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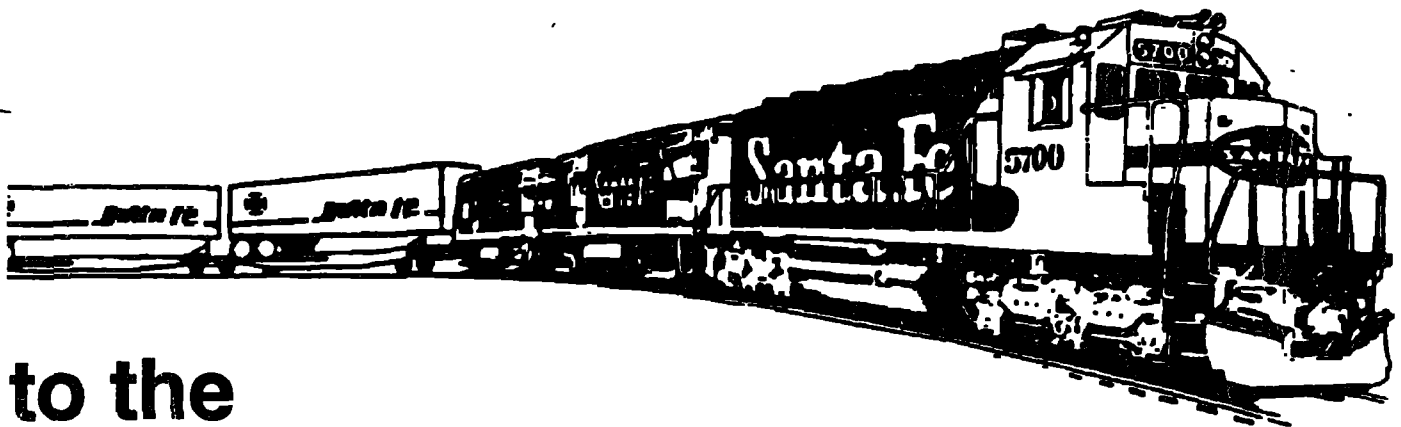
annual report

ACAA—R-1

APPROVED BY OMB
3120-0029
EXPIRES 3-31-96

OFFICE OF ECONOMIC
SECTION OF
AUDIT & ACCOUNTING
RECEIVED
APR 3 2 29 PM '95
INTERESTED
CONTRIBUTOR
RECEIVED

	<p>The Atchison, Topeka & 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, 1994

NOTICE

1. This Form for annual report should be filled out in triplicate and two copies returned to the Interstate Commerce Commission, Office of Economics, 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 1 of the Interstate Commerce Act:

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

(a) The Interstate Commerce Commission may require—

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

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

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

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

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

(49) U.S.C. 11941. (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 Office of Economics immediately upon preparation, two copies of its latest annual report to stockholders. See schedule B, page 2.

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

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

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

4. If it be necessary or desirable to insert additional statements, typewritten or other, in a report, they should be legibly made on durable paper and, wherever practicable, on sheets not larger than a page of the Form. Inserted sheets should be securely attached, preferable at the inner margin: attachments 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 \$1000 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 operating revenues of \$250,000,000 or more. For this class, Annual Report Form R-1 is provided.

Class II companies are those having annual operating revenues less than \$250,000,00 but in excess of \$20,000,000.

Class III companies are those having annual operating revenues of \$20,000,000 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 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 or 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, 1994

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)

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* 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.
Santa Fe Financial Holdings, Inc.
Santa Fe Forwarding Co.
Santa Fe Rail Equipment Company
Santa Fe Receivables Corporation
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.**

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY -
THE LINES COVERED BY THIS CERTIFICATION ARE DESCRIBED BELOW:

SYSTEM DIAGRAM INDEX NO.	CARRIER'S DESIGNATION FOR LINE	STATE(S) IN WHICH LINE IS LOCATED	COUNTY(S) IN WHICH LINE IS LOCATED	MILE POST DELINEATING EACH LINE	AGENCY OR TERMINAL LOCATED ON LINE WITH MILE POST DESIGNATION	CURRENT CATEGORY AND DATE PLACED IN THAT CATEGORY	PREVIOUS CATEGORY
50.	(1) Stoil to Alpaugh, Ca.	California	Tulare	MP 0.00 at Stoil to MP 5.52 at Alpaugh	None. Service by Cus- tomer Qual and Supt office at S. Bndo, Ca.	1 6-30-94	-
76.	(2) Cane Jct. to Wharton, Tx.	Texas	Wharton	MP 53.00 at Cane Jct to MP 42.24 at Wharton	None. Service by Cus- tomer Qual and Supt office at Eules, Tx.	1 6-30-94	-

(1) Removed from System Diagram Map June 30, 1995
(2) Sold June 30, 1995

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

One Santa Fe Plaza
920 Southeast Quincy Street
Topeka, Kansas 66612-1116

P.O. Box 1738
Topeka, Kansas 66601-1738



June 30, 1995

02-55

Certified Mail

Director, Bureau of Accounts
Interstate Commerce Commission
Washington, D.C. 20423

Gentlemen:

Enclosed for filing with the Commission is original and one copy of Certification of Branch Line Accounting System Records for the Atchison, Topeka and Santa Fe Railway Company for the year 1994.

Sincerely,

N. L. Murray
Asst. Vice President-Measurement
and Profitability Systems

3241RAC.dw

Enclosures

bcc: Rick Weicher - Schaumburg
Dennis Wilson - Schaumburg

OFFICE OF
GENERAL
COUNSEL
JUL 1 1995
U.S. DEPT. OF
TRANSPORTATION

DOCKET 36366

CERTIFICATION OF BRANCH LINE ACCOUNTING SYSTEM RECORDS

Carrier: The Atchison, Topeka and Santa Fe Railway Company
(Exact legal title or name of the respondent)

Name, title, telephone number and address of the person to be contacted:

NAME Nick L. Murray TITLE Asst. Vice Pres.-Measurement & Profitability Sys

TELEPHONE NUMBER (913) 435-3256
(Area Code) (Telephone Number)

OFFICE ADDRESS 920 SE Quincy Topeka, KS 66612-1116
(Street and Number) (City, State and ZIP Code)

CERTIFICATION

I, the undersigned, Nick L. Murray

Assistant Vice President-Measurement & Profitability Systems of
(Title of officer in charge of accounts)

The Atchison, Topeka and Santa Fe Railway Company
(Full name of reporting company)

certify that during the calendar year 1994 the branch line accounting system data was collected and maintained for each line that met the criteria set forth in 49 CFR 1201, Subpart B, Section 920(a), Lines for Which Data Collection is Required, (Docket No. 36366).

Signature Nick L. Murray

Date June 30, 1995

Road Initials: ATSF

Year 19 94

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 Office of Economics, 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. Each share has the right to _____.
- 2 State whether or not each share of stock has the right to one vote, if not, give full particulars in a footnote. 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, 1994

- 8 State the total number of stockholders of record, as of the date shown in answer to inquiry No 7 One (Date) _____ stockholders
- 9 Give the names of the thirty security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within 1 year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, with respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any) If any such holder held in trust, give (in a footnote) the particulars of the trust In the case of voting trust agreements, give as supplemental information the names and addresses of the thirty largest holders of the voting trust certificates and the amount of their individual holdings. If the stock book was not closed or the list of stockholders compiled within such year, show such thirty security holders as of the close of the year

Line No	Name of security holder	Address of security holder	Number of votes to which security holder was entitled	NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED			Line No
				Common (d)	Stock		
					PREFERRED		
	(a)	(b)	(c)		Second (e)	First (f)	
1	Santa Fe Pacific	Schaumburg,					1
2	Corporation	Illinois	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	Note: Pursuant to Section 228 of the General Corporation Law of the State of Delaware, as amended, Santa Fe Pacific Corporation being the owner of all the issued and outstanding shares of stock of respondent in Consent executed May 24, 1994 adopted and consented to resolution electing directors of respondent in lieu of an annual meeting of stockholders for the calendar year 1994.						19
20							20
21							21
22							22
23							23
24							24
25							25
26							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.
Current Assets						
1		701	Cash	5,913	8,325	1
2		702	Temporary Cash Investments	63,029	46,980	2
3		703	Special Deposits	54	43	3
4		704	Accounts Receivable - Loan and Notes			4
5		705	- Interline and Other Balances	25,370	21,937	5
6		706	- Customers	53,648	57,767	6
7		707	- Other	11,188	12,506	7
8		708,709	- Accrued Accounts Receivables	60,578	58,914	8
9		708.5	- Receivables from Affiliated Companies	3,958	15,119	9
10		709.5	- Less: Allowance for Uncollectible Accounts	(23,277)	(17,018)	10
11		710,711,714	Working Funds Prepayments	117,373	128,320	11
12		712	Materials and Supplies	95,252	92,285	12
13		713	Other Current Assets	38,379	77,790	13
14			TOTAL CURRENT ASSETS	451,465	502,968	14
Other Assets						
15		715,716,717	Special Funds	5,482	5,772	15
16		721,721.5	Investments and Advances Affiliated Companies(Schedule 310 and 310A)	348,175	335,791	16
17		722,723	Other Investments and Advances	5,968	8,315	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) \$(2,682)	10,073	10,507	19
20		739,741	Other Assets	573	55,723	20
21		743	Other Deferred Debits	189,438	165,327	21
22		744	Accumulated Deferred Income Tax Debits			22
23			TOTAL OTHER ASSETS	559,709	581,435	23
Road and Equipment						
24		731,732	Road (Schedule 330) L-30 Col. h & b	4,172,435	3,760,913	24
25		731,732	Equipment (Schedule 330) L-39 Col. h & b	1,964,769	1,907,787	25
26		731,732	Unallocated Items	129,456	189,666	26
27		733,735,736	Accumulated Depreciation and Amortization (Schedules 335,342,351)	(1,535,425)	(1,560,502)	27
28			Net Road and Equipment	4,731,235	4,297,864	28
29	*		TOTAL ASSETS	5,742,409	5,382,267	29

NOTES AND REMARKS

Line 27(b) and (c) include \$3,569 and \$4,929, 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.
Current Liabilities						
30		751	Loans and Notes Payable			30
31		752	Accounts Payable; Interline and Other Balances	27,657	24,898	31
32		753	Audited Accounts and Wages	74,271	76,525	32
33		754	Other Accounts Payable	20,871	12,743	33
34		755,756	Interest and Dividends Payable	16,919	15,482	34
35		757	Payables to Affiliated Companies	2,299	5,123	35
36		759	Accrued Accounts Payable	546,782	489,305	36
37		760,761,761.5,762	Taxes Accrued	37,850	41,878	37
38		763	Other Current Liabilities	42,295	26,126	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	176,960	99,197	39
40			TOTAL CURRENT LIABILITIES	945,904	791,277	40
Non-Current Liabilities						
41		765,767	Funded Debt Unmatured	31,993	138,027	41
42		766	Equipment Obligations	429,625	382,025	42
43		766.5	Capitalized Lease Obligations	3,755	4,791	43
44		768	Debt in Default			44
45		769	Accounts payable; Affiliated Companies	342	331	45
46		770.1,770.2	Unamortized Debt Premium (Discount)	(778)	(545)	46
47		781	Interest in Default			47
48		783	Deferred Revenues-Transfers from Government Authorities	74,521	30,325	48
49		786	Accumulated Deferred Income Tax Credits	923,663	786,945	49
50		771,772,774,775, 782,784	Other Long-Term Liabilities and Deferred Credits	789,277	876,351	50
51			TOTAL NONCURRENT LIABILITIES	2,252,398	2,218,250	51
Shareholder's Equity						
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
Retained Earnings:						
57		797	Appropriated	83,215	83,215	57
58		798	Unappropriated (Schedule 220)	1,704,304	1,532,937	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	2,544,107	2,372,740	61
62	*		TOTAL LIABILITIES AND SHAREHOLDER'S EQUITY	5,742,409	5,382,267	62

NOTES AND REMARKS

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

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

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

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

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

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

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

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

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

(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/ 94	Noncurrent Portfolio			N/A	\$ - None
(Previous Yr.)	Current Portfolio			N/A	N/A
as of 12/ 31/ 93	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 1994 (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 fully complies with Employee Retirement Income Security Act of 1974 ("ERISA") requirements and covers substantially all officers and employees of SFP and its subsidiaries and 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 which provides a 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.
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 covering, for example, 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 operations of ATSF. Environmental risks are also inherent in railroad operations which frequently involve transporting of chemicals and other hazardous materials.

ATSF expects it will become subject to future requirements regulating air emissions from diesel locomotives that may increase its operating costs. During 1995, the Environmental Protection Agency (EPA) must issue regulations applicable to new locomotive engines. It is anticipated that these regulations will be effective for locomotive engines installed after 1999. Under some interpretations of federal law, older locomotive engines may be regulated by states based on standards and procedures which the State of California ultimately adopts. At this time it is unknown whether California will adopt any locomotive emission standards.

In addition, 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. As a result, 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 former 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 may have been released by ATSF, its current lessees, former owners or lessees of properties, or other third parties.

At December 31, 1994, ATSF had been named a potentially responsible party (PRP) at seven sites on the EPA's National Priorities List. ATSF is also potentially liable for the cost of clean-up at other sites identified by the EPA and other agencies. ATSF has identified approximately 125 sites where costs exist for environmental clean-up and monitoring, including some where no claim has been asserted and no agency is currently involved. These sites include, among other things: closed facilities, diesel locomotive repair shops, tie treating plants, fueling facilities and underground storage tanks; property leased or sold to others; and current operating sites.

