggregate total accumulated depreciation for line items constituting the corresponding equipment accounts reported in columns (i) and (j).

NOTES AND REMARKS

415. SUPPORTING SCHEDULE—EQUIPMENT
(Dollars in Thousands)

Line No.	Cross Check	Types of equipment (a)	Repairs (net expense) (b)	Depreciation		Amortization	Line No.
				Owne (c)	Capitalized lease (d)	Adjustment net during year (e)	
1		LOCOMOTIVES					
		Diesel Locomotive-Yard	4 309	213			1
2		Diesel Locomotive-Road	94 611	32 527	2 967		2
3		Other Locomotive-Yard					3
4		Other Locomotive-Road					4
5	*	TOTAL	98 920	32 740	2 967		5
6		FREIGHT TRAIN CARS					
		Box-Plain 40 Foot	99	210			6
7		Box-Plain 50 Foot and Longer	1 204	2 619			7
8		Box-Equipped	18 039	11 759			8
9		Gondola-Plain	1 244	2 196			9
10		Gondola-Equipped	1 232	325			10
11		Hopper-Covered	11 012	5 518			11
12		Hopper-Open Top-General Service	1 445	3 366			12
13		Hopper-Open Top-Special Service	1 221	368			13
14		Refrigerator-Mechanical	986	3 538			14
15		Refrigerator-Nonmechanical	315	449			15
16		Flat TOFC/COFC	6 063	2 125			16
17		Flat Multi-level	604	519			17
18		Flat-General Service	307	101			18
19		Flat-Other	5 942	584			19
20		All Other Freight Cars	5 500	319			20
21		Cabooses	465	587			21
22		Auto Racks	133	2 945			22
23		Miscellaneous Accessories		86			23
24	*	TOTAL FREIGHT TRAIN CARS	55 811	37 614			24
		OTHER EQUIPMENT-REVENUE FREIGHT HIGHWAY EQUIPMENT					
25		Refrigerated Trailers					25
26		Other Trailers	7 800	5 093	1 366		26
27		Refrigerated Containers					27
28		Other Containers					28
29		Bogies					29
30		Chassis		29			30
31		Other Highway Equipment (Freight)	65	354			31
32	*	TOTAL HIGHWAY EQUIPMENT	7 865	5 476	1 366		32
		FLOATING EQUIPMENT-REVENUE SERVICE					
33		Marine Line-Haul	2	16			33
34		Local Marine					34
35	*	TOTAL FLOATING EQUIPMENT	2	16			35
		OTHER EQUIPMENT					
36	*	Passenger and Other Revenue Equipment (Freight Portion)					36
37	*	Computer and Data Processing Equipment		3 855			37
38	*	Machinery-Locomotives ¹	2 453	555			38
39	*	Machinery-Freight Cars ²	2 892	655			39
40	*	Machinery-Other Equipment ³	942	214			40
41	*	Work and Other Non-revenue Equipment	12 262	7 516	10		41
42		TOTAL OTHER EQUIPMENT	18 549	12 795	10		42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	181 147	88 641	4 343		43

¹The data to be reported on line 38 in column (b) is the amount reported in Schedule 410, column (f), line 203, reduced by the allocable portion of line 216.

²The data to be reported on line 39 in column (b) is the amount reported in Schedule 410, column (f), line 222, reduced by the allocable portions of line 235.

³The data to be reported on line 40 in column (b) is the amount reported in Schedule 410, column (f), lines 302 through 306, reduced by the allocable portion of line 320.

415. SUPPORTING SCHEDULE—EQUIPMENT—Continued

Line No.	Cross Check	Lease and rentals (net) (f)	Depreciation base as of 12/ 1		Accumulated depreciation as of 12/31		Line No.
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1			6 043		4 235		1
2		(1 448)	681 415	36 951	186 816	16 630	2
3							3
4							4
5		(1 448)	687 458	36 951	191 051	16 630	5
6			3 878		(5 504)		6
7			80 077		28 599		7
8			379 458		124 744		8
9			63 842		11 682		9
10			12 154		6 106		10
11		15 013	250 212		127 441		11
12			84 207		29 793		12
13			8 498		2 506		13
14			13 336		7 678		14
15			57 868		28 959		15
16			69 136		23 276		16
17			15 272		5 963		17
18			3 450		3 091		18
19			19 166		7 620		19
20			19 807		32 112		20
21			21 271		6 086		21
22			50 406		25 998		22
23			728		192		23
24		15 013	1 152 766		466 342		24
25							25
26		(316)	70 703	8 464	36 706	5 570	26
27							27
28			11		11		28
29			60		57		29
30			783		636		30
31			2 836		1 996		31
32		(316)	74 393	8 464	39 406	5 570	32
33			563		362		33
34							34
35			563		362		35
36							36
37		10 087	64 540		13 890		37
38			16 040		1 007		38
39			18 919		1 188		39
40			6 170		387		40
41			90 351	108	40 600		41
42		10 087	196 020	108	57 072		42
43		23 336	2 111 200	45 523	754 233	22 200	43

The data to be reported on lines 38, 39 and 40 in columns (h) and (i) is the investment recorded in Property Account 44, allocated to Locomotives, Freight Cars, and Other Equipment.

The depreciation to be reported on lines 38, 39, and 40 in column (e) is calculated by multiplying the investment in each element by the effective composite rate for Property Account 44, and then adding or subtracting the adjustment reported in column (e). This calculation should equal the amount shown in column (e), Schedule 335.

416. SUPPORTING SCHEDULE—TRACK
(Dollars in Thousands)

Line No.	(1) Density category (Class)	(2) Account No.	Owned and used			Improvements to leased property			Capitalized leases			TOTAL		Line No.
			(3) Base \$000	(4) Accum. depr. \$000	(5) Depr. rate %	(6) Base \$000	(7) Accum. depr. \$000	(8) Depr. rate %	(9) Base \$000	(10) Accum. depr. \$000	(11) Depr. rate %	(12) Category total base	(13) Category accum. depr.	
1	I	3	100 104	27 865	.81	6	1	.81				100 110	27 866	1
2		8	194 225	71 341	3.04	76	33	3.04				194 301	71 374	2
3		9	438 644	87 872	2.64	84	18	2.64				438 728	87 890	3
4		11	166 905	44 759	3.86	39	13	3.86				166 944	44 772	4
5	SUB-TOTAL		899 878	231 837		205	65					900 083	231 902	5
6	II	3	61 158	18 184	.81			.81				61 158	18 184	6
7		8	235 456	110 454	3.04			3.04				235 456	110 454	7
8		9	149 193	24 072	.59			.59				149 193	24 072	8
9		11	96 408	35 498	3.86			3.86				96 408	35 498	9
10	SUB-TOTAL		542 215	188 208								542 215	188 208	10
11	III	3	719	N/A	N/A		N/A	N/A		N/A	N/A	719	— 725	11
12		8	4 244	N/A	N/A		N/A	N/A		N/A	N/A	4 244	— 4 411	12
13		9	1 447	N/A	N/A		N/A	N/A		N/A	N/A	1 447	— 804	13
14		11	1 192	N/A	N/A		N/A	N/A		N/A	N/A	1 192	— 1 243	14
15	SUB-TOTAL		7 602	N/A	N/A		N/A	N/A		N/A	N/A	7 602	7 183	15
16	IV	3	22 144	6 371	.81	33	10	.81				22 177	6 381	16
17		8	123 960	59 040	3.04	133	122	3.04				124 093	59 162	17
18		9	116 101	93 151	1.41	158	250	1.41				116 259	93 401	18
19		11	45 207	16 596	3.86	90	63	3.86				45 297	16 659	19
20	SUB-TOTAL		307 412	175 158		414	445					307 826	175 603	20
21	V	3	1 326	384	.81			.81				1 326	384	21
22		8	3 290	1 571	3.04			3.04				3 290	1 571	22
23		9	8 474	3 223	2.15			2.15				8 474	3 223	23
24		11	2 121	782	3.86			3.86				2 121	782	24
25	SUB-TOTAL		15 211	5 960								15 211	5 960	25
26	BASE GRAND TOTAL		1772 318	N/A	N/A	619	N/A	N/A		N/A	N/A	1772 937	N/A	26
27	ACCUMULATED DEPRECIATION GRAND TOTAL		N/A	—	N/A	N/A	—	N/A	N/A	—	N/A	N/A	608 856	27

(1) Columns (3) + (6) + (9) = Column 12

Columns (4) + (7) + (10) = Column 13

(2) The base grand total for owned and used, improvements to leased property and capitalized leases should equal the sum of Accounts 3, 8, 9 and 11 shown at year end on Schedule 330.

416A. SUPPORTING SCHEDULE — TRACK
(Dollars in Thousands)

Line No.	Lessor Property					Line No.
	Density category (Class)	Account	Base \$000	Accumulated depreciation \$000	Depreciation rate %	
1	I	3			.81	1
2		8	16	(3)	3.04	2
3		9	55		2.64	3
4		11	6		3.86	4
5	SUB-TOTAL		77	(3)		5
6	II	3	1 636	997	.81	6
7		8	12 586	6 028	3.04	7
8		9	7 300	1 088	.59	8
9		11	1 283	476	3.86	9
10	SUB-TOTAL		22 805	8 589		10
11	III	3		N/A	N/A	11
12		8		N/A	N/A	12
13		9		N/A	N/A	13
14		11		N/A	N/A	14
15	SUB-TOTAL			N/A	N/A	15
16	IV	3	92	60	.81	16
17		8	2 115	1 003	3.04	17
18		9	1 571	1 283	2.15	18
19		11	265	94	3.86	19
20	SUB-TOTAL		4 043	2 440		20
21	V	3				21
22		8				22
23		9				23
24		11				24
25	SUB-TOTAL					25
26	GRAND TOTAL		26 925	11 026		26

417. SPECIALIZED SERVICE SUBSCHEDULE — TRANSPORTATION

(Dollars in Thousands)

1. Report *freight* expenses only.
2. Report in lines 1, 2, 3, 4, and 10 the total of those natural expenses (salaries and wages, material, tools, supplies, fuels and lubricants, purchased services, and general) incurred in the operation of each type of specialized service facility. This schedule *does not* include switching services performed by train and yard crews in connection with or within specialized service facilities.
3. When it is necessary to apportion expenses, such as administrative expenses to two or more services, they shall be apportioned on the most equitable basis available to the respondent and only to the services they support. The total expenses in column (j) should balance with the respective line items in Schedule 410, Railway Operating Expenses.
4. Report in column (b), line 2, the expenses incurred in highway movements of trailers and containers performed at the expense of the reporting railroad within a terminal area for the purpose of pick-up, delivery or highway interchange service. Report in column (b), line 3, the expenses incurred in operating facilities for handling trailers and/or containers, including storage expenses. See schedule 755, note R.
5. The operation of floating equipment in line-haul service (between distinct terminals) should be reported in column (c) on line 2. Floating operations conducted within a general terminal or harbor area should be reported in column (c), line 3.
6. Report in column (g), line 3, the expenses incurred by the railroad in loading and unloading automobiles, trucks, etc., to and from bi-level and tri-level auto rack cars. Report on line 2, column (g), the expense incurred by the railroad in moving automobiles, etc., between bi-level and tri-level loading and unloading facilities over the highway to shippers, receivers or connecting carriers. Report in column (f) operating expenses for land facilities in support of floating operations, including the operation of docks and wharves.
7. Report on line 4, column (b), the expenses related to heating and refrigeration of TOFC/COFC trailers and containers (total debits and credits). The expenses on line 4, column (h), relate to refrigerator cars only.
8. Report in column (i) total expenses incurred in performing rail substitute service, other highway revenue service, LCL terminal operations, warehouse operations, freight car transloading, grain elevator terminal operations and livestock feeding operations only.

Line No.	Cross Check	Items (a)	TOFC/COFC terminal (b)	Floating equipment (c)	Coal marine terminal (d)	Ore marine terminal (e)	Other marine terminal (f)	Motor vehicle load and distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b-i) (j)	Line No.
1	*	Administration	255	5					3		263	1
2	*	Pick up and delivery, marine line haul	10 463	319					N/A		10 782	2
3	*	Loading and unloading and local marine	22 628					3 459	N/A		26 087	3
4	*	Protective services, total debit and credits	216						(2 663)		(2 447)	4
5	*	Freight lost or damaged—solely related										5
6	*	Fringe benefits	3 111	64					32		3 207	6
7	*	Casualty and insurance	141	3					1		145	7
8	*	Joint facility — Debit										8
9	*	Joint facility — Credit										9
10	*	Other	5								5	10
11	*	TOTAL	36 819	391				3 459	(2 627)		38 042	11

450. ANALYSIS OF TAXES

(Dollars in Thousands)

A. Railway Taxes

Line No.	Cross Check	Kind of tax (a)	Amount (b)	Line No.
1		Other than U.S. Government Taxes	14010 22 349	1
		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax and Surtax	(4 443)	2
3		Excess Profits		3
4		Total - Income Taxes	(4 443)	4
5		Railroad Retirement	108048112 210	5
6		Hospital Insurance	9172 9 485	6
7		Supplemental Annuities	9351 9 715	7
8		Unemployment Insurance	9271 9 637	8
9		All Other United States Taxes	56 4 7 486	9
10		Total - U.S. Government Taxes	131457129 118	10
11		Total - Railway Taxes	150 467	11

B. Adjustments to Federal Income Taxes

1. In column (a) are listed the particulars which most often cause a differential between taxable income and pretax accounting income. Other particulars which cause such a differential should be listed under the caption Other (Specify), including State and other taxes deferred if computed separately. Minor items, each less than \$100,000, may be combined in a single entry under Other (Specify).

2. Indicate in column (b) the beginning of the year total of Accounts 714, 744, 762 and 786 applicable to each particular item in column (a).

3. Indicate in column (c) the net change in Accounts 714, 744, 762 and 786 for the net tax effect of timing differences originating and reversing in the current accounting period.

4. Indicate in column (d) any adjustments, as appropriate, including adjustments to eliminate or reinstate deferred tax effects (credits or debits) due to applying or recognizing a loss carry-forward or a loss carry-back.

5. The total of line 19 in columns (c) and (d) should agree with the total of the contra charges (credits) to Account 557, Provision for Deferred Taxes, and Account 591, Provision for Deferred Taxes - Extraordinary Items, for the current year.

6. Indicate in column (e) the cumulative total of columns (b), (c), and (d). The total of column (e) must agree with the total of Accounts 714, 744, 762 and 786.

Line No.	Particulars (a)	Beginning of year balance (b)	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No.
1	Accelerated depreciation, Sec. 167 I.R.C.: Guideline lives pursuant to Rev. Proc. 62-21.	535 400	56 663		592 063	1
2	Accelerated amortization of facilities, Sec. 168 I.R.C.	19 777	(461)		19 316	2
3	Accelerated amortization of rolling stock, Sec. 184 I.R.C.	49 973	(1 972)		48 001	3
4	Amortization of rights of way, Sec. 185 I.R.C.	7 176	389		7 565	4
5	Excess book over tax dep'r 1940-1953	(8 891)			(8 891)	5
6	ACRS dep'r expense and 'frozen base'	368 667 (2)	90 213 (1)		458 880	6
7	Frt O/C reserve(not deducted for tax)	(9 115)	449		(8 666)	7
8	Other	(146 823)	(47 877)	1 380	(193 320)	8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18	Investment tax credit*	(200 938)	(30 973)(30)	(1 902)	(233 813)	18
19	TOTALS	615 226	66 431	(522)	681 135	19

450. ANALYSIS OF TAXES - Continued

(Dollars in Thousands)

***Footnotes:**1. If flow-through method was elected, indicate net decrease (or increase) in tax accrual because of investment tax credit _____ \$ 16 019

If deferral method for investment tax credit was elected:

- (1) Indicate amount of credit utilized as a reduction of tax liability for current year. _____ \$ _____
- (2) Deduct amount of current year's credit applied to reduction of tax liability but deferred for accounting purposes. _____ \$ _____
- (3) Balance of current year's credit used to reduce current year's tax accrual. _____ \$ _____
- (4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accrual. _____ \$ _____
- (5) Total decrease in current year's tax accrual resulting from use of investment tax credits. _____ \$ _____

2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made _____ \$ _____

- (1) Includes \$23,854,000 representing current year depreciation accounting adjustment.
- (2) Includes \$191,845,000 representing prior year depreciation accounting adjustment.
- (3) Represent current year investment credits generated and a reduction of investment credits previously used due to application of taxable loss carryback.

MEMORANDA
(FOR USE OF COMMISSION ONLY)
CORRESPONDENCE

[illegible]

CORRECTIONS

Date correction			Page	Authority					Clerk making correction
				Letter or telegram of -			Officer sending letter or telegram		
Month	Day	Year		Month	Day	Year	Name	Title	Name
8	22	84	Supp 10	6	27	84	W. G. Chappell	Asst VP - Party	W. G. Chappell
9	20	84	61	9	5	84	W. G. Chappell	VP - Party	W. G. Chappell
3	18	85	10	2	8	85	W. G. Chappell	VP - Party	W. G. Chappell
6	26	85	Remend Supp 10	5	31	85	W. G. Chappell	Asst VP - Party	W. G. Chappell
			314						

EXPLANATORY REMARKS

460. ITEMS IN SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS FOR THE YEAR
(Dollars in Thousands)

Give a brief description for all items, regardless of amount, included during the year in Accounts 555, Unusual or Infrequent Items; 560, Income or Loss From Operations of Discontinued Segments; 562, Gain or Loss on Disposal of Discontinued Segments; 570, Extraordinary Items; 590, Income Taxes on Extraordinary Items; 592, Cumulative Effect of Changes in Accounting Principles; 603, Appropriations Released; 606, Other Credits to Retained Earnings; 616, Other Debits to Retained Earnings; 620, Appropriations for Sinking and Other Funds; 621, Appropriations for Other Purposes. If appropriations released reflect appropriations provided during the year, each account should not be reported.

For Accounts 519, Miscellaneous Income, and 551, Miscellaneous Income Charges, if the total in either account exceeds 10% of net income before extraordinary items, describe the three largest items in each account and any other items in excess of 10% of net income.

Line No.	Account No. (a)	Item (b)	Debits (c)	Credits (d)	Line No.
1	519	Miscellaneous Income			1
2		Profit on sale of property		13 810	2
3		Discount on company bonds reacquired		5 934	3
4		Oil royalties revenue & lease bonuses		2 748	4
5		All other		2 145	5
6		Total Account 519		24 637	6
7					7
8					8
9	616	Other Debits to Retained Earnings			9
10		Equity in undistributed earnings	794		10
11					11
12					12
13	621	Appropriation for Other Purposes			13
14		Appropriations for voluntary bond retirement			14
15		fund	3 861		15
16					16
17					17
18					18
19					19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

Information pertaining to items in Account 551 is omitted as permitted under instructions above, since the balance in the account is less than 10% of net income.

