

130100

~~DUPLICATE~~

*delivered*

OFFICE OF ECONOMICS  
DEPARTMENT OF TRANSPORTATION  
WASHINGTON, D.C. 20590

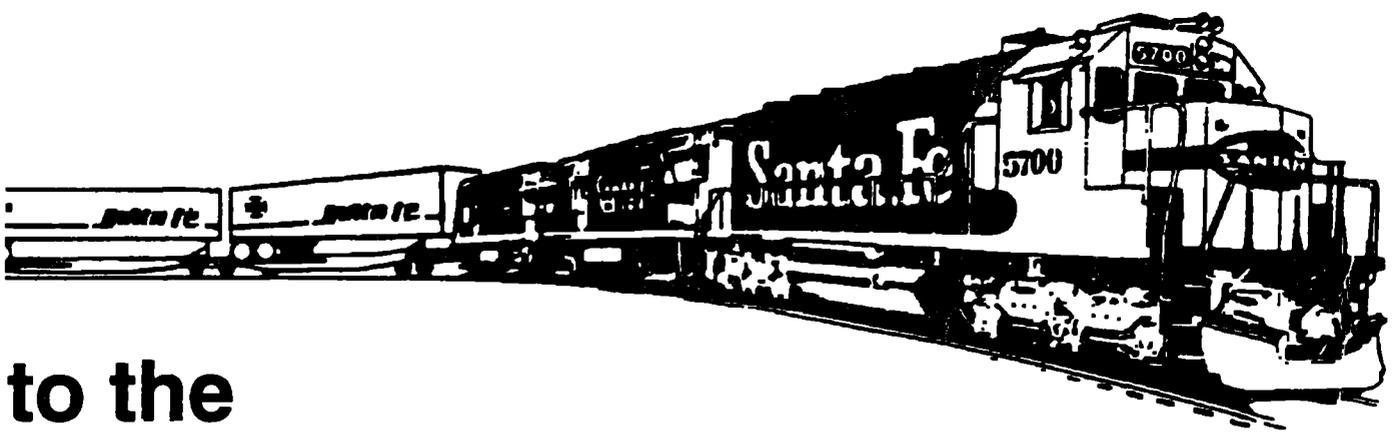
APR 5 10 41 AM '93

ACAA-R-1  
RECEIVED

APPROVED BY OMB  
3120-0029  
EXPIRES 3-31-93

# annual report

	<p>The Atchison, Topeka &amp; Santa Fe Rwy. Co. Leased Lines and Wholly-Owned Subsidiaries 920 S.E. Quincy Street One Santa Fe Plaza Topeka, Kansas 66612</p>
<p>Correct name and address if different than shown.</p>	<p>Full name and address of reporting carrier (Use mailing label on original, copy in full on duplicate.)</p>



to the  
**Interstate Commerce Commission**

**FOR THE YEAR ENDED DECEMBER 31, 1993**

# 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, Washington, D C 20423, 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 I 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, § 3(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 to 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 parentheses.

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

INCLUDING LEASED LINES AND WHOLLY-OWNED SUBSIDIARIES

TO THE

## INTERSTATE COMMERCE COMMISSION

FOR THE

YEAR ENDED DECEMBER 31, 1993

---

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

(Name) Dennis R. Johnson (Title) Assistant VP and Assistant Controller

(Telephone Number) 913 435-3122  
(Area Code) (Telephone Number)

Office address) 920 Southeast Quincy Street, Topeka, Kansas 66612  
(Street and number, city, State, and ZIP code)

TABLE OF CONTENTS

	SCHEDULE NO	PAGE		SCHEDULE NO	PAGE
Schedules Omitted by Respondent	A	1	Supporting Schedule—Road	416	58
Identity of Respondent	B	2	Specialized Service Subschedule—Transportation	417	60
Voting Powers and Elections	C	3	Supporting Schedule—Capital Leases	418	61
Comparative Statement of Financial Position	200	5	Analysis of Taxes	450	63
Results of Operations	210	16	Items in Selected Income and Retained Earnings		
Retained Earnings—Unappropriated	220	19	Accounts for the Year	460	65
Capital Stock	230	20	Guaranties and Suretyships	501	66
* Statement of Changes in Financial Position	240	21	Compensating Balances and Short-Term Borrowing		
Working Capital Information	245	23	Arrangements	502	67
Investments and Advances Affiliated Companies	310	26	Separation of Debtholdings between Road Property and		
Investments in Common Stocks of Affiliated Companies	310A	30	Equipment	510	69
Road Property and Equipment and Improvements to leased			Transactions Between Respondent and Companies or		
Property and Equipment	330	32	Persons Affiliated With Respondent for Services		
Depreciation Base and Rates—Road and Equipment			Received or Provided	512	72
Owned and Used and Leased from Others	332	34	Mileage Operated at Close of Year	700	74
Accumulated Depreciation—Road and Equipment			Miles of Road at Close of Year—By States and		
Owned and Used	335	35	Territories (Single Track) (For Other Than Switching and		
Accrued Liability—Leased Property	339	36	Terminal Companies)	702	75
Depreciation Base and Rates—Improvements to Road			Inventory of Equipment	710	78
and Equipment Leased from Others	340	37	Unit Cost of Equipment Installed During the Year	710S	84
Accumulated Depreciation—Improvements to Road and			Track and Traffic Conditions	720	85
Equipment Leased from Others	342	38	Ties Laid in Replacement	721	86
Depreciation Base and Rates—Road and Equipment			Ties Laid in Additional Tracks and in New Lines and		
Leased to Others	350	40	Extensions	722	87
Accumulated Depreciation—Road and Equipment			Rails Laid in Replacement	723	88
Leased to Others	351	41	Rails Laid in Additional Tracks and in New Lines and		
Investment in Railroad Property Used in Transportation			Extensions	724	89
Service (By Company)	352A	42	Weight of Rail	725	90
Investment in Railway Property Used in Transportation			Summary of Track Replacements	726	91
Service (By Property Accounts)	352B	43	Consumption of Fuel by Motive-Power Units	750	91
Railway Operating Expenses	410	45	Railroad Operating Statistics	755	94
Way and Structures	412	52	Verification		98
Rents for Interchanged Freight Train Cars and Other Freight			Memoranda		99
Carrying Equipment	414	53	Index		100
Supporting Schedule—Equipment	415	56			

\* Schedule No. 240 Statement of Cash Flows

**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.

---

It is estimated that an average of 800 burden hours per response are required to complete this collection of information. This estimate includes time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Comments concerning the accuracy of this burden estimate or suggestions for reducing this burden should be directed to the Section of Administrative Services, Interstate Commerce Commission and the Office of Information and Regulatory Affairs, Office of Management and Budget.

**These companies are included in the following consolidated schedules:**

**The Atchison, Topeka and Santa Fe Railway Company**

\* \* \* \*

**Wholly-Owned Subsidiaries**

**Los Angeles Junction Railway Co.  
Oklahoma City Junction Railway Co.  
Property Holding Company  
Santa Fe Financial Holdings, Inc.  
Santa Fe Forwarding Co.  
Santa Fe Rail Equipment Company  
Santa Fe Terminal Services, Inc.  
Star Lake Railroad Co.**

\* \* \* \*

**Leased Lines**

**The Dodge City and Cimarron Valley Railway Co.  
The Gulf and Inter-State Railway Co. of Texas  
Rio Grande, El Paso & Santa Fe Railroad Co.**

**A. SCHEDULES OMITTED BY RESPONDENT**

1. The respondent, at its option, may omit pages from this report provided there is nothing to report or the schedules are not applicable.
2. Show below the pages excluded and indicate the schedule number and title in the space provided below.
3. If no schedules were omitted indicate "NONE."

Page	Schedule No.	Title
		NONE

**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 organizations, if a reorganization has been effected, give date of reorganization. If a receivership or other trust, give also date which 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 No changes during the year.

**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.

Two copies of Santa Fe Pacific Corporation Annual Report to Stockholders attached.

Two copies of ATSF SEC Form 10-K are attached.

**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
- 2 State whether or not each share of stock has the right in one vote, if not give full particulars in a footnote. **Each share has the 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, 1993 (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, which 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
				Common (d)	Stock		
					Second (e)	First (f)	
1	SFP Properties,	Wilmington,					1
2	Inc.	Delaware	100	100			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	Note:						21
22	Pursuant to Section 228 of the General Corporation Law of the State of Delaware,						22
23	as amended, SFP Properties, Inc. being the owner of all the issued and outstanding						23
24	shares of stock of respondent in Consent executed May 25, 1993 adopted and						24
25	consented to resolution electing directors of respondent in lieu of an annual						25
26	meeting of stockholders for the calendar year 1993.						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.

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

11. Give the date of such meeting. "Not Applicable" - Refer to note shown under Inquiry 9.

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.
<b>Current Assets</b>						
1		701	Cash	8,325	11,375	1
2		702	Temporary Cash Investments	46,980	36,141	2
3		703	Special Deposits	43	33	3
<b>Accounts Receivable</b>						
4		704	- Loan and Notes			4
5		705	- Interline and Other Balances	21,937	21,428	5
6		706	- Customers	57,767	35,403	6
7		707	- Other	12,506	3,964	7
8		708,709	- Accrued Accounts Receivables	58,914	41,198	8
9		708.5	- Receivables from Affiliated Companies	15,119	2,531	9
10		709.5	- Less: Allowance for Uncollectible Accounts	(17,018)	(11,890)	10
11		710,711,714	Working Funds Prepayments	128,320	138,397	11
12		712	Materials and Supplies	92,285	87,743	12
13		713	Other Current Assets	77,790	72,522	13
14			<b>TOTAL CURRENT ASSETS</b>	<b>502,968</b>	<b>438,845</b>	<b>14</b>
<b>Other Assets</b>						
15		715,716,717	Special Funds	5,772	4,639	15
16		721,721.5	Investments and Advances Affiliated Companies(Schedule 310 and 310A)	335,791	200,978	16
17		722,723	Other Investments and Advances	8,315	7,577	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) \$(6,953)	10,507	3,681	19
20		739,741	Other Assets	55,723	119,147	20
21		743	Other Deferred Debits	165,327	162,883	21
22		744	Accumulated Deferred Income Tax Debits			22
23			<b>TOTAL OTHER ASSETS</b>	<b>581,435</b>	<b>498,905</b>	<b>23</b>
<b>Road and Equipment</b>						
24		731,732	Road (Schedule 330) L-30 Col. h & b	3,760,913	3,570,521	24
25		731,732	Equipment (Schedule 330) L-39 Col. h & b	1,907,787	1,816,763	25
26		731,732	Unallocated Items	189,666	117,363	26
27		733,735,736	Accumulated Depreciation and Amortization (Schedules 335,342,351)	(1,560,502)	(1,519,661)	27
28			Net Road and Equipment	4,297,864	3,984,986	28
29	*		<b>TOTAL ASSETS</b>	<b>5,382,267</b>	<b>4,922,736</b>	<b>29</b>

**NOTES AND REMARKS**

Line 27(b) and (c) include \$4,929 and \$5,833, respectively for account 736 which is not included on Schedule 335.

**200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - LIABILITIES AND SHAREHOLDER'S 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.
<b>Current Liabilities</b>						
30		751	Loans and Notes Payable			30
31		752	Accounts Payable; Interline and Other Balances	24,898	18,846	31
32		753	Audited Accounts and Wages	76,525	68,000	32
33		754	Other Accounts Payable	12,743	16,853	33
34		755,756	Interest and Dividends Payable	15,482	15,436	34
35		757	Payables to Affiliated Companies	5,123	3,107	35
36		759	Accrued Accounts Payable	489,305	519,098	36
37		760,761,761.5,762	Taxes Accrued	41,878	34,345	37
38		763	Other Current Liabilities	26,126	18,732	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	99,197	87,939	39
40			<b>TOTAL CURRENT LIABILITIES</b>	<b>791,277</b>	<b>782,356</b>	<b>40</b>
<b>Non-Current Liabilities</b>						
41		765,767	Funded Debt Unmatured	138,027	138,547	41
42		766	Equipment Obligations	382,025	367,819	42
43		766.5	Capitalized Lease Obligations	4,791	5,825	43
44		768	Debt in Default			44
45		769	Accounts payable; Affiliated Companies	331	153	45
46		770.1,770.2	Unamortized Debt Premium (Discount)	(545)	(324)	46
47		781	Interest in Default			47
48		783	Deferred Revenues-Transfers from Government Authorities	30,325	14,447	48
49		786	Accumulated Deferred Income Tax Credits	786,945	587,733	49
50		771,772,774,775,782,784	Other Long-Term Liabilities and Deferred Credits	876,351	789,456	50
51			<b>TOTAL NONCURRENT LIABILITIES</b>	<b>2,218,250</b>	<b>1,903,656</b>	<b>51</b>
<b>Shareholder's Equity</b>						
52		791,792	Total Capital Stock:(Schedule 230)(L53&54)			52
53			Common Stock	1	1	53
54			Preferred Stock			54
55			Discount on Capital Stock			55
56		794,795	Additional Capital (Schedule 230)	756,587	756,587	56
<b>Retained Earnings:</b>						
57		797	Appropriated	83,215	83,215	57
58		798	Unappropriated (Schedule 220)	1,532,937	1,396,921	58
59		798.1	Net Unrealized Loss on Noncurrent Marketable Equity Securities			59
60		798.5	Less Treasury Stock			60
61			Net Shareholder's Equity	2,372,740	2,236,724	61
62			<b>TOTAL LIABILITIES AND SHAREHOLDER'S EQUITY</b>	<b>5,382,267</b>	<b>4,922,736</b>	<b>62</b>

**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 9

(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  No

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

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

Date of trust agreement or latest amendment January 1, 1985

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 9

(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

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  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  No

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

(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

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

Continued on following page

**200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES**

7 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 amounts of the respondent

Disclose the nature and amount of contingency that is material

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. Additional pages may be added if more space is needed (Explain and/or reference to the following pages)

Refer to Page 10 for comments

(a) Changes in Valuation Accounts

**8. Marketable Equity Securities**

		Cost	Market	Dr (Cr) to Income	Dr (Cr) to Stockholders Equity
(Current Yr.)	Current Portfolio				N/A
as of 12/31/93	Noncurrent Portfolio			N/A	\$ None
(Previous Yr.)	Current Portfolio			N/A	N/A
as of 12/31/92	Noncurrent Portfolio			N/A	N/A

(b) At / / , 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 1993 (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 the 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

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

## NOTES TO FINANCIAL STATEMENTS

- 3(a) ATSF and its subsidiaries are included with certain other SFP affiliates in the trusted non-contributory Santa Fe Pacific Corporation Retirement Plan ("Retirement Plan") and the Santa Fe Pacific Corporation Supplemental Retirement Plan ("Supplemental Plan").

The Retirement Plan complies with Employee Retirement Income Security Act of 1974 ("ERISA") requirements and covers substantially all officers and employees of SFP and its subsidiaries covered by collective bargaining agreements. Benefits payable under the Retirement Plan are based on compensation during the sixty highest paid consecutive months of service during the ten years immediately preceding retirement and years of service. SFP's funding policy is to contribute annually not less than the ERISA minimum, and not more than the maximum amount deductible for income tax purposes.

The Supplemental Plan is an unfunded plan that provides supplementary retirement benefits primarily to certain executives.

- 3(d) Santa Fe Pacific Corporation  
 The Atchison, Topeka & Santa Fe Rwy. Co.  
 Los Angeles Junction Rwy. Co.  
 Santa Fe Minerals Corporation  
 Santa Fe Pacific Gold Corporation  
 Santa Fe Pacific Gold Mining Company  
 # Catellus Development Corporation (Formerly Santa Fe Pacific Realty Co.)  
 Santa Fe Pipeline Co.  
 Santa Fe Pipeline, Inc.  
 Santa Fe Terminal Services, Inc.  
 Southern Pacific Pipelines, Inc.  
 Santa Fe Pacific Timber, Inc.

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

# Catellus withdrew from Plan in 1989; however, vested participants at the date of withdrawal are still included in the Plan.

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

## NOTES TO FINANCIAL STATEMENTS

7. Environmental

ATSF is subject to extensive regulation under federal, state, and local environmental laws concerning, among other things, discharges to waters, air emissions, toxic substances, and the generation, handling, storage, transportation, and disposal of waste and hazardous materials. These laws and regulations have the effect of increasing the cost and liabilities associated with the conduct of operations. Environmental risks are also inherent in railroad operations which frequently involve the transportation of chemicals and other hazardous materials.

ATSF expects it will become subject to new requirements regulating air emissions from diesel locomotives that may increase its operating costs in the future. By 1995, the United States Environmental Protection Agency ("EPA") must issue regulations applicable to new locomotive engines. Locomotive engines (other than new locomotive engines) may be regulated by states based on standards and procedures which the State of California ultimately adopts. The California standards are currently in the process of being developed.

In addition, because many of ATSF's land holdings are and have been used for industrial or transportation related purposes or leased to commercial or industrial companies whose activities may have resulted in discharges onto the property, ATSF is now subject and will from time to time continue to be subject to environmental clean-up and enforcement actions. In particular, the federal Comprehensive Environmental Response, Compensation and Liability Act ("CERCLA"), also known as the "Superfund" law, generally imposes joint and several liability for clean-up and enforcement costs, without regard to fault or the legality of the original conduct, on current and predecessor owners and operators of a site. Accordingly, ATSF may be responsible under CERCLA and other federal and state statutes for all or part of the costs to clean up sites at which certain substances have been released by ATSF, its current lessees, predecessor owners or lessees of properties, or other third parties. Estimates of ATSF's ultimate liabilities associated with Superfund and other environmental sites are difficult to predict with certainty due to, among other factors, the number of parties involved, possible remediation alternatives, lengthy time frames, and potential recoveries from third parties.

During 1992, management completed an internal assessment of ATSF's environmental liabilities, including a site-by-site analysis of properties with potentially significant environmental exposure. As a result of this review and analysis it was determined that an additional accrual of \$67 million was appropriate to provide for future costs of this nature which was recorded in the third quarter of 1992. In addition, ATSF monitors, on a regular basis, accruals for environmental sites which have been identified. Payment of these accrued costs are expected to be made over the next five years. It is the opinion of ATSF management that any future costs in excess of recorded liabilities will not have a material adverse effect on the consolidated financial position of ATSF.