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, evolving environmental laws and regulations, and potential recoveries from third parties. Environmental costs include initial site surveys and environmental studies of potentially contaminated sites, costs for remediation and restoration of sites determined to be contaminated, as well as post-closure and ongoing monitoring costs. Estimated costs at sites where ATSF is a PRP are generally based on cost sharing agreements which vary from site to site. These costs are typically allocated based on the financial condition of other PRPs, volume of material contributed, the portion of the total site owned or operated by each PRP, and/or the amount of time the site was owned or operated.

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, an additional accrual of \$67 million was recorded to provide for future costs of this nature. ATSF also monitors accruals for environmental sites that have been identified, based on additional information developed in subsequent periods. The additional information is based on a combination of factors including independent consulting reports, site visits, legal reviews and historical trend analysis. At December 31, 1994 and 1993, ATSF had accrued liabilities for environmental costs of approximately \$126 million and \$125 million, respectively. ATSF has not included any reduction in costs for anticipated recovery from insurance.

Payments recorded against environmental liabilities totaled \$20.0 million, \$13.5 million and \$6.3 million for the years ended December 31, 1994, 1993 and 1992, respectively. The majority of these payments related to mandatory clean-up efforts. Capital expenditures related to environmental sites were insignificant during this period. ATSF anticipates that approximately 75% of the accrued costs at December 31, 1994 will be paid over the next five years, with approximately \$25 million of payments occurring in 1995. It is the opinion of ATSF management that none of the above items, when finally resolved, will have a material adverse effect on the annual results of operations, financial position or liquidity of ATSF, although an adverse resolution of a number of these items in a single year could have a material adverse effect on the results of operations for that year.

Other Claims and Litigation

ATSF is also a party to a number of other legal actions and claims, including employee injury claims, various governmental proceedings and private civil suits, arising in the ordinary course of business. While the final outcome of these other legal actions cannot be predicted with certainty, considering among other things, the meritorious legal defenses available, it is the opinion of ATSF management that none of these claims, when finally resolved, will have a material adverse effect on the annual results of operations, financial position or liquidity of ATSF, although an adverse resolution of a number of these items in a single year could have a material adverse effect on the results of operations for that year.

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

NOTES TO FINANCIAL STATEMENTS

Federal Income Tax

ATSF's federal income tax returns have been examined through 1990. All years prior to 1981 are closed. Issues relating to the years 1981-1990 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 that might be assessed for open years through 1994.

Other Commitments

ATSF has entered into agreements with certain locomotive suppliers to maintain a portion of its locomotive fleet. As of December 31, 1994, these agreements obligate ATSF to make minimum annual payments over periods ranging from one 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. Together, these agreements require minimum annual payments of approximately \$80 million in 1995, \$76 million in 1996, \$75 million in 1997, \$74 million in 1998, \$73 million in 1999, and \$385 million in total thereafter through 2012. Payments under the agreements totaled approximately \$103 million, \$68 million and \$62 million in 1994, 1993 and 1992, respectively.

In connection with the closing of the sale of rail lines in southern California, ATSF has entered into various shared use agreements with the agencies, which require ATSF to pay the agencies approximately \$6 million annually to maintain track structure and facilities.

Hedging Activities

ATSF enters into various commodity swap and collar transactions to manage exposure against fluctuations in diesel fuel prices. ATSF's fuel hedging transactions are based on commodities established in the futures markets. The prices of these commodities have historically shown a high degree of correlation with ATSF's diesel fuel prices. Cash settlements on contracts to hedge fuel prices are made at the end of a quarter and the related gain or loss is included in fuel expense for that quarter. To the extent ATSF hedges portions of its fuel purchases, it may not fully benefit from decreases in fuel prices.

At December 31, 1994, ATSF had entered into various commodity swap transactions with several counterparties covering approximately 180 million gallons of diesel fuel which is anticipated to cover approximately 45% of 1995 fuel purchases. These swap arrangements have an average price of 48 cents per gallon. This price does not include taxes, fuel handling costs and any differences that may occur from time to time between the prices of commodities hedged and the purchase price of ATSF's diesel fuel. The effect of ATSF's fuel hedging activities was to increase operating expense by \$4.4 million and \$12.4 million in 1994 and 1993, respectively, and to reduce operating expense by \$0.9 million in 1992. The effect of ATSF's fuel hedging activities since the inception of its fuel hedging program in 1990, has been to increase operating expense by approximately \$2 million. The unrealized gain related to the fair market value of ATSF's fuel hedging transactions at December 31, 1994 was \$1.6 million.

ATSF monitors its hedging positions and the credit ratings of its counterparties and does not anticipate losses due to counterparty non-performance.

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
Line 15, column (b)
Line 47 plus 49, column (b)
Line 50, column (b)

Line 14, column (b)
Line 14, column (d)
Line 14, column (e)
Line 49, column (b)

Schedule 210
= Line 62, column (b)
= Line 63, column (b)
= Line 64, column (b)
Schedule 410
= Line 620, column (b)
= Line 620, column (f)
= Line 620, column (g)

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.
		ORDINARY ITEMS					
		OPERATING INCOME					
		Railway Operating Income					
1		(101) Freight	2,639,095	2,368,526	2,639,095		1
2		(102) Passenger					2
3		(103) Passenger-Related					3
4		(104) Switching	23,071	22,380	23,071		4
5		(105) Water Transfers					5
6		(106) Demurrage	10,957	8,865	10,957		6
7		(110) Incidental	6,504	7,563	6,504		7
8		(121) Joint Facility-Credit	1,349	1,857	1,349		8
9		(122) Joint Facility-Debit	(40)	(47)	(40)		9
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	2,680,936	2,409,144	2,680,936		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			12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	2,680,936	2,409,179	2,680,936		13
14	*	(531) Railway operating expenses	2,252,035	2,092,551	2,252,035		14
15		Net revenue from railway operations	428,901	316,628	428,901		15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	770	791			16
17		(510) Miscellaneous rent income	6,889	9,846			17
18		(512) Separately operated properties-Profit	25	1			18
19		(513) Dividend Income (cost method)					19
20		(514) Interest Income	21,471	23,048			20
21		(516) Income from sinking and other funds	46	135			21
22		(517) Release of premiums on funded debt					22
23		(518) Reimbursements received under contracts and agreements					23
24		(519) Miscellaneous income	45,713	167,440			24
		Income from affiliated companies (519)					
25		a. Dividends (equity method)					25
26		b. Equity in undistributed earnings (losses)	974	691			26
27		TOTAL OTHER INCOME Lines 16-26)	75,888	201,952			
28		TOTAL INCOME (lines 15, 27)	504,789	518,580			28
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	8,762	8,728			29
30		(544) Miscellaneous taxes	1,126	1,332			30
31		(545) Separately operated properties-Loss	12	175			31
32		(549) Maintenance of investment organization					32
33		(550) Income Transferred under contracts and agreements					33
34		(551) Miscellaneous income charges	17,559	16,234			34
35		(553) Uncollectible accounts	1	18			35
36		TOTAL MISCELLANEOUS DEDUCTIONS (LINES 29-35)	27,460	26,487			36
37		Income available for fixed charges (lines 28, 36)	477,329	492,093			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.
FIXED CHARGES					
38		(546) Interest on funded debt (a) Fixed interest not in default	42,868	44,365	38
39		(b) Interest in default			39
40		(547) Interest on unfunded debt	21,791	27,380	40
41		(548) Amortization of discount on funded debt	292	287	41
42		TOTAL FIXED CHARGES (lines 38-41)	64,951	72,032	42
43		Income after fixed charges (lines 37,42)	412,378	420,061	43
OTHER DEDUCTIONS					
44		(546) Interest on funded debt (c) Contingent interest	966	966	44
UNUSUAL OR INFREQUENT ITEMS					
45		(555) Unusual or infrequent items (debit) credit			45
46		Income(Loss) from continuing operations (before income taxes)	411,412	419,095	46
PROVISIONS FOR INCOME TAXES					
47	*	(556) Income taxes on ordinary income: (a) Federal income taxes	36,365	21,563	47
48	*	(b) State income taxes	3,099	5,215	48
49	*	(c) Other income taxes			49
50	*	(557) Provision for deferred taxes	122,781	208,801	50
51		TOTAL PROVISIONS FOR INCOME TAXES (lines 47-50)	162,245	235,579	51
52	*	Income from continuing operations (lines 46-51)	249,167	183,516	52
DISCONTINUED OPERATIONS					
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)	249,167	183,516	55
EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES					
56		(570) Extraordinary charge on early retirement of debt			56
57		(590) Income taxes on extraordinary items			57
58		(591) Provision for deferred taxes-Extraordinary items			58
59		TOTAL EXTRAORDINARY ITEMS (lines 56-58)			59
60		(592) Cumulative effect of changes in accounting principles (less applicable tax of \$84,492)			60
61	*	Net income(Loss)(lines 55+59+60)	249,167	183,516	61
Reconciliation of net railway operating income (NROI)					
62	*	Net revenues from railway operations	428,901	316,628	62
63	*	(556) Income taxes on ordinary income (-)	39,464	26,778	63
64	*	(557) Provision for deferred income taxes (-)	122,781	208,801	64
65		Income from lease of road and equipment (-)			65
66		Rent for leased roads and equipment (+)			66
67		Net railway operating income (loss)	266,656	81,049	67

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	1,523,898	9,039	1
2		(601.5) Prior period adjustments to beginning retained earnings			2
		CREDITS			
3	*	(602) Credit balance transferred from income	248,193	974	3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings			5
6		TOTAL	248,193	974	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	77,800		11
12		Preferred stock 1			12
13		TOTAL	77,800		13
14		Net increase(decrease) during year (Line 6 minus line 13)	170,393	974	14
15	*	Balances at close of year (Lines 1, 2 and 14)	1,694,291	10,013	15
16	*	Balances from line 15(c)	10,013	N/A	16
17		Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	1,704,304	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
22		Amount of assigned Federal income tax consequences: 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.

230. CAPITAL STOCK									
PART I. CAPITAL STOCK (Dollars in Thousands)									
1. Disclose in column (a) the particulars of the various issues of capital stock of the respondent, distinguishing separate issues of any general class, if different in any respect. 2. Present column (b) the par or stated value of each issue. If none, so state. 3. Disclose in columns (c), (d), (e) and (f) the required information concerning the number of shares authorized, issued, in treasury and outstanding for the various issues. 4. For the purposes of this report, capital stock and other securities are considered to be nominally issued when certificates are signed and sealed and placed with the proper officer for sale and delivery or are pledged or otherwise placed in some special fund of the respondent. They are considered to be actually issued when sold to a bona fide purchaser who holds them free from control by the respondent. All securities actually issued and not reacquired by or for the respondent are considered to be actually outstanding. If reacquired by or for the respondent, and not canceled or retired, they are considered to be nominally outstanding.									
Line No.	Class of Stock (a)	Par Value (b)	Authorized (c)	Issued (d)	In Treasury (e)	Outstanding (f)	Outstanding (g)	In Treasury (h)	Line No.
1	Common	10.00	100	100	None	100	1	None	1
2									2
3									3
4	Preferred	N/A							4
5									5
6									6
7									7
8									8
9									9
10	TOTAL	10.00	100	100	None	100	1	None	10

PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR (Dollars in Thousands)									
1. The purpose of this part is to disclose capital stock changes during the year. 2. Column (a) presents the items to be disclosed. 3. Columns (b), (d) and (f) require disclosures of the number of preferred, common and treasury stock, respectively, applicable to the items presented in column (a). 4. Columns (c), (e) and (g) require the applicable disclosure of the book values of preferred, common and treasury stock. 5. Disclose in column (h) the additional paid-in capital realized from changes in capital stock during year. 6. Unusual circumstances arising from changes in capital stock changes shall be fully explained in footnotes to this schedule.									
Line No.	Items (a)	Preferred Stock Number of Shares (b)	Amount \$ (c)	Common Stock Number of Shares (d)	Amount \$ (e)	Treasury Stock Number of Shares (f)	Amount \$ (g)	Additional Capital \$ (h)	Line No.
11	Balance at beginning of year	None	None	100	1	None	None	756,587	11
12	Capital Stock Sold								12
13	Capital Stock Reacquired								13
14	Capital Stock Canceled								14
15									15
16									16
17	Balance at close of year	None	None	100	1	None	None	756,587	17

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

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		NET CASH PROVIDED BY OPERATING ACTIVITIES (Lines 1-8)			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	249,167	183,516	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	(6,161)	(155,973)	11
12		Depreciation and amortization expenses	200,534	188,425	12
13		Net increase (decrease) in Deferred Income Taxes	122,781	208,801	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	(974)	(568)	14
15		Decrease (increase) in accounts receivable	38,893	(42,845)	15
16		Decrease (increase) in materials and supplies, and other current assets	5,001	(2,690)	16
17		Increase (decrease) in current liabilities other than debt	55,731	37,198	17
18		Increase (decrease) in other-net	(58,432)	(83,525)	18
19		Net cash provided from continuing operations (Lines 10-18)	606,540	332,339	19
20		Add (subtract) cash generated (paid) by reason of discontinued operations and extraordinary items			20
21		NET CASH PROVIDED FROM OPERATING ACTIVITIES (Lines 19 & 20)	606,540	332,339	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	16,222	247,554	22
23		Capital expenditures	(461,557)	(381,517)	23
24		Net change in temporary cash investments not qualifying as cash equivalents			24
25		Proceeds from sale/repayment of investment and advances	2,071	713	25
26		Purchase price of long-term investment and advances	(816)	(2,349)	26
27		Net decrease (increase) in sinking and other special funds	290	(1,133)	27
28		Other-net	43,074	73,102	28
29		NET CASH PROVIDED BY (USED IN) INVESTING ACTIVITIES	(400,716)	(63,630)	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	(101,711)	(87,419)	31
32		Proceeds from issuance of capital stock			32
33		Purchase price of acquiring treasury stock			33
34		Cash dividends paid	(77,800)	(47,500)	34
35		Other -net	(12,665)	(132,491)	35
36		NET CASH FROM FINANCING ACTIVITIES (Lines 30-35)	(192,176)	(260,910)	36
37		NET INCREASE(DECREASE) IN CASH AND CASH EQUIVALENTS (Lines 21, 29 & 36)	13,648	7,799	37
38		Cash and cash equivalents at beginning of the year	55,348	47,549	38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (Lines 37 & 38)	68,996	55,348	39
		Footnotes to Schedule 240			
		Cash paid during the year for:			
40		Interest (net of amount capitalized)*	50,658	53,813	40
41		Income taxes (net)*	32,999	16,633	41

*Only applies if indirect method is adopted.