500. CONTINGENT ASSETS AND LIABILITIES

(Dollars in Thousands)

1. Give particulars with respect to contingent assets and liabilities at the close of the year, in accordance with Instruction 5-6 in the Uniform System of Accounts for Railroad Companies, that are not reflected in the accounts of the respondent.

Disclose all items amounting to \$100,000 or more. If an actual monetary amount is not known and an estimate of the amount of any item involved is not feasible, disclosure should be made describing the contingency and explaining why an estimate is not determinable.

Examples of contingent liabilities are items which may become obligations as a result of pending or threatened litigation, assessments or possible assessments of additional taxes and agreements or obligations to repurchase securities or property.

2. Information concerning the guaranties and suretyships are to be shown in Schedule 501.

3. In column (a) give a description of each item of contingent assets and liabilities under an inserted caption "CONTINGENT ASSETS" or "CONTINGENT LIABILITIES," as appropriate, and in column (b) show the amount of each item.

Line No.	Item (a)	Amount (b)	Line No.
1			1
2			2
3			3
4			4
5			5
6			6
7			7
8			8
9			9
10			10
11			11
12			12
13			13
14	None		14
15			15
16			16
17			17
18			18
19			19
20			20
21			21
22			22
23			23
24			24
25			25
26			26
27			27
28			28
29			29
30			30
31			31
32			32
33			33
34			34
35			35
36			36
37			37
38			38
39			39
40			40
41			41
42			42
43			43
44			44
45			45
46			46
47			47

501. GUARANTIES AND SURETYSHIPS

(Dollars in Thousands)

1. If the respondent was under obligation as guarantor or surety for the performance by any other corporation or other association of any agreement or obligation, show the particulars of each contract of guaranty or suretyship in effect at the close of the year or entered into and expired during the year. This inquiry does not cover the case of ordinary commercial paper maturing on demand or not later than 2 years after the date of issue. Items of less than \$50,000 may be shown as one total.

Line No.	Names of all parties principally and primarily liable (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)	Line No.
1	Kansas City Term	Stock trust agreement for the	\$ 2 750	Joint	1
2	Ry Co AT&SF Ry, BN	payment of principal and interest	at Dec. 31, 1983		2
3	Inc C&NW Ry, ICG	of Promissory Notes payable on or			3
4	RR, KCS Ry, M-K-T	before December 15, 1984 (F.D.			4
5	RR, MP RR, SSW Ry,	27855)			5
6	StL-SF Ry, UP RR				6
7	and N&W Ry				7
8					8
9	Belt Ry Co of Chgo	Agreement to guarantee the pay-	19 360	Joint	9
10	AT&SF Ry, BN Inc,	ment of principal, interest and			10
11	ConRail, MP RR,	sinking fund requirements of			11
12	GTW RR, ICG RR,	First Mortgage Series A Bonds			12
13	Soo Line RR,	maturing August 15, 1987 (F. D.			13
14	Seaboard System,	22140)			14
15	C&O Ry, N&W Ry				15
16					16
17					17
18					18
19					19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38

2. If any corporation or other association was under obligation as guarantor or surety for the performance by the respondent of any agreement or obligation, show the particulars called for hereunder for each such contract of guaranty or suretyship in effect at the close of the year or entered into and expired during the year.

This inquiry does not cover the case of ordinary commercial paper maturing on demand or not later than 2 years after date of issue, nor does it include ordinary surety bonds or undertakings on appeals in court proceedings.

Line No.	Finance Docket number, title, maturity date and concise description of agreement or obligation (a)	Names of all guarantors and sureties (b)	Amount contingent liability of guarantors (c)	Sole or joint contingent liability (d)	Line No.
1					1
2					2
3					3
4					4
5					5
6					6
7					7
8					8
9					9

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS

(Dollars in Thousands)

Using the following notes as a guideline, show the requirements compensating balances and short-term borrowing arrangements. Footnote disclosure is required even though the arrangement is not reduced to writing.

1. Disclose compensating balances not legally restricted, lines of credit used and unused, average interest rate of short-term borrowings outstanding at balance sheet date, maximum amount of outstanding borrowings during the period and the weighted average rate of those borrowings.
2. Time deposits and certificates of deposit constituting compensating balances not legally restricted should be disclosed.
3. Compensating balance arrangements need only be disclosed for the latest fiscal year.
4. Compensating balances included in Account 703, Special Deposits, and in Account 717, Other Funds, should also be separately disclosed below.
5. Compensating balance arrangements are sufficiently material to require disclosure in footnotes when the aggregate of written and oral agreement balances amount to 15 percent or more of liquid assets (current cash balances, restricted and unrestricted plus marketable securities).
6. When a carrier is not in compliance with a compensating balance requirement, that fact should be disclosed along with stated and possible sanctions whenever such possible sanctions may be immediate (not vague or unpredictable) and material.

1. None
2. None
3. None
4. None
5. None
6. None

510. INSTRUCTIONS CONCERNING RETURNS IN SCHEDULE

Give particulars of the various issues of securities of the respondent and disclose the name and address of the creditor, the character (nature) of the debt, nature of the security, if any, the date of origin, the date of maturity, the total amount of the debt, the rate of interest, and the total amount of interest to be paid. Include a copy of any and all restrictive covenants attached to the indebtedness. Where such indebtedness is widely held, such as bonds and debentures, provide the name of the trustee in place of the creditor.

Accounts to be considered in completing this schedule:

- 765, Funded Debt Unmatured
- 766, Equipment Obligations
- 767, Receivers' and Trustees' Securities
- 768, Debt in Default
- 769, Accounts Payable; Affiliated Companies

In column (a) show the symbol and name and account number of each bond or other obligation according to the following designations in the numerical order given, and give a total for each such numerical alphabetical and each numerical group and for each account.

(1) MORTGAGE BONDS

- (a) With fixed interest
- (b) With contingent interest

(2) COLLATERAL TRUST BONDS

- (a) With fixed interest
- (b) With contingent interest

(3) UNSECURED BONDS (Debentures)

- (a) With fixed interest
- (b) With contingent interest

(4) EQUIPMENT OBLIGATIONS

- (a) Equipment securities (Corporation)
- (b) Equipment securities (Receivers' and Trustees')
- (c) Conditional or deferred payment contracts

(5) MISCELLANEOUS OBLIGATIONS

(6) RECEIVERS' AND TRUSTEES' SECURITIES (Other than equipment obligations)

(7) SHORT-TERM NOTES IN DEFAULT

Indicate in the description or by footnote the property pledge for each issue, stating assets covered by first lien and by junior lien.

If an issue is a serial issue, state amount due annually. If amounts are not due regularly, give full particulars.

If an issue is an income bond, the interest rate shown should be the maximum rate specified by the indenture. State in the description or by footnote the amount of interest that is contingent, the percent paid for the current year, and the aggregate percent of contingent interest unpaid at the beginning and end of the year.

If any issue is in default, indicate the date of the first default, payments of interest made during the current year, and total amount of interest in default at beginning and end of the year.

If any issue contains a conversion feature, call feature, or is subject to a sinking fund provision prior to maturity, describe particulars in footnotes.

NOTES AND REMARKS

Property pledged for issue:

765 - Mortgage bonds - 10,909 miles of line directly subject to first lien.
 Adj. mortgage bonds - 10,909 miles of line directly subject to junior lien.

766 - Equipment obligations pledged the following property:

Equipment Trust
 Series "B"

38, 86'6" Auto Parts Box Cars
 10, 3600 H.P. Model S.D. 45 Diesel Electric Locomotives
 200, 70-Ton M.T.C. Cars
 320, 70-Ton 50' Insulated Box Cars
 200, 70-Ton 50'6" Non- Insulated Box Cars
 54, 100-Ton 60' Insulated Box Cars
 49, 2250 H.P. Model U-23-B Diesel Electric Locomotives
 61, 2000 H.P. Model G.P. 38 Diesel Electric Locomotives
 5, 60' 225-Ton Flat Cars

Equipment Trust
 Series "C"

100, 50'6" 70-Ton MTC Cars
 50, 50' 70-Ton Insulated Box Cars
 700, 100-Ton Covered Hopper Cars
 5, 50-Ton CE 6 Cabooses

Equipment Trust
 Series "D"

400, 50'6" 70-Ton Non-Insulated Box Cars
 400, 100-Ton Triple Cross-Hopper Cars
 100, 100-Ton Covered Hopper Cars
 230, 50' 70-Ton Insulated Box Cars
 250, 50'6" Gondola Cars
 300, 50'6" 70-Ton MTC Cars
 4, 100-Ton Cradle Flat Cars
 2, 3600 H.P. Model S.D. 42-2 Diesel Electric Locomotives
 7, 26,000 Gal 100-Ton Tank Cars

Equipment Trust
 Series "E"

7, Tri-Level Auto Racks
 35, 3600 H.P. Model SD 45-2 Diesel Electric Locomotives
 15, 3600 H.P. Model U-36-C Diesel Electric Locomotives
 25, 100-Ton Covered Hopper Cars
 100, 100-Ton AC Covered Hopper Cars
 100, 50' 100-Ton High Cube Box Cars
 200, 50'6" 70-Ton Non-Insulated Box Cars
 100, 50'6" 100-Ton Non-Insulated Box Cars
 200, 100-Ton Open Top Triple Cross Hopper Cars
 28, Sta-Pac Containers
 7, 50-Ton Cabooses
 5, 100-Ton Woodchip Cars
 7, 89'4" 70-Ton Flat Cars
 2, 3000 H.P. SD 40-2 Diesel Electric Locomotives

NOTES AND REMARKS

Equipment Trust
Series "F"

1 000, 100-Ton Covered Hopper Cars
6, 2,700 cu. ft. 100-Ton Cement Cars

Equipment Trust
Series "G"

43, 3600 H.P. Model SD 45-2 Diesel Electric Locomotives
10, 100-Ton Insulated Box Cars

Equipment Trust
Series "H"

1 000 4,600 cu. ft. Covered Hopper Cars
4, 3,420 cu. ft. Cross Hopper Cars
5, 4,180 cu. ft. Airslide Hopper Cars
11, 89' 70-Ton Flat Cars

Equipment Trust
Series "I"

160, 89'4" 55-Ton Snapack Flat Cars
5, 50-Ton Cabooses
11, 2,700 cu. ft. 100-Ton Cement Cars
500, 52'6" 70-Ton Box Cars
200, 50'6" 100-Ton Box Cars
100, 50'6" 100-Ton Hi Cube Box Cars
125, 20,800 gal. 70-Ton Tank Cars
400, 89'4" Flat Cars for Piggyback
57, 60'100-Ton Box Cars
11, 3,600 H.P. Model U-36-C Diesel Electric Locomotives
20, 100-Ton Airslide Covered Hopper Cars

Equipment Trust
Series "J"

20, 3,600 H.P. Model U-36-C Locomotives
205, 52'6" 70-Ton Box Cars
23, 2,300 H.P. Model GP-39-2 Locomotives
125, 89'4" Flat Cars
200, 4,600 cu. ft. 100-Ton Hopper Cars
84, 60'9" 100-Ton Box Cars
100, 70'10" 100-Ton Hopper Cars
50, 100-Ton Hi Cube Box Cars
400, 4-750 cu. ft. 100-Ton Hopper Cars
500, 61' 100-Ton Insulated Box Cars
75, 100-Ton Cross Hopper Cars

Equipment Trust
Series "K"

221, 100-Ton Cross Hopper Cars
500, 65' 100-Ton Gondola Cars
100, 50'6" 100-Ton Hi Cube Box Cars
200, 50'6" 100-Ton Box Cars
100, 68' 125-Ton Flat Cars
50, 50' 100-Ton Flat Cars
400, 3,400 cu. ft. 100-Ton Cross Hopper Cars
18, 70-Ton Tri-Level Flat Cars
150, 61' 100-Ton Box Cars
30, 77-Ton Air Dump Gondola Cars
6, 50-Ton Cabooses
50, 41,800 cu. ft. Airslide Hopper Cars
25, 26,000 Gal. 100-Ton Tank Cars

NOTES AND REMARKS

Equipment Trust
Series "L"

264, 89'4" 70-Ton Flat Cars
200, 50'6" 100-Ton Box Cars
150, 52'6" 70-Ton Box Cars
16, 50-Ton Cabooses

Equipment Trust
Series "M"

38, 3000 H.P. Model S.D. 40-2 Diesel Electric Locomotives
14, 2300 H.P. Model G.P. 39-2 Diesel Electric Locomotives
48, 3000 H.P. Model C-30-7 Diesel Electric Locomotives
14, 2250 H.P. Model B-23-7 Diesel Electric Locomotives
10, 3500 H.P. Model G.P.-40-X Diesel Electric Locomotives
16, 50-Ton Cabooses
16, 2,700 cu. ft. 100-Ton Cement Cars

Equipment Trust
Series "N"

300, 61' 100-Ton Insulated Box Cars
200, 50'6" 100-Ton Box Cars
25, 4,180 cu. ft. 100-Ton Hopper Cars
100, 3,000 cu. ft. 100-Ton Hopper Cars
100, 3,420 cu. ft. 100-Ton Hopper Cars
5, Flat Cars
14, 3,000 H.P. Model S.D. 40-2 Diesel Electric Locomotives
6, 3,000 H.P. Model C-30-7 Diesel Electric Locomotives
132, 100-Ton Coal Cars
25, 60' 100-Ton Box Cars
30, 7,400 cu. ft. 100-Ton Woodchip Cars
23, 2,700 cu. ft. 100-Ton Cement Cars

Equipment Trust
Series "O"

145, 60' 70-Ton Box Cars
10, 2250 H.P. Model B-23-7 Diesel Electric Locomotives
35, 3000 H.P. Model C-30-7 Diesel Electric Locomotives
13, 3000 H.P. Model SD 40-2 Diesel Electric Locomotives
13, 2300 H.P. Model GP 39-2 Diesel Electric Locomotives
50, 100-Ton Covered Hopper Cars
80, 100-Ton Triple X Hopper Cars
434, 100-Ton Box Cars
179, 100-Ton Cement Hopper Cars

Equipment Trust
Series "P"

450, 3420 cu. ft. 100-Ton Hopper Cars
4, 235-Ton Heavy Duty Flat Car
4, 62' Insulated Box Cars
68, 26,000 Gal 100-Ton Tank Cars
15, 2250 H.P. Model B-23-7 Diesel Electric Locomotives
25, 3000 H.P. Model SD-40-2 Diesel Electric Locomotives
14, 3500 H.P. Model GP-50 Diesel Electric Locomotives

NOTES AND REMARKS

Equipment Trust
Series "Q"

- 9, 3500 H.P. Model GP-50 Diesel Electric Locomotives
- 8, 3000 H.P. Model SD-40-2 Diesel Electric Locomotives
- 16, 3600 H.P. Model B-36-7 Diesel Electric Locomotives
- 100, 60' 100-Ton Box Cars
- 25, 26,000 Gal. Tank Cars

Equipment Trust
Series "R"

- 7, 3500 H.P. Model GP-50 Diesel Electric Locomotives
- 30, 3000 H.P. Model C-30-7 Diesel Electric Locomotives
- 100, 60' 100-Ton Box Cars
- 75, Caboose Cars
- 25, 26,000 Gal Tank Cars
- 30, 50 cu. yd. 77-Ton Gondola Cars
- 21, 3000 H.P. Model SD-40-2 Diesel Electric Locomotives

Equipment Trust
Series "I"

- 6, Locomotive Electric Power Units (Slug)
Remanufactured
- 57, 1500 H.P. Model GP-7 Diesel Electric Locomotives
Remanufactured
- 8, 2000 H.P. Model TP-20 Diesel Electric
Locomotives Remanufactured
- 7, 2250 H.P. Model GP-30 Diesel Electric
Locomotives Remanufactured
- 17, 2500 H.P. Model GP-35 Diesel Electric
Locomotives Remanufactured
- 15, 3000 H.P. Model SD-40 Diesel Electric
Locomotives Remanufactured
- 23, 3600 H.P. Model SD-45 Diesel Electric
Locomotives Remanufactured

Equipment Trust
Series "2"

- 20, 2250 H.P. Model GP-30 Diesel Electric
Locomotives Remanufactured
- 22, 2500 H.P. Model GP-35 Diesel Electric
Locomotives Remanufactured
- 4, 3600 H.P. SD-45 (16 cylinders) Diesel Electric
Locomotives Remanufactured
- 21, 3600 H.P. SD-45 (20 cylinders) Diesel Electric
Locomotives Remanufactured
- 9, 3600 H.P. SDF-45 Diesel Electric
Locomotives Remanufactured
- 5, 3600 H.P. SDFP-45 Diesel Electric
Locomotives Remanufactured

Equipment Trust
Series "3"

- 1, Slug Model GP-9 Locomotives Electric Power
Remanufacturer.
- 28, 2500 H.P. Model GP-30 Diesel Electric
Locomotives Remanufactured
- 32, 2500 H.P. Model GP-35 Diesel Electric
Locomotives Remanufactured
- 2, 2000 H.P. Model GP-38 Diesel Electric
Locomotives Remanufactured
- 62, 3600 H.P. SD-45 (20 Cylinders) Diesel Electric
Locomotives Remanufactured

NOTES AND REMARKS

CONDITIONAL SALE AGREEMENTS:The Northern Trust Company Assignee of:

Greenville Steel	300, 100-Ton Longitudinal Hopper Cars
Car Company	350, 100-Ton Triple Cross Hopper Cars
Thrall Car	50, 100-Ton High Density Box Cars
Manufacturing Co.	32, 70-Ton High Cube Box Cars
Gunderson Bros.	13, 100-Ton Copper Concentrate Cars

Metropolitan Life Insurance Company:

General Motors Corp. . (Electric-Motive Div.)	29, 2300 HP Model GP-39-2 Locos.
FMC Corp.	400, 60'9" 100-Ton Box Cars
Pullman, Inc. (Pullman Standard Div.)	216, 60'9" 100-Ton Box Cars
General Electric Co.	65, 100-Ton Hi Cube Box Cars
Paccar, Inc.	6, 3600 HP Model U-36-C Locos.
ACF Industries, Inc.	100, 52'6" 70-Ton Box Cars
	400, 4,600 cu. ft. 100-Ton Hopper Cars

Harris Trust and Savings Bank Assignee of:

Pacific Car & Foundry	200, 70-Ton Mechanical Refrigeration Cars
General Motors Corp. (Electric-Motive Div.)	10, 2300 HP Model GP-39-2 Diesel Electric Locomotives
	12, 3000 HP Model SD-40-2 Diesel Electric Locomotives
Paccar, Inc.	54, 62' Insulated Box Cars
	300, 61' Insulated Box Cars
General Electric Co.	24, 3000 H.P. Model C-30-7 Diesel Electric Locomotives

First National Bank of Kansas City Assignee of:

Whitehead & Kales Co.	207, 89'4" Enclosed Tri-Level Automobile Racks
	55, 89'4" Enclosed Bi-Level Truck and Automobile Racks

Commercial National Bank of Peoria Assignee of:

Pullman, Inc. (Pullman Standard Div.)	30, 100-Ton Hopper Cars
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510. DEBTHOLDINGS

(Dollars in Thousands)

Line No.	Description of obligation (a)	Name and address of creditor or trustee (b)	Original amount (c)	Portion due		Line No.
				Within one year (d)	After one year (e)	
1	765 Funded Debt Unmatured					1
2	(1) Mortgage bonds Manufacturers Hanover					2
3	(a) With fixed interest Trust Co. NY NY					3
4	General Mortgage		155 942		81 327	4
5	(b) With continent interest Manufacturers Hanover					5
6	Adj. Mortgage Trust Co. NY NY		51 728		24 130	6
7	Total Account 765		207 670		105 457	7
8						8
9	764 & 766 Equipment Obligations					9
10	(4) Equipment Obligations					10
11	(a) Equipment securities					11
12	Harris Trust and Savings Bank-Chicago, Illinois					12
13	Equipment Trust - Series "B"		37 000	2 658	9 100	13
14	Equipment Trust - Series "C"		12 000	800	1 600	14
15	Equipment Trust - Series "D"		26 250	1 750	3 500	15
16	Equipment Trust - Series "E"		26 250	1 750	5 250	16
17	Equipment Trust - Series "F"		13 500	900	2 700	17
18	Equipment Trust - Series "G"		13 200	880	3 520	18
19	Equipment Trust - Series "H"		14 400	960	3 840	19
20	Equipment Trust - Series "I"		43 500	2 900	14 500	20
21	Equipment Trust - Series "J"		60 000	4 000	20 000	21
22	Equipment Trust - Series "K"		46 800	3 120	21 840	22
23	Equipment Trust - Series "L"		18 900	1 260	10 080	23
24	Equipment Trust - Series "M"		60 000	-	28 550	24
25	Equipment Trust - Series "N"		42 000	2 800	25 200	25
26	Equipment Trust - Series "O"		72 000	4 800	48 000	26
27	Equipment Trust - Series "P"		51 000	3 400	37 400	27
28	Equipment Trust - Series "Q"		27 000	1 800	19 800	28
29	Equipment Trust - Series "R"		55 350	3 690	44 280	29
30	Equipment Trust - Series "1"		35 000	-	35 000	30
31	Equipment Trust - Series "2"		30 000	-	30 000	31
32	Equipment Trust - Series "3"		2 000	-	2 000	32
33	Total (4a)		686 150	37 468	366 160	33
34	(c) Conditional or deferred payment contracts					34
35						35
36	The Northern Trust Co.-Chgo		10 750	855	-	36
37	Metropolitan Life Ins. Co.-NY NY		50 000	3 333	19 736	37
38	Harris Trust & Sav. Bk-Chgo		5 200	347	-	38
39	Harris Trust & Sav. Bk-Chgo		60 000	4 000	44 000	39
40	First Natl. Bk. of KC-KC, MO		8 409	1 201	1 202	40
41						41
42	Total (4-c)		134 359	9 736	64 938	42
43	Total 4		820 509	47 204	431 098	43
44						44
45						45
46						46
47						47
48						48
49						49
50						50

510. DEBTHOLDINGS—Continued
(Dollars in Thousands)

Line No.	Date of issue (f)	Date of maturity (g)	Interest			Line No.
			Rate (h)	Accrued during year (i)	Paid during year (j)	
1						1
2						2
3						3
4	12-12-1895	10-01-95	4	3 665	3 646	4
5						5
6	12-12-1895	07-01-95	4	979	966	6
7				4 644	4 612	7
8						8
9						9
10						10
11						11
12						12
13	03-15-70	03-15-85	8.75	1 040	1 035	13
14	01-15-71	01-15-86	7.50	182	210	14
15	02-15-71	02-15-86	7.00	383	428	15
16	01-01-72	01-01-87	7.12	499	561	16
17	11-01-72	11-01-87	7.13	310	321	17
18	04-01-73	04-01-88	7.25	335	351	18
19	05-01-73	05-01-88	7.25	371	383	19
20	07-01-74	07-01-89	9.11	1 717	1 849	20
21	12-15-74	12-15-89	8.47	2 357	2 371	21
22	01-01-76	02-01-91	8	2 018	2 122	22
23	01-01-77	02-01-92	7.50	858	898	23
24	10-01-77	10-01-92	7.66	2 525	2 574	24
25	04-01-78	04-01-93	8.29	2 378	2 436	25
26	03-01-79	03-01-94	9.50	5 092	5 244	26
27	01-01-80	02-01-95	10.87	4 465	4 619	27
28	10-01-80	11-01-95	12.88	2 974	3 013	28
29	02-01-81	11-15-96	14.58	7 275	7 336	29
30	06-01-81	06-01-89	14.95	5 233	5 232	30
31	09-01-82	10-16-87	9.625	2 914	3 011	31
32	11-01-83	11-01-89	11.83	-	-	32
33				42 926	43 994	33
34						34
35						35
36	04-01-69	05-01-84	7.50	91	104	36
37	01-15-75	05-15-90	9.75	2 371	2 412	37
38	09-01-69	09-15-84	8.25	42	50	38
39	03-01-80	10-01-95	12.25	6 248	6 370	39
40	09-01-78	10-01-85	8.88	293	320	40
41						41
42				9 045	9 256	42
43				51 971	53 250	43
44						44
45						45
46						46
47						47
48						48
49						49
50						50

510. DEBTHOLDINGS
(Dollars in Thousands)

Line No.	Description of obligation (a)	Name and address of creditor or trustee (b)	Original amount (c)	Portion due		Line No.
				Within one year (d)	After one year (e)	
1	(5) Miscellaneous Obligations					1
2	Equipment acquired under lease agreement:					2
3	90 Diesel Electric US Leasing Int'l. Inc.					3
4	Locomotives Crockers-Citizens		19 320	1 038		4
5		Natl Bank				5
6		Union America, Inc.				6
7		The Boatman's Natl				7
8		Bank of St. Louis				8
9	53 Diesel Elec	American Road				9
10	Locomotives	Equity Corp.	15 034	1 885	11 238	10
11		New England Merchants				11
12		Natl. Bank Trustee				12
13	14 Diesel Elec	The Connecticut Bank				13
14	Locomotives	and Trust Company	9 922	1 290	9 724	14
15	Modules					15
16	Wellington, KS	Nor-Lease Corp	560	31	388	16
17	Ft. Madison, IA	Northern	380	20	281	17
18	Waynoka, OK	Trust Corp	764	42	543	18
19	Belen NM	Chicago, IL	1 080	58	795	19
20	TOFC Trailers	Availco Equity Cor	8 486	1 354	2 010	20
21		Bacon Raton FL				21
22	Construction Ill	Dept. of Transp	500	-	460	22
23		State of Illinois				23
24	4-200 HP	New England Mercht				24
25	Diesel Locom.	Leasing, Chgo, IL	1 567	46	1 041	25
26	7-200 HP	NAC Leasing Corp.				26
27	Diesel Locom.	Chicago, IL	2 740	146	1 993	27
28	1 Tie Tamper	1st Natl. Bank of				28
29		Boston, Boston, MA	108	11	25	29
30	Total (5)		60 461	5 921	28 498	30
31	Total Accounts 764 & 766			53 125	459 596	31
32						32
33	769 Accounts Payable:	Affiliated Companies				33
34	(5) Miscellaneous Obligations					34
35	Railway joint	Sunset Ry. Co.				35
36	facilities	Bakersfield, CA			112	36
37	Railway joint	Central California				37
38	Traction Facilities					38
39	Stockton to Sacramento, CA				58	39
40	Switching joint	Alameda Belt Ry.				40
41	facilities	Alameda, CA			160	41
42						42
43	Total (5)				307	43
44	Total Account 769				330	44
45						45
46						46
47						47
48						48
49						49
50						50

510. DEBTHOLDINGS—Continued
(Dollars in Thousands)

Line No.	Date of issue (f)	Date of maturity (g)	Interest			Line No.
			Rate (h)	Accrued during year (i)	Paid during year (j)	
1						1
2						2
3						3
4	06-01-69	10-01-84	Fixed Pmt	255	295	4
5						5
6						6
7						7
8						8
9						9
10	05-01-74	03-18-92	8 5/8	1 153	1 187	10
11						11
12						12
13						13
14	12-01-82	01-02-98	11	1 092	-	14
15						15
16	05-01-78	05-01-93	8 3/8	36	36	16
17	11-01-78	11-01-93	8 3/8	25	26	17
18	09-01-78	09-01-93	8 3/8	51	51	18
19	12-01-78	12-01-93	8 3/8	73	73	19
20	05-01-78	04-30-86	Fixed Pmt	-	440	20
21						21
22	06-01-80	12-31-90	-	-	-	22
23						23
24						24
25	07-01-77	07-01-92	7.68	136	136	25
26						26
27	11-01-78	04-01-94	6 3/4	151	151	27
28						28
29	01-01-77	06-01-87	17	4	4	29
30				2 976	2 399	30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40
41						41
42						42
43						43
44						44
45						45
46						46
47						47
48						48
49						49
50						50

510. DEBTHOLDINGS—Concluded
(Notes and other disclosures)

Line No.	a. Nature of security or collateral, if any	Line No.
1		1
2		2
3		3
4		4
5	NONE	5
6		6
7		7
8		8
9		9
10		10
11		11
12		12
13		13
14		14
15		15
16		16
17		17

b. With respect to each holder of more than five percent of each issue reported, provide the name, address, and type of holder—bank, broker, holding company, individual or other specified category.

Line No.	Name and address of holder	Type of holder	Line No.
1			1
2			2
3			3
4			4
5	NONE		5
6			6
7			7
8			8
9			9
10			10
11			11
12			12
13			13
14			14
15			15
16			16
17			17
18			18

c Other notes and comments

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

1. Furnish the information called for below between the respondent and the affiliated companies or persons affiliated with the respondent, including officers, directors, stockholders, owners, partners or their wives and other close relatives, or their agents. Examples of transactions are, but are not restricted to, management, legal, accounting, purchasing or other type of service including the furnishing of materials, supplies, purchase of equipment, leasing of structures, land and equipment, and agreements relating to allocation of officers' salaries and other common costs between affiliated companies.

To be excluded are payments for the following types of services:

- (a) Lawful tariff charges for transportation services
- (b) Payments to or from other carriers for interline services and interchange of equipment
- (c) Payment to or from other carriers which may reasonably be regarded as ordinarily connected with routine operation or maintenance, but any special or unusual transactions should be reported.
- (d) Payments to public utility companies for rates or charges fixed in conformity with government authority.

2. In column (a) enter the name of the affiliated company, person, or agent with which respondent received or provided services aggregating \$50,000 or more for the year. If an affiliated company provides services to more than one affiliate, and the aggregate compensation amounts to \$50,000 or more for the year, list all the affiliates included in the agreement and describe the allocation of charges. If the respondent provides services to more than one affiliate, and the aggregate compensation amounts to \$50,000 or more for the year, reference to this fact should be made and the detail as to the allocation of charges should be stated. For those affiliates providing services to the respondent, also enter in column (a) the percent of affiliate's gross income derived from transactions with respondent.

The respondent may be required to furnish as an attachment to Schedule 512 a balance sheet and income statement for each affiliate with which respondent carrier had reportable transactions during the year, or alternatively, attach a "Pro forma" balance sheet and income statement for that portion or entity of each affiliate

which furnished the agreed to services, equipment, or other reportable transaction. The statements, if required, should be prepared on a calendar year basis in conformity with the prescribed schedules for the balance sheet and income statement in Annual Report Form R-1, and should be noted (1) to indicate the method used for depreciating equipment or other property furnished the carrier, and (2) whether the affiliate's Federal income tax return for the year was filed on a consolidated basis with the respondent carrier.

3. In column (b) indicate nature of relationship or control between the respondent and the company or person identified in column (a) as follows:

- (a) If respondent directly controls affiliate, insert the word "direct"
- (b) If respondent controls through another company, insert the word "indirect"
- (c) If respondent is under common control with affiliate, insert the word "common"
- (d) If respondent is controlled directly or indirectly by the company listed in column (a), insert the word "controlled"
- (e) If control is exercised by other means such as a management contract or other arrangement of whatever kind, insert the word "other" and footnote to describe such arrangements.

4. In column (c) fully describe the transactions involved such as management fees, lease of building, purchase of material, etc. When the affiliate listed in column (a) provides more than one type of service in column (c), list each type of service separately and show total for the affiliate. When services are both provided and received between the respondent and an affiliate they should be listed separately and the amounts shown separately in column (e).

5. In column (d) report the dollar amounts of transaction shown and the effect of any change in the method of establishing the terms from that used in the preceding period.

6. In column (e) report the dollar amounts due from or to related parties and, if not otherwise apparent, the terms and manner of settlement. Insert (P) paid and (R) received by the amount in column (e).

SCHEDULE 512. TRANSACTIONS BETWEEN RESPONDENT AND COMPANIES OR PERSONS AFFILIATED WITH RESPONDENT FOR SERVICES RECEIVED OR PROVIDED

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (d)	Amount due from or to related parties (e)	Line No.
1	Santa Fe Industries Inc.		Controlled	Dividends		P 25 501	1
2	"		"	Notes		R 6 000	2
3	"		"	Interest		R 2 260	3
4	"		"	Services Rendered		R 1 262	4
5	"		"	Computer Services		R 175	5
6	Kirby Forest Inc.		Common	Lumber Products		P 260	6
7	Santa Fe Pipeline Co.		Common	Services Rendered		R 108	7
8	Santa Fe Trail Transportation Co.		Common	Pick up & Delivery Trailers		P 10 263	8
9	"		"	Intercity Transp LCL Frt.		R 8 967	9
10	"		"	Material & Supplies		P 211	10
11	"		"	Material & Supplies		R 204	11
12	"		"	Services Rendered		P 246	12
13	"		"	Services Rendered		R 2 193	13
14	"		"	Building Rental		R 71	14
15	Standard Office Bldg. Corp.		Common	Rental of Office Space		P 1 153	15
16	Advertising Direction Inc.		Common	Advertising		P 1 250	16
17	"		"	"		R 156	17
18	"		"	Services Rendered		R 292	18
19	Santa Fe Land Improvement Co.		Common	Notes		R 7 006	19
20	"		"	Interest		R 219	20
21	"		"	Building Rental		P 1 771	21
22	"		"	Rental of Land		P 198	22
23	"		"	" " "		R 77	23
24	"		"	Services Rendered		P 213	24
25	"		"	" "		R 334	25

SCHEDULE 512. TRANSACTIONS BETWEEN RESPONDENT AND COMPANIES OR PERSONS AFFILIATED WITH RESPONDENT FOR SERVICES RECEIVED OR PROVIDED

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (d)	Amount due from or to related parties (e)	Line No.
1	Santa Fe Land Improvement Co.		Common	Construct facilities		R 4 050	1
2	" " " " "		"	Office repairs		P 1 094	2
3	" " " " "		"	Sale of land & facilities		R 21 854	3
4	" " " " "		"	Purchase of land & facilities		P 17 509	4
5	Santa Fe Natural Resources Inc.		Common	Services rendered		R 107	5
6	Robert E. McKee Inc.		Common	Construct facilities		P 5 324	6
7	" " " " "		"	Ballast production		P 3 497	7
8	Santa Fe Energy Inc.		Common	Services rendered		P 121	8
9	" " " " "		"	" "		R 101	9
10	" " " " "		"	Sale of mineral rights		R 96	10
11	Santa Fe Mining Inc.		Common	Services rendered		R 185	11
12	Santa Fe Energy Products Co.		Common	Material & supplies		P 2 678	12
13	Santa Fe Coal Co.		Common	Material & supplies		R 138	13
14	Hospah Coal Co.		Common	Legal expenses		P 423	14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25

Road Initials: ATSF

Year 1983

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INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 700

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

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

(5) Line operated under *trackage rights*.

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

Lengths of track should be reported to the nearest WHOLE mile adjusted to accord with footings; i.e., counting one-half mile and over as a whole mile and disregarding any fraction less than one-half mile.