Other Claims and Litigation

ATSF is also a party to a number of other legal actions arising in the ordinary course of business, including various governmental proceedings and private civil suits. While the final outcome of these and other legal actions cannot be predicted with certainty, considering the meritorious legal defenses available, it is the opinion of ATSF management that none of these legal actions, when finally resolved, will have a material adverse effect on the consolidated financial position of ATSF.

Federal Income Tax

The federal income tax returns of ATSF have been examined through 1988. All years prior to 1981 are closed. Issues relating to years 1981-1988 are being contested through various stages of administrative appeal. In addition, ATSF has various state income tax returns in the process of examination, administrative appeal or litigation. Management believes that adequate provision has been made for any adjustment which might be assessed for open years through 1993.

Other Commitments

ATSF has entered into agreements with certain locomotive suppliers which provide for maintenance on a portion of its locomotive fleet. As of December 31, 1993, these agreements obligate ATSF to make minimum annual payments over periods ranging from two to eighteen years. ATSF has also entered into haulage agreements with other rail carriers under which it is required to make minimum payments if specified traffic levels are not met. In the aggregate, these agreements require minimum annual payments of approximately \$63 million in 1994, \$52 million in 1995, \$50 million in 1996, \$51 million in 1997, \$52 million in 1998 and \$327 million in total thereafter through 2012. Payments under the agreements totaled approximately \$68 million, \$62 million and \$49 million in 1993, 1992 and 1991, respectively.

In connection with the closing of the sale of California lines, ATSF has entered into various shared use agreements with the agencies which require ATSF to pay the agencies approximately \$6.0 million annually for the maintenance of track structure and facilities. In addition, ATSF is committed to acquire locomotives valued at approximately \$62 million in 1994.

As of February 4, 1994, ATSF had entered into hedging positions which cover approximately two-thirds of anticipated 1994 fuel purchases. These positions are settled quarterly based on average commodity prices with gains or losses recognized within expense upon settlement.

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

NOTES TO FINANCIAL STATEMENTS

NONE

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

NOTES TO FINANCIAL STATEMENTS

NONE

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

NOTES TO FINANCIAL STATEMENTS

NONE

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

**NOTES TO FINANCIAL STATEMENTS**

**NONE**

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

NOTES TO FINANCIAL STATEMENTS

NONE

**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 18.
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 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		Schedule 210	
Line 15, column (b)		= Line 62, column (b)	
Line 47 plus 49, column (b)		= Line 63, column (b)	
Line 50, column (b)		= Line 64, column (b)	
		Schedule 410	
Line 14, column (b)		= Line 620, column (h)	
Line 14, column (d)		= Line 620, column (f)	
Line 14, column (e)		= Line 620, column (g)	
Line 49, column (b)			

Line No.	Cross Chec	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)	Line No.
		<b>ORDINARY ITEMS OPERATING INCOME</b>					
		<b>Railway Operating Income</b>					
1		(101) Freight	2,368,526	2,212,848	2,368,526		1
2		(102) Passenger					2
3		(103) Passenger-Related					3
4		(104) Switching	22,380	22,623	22,380		4
5		(105) Water Transfers					5
6		(106) Demurrage	8,865	7,994	8,865		6
7		(110) Incidental	7,563	6,249	7,563		7
8		(121) Joint Facility-Credit	1,857	1,958	1,857		8
9		(122) Joint Facility-Debit	(47)	(137)	(47)		9
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	2,409,144	2,251,535	2,409,144		10
11		(502) Railway operating revenues-Transfers from Government Authorities for current operations					11
12		(503) Railway operating revenues-Amortization of deferred transfer from Government Authorities	35	140	35		12
13		<b>TOTAL RAILWAY OPERATING REVENUES (lines 10-12)</b>	<b>2,409,179</b>	<b>2,251,675</b>	<b>2,409,179</b>		13
14	*	(531) Railway operating expenses	2,092,551	2,276,559	2,092,551		14
15		<b>Net revenue from railway operations</b>	<b>316,628</b>	<b>(24,884)</b>	<b>316,628</b>		15
		<b>OTHER INCOME</b>					
16		(506) Revenue from property used in other than carrier operations	791	938			16
17		(510) Miscellaneous rent income	9,846	9,888			17
18		(512) Separately operated properties-Profit	1	1			18
19		(513) Dividend Income (cost method)					19
20		(514) Interest Income	23,048	20,221			20
21		(516) Income from sinking and other funds	135	30			21
22		(517) Release of premiums on funded debt					22
23		(518) Reimbursements received under contracts and agreements					23
24		(519) Miscellaneous income	167,440	221,425			24
		<b>Income from affiliated companies (519)</b>					
25		a. Dividends (equity method)		1,200			25
26		b. Equity in undistributed earnings (losses)	691	184			26
27		<b>TOTAL OTHER INCOME Lines 16-26</b>	<b>201,952</b>	<b>253,887</b>			
28		<b>TOTAL INCOME (lines 15, 27)</b>	<b>518,580</b>	<b>229,003</b>			28
		<b>MISCELLANEOUS DEDUCTIONS FROM INCOME</b>					
29		(534) Expenses of property used in other than carrier operations	8,728	4,413			29
30		(544) Miscellaneous taxes	1,352	1,054			30
31		(545) Separately operated properties-Loss	175	127			31
32		(549) Maintenance of investment organization					32
33		(550) Income Transferred under contracts and agreements					33
34		(551) Miscellaneous income charges	16,234	19,855			34
35		(553) Uncollectible accounts	18	37			35
36		<b>TOTAL MISCELLANEOUS DEDUCTIONS (LINES 29-35)</b>	<b>26,487</b>	<b>25,486</b>			36
37		<b>Income available for fixed charges (lines 28, 36)</b>	<b>492,093</b>	<b>203,517</b>			37

**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.
<b>FIXED CHARGES</b>					
38		(546) Interest on funded debt (a) Fixed interest not in default	44,365	67,408	38
39		(b) Interest in default			39
40		(547) Interest on unfunded debt	27,380	24,820	40
41		(548) Amortization of discount on funded debt	287	419	41
42		<b>TOTAL FIXED CHARGES (lines 38-41)</b>	<b>72,032</b>	<b>92,647</b>	<b>42</b>
43		Income after fixed charges (lines 37,42)	420,061	110,870	43
<b>OTHER DEDUCTIONS</b>					
44		(546) Interest on funded debt (c) Contingent interest	966	966	44
<b>UNUSUAL OR INFREQUENT ITEMS</b>					
45		(555) Unusual or infrequent items (debit) credit			45
46		Income(Loss) from continuing operations (before income taxes)	419,095	109,904	46
<b>PROVISIONS FOR INCOME TAXES</b>					
47	*	(556) Income taxes on ordinary income: (a) Federal income taxes	21,563	1,428	47
48	*	(b) State income taxes	5,215	246	48
49	*	(c) Other income taxes			49
50	*	(557) Provision for deferred taxes	208,801	42,720	50
51		<b>TOTAL PROVISIONS FOR INCOME TAXES (lines 47-50)</b>	<b>235,579</b>	<b>44,394</b>	<b>51</b>
52	*	Income from continuing operations (lines 46-51)	183,516	65,510	52
<b>DISCONTINUED OPERATIONS</b>					
53		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$ )			53
54		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$ )			54
55		Income before extraordinary items (lines 52+53+54)	183,516	65,510	55
<b>EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES</b>					
56		(570) Extraordinary charge on early retirement of debt		(7,960)	56
57		(590) Income taxes on extraordinary items			57
58		(591) Provision for deferred taxes—Extraordinary items		2,960	58
59		<b>TOTAL EXTRAORDINARY ITEMS (lines 56-58)</b>		<b>(5,000)</b>	<b>59</b>
60		(592) Cumulative effect of changes in accounting principles (less applicable tax of \$84,492)		(143,008)	60
61	*	Net income(Loss)(lines 55+59+60)	183,516	(82,498)	61
<b>Reconciliation of net railway operating income (NROI)</b>					
62	*	Net revenues from railway operations	316,628	(24,884)	62
63	*	(556) Income taxes on ordinary income (-)	26,778	1,674	63
64	*	(557) Provision for deferred income taxes (-)	208,801	42,720	64
65		Income from lease of road and equipment (-)			65
66		Rent for leased roads and equipment (+)			66
67		<b>Net railway operating income (loss)</b>	<b>81,049</b>	<b>(69,278)</b>	<b>67</b>

## NOTES AND REMARKS FOR SCHEDULES 210 AND 220

Gain on the Sale of California Lines

During 1993 ATSF completed the second and third stages of the sale of certain interests in approximately 340 miles of rail lines in southern California to various transit agencies which resulted in pre-tax gain of \$145,442. This gain affected the following:

<u>Schedule 210</u>			<u>Schedule 220</u>		
<u>Line</u>	<u>Column</u>	<u>Increase (Decrease)</u>	<u>Line</u>	<u>Column</u>	<u>Increase (Decrease)</u>
24	(b)	145,442	3	(b)	95,570
27	(b)	145,442	6	(b)	95,570
28	(b)	145,442	14	(b)	95,570
37	(b)	145,442	15	(b)	95,570
43	(b)	145,442	17	(b)	95,570
46	(b)	145,442			
50	(b)	49,872			
51	(b)	49,872			
52	(b)	95,570			
55	(b)	95,570			
61	(b)	95,570			
64	(b)	49,872			
67	(b)	(49,872)			

The Omnibus Budget Reconciliation Act of 1993 resulted in an increase in the maximum corporate federal income tax rate from 34% to 35% retroactive to January 1, 1993. The impact of the tax increase as of August 10, 1993, the date of enactment, was approximately \$24 million, and affected the following:

<u>Schedule 210</u>			<u>Schedule 220</u>		
<u>Line</u>	<u>Column</u>	<u>Increase (Decrease)</u>	<u>Line</u>	<u>Column</u>	<u>Increase (Decrease)</u>
50	(b)	24,000	3	(b)	(24,000)
51	(b)	24,000	6	(b)	(24,000)
52	(b)	(24,000)	14	(b)	(24,000)
55	(b)	(24,000)	15	(b)	(24,000)
61	(b)	(24,000)	17	(b)	(24,000)
64	(b)	24,000			
67	(b)	(24,000)			

In addition, ATSF recorded income tax expense of \$54 million for the establishment of a tax valuation allowance related to investment tax credit carryforwards. This valuation allowance was recorded as a result of an amendment to the tax allocation agreement between ATSF and SFP under which SFP will no longer reimburse ATSF for the expiration of unused investment tax credits at ATSF. The establishment of the valuation allowance affected the following lines:

<u>Schedule 210</u>			<u>Schedule 220</u>		
<u>Line</u>	<u>Column</u>	<u>Increase (Decrease)</u>	<u>Line</u>	<u>Column</u>	<u>Increase (Decrease)</u>
50	(b)	54,000	3	(b)	(54,000)
51	(b)	54,000	6	(b)	(54,000)
52	(b)	(54,000)	14	(b)	(54,000)
55	(b)	(54,000)	15	(b)	(54,000)
61	(b)	(54,000)	17	(b)	(54,000)
64	(b)	54,000			
67	(b)	(54,000)			

**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 61 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 at beginning of year	1,388,573	8,348	1
2	(601.5)	Prior period adjustments to beginning retained earnings			2
CREDITS					
3	* (602)	Credit balance transferred from income	182,825	691	3
4	(603)	Appropriations released			4
5	(606)	Other credits to retained earnings			5
6		TOTAL	182,825	691	6
DEBITS					
7	* (612)	Debit balance transferred from income			7
8	(616)	Other debits to retained earnings			8
9	(620)	Appropriations for sinking and other funds			9
10	(621)	Appropriations for other purposes			10
11	(623)	Dividends: Common stock	47,500		11
12		Preferred stock 1			12
13		TOTAL	47,500		13
14		Net increase(decrease) during year (Line 6 minus line 13)	135,325	691	14
15	*	Balances at close of year (Lines 1, 2 and 14)	1,523,898	9,039	15
16	*	Balances from line 15(c)	9,039	N/A	16
17	(798)	Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	1,532,937	N/A	17
18	(797)	Total appropriated retained earnings:			18
19		Credits during year \$			19
20		Debits during year \$			20
21		Balance at Close of year \$ 83,215			21
Amount of assigned Federal income tax consequences:					
22		Account 606 \$ _____			22
23		Account 616 \$ _____			23

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



**240. STATEMENT OF CASH FLOWS**  
(Dollars in Thousands)

Give the information as requested concerning the cash flows during the year. Either the direct or indirect method can be used. The direct method shows as its principal components operating cash receipts and payments, such as cash received from customers as cash paid to suppliers and employees, the sum of which is net cash flow from operating activities. The indirect method starts with net income and adjusts it for revenue and expense items that were not the result of operating cash transactions in the current period to reconcile it to net cash flow from operating activities. If direct method is used complete lines 1-41; indirect method complete lines 10-41. Cash for the purpose of this schedule shall include cash and cash equivalents which are short-term, highly liquid investments readily convertible to known amounts of cash and so near their maturity that they present insignificant risk of changes in value because of changes in interest rates. Information about all investing and financing activities which do not directly affect cash shall be separately disclosed in footnotes to this schedule. They shall clearly relate the cash (if any) and noncash aspects of transactions. Examples of noncash investing and transactions include converting debt to equity acquiring assets by assuming directly related liabilities, such as purchasing a building by incurring a mortgage to the seller; obtaining an asset by entering into a capital lease; and exchanging noncash assets or liabilities for other noncash assets or liabilities. Some transactions are part cash and part noncash; only the cash portion shall be reported directly in the statement of cash flows. Refer to FAS Statement No. 95, Statement of Cash Flows, for further details.

**CASH FLOWS FROM OPERATING ACTIVITIES**

Line No.	Cross Check	Description (a)	Current year (b)	Prior year (c)	Line No.
1		Cash received from operating revenues			1
2		Dividends received from affiliates			2
3		Interest received			3
4		Other income			4
5		Cash paid for operating expenses			5
6		Interest paid (net of amounts capitalized)			6
7		Income taxes paid			7
8		Other - net			8
9		<b>NET CASH PROVIDED BY OPERATING ACTIVITIES (Lines 1-8)</b>			9

**RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES**

Line No.	Cross Check	Description (a)	Current year (b)	Prior year (c)	Line No.
10		Income from continuing operations	183,516	65,510	10

**ADJUSTMENTS TO RECONCILE INCOME FROM CONTINUING OPERATIONS TO NET CASH PROVIDED BY OPERATING ACTIVITIES**

Line No.	Cross Check	Description (a)	Current year (b)	Prior year (c)	Line No.
11		Loss (gain) on sale or disposal of tangible property and investments	(155,973)	(218,725)	11
12		Depreciation and amortization expenses	188,425	180,814	12
13		Net increase (decrease) in Deferred Income Taxes	208,801	42,720	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	(568)	(184)	14
15		Decrease (increase) in accounts receivable	(42,845)	12,660	15
16		Decrease (increase) in materials and supplies, and other current assets	(2,690)	(17,492)	16
17		Increase (decrease) in current liabilities other than debt	37,198	44,612	17
18		Increase (decrease) in other-net	(83,525)	212,418	18
19		<b>Net cash provided from continuing operations (Lines 10-18)</b>	<b>332,339</b>	<b>322,333</b>	19
20		Add (subtract) cash generated (paid) by reason of discontinued operations and extraordinary items			20
21		<b>NET CASH PROVIDED FROM OPERATING ACTIVITIES (Lines 19 &amp; 20)</b>	<b>332,339</b>	<b>322,333</b>	21

**CASH FLOWS FROM INVESTING ACTIVITIES**

Line No.	Cross Check	Description (a)	Current year (b)	Prior year (c)	Line No.
22		Proceeds from sale of property	247,554	319,016	22
23		Capital expenditures	(381,517)	(256,012)	23
24		Net change in temporary cash investments not qualifying as cash equivalents			24
25		Proceeds from sale/repayment of investment and advances	713	599	25
26		Purchase price of long-term investment and advances	(2,349)	(2,537)	26
27		Net decrease (increase) in sinking and other special funds	(1,133)	(4,006)	27
28		Other-net	73,102	52,332	28
29		<b>NET CASH PROVIDED BY (USED IN) INVESTING ACTIVITIES</b>	<b>(63,630)</b>	<b>109,392</b>	29

(continued on next page)

**240. STATEMENT OF CASH FLOWS**  
(Dollars in Thousands)

**CASH FLOWS FROM FINANCING ACTIVITIES**

Line No.	Cross Check	Description (a)	Current year (b)	Prior year (c)	Line No.
30		Proceeds from issuance of long-term debt	6,500		30
31		Principal payments of long-term debt	(87,419)	(256,027)	31
32		Proceeds from issuance of capital stock			32
33		Purchase price of acquiring treasury stock			33
34		Cash dividends paid	(47,500)	(42,675)	34
35		Other -net	(132,491)	(108,035)	35
36		<b>NET CASH FROM FINANCING ACTIVITIES (Lines 30-35)</b>	<b>(260,910)</b>	<b>(406,737)</b>	<b>36</b>
37		<b>NET INCREASE(DECREASE) IN CASH AND CASH EQUIVALENTS (Lines 21, 29 &amp; 36)</b>	<b>7,799</b>	<b>24,988</b>	<b>37</b>
38		Cash and cash equivalents at beginning of the year	47,549	22,561	38
39		<b>CASH AND CASH EQUIVALENTS AT END OF THE YEAR (Lines 37 &amp; 38)</b>	<b>55,348</b>	<b>47,549</b>	<b>39</b>
		Footnotes to Schedule 240			
		Cash paid during the year for:			
40		Interest (net of amount capitalized)*	53,813	70,393	40
41		Income taxes (net)*	16,633	3,046	41

\*Only applies if indirect method is adopted.

**NOTES AND REMARKS**

In addition to amounts reported as Cash Used for Capital Expenditures, ATSF had noncash capital expenditures totaling \$157.6 million in 1993 and \$9.5 million in 1992, consisting principally of directly financed equipment acquisitions and projects reimbursed by governmental agencies and other parties. Additional noncash transactions include land exchanges.