NOTES AND REMARKS

Line 15 reflects a \$50.0 million decrease in accounts receivable due to additional sale of accounts receivable.

In addition to amounts reported as Cash Used for Capital Expenditures, ATSF had noncash capital expenditures totaling \$182.8 million in 1994 and \$157.6 million in 1993, consisting principally of directly financed equipment acquisitions and projects reimbursed by governmental agencies and other parties.

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)	Source No.	Amount (b)	Line No.
	CURRENT OPERATING ASSETS			
1	Interline and Other Balances (705)	Schedule 200, line 5, column b	25,370	1
2	Customers (706)	Schedule 200, line 6, column b	53,648	2
3	Other (707)	Note A	11,188	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2 + 3	90,206	4
	OPERATING REVENUE			
5	Railway Operating Revenue	Schedule 210, line 13, column b	2,680,936	5
6	Rent Income	Note B	87,201	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	2,768,137	7
8	Average Daily Operating Revenues	Line 7 + 360 days	7,689	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 + line 8	12	9
10	Revenue Delay Days Plus Buffer	Lines 9 + 15 days	27	10
	CURRENT OPERATING LIABILITIES			
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	27,657	11
12	Audited Accounts and Wages Payable (753)	Note A	74,271	12
13	Accounts Payable-Other (754)	Note A	20,871	13
14	Other Taxes Accrued (761.5)	Note A	34,071	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of line 11 to 14	156,870	15
	OPERATING EXPENSES			
16	Railway Operating Expenses	Schedule 210, line 14, column b	2,252,035	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	191,383	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	2,147,853	18
19	Average Daily Expenditures	Line 18 + 360 days	5,966	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)	1	21
22	Cash Working Capital Required	Line 21 x line 19	5,966	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	68,942	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	5,966	24
	MATERIALS AND SUPPLIES			
25	Total Material and Supplies (712)	Note A	95,252	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	487	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	94,765	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	100,731	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.

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	Houston Belt & Terminal Ry. Co. Common	25.00	5
6			VII	Kansas City Terminal Ry. Co. Common	8.33	6
7			VII	Oakland Terminal Ry. Common	50.00	7
8			VII	St. Joseph Terminal R.R. Co. Common	50.00	8
9			VII	Sunset Ry. Co. Common	50.00	9
10			VII	Texas City Terminal Ry. Co. Common	33.33	10
11			VII	Trailer Train Co. Common	10.90	11
12			VII	Wichita Union Terminal Ry. Co. Common	33.33	12
13				Total Stock-Carrier-Active		13
14						14
15						15
16						16
17	721	A-3	VI	Peoria Development Corporation	1.74	17
18				Total Stock-Non-Carrier-Active		18
19						19
20						20
21	721	D-1	VII	St. Joseph Terminal R.R. Co. 6% Demand Note		21
22			VII	Trailer Train Co.		22
23				Total Unsecured Notes-Carrier-Active		23
24						24
25						25
26	721	D-3	X	Santa Fe Pacific Corporation - ATSF is a wholly-owned subsidiary		26
27				Total Unsecured Notes - Non-Carrier-Active		27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

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.

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..... 6,977

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>5,122</u>
+ Total Nonrailroad-related taxes for rail-related affiliates (Item 6 above).....	<u>6,977</u>
Equals Total nonrailroad-related taxes (This amount should be transferred to schedule 250, Part A, Line 3).....	<u><u>12,099</u></u>

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..... 411,412

- Equity in undistributed earnings, which represents the total of Schedule 210, Line 26 for all railroads in the reporting entity..... 974

- 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)..... -

= Adjusted income from continuing operations (before taxes). This represents "A" in item (3) below 410,438

(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..... 266,656

+ 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)..... 162,245

+ 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..... 593

+ 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.... -

- 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..... 64,951

- Railroad-related income from affiliates (other than railroads) which was included in consolidated NROI (Schedule 250, Line 1)..... 7,388

= Combined/Consolidated Pre-Tax Adjusted NROI for all railroads. This represents "B" in Item (3) below..... 357,155

(3) Calculate the railroad-related tax ratio: "B/A" 0.8702

(4) Compute the nonrailroad-related complement: (1 - Railroad-related income ratio) which equals the Nonrailroad-related tax ratio..... 0.1298

(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..... 5,122

**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		266,656
2	Add: Interest Income from Working Capital Allowance-Cash Portion		593
3	Income Taxes Associated with Non-Rail Income and Deductions		12,099
4	Gain or (loss) from transfer/reclassification to nonrail-status (net of income taxes)		2,565
5	Adjusted Net Railway Operating Income (Lines 1, 2, 3 & 4)		281,913
	Adjusted Investment in Railroad Property for Reporting Entity		
*6	Combined Investment in Railroad Property Used in Transportation Service	4,297,530	4,730,919
7	Less: Interest During Construction	52,682	57,287
8	Other Elements of Investment (if debit balance)		
9	Add: Net Rail Assets of Rail-Related Affiliates		
10	Working Capital Allowance	102,890	100,731
11	Net Investment Base Before Adjustment for Deferred Taxes (Lines 6 through 10)	4,347,738	4,774,363
12	Less: Accumulated Deferred Income Tax Credits	680,372	818,229
13	Net Investment Base (Line 11 - 12)	3,667,366	3,956,134

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
Santa Fe Financial Holdings, Inc.	Financial
Santa Fe Forwarding Co.	Transportation
Santa Fe Rail Equipment Company	Rail Car Construction
Santa Fe Receivables Corporation	Financial
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.



The Atchison, Topeka and Santa Fe Railway Company



One Santa Fe Plaza
920 Southeast Quincy Street
Topeka, Kansas 66612-1116

P.O. Box 1738
Topeka, Kansas 66601-1738

April 28, 1995


534.4

Mr. Ward L. Ginn, Jr.
Chief, Section of Costing &
Financial Information
Interstate Commerce Commission
Office of Economics & Environmental
Analysis, Room 3378
12th & Constitution Avenue
Washington, D.C. 20423

Dear Mr. Ginn:

Enclosed is our filing of Form R-1 Schedule 250 for 1994.

Sincerely,


Dennis R. Johnson
Assistant Vice President
& Assistant Controller

Encl.

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 (l)	Line No.
	Opening balance (f)	Additions (g)	Deductions(if other than sale, explain) (h)	Closing balance (i)				
1	471			471				1
2	240			240				2
3	409			409				3
4	264			264				4
5	6			6				5
6	183			183				6
7	113			113				7
8	150			150				8
9	54			54				9
10	637			637				10
11	13,262			13,262				11
12	13			13				12
13	15,802			15,802				13
14								14
15								15
16								16
17	34			34				17
18	34			34				18
19								19
20								20
21	175			175				21
22	586			586			41	22
23	761			761			41	23
24								24
25								25
26	294,109	12,665		306,774			17,173	26
27	294,109	12,665		306,774			17,173	27
28								28
29								29
30								30
31								31
32								32
33								33
34								34
35								35
36								36
37								37
38								38
39								39
40								40

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

Line No.	Account No.	Class No.	Kind of industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of Control	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	E-1	VII	Belt Railway Company of Chicago		1
2			VII	Harbor Belt Line		2
3			VII	Houston Belt and Terminal Ry. Co.		3
4			VII	Kansas City Terminal Ry. Co.		4
5			VII	St. Joseph Terminal R.R. Co.		5
6			VII	Rail Cycle	50.00	6
7			VII	Wichita Union Terminal Ry. Co.		7
8			VII	Wichita Terminal Association		8
9				Total Investment Advances - Carrier - Active		9
10						10
11						11
12				Total Account 721		12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

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 (l)	Line No.
	Opening balance (f)	Additions (g)	Deductions(if other than sale, explain) (h)	Closing balance (i)				
1	1,560		1,560					1
2	15			15				2
3	3,410	816		4,226				3
4	2,712			2,712				4
5	191			191				5
6	7,728		511	7,217				6
7	428			428				7
8	2			2				8
9	16,046	816	2,071	14,791				9
10								10
11								11
12	326,752	13,481	2,071	338,162			17,215	12
13								13
14								14
15								15
16								16
17								17
18								18
19								19
20								20
21								21
22								22
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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 1 (h) Return of capital.

SCHEDULE 310 NOTES AND REMARKS

ALAMEDA BELT LINE**% Ownership**

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
Burlington Northern Railroad	25.00
	<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

KANSAS CITY TERMINAL RAILWAY COMPANY**% Ownership**

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

TEXAS CITY TERMINAL RAILWAY COMPANY

% Ownership

Atchison, Topeka & Santa Fe Railway Company	33.33
Missouri Kansas Texas Railroad	33.34
Missouri Pacific Railroad	33.33
	<u>100.00</u>

TTX COMPANY

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>

WICHITA UNION TERMINAL RAILWAY COMPANY

Atchison, Topeka & Santa Fe Railway Company	33.33
Missouri Kansas Texas Railroad	33.34
Burlington Northern Railroad	33.33
	<u>100.00</u>

RAIL CYCLE

Atchison, Topeka & Santa Fe Railway Company	50.00
Waste Management of North America	50.00
	<u>100.00</u>

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310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES

(Dollars in Thousands)

Undistributed Earnings From Certain Investments in Affiliated Companies

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

Line No.	Name of issuing company and description of security held (a)	Balance at beginning of year (b)	Adjustment for investments equity method (c)	Equity in undistributed earnings (losses) during year (d)	Amortization during year (e)	Adjustment for investments disposed of or written down during year (f)	Balance at close of year (g)	Line No.
Carriers: (List specifics for each company)								
1	Alameda Belt Line	265		(98)			167	1
2	Central California Traction Company	591					591	2
3	Houston Belt & Terminal Railway Company	1,620		628			2,248	3
4	The Oakland Terminal Railway	646		60			706	4
5	Sunset Railway Company	496					496	5
6	Texas City Terminal Railway	5,409		384			5,793	6
7	The Wichita Union Terminal Railway Company	12					12	7
8								8
9								9
10								10
11								11
12								12
13		9,039		974			10,013	13
Noncarrier (List specifics for each company)								
14								14
15								15
16								16
17								17
18								18
19								19
20								20
21								21
22								22
23								23
24								24
25								25
26								26
27								27

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330

- 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 periods; if not, full explanation should be made in a footnote.
2. In column (c) are to be shown disbursements made for the specific purpose of purchasing, constructing, and equipping new lines, and for the extension of old lines, as provided for in Instruction 2-1, "Items to be charged," of the Uniform System of Accounts for Railroad Companies for such items.
- 3 In column (d) is to be shown the cost of a railway or portion thereof, acquired as an operating entity or system by purchase, merger, consolidation, reorganization, receivership sale or transfer, or otherwise.
- 4 In column (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.
- 7 If during the year an individual charge of \$100,000 or more was made to Account No. 2, "Land for Transportation Purposes," state in a footnote the cost, location, area, and other details which will identify the property.
8. Report on line 29 amounts not includible in the primary road accounts. The items reported should be briefly identified and explained under "Notes and Remarks;" below. Amounts should be reported on this line only under special circumstances, usually after permission is obtained from the Commission for exceptions to prescribed accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Commission.
- 9 If during the year a segment of transportation property was acquired, state in a footnote the name of the vendor, the mileage acquired, and the date of acquisition, giving 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	12.13

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	84,482			1
2		(3) Grading	178,110			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			5
6		(7) Elevated structures				6
7		(8) Ties	667,210			7
8		(9) Rail and other track material	1,073,100			8
9		(11) Ballast	571,611			9
10		(13) Fences, snowsheds, and signs	5,177			10
11		(16) Station and office buildings	193,054			11
12		(17) Roadway buildings	27,252			12
13		(18) Water stations	2,112			13
14		(19) Fuel stations	12,566			14
15		(20) Shops and enginehouses	126,062			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			21
22		(29) Power plants	501			22
23		(31) Power-transmission systems	5,382			23
24		(35) Miscellaneous structures	915			24
25		(37) Roadway machines	44,764			25
26		(39) Public improvements - Construction	56,157			26
27		(44) Shop machinery	52,379			27
28		(45) Power-plant machinery	1,528			28
29		Other (specify and explain)				29
30		TOTAL EXPENDITURES FOR ROAD	3,760,913			30
31		(52) Locomotives	1,053,755			31
32		(53) Freight-train cars	744,654			32
33		(54) Passenger-train cars				33
34		(55) Highway revenue equipment				34
35		(56) Floating equipment				35
36		(57) Work equipment	34,798			36
37		(58) Miscellaneous equipment	29,962			37
38		(59) Computer systems and word processing equipment	44,618			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	1,907,787			39
40		(76) Interest during construction	52,682			40
41		(80) Other elements of investment				41
42		(90) Construction in progress	136,984			42
43		GRAND TOTAL	5,858,366			43