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

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

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

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

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

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

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

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

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

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

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

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

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

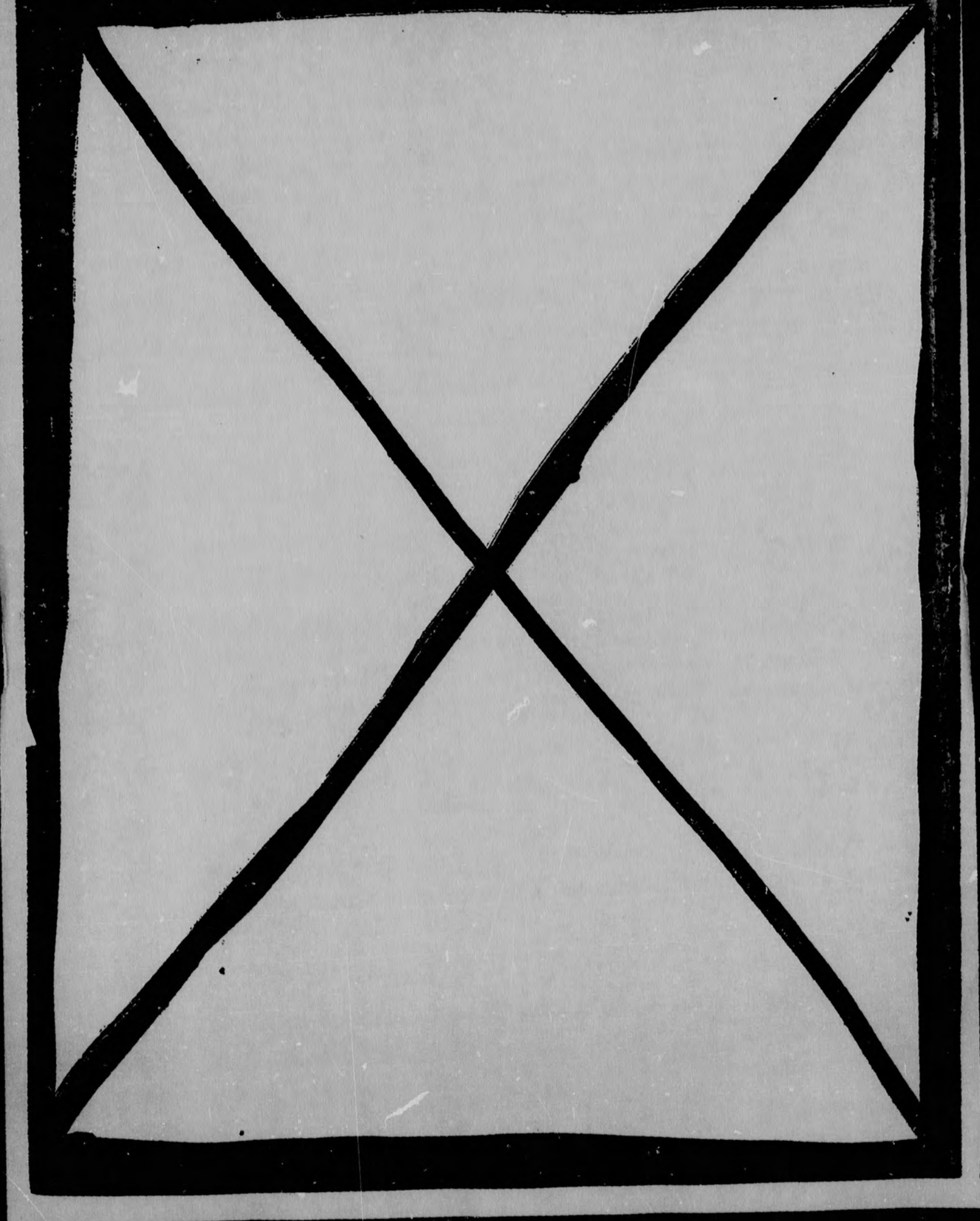
Road held by the respondent as *joint or common owner* or a *joint lessee* or under any *joint arrangement* should be shown in its appropriate class, and the entry of length should be of the entire length of the portion jointly held. The class symbol should have the letter (J) attached.

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

Switching and terminal companies leave column (c), Main or branch line, blank. They should, however, prepare the following schedule for tracks operated at cost for joint benefit.

TRACKS OPERATED AT COST FOR JOINT BENEFIT (For switching and terminal companies only)

Line No.	Name of owner(s)	Joint or common title holder(s)	Total mileage operated	Line No.
1				1
2				2
3				3
4				4
5				5
6				6
7				7
8				8
9				9
10				10
11				11
12				12
13				13



700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No.	Cross Check	Class	Proportion owned or leased by respondent	Main (M) or branch (B) line	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks	Miles of yard switching tracks	TOTAL	Line No.
					Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, and turnouts				
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1		1	100%	M	5 903	1 660	45	1 273	842	2 188	11 911	1
2		1	100%	B	5 573			385	555	165	6 678	2
3			Sub Total									3
4			Class 1		11 476	1 660	45	1 658	1 397	2 353	18 589	4
5												5
6	1J		50%	M	2	3		3	19	50	77	6
7			33.3%	M	3	1				15	19	7
8			25%	M						14	14	8
9			20%	M						3	3	9
10			Sub Total									10
11			(1-J)Main		5	4		3	19	82	113	11
12												12
13	1J		50%	B	59			4	26	14	103	13
14			33.3%	B						1	1	14
15			66.7%	B					6	1	7	15
16			Sub Total									16
17			(1-J)Branch		59			4	32	16	111	17
18												18
19			Sub Total									19
20			Class(1-J)		64	4		7	51	98	224	20
21			Total Class									21
22			(1)&(1-J)		11 540	1 664	45	1 665	1 448	2 451	18 813	22
23												23
24	3B		100%	M						8	8	24
25												25
26	4AJ		50%	M						3	3	26
27												27
28	4B		100%	M					3		3	28
29												29
30	5		100%	M	228	150	14	68	325	383	1 168	30
31			100%	B	311	2		33	295	116	757	31
32			Sub Total									32
33			Class 5		539	152	14	101	620	499	1 925	33
34												34
35												35
36												36
37												37
38												38
39												39
40												40
41												41
42												42
43												43
44												44
45												45
46												46
47												47
48												48
49												49
50												50
51												51
52												52
53												53
54												54
55			TOTAL MAIN LINE	N/A	6 136	1 814	59	1 344	1 189	2 664	13 206	55
56			TOTAL BRANCH LINES	N/A	5 943	2		422	882	297	7 546	56
57			GRAND TOTAL	N/A	12 079	1 816	59	1 766	2 071	2 961	20 752	57
58			Miles of electrified road or track included in preceding grand total	N/A								58

701. MILEAGE OWNED BUT NOT OPERATED BY RESPONDENT AT CLOSE OF YEAR

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

Line No.	Class	Name of road or track	Main (M) or branch (B) line	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks	Miles of yard switching tracks	TOTAL	Line No.
				Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, turn-outs				
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1	1	BN Pittsburgh	B						1	1	1
2		SP San Fran	M						1	1	2
3		SPLong Beach	B					1		1	3
4		OT Oakland	M						1	1	4
5		HBT Houston	M	5	1				2	8	5
6		CRIP Dallas	M						1	1	6
7	1J	WTA Wichita	M						3	3	7
8		CRIP Okla City	M						5	5	8
9		SP San Fran	M						5	5	9
10		SP Richmond	M						10	10	10
11		SP W. Oakland	M						1	1	11
12		SP Wingfoot	B						3	3	12
13		Total Mainline		5	1				29	35	13
14		Total Branch L						1	4	5	14
15		TOTAL	N/A	5	1			1	33	40	15

702. MILES OF ROAD AT CLOSE OF YEAR - BY STATES AND TERRITORIES (SINGLE TRACK)

(For other than switching and terminal companies)

Give particulars, as of the close of the year, of all road operated and of all owned but not operated. The respondent's proportion of operated road held by it as joint or common owner, or under a joint lease, or under any joint arrangement, should be shown in columns (b), (c), (e), or (f), as may be appropriate. The remainder of jointly operated mileage should be shown in column (g). Respondent's proportion of road jointly owned, not operated, should be shown in columns (i) and (j), as may be appropriate. Tracks which have been permanently abandoned should not be included in columns (i) and (j). Lengths of track should be reported to the nearest WHOLE mile adjusted to accord with footings; i.e., counting one-half mile and over as a whole mile and disregarding any fraction less than one-half mile.

Line No.	Cross Check	State or territory (a)	ROAD OPERATED BY RESPONDENT							LINE OWNED, NOT OPERATED BY RESPONDENT		New line constructed during year (k)	Line No.
			LINE OWNED		Line of propri- etary companies (d)	Line operated under lease (e)	Line operated under contract, etc. (f)	Line operated under trackage rights (g)	Total mileage operated (h)	Main line (i)	Branch lines (j)		
			Main line (b)	Branch lines (c)									
1		Illinois	454	17				16	487				1
2		Indiana	55					11	66				2
3		Iowa	20						20				3
4		Missouri	193	33				6	232				4
5		Kansas	1 078	1 464				91	2 633				5
6		Nebraska		1					1				6
7		Oklahoma	432	540				88	1 060				7
8		Texas	1 229	2 074				84	3 387	5			8
9		Louisiana		64					64				9
10		Colorado	276	194				127	597				10
11		New Mexico	910	376					1 286				11
12		Arizona	386	382					768				12
13		California	873	456				149	1 478				13
14													14
15													15
16													16
17													17
18													18
19													19
20													20
21													21
22													22
23													23
24													24
25													25
26													26
27													27
28													28
29													29
30													30
31													31
32		TOTAL MILEAGE (single track)	5 906	5 601				572	12 079	5			32

705. CHANGES DURING THE YEAR

Hereunder state the matters called for. Make the statements explicit and precise, and number them in accordance with the inquiries; each inquiry should be fully answered, and if the word "none" truly states the fact, it may be used in answering any particular inquiry. Changes in mileage should be reported by classes and stated to the nearest WHOLE mile adjusted to accord with footings; i.e., counting one-half mile and over as a whole mile and disregarding any fraction less than one-half mile.

1. For each railroad property used in respondent's transportation service, show all increases and decreases in mileage, classifying the changes in the tables below as follows:

- (Class 1) Line owned by respondent
- (Class 2) Line owned by proprietary companies
- (Class 3) Line operated under lease for a specified sum
- (Class 4) Line operated under contract or agreement for contingent rent
- (Class 5) Line operated under trackage rights.

2. For changes in miles of road, give dates of beginning or abandonment of operations. Any certificates of convenience and necessity, issued under (49) U.S.C. 10901 of the Interstate Commerce Act should make reference to such authority by docket number as may be appropriate.

3. Show all consolidations, mergers, and reorganizations effected, giving particulars.

This statement should show the mileage, equipment, and cash value of property of each company as well as the consideration received by each company party to the action. State the dates on which consolidated, etc., and whether the prior companies have been dissolved. Copies of the articles of consolidation, merger, or reorganization should be filed with this report.

4. Show other important changes not elsewhere provided for, involving more than \$50,000, giving full particulars.

INCREASES IN MILEAGE

Line No.	Class	Main (M) or branch (B) line	Running Tracks, Passing Tracks, Cross-Overs, Etc.				Miles of way switching tracks	Miles of yard switching tracks	TOTAL	Remarks	Line No.
			Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs and turn-outs					
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1	1	M				236		2	238		1
2	1	B	62			6			68		2
3	1J	B	21						21		3
4	5	M					274	270	544		4
5	5	B					192	109	301		5
6											6
7											7
8											8
9											9
10											10
11											11
12											12
13	TOTAL INCREASE		83			242	466	381	1 172		13

DECREASES IN MILEAGE

14	1	M					278	263	541		14
15	1	B	60				186	84	330		15
16	1	B	11						11 (A)		16
17	1	B	59					27	86 (B)		17
18	1	B	9						9 (C)		18
19	1	B	51						51 (D)		19
20	1	B	13						13 (E)		20
21	1	B	39						39 (F)		21
22	1	B	60						60 (G)		22
23	5	M	23			239			262		23
24	5	B	20			13			33		24
25	TOTAL DECREASE		345			252	464	374	1 435 (H)		25

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

Owned by respondent:

Miles of road constructed None

Miles of road abandoned 269

Owned by proprietary companies:

Miles of road constructed None

Miles of road abandoned None

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

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

*See Remarks

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NOTES AND REMARKS

Applicable to Schedule 705

Decreases in Mileage, Column (C) Only

- (A) Clonmel to Anness, Kansas (ICC #AB-52(Sub No. 15))
Abandonment effective June 1, 1982
- (B) Maryneal to San Angelo, Texas (ICC Docket No. 30002)
Abandonment effective December 1, 1982
- (C) Skellytown to White Deer, Texas (ICC #AB-52(Sub-No. 20))
Abandonment effective March 1, 1983
- (D) Buffalo to Waynoka, Oklahoma (ICC #AB-52(Sub No. 19))
Abandonment effective July 15, 1983
- (E) Burro Mountain Jct. to Silver City, New Mexico (ICC # AB-52 (Sub-No. 22))
Abandonment effective March 16, 1983
- (F) Ancona to Pekin, Illinois (ICC #AB 52 (Sub No. 21B))
Abandonment effective July 8, 1983
- (G) Shawnee to Ada, Oklahoma (ICC #AB-52 (Sub-No. 17))
Abandonment effective May 31, 1982
- (H) Difference between net increases in Schedule 700 and 705 represents jointly owned track mileages in which the operation alternates each year between owning companies.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

Instructions for reporting locomotive and passenger-train car data.

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.
2. In column (c) give the number of units purchased new or built in company shops. In column (d) give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.
3. Units leased to others for a period of one year or more are reportable in column (l). Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h). Units rented from others for a period less than one year should not be included in column (i).
4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to an "A" unit, but not equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operation at terminals.
5. A "self-propelled car" is a rail motor car propelled by electric motors receiving power from a third rail or overhead, or internal combustion engines located on the car itself. Trailers equipped for use only in trains of cars that are self-propelled are to be included as self-propelled equipment.
6. A "diesel" unit includes all units propelled by diesel internal combustion engines irrespective of final drive or whether power may at times be supplied from an external conductor. Units other than diesel-electric, e.g., diesel-hydraulic, should be identified in a footnote giving the number and a brief description. An "electric" unit includes all units which receive electric power from an overhead contact wire or a third rail, and use the power to drive one or more electric motors that propel the vehicle. An "other self-powered unit" includes all units other than diesel, or electric, e.g., steam, gas turbine. Show the type of unit, service and number, as appropriate, in a brief description sufficient for positive identification. An "auxiliary unit" includes all units used in conjunction with locomotives, but which draw their power from the "mother" unit, e.g.,

boosters, slugs, etc. For reporting purposes, indicate radio-controlled self-powered diesel units on lines 1 through 8, as appropriate. Radio-controlled units that are not self-powered, i.e., those without a diesel, should be reported on line 13 under "auxiliary units."

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

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

9. Cross-checks

Schedule 710

Line 5, column (j)	=	Line 11, column (l)
Line 6, column (j)	=	Line 12, column (l)
Line 7, column (j)	=	Line 13, column (l)
Line 8, column (j)	=	Line 14, column (l)
Line 9, column (j)	=	Line 15, column (l)
Line 10, column (j)	=	Line 16, column (l)

Schedule 710

When data appear in column (j) lines 1 thru 8, column (k) should have data on same lines.
When data appear in columns (k) or (l) lines 36 thru 53, and 55, column (m) should have data on same lines.

710. INVENTORY OF EQUIPMENT
UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including re-classification (g)	Units at Close of Year					Line No.
				Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h)&(i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including re-classification and second hand units purchased or leased from others (f)							
1		Locomotive Units Diesel-freight units	29					13	5	11	16	(H.P.) 34 750		1
2		Diesel-passenger units												2
3		Diesel-multiple purpose units	1 961			118	(A) 2	133	1 792	156	1 948	4912 600	6	3
4		Diesel-switching units	31						31		31	37 200		4
5	*	TOTAL (lines 1 to 4) units	2 021			118	2	146	1 828	167	1 995	4984 550	6	5
6	*	Electric-locomotives												6
7	*	Other self-powered units												7
8	*	TOTAL (lines 5, 6 and 7)	2 021			118	2	146	1 828	167	1 995	4984 550	6	8
9	*	Auxiliary units	35			5		10	30		30	N/A		9
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	2 056			123	2	156	1 858	167	2 025	N/A	6	10

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

Line No.	Cross Check	Type or design of units (a)	Before Jan. 1, 1960 (b)	Between Jan. 1, 1960 and Dec. 31, 1964 (c)	Between Jan. 1, 1965 and Dec. 31, 1969 (d)	Between Jan. 1, 1970 and Dec. 31, 1974 (e)	Between Jan. 1, 1975 and Dec. 31, 1979 (f)	During Calendar Year						Line No.
								1980 (g)	1981 (h)	1982 (i)	1983 (j)	1984 (k)	TOTAL (l)	
11	*	Diesel	637	161	344	284	362	110	97				1 995	11
12	*	Electric												12
13	*	Other self-powered units												13
14	*	TOTAL (lines 11 to 13)	637	161	344	284	362	110	97				1 995	14
15	*	Auxiliary units				7	6	6	5	1	5		30	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	637	161	344	291	368	116	102	1	5	N/A	2 025	16

Road Initials:

ATSF

Year 19 83

710. INVENTORY OF EQUIPMENT—Continued
UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Annual Report R-1

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including re-classification (g)	Units at Close of Year					Line No.
				Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h)&(i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including re-classification and second hand units purchased or leased from others (f)							
17		PASSENGER-TRAIN CARS Non-Self-Propelled Coaches [PA, PB, PBO]												17
18		Combined cars [All class C, except CSB]												18
19		Parlor cars [PBC, PC, PL, PO]												19
20		Sleeping cars [PS, PT, PAS, PDS]												20
21		Dining, grill and tavern cars [All class D, PD]										N/A		21
22		Non-passenger-carrying cars [All class B, CSB, M, PSA, IA]										N/A		22
23		TOTAL (lines 17 to 22)												23
24		Self-Propelled Electric passenger cars [EP, ET]												24
25		Electric combined cars [EC]												25
26		Internal combustion rail motorcars [ED, EG]												26
27		Other self-propelled cars (Specify types)												27
28		TOTAL (lines 24 to 27)												28
29		TOTAL (lines 23 and 28)												29
30		COMPANY SERVICE CARS Business cars [PV]	17						17		17	N/A		30
31		Board outfit cars [MWX]	534					25	509		509	N/A		31
32		Derrick and snow removal cars [MWU, MWV, MWV, MWK]	32					16	16		16	N/A		32
33		Dump and ballast cars [MWB, MWD]	204					1	203		203	N/A		33
34		Other maintenance and service equipment cars	3 249	1		195	2	343	3 104		3 104	N/A		34
35		TOTAL (lines 30 to 34)	4 036	1		195	2	385	3 849		3 849	N/A		35

710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data:

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.
2. In column (d) give the number of units purchased or built in company shops. In column (e) give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.
3. Units leased to others for a period of one year or more are reportable in column (m). Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (i). Units rented from others for a period less than one year should not be included in column (i).