**245. WORKING CAPITAL**  
(Dollars in Thousands)

1. This schedule should include only data pertaining to railway transportation services.  
2. Carry out calculation of lines 9, 10, 20, and 21, to the nearest whole number.

Line No.	Item (a)	No. Source	Amount (b)	Line No.
<b>CURRENT OPERATING ASSETS</b>				
1	Interline and Other Balances (705)	Schedule 200, line 5, column b	21,937	1
2	Customers (706)	Schedule 200, line 6, column b	57,767	2
3	Other (707)	Note A	12,506	3
4	<b>TOTAL CURRENT OPERATING ASSETS</b>	Line 1 + 2 + 3	92,210	4
<b>OPERATING REVENUE</b>				
5	Railway Operating Revenue	Schedule 210, line 13, column b	2,409,179	5
6	Rent Income	Note B	74,905	6
7	<b>TOTAL OPERATING REVENUES</b>	Lines 5 + 6	2,484,084	7
8	Average Daily Operating Revenues	Line 7 - 360 days	6,900	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 - line 8	13	9
10	Revenue Delay Days Plus Buffer	Lines 9 + 15 days	28	10
<b>CURRENT OPERATING LIABILITIES</b>				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	24,898	11
12	Audited Accounts and Wages Payable (753)	Note A	76,525	12
13	Accounts Payable-Other (754)	Note A	12,743	13
14	Other Taxes Accrued (761.5)	Note A	31,783	14
15	<b>TOTAL CURRENT OPERATING LIABILITIES</b>	Sum of line 11 to 14	145,949	15
<b>OPERATING EXPENSES</b>				
16	Railway Operating Expenses	Schedule 210, line 14, column b	2,092,551	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	180,782	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	1,986,674	18
19	Average Daily Expenditures	Line 18 - 360 days	5,519	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 - line 19	26	20
21	Days of Working Capital Required	Line 10 - line 20 (Note C)	2	21
22	Cash Working Capital Required	Line 21 x line 19	11,038	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	55,305	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	11,038	24
<b>MATERIALS AND SUPPLIES</b>				
25	Total Material and Supplies (712)	Note A	92,285	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	433	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	91,852	27
28	<b>TOTAL WORKING CAPITAL</b>	Line 24 + line 27	183,890	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, 229, 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.

250. CONSOLIDATED INFORMATION FOR REVENUE ADEQUACY DETERMINATION (Dollars in Thousands)			
Line No.	Item (a)	Beginning of year (b)	End of year (c)
	Adjusted Net Railway Operating Income For Reporting Entity		
1	Combined/Consolidated Net Railway Operating Income for Reporting Entity		81,049
2	Add: Interest Income from Working Capital Allowance—Cash Portion		448
3	Income Taxes Associated with Non-Rail Income and Deductions		20,977
4	Gain or (loss) from transfer/reclassification to nonrail-status (net of income taxes)		67,650
5	Adjusted Net Railway Operating Income (Lines 1, 2, 3 & 4)		170,124
	Adjusted Investment in Railroad Property for Reporting Entity		
*6	Combined Investment in Railroad Property Used in Transportation Service	3,984,634	4,297,530
7	Less: Interest During Construction	45,339	52,682
8	Other Elements of Investment (if debit balance)		
9	Add: Net Rail Assets of Rail-Related Affiliates		
10	Working Capital Allowance	93,646	102,890
11	Net Investment Base Before Adjustment for Deferred Taxes (Lines 6 through 10)	4,032,941	4,347,738
12	Less: Accumulated Deferred Income Tax Credits	468,129	680,372
13	Net Investment Base (Line 11 - 12)	3,564,812	3,667,366

In the space provided, please list all railroads and rail-related affiliated companies which are being reported in this consolidation, along with the nature of the business for each company.

Name of Affiliate	Nature of Business
The Atchison, Topeka and Santa Fe Railway Company * * * *	Transportation
Wholly-Owned Subsidiaries	
Los Angeles Junction Railway Co.	Transportation
Oklahoma City Junction Railway Co.	Transportation
Property Holding Company	Real Estate
Santa Fe Financial Holdings, Inc.	Financial
Santa Fe Forwarding Co.	Transportation
Santa Fe Rail Equipment Company	Rail Car Construction
Santa Fe Terminal Services, Inc.	Transportation
Star Lake Railroad Co.	Transportation
* * * *	
Leased Lines	
The Dodge City and Cimarron Valley Railway Co.	Transportation
The Gulf and Inter-State Railway Co. of Texas	Transportation
Rio Grande, El Paso & Santa Fe Railroad Co.	Transportation

\*All rail related companies are wholly owned and included in consolidated report.

**SCHEDULE 250 - PART B**

**Determination of Nonrail Taxes**

This table is designed to facilitate the calculation of taxes that are not rail-related, the amount to be reported on Schedule 250, Line 3.

**Part I - DETERMINE TAXES ON NONRAILROAD INCOME FOR ALL COMBINED/CONSOLIDATED RAILROADS (EXCLUDES ALL RAIL-RELATED AFFILIATES)**

(1) Determine Combined/Consolidated Adjusted income from continuing operations (before taxes) for all affiliated railroads (all classes). Do not include rail-related affiliates that are not railroads in this part. This represents the total combined/consolidated amounts for all items below for all railroads in the reporting entity.

Income from continuing operations (before taxes) should be the equivalent of the numbers contained in the R-1 Schedule 210, Line 46 adjusted to include all railroads in the reporting entity.....	<u>419,095</u>
- Equity in undistributed earnings, which represents the total of Schedule 210, Line 26 for all railroads in the reporting entity.....	<u>691</u>
- Dividends in affiliated companies. (If the affiliate is 80% or more controlled by the parent railroad, then deduct 100% of the affiliate's dividend. If the affiliate is less than 80% controlled by the parent railroad, then deduct 80% of the affiliate's dividend).....	<u>266</u>
= Adjusted income from continuing operations (before taxes). This represents "A" in item (3) below .....	<u><u>418,138</u></u>

(2) Determine Combined/Consolidated Adjusted Pre-tax NROI for all railroads in the reporting entity  
 Combined/Consolidated Pre-tax NROI for the entire entity, which equals the amount shown on Schedule 250, Line 1.....

.....	<u>81,049</u>
+ Current Provision for taxes, which represents the consolidated amounts of Schedule 210, Line 51 for all railroads in the reporting entity. (This figures includes both Account 556, Income Taxes on Ordinary Income and Account 557, Provision for Deferred Taxes).....	<u>235,579</u>
+ Interest income on working capital allowance, which represents the total consolidated interest income relative to the working capital component of the net investment base and should equal the amount shown in Schedule 250, Line 2 for all railroads in the reporting entity.....	<u>448</u>
+ Release of premiums on funded debt, which represents the consolidated total of release of premium on funded debt as shown on Schedule 210, Line 22 for all railroads in the reporting entity....	<u>-</u>
- Total fixed charges, which represents the consolidated total of fixed charges as shown on Schedule 210, Line 42 for all railroads in the reporting entity.....	<u>72,032</u>
- Railroad-related income from affiliates (other than railroads) which was included in consolidated NROI (Schedule 250, Line 1).....	<u>8,507</u>
= Combined/Consolidated Pre-Tax Adjusted NROI for all railroads. This represents "B" in Item (3) below.....	<u><u>236,537</u></u>

(3) Calculate the railroad-related tax ratio: "B/A" .....

0.5657

(4) Compute the nonrailroad-related complement: (1 - Railroad-related income ratio) which equals the Nonrailroad-related tax ratio.....

0.4343

(5) Compute the nonrailroad portion of the total provisions for taxes. This equals:

The Nonrailroad-related tax ratio (Item 4) above) times the total current income taxes accrued on ordinary income (Account 556) which represents the consolidated amounts of Schedule 210, Lines 47, 48, and 49 for all railroads in the reporting entity.....	<u>11,630</u>
--	---------------

**PART II - DETERMINE NONRAILROAD-RELATED TAXES FOR RAIL-RELATED AFFILIATES  
(EXCLUDES ALL AFFILIATED RAILROADS)**

(6) This is calculated by dividing the nonrailroad-related income for combined rail-related affiliates by the total pre-tax net income for all combined rail-related affiliates and multiplying this result by the total taxes (current provision plus deferred). This equals the taxes on nonrailroad income for all affiliated companies..... 9,347

**PART III - DETERMINE TOTAL NONRAILROAD-RELATED TAXES**

(7) This is determined as follows:

Total income taxes on nonrailroad-related income for all railroads in the reporting entity (Item 5 above).....	<u>11,630</u>
+ Total Nonrailroad-related taxes for rail-related affiliates (Item 6 above).....	<u>9,347</u>
Equals Total nonrailroad-related taxes (This amount should be transferred to schedule 250, Part A, Line 3).....	<u>20,977</u>

## 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.

## 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 be used to conserve space.

Line No.	Account No.	Class No.	Kind of industry	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			VII	Belt Railway Company of Chicago	Common	8.33	2
3			VII	Central California Traction Co.	Common	33.33	3
4			VII	Central California Traction Co.	Preferred	33.33	4
5			VII	Denver Union Terminal Ry. Co.	Common	16.67	5
6			VII	Houston Belt & Terminal Ry. Co.	Common	25.00	6
7			VII	Kansas City Terminal Ry. Co.	Common	8.33	7
8			VII	Oakland Terminal Ry.	Common	50.00	8
9			VII	St. Joseph Terminal R.R. Co.	Common	50.00	9
10			VII	Sunset Ry. Co.	Common	50.00	10
11			VII	Texas City Terminal Ry. Co.	Common	33.33	11
12			VII	Trailer Train Co.	Common	10.90	12
13				Wichita Union Terminal Ry. Co.	Common	33.33	13
14				Total Stock-Carrier-Active			14
15							15
16							16
17			VI				17
18	721	A-3		Peoria Development Corporation		1.74	18
19				Total Stock-Non-Carrier-Active			19
20							20
21			VII				21
22	721	D-1	VII	St. Joseph Terminal R.R. Co. 6% Demand Note			22
23				Trailer Train Co.			23
24				Total Unsecured Notes-Carrier-Active			24
25							25
26		D-3	X				26
27	721			Santa Fe Pacific Corporation - ATSF is an indirect wholly-owned subsidiary			27
28				Total Unsecured Notes - Non-Carrier-Active			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)

- 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 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	Line No.
	Opening balance	Additions	Deductions(if other than sale, explain)	Closing balance				
	(f)	(g)	(h)	(i)	(j)	(k)	(l)	
1	471			471				1
2	240			240				2
3	409			409				3
4	264			264				4
5	5		5					5
6	6			6				6
7	183			183				7
8	113			113				8
9	150			150				9
10	54			54				10
11	637			637				11
12	13,262			13,262			333	12
13	13			13				13
14	15,807		5	15,802			333	14
15								15
16								16
17								17
18	34			34				18
19	34			34				19
20								20
21								21
22	175			175			11	22
23	586			586			41	23
24	761			761			52	24
25								25
26								26
27	161,618	132,491		294,109			12,052	27
28	161,618	132,491		294,109			12,052	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 Railway Company of Chicago		1
2			VII	Denver Union Terminal Ry. Co.		2
3			VII	Harbor Belt Line		3
4			VII	Houston Belt and Terminal Ry. Co.		4
5			VII	Kansas City Terminal Ry. Co.		5
6			VII	St. Joseph Terminal R.R. Co.		6
7			VII	Rail Cycle	50.00	7
8			VII	Wichita Union Terminal Ry. Co.		8
9				Wichita Terminal Association		9
10				Total Investment Advances - Carrier - Active		10
11						11
12						12
13				Total Account 721		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

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

Line No.	Investments and advances				Disposed of: profit(loss)	Adjustments Account 721.5	Dividends or interest credited to income	Line No.
	Opening balance	Additions	Deductions(if other than sale, explain)	Closing balance				
	(f)	(g)	(h)	(i)	(j)	(k)	(l)	
1	1,560			1,560				1
2	551		551					2
3	15			15				3
4	3,193	217		3,410				4
5	2,874		162	2,712				5
6	191			191				6
7	5,596	2,132		7,728				7
8	428			428				8
9	2			2				9
10	14,410	2,349	713	16,046				10
11								11
12								12
13	192,630	134,840	718	326,752			12,438	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

Line 5(h) Reduced capital advance for write-off of non-depreciable assets.

## SCHEDULE 310 NOTES AND REMARKS

**ALAMEDA BELT LINE**

	<u>% Ownership</u>
Atchison, Topeka & Santa Fe Railway Company	50.00
Union Pacific Railroad	50.00
	<u>100.00</u>

**BELT RAILWAY COMPANY OF CHICAGO**

Atchison, Topeka & Santa Fe Railway Company	8.33
Burlington Northern Railroad	8.33
Grand Trunk Western Railroad	8.33
Illinois Central Gulf Railroad Company	8.33
Norfolk & Western Railway Company	8.33
Soo Line Railroad Company	8.33
Chesapeake & Ohio Railway Company	8.33
Missouri Pacific Railroad Company	8.33
SBD Railroad	16.68
Conrail	16.68
	<u>100.00</u>

**CENTRAL CALIFORNIA TRACTION COMPANY**

Atchison, Topeka & Santa Fe Railway	33.33
Southern Pacific Transportation Company	33.34
Union Pacific Railroad	33.33
	<u>100.00</u>

**HOUSTON BELT & TERMINAL RAILWAY COMPANY**

Atchison, Topeka & Santa Fe Railway Company	25.00
Missouri Pacific Railroad Company	50.00
Chicago Pacific Corporation	12.50
Burlington Northern Railroad	12.50
	<u>100.00</u>

The stocks of Houston Belt & Terminal 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.

## SCHEDULE 310 NOTES AND REMARKS

<b>KANSAS CITY TERMINAL RAILWAY COMPANY</b>	<u>% Ownership</u>
Atchison, Topeka & Santa Fe Railway Company	8.33
Illinois Central Gulf Railroad Company	8.34
Burlington Northern Railroad	8.34
Chicago & North Western Transportation Company	8.34
Chicago Milwaukee St Paul & Pacific Railroad	8.34
St Louis & Southwestern Railway	8.33
Kansas City Southern Railway Company	8.33
Missouri Kansas Texas Railroad	8.33
Missouri Pacific Railroad	8.33
Burlington Northern Railroad	8.33
Union Pacific Railroad	8.33
Norfolk & Western Railway Company	8.33
	<u>100.00</u>

The stocks of Kansas City Terminal Railway Company 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.

**OAKLAND TERMINAL RAILWAY**

Atchison, Topeka & Santa Fe Railway Company	50.00
Union Pacific Railroad	50.00
	<u>100.00</u>

**ST JOSEPH TERMINAL RAILROAD COMPANY**

Atchison, Topeka & Santa Fe Railway Company	50.00
St Joseph & Grand Island Railway (UP)	50.00
	<u>100.00</u>

Pledged under the ATSF Railway Company General Mortgage.

**SUNSET RAILWAY COMPANY**

Atchison, Topeka & Santa Fe Railway Company	50.00
Southern Pacific Transportation Company	50.00
	<u>100.00</u>

## SCHEDULE 310 NOTES AND REMARKS

	<u>% Ownership</u>
<b>TEXAS CITY TERMINAL RAILWAY COMPANY</b>	
Atchison, Topeka & Santa Fe Railway Company	33.33
Missouri Kansas Texas Railroad	33.34
Missouri Pacific Railroad	33.33
	<u>100.00</u>
<b>TTX COMPANY</b>	
Atchison, Topeka & Santa Fe Railway Company	10.90
Burlington Northern Railroad	6.23
Union Pacific Railroad	23.06
Consolidated Rail Corporation	21.81
Southern Pacific Transportation Company	10.28
CSX Transportation Inc.	9.35
Norfolk Southern Corporation	7.79
Chicago & Northwestern Railroad Company	3.11
Illinois Central Gulf Railroad	1.56
Canadian Pacific Railway Company	1.56
Florida East Coast Industries Inc.	1.56
Boston & Maine Corporation	0.93
Kansas City Southern Railway Company	0.62
Richmond Fredericksburg & Potomac	0.62
Grand Trunk Western Railway Company	0.62
	<u>100.00</u>
<b>WICHITA UNION TERMINAL RAILWAY COMPANY</b>	
Atchison, Topeka & Santa Fe Railway Company	33.33
Missouri Kansas Texas Railroad	33.34
Burlington Northern Railroad	33.33
	<u>100.00</u>
<b>RAIL CYCLE</b>	
Atchison, Topeka & Santa Fe Railway Company	50.00
Waste Management of North America	50.00
	<u>100.00</u>

**THIS PAGE  
LEFT BLANK  
INTENTIONALLY**



## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330

- 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. 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 period; 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 (c) and (e) 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.
  - 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 location 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 \$5,000 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

Schedule 332

Depreciation rates for computer and terminal equipment:

16A Computers	8.82
25A Terminal Equipment	4.09
26A Computers	8.82
27A Computers	6.53
59 Computer Systems and Word Processing Equipment	8.82