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		20,092	1,662	18,430	102,912	1
2		16,587	1,670	14,917	193,027	2
3		476	43	433	5,524	3
4		8		8	8,455	4
5		36,740	4,283	32,457	269,524	5
6						6
7		75,245	25,481	49,764	716,974	7
8		114,036	22,499	91,537	1,164,637	8
9		54,700	18,936	35,764	607,375	9
10		309	104	205	5,382	10
11		12,103	11,293	810	193,864	11
12		1,956	190	1,766	29,018	12
13		131	31	100	2,212	13
14		1,941	6	1,935	14,501	14
15		13,616	(430)	14,046	140,108	15
16						16
17						17
18						18
19		82,204	2,603	79,601	178,532	19
20		16,593	1,667	14,926	108,165	20
21		59,669	8,606	51,063	266,839	21
22		1		1	502	22
23		27		27	5,409	23
24		(869)		(869)	46	24
25		1,845	1,556	289	45,053	25
26		4,721	1,254	3,467	59,624	26
27		2,085	1,258	827	53,206	27
28		18		18	1,546	28
29						29
30		514,234	102,712	411,522	4,172,435	30
31		151,772	68,908	82,864	1,136,619	31
32		25,550	48,119	(22,569)	722,085	32
33						33
34						34
35						35
36		1,168	1,008	160	34,958	36
37		218	6,845	(6,627)	23,335	37
38		8,992	5,838	3,154	47,772	38
39		187,700	130,718	56,982	1,964,769	39
40		7,315	2,710	4,605	57,287	40
41						41
42		(64,815)		(64,815)	72,169	42
43		644,434	236,140	408,294	6,266,660	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 (d) and (e) show the depreciation base used to compute the depreciation charges for the month of December, in columns (f) and (g) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 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 therefrom 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 rate (percent) (d)	Depreciation Base		Annual composite rate 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)		
	ROAD							
1	(3) Grading	176,743	192,446	0.84				1
2	(4) Other right-of-way expenditures	5,059	5,503	1.61				2
3	(5) Tunnels and subways	8,447	8,455	0.67				3
4	(6) Bridges, trestles, and culverts	236,334	266,817	1.04				4
5	(7) Elevated Structures							5
6	(8) Ties	666,864	714,215	3.16				6
7	(9) Rail and other track material	1,072,784	1,154,634	2.40				7
8	(11) Ballast	571,470	607,209	2.93				8
9	(13) Fences, snowsheds, and signs	5,170	5,396	0.94				9
10	(16) Station and office buildings	197,268	193,617	3.06				10
11	(17) Roadway buildings	27,245	27,020	3.26				11
12	(18) Water stations	2,082	2,247	2.97				12
13	(19) Fuel stations	12,505	14,362	3.04				13
14	(20) Shops and enginehouses	125,906	138,512	1.75				14
15	(22) Storage warehouses							15
16	(23) Wharves and docks							16
17	(24) Coal and ore wharves							17
18	(25) TOFC/COPC terminals	98,848	177,804	2.93				18
19	(26) Communication systems	93,069	103,931	3.36				19
20	(27) Signals and interlockers	213,169	260,220	1.96				20
21	(29) Power plants	501	503	1.75				21
22	(31) Power-transmission systems	5,338	5,365	1.75				22
23	(35) Miscellaneous structures	915	1,488	1.82				23
24	(37) Roadway machines	44,843	44,000	4.47				24
25	(39) Public improvements-Construction	56,095	59,107	1.48				25
26	(44) Shop machinery	52,369	53,067	3.77				26
27	(45) Power-plant machinery	1,529	1,546	2.23				27
28	All other road accounts							28
29	Amortization (other than defense projects)							29
30	TOTAL ROAD	3,674,553	4,037,464	2.51				30
	EQUIPMENT							
31	(52) Locomotives	1,041,093	1,123,710	5.63				31
32	(53) Freight-train cars	744,653	724,515	3.77				32
33	(54) Passenger-train cars							33
34	(55) Highway revenue equipment							34
35	(56) Floating equipment							35
36	(57) Work equipment	34,799	34,987	3.10				36
37	(58) Miscellaneous equipment	29,962	23,711	8.06				37
38	(59) Computer systems and word processing equipment	44,618	48,913	8.82				38
39	TOTAL EQUIPMENT	1,895,125	1,955,836	4.97				39
40	GRAND TOTAL	5,569,678	5,993,300	N/A			N/A	40

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 (e) 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		DEBITS TO RESERVE		Balance at close of year (g)	Line No.
				During the year		During the year			
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
ROAD									
1		(3) Grading	37,513	1,537		247		38,803	1
2		(4) Other right-of-way expenditures	968	88		49		1,007	2
3		(5) Tunnels and subways	996	57				1,053	3
4		(6) Bridges, trestles, and culverts	17,644	2,633		4,296		15,981	4
5		(7) Elevated Structures							5
6		(8) Ties	183,952	21,888		31,641		174,199	6
7		(9) Rail and other track material	260,515	26,869		27,843		259,541	7
8		(11) Ballast	87,335	17,337		19,749		84,923	8
9		(13) Fences, snowsheds, and signs	1,045	49		105		989	9
10		(16) Station and office buildings	17,056	3,947		8,549		12,454	10
11		(17) Roadway buildings	8,743	680	427	14		9,836	11
12		(18) Water stations	1,780	65		31		1,814	12
13		(19) Fuel stations	3,570	413		CR 14		3,997	13
14		(20) Shops and enginehouses	22,500	2,162		CR 593		25,255	14
15		(22) Storage warehouses							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals	13,744	3,929		2,617		15,056	18
19		(26) Communication systems	12,084	1,579		CR 105		13,768	19
20		(27) Signals and interlockers	30,246	4,257		6,520		27,983	20
21		(29) Power plants	309	9				318	21
22		(31) Power-transmission systems	1,584	94				1,678	22
23		(35) Miscellaneous structures	76	23		2		97	23
24		(37) Roadway machines	4,511	1,990	714	2,244		4,971	24
25		(39) Public improvements—Construction	1,747	855		1,248		1,354	25
26		(44) Shop machinery*	7,859	1,980		1,239		8,600	26
27		(45) Power-plant machinery	166	34				200	27
28		All other road accounts							28
29		Amoritzization (Adjustments)							29
30		TOTAL ROAD	715,943	92,475	1,141	105,682		703,877	30
EQUIPMENT									
31	*	(52) Locomotives	396,346	60,477		55,456	23,004	378,363	31
32	*	(53) Freight-train cars	377,543	25,973	19,055	38,941		383,630	32
33	*	(54) Passenger-train cars							33
34	*	(55) Highway revenue equipment							34
35	*	(56) Floating equipment							35
36	*	(57) Work equipment	12,895	1,353	998	1,043		14,203	36
37	*	(58) Miscellaneous equipment	26,167	2,077		6,195	683	21,366	37
38		(59) Computer systems and word processing equipment	26,223	9,008	4,300	9,590		29,941	38
39	*	Amoritzization (Adjustments)							39
40		TOTAL EQUIPMENT	839,174	98,888	24,353	111,225	23,687	827,503	40
41		GRAND TOTAL	1,555,117	191,363	25,494	216,907	23,687	1,531,380	41

*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)		
		ROAD							
1		(3) Grading							1
2		(4) Other, right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snow sheds, and signs							9
10		(16) Station and office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops and enginehouses							14
15		(22) Storage warehouses			None				15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals and interlockers							20
21		(29) Power plants							21
22		(31) Power-transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public improvements-Construction							25
26		(44) Shop machinery*							26
27		(45) Power-plant machinery							27
28		All other road accounts							28
29		Amortization (Adjustments)							29
30		TOTAL ROAD							30
		EQUIPMENT							
31		(52) Locomotives							31
32		(53) Freight-train cars							32
33		(54) Passenger-train cars							33
34		(55) Highway revenue equipment							34
35		(56) Floating equipment							35
36		(57) Work equipment							36
37		(58) Miscellaneous equipment							37
38		(59) Computer systems and word processing equipment							38
39		Amortization Adjustments							39
40		TOTAL EQUIPMENT							40
41		GRAND TOTAL							41

*To be reported with equipment expenses rather than W&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 changes in rates were effective during the year, give full particulars in a footnote.
2. All improvements to leased properties may be combined and one composite rate computed for each primary account, or a separate schedule may be included for each such property.
3. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for the discontinuance of accruals should be shown in a footnote indicating the account(s) affected.
4. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively. 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)		
	ROAD				
1	(3) Grading			%	1
2	(4) Other, right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts	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	TOTAL ROAD				30
	EQUIPMENT				
31	(52) Locomotives				31
32	(53) Freight-train cars				32
33	(54) Passenger-train cars	Total equipment leased (732) from others is less			33
34	(55) Highway revenue equipment	than 5% of total equipment owned.			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	TOTAL EQUIPMENT				40
41	GRAND TOTAL	981	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)			
		ROAD								
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		TOTAL ROAD							29	
		EQUIPMENT								
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		TOTAL EQUIPMENT							38	
39		GRAND TOTAL	456	20				476	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-I, effective January 1, 1994, relating to ATSF's study of equipment depreciation, the following reallocations of accumulated depreciation were made:

<u>Line</u>	<u>Column</u>	<u>Increase(Decrease)</u> <u>In Accumulated Depreciation</u>
31	f	(23,004)
32	d	19,055
36	d	576
37	f	(683)
38	d	4,056

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

11	d	427
24	d	714
36	d	422
38	d	244

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)		
	ROAD				
1	(3) Grading				1
2	(4) Other, right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snow sheds, and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings				11
12	(18) Water stations				12
13	(19) Fuel stations				13
14	(20) Shops and enginehouses				14
15	(22) Storage warehouses				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	TOTAL ROAD				29
	EQUIPMENT				
30	(52) Locomotives				30
31	(53) Freight-train cars				31
32	(54) Passenger-train cars				32
33	(55) Highway revenue equipment				33
34	(56) Floating equipment				34
35	(57) Work equipment				35
36	(58) Miscellaneous equipment			N/A	36
37	(59) Computer systems and word processing equipment				37
38	TOTAL EQUIPMENT				38
39	GRAND TOTAL				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)		
		ROAD							
1		(3) Grading							1
2		(4) Other, right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snow sheds, and signs							9
10		(16) Station and office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops and enginehouses							14
15		(22) Storage warehouses							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		TOTAL ROAD							29
		EQUIPMENT							
30		(52) Locomotives							30
31		(53) Freight-train cars							31
32		(54) Passenger-train cars							32
33		(55) Highway revenue equipment							33
34		(56) Floating equipment							34
35		(57) Work equipment							35
36		(58) Miscellaneous equipment							36
37		(59) Computer systems and word processing equipment							37
38		TOTAL EQUIPMENT							38
39		GRAND TOTAL							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 (Sec Ins. 4) (whole number) (c)	Investments in property (Sec Ins. 5) (d)	Depreciation and amortization of defense projects (Sec Ins. 6) (e)	Line No.
1	(R)	The AT&SF Ry. Co. & Affiliated Companies	8,352	6,266,660	1,535,425	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)	Conrail-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	134	15
16						16
17	(O)	Houston Belt & Trmnl. Ry. Co.-second main tracks				17
18		& yard switching tracks at Houston, TX	5	687	392	18
19						19
20						20
21						21
22		Total Deductions	5	904	526	22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31		TOTAL	8,347	6,265,818	1,534,899	31

352B. INVESTMENT IN RAILWAY PROPERTY USED IN TRANSPORTATION SERVICE

(By Property Accounts)

(Dollars in Thousands)

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

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

Line No.	Cross Check	Account (a)	Respondent (b)	Lessor railroads (c)	Inactive (proprietary companies) (d)	Other Leased properties (e)	Line No.
1		(2) Land for transportation purposes	102,912			(149)	1
2		(3) Grading	193,027			(37)	2
3		(4) Other, right-of-way expenditures	5,524				3
4		(5) Tunnels and subways	8,455				4
5		(6) Bridges, trestles, and culverts	269,524			(95)	5
6		(7) Elevated structures					6
7		(8) Ties	716,974			(253)	7
8		(9) Rail and other track material	1,164,637			(82)	8
9		(11) Ballast	607,375			(139)	9
10		(13) Fences, snow sheds, and signs	5,382			(3)	10
11		(16) Station and office buildings	193,864			(4)	11
12		(17) Roadway buildings	29,018				12
13		(18) Water stations	2,212 2,448			(12)	13
14		(19) Fuel stations	14,501			(1)	14
15		(20) Shops and enginehouses	140,108			(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	178,532				19
20		(26) Communication systems	108,165				20
21		(27) Signals and interlockers	266,839			(8)	21
22		(29) Power plants	502				22
23		(31) Power-transmission systems	5,409				23
24		(35) Miscellaneous structures	46			(1)	24
25		(37) Roadway machines	45,053				25
26		(39) Public improvements—Construction	59,624			(2)	26
27		(44) Shop machinery	53,206				27
28		(45) Power-plant machinery	1,546				28
29		Leased property capitalized rentals (explain)					29
30		Other (specify and explain)					30
31		TOTAL ROAD	4,172,435			(826)	31
32		(52) Locomotives	1,136,619				32
33		(53) Freight-train cars	722,085				33
34		(54) Passenger-train cars					34
35		(55) Highway revenue equipment					35
36		(56) Floating equipment					36
37		(57) Work equipment	34,958				37
38		(58) Miscellaneous equipment	23,335				38
39		(59) Computer systems and word processing equipment	47,772				39
40		TOTAL EQUIPMENT	1,964,769				40
41		(76) Interest during construction	57,287			(16)	41
42		(80) Other elements of investment					42
43		(90) Construction work in progress	72,169				43
44		GRAND TOTAL	6,266,660			(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 450
Line 4 column b	=	Line 47 column b
		Schedule 210