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

Line No.	Cross Check	Class of equipment and car designations	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Time-mileage cars	All others	Units installed				
					New units purchased or built	New or rebuilt units leased from others	Rebuilt units acquired and rebuilt units rewritten into property accounts	All other units, including reclassification and second hand units purchased or leased from others	
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	
		FREIGHT TRAIN CARS							
36		Plain box cars - 40' (B100-B287)	578						36
37		Plain box cars - 50' and longer (B300-B887)	5 125				(6)	(B) 974	37
38		Equipped box cars (All Code A)	14 520				32	(C) 24	38
39		Plain gondola cars (All Codes G & J--1, J--2, J--3, and J--4)	6 752					244	39
40		Equipped gondola cars (All Code E)	899						40
41		Covered hopper cars (All Code C -- 1 --)	17 532				25		41
42		Open top hopper cars-general service (All Code H)	5 128	5					42
43		Open top hopper cars-special service (All Codes K, J--0 and C -- 2 --)	446					136	43
44		Refrigerator cars-non-mechanical (R100-120, 200-220, 300-320, 400-420, 500-520, 600-620, 700-720 and 800-820)	963				(1)		44
45		Refrigerator cars-mechanical (R150-170, 250-270, 350-370, 450-470, 550-570, 650-670, 750-770 and 850-870)	2 338						45
46		Flat cars-TOFC/COFC (All Code P)	3 170				89	(D) 599	46
47		Flat cars-multi-level (All Code V)	2 133						47
48		Flat cars-general service (F101-106, F201-206, F301-306)	434						48
49		Flat cars-other (F111-166, 211-266, 311-366, 411-466, 501-826)	1 516				(2)	6	49
50		Tank cars-under 22,000 gallons (T--0, T--1, T--2, T--3, T--4, T--5)	848				188		50
51		Tank cars-22,000 gallons and over (T--6, T--7, T--8, T--9)	150						51
52		All other freight cars (All Codes L & S and F171-176, 271-276, 371-376, 471-476)	472					7	52
53		TOTAL (lines 36 to 52)	63 004	5			325	1 990	53
54		Caboose (All Code N)	N/A	756					54
55		TOTAL (lines 53, 54)	63 004	761			325	1 990	55

710. INVENTORY OF EQUIPMENT - Continued

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

5. Time-mileage cars refers to freight cars, other than cabooses, owned or held under lease arrangement, whose interline rental is settled on a per diem and line haul mileage basis under "Code of Car Hire Rules" or would be so settled if used by another railroad.

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification	Owned and used	Leased from others	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4)	Leased to others	
					Time-mileage cars	All other			
		(h)	(i)	(j)	(k)	(l)	(m)	(n)	
36		343	235		235		12 175	149	36
37		487	4 538	1 068	5 606		417 771		37
38		738	13 835	3	13 838		1 041 108	4	38
39		1 572	5 423	1	5 424		430 704	7	39
40		124	775		775		59 490		40
41		(E) 785	15 382	1 390	16 772		1 588 034		41
42		272	4 861		4 861		434 534		42
43		241	341		341		32 956		43
44		13	919	30	949		63 871		44
45		478	1 860		1 860		123 358		45
46		115	3 020	723	3 743		256 370		46
47		33	904	1 296	2 100		33 481		47
48		10	424		424		21 966		48
49		(F) 539	981		981		76 268		49
50		335	701		701		49 910		50
51			150		150		14 444		51
52		28	444	7	451		27 868		52
53		6 113	54 693	4 518	59 211		4 684 308	160	53
54		66	690		N/A	690	N/A		54
55		6 179	55 383	4 518	59 211	690	4 684 308	160	55

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710. INVENTORY OF EQUIPMENT - Continued

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

Line No.	Cross Check	Class of equipment and car designations	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Per diem	All others	Units installed				
					New units purchased or built	New units leased from others	Rebuilt units acquired and rebuilt units rewritten into property accounts	All other units, including reclassification and second hand units purchased or leased from others	
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	
		FLOATING EQUIPMENT							
56		Self-propelled vessels [Tugboats, car ferries, etc.]	N/A	1					56
57		Non-self-propelled vessels [Car floats, lighters, etc.]	N/A	1					57
58		TOTAL (lines 56 and 57)	N/A	2					58
		HIGHWAY REVENUE EQUIPMENT							
59		Bogie chassis	31		228				59
60		Dry van	7 013		339				60
61		Flat bed	402						61
62		Open top	590						62
63		Mechanical refrigerator							63
64		Bulk							64
65		Insulated	316		178				65
66		Platform removable sides	264						66
67		Other trailer or container	646						67
68		Tractor				92			68
69		Truck							69
70		TOTAL (lines 59 to 69)	9 262		745 *	92			70

NOTES AND REMARKS

710. INVENTORY OF EQUIPMENT - Concluded

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4) (m)	Leased to others (n)	
					Per diem (k)	All other (l)			
56			1		N/A	1			56
57			1		N/A	1			57
58			2		N/A	2			58
59			259		259				59
60		9	5 405	1 938	7 343				60
61		25	377		377				61
62		168	422		422				62
63									63
64									64
65			494		494				65
66		264							66
67		644	2		2				67
68			92		92				68
69									69
70		1 110	7 051	1 938	8 989				70

NOTES AND REMARKS

- (A) Includes 2 units leased to others returned to owner.
 (B) Includes 974 units leased from others.
 (C) Includes 9 units leased to others returned to owner.
 (D) Includes 87 units leased from others.
 (E) Includes 356 units leased from others returned to owner.
 (F) Includes 39 units leased from others returned to owner.

710S. UNIT COST OF EQUIPMENT INSTALLED DURING THE YEAR
(Dollars in Thousands)

1. Give particulars as requested, separately, for the various classes of new units and rebuilt units of equipment installed by respondent during the year. If information regarding the cost of any units installed is not complete at time of filing of report, the units should be omitted, but reference to the number of units omitted should be given in a footnote, the details as to cost to be given in the report of the following year. The cost of units under construction at the close of the year should not be reflected in this schedule even though part of the cost appears in the property account for the year. Indicate in column (e) whether an installation represents equipment purchased (P), built or rebuilt by contract in outside railroad shops (C), or built or rebuilt in company or system shops (S).

2. In column (a) list each class or type of locomotive unit, car, or TOFC/COFC equipment on a separate line. By class is meant the standard classification used to distinguish types of locomotive units, freight cars or other equipment adopted by the Association of American Railroads, and should include physical characteristics requested by Schedule 710. Locomotive units should be identified as to power source, wheel arrangement, and horsepower per unit, such as multiple-purpose diesel locomotive A units (B-B), 2500 HP. Cars should be identified as to special construction or service characteristics, such as aluminum-covered hopper car (LO), steel boxcars-special service (XAP), etc. For TOFC/COFC show type of equipment as enumerated in Schedule 710.

3. In column (c) show the total weight in tons of 2,000 pounds. The weight of the equipment acquired should be the weight empty.

4. The cost should be the complete cost as entered on the ledger, including foreign line freight charges and handling charges.

5. Data for this schedule should be confined to the units reported in Schedule 710, columns (c) and (e) for locomotive units, passenger-train cars and company service cars and columns (d) and (f) for freight train cars, floating equipment and highway revenue equipment. Disclose new units in the upper section of this schedule and in the lower section disclose rebuilt units acquired or rewritten into the respondent's accounts. The term "new" as used herein shall mean a unit or units placed in service for the first time on any railroad.

6. All unequipped boxcars acquired in whole or in part with incentive per diem funds should be reported on separate lines and appropriately identified by footnote or sub-heading.

NEW UNITS

Line No.	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (d)	Method of acquisition (see instructions) (e)	Line No.
1						1
2						2
3	None					3
4						4
5						5
6						6
7						7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25	TOTAL		N/A		N/A	25

REBUILT UNITS

26						26
27						27
28	See Page 86A					28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38	TOTAL		N/A		N/A	38
39	GRAND TOTAL		N/A		N/A	39

710S. UNIT COST OF EQUIPMENT INSTALLED DURING THE YEAR
(Dollars in Thousands)

1. Give particulars as requested, separately, for the various classes of new units and rebuilt units of equipment installed by respondent during the year. If information regarding the cost of any units installed is not complete at time of filing of report, the units should be omitted, but reference to the number of units omitted should be given in a footnote, the details as to cost to be given in the report of the following year. The cost of units under construction at the close of the year should not be reflected in this schedule even though part of the cost appears in the property account for the year. Indicate in column (e) whether an installation represents equipment purchased (P), built or rebuilt by contract in outside railroad shops (C), or built or rebuilt in company or system shops (S).
2. In column (a) list each class or type of locomotive unit, car, or TOFC/COFC equipment on a separate line. By class is meant the standard classification used to distinguish types of locomotive units, freight cars or other equipment adopted by the Association of American Railroads, and should include physical characteristics requested by Schedule 710. Locomotive units should be identified as to power source, wheel arrangement, and horsepower per unit, such as multiple-purpose diesel locomotive A units (B-B), 2500 HP. Cars should be identified as to special construction or service characteristics, such as aluminum-covered hopper car (LO), steel boxcars-special service (XAP), etc. For TOFC/COFC show type of equipment as enumerated in Schedule 710.
3. In column (c) show the total weight in tons of 2,000 pounds. The weight of the equipment acquired should be the weight empty.
4. The cost should be the complete cost as entered on the ledger, including foreign line freight charges and handling charges.
5. Data for this schedule should be confined to the units reported in Schedule 710, columns (c) and (e) for locomotive units, passenger-train cars and company service cars and columns (d) and (f) for freight train cars, floating equipment and highway revenue equipment. Disclose new units in the upper section of this schedule and in the lower section disclose rebuilt units acquired or rewritten into the respondent's accounts. The term "new" as used herein shall mean a unit or units placed in service for the first time on any railroad.
6. All unequipped boxcars acquired in whole or in part with incentive per diem funds should be reported on separate lines and appropriately identified by footnote or sub-heading.

Rebuilt Units

Line No.	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (d)	Method of acquisition (see instructions) (e)	Line No.
1	Locomotive - Units					1
2	Diesel-Mult Purpose A Units BB2500	# 48	6 356	14 529	S	2
3	Diesel-Mult Purpose A Units BB3600	# 50	9 829	19 296	S	3
4	Auxiliary Units	# 1	124	88	S	4
5	Total	99	16 309	33 913		5
6						6
7	Freight Train Cars					7
8	Box (Plain 50')	# 23	834	263	S	8
9	Box (Equipped)	# 23	889	348	S	9
10	Gondola (Equipped)	# 1	25	12	S	10
11	Hopper (Covered)	# 3	93	39	S	11
12	Flat (TOFC/COFC)	# 17	688	178	S	12
13	Flat (General Service)	# 8	226	57	S	13
14	Flat (Other)	# 65	2 127	370	S	14
15	Tank (Under 22,000 Gallon)	# 27	776	241	S	15
16	Total	167	5 658	1 508		16
17						17
18	Company Service Cars					18
19	Other Maintenance Cars					19
20	Chemical Tank	# 15	460	35	S	20
21	Total	15	460	35		21
22						22
23	TOFC/COFC Equipment					23
24	TOFC Tractors	# 2	70	65	P	24
25	Total	2	70	65		25
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36	#Includes equipment installed or partially installed in previous years					36
37	for which the accounting cost was completed during the current year.					37
38	TOTAL		N/A		N/A	38
39	GRAND TOTAL	283	N/A	35 521	N/A	39

NOTES AND REMARKS

Note regarding Schedule 710-S Page 86A cost incomplete
for installed units as follows:

Rebuilt UnitsLocomotive Units

Diesel - Multiple Purpose A Units	119	S
Auxiliary Units	5	S

Freight Train Cars

Box (Equipped)	37	S
Hopper (Covered)	25	S
Flat (TOFC/COFC)	94	S
Flat (Other)	1	S
Tank (Under 22,000 Gallons)	<u>189</u>	S

Total Rebuilt Units	470	
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New Units

Company Service Cars

Other Maintenance and Service Cars

Pile Driver	1	P
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Total New Units	<u>1</u>	
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Grand Total Units	471	
	===	

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULES 720, 721, 723, 726, 727, AND 728

1. For purposes of these schedules, the track categories are defined as follows:

Track category¹

- A - Freight density of 20 million or more gross ton-miles per mile per year
- B - Freight density of less than 20 million gross ton-miles per mile per year, but at least 5 million
- C - Freight density of less than 5 million gross ton-miles per mile per year, but at least 1 million
- D - Freight density of less than 1 million gross ton-miles per year
- E - Way and yard switching tracks (passing tracks, crossovers and turnouts shall be included in category A, B, C, D, F, and Potential abandonments, as appropriate).
- F - Track over which any passenger service is provided (other than potential abandonments)

Potential abandonments - Route segments identified by railroads as potentially subject to abandonment as required by Section 10904 of the Interstate Commerce Act.

- 2. These schedules shall only include those lines maintained by the reporting carrier. They shall not include track maintained by others over which the reporting carrier has trackage rights.
- 3. If, for two consecutive years, a line segment classified in one track category maintains a traffic density which would place it in another, it shall be reclassified into that category as of the beginning of the second year.
- 4. Traffic density related to passenger service shall not be included in the determination of the track category of a line segment.

¹For line segments containing more than single tracks, the total density over the route shall be used to determine track category.

720. TRACK AND TRAFFIC CONDITIONS

- 1. Disclose the requested information pertaining to track and traffic conditions.
- 2. Miles under slow order in column (e) shall not include those due to ongoing maintenance, or other temporary track conditions such as floods or derailments.

Line No.	Track category	Mileage of tracks at end of period	Average annual traffic density in millions of gross ton-miles per track-mile ²	Average running speed limit	Track miles under slow orders at end of period (Deviation from timetable speed limit)	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	A	9 007	36.12	67.0	291.7	1
2	B	2 379	10.45	47.7	297.3	2
3	C	2 693	2.63	42.7	346.1	3
4	D	4 328	.48	30.1	919.4	4
5	E	420	-	-	-	5
6	TOTAL	18 827	-	-	1354.5	6
7	F	2 536	XXXXXXXX	XXXXX	20.1	7
8	Potential abandonments	796	XXXXXXXX	XXXXX	161.7	8

²To determine average density, total track miles (route miles times number of tracks) rather than route miles shall be used.

721. TIES LAID IN REPLACEMENT

1. Furnish the requested information concerning ties laid in replacement.
2. In column (j), report the total board feet of switch and bridge ties laid in replacement.
3. The term "spot maintenance" in column (k) means repairs to track components during routing inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "Percent of spot maintenance" refers to the percentage of total ties or board feet laid in replacement considered to be spot maintenance.
4. In No. 9, the average cost per tie should include transportation charges on foreign lines, tie trains, loading, inspection, and the cost of handling ties in general supply storage and seasoning yards, and in the case of treating ties, also the cost of handling at treating plants and the cost of treatment. The cost of unloading, hauling over carrier's own lines, and placing the ties in tracks and of train service other than that necessary in connection with loading or treatment should not be included in this schedule.

Line No.	Track category (a)	Number of crossties laid in replacement							Total (i)	Switch and bridge ties (board feet) (j)	Crossties switch and bridge ties	Line No.
		New ties				Second-hand ties					Percent of spot maintenance (k)	
		Wooden		Concrete (d)	Other (e)	Wooden		Other (h)				
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)					
1	A	630 095				5 714			635 809	1 952 657	@	1
2	B	47 309				2 205			49 514	151 970	@	2
3	C	39 615				9 713			49 328	151 424	@	3
4	D	89 913				12 809			102 722	276 246	@	4
5	E	43 924				32 421			76 345	248 192	@	5
6	TOTAL	850 856				62 862			913 718	2 780 489	@	6
7	F	71 291				2 210			73 501	225 769	@	7
8	Potential abandonments	4 577				721			5 298	16 400	@	

9. Average cost per crosstie \$ 16.35 and switchtie (MBM) \$ 718.80
 @Spot Maintenance represents 30% of total ties laid in replacement.
 Records are not available to determine percentages by track category or traffic density.

722. TIES LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS (Dollars in Thousands)

Give particulars of ties laid during the year in new construction during the year.

In column (a) classify the ties as follows:

U — Wooden ties untreated when applied.

T — Wooden ties treated before application.

S — Ties other than wooden (steel, concrete, etc.). Indicate type in column (h).

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

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

Line No.	Class of ties (a)	CROSSTIES			SWITCH AND BRIDGE TIES			Remarks (h)	Line No.
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of crossties laid in new tracks during year (d)	Number of feet (board measure) laid in tracks (e)	Average cost per M feet (board measure) (f)	Total cost of switch and bridge ties laid in new tracks during year (g)		
1	T	16 649	16.54	275	55 313	708.32	39	New	1
2									2
3									3
4									4
5									5
6									6
7									7
8									8
9									9
10									10
11									11
12									12
13									13
14									14
15									15
16									16
17									17
18									18
19									19
20	TOTAL	16 649	16.54	275	55 313	708.32	39		20
21	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid							.66	21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid							4.89	22

723. RAILS LAID IN REPLACEMENT

1. Furnish the requested information concerning rails laid in replacement.
2. The term "spot maintenance" in column (h) means repairs to track components during routine inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "Percent of spot maintenance" refers to the percentage of total rails laid in replacement considered to be spot maintenance.
3. In No. 10, the average cost of new and relay rail should include the cost of loading at the point of purchase ready for shipment, the freight charges paid foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines and placing the rails in tracks and of train service in connection with the distribution of rails should not be included in this schedule.

Line No.	Track category (a)	Miles of rail laid in replacement (rail-miles)				Total		Percent of spot maintenance (h)	Line No.	
		New rail		Relay rail		Welded rail (f)	Bolted rail (g)			
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)					
1	A	50	8	44	109	94	117	@	1	
2	B	7	1	6	15	13	16	@	2	
3	C	1	-	1	1	2	1	@	3	
4	D	-	2	-	2	-	4	@	4	
5	E	9	1	8	20	17	21	@	5	
6	TOTAL	67	12	59	147	126	159	@	6	
7	F	3	-	3	6	6	6	@	7	
8	Potential Abandonments	-	-	-	-	-	-	-	8	
9	Other	-	-	-	-	-	-	-	9	
10	Average cost of new and relay rail laid in replacement (net tons) \$ 222.34									10

@ Spot maintenance represents 20% of total rails laid in replacement. Records are not available to determine percentage by track category of traffic density.

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

(Dollars in Thousands)

1. Give particulars of all rails applied during the year in connection with the construction of new track. In column (a) classify the kind of rail applied as follows:
- (1) New steel rails, Bessemer process
 - (2) New steel rails, open-hearth process
 - (3) New rails, special alloy (describe more fully in a footnote)
 - (4) Relay rails.
2. Returns in columns (c) and (g) should be reported in WHOLE numbers. Fractions of less than one-half should be disregarded, and fractions of one-half or more should be counted as one.
3. The returns in columns (d) and (h) should include the cost of loading at the point of purchase ready for shipment, the freight charges paid foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines, and placing the rails in tracks and of train service in connection with the distribution of the rail should not be included in this schedule.