**330. ROAD AND EQUIPMENT 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 and road extensions (c)	Expenditures during the year for purchase of existing lines reorganizations, etc (d)	Line No
1		(2) Land for transportation purposes	84,546			1
2		(3) Grading	178,043			2
3		(4) Other right-of-way expenditures	4,950			3
4		(5) Tunnels and subways	8,447			4
5		(6) Bridges, trestles, and culverts	235,239			5
6		(7) Elevated structures				6
7		(8) Ties	661,275			7
8		(9) Rail and other track material	979,233			8
9		(11) Ballast	546,878			9
10		(13) Fences, snowsheds, and signs	5,791			10
11		(16) Station and office buildings	169,724			11
12		(17) Roadway buildings	35,087			12
13		(18) Water stations	2,148			13
14		(19) Fuel stations	16,446			14
15		(20) Shops and enginehouses	119,511			15
16		(22) Storage warehouses				16
17		(23) Wharves and docks				17
18		(24) Coal and ore wharves				18
19		(25) TOPC/COFC terminals	88,635			19
20		(26) Communication systems	79,175			20
21		(27) Signals and interlockers	193,980			21
22		(29) Power plants	501			22
23		(31) Power-transmission systems	5,311			23
24		(35) Miscellaneous structures	904			24
25		(37) Roadway machines	42,293			25
26		(39) Public improvements - Construction	58,442			26
27		(44) Shop machinery	52,434			27
28		(45) Power-plant machinery	1,528			28
29		Other (specify and explain)				29
30		<b>TOTAL EXPENDITURES FOR ROAD</b>	<b>3,570,521</b>			<b>30</b>
31		(52) Locomotives	959,721			31
32		(53) Freight-train cars	743,297			32
33		(54) Passenger-train cars				33
34		(55) Highway revenue equipment				34
35		(56) Floating equipment				35
36		(57) Work equipment	36,027			36
37		(58) Miscellaneous equipment	36,988			37
38		(59) Computer systems and word processing equipment	40,730			38
39		<b>TOTAL EXPENDITURES FOR EQUIPMENT</b>	<b>1,816,763</b>			<b>39</b>
40		(76) Interest during construction	45,339			40
41		(80) Other elements of investment				41
42		(90) Construction in progress	72,024			42
43		<b>GRAND TOTAL</b>	<b>5,504,647</b>			<b>43</b>

**330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED PROPERTY AND EQUIPMENT - 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		6,712	6,776	(64)	84,482	1
2		7,023	6,956	67	178,110	2
3		225	84	141	5,091	3
4					8,447	4
5		15,144	13,316	1,828	237,067	5
6						6
7		48,834	42,899	5,935	667,210	7
8		82,048	(11,819)	93,867	1,073,100	8
9		46,841	22,108	24,733	571,611	9
10		13	627	(614)	5,177	10
11		31,723	8,393	23,330	193,054	11
12		7	7,842	(7,835)	27,252	12
13		(13)	23	(36)	2,112	13
14		(3,849)	31	(3,880)	12,566	14
15		8,327	1,776	6,551	126,062	15
16						16
17						17
18						18
19		9,148	(1,148)	10,296	98,931	19
20		15,120	1,056	14,064	93,239	20
21		27,850	6,054	21,796	215,776	21
22					501	22
23		123	52	71	5,382	23
24		16	5	11	915	24
25		5,663	3,192	2,471	44,764	25
26		4,239	6,524	(2,285)	56,157	26
27		2,238	2,293	(55)	52,379	27
28					1,528	28
29						29
30		307,432	117,040	190,392	3,760,913	30
31		124,238	30,204	94,034	1,053,755	31
32		20,696	19,339	1,357	744,654	32
33						33
34						34
35						35
36		393	1,622	(1,229)	34,798	36
37		(93)	6,933	(7,026)	29,962	37
38		3,996	108	3,888	44,618	38
39		149,230	58,206	91,024	1,907,787	39
40		10,227	2,884	7,343	52,682	40
41						41
42		64,960		64,960	136,984	42
43		531,849	178,130	353,719	5,858,366	43

**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 (c) and (f) show the depreciation base used to compute the depreciation charges for the month of December. In columns (d) and (g) 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. 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 Accounts 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 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 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 Lessor property, when the rent therefor is 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)	
		1/1 At beginning of year (b)	12/1 At close of year (c)		At beginning of year (e)	At close of year (f)		
<b>ROAD</b>								
1	(3) Grading	176,114	175,868	0.84				1
2	(4) Other right-of-way expenditures	4,915	5,067	1.61				2
3	(5) Tunnels and subways	8,447	8,447	0.67				3
4	(6) Bridges, trestles, and culverts	235,211	232,332	1.04				4
5	(7) Elevated Structures							5
6	(8) Ties	660,815	654,124	3.16				6
7	(9) Rail and other track material	979,233	1,051,744	2.40				7
8	(11) Ballast	546,150	565,282	2.93				8
9	(13) Fences, snowsheds, and signs	5,782	5,167	0.94				9
10	(16) Station and office buildings	165,866	185,617	3.06				10
11	(17) Roadway buildings	35,055	35,239	3.26				11
12	(18) Water stations	2,106	2,082	2.97				12
13	(19) Fuel stations	16,384	12,504	3.04				13
14	(20) Shops and enginehouses	119,118	125,208	1.75				14
15	(22) Storage warehouses							15
16	(23) Wharves and docks							16
17	(24) Coal and ore wharves							17
18	(25) TOFC/COFC terminals	88,635	97,862	2.93				18
19	(26) Communication systems	79,167	92,346	3.36				19
20	(27) Signals and interlockers	190,949	213,066	1.96				20
21	(29) Power plants	501	501	1.75				21
22	(31) Power-transmission systems	5,196	5,363	1.75				22
23	(35) Miscellaneous structures	904	917	1.82				23
24	(37) Roadway machines	42,293	42,817	4.47				24
25	(39) Public improvements-Construction	58,398	55,364	1.48				25
26	(44) Shop machinery	52,423	51,705	3.77				26
27	(45) Power-plant machinery	1,528	1,529	2.23				27
28	All other road accounts							28
29	Amortization (other than defense projects)							29
30	<b>TOTAL ROAD</b>	<b>3,475,190</b>	<b>3,620,151</b>	<b>2.51</b>				<b>30</b>
<b>EQUIPMENT</b>								
31	(52) Locomotives	946,556	1,040,627	5.63				31
32	(53) Freight-train cars	743,297	745,006	3.77				32
33	(54) Passenger-train cars							33
34	(55) Highway revenue equipment							34
35	(56) Floating equipment							35
36	(57) Work equipment	35,934	35,160	3.10				36
37	(58) Miscellaneous equipment	36,883	30,190	8.06				37
38	(59) Computer systems and word processing equipment	40,730	44,770	8.82				38
39	<b>TOTAL EQUIPMENT</b>	<b>1,803,400</b>	<b>1,895,753</b>	<b>4.97</b>				<b>39</b>
40	<b>GRAND TOTAL</b>	<b>5,278,590</b>	<b>5,515,904</b>	<b>N/A</b>			<b>N/A</b>	<b>40</b>

**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 351 for the accumulated depreciation to road and equipment owned and leased to others.)

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 designed "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 39

Line No	Cross Check	Account (a)	Balance 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)		
<b>ROAD</b>									
1		(3) Grading	53,450	1,428		4,651	12,714	37,513	1
2		(4) Other right-of-way expenditures	1,821	80		72	861	968	2
3		(5) Tunnels and subways	974	57			35	996	3
4		(6) Bridges, trestles, and culverts	57,272	2,240		14,004	27,864	17,644	4
5		(7) Elevated Structures							5
6		(8) Ties	157,394	20,544	62,488	56,474		183,952	6
7		(9) Rail and other track material	189,481	25,068	3,697	CR 42,269		260,515	7
8		(11) Ballast	41,229	16,489	52,059	22,442		87,335	8
9		(13) Fences, snowsheds, and signs	1,566	50	54	625		1,045	9
10		(16) Station and office buildings	48,087	3,792		12,180	22,643	17,056	10
11		(17) Roadway buildings	6,598	565	1,228	CR 352		8,743	11
12		(18) Water stations	2,059	40		11	308	1,780	12
13		(19) Fuel stations	4,926	474		30	1,800	3,570	13
14		(20) Shops and enginehouses	21,776	2,128	83	1,487		22,500	14
15		(22) Storage warehouses							15
16		(23) Wharves and docks	DR 312		322	10			16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals	20,560	2,578		CR 224	9,618	13,744	18
19		(26) Communication systems	19,128	1,350		608	7,786	12,084	19
20		(27) Signals and interlockers	62,919	3,343		7,732	28,284	30,246	20
21		(29) Power plants	297	9	4	1		309	21
22		(31) Power-transmission systems	3,043	93		21	1,531	1,584	22
23		(35) Miscellaneous structures	81	17		3	19	76	23
24		(37) Roadway machines	12,751	1,896	588	2,572	8,152	4,511	24
25		(39) Public improvements-Construction	8,737	789		5,228	2,551	1,747	25
26		(44) Shop machinery*	2,633	1,903	5,408	2,085		7,859	26
27		(45) Power-plant machinery	643	34			511	166	27
28		All other road accounts							28
29		Amortization (Adjustments)							29
30		<b>TOTAL ROAD</b>	<b>717,113</b>	<b>84,967</b>	<b>125,931</b>	<b>87,391</b>	<b>124,677</b>	<b>715,943</b>	<b>30</b>
<b>EQUIPMENT</b>									
31	*	(52) Locomotives	364,523	56,356		24,533		396,346	31
32	*	(53) Freight-train cars	364,169	28,226		14,852		377,543	32
33	*	(54) Passenger-train cars							33
34	*	(55) Highway revenue equipment							34
35	*	(56) Floating equipment							35
36	*	(57) Work equipment	13,154	626	342	1,227		12,895	36
37	*	(58) Miscellaneous equipment	31,830	2,159	989	8,811		26,167	37
38		(59) Computer systems and word processing equipment	22,607	3,736	364	484		26,223	38
39	*	Amortization (Adjustments)							39
40		<b>TOTAL EQUIPMENT</b>	<b>796,283</b>	<b>91,103</b>	<b>1,695</b>	<b>49,907</b>		<b>839,174</b>	<b>40</b>
41		<b>GRAND TOTAL</b>	<b>1,513,396</b>	<b>176,070</b>	<b>127,626</b>	<b>137,298</b>	<b>124,677</b>	<b>1,555,117</b>	<b>41</b>

\*To be reported with equipment expenses rather than W&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)		
		<b>ROAD</b>							
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		<b>TOTAL ROAD</b>							30
		<b>EQUIPMENT</b>							
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		(59) Computer systems and word processing equipment							38
39		Amortization Adjustments							39
40		<b>TOTAL EQUIPMENT</b>							40
41		<b>GRAND TOTAL</b>							41

\*To be reported with equipment expenses rather than W&amp;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 40 of these columns show the composite percentage of all road and equipment accounts, respectively, ascertained by applying the primary account composite rates 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 charges 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. However, line 41, Grand Total, should be completed.

Line No.	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
		At beginning of year (b)	At close of year (c)		
	<b>ROAD</b>				
1	(3) Grading			%	1
2	(4) Other, right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts	Total road leased (732) from others is less than			4
5	(7) Elevated structures	5% of total road owned.			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 building				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	<b>TOTAL ROAD</b>				30
	<b>EQUIPMENT</b>				
31	(52) Locomotives				31
32	(53) Freight-train cars				32
33	(54) Passenger-train cars	Total equipment leased (732) from others is less than 5% of total equipment owned.			33
34	(55) Highway revenue equipment				34
35	(56) Floating equipment				35
36	(57) Work equipment				36
37	(58) Miscellaneous equipment				37
38	(59) Computer systems and word processing equipment				38
39	Amortization Adjustments				39
40	<b>TOTAL EQUIPMENT</b>				40
41	<b>GRAND TOTAL</b>	980	981		41

\*To be reported with equipment expense rather than W&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.
5. Details 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. However, line 39, Grand Total, should be completed.

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 operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)			
<b>ROAD</b>										
1		(3) Grading							1	
2		(4) Other, right-of-way expenditures							2	
3		(5) Tunnels and subways	Total road leased (732) from others is less than 5% of total road owned.							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-Constructions							25	
26		(44) Shop machinery*							26	
27		(45) Power-plant machinery							27	
28		All other road accounts							28	
29		<b>TOTAL ROAD</b>							29	
<b>EQUIPMENT</b>										
30		(52) Locomotives							30	
31		(53) Freight-train cars	Total equipment leased (732) from others is less than 5% of total equipment owned.							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		(59) Computer systems and word processing equipment							37	
38		<b>TOTAL EQUIPMENT</b>							38	
39		<b>GRAND TOTAL</b>	432	19	5			456	39	

\*To be reported with equipment expense rather than W&S expenses

## NOTES AND REMARKS FOR SCHEDULE 342

Schedule 335

As directed by ICC Sub-Order No. R-269-H, effective January 1, 1993, relating to ATSF's study of road property depreciation, the following reallocations of accumulated depreciation were made

<u>Line</u>	<u>Column</u>	<u>Increase(Decrease)</u> <u>In Accumulated Depreciation</u>
1	f	(12,714)
2	f	(861)
3	f	(35)
4	f	(27,864)
6	d	61,460
7	d	3,697
8	d	52,059
9	d	54
10	f	(22,643)
11	d	562
12	f	(308)
13	f	(1,800)
14	d	83
16	d	322
18	f	(9,618)
19	f	(7,786)
20	f	(27,256)
21	d	4
22	f	(1,531)
23	f	(19)
24	f	(8,152)
25	f	(2,551)
26	d	5,408
27	f	(511)

Following amounts represent transfers from depreciation expense to inventory and capital accounts to recognize allocated overhead costs.

11	d	666
24	d	588
36	d	342
37	d	989
38	d	364

**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, 32-22-00, 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 38 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. However, Line 39, Grand Total, should be completed.

Line No.	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
		At beginning of year (b)	At close of year (c)		
	<b>ROAD</b>				
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				15
16	(23) Wharves and docks	Detail omitted - 5% Rule.			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	<b>TOTAL ROAD</b>				29
	<b>EQUIPMENT</b>				
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	(59) Computer systems and word processing equipment				37
38	<b>TOTAL EQUIPMENT</b>				38
39	<b>GRAND TOTAL</b>				39

**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 to included in Accounts 32-11-00, 32-12-00, 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. Details in the respective sections of this schedule may be omitted if either total road leased to others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively. However, line 39, Grand Total, should be completed.

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)		
		<b>ROAD</b>							
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							15
16		(23) Wharves and docks	Data requested on this schedule is included in Schedule 335, Page 35						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		<b>TOTAL ROAD</b>							29
		<b>EQUIPMENT</b>							
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		(59) Computer systems and word processing equipment							37
38		<b>TOTAL EQUIPMENT</b>							38
39		<b>GRAND TOTAL</b>							39

\*To be reported with equipment expense rather than W&S expense.

**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 in column (d) and (e). 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. Report miles in whole numbers.

5. In column (d), show the amount applicable in Account 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 (c), line 24, 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 he reserves therefor are recorded.

Line No.	Class (Sec Ins. 2) (a)	Name of company (b)	Miles of road used (See Ins. 4) (whole number) (c)	Investments in property (See Ins. 5) (d)	Depreciation and amortization of defense projects (See Ins. 6) (e)	Line No.
1	(R)	The AT&SF Ry. Co. & Affiliated Companies	8,536	5,858,366	1,560,502	1
2						2
3		Add: Property leased from others				3
4	(O)	City of Pueblo, CO-way switching				4
5		tracks at Devine, CO		53		5
6						6
7	(O)	Courail-turnouts and yard tracks at Chicago		9		7
8						8
9						9
10						10
11		Total Additions		62		11
12						12
13		Deduct: Property leased to others				13
14	(O)	Oakland Terminal Railway-yard				14
15		switching tracks at Oakland, CA		217	131	15
16						16
17	(O)	Houston Belt & Trmnl. Ry. Co.-second main trks				17
18		& yd switching tracks at Houston, TX	5	687	377	18
19						19
20						20
21						21
22		Total Deductions	5	904	508	22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31		<b>TOTAL</b>	<b>8,531</b>	<b>5,857,524</b>	<b>1,559,994</b>	<b>31</b>

## 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 44 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 37 methods of estimating value of property of non-carriers.

4. Report on line 30 amounts not includable 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	84,482			(149)	1
2		(3) Grading	178,110			(37)	2
3		(4) Other, right-of-way expenditures	5,091				3
4		(5) Tunnels and subways	8,447				4
5		(6) Bridges, trestles, and culverts	237,067			(95)	5
6		(7) Elevated structures					6
7		(8) Ties	667,210			(253)	7
8		(9) Rail and other track material	1,073,100			(82)	8
9		(11) Ballast	571,611			(139)	9
10		(13) Fences, snow sheds, and signs	5,177			(3)	10
11		(16) Station and office buildings	193,054			(4)	11
12		(17) Roadway buildings	27,252				12
13		(18) Water stations	2,112			(12)	13
14		(19) Fuel stations	12,566			(1)	14
15		(20) Shops and enginehouses	126,062			(40)	15
16		(22) Storage warehouses					16
17		(23) Wharves and docks					17
18		(24) Coal and ore wharves					18
19		(25) TOFC/COFC terminals	98,931				19
20		(26) Communication systems	93,239				20
21		(27) Signals and interlockers	215,776			(8)	21
22		(29) Power plants	501				22
23		(31) Power-transmission systems	5,382				23
24		(35) Miscellaneous structures	915			(1)	24
25		(37) Roadway machines	44,764				25
26		(39) Public improvements-Construction	56,157			(2)	26
27		(44) Shop machinery	52,379				27
28		(45) Power-plant machinery	1,528				28
29		Leased property capitalized rentals (explain)					29
30		Other (specify and explain)					30
31		TOTAL ROAD	3,760,913			(826)	31
32		(52) Locomotives	1,053,755				32
33		(53) Freight-train cars	744,654				33
34		(54) Passenger-train cars					34
35		(55) Highway revenue equipment					35
36		(56) Floating equipment					36
37		(57) Work equipment	34,798				37
38		(58) Miscellaneous equipment	29,962				38
39		(59) Computer systems and word processing equipment	44,618				39
40		TOTAL EQUIPMENT	1,907,787				40
41		(76) Interest during construction	52,682			(16)	41
42		(80) Other elements of investment					42
43		(90) Construction work in progress	136,984				43
44		GRAND TOTAL	5,858,366			(842)	44

## 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 29 column (b)
Lines 118 thru 123, and 130 thru 135 column (f)	=	Line 29, column (c)
		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)
		Schedule 210
Schedule 450		
Line 4 column b	=	Line 47 column b