410. RAILWAY OPERATING EXPENSES (Dollars in Thousands)										
State the railway operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies, and allocate the common operating expenses in accordance with the Commission's rules governing the separation of such expenses between freight and passenger services.										
Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)			
		WAYS AND STRUCTURES								
		ADMINISTRATION								
1		Track	4,522	2,481	(215)	3,131	9,919		9,919	1
2		Bridge and Building	3,261	1,795	(155)	2,269	7,170		7,170	2
3		Signal	1,868	1,027	(89)	1,296	4,102		4,102	3
4		Communication	777	427	(37)	539	1,706		1,706	4
5		Other	5,133	2,820	(244)	3,567	11,276		11,276	5
		REPAIR AND MAINTENANCE								
6		Roadway - Running	5,799	862	5,792	1,224	13,677		13,677	6
7		Roadway - Switching	822	119	795	167	1,903		1,903	7
8		Tunnels and Subways - Running	(86)	(62)	175	(6)	21		21	8
9		Tunnels and Subways - Switching	(12)		24	(1)	11		11	9
10		Bridges and Culverts - Running	4,502	1,628	1,080	509	7,719		7,719	10
11		Bridges and Culverts - Switching	581	222	147	70	1,020		1,020	11
12		Ties - Running	3,638	1,517	1	1,318	6,474		6,474	12
13		Ties - Switching	571	251		180	1,002		1,002	13
14		Rail and other track material - Running	24,369	4,982	6,148	1,046	36,545		36,545	14
15		Rail and other track material - Switching	3,556	725	838	143	5,262		5,262	15
16		Ballast - Running	2,141	693	456	390	3,680		3,680	16
17		Ballast - Switching	293	102	62	53	510		510	17
18		Road Property Damaged - Running	3,395	509		1	3,905		3,905	18
19		Road Property Damaged - Switching	474	71			545		545	19
20		Road Property Damaged - Other								20
21		Signals and Interlockers - Running	11,376	1,267	1,726	919	15,288		15,288	21
22		Signals and Interlockers - Switching	1,625	238	235	125	2,223		2,223	22
23		Communications Systems	2,996	3,565	488	80	7,129		7,129	23
24		Power Systems	3	329	1,255	2	1,589		1,589	24
25		Highway Grade Crossings - Running	(257)	(735)	3,811	(363)	2,456		2,456	25
26		Highway Grade Crossings - Switching	(35)	(95)	520	(58)	332		332	26
27		Station and Office Buildings	691	3,253	4,933	952	9,829		9,829	27
28		Shop Buildings - Locomotives	386	474	2,318	(5)	3,173		3,173	28
29		Shop Buildings - Freight Cars	309	380	1,854	(3)	2,540		2,540	29
30		Shop Buildings - Other Equipment	408	502	2,450	(5)	3,355		3,355	30

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)			
		REPAIR AND MAINTENANCE - Continued								
101		Locomotive Servicing Facilities	61	48	1,366	36	1,511		1,511	101
102		Miscellaneous Buildings and Structures	614	263	1,831	437	3,145	N/A	3,145	102
103		Coal Terminals						N/A		103
104		Ore Terminals						N/A		104
105		Other Marine Terminals	6			1	7	N/A	7	105
106		TOFC/COFC - Terminals	60	74	3,907	3,372	7,413	N/A	7,413	106
107		Motor Vehicle Loading and Distribution Facilities						N/A		107
108		Facilities for Other Specialized Service Operations						N/A		108
109		Roadway Machines	1,838	4,440	1,028	28	7,334		7,334	109
110		Small Tools and Supplies	107	4,673	186	43	5,009		5,009	110
111		Snow Removal	599	164	450		1,213		1,213	111
112		Fringe Benefits - Running			N/A	18,957	18,957		18,957	112
113		Fringe Benefits - Switching			N/A	2,700	2,700		2,700	113
114		Fringe Benefits - Other			N/A	12,537	12,537		12,537	114
115		Casualties and Insurance - Running			N/A	5,059	5,059		5,059	115
116		Casualties and Insurance - Switching			N/A	665	665		665	116
117		Casualties and Insurance - Other	N/A	N/A	N/A	1,613	1,613		1,613	117
118	*	Lease Rentals - Debit - Running	N/A	N/A	21		21		21	118
119	*	Lease Rentals - Debit - Switching	N/A	N/A	3	N/A	3		3	119
120	*	Lease Rentals - Debit - Other	N/A	N/A		N/A				120
121	*	Lease Rentals - [Credit] - Running	N/A	N/A	(70)	N/A	(70)		(70)	121
122	*	Lease Rentals - [Credit] - Switching	N/A	N/A	(9)	N/A	(9)		(9)	122
123	*	Lease Rentals - [Credit] - Other	N/A	N/A		N/A				123
124		Joint Facility Rent - Debit - Running	N/A	N/A	4,095	N/A	4,095		4,095	124
125		Joint Facility Rent - Debit - Switching	N/A	N/A	554	N/A	554		554	125
126		Joint Facility Rent - Debit - Other	N/A	N/A	885	N/A	885		885	126
127		Joint Facility Rent - [Credit] - Running	N/A	N/A	(1,767)	N/A	(1,767)		(1,767)	127
128		Joint Facility Rent - [Credit] - Switching	N/A	N/A	(249)	N/A	(249)		(249)	128
129		Joint Facility Rent - [Credit] - Other	N/A	N/A	(442)	N/A	(442)		(442)	129
130	*	Other Rents - Debit - Running	N/A	N/A	34	N/A	34		34	130
131	*	Other Rents - Debit - Switching	N/A	N/A	5	N/A	5		5	131
132	*	Other Rents - Debit - Other	N/A	N/A	(1)	N/A	(1)		(1)	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				136
137	*	Depreciation - Running	N/A	N/A	N/A	58,085	58,085		58,085	137
138	*	Depreciation - Switching	N/A	N/A	N/A	8,014	8,014		8,014	138
139	*	Depreciation - Other	N/A	N/A	N/A	24,416	24,416		24,416	139
140		Joint Facility - Debit - Running	N/A	N/A	18,514	N/A	18,514		18,514	140
141		Joint Facility - Debit - Switching	N/A	N/A	2,529	N/A	2,529		2,529	141
142		Joint Facility - Debit - Other	N/A	N/A		N/A				142
143		Joint Facility - [Credit] - Running	N/A	N/A	(4,982)	N/A	(4,982)		(4,982)	143
144		Joint Facility - [Credit] - Switching	N/A	N/A	(679)	N/A	(679)		(679)	144
145		Joint Facility - [Credit] - Other	N/A	N/A		N/A				145
146		Dismantling Retired Road Property - Running	12	9	37	84	142		142	146
147		Dismantling Retired Road Property - Switching	2	1	5	11	19		19	147
148		Dismantling Retired Road Property - Other	45							148
149		Other - Running	5							149
150		Other - Switching	21							150
151		Other - Other	86,476	39,019	61,678	156,147	343,320		343,320	151
		TOTAL WAY AND STRUCTURES								
		EQUIPMENT								
		LOCOMOTIVES								
201		Administration	5,433	436	159	3,588	9,616		9,616	201
202	*	Repair and Maintenance	43,038	32,573	98,521	(1,342)	172,590		172,590	202
203	*	Machinery Repair	456	649		257	1,362		1,362	203
204		Equipment Damaged	2,728	526		(107)	3,147		3,147	204
205		Fringe Benefits	N/A	N/A	N/A	18,243	18,243		18,243	205
206		Other Casualties and Insurance	N/A	N/A	N/A	6,753	6,753		6,753	206
207	*	Lease Rentals - Debit	N/A	N/A	10,526	N/A	10,526		10,526	207
208	*	Lease Rentals - [Credit]	N/A	N/A	(3,436)	N/A	(3,436)		(3,436)	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	244	N/A	244		244	211
212	*	Other Rents - [Credit]	N/A	N/A						212
213	*	Depreciation	N/A	N/A	N/A	61,468	61,468		61,468	213
214		Joint Facility - Debit	N/A	N/A	631	N/A	631		631	214
215		Joint Facility - [Credit]	N/A	N/A		N/A				215
216	*	Repairs Billed to Others - [Credit]	N/A	N/A	(18,541)	N/A	(18,541)		(18,541)	216

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)			
217		LOCOMOTIVES - Continued								217
218		Dismantling Retired Property		520			584		584	218
219		Other	51,655	34,704	87,904	88,924	263,187		263,187	219
		TOTAL LOCOMOTIVES								
220		FREIGHT CARS								
221	*	Administration	3,193	236	86	1,937	5,452	N/A	5,452	220
222	*	Repair and Maintenance	24,116	28,551	14,528	6,980	74,175	N/A	74,175	221
223	*	Machinery Repair	248	350		138	736	N/A	736	222
224		Equipment Damaged	6,076	2,987	430	3,452	12,945	N/A	12,945	223
225		Fringe Benefits	N/A	N/A	N/A	12,142	12,142	N/A	12,142	224
226	*	Other Casualties and Insurance	N/A	N/A	N/A	8,692	8,692	N/A	8,692	225
227	*	Lease Rentals - Debit	N/A	N/A	24,749	N/A	24,749	N/A	24,749	226
228	*	Lease Rentals - [Credit]	N/A	N/A	(19)	N/A	(19)	N/A	(19)	227
229		Joint Facility Rent - Debit	N/A	N/A		N/A		N/A		228
230	*	Joint Facility Rent - [Credit]	N/A	N/A		N/A		N/A		229
231	*	Other Rents - Debit	N/A	N/A	211,367	N/A	211,367	N/A	211,367	230
232	*	Other Rents - [Credit]	N/A	N/A	(57,801)	N/A	(57,801)	N/A	(57,801)	231
233	*	Depreciation	N/A	N/A	N/A	26,508	26,508	N/A	26,508	232
234		Joint Facility - Debit	N/A	N/A		N/A		N/A		233
235	*	Joint Facility - [Credit]	N/A	N/A		N/A		N/A		234
236	*	Repairs Billed to Others - [Credit]	N/A	N/A	(26,279)	N/A	(26,279)	N/A	(26,279)	235
237		Dismantling Retired Property						N/A		236
238		Other	33,633	32,405	167,061	59,884	292,983	N/A	292,983	237
		TOTAL FREIGHT CARS								238
301		OTHER EQUIPMENT								
		Administration	3,057	200	73	1,224	4,554		4,554	301
		Repair and Maintenance								
302	*	Trucks, Trailers, and Containers - Revenue Service	40	22	34,746		34,808	N/A	34,808	302
303	*	Floating Equipment - Revenue Equipment						N/A		303
304	*	Passenger and Other Revenue Equipment	124	61		18	203		203	304
305	*	Computer systems and word processing equip.				51	51		51	305
306	*	Machinery	213	298		118	629		629	306
307	*	Work and Other Non-Revenue Equipment	1,153	1,054	9,614	139	11,960		11,960	307
308		Equipment Damaged								308
309		Fringe Benefits	N/A	N/A	N/A	649	649		649	309
310		Other Casualties and Insurance	N/A	N/A	N/A	1,663	1,663		1,663	310
311	*	Lease Rentals - Debit	N/A	N/A	48,438	N/A	48,438		48,438	311
312	*	Lease Rentals - [Credit]	N/A	N/A		N/A				312

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

Line No.	Cross Check	Name of railway operating expense account (a)	Freight					General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)							
		OTHER EQUIPMENT - Continued										
313		Joint Facility Rent - Debit	N/A	N/A				N/A				313
314		Joint Facility Rent - [Credit]	N/A	N/A				N/A				314
315	*	Other Rents - Debit	N/A	N/A	46,715			N/A	46,715		46,715	315
316	*	Other Rents - [Credit]	N/A	N/A	(23,408)			N/A	(23,408)		(23,408)	316
317	*	Depreciation	N/A	N/A	N/A			12,892	12,892		12,892	317
318		Joint Facility - Debit	N/A	N/A				N/A				318
319		Joint Facility - [Credit]	N/A	N/A				N/A				319
320	*	Repairs Billed to Others - [Credit]	N/A	N/A	(11,201)			N/A	(11,201)		(11,201)	320
321		Dismantling Retired Property		1					1		1	321
322		Other		239	57			(2,210)	(1,914)		(1,914)	322
323		TOTAL OTHER EQUIPMENT	4,587	1,875	105,034			14,544	126,040		126,040	323
324		TOTAL EQUIPMENT	89,875	68,984	(359,999)			(163,352)	682,210		682,210	324
		TRANSPORTATION:										
401		Administration	26,593	2,562	3,818			12,650	45,623		45,623	401
402		Engine Crews	104,158		3,463			5,442	113,063		113,063	402
403		Train Crews	128,489		13,544			1,673	143,706		143,706	403
404		Dispatching Trains	7,774		23			91	7,888		7,888	404
405		Operating Signals and Interlockers	361	58	361				780		780	405
406		Operating Drawbridges	3		8			1	12		12	406
407		Highway Crossing Protection			3,447			2	3,449		3,449	407
408		Train Inspection and Lubrication	3,937	128				149	4,214		4,214	408
409		Locomotive Fuel		243,809					243,809		243,809	409
410		Electric Power Purchased or Produced for Motive Power										410
411		Servicing Locomotives	11,538	2,022	558			147	14,265		14,265	411
412		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A							412
413		Clearing Wrecks	139	13				50	202		202	413
414		Fringe Benefits	N/A	N/A	N/A			73,628	73,628		73,628	414
415		Other Casualties and Insurance	N/A	N/A	N/A			39,093	39,093		39,093	415
416		Joint Facility - Debit	N/A	N/A	1,551			N/A	1,551		1,551	416
417		Joint Facility - [Credit]	N/A	N/A	(7,310)			N/A	(7,310)		(7,310)	417
418		Other	197	267	1,117			(167)	1,414		1,414	418
419		TOTAL TRAIN OPERATIONS	283,189	248,859	20,580			132,759	685,387		685,387	419
		YARD OPERATIONS										
420		Administration	5,744	621	918			3,043	10,326		10,326	420
421		Switch Crews	57,156						57,156		57,156	421