Line No.	Class of rail	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS				Line No.
		Weight of rail		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year	Average cost per ton (2,000 lb)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year	Average cost per ton (2,000 lb)	
		Pounds per yard of rail	Number of tons (2,000 lb)			Pounds per yard of rail	Number of tons (2,000 lb)			
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	
1	2	136	129	71		136				1
2	2	119				119	9	4		2
3										3
4										4
5	4	136	12	1		136	190	21		5
6	4	131-132	5	-		131-132	7	1		6
7	4	112-115	1	-		112-115	450	82		7
8	4	110	7	-		110	17	2		8
9	4	100				100	123	17		9
10	4	90				90	148	17		10
11										11
12										12
13										13
14										14
15										15
16	TOTAL	N/A	154	72		N/A	944	144		16
17	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid								.66	17
18	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid								4.89	18
19	Track-miles of welded rail installed this year 3.07 total to date 384.79									19

725. WEIGHT OF RAIL

Give the particulars called for below concerning the road and track operated by the respondent at the close of the year. Only the respondent's proportion of jointly owned mileage should be included. Under "Weight of rail," the various weights of rails should be given. Road and track occupied under trackage right or other form of license should not be included herein, but all road and track held under any form of lease (granting exclusive possession to the lessee) should be included.

Line No.	Weight of rails per yard (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)	Line No.
1	Pounds 140-159	7.90	.04		1
2	136	3 938.57			2
3	130-133	2 288.26	.46		3
4	125-128	6.74	1.43		4
5	119	1 128.45			5
6	112-115	1 723.02	19.13		6
7	95-110	391.32	19.12		7
8	90	2 027.32	7.05		8
9	85	803.55	5.04		9
10	80	17.53			10
11	75	309.18	11.58		11
12	70- 72	439.81			12
13	61- 67	108.57			13
14	56- 60	153.41			14
15	50- 52	6.31			15
16		13 349.94	63.85		16

726. SUMMARY OF TRACK REPLACEMENTS

1. Furnish the requested information concerning the summary of track replacements.
 2. In columns (d), (e), (g), and (j) give the percentage of replacements to total units of property at year end.

Line No.	Track category	Ties				Rail		Ballast	Track surfacing		Line No.
		Number of ties replaced		Percent replaced		Miles of rail replaced (rail-miles)	Percent replaced	Cubic yards of ballast placed	Miles surfaced	Percent surfaced	
		Crossties	Switch and bridge ties (board feet)	Crosstie	Switch and bridge ties (board feet)						
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1	A	635 809	1 952 657	2.6	N/A	211	1.1	996 000	1 748	19.4	1
2	B	49 514	151 970	.6	N/A	29	.6	423 000	743	31.2	2
3	C	49 328	151 424	.5	N/A	3	.1	240 000	421	15.6	3
4	D	102 722	276 246	.8	N/A	4	-	223 000	391	9.0	4
5	E	76 345	248 192	4.3	N/A	38	4.5	371 000	2	-	5
6	TOTAL	913 718	2 780 489	1.3	N/A	285	.7	2 253 000	3 305	17.6	6
7	F	73 501	225 769	.8	N/A	12	.1	241 000	424	16.7	7
8	Potential abandonments	5 298	16 400	.2	N/A	-	-	9 000	15	1.9	8

728. DEFERRED CAPITAL IMPROVEMENTS - TRACKS
(Dollars in Thousands)

1. Furnish the requested information concerning the monetary amount and quantity of deferred capital improvements to track structure.
 2. Explain in remarks section below the methods and/or calculations used in determining the amounts and quantities reported.

Line No.	Type of track (a)	Monetary amount of deferred capital improvements		Line No.
		End of the year (b)	Beginning of the year (c)	
1	A			1
2	B			2
3	C			3
4	D			4
5	E			5
6	TOTAL TRACKS	None		6
7	F			7
8	Potential Abandonments			8
	Selected track improvements	Quantities of deferred capital improvements		
		End of the year	Beginning of the year	
9	Crossties			9
10	Rail			10
11	Ballast			11

NOTES AND REMARKS

None

750. CONSUMPTION OF FUEL BY MOTIVE-POWER UNITS

(Dollars in Thousands)

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

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

A. LOCOMOTIVES

(Dollars in Thousands)

Line No.	Kind of locomotive service (a)	Diesel	Electric	Other (steam, gas turbine, etc.)		Line No.
		Diesel oil (gallons) (b)	Kilowatt-hours (c)	Coal (tons) (d)	Fuel oil (gallons) (e)	
1	Freight	320 146 582				1
2	Passenger					2
3	Yard switching	9 347 256				3
4	TOTAL	329 493 838				4
5	COST OF FUEL ¹	\$ 267 801	\$	\$	\$	5
6	Work Train	697 944				6

B. RAIL MOTORCARS

(Dollars in Thousands)

Line No.	Kind of locomotive service (f)	Diesel	Electric	Gasoline	Line No.
		Diesel oil (gallons) (g)	Kilowatt-hours (h)	Gasoline (gallons) (i)	
7	Freight				7
8	Passenger				8
9	Yard switching				9
10	TOTAL				10
11	COST OF FUEL ¹	\$	\$	\$	11
12	Work Train				12

¹Show cost of fuel charged to train and yard service (Functions 67-Loco. Fuels and 68-Electric Power Purchased/Produced for Motive Power). The cost stated for the various kinds of fuel should be the total charges in the accounts specified, including freight charges and handling expenses. The cost stated for electric current should be the total charges in the accounts enumerated. Fuel and power consumed by mixed and special trains that are predominantly freight should be included in freight service, but where the service of mixed or special trains is predominantly passenger, the fuel and power used should be included in passenger service.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

Unit Train, Way Train, and Through Train data under Items 2, 3, 4, 6, and 12 shall be obtained from conductor's wheel reports (freight) or similar records. Unit Trains, for the purpose of this report, are defined as a solid train with a fixed, coupled consist operated continuously, in shuttle service under load from origin and delivered intact at destination, and returning empty for reloading at the same origin. Way Trains are defined as trains operated primarily to gather and distribute cars in road service and move them between way stations or way points. Through Trains are those trains operated between two or more major concentration or distribution points. Do not include Unit Train statistics in Way and Through Train statistics. A Work Train is a train operated solely or preponderantly for the purpose of transporting company freight, work equipment or company employees. Statistics for Work Trains should be reported under Item 11 only. Statistics related to company equipment, company employees and company freight moving in transportation trains are not to be reported in Item 11, but are to be reported in Items 4-17, 6-04, 7-02, and 8-04 and 8-05 as instructed in notes, I, K, and L.

(A) Report miles of road operated at close of year, excluding industrial tracks, yard tracks, and sidings.

(B) A train-mile is the movement of a train a distance of 1 mile. In computing train-miles, fractions representing less than one-half mile shall be disregarded and other fractions considered as 1 mile. Train Miles—Running shall be based on the actual distance run between terminals and/or stations and shall be computed from the official time tables or distance tables. Train-miles shall not be increased to cover the running of locomotives from shops to terminals, doubling hills, switching, or other work at way stations, or for the service of helper or pusher locomotives or of extra locomotives on double-head or triple-head trains. When the carrier's trains are detoured over foreign roads, the miles shall be computed on the basis of the miles actually run and in accordance with the service performed. Train-miles shall be kept separately for trains hauled by locomotives and trains moved by motorcars.

(C) A motorcar is a self-propelled unit of equipment designed to carry freight or passenger traffic, and is not considered a locomotive.

(D) A locomotive is self-propelled unit of equipment designed solely for moving other equipment. A locomotive unit-mile is a movement of a locomotive unit a distance of 1 mile under its own power. Include miles made by all locomotive units. Exclude miles made by motorcars. Miles of locomotives in helper service shall be computed on the basis of actual distance run in such service.

(E) All locomotive unit-miles in road service shall be based on the actual distance run between terminals and/or stations. Follow instructions (B) regarding fractions and official time tables for computing locomotive-miles.

(F) Train switching locomotive-miles shall be computed at the rate of 6 miles per hour for the time actually engaged in such service. Include miles allowed train locomotives for performing switching service at terminals and way stations.

(G) Yard switching locomotive-miles shall be computed at the rate of 6 miles per hour for the time actually engaged in yard switching service. Include miles allowed to yard locomotives for switching service in yards where regular switching service is maintained and in terminal switching and transfer service.

(H) Use car designations shown in Schedule 710. Under Railroad Owned and Leased cars, Items 4-01 and 4-11, report both foreign cars and respondents' own cars while on the line of the respondent railroad. In Items 4-13 and 4-15 report the private-line categories, miles for private-line cars (whether or not under railroad control) and shipper-owned cars. A car-mile is a movement of a unit of car equipment a distance of 1 mile. Report miles made by flatcars carrying loaded highway trailers or empty highway trailers moving under revenue billings as loaded freight car-miles and miles made by flatcars carrying other empty highway trailers as empty freight car-miles. Exclude miles made by motorcars and report miles made by business cars of other than reporting carrier as sleeping car-miles in Item 5-03. Report mail, express baggage cars and combination cars other than 5-02 combination cars, in Item 5-05.

(I) Exclude from Item 4-01, 4-11, 4-13, and 4-15 car-miles of work equipment, cars carrying company freight and no-payment cars moving in transportation trains. Include such car-miles in Item 4-17, 4-18, and 4-19. No payment car-miles are miles made by private-line cars (other than railroad controlled) and shipper-owned cars for which the railroad does not reimburse the owner on a loaded and/or empty mile basis. That is, if the payment for the loaded miles includes the empty miles, the loaded and empty miles should not be considered no-payment car miles.

(J) Report miles actually run by passenger-train cars in transportation service. Passenger-train car-miles include miles run by coaches and cars in which passengers are carried at regular tariff fares without extra charge for space occupied; miles run by combination passenger and baggage, passenger and mail, passenger and express; miles run by sleeping, parlor and other cars for which an extra fare is charged; miles run by dining, cafe, and other cars devoted exclusively to the serving of meals and other refreshments and by club, lounge, and observation cars; miles run by railway business cars operated for the transportation of the carriers' officers and employees; and miles run by other passenger-train cars where services are combined such as baggage, express and mail.

(K) From conductors' or dispatchers' train reports or other appropriate source, compute weight in tons (2,000 pounds). Item 6-01 includes weight of all locomotive units moved 1 mile in transportation trains. Ton-miles of motorcars should be excluded. Items 6-02 and 6-03 represent tons behind locomotive units (cars and contents, cabooses) moved one mile in transportation trains (excluding non-revenue gross ton-miles). Non-revenue gross ton-miles in transportation trains include work equipment and cars carrying company freight (and their contents). Use 150 lbs. as the average weight per passenger, and 4 tons as the average weight of contents of each head-end car.

(L) From conductors' train reports or other appropriate source, compute ton-miles of freight. Ton-miles represent the number of tons of revenue and non-revenue freight moved one mile in transportation train. Include net ton-miles in motorcar trains. Exclude l.c.l. shipment of freight handled in mixed baggage express cars. Total Ton-Miles Revenue Freight should correspond to the Ton-Miles reported on Form CBS.

(M) Road service represents elapsed time of transportation trains (both ordinary and light) between the time of leaving the initial terminals and the time at the final terminals, including train switching at way stations and delays on road as shown by conductors' or dispatchers' train reports. Include time of motorcar service performed by train locomotives at terminals and way stations. Report in Item 9-02 train switching hours included in Item 9-01. Train switching is the time spent by the train while performing switching service at terminals and way stations where no regular yard service is maintained. A train hour is independent of the number of locomotives in the train.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755—Concluded

(N) Yard switching hours are hours expended in switching service performed by yard crews in yards where regular switching service is maintained, including terminal switching and transfer service in connection with the transportation of revenue and incidentally of company freight. Hours in yard switching are independent of the number of locomotives used.

(O) Work-train miles include the miles run by trains engaged in company service such as official inspection; inspection trains for railway Commissioners for which no revenue is received; trains running special with fire apparatus to save carrier's property from destruction; trains run for transporting the carrier's employees to and from work when no transportation charge is made; wrecking trains; trains run solely for the purpose of transporting company material; trains run for distributing material and supplies for use in connection with operations; and all other trains used in work-train services. Exclude miles run by locomotives while engaged incidentally in switching company materials in company shops or material yards in connection with regular yard switching service or in switching equipment for repairs between yards and shops.

(P) The number of loaded freight cars shall be obtained from the conductors' wheel report and shall be the sum of all loaded cars handled by each train. For example, if a car moves loaded (1) in a way train from the origination point, (2) in two through trains, and (3) in a way train to the destination point, the total count of loaded cars would be four: two counts for the movements in the way trains and two counts for the movement in through trains. Therefore, each car originated or received from a connecting carrier receives an initial count, plus one count for each subsequent physical transfer between trains on respondents lines. No additional count is given because of crew change or changes in track identification number unless there is a physical transfer of the car between trains. Each car moving under revenue billing shall be considered as a loaded car.

(Q) Report vehicles (TOFC trailers/containers, automobiles and trucks) loaded and unloaded to and from TOFC and multiple level freight cars when the work is performed at the railroad's expense.

(R) Report total number of loaded revenue trailers/containers picked up, plus trailers/containers delivered, when the work is performed at the railroad's expense.

(S) Report under Marine Terminals, Item 16, the tons loaded onto and unloaded from marine vessels at the expense of the reporting railroad.

(T) Report the total number of foreign per diem cars on line at end of year. Foreign Per Diem Cars refers to freight cars other than cabooses owned by other railroads, whose interline rental is settled on a per diem basis under the code of per diem rules.

Carriers will be governed by local conditions in determining whether a car at an interchange point should be considered "on line." Unserviceable cars include cars on repair tracks undergoing or awaiting repairs. They include cars on repair tracks repaired and awaiting switching, cars on repair tracks undergoing or awaiting repairs switching, cars awaiting movement to repair tracks held in train yard (excluding cars which are to be repaired in train yard without loss of time), cars moving empty in trains en route to shop, and cars stored awaiting disposition.

Surplus cars are cars which are in serviceable condition available for loading at the initial count on the last day of the year, but which have not been placed for loading within 48 hours. A record shall be made of all such cars on hand at 12:01 a. m. of the day following the last day of each year and a count of the same cars made 48 hours later to ascertain those still not placed for loading. The count of surplus cars shall include cars assembled in advance to meet loading requirements of more than one day; cars which have not been moved because of infrequent train service as on branch lines; cars set aside or stored for special or future loading, such as perishables, grain, autos, rough freight, etc.; and cars stored because of seasonal decline in traffic, such as coal cars, ore cars, etc. The count of surplus cars shall not include cars out of service in connection with repairs, cars actually moving en route to owners, cars moving on car service order, or cars in transit to loading points on holding road or to another road. The phrase "placed for loading" refers to (1) physical switching of a car into position for loading, (2) physical switching of a car into possession of a shipper who will subsequently move it to loading position, and (3) physical switching onto tracks at a freight house, pier, etc., for the purpose of being loaded.

755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
1		1. Miles of Road Operated (A)	12 079		1
		2. Train Miles - Running (B)	XXXXXX	XXXXXX	
2		2-01 Unit Trains	2 170 274	XXXXXX	2
3		2-02 Way Trains	3 790 315	XXXXXX	3
4		2-03 Through Trains	31 478 947		4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	37 439 536		5
6		2-05 Motorcars (C)			6
7		2-06 TOTAL, ALL TRAINS (lines 5, 6)	37 439 536		7
		3. Locomotive Unit Miles (D)	XXXXXX	XXXXXX	
		Road Service (E)	XXXXXX	XXXXXX	
8		3-01 Unit Trains	10 307 323	XXXXXX	8
9		3-02 Way Trains	11 610 457	XXXXXX	9
10		3-03 Through Trains	120 543 932		10
11		3-04 TOTAL (lines 8-10)	142 461 712		11
12		3-11 Train Switching (F)	2 745 788	XXXXXX	12
13		3-21 Yard Switching (G)	6 815 407		13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	152 022 907		14
		4. Freight Car-Miles (thousands) (H)	XXXXXX	XXXXXX	
		4-01 RR Owned and Leased Cars - Loaded	XXXXXX	XXXXXX	
15		4-010 Box-Plain 40-Foot	1 914	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	55 258	XXXXXX	16
17		4-012 Box-Equipped	111 513	XXXXXX	17
18		4-013 Gondola-Plain	14 603	XXXXXX	18
19		4-014 Gondola-Equipped	3 798	XXXXXX	19
20		4-015 Hopper-Covered	94 339	XXXXXX	20
21		4-016 Hopper Open Top General Service	16 911	XXXXXX	21
22		4-017 Hopper Open Top Special Service	5 119	XXXXXX	22
23		4-018 Refrigerator-Mechanical	21 351	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	20 602	XXXXXX	24
25		4-020 Flat TOFC/COFC	244 738	XXXXXX	25
26		4-021 Flat Multi-Level	11 489	XXXXXX	26
27		4-022 Flat General Service	1 666	XXXXXX	27
28		4-023 Flat-All Other	8 568	XXXXXX	28
29		4-024 All Other Car Types-Total ¹	6 638	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	618 507	XXXXXX	30
		4-11 RR Owned and Leased Cars-Empty	XXXXXX	XXXXXX	

¹Total number of loaded miles _____ and empty miles _____ of roadrailer reported above.

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
31		4-110 Box-Plain 40-Foot	1 954	XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	41 228	XXXXXX	32
33		4-112 Box-Equipped	89 623	XXXXXX	33
34		4-113 Gondola-Plain	17 547	XXXXXX	34
35		4-114 Gondola-Equipped	4 613	XXXXXX	35
36		4-115 Hopper-Covered	95 806	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	29 123	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	5 312	XXXXXX	38
39		4-118 Refrigerator-Mechanical	18 004	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	16 329	XXXXXX	40
41		4-120 Flat-TOFC/COFC	42 182	XXXXXX	41
42		4-121 Flat-Multi-Level	10 813	XXXXXX	42
43		4-123 Flat-General Service	1 622	XXXXXX	43
44		4-123 Flat-All Other	9 882	XXXXXX	44
45		4-124 All Other Car Types	7 744	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	391 782	XXXXXX	46
		4-13 Private Line Cars - Loaded (H)	XXXXXX	XXXXXX	
47		4-130 Box-Plain 40-Foot		XXXXXX	47
48		4-131 Box-Plain 50-Foot and Longer	5 105	XXXXXX	48
49		4-132 Box-Equipped	31	XXXXXX	49
50		4-133 Gondola-Plain	21 061	XXXXXX	50
51		4-134 Gondola-Equipped	1	XXXXXX	51
52		4-135 Hopper-Covered	68 749	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	24	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	3 648	XXXXXX	54
55		4-138 Refrigerator-Mechanical	5	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	3 388	XXXXXX	56
57		4-140 Flat-TOFC/COFC	454 637	XXXXXX	57
58		4-141 Flat-Multi-Level	40 859	XXXXXX	58
59		4-142 Flat-General Service	140	XXXXXX	59
60		4-143 Flat-All Other	3 349	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	48 036	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	35 809	XXXXXX	62
63		4-146 All Other Car Types ¹	5 902	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	690 744	XXXXXX	64
		4-15 Private Line Cars-Empty (H)	XXXXXX	XXXXXX	
65		4-150 Box-Plain 40-Foot		XXXXXX	65

¹Total number of loaded miles _____ and empty miles _____ by roadrailer reported above.