**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							Total (b)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)			
<b>WAYS AND STRUCTURES ADMINISTRATION</b>											
1		Track	3,429	902	(907)	2,454	5,878		5,878	1	
2		Bridge and Building	2,480	653	(658)	1,776	4,251		4,251	2	
3		Signal	1,417	373	(375)	1,015	2,430		2,430	3	
4		Communication	589	156	(157)	423	1,011		1,011	4	
5		Other	3,900	1,026	(1,034)	2,790	6,682		6,682	5	
<b>REPAIR AND MAINTENANCE</b>											
6		Roadway - Running	6,592	884	7,154	1,474	16,104		16,104	6	
7		Roadway - Switching	965	126	1,001	201	2,293		2,293	7	
8		Tunnels and Subways - Running	2			1	3		3	8	
9		Tunnels and Subways - Switching								9	
10		Bridges and Culverts - Running	4,904	1,280	716	1,076	7,976		7,976	10	
11		Bridges and Culverts - Switching	654	174	98	147	1,073		1,073	11	
12		Ties - Running	5,421	1,069		1,666	8,156		8,156	12	
13		Ties - Switching	828	183		227	1,238		1,238	13	
14		Rail and other track material - Running	23,209	4,136	6,385	2,035	35,765		35,765	14	
15		Rail and other track material - Switching	3,317	595	871	277	5,060		5,060	15	
16		Ballast - Running	3,922	746	142	463	4,673		4,673	16	
17		Ballast - Switching	455	104	19	63	641		641	17	
18		Road Property Damaged - Running	4,112	718		5	4,835		4,835	18	
19		Road Property Damaged - Switching	574	99		1	674		674	19	
20		Road Property Damaged - Other								20	
21		Signals and Interlockers - Running	13,635	3,766	353	652	18,406		18,406	21	
22		Signals and Interlockers - Switching	1,861	542	48	103	2,554		2,554	22	
23		Communications Systems	2,783	4,631	127	259	7,800		7,800	23	
24		Power Systems	18	179	1,142	(20)	1,319		1,319	24	
25		Highway Grade Crossings - Running	159	(316)	1,346	(124)	1,065		1,065	25	
26		Highway Grade Crossings - Switching	21	(40)	184	5	170		170	26	
27		Station and Office Buildings	962	4,062	4,609	1,540	11,173		11,173	27	
28		Shop Buildings - Locomotives	303	697	2,633	(42)	3,591		3,591	28	
29		Shop Buildings - Freight Cars	243	557	2,107	(34)	2,873		2,873	29	
30		Shop Buildings - Other Equipment	321	757	2,783	(45)	3,796		3,796	30	

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

Line No.	Cross Check	Name of railway operating expense account (a)	Freight						Total freight expense (f)	Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)				
		<b>REPAIR AND MAINTENANCE - Continued</b>										
101		Locomotive Servicing Facilities	11	74	1,314	98	1,497			1,497	101	
102		Miscellaneous Buildings and Structures	652	339	1,261	329	2,581		N/A	2,581	102	
103		Coal Terminals							N/A		103	
104		Ore Terminals							N/A		104	
105		Other Marine Terminals	14	19		89	122		N/A	122	105	
106		TOFC/COFC - Terminals	53	95	2,163	4,050	6,361		N/A	6,361	106	
107		Motor Vehicle Loading and Distribution Facilities							N/A		107	
108		Facilities for Other Specialized Service Operations							N/A		108	
109		Roadway Machines	2,270	4,341	1,362	94	8,067		N/A	8,067	109	
110		Small Tools and Supplies	325	6,026	315	126	6,862			6,862	110	
111		Snow Removal	792	349	212	103	1,456			1,456	111	
112		Fringe Benefits - Running			N/A	24,733	24,733			24,733	112	
113		Fringe Benefits - Switching			N/A	3,226	3,226			3,226	113	
114		Fringe Benefits - Other			N/A	7,886	7,886			7,886	114	
115		Casualties and Insurance - Running			N/A	4,933	4,933			4,933	115	
116		Casualties and Insurance - Switching			N/A	683	683			683	116	
117		Casualties and Insurance - Other	N/A	N/A	N/A	1,572	1,572			1,572	117	
118	*	Lease Rentals - Debt - Running	N/A	N/A	N/A	N/A			N/A		118	
119	*	Lease Rentals - Debt - Switching	N/A	N/A	N/A	N/A			N/A		119	
120	*	Lease Rentals - Debt - Other	N/A	N/A	N/A	N/A			N/A		120	
121	*	Lease Rentals - [Credit] - Running	N/A	N/A	N/A	N/A			N/A		121	
122	*	Lease Rentals - [Credit] - Switching	N/A	N/A	N/A	N/A			N/A		122	
123	*	Lease Rentals - [Credit] - Other	N/A	N/A	N/A	N/A			N/A		123	
124		Joint Facility Rent - Debt - Running	N/A	N/A	8,267	N/A	8,267			8,267	124	
125		Joint Facility Rent - Debt - Switching	N/A	N/A	1,138	N/A	1,138			1,138	125	
126		Joint Facility Rent - Debt - Other	N/A	N/A	1,787	N/A	1,787			1,787	126	
127		Joint Facility Rent - [Credit] - Running	N/A	N/A	(1,856)	N/A	(1,856)			(1,856)	127	
128		Joint Facility Rent - [Credit] - Switching	N/A	N/A	(262)	N/A	(262)			(262)	128	
129		Joint Facility Rent - [Credit] - Other	N/A	N/A	(464)	N/A	(464)			(464)	129	
130	*	Other Rents - Debt - Running	N/A	N/A	165	N/A	165			165	130	
131	*	Other Rents - Debt - Switching	N/A	N/A	22	N/A	22			22	131	
132	*	Other Rents - Debt - Other	N/A	N/A		N/A					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)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)				
134	*	REPAIR AND MAINTENANCE - Continued								134	
135	*	Other Rents - [Credit] - Switching	N/A	N/A			N/A			135	
136	*	Other Rents - [Credit] Other	N/A	N/A	N/A		N/A	54,555		136	
137	*	Depreciation - Running	N/A	N/A	N/A		7,552			137	
138	*	Depreciation - Switching	N/A	N/A	N/A		20,976			138	
139	*	Depreciation - Other	N/A	N/A	N/A		N/A	12,691		139	
140		Joint Facility - Debit - Running	N/A	N/A	12,691		N/A			140	
141		Joint Facility - Debit - Switching	N/A	N/A	1,753		N/A			141	
142		Joint Facility - Debit - Other	N/A	N/A			N/A			142	
143		Joint Facility - [Credit] - Running	N/A	N/A	(9,211)		N/A		(9,211)	143	
144		Joint Facility - [Credit] - Switching	N/A	N/A	(1,256)		N/A		(1,256)	144	
145		Joint Facility - [Credit] - Other	N/A	N/A			N/A			145	
146		Dismantling Retired Road Property - Running	5		49		41	97		146	
147		Dismantling Retired Road Property - Switching	1		7		5	13		147	
148		Dismantling Retired Road Property - Other	36		2			940		148	
149		Other - Running	5		2		137	144		149	
150		Other - Switching	24		1		605	638		150	
151		Other - Other	90,664	39,287	48,137		151,121	329,209		151	
		TOTAL WAY AND STRUCTURES									
		EQUIPMENT									
		LOCOMOTIVES									
201		Administration	3,892	434	295		2,764	7,385		201	
202	*	Repair and Maintenance	41,050	36,728	66,329		(1,876)	142,231		202	
203	*	Machinery Repair	472	942			267	1,681		203	
204	*	Equipment Damaged	2,402	437			252	3,091		204	
205	*	Fringe Benefits	N/A	N/A	N/A		19,784	19,784		205	
206	*	Other Casualties and Insurance	N/A	N/A	N/A		8,506	8,506		206	
207	*	Lease Rentals - Debit	N/A	N/A	9,063		N/A	9,063		207	
208	*	Lease Rentals - [Credit]	N/A	N/A	(1,828)		N/A	(1,828)		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			N/A			211	
212	*	Other Rents - [Credit]	N/A	N/A			N/A			212	
213	*	Depreciation	N/A	N/A			57,307	57,307		213	
214	*	Joint Facility - Debit	N/A	N/A	1,407		N/A	1,407		214	
215	*	Joint Facility - [Credit]	N/A	N/A			N/A			215	
216	*	Repairs Billed to Others - [Credit]	N/A	N/A	(12,367)		N/A	(12,367)		216	

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

Line No.	Cross Check	Name of railway operating expense account (a)	Freight						Total freight expense (f)	Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)						
217		LOCOMOTIVES - Continued									217	
218		Dismantling Retired Property		429				478			478	
219		Other	47,816	38,970	62,899		87,053	236,738			236,738	
		<b>TOTAL LOCOMOTIVES</b>										
		<b>FREIGHT CARS</b>										
220		Administration	2,102	234	159		1,493	3,988	N/A		3,988	
221	*	Repair and Maintenance	21,743	34,864	12,642		5,613	74,882	N/A		74,882	
222	*	Machinery Repair	255	509			144	908	N/A		908	
223		Equipment Damaged	4,878	1,522	628		3,204	10,232	N/A		10,232	
224		Fringe Benefits	N/A	N/A	N/A		12,089	12,089	N/A		12,089	
225		Other Casualties and Insurance	N/A	N/A	N/A		7,491	7,491	N/A		7,491	
226	*	Lease Rentals - Debit	N/A	N/A	24,283		N/A	24,283	N/A		24,283	
227	*	Lease Rentals - [Credit]	N/A	N/A	(47)		N/A	(47)	N/A		(47)	
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	198,725		N/A	198,725	N/A		198,725	
231	*	Other Rents - [Credit]	N/A	N/A	(50,865)		N/A	(50,865)	N/A		(50,865)	
232	*	Depreciation	N/A	N/A	N/A		28,740	28,740	N/A		28,740	
233		Joint Facility - Debit	N/A	N/A			N/A		N/A			
234		Joint Facility - [Credit]	N/A	N/A			N/A		N/A			
235	*	Repairs Billed to Others - [Credit]	N/A	N/A	(20,792)		N/A	(20,792)	N/A		(20,792)	
236		Dismantling Retired Property										
237		Other		232			26	258	N/A		258	
238		<b>TOTAL FREIGHT CARS</b>	28,978	37,381	164,733		58,800	289,892	N/A		289,892	
301		<b>OTHER EQUIPMENT</b>										
		Administration	1,791	200	136		1,278	3,405			3,405	
		Repair and Maintenance										
302	*	Trucks, Trailers, and Containers - Revenue Service	9	247	24,596			24,852	N/A		24,852	
303	*	Floating Equipment - Revenue Equipment							N/A			
304	*	Passenger and Other Revenue Equipment	158	50			20	228			228	
305	*	Computer systems and word processing equip.					61	61			61	
306	*	Machinery	217	433			123	773			773	
307	*	Work and Other Non-Revenue Equipment	1,126	1,188	8,142		284	10,740			10,740	
308		Equipment Damaged		11				11			11	
309		Fringe Benefits	N/A	N/A	N/A		321	321			321	
310		Other Casualties and Insurance	N/A	N/A	N/A		1,235	1,235			1,235	
311	*	Lease Rentals - Debit	N/A	N/A	42,307		N/A	42,307			42,307	
312	*	Lease Rentals - [Credit]	N/A	N/A			N/A					

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

Line No.	Cross Check	Name of railway operating expense account (a)	Freight						Total freight expense (f)	Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)						
313		OTHER EQUIPMENT - Continued									313	
314		Joint Facility Rent - Debit	N/A	N/A			N/A				314	
315	*	Joint Facility Rent - [Credit]	N/A	N/A			N/A				315	
316	*	Other Rents - Debit	N/A	N/A	36,673		N/A	36,673		36,673	316	
317	*	Other Rents - [Credit]	N/A	N/A	(19,583)		N/A	(19,583)		(19,583)	317	
318		Depreciation	N/A	N/A	N/A		6,959	6,959		6,959	318	
319		Joint Facility - Debit	N/A	N/A			N/A				319	
320	*	Joint Facility - [Credit]	N/A	N/A			N/A				320	
321		Repairs Billed to Others - [Credit]	N/A	N/A	(7,096)		N/A	(7,096)		(7,096)	321	
322		Dismantling Retired Property									322	
323		Other		250	4		(985)	(731)		(731)	323	
324		TOTAL OTHER EQUIPMENT	3,301	2,379	85,179		9,296	100,155		100,155	324	
		TOTAL EQUIPMENT	80,095	78,730	312,811		155,149	626,785		626,785		
		TRANSPORTATION:										
		TRAIN OPERATIONS										
401		Administration	25,682	2,154	2,417		10,635	34,388		34,388	401	
402		Engine Crews	96,977		2,913		5,120	105,010		105,010	402	
403		Train Crews	120,737		3,823		2,304	127,064		127,064	403	
404		Dispatching Trains	7,356		23		5	7,384		7,384	404	
405		Operating Signals and Interlocks	439	91	348			878		878	405	
406		Operating Drawbridges	25				1	26		26	406	
407		Highway Crossing Protection			3,606		2	3,608		3,608	407	
408		Train Inspection and Lubrication	3,455	109			40	3,604		3,604	408	
409		Locomotive Fuel		228,720				228,720		228,720	409	
410		Electric Power Purchased or Produced for Motive Power									410	
411		Servicing Locomotives	10,437	1,949	(443)		106	12,049		12,049	411	
412		Freight Lost or Damaged - Safety Related	N/A	N/A	N/A						412	
413		Clearing Wrecks	383	71			165	619		619	413	
414		Fringe Benefits	N/A	N/A	N/A		77,927	77,927		77,927	414	
415		Other Casualties and Insurance	N/A	N/A	N/A		36,570	36,570		36,570	415	
416		Joint Facility - Debit	N/A	N/A	1,194		N/A	1,194		1,194	416	
417		Joint Facility - [Credit]	N/A	N/A	(4,944)		N/A	(4,944)		(4,944)	417	
418		Other	309	323	2,535		3,741	6,908		6,908	418	
419		TOTAL TRAIN OPERATIONS	268,689	233,417	11,472		136,816	645,965		645,965	419	
		YARD OPERATIONS										
420		Administration	5,948	533	587		2,594	9,662		9,662	420	
421		Switch Crews	49,961					49,961		49,961	421	

Line No.	Cross Check	Name of railway operating expense account (a)	Freight						Total freight expense (f)	Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuel, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)				
		<b>YARD OPERATIONS - Continued</b>										
422		Controlling Operations	8,358								8,363	422
423		Yard and Terminal Clerical	1,089	104	76						1,269	423
424		Operating Switches, Signals, Retarders and Humps	1	10							7	424
425		Locomotive Fuel		7,865							7,865	425
426		Electric Power Purchased or Produced for Motive Power										426
427		Servicing Locomotives	147	6			243				396	427
428		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A						396	428
429		Clearing Wrecks		4	5,948						5,952	429
430		Fringe Benefits	N/A	N/A	N/A		19,563				19,563	430
431		Other Casualties and Insurance	N/A	N/A	N/A		8,578				8,578	431
432		Joint Facility - Debit	N/A	N/A	7,456		N/A				7,456	432
433		Joint Facility - [Credit]	N/A	N/A	(789)		N/A				(789)	433
434		Other		84	566		(1)				649	434
435		<b>TOTAL YARD OPERATIONS</b>	65,504	8,610	13,844		30,974				118,932	435
		<b>TRAIN AND YARD OPERATIONS COMMON</b>										
501		Cleaning Car Interiors			387		N/A				387	501
502		Adjusting and Transferring Loads	2	1	572		N/A				575	502
503		Car Loading Devices and Grain Doors					N/A					503
504		Freight Lost or Damaged - all other	N/A	N/A	N/A		8,415				8,415	504
505		Fringe Benefits	N/A	N/A	N/A		1				1	505
506		<b>TOTAL TRAIN AND YARD OPERATIONS COMMON</b>	2	1	959		8,416				9,378	506
		<b>SPECIALIZED SERVICE OPERATIONS</b>										
507	*	Administration	2,649	114	230		495				3,488	507
508	*	Pickup and Delivery and Marine Line Haul			48,568		239				48,807	508
509	*	Loading and Unloading and Local Marine	1	687	69,255		1,550				71,493	509
510	*	Protective Services		48	(38)						10	510
511	*	Freight Lost or Damaged - Solely Related	N/A	N/A	N/A		N/A				N/A	511
512	*	Fringe Benefits	N/A	N/A	N/A		869				869	512
513	*	Casualties and Insurance	N/A	N/A	N/A		501				501	513
514	*	Joint Facility - Debit	N/A	N/A	N/A		N/A				N/A	514
515	*	Joint Facility - [Credit]	N/A	N/A	N/A		N/A				N/A	515
516	*	Other										516
517	*	<b>TOTAL SPECIALIZED SERVICES OPERATIONS</b>	2,650	849	118,015		3,654				125,168	517

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

Line No.	Cross Check	Name of railway operating expense account (a)	Freight						Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)				
518		ADMINISTRATIVE SUPPORT OPERATIONS									
		Administration	3,149	273	306	1,347	5,075		5,075	518	
		Administrative support Operation-con:									
519		Employees Performing Clerical and Accounting Functions	10,281	985	3,968	125	15,369		15,369	519	
520		Communication Systems Operation	2,814	119	7,798	417	11,148		11,148	520	
521		Loss and Damage Claims Processing								521	
522		Fringe Benefits	N/A	N/A	N/A	6,401	6,401		6,401	522	
523		Casualties and Insurance	N/A	N/A	N/A	4,504	4,504		4,504	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								526	
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	16,944	1,377	12,072	12,794	42,487		42,487	527	
528		TOTAL TRANSPORTATION	346,980	244,254	156,362	192,854	941,470		941,470	528	
		GENERAL AND ADMINISTRATIVE									
601		Officers - General Administration	3,683	960	4,803	9,653	19,099		19,099	601	
602		Accounting, Auditing and Finance	22,688	486	1,850	938	25,962		25,962	602	
603		Management Services and Data Processing	17,279	967	8,422	862	27,530		27,530	603	
604		Marketing	5,930	183	1,133	3,847	11,093		11,093	604	
605		Sales	21,278	657	4,062	7,341	33,338		33,338	605	
606		Industrial Development								606	
607		Personnel and Labor Relations	3,144	57	902	1,359	5,462		5,462	607	
608		Legal and Secretarial	4,774	126	6,681	1,079	12,660		12,660	608	
609		Public Relations and Advertising	498	405	87	2,061	3,051		3,051	609	
610		Research and Development								610	
611		Fringe Benefits	N/A	N/A	N/A	26,891	26,891		26,891	611	
612		Casualties and Insurance	N/A	N/A	N/A	(4,310)	(4,310)		(4,310)	612	
613		Writeoffs of Uncollectible Accounts	N/A	N/A	N/A	7,419	7,419		7,419	613	
614		Property Taxes	N/A	N/A	N/A	20,736	20,736		20,736	614	
615		Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	6,740	6,740		6,740	615	
616		Joint Facilities - Debit	N/A	N/A	1,844	N/A	1,844		1,844	616	
617		Joint Facilities - [Credit]	N/A	N/A	(52)	N/A	(52)		(52)	617	
618		Other	5,651	71	1,330	(9,423)	(2,371)		(2,371)	618	
619		TOTAL GENERAL AND ADMINISTRATIVE	84,928	3,912	31,062	74,193	195,087		195,087	619	
620	*	TOTAL CARRIER OPERATING EXPENSES	603,879	366,183	548,372	574,117	2,092,551		2,092,551	620	