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)			
422		YARD OPERATIONS - Continued	8,071				8,071		8,071	422
423		Controlling Operations	(184)	151	75		42		42	423
424		Yard and Terminal Clerical				(16)	(16)		(16)	424
425		Operating Switches, Signals, Retarders and Humps								425
426		Locomotive Fuel		8,451			8,451		8,451	426
427		Electric Power Purchased or Produced for Motive Power	29							427
428		Servicing Locomotives	N/A	N/A	N/A	330	359		359	428
429		Freight Lost or Damaged - Solely Related								429
430		Clearing Wrecks		4	6,267	2	6,273		6,273	430
431		Fringe Benefits	N/A	N/A	N/A	18,081	18,081		18,081	431
432		Other Casualties and Insurance	N/A	N/A	N/A	9,251	9,251		9,251	432
433		Joint Facility - Debit	N/A	N/A	9,810	N/A	9,810		9,810	433
434		Joint Facility - [Credit]	N/A	N/A	(3,256)	N/A	(3,256)		(3,256)	434
435		Other		48	1,237	(1)	1,284		1,284	435
501		TOTAL YARD OPERATIONS	70,816	9,275	15,051	30,690	125,832		125,832	501
502		TRAIN AND YARD OPERATIONS COMMON								502
503		Cleaning Car Interiors			529	N/A	529		529	503
504		Adjusting and Transferring Loads			1,371	N/A	1,371	N/A	1,371	504
505		Car Loading Devices and Grain Doors				N/A		N/A		505
506		Freight Lost or Damaged - all other	N/A	N/A	N/A	11,653	11,653		11,653	506
507		Fringe Benefits	N/A	N/A	N/A					507
508		TOTAL TRAIN AND YARD OPERATIONS COMMON	2,913		1,900	11,653	13,553		13,553	508
509		SPECIALIZED SERVICE OPERATIONS								509
510		Administration		172	438	1,233	4,756		4,756	510
511		Pickup and Delivery and Marine Line Haul		5	51,936	690	52,631	N/A	52,631	511
512		Loading and Unloading and Local Marine		710	87,082	378	88,170	N/A	88,170	512
513		Protective Services		16	753		769	N/A	769	513
514		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A			N/A		514
515		Fringe Benefits	N/A	N/A	N/A	758	758	N/A	758	515
516		Casualties and Insurance	N/A	N/A	N/A	538	538	N/A	538	516
517		Joint Facility - Debit	N/A	N/A		N/A		N/A		517
518		Joint Facility - [Credit]	N/A	N/A		N/A		N/A		518
519		Other								519
520		TOTAL SPECIALIZED SERVICES OPERATIONS	2,913	903	140,209	3,597	147,622	N/A	147,622	520

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
518		ADMINISTRATIVE SUPPORT OPERATIONS Administration	3,475	325	484	2,347	6,631		6,631	518
519		Administrative support Operation-con:								
519		Employees Performing Clerical and Accounting Functions	17,623	337	3,999	186	22,145		22,145	519
520		Communication Systems Operation	2,323	118	9,795	268	12,504		12,504	520
521		Loss and Damage Claims Processing								521
522		Fringe Benefits	N/A	N/A	N/A	5,484	5,484		5,484	522
523		Casualties and Insurance	N/A	N/A	N/A	4,851	4,851		4,851	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	23,421	780	14,278	13,136	51,615		51,615	527
528		TOTAL TRANSPORTATION	380,339	259,817	192,018	191,835	1,024,009		1,024,009	528
601		GENERAL AND ADMINISTRATIVE								
601		Officers - General Administration	4,760	172	3,484	9,644	18,060		18,060	601
602		Accounting, Auditing and Finance	25,013	503	579	763	26,860		26,860	602
603		Management Services and Data Processing	17,761	273	10,032	1,087	29,153		29,153	603
604		Marketing	5,957	280	618	2,670	9,525		9,525	604
605		Sales	21,366	1,006	2,216	2,798	27,386		27,386	605
606		Industrial Development						N/A		606
607		Personnel and Labor Relations	4,332	33	1,241	1,617	7,223		7,223	607
608		Legal and Secretarial	5,849	259	6,744	1,205	14,057		14,057	608
609		Public Relations and Advertising	712	376	240	1,450	2,778		2,778	609
610		Research and Development								610
611		Fringe Benefits	N/A	N/A	N/A	24,451	24,451		24,451	611
612		Casualties and Insurance	N/A	N/A	N/A	(3,999)	(3,999)		(3,999)	612
613		Writedown of Uncollectible Accounts	N/A	N/A	N/A	7,040	7,040		7,040	613
614		Property Taxes	N/A	N/A	N/A	20,467	20,467		20,467	614
615		Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	5,449	5,449		5,449	615
616		Joint Facilities - Debit	N/A	N/A	1,328	N/A	1,328		1,328	616
617		Joint Facilities - [Credit]	N/A	N/A	(32)	N/A	(32)		(32)	617
618		Other	7,552	(205)	3,450	1,353	12,150		12,150	618
619		TOTAL GENERAL AND ADMINISTRATIVE	93,302	2,697	29,900	76,597	202,496		202,496	619
620	*	TOTAL CARRIER OPERATING EXPENSES	649,992	370,517	643,595	587,931	2,252,035		2,252,035	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	1,537			2
3		4	Other right-of-way expenditures	88			3
4		5	Tunnels and subways	57			4
5		6	Bridges, trestles and culverts	2,633			5
6		7	Elevated structures				6
7		8	Ties	21,890			7
8		9	Rail and other track material	26,870			8
9		11	Ballast	17,339			9
10		13	Fences, snowsheds and signs	50			10
11		16	Station and office buildings	3,955			11
12		17	Roadway buildings	680			12
13		18	Water stations				13
14		19	Fuel stations	478			14
15		20	Shops and enginehouses	2,164			15
16		22	Storage warehouses				16
17		23	Wharves and docks				17
18		24	Coal and ore wharves				18
19		25	TOFC/COFC terminals	3,932			19
20		26	Communications systems	1,580			20
21		27	Signals and interlockers	4,291			21
22		29	Power plants	9			22
23		31	Power transmission systems	94			23
24		35	Miscellaneous structures	23			24
25		37	Roadway machines	1,990			25
26		39	Public improvements; construction	855			26
27		45	Power plant machines				27
28		-	Other lease/rentals	N/A	(17)	N/A	28
29	*	-	TOTAL	90,515	(17)		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 (d), 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 (e), (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 (a)	GROSS AMOUNTS RECEIVABLE			GROSS AMOUNTS PAYABLE			Line No.
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)	
CAR TYPES									
1		Box-Plain 40 Foot							1
2		Box-Plain 50 Foot and Longer		302	894	2,799	1,579	4,358	2
3		Box-Equipped		1,701	4,803		5,336	9,421	3
4		Gondola-Plain		829	1,875	449	1,617	3,237	4
5		Gondola-Equipped		209	447		2,382	2,765	5
6		Hopper-Covered		2,317	7,360	15,404	2,358	5,506	6
7		Hopper-Open Top-General Service		252	914	15	386	1,390	7
8		Hopper-Open Top-Special Service				10	47	(74)	8
9		Refrigerator-Mechanical				1,388	114	305	9
10		Refrigerator-Non-Mechanical		2,344	7,070	23,316	1,607	2,527	10
11		Flat TOP/COFC		1,619	6,935	73,088	3,175	7,254	11
12		Flat Multi-Level		1,103	2,005	15,650	1,383	1,560	12
13		Flat-General Service				5	133	173	13
14		Flat-Other		132	486	3,286	465	1,692	14
15		Tank-Under 22,000 Gallons			2	9,602			15
16		Tank-22,000 Gallons and Over			16	14,602		2	16
17		All Other Freight Cars		15	68	145	29	474	17
18		Auto Racks			14,103	11,431		1,196	18
19		TOTAL FREIGHT TRAIN CARS		10,823	46,978	148,822	20,611	41,934	19
OTHER FREIGHT-CARRYING EQUIPMENT									
20		Refrigerated Trailers							20
21		Other Trailers			23,408	36,056		10,659	21
22		Refrigerated Containers							22
23		Other Containers							23
24		TOTAL TRAILERS AND CONTAINERS			23,408	36,056		10,659	24
25		GRAND TOTAL (LINES 19 AND 24)		10,823	70,386	184,878	20,611	52,593	25

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415

1. Report */freight* expenses only.
2. Report by type of equipment all natural expenses relating to the equipment functions (salaries and wages, materials, tools, supplies, fuels and lubricants, 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 therefor 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	Line No.
				Owned (c)	Capitalized lease (d)	Adjustment net during year (e)	
1		LOCOMOTIVES					1
		Diesel Locomotive-Yard	5,392	190			
2		Diesel Locomotive-Road	148,657	59,626	661		2
3		Other Locomotive-Yard					3
4		Other Locomotive-Road					4
5	*	TOTAL	154,049	59,816	661		5
6		FREIGHT TRAIN CARS					
		Box-Plain 40 Foot	12				6
7		Box-Plain 50 Foot and Longer	842	804			7
8		Box-Equipped	3,657	4,470			8
9		Gondola-Plain	2,603	1,402			9
10		Gondola-Equipped	1,126	299			10
11		Hopper-Covered	23,104	5,212			11
12		Hopper-Open Top-General Service	3,711	1,932			12
13		Hopper-Open Top-Special Service	317	191			13
14		Refrigerator-Mechanical	5				14
15		Refrigerator-Nonmechanical	7,291	5,754			15
16		Flat TOFC/COFC	591	980			16
17		Flat Multi-level	1,412	523			17
18		Flat-General Service	35	(12)			18
19		Flat-Other	2,122	514			19
20		All Other Freight Cars	909	301			20
21		Cabooses	48	300			21
22		Auto Racks	111	3,303			22
23		Miscellaneous Accessories					23
24	*	TOTAL FREIGHT TRAIN CARS	47,896	25,973			24
		OTHER EQUIPMENT-REVENUE FREIGHT					
		HIGHWAY EQUIPMENT					
25		Refrigerated Trailers					25
26		Other Trailers	23,607				26
27		Refrigerated Containers					27
28		Other Containers					28
29		Bogies					29
30		Chassis					30
31		Other Highway Equipment(Freight)					31
32	*	TOTAL HIGHWAY EQUIPMENT	23,607				32
		FLOATING EQUIPMENT-REVENUE SERVICE					
33		Marine Line-Haul					33
34		Local Marine					34
35	*	TOTAL FLOATING EQUIPMENT					35
		OTHER EQUIPMENT					
		Passenger and Other Revenue Equipment					
36	*	(Freight Portion)					36
37	*	Computer systems and word processing equip.	51	9,008			37
38	*	Machinery-Locomotives	1,362	991			38
39	*	Machinery-Freight Cars	736	535			39
40	*	Machinery-Other Equipment	629	454			40
41	*	Work and Other Non-revenue Equipment	12,163	3,430			41
42		TOTAL OTHER EQUIPMENT	14,941	14,418			42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	240,493	100,207	661	0	43

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			3,256		1,655		1
2		7,334	1,123,441	9,922	368,772	7,936	2
3							3
4							4
5		7,334	1,126,697	9,922	370,427	7,936	5
6							6
7			18,112		12,344		7
8			107,389		64,211		8
9		590	45,660		23,648		9
10			13,908		3,726		10
11		10,447	187,824		89,693		11
12			68,175		27,298		12
13			5,022		2,851		13
14							14
15			134,372		88,751		15
16		7,828	20,317		10,808		16
17			18,233		6,707		17
18		(24)	193		193		18
19			18,003		8,397		19
20		75	11,798		4,096		20
21			6,091		3,700		21
22		5,814	66,872		37,091		22
23			116		116		23
24		24,730	722,085		383,630		24
25							25
26		12,589					26
27							27
28		14,894					28
29							29
30		12,235					30
31							31
32		39,718					32
33							33
34							34
35							35
36							36
37		8,588	47,772		29,941		37
38			26,603		4,300		38
39			14,366		2,322		39
40			12,237		1,978		40
41		132	58,293		35,569		41
42		8,720	159,271		74,110		42
43		80,502	2,008,053	9,922	828,167	7,936	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 (c) 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.	Accum. depr. & Amort. (m)
			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)	Inv. Base (l)	
1	I	3	122,172	24,513	0.84			0.84				122,172	24,513
2		8	406,954	112,753	3.18			3.18				406,954	112,753
3		9	814,204	205,391	2.90			2.90				814,204	205,391
4		11	395,232	93,148	2.94			2.94				395,232	93,148
5	SUB-TOTAL		1,738,562	435,805								1,738,562	435,805
6	II	3	42,256	9,377	0.84			0.84				42,256	9,377
7		8	187,804	22,899	3.18			3.18				187,804	22,899
8		9	179,133	30,631	1.25			1.25				179,133	30,631
9		11	152,459	(23,855)	2.94			2.94				152,459	(23,855)
10	SUB-TOTAL		561,652	39,052								561,652	39,052
11	III	3		N/A	N/A			N/A		N/A			
12		8		N/A	N/A			N/A		N/A			
13		9		N/A	N/A			N/A		N/A			
14		11		N/A	N/A			N/A		N/A			
15	SUB-TOTAL			N/A	N/A			N/A		N/A			
16	IV	3	27,267	4,419	0.84	17	1	0.84				27,284	4,420
17		8	116,877	36,823	3.18	105	93	3.18				116,982	36,916
18		9	160,288	18,926	1.51	125	108	1.51				160,413	19,034
19		11	56,748	14,326	2.94	60	39	2.94				56,808	14,365
20	SUB-TOTAL		361,180	74,494		307	241					361,487	74,735
21	V	3	1,315	494	0.84			0.84				1,315	494
22		8	5,234	1,724	3.18			3.18				5,234	1,724
23		9	10,887	4,593	2.19			2.19				10,887	4,593
24		11	2,876	1,304	2.94			2.94				2,876	1,304
25	SUB-TOTAL		20,312	8,115								20,312	8,115
26	GRAND TOTAL		2,681,706	557,466	N/A	307	241	N/A				2,682,013	557,707