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (e)	Freight train (b)	Passenger train (c)	Line No.
66		4-151 Box-Plain 50-Foot and Longer	4 566	XXXXXX	66
67		4-152 Box-Equipped	30	XXXXXX	67
68		4-153 Gondola-Plain	20 480	XXXXXX	68
69		4-154 Gondola-Equipped	3	XXXXXX	69
70		4-155 Hopper-Covered	74 053	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	24	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	3 880	XXXXXX	72
73		4-158 Refrigerator-Mechanical	3	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	3 386	XXXXXX	74
75		4-160 Flat-TOFC/COFC	63 329	XXXXXX	75
76		4-161 Flat-Multi-Level	36 577	XXXXXX	76
77		4-162 Flat-General Service	123	XXXXXX	77
78		4-163 Flat-All Other	3 197	XXXXXX	78
79		4-164 Tank-Under 22,000 Gallons	53 305	XXXXXX	79
80		4-165 Tank-22,000 Gallons and Over	43 112	XXXXXX	80
81		4-166 All Other Car Types ¹	2 246	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	308 314	XXXXXX	82
83		4-17 Work Equipment Car-Miles	13 791	XXXXXX	83
84		4-18 No Payment Car-Miles (I)	92 221	XXXXXX	84
		4-19 Total Car-Miles by Train Type	XXXXXX	XXXXXX	
85		4-180 Unit Trains	124 001	XXXXXX	85
86		4-181 Way Trains	83 973	XXXXXX	86
87		4-182 Through Trains	1 907 385	XXXXXX	87
88		4-183 TOTAL (lines 85-87)	2 115 359	XXXXXX	88
89		4-20 Caboose Miles	43 998	XXXXXX	89
		5. Passenger Car-Miles (thousands) (j)	XXXXXX	XXXXXX	
90		5-01 Coaches	1		90
91		5-02 Combination, Passenger Cars			91
92		5-03 Sleeping and Parlor Cars			92
93		5-04 Dining, Grill and Tavern Cars	3		93
94		5-05 Head-End Cars (Other than 5-02)			94
95		5-06 TOTAL (lines 90-94)	4		95
96		5-07 Business Cars	168		96
97		5-08 Crew Cars (Other than C cabooses)			97
		6. Gross Ton-Miles (thousands) (K)	XXXXXX	XXXXXX	
98		6-01 Road Locomotives	25 005 958		98
		6-02 Freight Trains, Crs., Cnts., and Caboose	XXXXXX	XXXXXX	

¹Total number of loaded miles _____ and empty miles _____ by roadtrailer reported above.

755. RAILROAD OPERATING STATISTICS - Concluded

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
99		6-020 Unit Trains	9 991 623	XXXXXX	99
100		6-021 Way Trains	5 670 099	XXXXXX	100
101		6-022 through Trains	120 865 003	XXXXXX	101
102		6-03 Passenger Trains, Crs., and Cnts.	310		102
103		6-04 Non-Revenue	8 559 994	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	170 092 987		104
		7. Tons of Freight (thousands)	XXXXXX	XXXXXX	
105		7-01 Revenue	95 333	XXXXXX	105
106		7-02 Non-Revenue	6 118	XXXXXX	106
107		7-03 TOTAL (lines 105, 106)	101 451	XXXXXX	107
		8. Ton-Miles of Freight (thousands) (L)	XXXXXX	XXXXXX	
108		8-01 Revenue-Road Service	67 747 537	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service	221	XXXXXX	109
110		8-03 TOTAL (lines 108, 109)	67 747 758	XXXXXX	110
111		8-04 Non-Revenue-Road Service	1 079 640	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service		XXXXXX	112
113		8-06 TOTAL (lines 111, 112)	1 079 640	XXXXXX	113
114		8-07 TOTAL-REVENUE AND NON-REVENUE (lines 110, 113)	68 827 398	XXXXXX	114
		9. Train Hours (M)	XXXXXX	XXXXXX	
115		9-01 Road Service	1 202 300	XXXXXX	115
116		9-02 Train Switching	177 876	XXXXXX	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	887 073	XXXXXX	117
		11. Train-Miles Work Trains (O)	XXXXXX	XXXXXX	
118		11-01 Locomotives	121 217	XXXXXX	118
119		11-02 Motorcars		XXXXXX	119
		12. Number of Loaded Freight Cars (P)	XXXXXX	XXXXXX	
120		12-01 Unit Trains	279 266	XXXXXX	120
121		12-02 Way Trains	701 419	XXXXXX	121
122		12-03 Through Trains	1 612 548	XXXXXX	122
123		13. TOFC/COFC-No. of Rev. Trailers and Containers Loaded and Unloaded (Q)	1 549 102	XXXXXX	123
124		14. Multi-Level Cars-No. of Motor Vehicles Loaded and Unloaded (Q)	261 160	XXXXXX	124
125		15. TOFC/COFC-No. of Rev. Trailers Picked Up and Delivered (R)	22 132	XXXXXX	125
		16. Revenue Tons-Marine Terminal (S)	XXXXXX	XXXXXX	
126		16-01 Marine Terminals-Coal		XXXXXX	126
127		16-02 Marine Terminals-Ore		XXXXXX	127
128		16-03 Marine Terminals-Other	29 189	XXXXXX	128
129		16-04 TOTAL (lines 126-128)	29 189	XXXXXX	129
		17. Number of Foreign Per Diem Cars on Line (T)	XXXXXX	XXXXXX	
130		17-01 Serviceable	7 741	XXXXXX	130
131		17-02 Unserviceable	27	XXXXXX	131
132		17-03 Surplus	13	XXXXXX	132
133		17-04 TOTAL (lines 130-132)	7 781	XXXXXX	133

VERIFICATION

The foregoing report shall be verified by the oath of the officer having control of the accounting of the respondent. This report shall also be verified by the oath of the president or other chief officer of the respondent, unless the respondent states that such officer has no control over the respondent's accounting and reporting.

OATH

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

State of Illinois

County of Cook

W. J. Taylor makes oath and says that he is Vice President - Accounting

(Insert here name of the affiant)

(Insert here the official title of the affiant)

Of The Atchison, Topeka and Santa Fe Railway Company

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

that it is his duty to have supervision over the books of accounts of the respondent and to control the manner in which such books are kept; that he knows that such books have been kept in good faith during the period covered by this report; that he knows that the entries contained in this report relating to accounting matters have been prepared in accordance with the provisions of the Uniform System of Accounts for Railroads and other accounting and reporting directives of this Commission; that he believes that all other statements of fact contained in this report are true, and that this report is a correct and complete statement, accurately taken from the books and records, of the business and affairs of the above-named respondent during the period of time from and including

January 1, 1983, to and including December 31, 1983

W. J. Taylor
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 23th day of March, 1984

My commission expires Feb 3, 1988

Use an
L.S.
impression seal

John Thomas
(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

State of Illinois

County of Cook

D. G. Ruegg makes oath and says that he is Executive Vice President

(Insert here name of the affiant)

(Insert here the official title of the affiant)

Of The Atchison, Topeka and Santa Fe Railway Company

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

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

January 1, 1983, to and including December 31, 1983

D. G. Ruegg
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 23th day of March, 1984

My commission expires Feb 3, 1988

Use an
L.S.
impression seal

John Thomas
(Signature of officer authorized to administer oaths)

MEMORANDA
(FOR USE OF COMMISSION ONLY)
CORRESPONDENCE

[illegible]

CORRECTIONS

Date correction			Page	Authority					Clerk making correction
				Letter or telegram of -			Officer sending letter or telegram		
Month	Day	Year		Month	Day	Year	Name	Title	Name
8	22	84	Amppp Note	6	27	84	B. R. Chappell	Asst VP - Party	B. R. Chappell
9	20	84	61	9	5	84	W. J. Ingber	VP - Party	"
3	18	85	10	2	8	85	"	"	"
6	26	85	Remembered Amppp letter	5	31	85	B. R. Chappell	Asst VP - Party	"
			31/4						"

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NAME OF CARRIER Atchison, Topeka & Santa Fe Rwy Co.

SUPPLEMENTAL 1983 R-1 DATA

INSTRUCTIONS

1. Line and column references in column (b) are to the 1983 R-1 report.
2. Data entered in column (c) shall be computed under RRB accounting.
3. Data entered in column (d) shall be completed under Depreciation accounting.
4. This supplemental report should be filed with the Bureau of Accounts by June 30, 1984.

Selected items (a)	1983 R-1 Location (b)	RRB Accounting As of 12/31/83 (Dollars in Thousands) (c)	Depreciation Accounting As of 1/1/83 (Dollars in Thousands) (d)
<u>Schedule 210</u>			
1. Net railway operating income (loss)	Line 69	\$ 92 721	N/A
<u>Schedule 245</u>			
2. Total working capital	Line 28	190 994	\$ 130 722
<u>Schedule 352A</u>			
TOTAL	Line 31		
3. Investment in property	col. d	3 691 343	4 669 345
4. Depreciation and Amortization of defence projects	col. e	1 014 303	1 551 194
<u>Schedule 352B</u>			
Interest during construction	Line 40		
5. Respondent	col. b	32 242	31 264
6. Lessor railroads	col. c	-	-
7. Inactive (Proprietary Companies)	col. d	-	-
8. Other Leased Properties	col. e	(17)	(17)
Other elements of Investment	Line 41		
9. Respondent	col. b	-	-
10. Lessor railroads	col. c	-	-
11. Inactive (Proprietary Companies)	col. d	-	-
12. Other Leased Properties	col. e	-	-

NAME OF CARRIER Atchison, Topeka & Santa Fe Rwy Co.

SUPPLEMENTAL 1983 R-1 DATA

INSTRUCTIONS

1. Line and column references in column (b) are to the 1982 R-1 report.
2. Data entered in column (c) shall be computed under RRB accounting.
3. Under item 35 list any other property or expense accounts that would be changed due to capitalization of overhead expenses under Depreciation Accounting; and, enter in column (c) the amount that would be reported under RRB Accounting.
4. This supplemental report should be filed with the Bureau of Accounts by June 30, 1984.

Item No.	Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/83 (Dollars in Thousands) (c)
	<u>Schedule 335, Accumulated Depreciation-Road and Equipment Owned and Used</u>		
1.	Total road	Line 28, col. g	\$ 234 483
	<u>Schedule 342, Accumulated Depreciation- Improvements to Road and Equipment Leased from Others</u>		
2.	Total road	Line 27, col. g	650
	<u>Schedule 351, Accumulated Depreciation-Road and Equipment Leased to Others</u>		
3.	Total road	Line 27, col. g	-
	<u>Schedule 352B, Investment in Railway Property Used in Transportation Service (By Property Accounts)</u>		
4.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing	Cols. b, thru e, sum of lines 8 thru 12	537 304
5.	Total expenditures for road	Line 34, total of cols. b thru e	1 596 726
6.	Total general expenditures	Line 45, total of cols. b thru e	32 276

Item No.	Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/83 (Dollars in Thousands) (c)
	<u>Schedule 410, Railway Operating Expenses</u>		
7.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Running (Freight)	Col. f, sum of lines 12, 14, 16, 18, 20	<u>93 605</u>
8.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Running (Passenger)	Col. g, sum of lines 12, 14, 16, 18, 20	<u>-</u>
	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Switching (Freight)	Col. f, sum of lines 13, 15, 17, 19, 21	<u>12 845</u>
10.	Tie, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Switching (Passenger)	Col. g, sum of lines 13, 15, 17, 19, 21	<u>-</u>
	Depreciation - Running		
11.	Freight	Line 136, col. f	<u>-</u>
12.	Passenger	Line 136, col. g	<u>-</u>
	Depreciation - Switching		
13.	Freight	Line 137, col. f	<u>-</u>
14.	Passenger	Line 137, col. g	<u>-</u>
	Depreciation - Other		
15.	Freight	Line 138, col. f	<u>15 311</u>
16.	Passenger	Line 138, col. g	<u>-</u>
	Other - Running		
17.	Freight	Line 148, col. f	<u>3 707</u>
18.	Passenger	Line 148, col. g	<u>-</u>
	Other - Switching		
19.	Freight	Line 149, col. f	<u>243</u>
20.	Passenger	Line 149, col. g	<u>-</u>

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JUN 25 1982

Item No.	Selected Items (a)	RECEIVED N OF R-1 Location (b)	RRB Accounting As of 12/31/83 (Dollars in Thousands) (c)
	Other - Other		
21.	Freight	Line 150, col. f	169
22.	Passenger	Line 150, col. g	-
	Total Way and Structures		
23.	Freight	Line 151, col. f	300 861
24.	Passenger	Line 151, col. g	-
	<u>Schedule 412, Way and Structures</u>		
25.	Total - Retirement	Line 35, col. c	2 433
	<u>Schedule 415, Supporting Schedule Equipment</u>		
26.	Total - Locomotives	Line 5, col. f	-
27.	Total - Freight Train Cars	Line 24, col. f	(132)
28.	Total - Highway Equipment Floating Equipment - Revenue Service	Line 32, col. f	-
29.	Marine Line-Haul	Line 33, col. f	-
30.	Local Marine	Line 34, col. f	-
31.	Total - Floating Equipment	Line 35, col. f	-
32.	Other Equipment	Col. f, sum of lines 37 thru 40	-
33.	Work & Other Non-revenue Equipment	Line 41, col. f	-
34.	Total - All Equipment	Line 43, col. f	(132)

Item No.	Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/83 (Dollars in Thousands) (c)
-	Other - Other		
21.	Freight	Line 150, col. f	169
22.	Passenger	Line 150, col. g	-
	Total Way and Structures		
23.	Freight	Line 151, col. f	333 861
24.	Passenger	Line 151, col. g	-
	<u>Schedule 412, Way and Structures</u>		
25.	Total - Retirement	Line 35, col. c	2 433
	<u>Schedule 415, Supporting Schedule Equipment</u>		
26.	Total - Locomotives	Line 5, col. f	(1 448)
27.	Total - Freight Train Cars	Line 24, col. f	15 013
28.	Total - Highway Equipment Floating Equipment - Revenue Service	Line 32, col. f	(316)
29.	Marine Line-Haul	Line 33, col. f	-
30.	Local Marine	Line 34, col. f	-
31.	Total - Floating Equipment	Line 35, col. f	-
32.	Other Equipment	Col. f, sum of lines 37 thru 40	10 087
33.	Work & Other Non-revenue Equipment	Line 41, col. f	-
34.	Total - All Equipment	Line 43, col. f	23 336

Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/83 (Dollars in Thousands) (c)
35. OTHER ACCOUNTS (SEE INSTRUCTIONS)		
<u>Copy of Schedule 410 RRB basis attached.</u>	_____	\$ _____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

RAILWAY OPERATING EXPENSES Consolidated RRB

State the railway operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies, and allocate the common operating expenses in accordance with the Commission's rules governing the separation of such expenses between freight and passenger services.

Line No.	Name of railway operating expense account	Freight					Passenger	Total
		Salaries and wages	Material, tools, supplies, fuels, and lubricants	Purchased services	General	Total freight expense		
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
		\$	\$	\$	\$	\$	\$	\$
	WAY AND STRUCTURES:							
	ADMINISTRATION:							
1	Track	21 285	530	466	1 270	23 551		23 551
2	Bridge and Building	4 344	134	119	314	4 911		4 911
3	Signal	2 223	77	68	180	2,548		2 548
4	Communication	1 126	38	34	91	1,289		1 289
5	Other	5 673	288	187	2 101	8 249		8 249
	REPAIR AND MAINTENANCE:							
6	Roadway - Running	6 066	3 799	273	2 062	12 200		12 200
7	Roadway - Switching	806	517	37	275	1 635		1 635
8	Tunnels and Subways - Running	8				8		8
9	Tunnels and Subways - Switching	1				1		1
10	Bridges and Culverts - Running	4 037	852	(293)	865	5 461		5 461
11	Bridges and Culverts - Switching	536	116	(40)	116	728		728
12	Ties - Running	N/A	13 360	N/A	N/A	13 360	✓	13 360
13	Ties - Switching	N/A	1 781	N/A	N/A	1 781	✓	1 781
14	Rail - Running	N/A	3 149	N/A	N/A	3 149	✓	3 149
15	Rail - Switching	N/A	429	N/A	N/A	429	✓	429
16	Other Track Material - Running	N/A	7 094	N/A	N/A	7 094	✓	7 094
17	Other Track Material - Switching	N/A	963	N/A	N/A	963	✓	963
18	Ballast - Running	N/A	7 870	N/A	N/A	7 870	✓	7 870
19	Ballast - Switching	N/A	1 066	N/A	N/A	1 066	✓	1 066
20	Track laying and surfacing - Running	57 700	174	(760)	5 018	62 132	✓	62 132
21	Track laying and surfacing - Switching	8 011	24	(104)	675	8 606	✓	8 606
22	Road Property Damaged - Running	3 292	851		172	4 315		4 315
23	Road Property Damaged - Switching	262	68		13	343		343
24	Road Property Damaged - Other	254	48		10	312		312
25	Signals and Interlockers - Running	11 852	4 128	(475)	1 536	17 041		17 041
26	Signals and Interlockers - Switching	1 588	541	(65)	239	2 303		2 303
27	Communications Systems	7 284	3 365	(84)	1 364	11 929		11 929
28	Electric Power Systems	644	341	1	43	1 029		1 029
29	Highway Grade Crossings - Running	2 071	1 133	(158)	839	3 885		3 885
30	Highway Grade Crossings - Switching	284	155	(22)	124	541		541
31	Station and Office Buildings	4 099	978	805	368	6 250		6 250
32	Shop Buildings - Locomotives	1 962	488	(4)	503	2 949		2 949
33	Shop Buildings - Freight Cars	1 437	355	(3)	364	2 153	N/A	2 153
34	Shop Buildings - Other Equipment	785	193	(2)	202	1 178		1 178