**412. WAY AND STRUCTURES**  
(Dollars in Thousands)

1. Report freight expenses only.
2. The total depreciation expense reported in column (b), line 29, should balance to the sum of the depreciation expense reported in schedule 410, 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/rental reported in column (c), line 29 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 352B 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 29 shall equal the adjustment reported on line 29 of schedule 335.
5. Report on line 28 all other lease rentals not apportioned to any category listed on lines 1-27.
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	1,380			2
3		4	Other right-of-way expenditures	78			3
4		5	Tunnels and subways	55			4
5		6	Bridges, trestles and culverts	2,172			5
6		7	Elevated structures				6
7		8	Ties	20,529			7
8		9	Rail and other track material	25,082			8
9		11	Ballast	16,496			9
10		13	Fences, snowsheds and signs	48			10
11		16	Station and office buildings	3,792			11
12		17	Roadway buildings	549			12
13		18	Water stations				13
14		19	Fuel stations	498			14
15		20	Shops and enginehouses	2,064			15
16		22	Storage warehouses				16
17		23	Wharves and docks				17
18		24	Coal and ore wharves				18
19		25	TOPC/COFC terminals	2,502			19
20		26	Communications systems	1,347			20
21		27	Signals and interlockers	3,773			21
22		29	Power plants	9			22
23		31	Power transmission systems	90			23
24		35	Miscellaneous structures	16			24
25		37	Roadway machines	1,838			25
26		39	Public improvements; construction	765			26
27		45	Power plant machines				27
28		-	Other lease/rentals	N/A	187	N/A	28
29	*	-	TOTAL	83,083	187		29

**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 (g), and line 19, columns (e) through (g), respectively should balance with schedule 410, column (f), lines 231 (credit) and 230 (debit). 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 (d), (f), and (g) rentals for railroad owned cars prescribed by the Commission in Ex Parte No. 334, for which rentals are settled on 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	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)	
<b>CAR TYPES</b>									
1		Box-Plain 40 Foot							1
2		Box-Plain 50 Foot and Longer		220	608	2,381	1,339	4,821	2
3		Box-Equipped		1,749	4,906		3,701	9,194	3
4		Gondola-Plain		589	1,019	641	1,171	3,043	4
5		Gondola-Equipped		213	425	1	2,030	3,872	5
6		Hopper-Covered		2,906	7,656	15,513	1,754	5,558	6
7		Hopper-Open Top-General Service		250	599	41	307	1,349	7
8		Hopper-Open Top-Special Service				55	75	180	8
9		Refrigerator-Mechanical					1,488	2,614	9
10		Refrigerator-Non-Mechanical		2,491	7,636	2,359	1,773	3,878	10
11		Flat TOFC/COFC		1,388	5,383	65,340	1,754	5,379	11
12		Flat Multi-Level		1,173	2,020	14,255	1,112	2,967	12
13		Flat-General Service		1	1		91	197	13
14		Flat-Other		165	628	2,409	311	1,405	14
15		Tank-Under 22,000 Gallons			4	8,915			15
16		Tank-22,000 Gallons and Over				14,491		4	16
17		All Other Freight Cars		14	92	186	10	178	17
18		Auto Racks			8,729	10,383			18
19		<b>TOTAL FREIGHT TRAIN CARS</b>		<b>11,159</b>	<b>39,706</b>	<b>137,170</b>	<b>16,916</b>	<b>44,639</b>	<b>19</b>
<b>OTHER FREIGHT-CARRYING EQUIPMENT</b>									
20		Refrigerated Trailers							20
21		Other Trailers			19,583	26,289		10,384	21
22		Refrigerated Containers							22
23		Other Containers							23
24		<b>TOTAL TRAILERS AND CONTAINERS</b>			<b>19,583</b>	<b>26,289</b>		<b>10,384</b>	<b>24</b>
25		<b>GRAND TOTAL (LINES 19 AND 24)</b>		<b>11,159</b>	<b>59,289</b>	<b>163,459</b>	<b>16,916</b>	<b>55,023</b>	<b>25</b>

**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, purchased services and general).
3. Report in column (b) net repair expense excluding the cost to repair damaged equipment.

Schedule 415, column (b), will balance to Schedule 410, column (f), as follows:

(a) Locomotives, line 5 plus line 38 compared to the sum of Schedule 410, lines 202, 203 plus 216 (excluding wreck repairs). *Do not report in Schedule 415, Equipment Damaged from Schedule 410, line 204.*

(b) Freight Cars, line 24 plus line 39 compared to the sum of Schedule 410, lines 221, 222 plus 235 (excluding wreck repairs). *Do not report in Schedule 415, Equipment Damaged from Schedule 410, line 223.*

(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), plus Work and Other Non-Revenue Equipment (line 41) compared to Schedule 410, the sum of lines 302 through 307, inclusive, plus line 320 (excluding wreck repairs). *Do not report in Schedule 415, Equipment Damaged from Schedule 410, line 308.*

Note: Lines 216, 235 and 320 of Schedule 410 are credit amounts.

The allocation of freight car repair expense reportable on Schedule 415 by car types shall be in accordance with Instruction 2-21, Freight train repair costing, 49 CFR 1201.

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, which 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 applicable to equipment used in freight service included in line 39, column (c), of Schedule 335.

6. 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.

7. Investment 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 therefore are included in the rent for equipment and Account Nos. 31-21-00, 31-22-00, 31-23-00, 35-21-00, 35-22-00 and 35-23-00. 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, 36-21-00, 36-22-00 and 36-23-00.

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 account in column (h) of Schedule 330 should equal the totals of line items constituting the equipment account totals of columns (g) and (h), of Schedule 415.

8. 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), on Schedule 415.

415. SUPPORTING SCHEDULE-EQUIPMENT							
(Dollars in Thousands)							
Line No.	Cross Check	Types of equipment (a)	Repairs net expense (b)	Depreciation		Amortization Adjustment net during year (e)	Line No.
				Owned (c)	Capitalized lease (d)		
		<b>LOCOMOTIVES</b>					
1		Diesel Locomotive-Yard	5,128	184			1
2		Diesel Locomotive-Road	124,736	55,350	822		2
3		Other Locomotive-Yard					3
4		Other Locomotive-Road					4
5	*	<b>TOTAL</b>	<b>129,864</b>	<b>55,534</b>	<b>822</b>		<b>5</b>
		<b>FREIGHT TRAIN CARS</b>					
6		Box-Plain 40 Foot	12				6
7		Box-Plain 50 Foot and Longer	961	769			7
8		Box-Equipped	3,343	4,776			8
9		Gondola-Plain	2,025	1,432			9
10		Gondola-Equipped	1,885	214			10
11		Hopper-Covered	13,239	6,107			11
12		Hopper-Open Top-General Service	3,591	1,960			9 12
13		Hopper-Open Top-Special Service	601	185			13
14		Refrigerator-Mechanical	247				14
15		Refrigerator-Nonmechanical	4,761	5,841			15
16		Flat TOPC/COFC	5,957	746			16
17		Flat Multi-level	8,638	851			17
18		Flat-General Service	166				18
19		Flat-Other	3,446	592			19
20		All Other Freight Cars	4,715	304			3 20
21		Cabooses	25	178			21
22		Auto Racks	478	4,271			22
23		Miscellaneous Accessories					23
24	*	<b>TOTAL FREIGHT TRAIN CARS</b>	<b>54,090</b>	<b>28,226</b>			<b>12 24</b>
		<b>OTHER EQUIPMENT-REVENUE FREIGHT</b>					
		<b>HIGHWAY EQUIPMENT</b>					
25		Refrigerated Trailers					25
26		Other Trailers	17,758				26
27		Refrigerated Containers					27
28		Other Containers					28
29		Bogies					29
30		Chassis					30
31		Other Highway Equipment(Freight)					31
32	*	<b>TOTAL HIGHWAY EQUIPMENT</b>	<b>17,758</b>				<b>32</b>
		<b>FLOATING EQUIPMENT-REVENUE SERVICE</b>					
33		Marine Line-Haul					33
34		Local Marine					34
35	*	<b>TOTAL FLOATING EQUIPMENT</b>					<b>35</b>
		<b>OTHER EQUIPMENT</b>					
		Passenger and Other Revenue Equipment (Freight Portion)					
36	*						36
37	*	Computer systems and word processing equip.	61	3,736			37
38	*	Machinery-Locomotives	1,681	951			38
39	*	Machinery-Freight Cars	908	514			39
40	*	Machinery-Other Equipment	773	438			40
41	*	Work and Other Non-revenue Equipment	10,966	2,785			41
42		<b>TOTAL OTHER EQUIPMENT</b>	<b>14,389</b>	<b>8,424</b>			<b>42</b>
43		<b>TOTAL ALL EQUIPMENT (FREIGHT PORTION)</b>	<b>216,101</b>	<b>92,184</b>	<b>822</b>		<b>12 43</b>

1 The 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.

2 The 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.

3 The 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)	Investment base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1			3,203		1,678		1
2		7,235	1,037,890	12,662	384,712	9,956	2
3							3
4							4
5		7,235	1,041,093	12,662	386,390	9,956	5
6							6
7		(81)	18,116		12,555		7
8			112,031		47,802		8
9		781	45,485		1,872		9
10			10,918		3,219		10
11		11,029	200,906		112,438		11
12			65,853		37,083		12
13			5,253		2,078		13
14							14
15			137,053		80,221		15
16		8,246	25,454		5,954		16
17			18,290		11,691		17
18		71	204		218		18
19			17,980		9,206		19
20		847	12,489		6,493		20
21			6,267		798		21
22		3,343	68,239		45,799		22
23			116		116		23
24		24,236	744,654		377,543		24
25							25
26		12,937					26
27							27
28		9,762					28
29							29
30		10,342					30
31							31
32		33,041					32
33							33
34							34
35							35
36							36
37		8,886	44,618		26,223		37
38			26,190		3,930		38
39			14,142		2,122		39
40			12,047		1,807		40
41		380	64,760		39,062		41
42		9,266	161,757		73,144		42
43		73,778	1,947,504	12,662	837,077	9,956	43

- 1 The data to be reported on lines 38, 39 and 40 in columns (g) and (h) is the investment recorded in Property Account 44, allocated to Locomotives, Freight Cars, and Other Equipment.
- 2 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 (c), Schedule 335.

416. SUPPORTING SCHEDULE-ROAD  
(Dollars in Thousands)

Line No.	Density category (Class) (a)	Account No. (b)	Owned and used		Improvements to leased property		Capitalized leases			TOTAL		Line No
			Inv. Base (c)	Accum. depr. (d)	Depr. rate % (e)	Inv. Base (f)	Accum. depr. (g)	Depr. rate % (h)	Inv. Base (i)	Current year Amort. (j)	Accum. Amort. (k)	
1	I	3	111,871	23,334	0.84							1
2		8	356,118	119,964	3.18							2
3		9	728,145	195,277	2.90							3
4		11	376,403	64,510	2.94							4
5	SUB-TOTAL		1,572,537	403,085								5
6	II	3	42,155	9,012	0.84							6
7		8	189,793	24,181	3.18							7
8		9	187,828	39,025	1.25							8
9		11	137,604	1,646	2.94							9
10	SUB-TOTAL		557,380	73,864								10
11	III	3		N/A	N/A							11
12		8	548	N/A	N/A							12
13		9	25	N/A	N/A							13
14		11	393	N/A	N/A							14
15	SUB-TOTAL		966	N/A	N/A							15
16	IV	3	22,752	4,685	0.84	17						16
17		8	115,933	37,984	3.18	105						17
18		9	148,022	21,622	1.51	125						18
19		11	54,453	19,895	2.94	60						19
20	SUB-TOTAL		341,160	84,186		307						20
21	V	3	1,315	482	0.84							21
22		8	4,713	1,823	3.18							22
23		9	8,955	4,590	2.19							23
24		11	2,698	1,284	2.94							24
25	SUB-TOTAL		17,681	8,179								25
26	GRAND TOTAL		2,489,724	569,314	N/A	307	237					26

(1) Columns (c) + (f) + (i) = Column 12

Columns (d) + (g) + (k) = 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 and Schedule 330A.

**NOTES AND REMARKS**

**NONE**

**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 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 (f) 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 load 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 TOPC/COFC trailers and containers (total debits and credits). The expenses on line 4, column (b), 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 (e)	TOPC/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)	Line No.
1	*	Administration	3,488								3,488	1
2	*	Pick up and delivery, marine line haul	48,807						N/A		48,807	2
3	*	Loading and unloading and local marine	65,657					5,836	N/A		71,493	3
4	*	Protective services, total debit and credits	10								10	4
5	*	Freight lost or damaged-solely related										5
6	*	Fringe benefits	869								869	6
7	*	Casualty and insurance	501								501	7
8	*	Joint facility - Debit										8
9	*	Joint facility - Credit										9
10	*	Other										10
11	*	TOTAL	119,332					5,836			125,168	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	32,713	1
		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax and Surtax	21,563	2
3		Excess Profits		3
4	*	Total - Income Taxes L 2 + 3	21,563	4
5		Railroad Retirement	111,474	5
6		Hospital Insurance	10,967	6
7		Supplemental Annuities	6,825	7
8		Unemployment Insurance	14,456	8
9		All Other United States Taxes		9
10		Total - U.S. Government Taxes	165,285	10
11		Total - Railway Taxes	197,998	11

**B. Adjustments to Federal Income Taxes**

- 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).
- 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).
- 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.
- 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.
- 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.
- 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	Deferred tax debits:					
2	Accrued liabilities not deductible until paid:					2
3	Restructuring	(144,553)	25,089		(119,464)	3
4	Postretirement benefits	(91,222)	(4,370)		(95,592)	4
5	Other	(154,113)	(60,852)		(214,965)	5
6	Non-expiring AMT credit carryforwards	(88,987)	(24,045)		(113,032)	6
7	Investment tax credit carryforwards	(268,653)	53,765		(214,888)	7
8	Net operating loss carryforward	(45,550)	34,175		(11,375)	8
9	Other	(22,708)	12,487		(10,221)	9
10	Subtotal	(815,786)	36,249		(779,537)	10
11	Deferred tax credits:					11
12	Depreciation	1,155,348	85,093		1,240,441	12
13	Condemnation sales	123,064	91,179		214,243	13
14	Other	5,503	(278)		5,225	14
15	Subtotal	1,283,915	175,994		1,459,909	15
16						16
17						17
18						18
19	Net deferred tax liability	468,129	212,243		680,372	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 \_\_\_\_\_ \$ (53,765)

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 \_\_\_\_\_ \$ 32,501

## Notes and Remarks:

The Omnibus Budget Reconciliation Act (OBRA) of 1993 resulted in an increase in the maximum corporate federal income tax rate from 34% to 35% retroactive to January 1, 1993. In accordance with SFAS 109, Accounting for Income Taxes, ATSF recorded \$21.4 million representing the impact of the 1% rate increase on Railway's net beginning of year deferred income tax liability.

ATSF recorded deferred income tax expense of \$54.0 million as a result of an amendment to the tax allocation agreement between ATSF and its parent company under which the parent will no longer reimburse ATSF for the expiration of unused investment tax credits at ATSF. Of this amount, \$15.0 million represents a tax valuation allowance and \$39.0 million represents credits that expired during the year.

**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 the 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		Gain on sale of California lines		145,442	2
3		Profit from sale of land		10,531	3
4		Favorable litigation settlement		10,000	4
5		All other		1,467	5
6		Total of Account 519		167,440	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

**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.

**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					1
2	Santa Fe Financial Holdings	Long-term debt*	\$108,750	Joint	2
3					3
4					4
5					5
6					6
7					7
8		* Guarantee of debt associated with a note			8
9		receivable held by ATSF.			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

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		None			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
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.

	<u>Unused</u>	<u>Used</u>
1. Letter of Credit	\$17,543	\$ - 0 -
Maximum used during the year		None
2. None		
3. None		
4. None		
5. None		
6. None		

**SCHEDULE 510 SEPARATION OF DEBTHOLDINGS BETWEEN ROAD PROPERTY AND EQUIPMENT**  
(Dollars in Thousands)

The principal use of this schedule is to determine the average rate of debt capital.