(1) Columns (e) + (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, such as administrative expenses to two or more services, they shall be apportioned on the most equitable basis available to the respondent and only to the services they support. The total expenses in column (j) should balance with the respective line items in Schedule 410, Railway Operating Expenses.
4. Report in column (b), line 2, the expenses incurred in highway movements of trailers and containers performed at the expense of the reporting railroad within a terminal area for the purpose of pick-up, delivery or highway interchange service. Report in column (b), line 3, the expenses incurred in operating facilities for handling trailers and/or containers, including storage expenses. See schedule 755, note R.
5. The operation of floating equipment in line-haul service (between distinct terminals) should be reported in column (c) on line 2. Floating operations conducted within a general terminal or harbor area should be reported in column (c), line 3.
6. Report in column (g), line 3, the expenses incurred by the railroad in loading and unloading automobiles, trucks, etc. to and from bi-level and tri-level auto rack cars. Report on line 2, column (g), the expense incurred by the railroad in moving automobiles, etc. between bi-level and tri-level loading and unloading facilities over the highway to shippers, receivers or connecting carriers. Report in column (f) operating expenses for land facilities in support of floating operations, including the operation of docks and wharves.
7. Report on line 4, column (b), the expenses related to heating and refrigeration of TOFC/COFC trailers and containers (total debits and credits). The expenses on line 4, column (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 (a)	TOFC/COFC terminal (b)	Floating equipment (c)	Coal marine terminal (d)	Ore marine terminal (e)	Other marine terminal (f)	Motor vehicle load and distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b-i) (j)	Line No.
1	*	Administration	4,756								4,756	1
2	*	Pick up and delivery, marine line haul	52,631						N/A		52,631	2
3	*	Loading and unloading and local marines	78,552					9,618	N/A		88,170	3
4	*	Protective services, total debit and credits	769								769	4
5	*	Freight lost or damaged-solely related										5
6	*	Fringe benefits	758								758	6
7	*	Casualty and insurance	538								538	7
8	*	Joint facility - Debit										8
9	*	Joint facility - Credit										9
10	*	Other										10
11	*	TOTAL	138,004					9,618			147,622	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	30,642	1
		U.S. Government Taxes		
		Income Taxes		
2		Normal Tax and Surtax	36,365	2
3		Excess Profits		3
4	*	Total - Income Taxes L 2 + 3	36,365	4
5		Railroad Retirement	127,879	5
6		Hospital Insurance	14,225	6
7		Supplemental Annuities	2,663	7
8		Unemployment Insurance	628	8
9		All Other United States Taxes		9
10		Total - U.S. Government Taxes	181,760	10
11		Total - Railway Taxes	212,402	11

B. Adjustments to Federal Income Taxes

- 1 In column (a) are listed the particulars which most often cause a differential between taxable income and pretax accounting income. Other particulars which cause such a differential should be listed under the caption Other (Specify), including State and other taxes deferred if computed separately. Minor items, each less than \$100,000, may be combined in a single entry under Other (Specify).
- 2 Indicate in column (b) the beginning of the year total of Accounts 714, 744, 762 and 786 applicable to each particular item in column (a).
- 3 Indicate in column (c) the net change in Accounts 714, 744, 762 and 786 for the net tax effect of timing differences originating and reversing in the current accounting period.
- 4 Indicate in column (d) any adjustments, as appropriate, including adjustments to eliminate or restate deferred tax effects (credits or debits) due to applying or recognizing a loss carry-forward or a loss carry-back.
- 5 The total of line 19 in columns (c) and (d) should agree with the total of the contra charges (credits) to Account 557, Provision for Deferred Taxes, and Account 591, Provision for Deferred Taxes - Extraordinary Items, for the current year.
- 6 Indicate in column (e) the cumulative total of columns (b), (c), and (d). The total of column (e) must agree with the total of Accounts 714, 744, 762 and 786.

Line No.	Particulars (a)	Beginning of year balance (b)	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No.
1	Deferred tax debits:					1
2	Accrued liabilities not deductible until paid					2
3	Casualty and Environmental	(114,849)	(17,004)		(131,853)	3
4	Postretirement benefits	(95,592)	5,359		(90,233)	4
5	Restructuring	(119,464)	33,439		(86,025)	5
6	Other	(100,116)	30,255		(69,861)	6
7	Non-expiring AMT credit carryforwards	(113,032)	(18,187)		(131,219)	7
8	Investment tax credit carryforwards	(214,888)	23,153		(191,735)	8
9	Net operating loss carryforward	(11,375)	11,375		0	9
10	Other	(10,221)	(5,167)		(15,388)	10
11	Subtotal	(779,537)	63,223		(716,314)	11
12	Deferred tax credits					12
13	Depreciation	1,240,441	149,439		1,389,880	13
14	Condemnation sales	214,243	(86,026)		128,217	14
15	Other	5,225	11,221		16,446	15
16	Subtotal	1,459,909	74,634		1,534,543	16
17						17
18						18
19	Net deferred tax liability	680,372	137,857		818,229	19

450. ANALYSIS OF TAXES - Continued

(Dollars in Thousands)

*Footnotes

1. If flow-through method was elected, indicate net decreases (or increases) in tax accrual because of investment tax credit _____ \$ None

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 _____ \$ None

Notes and Remarks:

In 1993, ATSF recorded income tax expense of \$54.0 million for the establishment of a tax valuation allowance related to investment tax credit (ITC) carryforwards. This valuation allowance was recorded 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 ITC carryforwards at ATSF. During 1994, the valuation allowance decreased by \$49.0 million principally reflecting ITC carryforwards which expired prior to and during 1994. It is the opinion of management that the remaining valuation allowance is adequate to cover any ITC carryforwards which may expire in future years.

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		Curtailement gain - postretirement benefits		28,109	2
3		Favorable litigation settlement		10,556	3
4		Profit from sale of land		6,161	4
5		All other		887	5
6		Total of Account 519		45,713	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*	\$36,250	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
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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	\$12,629	\$ - 0 -
Maximum used during the year		None
2. None		
3. None		
4. None		
5. None		
6. None		

NOTES AND REMARKS**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	176,960
3	765/767	Funded Debt Unmatured	Sch. 200, L. 41	31,993
4	766	Equipment Obligations	Sch. 200, L. 42	429,625
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 43	3,755
6	768	Debt in Default	Sch. 200, L. 44	
7	769	Accounts Payable; Affiliated Companies	Sch. 200, L. 45	342
8	770.1/770.2	Unamortized Debt Premium	Sch. 200, L. 46	(778)
9		Total Debt	Sum L. 1-8	641,897
10		Debt Directly Related to Road Property	Note 1.	138,027
11		Debt Directly Related to Equipment	Note 1.	503,528
12		Total Debt Directly Related to Road & Equipment	Sum L. 10 and L. 11	641,555
13		Percent Directly Related to Road	L. 10 div. by L. 12 Whole % + 2 decimals	21.51%
14		Percent Directly Related to Equipment	L. 11 div. by L. 12 Whole % + 2 decimals	78.49%
15		Debt Not Directly Related to Road or Equipment	L. 9 - L. 12	342
16		Road Property Debt (Note 2)	(L. 13 x L. 15) + L. 10	138,101
17		Equipment Debt (Note 2)	(L. 14 x L. 15) + L. 11	503,796

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	64,951
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	65,917
22		Interest Directly Related to Road Property Debt	Note 4.	5,943
23		Interest Directly Related to Equipment Debt	Note 4.	38,184
24		Interest Not Directly Related to Road or Equipment Property Debt	L. 21 - (L. 22 + 23)	21,790
25		Interest on Road Property Debt (Note 5)	L. 22 + (L. 24 x L. 13)	10,630
26		Interest on Equipment Debt (Note 5)	L. 23 + (L. 24 x L. 14)	55,287
27		Embedded Rate of Debt Capital - Road Property	L. 25 div. by L. 16	.077
28		Embedded Rate of Debt Capital - Equipment	L. 26 div. by L. 17	.110

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.
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	Santa Fe Pacific Corporation		Controlled	Services Rendered	21,000	-	1
2							2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25

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	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%	7021	1752	44	1297	1016	2209	13339	1
2										2
3	1 J	50%	41	3		4	33	51	132	3
4		33.3%	3			1		11	15	4
5		66.7%						3	3	5
6										6
7										7
8		Sub Total								8
9		Class 1 J	44	3		5	33	65	150	9
10										10
11		Total Class								11
12		(1) & (1 J)	7065	1755	44	1302	1049	2274	13489	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%	920	109	1	51	60	82	1223	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
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46										46
47										47
48										48
49										49
50										50
51										51
52										52
53										53
54										54
55										55
56										56
57		TOTAL	8352	1864	45	1380	1143	2377	15161	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 (b), as may be appropriate. Mileage which has been permanently abandoned should not be included in column (b).
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		
Line No.	Cross Check	State or territory (a)	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	1,196				83	1,279			4	
5		Nebraska	1				1	1			5	
6		Oklahoma	586				220	806			6	
7		Texas	1,922				303	2,225			7	
8		Louisiana	22					22			8	
9		Colorado	419				157	576			9	
10		New Mexico	1,224				2	1,226			10	
11		Arizona	595					595			11	
12		California	1,007	@			93	1,100	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		TOTAL MILEAGE (single track)	7,419	0	0	0	933	8,352	2		32	

@ Includes approximately 249 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 least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to an "A" unit, but not equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operation at terminals.
- 5 A "self-propelled car" is a rail motor car propelled by electric motors receiving power from a third rail or overhead, or internal combustion engines located on the car itself. Trailers equipped for use only in trains of cars that are self-propelled are to be included as self-propelled equipment
- 6 A "diesel" unit includes all units propelled by diesel internal combustion engines irrespective of final drive or whether power may at times be supplied from an external conductor. Units other than diesel-electric, e.g., diesel-hydraulic, should be identified in a footnote giving the number and a brief description. An "electric" unit includes all units which receive electric power from an overhead contact wire or a third rail, and use the power to drive one or more electric motors that propel the vehicle. An "other self-powered unit" includes all units other than diesel or electric, e.g., steam, gas turbine. Show the type of unit, service and number, as appropriate, in a brief description sufficient for positive identification. An "auxiliary unit" includes all units used in conjunction with locomotives, but which draw their power from the "mother" unit, e.g.,

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

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

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

9 Cross-checks

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

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)	Changes During the Year					Units retired from service of respondent whether owned or leased, including re-classification (g)	Units at Close of Year				Line No.	
			Units in service of respondent at beginning of year (b)	New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including re-classification and second hand units purchased or leased from others (f)		Owned and used (h)	Leased from others (i)	Total in service of respondent (col.(h)&(i)) (j)	Aggregate capacity of units reported in col.(j) (see ins.7) (k)		Leased to others (l)
17		PASSENGER-TRAIN CARS Non-Self-Propelled Coaches [PA,PB,PBO]												17
18		Combined cars												18
19		[All class C, except CSB]												19
20		Parlor cars [PBC,PC,PL,PO]												20
21		Sleeping cars [PS,PT,PAS,PDS]												21
		Dining, grill and tavern cars												22
		[All class D, PD]												23
22		Non-passenger-carrying cars												24
23		[All class B,CSB,M,PSA,IA]												25
		TOTAL (lines 17 to 22)												26
		Self-Propelled												27
24		Electric passenger cars												28
		[EP,ET]												29
25		Electric combined cars [EC]												30
26		Internal combustion rail motorcars												31
		[ED,EG]												32
27		Other self-propelled cars												33
28		(Specify types)												34
29		TOTAL (lines 24 to 27)												35
		TOTAL (lines 23 and 28)												36
		COMPANY SERVICE CARS												37
30		Business cars [PV]	16				2	2	16		16	N/A		38
31		Board outfit cars [MWX]	33						33		33	N/A		39
32		Derrick and snow removal cars												40
		[MWU,MWV,MWW,MWX]												41
33		Dump and ballast cars [MWB,												42
		MWD]	186				1	1	185		185	N/A	1	43
		Other maintenance and service												44
34		equipment cars	1,724				281	281	1,443		1,443	N/A		45
35		TOTAL (lines 30 to 34)	1,959			2	284	284	1,677		1,677	N/A	1	46