410. RAILWAY OPERATING EXPENSE - Continued Consolidated RRB

Line No.	Name of railway operating expense account	Freight					Passenger	Total
		Salaries and wages	Materials, tools, supplies, fuel, and lubricants	Purchased services	General	Total freight expense		
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
	WAY AND STRUCTURES - Continued:	\$	\$	\$	\$	\$	\$	\$
	REPAIR AND MAINTENANCE - Continued:							
101	Locomotive Servicing Facilities	720	308	(2)	132	1 158		1 158
102	Miscellaneous Buildings and Structures	1 409	509	(6)	283	2 195		2 195
103	Coal Terminals						N/A	
104	Ore Terminals						N/A	
105	Other Marine Terminals	62	10		(1)	71	N/A	71
106	TOFC/COFC - Terminals	1 030	1 401		1 056	3 487	N/A	3 487
107	Motor Vehicle Loading and Distribution Facilities						N/A	
108	Facilities for Other Specialized Service Operations						N/A	
109	Roadway Machines	4 481	6 684	296	898	12 359		12 359
110	Small Tools and Supplies	138	9 956	362	122	10 578		10 578
111	Snow Removal	1 304	131	146	230	1 811		1 811
112	Fringe Benefits - Running	N/A	N/A	N/A	38 511	38 511		38 511
113	Fringe Benefits - Switching	N/A	N/A	N/A	5 135	5 135		5 135
114	Fringe Benefits - Other	N/A	N/A	N/A	131	131		131
115	Casualties and Insurance - Running	N/A	N/A	N/A	5 327	5 327		5 327
116	Casualties and Insurance - Switching	N/A	N/A	N/A	429	429		429
117	Casualties and Insurance - Other	N/A	N/A	N/A	299	299		299
118	Lease Rentals - Debit - Running	N/A	N/A	42	N/A	42		42
119	Lease Rentals - Debit - Switching	N/A	N/A	3	N/A	3		3
120	Lease Rentals - Debit - Other	N/A	N/A	3	N/A	3		3
121	Lease Rentals - [Credit] - Running	N/A	N/A	(52)	N/A	(52)	()	(52)
122	Lease Rentals - [Credit] - Switching	N/A	N/A	(4)	N/A	(4)	()	(4)
123	Lease Rentals - [Credit] - Other	N/A	N/A	(3)	N/A	(3)	()	(3)
124	Joint Facility Rent - Debit - Running	N/A	N/A	4 393	N/A	4 393		4 393
125	Joint Facility Rent - Debit - Switching	N/A	N/A	354	N/A	354		354
126	Joint Facility Rent - Debit - Other	N/A	N/A	250	N/A	250		250
127	Joint Facility Rent - [Credit] - Running	N/A	N/A	(5 142)	N/A	(5 142)	()	(5 142)
128	Joint Facility Rent - [Credit] - Switching	N/A	N/A	(412)	N/A	(412)	()	(412)
129	Joint Facility Rent - [Credit] - Other	N/A	N/A	(292)	N/A	(292)	()	(292)
130	Other Rents - Debit - Running	N/A	N/A	2 984	N/A	2 984		2 984
131	Other Rents - Debit - Switching	N/A	N/A	407	N/A	407		407
132	Other Rents - Debit - Other	N/A	N/A	116	N/A	116		116
133	Other Rents - [Credit] - Running	N/A	N/A	()	N/A	()	()	()

410. WAY OPERATING EXPENSE - Continued Consolidated RRB

410. RAILWAY OPERATING EXPENSE - Continued								
Line No.	Name of railway operating expense account	Freight					Passenger	Total
		Salaries and wages	Material, tools, supplies, fuels, and lubricants	Purchased services	General	Total freight expense		
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
		\$	\$	\$	\$	\$	\$	\$
	WAY AND STRUCTURES - Continued:							
	REPAIR AND MAINTENANCE - Continued:							
	Other Rents - (Credit) - Switching	N/A	N/A	()	N/A	()	()	()
134	Other Rents - (Credit) - Other	N/A	N/A	()	N/A	()	()	()
135	Depreciation - Running	N/A	N/A	N/A				
136	Depreciation - Switching	N/A	N/A	N/A				
137	Depreciation - Other	N/A	N/A	N/A	15 311	15 311		15 311
138	Joint Facility - Debit - Running	N/A	N/A	13 159	N/A	13 159		13 159
139	Joint Facility - Debit - Switching	N/A	N/A	1 039	N/A	1 039		1 039
140	Joint Facility - Debit - Other	N/A	N/A	737	N/A	737		737
141	Joint Facility - Debit - Other	N/A	N/A	(6 348)	N/A	(6 348)	()	(6 348)
142	Joint Facility - (Credit) - Running	N/A	N/A	(500)	N/A	(500)	()	(500)
143	Joint Facility - (Credit) - Switching	N/A	N/A	(357)	N/A	(357)	()	(357)
144	Joint Facility - (Credit) - Other							1 148
145	Dismantling Retired Road Property - Running	498	168		482	1 148		
146	Dismantling Retired Road Property - Switching	40	13		38	91		91
147	Dismantling Retired Road Property - Other	28	10		27	65		65
148	Other - Running	906	592	84	2 125	3 707		3 707
149	Other - Switching	54	40	7	142	243		243
150	Other - Other	39	33	5	92	169		169
151	Total Way and Structures	158 339	74 760	11 249	89 513	333 861		333 861
	EQUIPMENT:							
	LOCOMOTIVES:	4 347	101	224	578	5 250		5 250
201	Administration	37 233	57 779	2	4 523	99 537		99 537
202	Repair and Maintenance	1 375	837		245	2 457		2 457
203	Machinery Repair	883	911		131	1 925		1 925
204	Equipment Damaged	N/A	N/A	N/A	12 732	12 732		12 732
205	Fringe Benefits	N/A	N/A	N/A	2 030	2 030		2 030
206	Other Casualties and Insurance	N/A	N/A	23	N/A	23		23
207	Lease Rentals - Debit	N/A	N/A	(3)	N/A	(3)	()	(3)
208	Lease Rentals - (Credit)	N/A	N/A		N/A		()	
209	Joint Facility Rent - Debit	N/A	N/A	()	N/A	()	()	
210	Joint Facility Rent - (Credit)	N/A	N/A	348	N/A	348		348
211	Other Rents - Debit	N/A	N/A	(1 816)	N/A	(1 816)	()	(1 816)
212	Other Rents - (Credit)	N/A	N/A	N/A	36 262	36 262		36 262
213	Depreciation	N/A	N/A	1 840	N/A	1 840		1 840
214	Joint Facility - Debit	N/A	N/A	(109)	N/A	(109)	()	(109)
215	Joint Facility - (Credit)	N/A	N/A	(621)	N/A	(621)	()	(621)
216	Repairs Billed to Others - (Credit)	N/A	N/A					

410. RAILWAY OPERATING EXPENSE - Continued Consolidated RRB

Line No.	Name of railway operating expense account	Freight					Passenger	Total
		Salaries and wages	Material, tools, supplies, fuels, and lubricants	Purchased services	General	Total freight expense		
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
	LOCOMOTIVES—Continued:	\$	\$	\$	\$	\$	\$	\$
217	Dismantling Retired Property	629	32		103	764		764
218	Other	68	354	23	56	501		501
219	Total Locomotives	44 535	60 014	(89)	56 660	161 120		161 120
	FREIGHT CARS:							
220	Administration	5 030	119	265	670	6 084	N/A	6 084
221	Repair and Maintenance	30 177	31 532	13 831	7 727	83 267	N/A	83 267
222	Machinery Repair	1 620	987		289	2 896	N/A	2 896
223	Equipment Damaged	638	66	2 240	34	2 978	N/A	2 978
224	Fringe Benefits	N/A	N/A	N/A	14 771	14 771	N/A	14 771
225	Other Casualties and Insurance	N/A	N/A	N/A	7 547	7 547	N/A	7 547
226	Lease Rentals - Debit	N/A	N/A	15 151	N/A	15 151	N/A	15 151
227	Lease Rentals - (Credit)	N/A	N/A	(138)	N/A	(138)	N/A	(138)
228	Joint Facility Rent - Debit	N/A	N/A		N/A		N/A	
229	Joint Facility Rent - (Credit)	N/A	N/A	()	N/A	()	N/A	()
230	Other Rents - Debit	N/A	N/A	197 145	N/A	197 145	N/A	197 145
231	Other Rents - (Credit)	N/A	N/A	(84 561)	N/A	(84 561)	N/A	(84 561)
232	Depreciation	N/A	N/A	N/A	38 270	38 270	N/A	38 270
233	Joint Facility - Debit	N/A	N/A		N/A		N/A	
234	Joint Facility - (Credit)	N/A	N/A	(140)	N/A	(140)	N/A	(140)
235	Repairs Billed to Others - (Credit)	N/A	N/A	(27 460)	N/A	(27 460)	N/A	(27 460)
236	Dismantling Retired Property	248	13		69	330	N/A	330
237	Other	80	417	27	(65)	459	N/A	459
238	Total Freight Cars	37 793	33 134	116 360	69 312	256 599	N/A	256 599
	OTHER EQUIPMENT:							
301	Administration	1 622	39	86	218	1 965		1 965
	Repair and Maintenance:							
302	Trucks, Trailers, and Containers - Revenue Service	2 196	2 018	3 126	3 821	11 161	N/A	11 161
303	Floating Equipment - Revenue Service		2			2	N/A	2
304	Passenger and Other Revenue Equipment	185	4		13	202		202
305	Computers and Data Processing Systems							
306	Machinery	527	322		94	943		943
307	Work and Other Non-Revenue Equipment	4 048	2 267	5 789	539	12 643		12 643
308	Equipment Damaged				65	65		65
309	Fringe Benefits	N/A	N/A	N/A	4 488	4 488		4 488
310	Other Casualties and Insurance	N/A	N/A	N/A	1 827	1 827		1 827
311	Lease Rentals - Debit	N/A	N/A	9 961	N/A	9 961		9 961
312	Lease Rentals - (Credit)	N/A	N/A	(190)	N/A	(190)	()	(190)

Road Initials ATSF

Year 19 83

RAILWAY OPERATING EXPENSE - Continued Consolidated RRB

Line No.	Name of railway operating expense account	Freight					Passenger	Total
		Salaries and wages	Material, tools, supplies, fuels, and lubricants	Purchased services	General	Total freight expense		
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
		\$	\$	\$	\$	\$	\$	\$
	OTHER EQUIPMENT—Continued:							
313	Joint Facility Rent - Debit	N/A	N/A		N/A			
314	Joint Facility Rent - (Credit)	N/A	N/A	()	N/A	()		23 028
315	Other Rents - Debit	N/A	N/A	23 028	N/A	23 028		
316	Other Rents - (Credit)	N/A	N/A	(10 206)	N/A	(10 206)		(10 206)
317	Depreciation	N/A	N/A	N/A	20 046	20 046		20 046
318	Joint Facility - Debit	N/A	N/A		N/A			
319	Joint Facility - (Credit)	N/A	N/A	(172)	N/A	(172)		(172)
320	Repairs Billed to Others - (Credit)	N/A	N/A	(6 327)	N/A	(6 327)		(6 327)
321	Dismantling Retired Property	8			7	15		15
322	Other	(144)	139	9	62	66		66
323	Total Other Equipment	8 442	4 791	25 104	31 180	69 517		69 517
324	Total Equipment	90 770	97 939	141 375	157 152	487 236		487 236
	TRANSPORTATION:							
	TRAIN OPERATIONS:							
401	Administration	11 993	334	559	2 181	15 067		15 067
402	Engine Crews	85 925			8 365	94 291		94 291
403	Train Crews	153 628			5 844	159 472		159 472
404	Dispatching Trains	9 556	9	25	40	9 630		9 630
405	Operating Signals and Interlockers	632	339	498	26	1 495		1 495
406	Operating Drawbridges	123	7			130		130
407	Highway Crossing Protection	(3)		581	(16)	562		562
408	Train Inspection and Lubrication	15 754	461		325	16 540		16 540
409	Locomotive Fuel		260 324			260 324		260 324
410	Electric Power Purchased or Produced for Motive Power							
411	Servicing Locomotives	25 438	1 887	383	2 404	30 112		30 112
412	Freight Lost or Damaged - Solely Related	N/A	N/A	N/A				
413	Clearing Wrecks	1 210	158		1 689	3 057		3 057
414	Fringe Benefits	N/A	N/A	N/A	73 610	73 610		73 610
415	Other Casualties and Insurance	N/A	N/A	N/A	9 825	9 825		9 825
416	Joint Facility - Debit	N/A	N/A	1 276	N/A	1 276		1 276
417	Joint Facility - (Credit)	N/A	N/A	(9 369)	N/A	(9 369)		(9 369)
418	Other	440	1 948	1 759	3 700	7 847		7 847
419	Total Train Operations	304 697	265 467	(4 288)	107 993	673 869		673 869
	YARD OPERATIONS:							
420	Administration	4 833	129	216	845	6 023		6 023
421	Switch Crews	52 206			4	62 210		62 210

410. RAILWAY OPERATING EXPENSE - Continued Consolidated RRB

Line No.	Name of railway operating expense account	Freight					Passenger	Total
		Salaries and wages	Material, tools, supplies, fuels, and lubricants	Purchased services	General	Total freight expense		
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
	YARD OPERATIONS - Continued:							
422	Controlling Operations	\$ 16 416	\$ 249	\$ 999	\$ 71	\$ 17 735		\$ 17 735
423	Yard and Terminal Clerical	15 075	22		14	15 111		15 111
424	Operating Switches, Signals, Retarders and Humps	1 838	26		4	1 868		1 868
425	Locomotive Fuel		7 477			7 477		7 477
426	Electric Power Purchased or Produced for Motive Power							
427	Servicing Locomotives	1 486	104		167	1 757		1 757
428	Freight Lost or Damaged - Solely Related	N/A	N/A	N/A				
429	Clearing Wrecks			1 985	13	1 998		1 998
430	Fringe Benefits	N/A	N/A	N/A	29 203	29 203		29 203
431	Other Casualties and Insurance	N/A	N/A	N/A	3 463	3 463		3 463
432	Joint Facility - Debit	N/A	N/A	10 428	N/A	10 428		10 428
433	Joint Facility - (Credit)	N/A	N/A	(4 286)	N/A	(4 286)		(4 286)
434	Other		351	103	(21)	433		433
435	Total Yard Operations	101 854	8 358	9 445	33 763	153 420		153 420
	TRAIN AND YARD OPERATIONS COMMON:							
501	Cleaning Car Interiors	1 068	80	157	N/A	1 305		1 305
502	Adjusting and Transferring Loads	241	(4)	107	N/A	344	N/A	344
503	Car Loading Devices and Grain Doors	1 296	114	118	N/A	1 528	N/A	1 528
504	Freight Lost or Damaged - all other	N/A	N/A	N/A	10 112	10 112		10 112
505	Fringe Benefits	N/A	N/A	N/A	1 732	1 732		1 732
506	Total Train and Yard Operations Common	2 605	190	382	11 844	15 021		15 021
	SPECIALIZED SERVICE OPERATIONS:							
507	Administration	194	20	13	35	262	N/A	262
508	Pickup & Delivery and Marine Line Haul	286	33	10 464	(1)	10 782	N/A	10 782
509	Loading & Unloading and Local Marine	17 065	(449)	4 145	5 602	26 363	N/A	26 363
510	Protective Services	891	2 776	(6 194)	80	(2 447)	N/A	(2 447)
511	Freight Lost or Damaged - Solely Related	N/A	N/A	N/A			N/A	
512	Fringe Benefits	N/A	N/A	N/A	3 207	3 207	N/A	3 207
513	Casualties and Insurance	N/A	N/A	N/A	145	145	N/A	145
514	Joint Facility - Debit	N/A	N/A		N/A		N/A	
515	Joint Facility - (Credit)	N/A	N/A	()	N/A	()	N/A	()
516	Other			5		5	N/A	5
517	Total Specialized Services Operations	18 436	2 380	8 433	9 068	38 317	N/A	38 317
	ADMINISTRATIVE SUPPORT OPERATIONS:							
518	Administration	2 516	70	11	456	3 159		3 159

410. RAILWAY OPERATING EXPENSE - Concluded Consolidated RRB

Line No.	Name of railway operating expense account	Freight					Passenger	Total
		Salaries and wages	Material, tools, supplies, fuels, and lubricants	Purchased services	General	Total freight expense		
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
	ADMINISTRATIVE SUPPORT OPERATIONS - Con.	\$	\$	\$	\$	\$		\$
519	Employees Performing Clerical and Accounting Functions	42 995	565	4 726	826	49 112		49 112
520	Communication Systems Operation	4 865	95	1 602	397	6 959		6 959
521	Loss and Damage Claims Processing	3 012	66	269	38	3 385		3 385
522	Fringe Benefits	N/A	N/A	N/A	15 459	15 459		15 459
523	Casualties and Insurance	N/A	N/A	N/A	1 742	1 742		1 742
524	Joint Facility - Debit	N/A	N/A		N/A			
525	Joint Facility - (Credit)	N/A	N/A	()	N/A	()		()
526	Other	1 990	537	59	1 533	4 119		4 119
527	Total Administrative Support Operations	55 378	1 333	6 773	20 451	83 935		83 935
528	Total Transportation	482 970	277 728	20 745	183 119	964 562		964 562
	GENERAL AND ADMINISTRATIVE:							
601	Officers - General Administration	8 842	67	623	1 815	11 347		11 347
602	Accounting, Auditing and Finance	25 845	769	3 194	(356)	29 452		29 452
603	Management Services and Data Processing	13 285	354	2 343	(391)	15 591		15 591
604	Marketing	6 646				6 646		6 646
605	Sales	15 313	294	1 282	2 199	19 088		19 088
606	Industrial Development	1 218	12	54	375	1 659	N/A	1 659
607	Personnel and Labor Relations	3 962	94	382	(14)	4 424		4 424
608	Legal and Secretarial	3 108	71	2 908	1 847	7 934		7 934
609	Public Relations and Advertising	1 777	79	1 828	(123)	3 561		3 561
610	Research and Development							
611	Fringe Benefits	N/A	N/A	N/A	25 535	25 535		25 535
612	Casualties and Insurance	N/A	N/A	N/A	2 135	2 135		2 135
613	Writedown of Uncollectible Accounts	N/A	N/A	N/A	6 124	6 124		6 124
614	Property Taxes	N/A	N/A	N/A	15 068	15 068		15 068
615	Other Taxes Except on Corporate Income or Payroll	N/A	N/A	N/A	6 261	6 261		6 261
616	Joint Facility - Debit	N/A	N/A	1 528	N/A	1 528		1 528
617	Joint Facility - (Credit)	N/A	N/A	(111)	N/A	(111)		(111)
618	Other	13 164	317	1 472	4 995	19 948		19 948
619	Total General and Administrative	93 160	2 057	15 503	65 470	176 190		176 190
620	Total Carrier Operating Expenses	825 239	452 484	188 872	495 254	1 961 849		1 961 849