**I. Debt Outstanding at End of Year:**

Line #	Account No.	Title	Source	Balance at Close of Year
1	751	Loans and Notes Payable	Sch. 200, L. 30	
2	764	Equipment Obligations and Other Long Term Debt due Within One Year	Sch. 200, L. 39	99,197
3	765/767	Funded Debt Unmatured	Sch. 200, L. 41	138,027
4	766	Equipment Obligations	Sch. 200, L. 42	382,025
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 43	4,791
6	768	Debt in Default	Sch. 200, L. 44	
7	769	Accounts Payable; Affiliated Companies	Sch. 200, L. 45	331
8	770.1/770.2	Unamortized Debt Premium	Sch. 200, L. 46	(545)
9		Total Debt	Sum L. 1-8	623,826
10		Debt Directly Related to Road Property	Note 1.	138,547
11		Debt Directly Related to Equipment	Note 1.	484,948
12		Total Debt Directly Related to Road & Equipment	Sum L. 10 and L. 11	623,495
13		Percent Directly Related to Road	L. 10 div. by L. 12 Whole % + 2 decimals	22.22%
14		Percent Directly Related to Equipment	L. 11 div. by L. 12 Whole % + 2 decimals	77.78%
15		Debt Not Directly Related to Road or Equipment	L. 9 - L. 12	331
16		Road Property Debt (Note 2)	(L. 13 x L. 15) + L. 10	138,621
17		Equipment Debt (Note 2)	(L. 14 x L. 15) + L. 11	485,205

**II. Interest Accrued During the Year:**

Line #	Account No.	Title	Source	Balance at Close of Year
18	546-548	Total Interest and Amortization (Fixed Charges)	Sch. 210, L. 42	72,032
19	546	Contingent Interest on Funded Debt	Sch. 210, L. 44	966
20	517	Release of Premiums on Funded Debt	Sch. 210, L. 22	
21		Total Interest (Note 3)	(L. 18 + L. 19) - L. 20	72,998
22		Interest Directly Related to Road Property Debt	Note 4.	5,783
23		Interest Directly Related to Equipment Debt	Note 4.	39,835
24		Interest Not Directly Related to Road or Equipment Property Debt	L. 21 - (L. 22 + 23)	27,380
25		Interest on Road Property Debt (Note 5)	L. 22 + (L. 24 x L. 13)	11,867
26		Interest on Equipment Debt (Note 5)	L. 23 + (L. 24 x L. 14)	61,151
27		Embedded Rate of Debt Capital - Road Property	L. 25 div. by L. 16	.086
28		Embedded Rate of Debt Capital - Equipment	L. 26 div. by L. 17	.126

Note 1. Directly related means the purpose which the funds were used when the debt was issued.

Note 2. Line 16 plus Line 17 must equal Line 9.

Note 3. Line 21 includes interest on debt in Account 769— Accounts Payable; Affiliated Companies.

Note 4. This interest relates to debt reported in Lines 10 and 11, respectively.

Note 5. Line 25 plus Line 26 must equal Line 21.

## 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 (c).

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 transaction (c)	Dollar amounts of transactions (d)	Amount due from or to related parties (e)	Line No.
1	Western Rock Products, Inc.		Common Ⓢ	Ballast	6,100	-	1
2	Santa Fe Pacific Corporation		Controlled	Services Rendered	20,000	-	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

Ⓢ Western Rock Products, Inc., was an indirect, wholly-owned subsidiary of Santa Fe Pacific Corporation until June, 1993.

## 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. 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

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

700. MILEAGE OPERATED AT CLOSE OF YEAR										
Line No.	Class (a)	Proportion owned or leased by Respondent (b)	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks (g)	Miles of yard switching tracks (h)	TOTAL	Line No.
			Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks, cross-overs, and turnouts (f)				
1	1	100%	7231	1700	44	1339	1041	2215	13570	1
2										2
3	1 J	50%	41	3		6	32	48	130	3
4		33.3%	2					14	16	4
5		66.7%						3	3	5
6		20%						1	1	6
7										7
8		Sub Total								8
9		Class 1 J	43	3		6	32	66	150	9
10										10
11		Total Class (I) & (1 J)								11
12			7274	1703	44	1345	1073	2281	13720	12
13										13
14	2	100%	367			27	30	20	444	14
15										15
16	3 B	100%					2	1	3	16
17										17
18	4 B	100%					2		2	18
19										19
20	5	100%	895	109	1	51	61	81	1198	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
49										49
50										50
51										51
52										52
53										53
54										54
55										55
56										56
57		TOTAL	8536	1812	45	1423	1168	2383	15367	57
58		Miles of electrified road or track included in preceding grand total	N/A							58

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

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), (d), or (e), as may be appropriate. The remainder of jointly operated mileage should be shown in column (f). Respondent's proportion of road jointly owned, not operated, should be shown in column (h), as may be appropriate. Mileage which has been permanently abandoned should not be included in column (h). Mileage 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.

MILES OF ROAD OPERATED BY RESPONDENT											
Line No.	Cross Check	State or territory (h)	Line owned (b)	Line of proprietary companies (c)	Line operated under lease (d)	Line operated under contract, etc. (e)	Line operated under trackage rights (f)	Total mileage operated (g)	Line owned, not operated by respondent (h)	New line constructed during year (i)	Line No.
1		Illinois	227				1	228			1
2		Iowa	20					20			2
3		Missouri	200				74	274			3
4		Kansas	1,201				71	1,272			4
5		Nebraska	1					1			5
6		Oklahoma	586				220	806			6
7		Texas	2,080				295	2,375			7
8		Louisiana	22					22			8
9		Colorado	416				160	576			9
10		New Mexico	1,249				1	1,250			10
11		Arizona	595					595			11
12		California	1,024	⊕			93	1,117	2		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		<b>TOTAL MILEAGE (single track)</b>	<b>7,621</b>				<b>915</b>	<b>8,536</b>	<b>2</b>		<b>32</b>

⊕ Includes approximately 281 miles of lines sold to California regulatory

authorities and operated under a freight easement agreement.

## 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 (f). 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 last 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 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	Schedule 710
Line 5, column (j)	= Line 11, column (f)
Line 6, column (j)	= Line 12, column (f)
Line 7, column (j)	= Line 13, column (f)
Line 8, column (j)	= Line 14, column (f)
Line 9, column (j)	= Line 15, column (f)
Line 10, column (j)	= Line 16, column (f)

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 16 thru 53, and 55, column (m) should have data on same lines



710. INVENTORY OF EQUIPMENT—Continued  
 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 reclassification (g)	Units at Close of Year				Line No
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)		(b) and (d) and (f) 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)	
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]											21
22		Non-passenger-carrying cars [All class B, CSB, M, PSA, IA]											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]	16							16		16	30
31		Board outfit cars [MWX]	33							33		33	31
32		Demick and snow removal cars [MWU, MWV, MWW, MWK]											32
33		Dump and ballast cars [MWB, MWD]	188		30			32		186		186	33
34		Other maintenance and service equipment cars	1 754					30		1 724		1 724	34
35		TOTAL (lines 30 to 34)	1 991		30		62			1 959		1 959	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 (n). 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 (j).

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Time-mileage cars (b)	All others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, including reclassification and second hand units purchased or leased from others (g)	
<b>FREIGHT TRAIN CARS</b>									
36		Plain box cars - 40' (B1_ B2_)	0						36
37		Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5_ B6_ B7_ B8_)	537					1	37
38		Equipped box cars (All Code A, Except A_5_)	3 246				32		38
39		Plain gondola cars (All Codes G & J_1, J_2, J_3, J_4)	2 439		125		57	6	39
40		Equipped gondola cars (All Code E)	472		50		10		40
41		Covered hopper cars (C_1, C_2, C_3, C_4)	13 141						41
42		Open top hopper cars—general service (All Code H)	3 498		17		95	(B) 27	42
43		Open top hopper cars—special service (J_0, and All Code K)	140						43
44		Refrigerator cars—mechanical (R_5_ R_6_ R_7_ R_8_ R_9_)	0						44
45		Refrigerator cars—non-mechanical (R_0_ R_1_ R_2_)	3 345				30	(C) 17	45
46		Flat cars—TOFC/COFC (All Code P, Q and S, Except Q8_)	810					3	46
47		Flat cars—multi-level (All Code V)	2 534			1 050	39		47
48		Flat cars—general service (F10_ F20_ F30_)	24						48
49		Flat cars—other (F_1_ F_2_ F_3_ F_4_ F_5_ F_6_ F_8_ F40_)	923				1		49
50		Tank cars—under 22,000 gallons (T_0_ T_1_ T_2_ T_3_ T_4_ T_5_)	314						50
51		Tank cars—22,000 gallons and over (T_6_ T_7_ T_8_ T_9_)	150						51
52		All other freight cars (A_5_ F_7_ All Code L and Q8_)	35					3	52
53		TOTAL (lines 36 to 52)	31 608		192	1 050	264	57	53
54		Caboose (All Code M-930)	N/A	90					54
55		TOTAL (lines 53, 54)	31 608	90	192	1 050	264	57	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 returned 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)	
					Time-mileage cars (k)	All other (l)				
36			0			0		0		36
37		1	537			537		48 399		37
38		69	3 209			3 209		276 640		38
39		63	2 564			2 564		218 611		39
40		31	501			501		44 506		40
41		293	11 731	1 117		12 848		1 254 307	6	41
42		248	3 389			3 389		319 466		42
43			140			140		13 736		43
44			0			0		0		44
45		64	3 328			3 328		259 452	3	45
46		1	532	280		812		136 672		46
47		45	819	2 759		3 578		43 169		47
48		1	23			23		1 359		48
49		4	920			920		69 115		49
50		36	278			278		20 700		50
51			150			150		14 475		51
52		3	35			35		1 919		52
53		859	28 156	4 156		32 312		2 722 526	9	53
54		3	87			N/A	87	N/A		54
55		862	28 423	4 156		32 312	87	2 722 526	9	55

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 (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Per diem (b)	All others (c)	Units installed			All other units, including reclassification and second hand units purchased or leased from others (g)	
		New units purchased or built (d)			New units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)			
<b>FLOATING EQUIPMENT</b>									
56		Self-propelled vessels [Tugboats, car ferries, etc.]	N/A					56	
57		Non-self-propelled vessels [Car floats, lighters, etc.]	N/A					57	
58		TOTAL (lines 56 and 57)	N/A					58	
<b>HIGHWAY REVENUE EQUIPMENT</b>									
59		Chassis Z1__ Z67__ Z68__ Z69__						59	
60		Dry van U2__ Z__ Z6__ 1-6						60	
61		Flat bed U3__ Z3__						61	
62		Open bed U4__ Z4__						62	
63		Mechanical refrigerator U5__ Z5__						63	
64		Bulk hopper U0__ Z0__						64	
65		Insulated U7__ Z7__						65	
66		Tank U20__ Z6__						66	
67		Other trailer and container (Special equipped dry van U9__ Z8__ Z9__)						67	
68		Tractor						68	
69		Truck						69	
70		TOTAL (lines 59 to 69)						70	
<b>NOTES AND REMARKS</b>									
Must have fitting code "CN" to qualify for tank otherwise it is a bulk hopper.									

**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						N/A			56
57						N/A			57
58						N/A			58
59									59
60									60
61									61
62									62
63									63
64									64
65									65
66									66
67									67
68									68
69									69
70									70

**NOTES AND REMARKS**

- (A) Includes 6 units leased to others returned to owner and 5 units reclassified from diesel-switch to diesel-multi purpose.
- (B) Represents return of units from lease to others.
- (C) Represents return of units from lease to others.

**7165. 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) including units acquired through capitalized leases (L).

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 un-equipped 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	NONE					1	
2						2	
3						3	
4						4	
5	<b>TOTAL</b>	0	N/A	0	N/A	5	
6	<b>REBUILT UNITS</b>						6
7						7	
8	<b>Locomotive Units</b>					8	
9	Diesel-Multi Purpose	3000	# 18	54 000	10 253	S	9
10	Diesel-Multi Purpose	3600	# 2	7 200	853	S	10
11	Auxiliary Units		# 2	0	254	S	11
12	<b>Total</b>		22	61 200	11 360		12
13						13	
14	<b>Freight-Train Cars</b>					14	
15	Box Equipped		# 33	1 261	555	S	15
16	Gondola - Plain		# 77	2 624	838	S	16
17	Gondola - Equipped		# 7	241	93	S	17
18	Covered - Hopper		# 184	5 723	2 014	S	18
19	Refrigerator - Non Mech		# 30	1 411	614	S	19
20	Flat - Other		# 19	660	212	S	20
21	<b>Total</b>		350	11 920	4 326		21
22						22	
23	<b>Company Service Cars</b>					23	
24	Dump and Ballast Cars		# 30	4 200	303	S	24
25	<b>Total</b>		30	4 200	303		25
26						26	
27						27	
28						28	
29						29	
30						30	
31						31	
32	# Includes equipment installed or partially installed in previous years						32
33	for which the accounting cost was complete during current year						33
34						34	
35						35	
36						36	
37						37	
38	<b>TOTAL</b>	402	N/A	15 989	N/A	38	
39	<b>GRAND TOTAL</b>	402	N/A	15 989	N/A	39	

**NOTES AND REMARKS**

Note: Regarding Schedule 710-S Page 84 cost incomplete for installed units as follows:

NEW UNITSLocomotive Units

Diesel - Multi Purpose	108	P
------------------------	-----	---

Freight - Train Cars

Gondola - Plain	125	P
-----------------	-----	---

Gondola - Equipped	50	P
--------------------	----	---

Open Top Hopper - Gen. Serv.	<u>17</u>	P
------------------------------	-----------	---

Total New Units	300	
-----------------	-----	--

REBUILT UNITSLocomotive Units

Diesel - Multi Purpose	85	S
------------------------	----	---

Auxiliary Units	8	S
-----------------	---	---

Freight - Train Cars

Equipped Box Cars	135	S
-------------------	-----	---

Gondola - Plain Cars	57	S
----------------------	----	---

Gondola - Equipped Cars	11	S
-------------------------	----	---

Covered Hopper Cars	324	S
---------------------	-----	---

Open Top Hopper - Gen. Serv. Cars	95	S
-----------------------------------	----	---

Refrigerator - Non. Mech. Cars	37	S
--------------------------------	----	---

Flat - Multi Level Cars	24	S
-------------------------	----	---

Flat - Other Cars	<u>5</u>	S
-------------------	----------	---

Total Rebuilt Units	781	
---------------------	-----	--

Grand Total Units	<u>1 081</u>	
-------------------	--------------	--

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

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

Track category

- A - Freight density of 20 million or more gross ton-miles per track mile per year (include passing tracks, turnouts and crossovers)
- B - Freight density of less than 20 million gross ton-miles per track mile per year, but at least 5 million (include passing tracks, turnouts and crossovers)
- C - Freight density of less than 5 million gross ton miles per track mile per year, but at least 1 million (include passing tracks, turnouts and crossovers)
- D - Freight density of less than 1 million gross ton-miles per track mile per year (include passing tracks, turnouts and crossovers)
- 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). Mileage should be included within track categories A through E unless there is dedicated entirely to passenger service F.

Potential abandonments - Route segments identified by railroads as potentially subject to abandonment as required by Section 10904 of the Interstate Commerce Act. This schedule should include all class 1, 2, 3, or 4 track from Schedule 700 that is maintained by the respondent (class 5 is assumed to be maintained by others).

- 2. 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.

**720. TRACK AND TRAFFIC CONDITIONS**

1. Disclose the requested information pertaining to track and traffic conditions.

Line No	Track category (h)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (e)	Line No.
1	A	5,011	48.39	65.23	56	1
2	B	2,374	9.82	52.59	144	2
3	C	1,344	2.72	53.97	274	3
4	D	1,032	0.32	56.53	159	4
5	E	4,408	XXXXXXXXXX	XXXXXX		5
6	TOTAL	14,169			633	6
7	Potential abandonments	7,891	XXXXXXXXXX	XXXXXX		7
8		-				8

\*To determine average density, total track miles (route miles time 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 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 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 cross-ties laid in replacement										Switch and bridge ties (board feet) (j)	Consists switch and bridge ties Percent of spot maintenance (k)	Line No	
		New ties					Second hand ties								Total (i)
		Wooden		Concrete (d)	Other (e)	Other (f)	Wooden		Untreated (g)	Other (h)					
Treated (b)	Untreated (c)	Treated (f)	Untreated (g)												
1	A	1 110 265		12 466			3 572					1 010 102	@	1	
2	B	205 417				9						184 646	@	2	
3	C	14 018										12 601	@	3	
4	D	5 909				85						4 269	@	4	
5	E													5	
6	TOTAL	1 335 609		12 466			3 666					1 351 741		6	
7	F													7	
8	Potential abandonments													8	

9 Average cost per cross-tie \$ 21.60 and switch-tie (NBM) \$ 610.50

@SPOT MAINTENANCE REPRESENTS 3.49% OF TOTAL TIES LAID IN REPLACEMENT.  
RECORDS NOT AVAILABLE TO DETERMINE % BY TRACK CATEGORY.

**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	195 535	19.73	3 857	126 499	607.25	77		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	195 535	19.73	3 857	126 499	607.25	77		20	
21	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid								2.28	21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid								19.78	22

**72. 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, handling 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 (mil-miles)								Total		Percent of spot maintenance (h)	Line No.
		New rail		Relay rail		Welded rail (f)	Boiled rail (g)	Welded rail (i)	Boiled rail (j)				
		Welded rail (b)	Boiled rail (c)	Welded rail (d)	Boiled rail (e)								
1	A	283	6	95	24	378	30						1
2	B	87	2	35	7	122	9						2
3	C	28		12	2	40	2						3
4	D	16		6	1	22	1						4
6	TOTAL	414	8	148	34	562	42						6
7	F												7
8	Potential abandonments												8
9	Average cost of new and relay rail laid in replacement per gross ton \$ 576.69. New \$ 216.38 relay.												9

● Spot maintenance represents 9% of total rail laid in replacement. Records are not available to determine percentage by track category.

**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 (a)	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 (d)	Average cost per ton (2,000 lb) (e)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year (h)	Average cost per ton (2,000 lb) (i)		
		Pounds per yard of rail (b)	Number of tons (2,000 lb) (c)			Pounds per yard of rail (f)	Number of tons (2,000 lb) (g)				
1	2	136	73	41		115	27	15		1	
2						136	966	559		2	
3										3	
4										4	
5										5	
6										6	
7										7	
8										8	
9										9	
10										10	
11										11	
12	4	136	471	95		90	2	1		12	
13						110	2	1		13	
14						115	53	12		14	
15						136	3,668	750		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	TOTAL	N/A	544	136		N/A	4,718	1,338		33	
34	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid								2.28		34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid								19.78		35
36	Track-miles of welded rail installed on system this year <u>20.6058</u> , total to date <u>431.4058</u>										36

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
	<i>Pounds</i>				
1	140	8			1
2	136	5,350			2
3	132	651			3
4	131	1,064			4
5	128		1		5
6	119	950			6
7	115	282	19		7
8	112	196	38		8
9	110	100	19		9
10	90	418	7		10
11	85	36	5		11
12	80	6			12
13	75	10	11		13
14	66	18			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

**776. 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 in units of property in each track category at year end

Line No.	Track category (a)	Ties			Percent replaced		Rail		Ballast		Track surfacing		Line No.
		Number of ties replaced		Switch and bridge ties (board feet)	Cross-tie (d)	Switch and bridge ties (board feet)	Miles of rail replaced (rail-miles)	Percent replaced (g)	Cubic yards of ballast placed (h)	Miles surfaced (i)	Percent surfaced (j)		
		Cross-ties (b)	Switch and bridge ties (board feet) (c)										
1	A	1 126 303	1 010 102	N/A	6.9	N/A	408	4.2	865	1 446	26.6	1	
2	B	205 426	184 646	N/A	2.6	N/A	131	2.5	360	601	23.3	2	
3	C	14 018	12 601	N/A	.3	N/A	42	1.4	65	108	7.4	3	
4	D	5 994	4 269	N/A	.2	N/A	23	1.0	9	16	1.4	4	
5	E								1 069	501	10.6	5	
6	TOTAL	1 351 741	1 211 618	N/A			604	3.1	2 368	2 672	17.5	6	
7	F											7	
8	Potential abandonments											8	

**750. CONSUMPTION OF DIESEL FUEL**  
(Dollars in Thousands)

**LOCOMOTIVES**

Line No.	Kind of locomotive service (a)	Diesel oil (gallons) (b)	Line No.
1	Freight	334 232 000	1
2	Passenger		2
3	Yard switching	13 926 000	3
4	TOTAL	348 158 000	4
5	COST OF FUEL \$ (000)	\$ 236 585	5
6	Work Train	4 139 547	6

## 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 train service is a specialized scheduled shuttle type service in equipment (Railroad or privately owned) dedicated to such service, moving between origin and destination. The applicable tariffs and/or contracts generally require that a specific minimum tonnage or quantity of carloads be tendered as a unit for shipment on one bill of lading or other shipping document in a solid train for movement between origin and destination. Such tariffs and/or contracts generally contain restricted detention provisions and are subject to time-volume requirements which reflect the approximate capacity of the unit trains for the stated period. 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 locomotives 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. 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; 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 local 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 trains 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 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 inside 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 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 in 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 points, (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 movements 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 vehicle (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 the number of loaded revenue trailers/containers picked up, plus revenue trailers/containers delivered in TOFC/COFC and in highway interchange service, when the work is performed at the railroads' expense. (Performed at railroads' expense means that railroad employees perform the service or that the railroad hires a subsidiary or outside contractor to perform the service). Do not include those trailer/containers which are picked up or delivered by a shipper or motor carrier etc. when a tariff provision requires the shipper-motor carrier etc. and not the railroad perform that service. Note: The count should reflect the trailer/containers for which expenses is reported in Schedule 417 Line 2 Column (b).

(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 railroad cars on line at the end of the year (except surplus cars, see below). Foreign railroad cars refers to freight cars owned by other railroads whose interline rental is settled on time (by hour) and actual line-haul mileage charges under the Code of Car Hire 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), car moving empty in trains en route to shop, and cars stored awaiting disposition.

Surplus cars are cars which are in serviceable condition for loading on the last day of the year, but have not been placed for loading within 48 hours. This count can be an annual average based on weekly count of cars that have not been placed for loading within 48 hours.

## 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)	8,536		1
		2. Train Miles - Running (B)	XXXXXX	XXXXXX	
2		2-01 Unit Train	2,279,087	XXXXXX	2
3		2-02 Way Trains	3,661,210	XXXXXX	3
4		2-03 Through Trains	36,608,453		4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	42,548,750		5
6		2-05 Motorcars (C)			6
7		2-06 TOTAL, ALL TRAINS (lines 5, 6)	42,548,750		7
		3. Locomotive Unit Miles (D)	XXXXXX	XXXXXX	
		Road Service (E)	XXXXXX	XXXXXX	
8		3-01 Unit Trains	9,315,214	XXXXXX	8
9		3-02 Way Trains	10,565,103	XXXXXX	9
10		3-03 Through Trains	127,551,774		10
11		3-04 TOTAL (lines 8-10)	147,432,091		11
12		3-11 Train Switching (F)	2,105,111	XXXXXX	12
13		3-21 Yard Switching (F)	6,189,012		13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	155,726,214		14
		4. Freight Car-Miles (thousands) (H)		XXXXXX	
		4-01 RR Owned and Leased Cars - Loaded		XXXXXX	
15		4-010 Box-Plain 40-Foot	3	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	19,284	XXXXXX	16
17		4-012 Box-Equipped	64,682	XXXXXX	17
18		4-013 Gondola-Plain	14,826	XXXXXX	18
19		4-014 Gondola-Equipped	20,693	XXXXXX	19
20		4-015 Hopper-Covered	107,083	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	14,655	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	4,505	XXXXXX	22
23		4-018 Refrigerator-Mechanical	9,360	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	64,643	XXXXXX	24
25		4-020 Flat-TOPC/COFC	77,805	XXXXXX	25
26		4-021 Flat-Multi-Level	15,254	XXXXXX	26
27		4-022 Flat-General Service	667	XXXXXX	27
28		4-023 Flat-All Other	7,199	XXXXXX	28
29		4-024 All Other Car Types-Total	12,363	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	433,022	XXXXXX	30

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
		4-11 RR Owned and Leased Cars-Empty	XXXXXX	XXXXXX	
31		4-110 Box-Plain 40-Foot	6	XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	14,441	XXXXXX	32
33		4-112 Box-Equipped	45,164	XXXXXX	33
34		4-113 Gondola-Plain	15,711	XXXXXX	34
35		4-114 Gondola-Equipped	21,411	XXXXXX	35
36		4-115 Hopper-Covered	102,931	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	24,414	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	4,530	XXXXXX	38
39		4-118 Refrigerator-Mechanical	5,487	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	37,926	XXXXXX	40
41		4-120 Flat-TOPC/COFC	7,762	XXXXXX	41
42		4-121 Flat-Multi-Level	12,656	XXXXXX	42
43		4-123 Flat-General Service	779	XXXXXX	43
44		4-123 Flat-All Other	7,233	XXXXXX	44
45		4-124 All Other Car Types	9,301	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	309,752	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	7,020	XXXXXX	48
49		4-132 Box-Equipped	56	XXXXXX	49
50		4-133 Gondola-Plain	20,606	XXXXXX	50
51		4-134 Gondola-Equipped	284	XXXXXX	51
52		4-135 Hopper-Covered	61,234	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	237	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	5,138	XXXXXX	54
55		4-138 Refrigerator-Mechanical		XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	4,737	XXXXXX	56
57		4-140 Flat-TOPC/COFC	571,154	XXXXXX	57
58		4-141 Flat-Multi-Level	80,611	XXXXXX	58
59		4-142 Flat-General Service	8	XXXXXX	59
60		4-143 Flat-All Other	9,156	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	40,436	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	49,683	XXXXXX	62
63		4-146 All Other Car Types	10,521	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	860,881	XXXXXX	64

## 755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item Description (a)	Freight train (b)	Passenger train (c)	Line No.
		4-15 Private Line Cars-Empty (H)	XXXXXX	XXXXXX	
65		4-150 Box-Plain 40-Foot		XXXXXX	65
66		4-151 Box-Plain 50-Foot and Longer	2,512	XXXXXX	66
67		4-152 Box-Equipped	54	XXXXXX	67
68		4-153 Gondola-Plain	18,656	XXXXXX	68
69		4-154 Gondola-Equipped	296	XXXXXX	69
70		4-155 Hopper-Covered	65,079	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	318	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	5,090	XXXXXX	72
73		4-158 Refrigerator-Mechanical		XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	3,718	XXXXXX	74
75		4-160 Flat-TOPC/COPC	37,270	XXXXXX	75
76		4-161 Flat-Multi-Level	62,458	XXXXXX	76
77		4-162 Flat-General Service	7	XXXXXX	77
78		4-163 Flat-All Other	7,959	XXXXXX	78
79		4-164 Tank-Under 22,000 Gallons	43,425	XXXXXX	79
80		4-165 Tank-22,000 Gallons and Over	56,187	XXXXXX	80
81		4-166 All Other Car Types	3,542	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	306,571	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car-Miles	13,151	XXXXXX	83
84		4-18 No Payment Car-Miles (I)	150,000	XXXXXX	84
		4-19 Total Car-Miles by Train Type	XXXXXX	XXXXXX	
85		4-191 Unit Trains	216,590	XXXXXX	85
86		4-192 Way Trains	170,167	XXXXXX	86
87		4-193 Through Trains	1,686,260	XXXXXX	87
88		4-194 TOTAL (lines 85-87)	2,073,017	XXXXXX	88
89		4-20 Caboose Miles	398	XXXXXX	89

Total number of loaded miles \_\_\_\_\_ and empty miles \_\_\_\_\_ by roadrailer reported above.

Note: Line 88 car miles is equal to the sum of Lines 30, 46, 64, 82, 83 and 84. Accordingly, the car miles reported on Lines 83 and 84 are to be allocated to Lines 85, 86 and 87 and included in the total shown on Line 88.

## 755. RAILROAD OPERATING STATISTICS - Concluded

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
		<b>6. Gross Ton-Miles (thousands)(K)</b>	XXXXXX	XXXXXX	
98		6-01 Road Locomotives	24,381,221		98
		6-02 Freight Trains, Crs., Cnts., and Caboose	XXXXXX	XXXXXX	
99		6-020 Unit Trains	17,063,381	XXXXXX	99
100		6-021 Way Trains	13,545,969	XXXXXX	100
101		6-022 Through Trains	149,550,241	XXXXXX	101
102		6-03 Passenger-Trains, Crs., and Cnts.			102
103		6-04 Non-Revenue	1,878,081	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	206,418,893		104
		<b>7. Tons of Freight (thousands)</b>	XXXXXX	XXXXXX	
105		7-01 Revenue	117,341	XXXXXX	105
106		7-02 Non-Revenue	4,984	XXXXXX	106
107		7-03 TOTAL (lines 105, 106)	122,325	XXXXXX	107
		<b>8. Ton-Miles of Freight (thousands) (L)</b>	XXXXXX	XXXXXX	
108		8-01 Revenue-Road Service	93,114,029	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service		XXXXXX	109
110		8-03 TOTAL (lines 108, 109)	93,114,029	XXXXXX	110
111		8-04 Non-Revenue-Road Service	882,210	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service		XXXXXX	112
113		8-06 TOTAL (lines 111, 112)	882,210	XXXXXX	113
114		8-07 TOTAL-REVENUE AND NON-REVENUE (lines 110,113)	93,996,239	XXXXXX	114
		<b>9. Train Hours (M)</b>	XXXXXX	XXXXXX	
115		9-01 Road Service	1,276,479	XXXXXX	115
116		9-02 Train Switching	114,729	XXXXXX	116
117		<b>10. TOTAL YARD-SWITCHING HOURS (N)</b>	690,158	XXXXXX	117
		<b>11. Train-Miles Work Trains (O)</b>	XXXXXX	XXXXXX	
118		11-01 Locomotives	74,292	XXXXXX	118
119		11-02 Motorcars		XXXXXX	119
		<b>12. Number of Loaded Freight Cars (P)</b>	XXXXXX	XXXXXX	
120		12-01 Unit Trains	409,400	XXXXXX	120
121		12-02 Way Trains	777,225	XXXXXX	121
122		12-03 Through Trains	1,267,097	XXXXXX	122
123		<b>13. TOPC/COPC-No. of Rev. Trailers and Containers Loaded and Unloaded (Q)</b>	2,354,448	XXXXXX	123
124		<b>14. Multi-Level Cars-No. of Motor Vehicles Loaded and Unloaded (Q)</b>	1,266,593	XXXXXX	124
125		<b>15. TOPC/COPC-No. of Rev. Trailers Picked Up and Delivered (R)</b>	232,250	XXXXXX	125
		<b>16. Revenue Tons-Marine Terminal (S)</b>	XXXXXX	XXXXXX	
126		16-01 Marine Terminals-Coal		XXXXXX	126
127		16-02 Marine Terminals-Ore		XXXXXX	127
128		16-03 Marine Terminals-Other		XXXXXX	128
129		16-04 TOTAL (lines 126-128)		XXXXXX	129
		<b>17. Number of Foreign Per Diem Cars on Line (T)</b>	XXXXXX	XXXXXX	
130		17-01 Serviceable	9,595	XXXXXX	130
131		17-02 Unserviceable	454	XXXXXX	131
132		17-03 Surplus	1,047	XXXXXX	132
133		17-04 TOTAL (lines 130-132)	11,096	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 Kansas

County of Shawnee

Dennis R. Johnson makes oath and says that he is Assistant V.P. and Assistant Controller  
(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, 19 93, to and including December 31, 19 93

(Signature of affiant)

Subscribed and sworn to before me, a \_\_\_\_\_ in and for the State and county above named, this \_\_\_\_\_ day of \_\_\_\_\_, 19 \_\_\_\_\_

My commission expires \_\_\_\_\_

Use an  
L.S.  
impression seal

(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

State of Kansas

County of Shawnee

Thomas N. Hund makes oath and says that he is Vice President & Controller  
(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, 19 93, to and including December 31, 19 93

(Signature of affiant)

Subscribed and sworn to before me, a \_\_\_\_\_ in and for the State and county above named, this \_\_\_\_\_ day of \_\_\_\_\_, 19 \_\_\_\_\_

My commission expires \_\_\_\_\_

Use an  
L.S.  
impression seal

(Signature of officer authorized to administer oaths)

**MEMORANDA  
(FOR USE OF COMMISSION ONLY)  
CORRESPONDENCE**

Office addressed		Date of letter or telegram			Subject				Answer needed	Answer			
										Date of letter			File number of letter or telegram
Name	Title	Month	Day	Year	Page				Month	Day	Year		

**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				

**EXPLANATORY REMARKS**

## INDEX

	Page No		Page No
<i>Accumulated depreciation</i>		<i>Leases</i> .....	61
Road and equipment leased		Locomotive equipment .....	78
From others .....	38	Electric and other .....	78
Improvements to .....	38	Consumption of fuel diesel .....	91
To others .....	41	Locomotive unit miles .....	94
Owned and used .....	35	Mileage-Average of road operated .....	85
Accruals-Railway tax .....	63	Of main tracks .....	
Analysis of taxes .....	63	Of new tracks in which rails were laid .....	88
Application of funds-Source .....	21	Of new tracks in which ties were laid .....	87
Balance sheet .....	5-9	Miscellaneous items in retained income accounts for the	
Capital stock .....	20	year .....	65
Car, locomotive, and floating equipment-Classification .....	78-83	Motorcar car miles .....	94
Changes in financial position .....	21-22	Motor rail cars owned or leased .....	79
Company service equipment .....	79	Net income .....	17
Compensating balances and short-term borrowing		Oath .....	98
arrangements .....	67	Operating expenses (see Expenses)	
Consumption of fuel by motive-power units .....	91	Revenues (see Revenues)	
Contingent assets and liabilities .....	8	Statistics (See Statistics)	
Cross-ties (see Ties) .....		Ordinary income .....	16
Debt holdings .....	69	Private line cars loaded .....	95
Depreciation base and rates		Private line cars empty .....	95
Road and equipment leased		Rails .....	
From others .....	34	Laid in replacement .....	88
Improvements to .....	32-33	Charges to operating expenses .....	45
To others .....	40	Additional tracks, new lines, and extensions .....	89
Owned and used .....	34	Miles of new track in which rails were laid .....	88
Electric locomotive equipment at close of year .....	68	Weight of .....	89
Equipment—classified .....	78-83	Railway—Operating expenses .....	45-53
Company service .....	79	Railway—Operating revenues .....	16
Floating .....	82-83	Results of Operations .....	16-17
Freight-train cars .....	80-81	Retained income unappropriated .....	19
Highway revenue equipment .....	82-83	Miscellaneous items in accounts for year .....	65
Passenger-train cars .....	78-79	Revenues	
Inventory .....	78-83	Freight .....	16
Owned-Not in service of respondent .....	78	Passenger .....	16
Equipment—Leased, depreciation base and rate		Road and equipment—Investment in .....	32-33
From others .....	34	Improvements to leased property .....	32-33
Improvements to .....	37	Reserve .....	38
Reserve .....	38	Leased to others—Depreciation base and rates .....	40
To others .....	40	Reserve .....	41
Reserve .....	41	Owned-Depreciation base and rates .....	34
Equipment—Owned, depreciation base rates .....	34	Reserve .....	35
Reserve .....	35	Used-Depreciation base and rates .....	34
Expenses—railway operating .....	45-53	Reserve .....	35
Extraordinary items .....	17	Road—Mileage operated at close of year .....	74
Federal income taxes .....	63	By States and Territories .....	75
Financial position—Changes in .....	21-22	Securities (see Investments)	
Floating equipment .....	82-83	Short-term borrowing arrangements—Compensating	
Freight cars loaded .....	94	balances and .....	67
Freight-train cars .....	80-81	Sinking funds .....	7
Freight car-miles .....	94	Source and application of working capital .....	21-22
Fuel consumed diesel .....	91	Specialized service subschedule .....	60
Cost .....	91	Statement of changes in financial position .....	21-22
Funded debt (see Debt holdings)		Stock outstanding .....	20
Guaranties and suretyships .....	66	Changes during year .....	20
Identity of respondent .....	2	Number of security holders .....	3
Items in selected income and retained earnings accounts .....	65	Total voting power .....	3-4
Investments in common stocks of affiliated companies .....	30	Value per share .....	3
Investments and advances of affiliated companies .....	26-29	Voting rights .....	3
Railway property used in transportation service .....	42-43	Supporting schedule—Road .....	56-57
Road and equipment .....	32-33	Suretyships—Guaranties and .....	66
Changes during year .....	32-33	Ties laid in replacement .....	86
Leased property-improvements made during the		Ties—Additional tracks, new lines, and extensions .....	87
year .....	32-33	Tracks operated at close of year .....	74

INDEX - Continued

	Page No.		Page No.
Miles of, at close of year -----	75	Ton-miles of freight -----	97
Track and traffic conditions -----	85	TOFC/COFC number of revenue trailers and containers	
Train hours, yard switching -----	97	loaded and unloaded -----	97
Train miles -----	94	Voting powers and elections -----	3
Tons of freight -----	97	Weight of rail -----	90