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)	
36		FREIGHT TRAIN CARS Plain box cars - 40' (B1__, B2__)							36
37		Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5__, B6__, B7__, B8__)	537						37
38		Equipped box cars (All Code A, Except A_5_)	3,209				1	3	38
39		Plain gondola cars (All Codes G & J_1, J_2, J_3, and J_4)	2,564			205	49	29	39
40		Equipped gondola cars (All Code E)	501		50			6	40
41		Covered hopper cars (All Code C__1, C__2, C__3, C__4)	12,848				998		41
42		Open top hopper cars-general service (All Code H)	3,389				201	47	42
43		Open top hopper cars-special service (J__O, and All Code K)	140						43
44		Refrigerator cars-mechanical (R_5_, R_6_, R_7_, R_8_, R_9_)							44
45		Refrigerator cars-non-mechanical (R_0__, R_1__, R_2__)	3,328						45
46		Flat cars-TOFC/COPC (All Code P, Q and S, Except Q8__)	812			19			46
47		Flat cars-multi-level (All Code V)	3,578					3	47
48		Flat cars-general service (F10_, F20_, F30_)	23						48
49		Flat cars-other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F40_)	920						49
50		Tank cars-under 22,000 gallons (T__0, T__1, T__2, T__3, T__4, T__5) Except T000)	278						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						52
53		TOTAL (lines 36 to 52)	32,312		50	224	1,249	88	53
54		Caboose (ALL Code M-930)	N/A	87					54
55		TOTAL (lines 53, 54)	32,312	87	50	224	1,249	88	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 agreement, whose interline rental is settled on a per diem and line haul mileage basis under "Code or 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 the year (concluded)	Units at close of year					Line No.
		Units retired from service of respondent whether owned or leased, including reclassification	Owned and used	Leased from others	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4)	Leased to others
					Time-mileage cars	All other		
		(h)	(i)	(j)	(k)	(l)	(m)	(n)
36								36
37		1	536		536		48,309	37
38		162	3,051		3,051		264,542	38
39		70	2,572	205	2,777		218,170	39
40		11	546		546		50,893	40
41		2,657	10,991	198	11,189		1,091,829	41
42		281	3,356		3,356		313,150	42
43		6	134		134		13,148	43
44								44
45		144	3,184		3,184		249,305	45
46		146	386	299	685		127,914	46
47		14	814	2,753	3,567		42,796	47
48		1	22		22		1,308	48
49		33	887		887		67,451	49
50		82	196		196		14,960	50
51			150		150		14,475	51
52		3	32		32		1,584	52
53		3,611	26,857	3,455	30,312		2,519,834	53
54		3	84		N/A	84	N/A	54
55		3,614	26,857	3,455	30,312	84	2,519,834	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				
					New units purchased or built (d)	New 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)	
FLOATING EQUIPMENT									
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
HIGHWAY REVENUE EQUIPMENT									
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 ' Z0_., U6_.							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

NOTES AND REMARKS

* 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

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

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

NEW UNITS

Line No.	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (d)	Method of acquisition (see instructions) (e)	Line No.
1	Locomotive Units					1
2	Diesel - Multi-Purpose 3800	# 23	87,400	29,204	P	2
3	Diesel - Multi-Purpose 4135	# 85	351,475	102,773	P	3
4	Diesel - Multi-Purpose 4400	# 100	440,000	120,849	P	4
5						5
6	Total	208	878,875	252,826		6
7	Freight - Train Cars					7
8	Plain Gondola Cars	# 125	4,456	6,524	P	8
9	Equipped Gondola Cars	# 100	3,325	5,999	P	9
10	Open Top Hopper Cars - Gen. Serv.	# 64	2,016	2,464	P	10
11						11
12	Total	289	9,797	14,987		12
13						13
14	Company Service Cars					14
15	None					15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25	TOTAL NEW UNITS	497	N/A	267,813	N/A	25

REBUILT UNITS

26	Locomotive Units					26
27	Diesel Multi-Purpose 1500	# 37	55,500	11,820	S	27
28	Diesel Multi-Purpose 1750	# 9	15,750	2,789	S	28
29	Diesel Multi-Purpose 2000	# 10	20,000	3,712	S	29
30	Diesel Multi-Purpose 2300	# 1	2,300	473	S	30
31	Diesel Multi-Purpose 2500	# 57	142,500	23,480	S	31
32	Diesel Multi-Purpose 3000	# 23	69,000	12,861	S	32
33	Diesel Multi-Purpose 3600	# 21	75,600	12,490	S	33
34	Auxiliary Units	# 10	---	1,272	S	34
35						35
36	Total	168	380,650	68,897		36
37						37
38			N/A		N/A	38
39			N/A		N/A	39

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

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

REBUILT UNITS CONT'D

Line No.	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (d)	Method of acquisition (see instructions) (e)	Line No.
1						1
2	Freight - Train Cars					2
3	Equipped Box Cars	# 136	6,167	2,525	S	3
4	Plain Gondola Cars	# 106	2,637	1,850	S	4
5	Equipped Gondola Cars	# 11	320	155	S	5
6	Covered Hopper Cars	# 1 321	33,305	18,952	S	6
7	Open Top Hopper Cars - Gen. Serv.	# 311	8,304	4,219	S	7
8	Refrigerator Cars - Non Mech.	# 37	1,776	868	S	8
9	Flat Cars - Multi-Level	# 24	864	235	S	9
10	Flat Cars - Other	# 5	177	92	S	10
11						11
12	Total	1 951	53,550	28,896		12
13						13
14						14
15	Company Service Cars					15
16	Business Cars	# 2	134	713	S	16
17						17
18	Total	2	134	713		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	# Includes equipment installed or partially installed in previous years for which the					31
32	accounting cost was complete during current year.					32
33						33
34						34
35						35
36						36
37						37
38	TOTAL REBUILT UNITS	2,121	N/A	98,506	N/A	38
39	GRAND TOTAL NEW AND REBUILT UNITS	2,618	N/A	366,319	N/A	39

NOTES AND REMARKS

None

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.

2. 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).
 3. If, for two consecutive years, a line segment classified in one track category maintains a traffic density which would place it in another, it shall be reclassified into that category as of the beginning of the second year.
 4. Traffic density related to passenger service shall not be included in the determination of the track category of a line segment.

720. TRACK AND TRAFFIC CONDITIONS

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

Line No.	Track category (e)	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	5,720	34.09	65.48	83	1
2	B	2,333	8.84	52.32	251	2
3	C	1,290	3.13	53.59	139	3
4	D	1,215	0.30	36.79	191	4
5	E	3,378	XXXXXXX	XXXXX		5
6	TOTAL	13,938			664	6
7	F	7,921	XXXXXXX	XXXXX		7
8	Potential abandonments	-				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 routing inspections as approved 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)	Cross-ties switch and bridge ties Percent of spot maintenance (k)	Line No
		New ties				Second hand ties								
		Wooden		Concrete (d)	Other (e)	Wooden		Other (h)						
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)							
1	A	976 942		83 924		9 517					1 070 383	1 927 419	@	1
2	B	168 386				7					168 393	332 209	@	2
3	C	32 781									32 781	64 674	@	3
4	D	1 734				108					1 842	2 143	@	4
5	E													5
6	TOTAL	1 179 843		83 924		9 632					1 273 399	2 326 445		6
7	F													7
8	Potential abandonments													8

9 Average cost per cross-tie \$ 25.06 and switch-tie (MBM) \$ 613.17

@ SPOT MAINTENANCE REPRESENTS APPROXIMATELY 3.5% 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	134 382	24.61	3 307	425 158	621.49	264		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	134 382	24.61	3 307	425 158	621.49	264		20
21	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid					28.85			21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid					34.01			22

723. RAILS LAID IN REPLACEMENT

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

Line No.	Track category (a)	Miles of rail laid in replacement (rail-miles)						Total		Percent of spot maintenance (h)	Line No.
		New rail		Relay rail		Welded rail (f)	Bolted rail (g)				
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)						
1	A	357	6	134	17	491	23		@	1	
2	B	14		5	1	19	1		@	2	
3	C	8		3		11			@	3	
4	D	1				1			@	4	
5	E									5	
6	TOTAL	380	6	142	18	522	24		@	6	
7	F									7	
8	Potential abandonments									8	
9	Average cost of new and relay rail laid in replacement per gross ton \$ 579.65. New \$ 247.75 relay.										9

@ Spot maintenance represents approximately 9.6% 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	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS				Line No
		Weight of rail		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year	Average cost per ton (2,000 lb)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year	Average cost per ton (2,000 lb)	
		Pounds per yard of rail	Number of tons (2,000 lb)			Pounds per yard of rail	Number of tons (2,000 lb)			
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	
1	2	115	2	1		115	28	16		1
2		136	6 342	3 691		136	861	492		2
3										3
4										4
5										5
6										6
7										7
8										8
9										9
10										10
11										11
12	4	132	13	3		90	77	21		12
13		136	546	150		115	31	7		13
14						136	7 093	1 756		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	TOTAL	N/A	6 903	3 845		N/A	8 090	2 292		33
34	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid								28.85	34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid								34.01	35
36	Track-miles of welded rail installed on system this year 61.34 : total to date 492,7458									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	5 403			2
3	132	639			3
4	131	1 062	1		4
5	128		1		5
6	119	872			6
7	115	202	19		7
8	112	194	38		8
9	110	100	19		9
10	90	403	7		10
11	85	27	5		11
12	80	6			12
13	75	9	11		13
14	66	18			14
15					15
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726. SUMMARY OF TRACK REPLACEMENTS

1. Furnish the requested information concerning the summary of track replacements.

2. In columns (d), (e), (g), and (j) give the percentage of replacements to units of property in each track category at year end

Line No.	Track category	Ties					Rail		Ballast	Track surfacing		Line No
		Number of ties replaced		Percent replaced		Miles of rail replaced (rail-miles)	Percent replaced	Miles surfaced		Percent surfaced		
		Crossties	Switch and bridge ties (board feet)	Crosstie	Switch and bridge ties (board feet)							
1	A	1 070 383	1 927 419	7.6	N/A	514	4.5	990 000	1 742	30.7	1	
2	B	168 393	332 209	3.2	N/A	20	.4	267 000	471	20.4	2	
3	C	32 781	64 674	1.1	N/A	11	.4	89 000	157	12.3	3	
4	D	1 842	2 143	.1	N/A	1	.1	12 000	21	1.8	4	
5	E							1 781 000	480	10.4	5	
6	TOTAL	1 273 399	2 326 445		N/A	546	1.8	3 139 000	2 871	19.0	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		Line No
		Diesel oil (gallons) (b)		
1	Freight	385 128 800		1
2	Passenger			2
3	Yard switching	11 911 200		3
4	TOTAL	397 040 000		4
5	COST OF FUEL' \$(000)		\$ 252 260	5
6	Work Train	4 692 870		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 i.c.l. shipment of freight handled in mixed baggage express cars. Total Ton-Miles Revenue Freight should correspond to the Ton-Miles reported on Form CBS.

(M) Road service represents elapsed time of transportation trains (both ordinary and light) between the time of leaving the initial terminals and the time at the final terminals, including 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's 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 on 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)	8,352		1
		2. Train Miles - Running (B)	XXXXXX	XXXXXX	
2		2-01 Unit Train	2,515,186	XXXXXX	2
3		2-02 Way Trains	3,789,352	XXXXXX	3
4		2-03 Through Trains	40,301,106		4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	46,605,644		5
6		2-05 Motorcars (C)			6
7		2-06 TOTAL, ALL TRAINS (lines 5, 6)	46,605,644		7
		3. Locomotive Unit Miles (D)	XXXXXX	XXXXXX	
		Road Service (E)	XXXXXX	XXXXXX	
8		3-01 Unit Trains	10,060,431	XXXXXX	8
9		3-02 Way Trains	10,934,892	XXXXXX	9
10		3-03 Through Trains	139,192,912		10
11		3-04 TOTAL (lines 8-10)	160,188,235		11
12		3-11 Train Switching (F)	2,226,129	XXXXXX	12
13		3-21 Yard Switching (F)	5,898,288		13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	168,312,652		14
		4. Freight Car-Miles (thousands) (H)		XXXXXX	
		4-01 RR Owned and Leased Cars - Loaded		XXXXXX	
15		4-010 Box-Plain 40-Foot	0	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	20,539	XXXXXX	16
17		4-012 Box-Equipped	75,704	XXXXXX	17
18		4-013 Gondola-Plain	15,213	XXXXXX	18
19		4-014 Gondola-Equipped	28,050	XXXXXX	19
20		4-015 Hopper-Covered	96,062	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	11,922	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	4,665	XXXXXX	22
23		4-018 Refrigerator-Mechanical	9,386	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	57,848	XXXXXX	24
25		4-020 Flat-TOFC/COFC	102,460	XXXXXX	25
26		4-021 Flat-Multi-Level	15,700	XXXXXX	26
27		4-022 Flat-General Service	700	XXXXXX	27
28		4-023 Flat-All Other	7,267	XXXXXX	28
29		4-024 All Other Car Types-Total	13,172	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	458,688	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	0	XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	13,396	XXXXXX	32
33		4-112 Box-Equipped	48,982	XXXXXX	33
34		4-113 Gondola-Plain	15,291	XXXXXX	34
35		4-114 Gondola-Equipped	26,050	XXXXXX	35
36		4-115 Hopper-Covered	89,952	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	22,405	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	4,765	XXXXXX	38
39		4-118 Refrigerator-Mechanical	6,072	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	33,543	XXXXXX	40
41		4-120 Flat-TOFC/COFC	12,088	XXXXXX	41
42		4-121 Flat-Multi-Level	11,773	XXXXXX	42
43		4-123 Flat-General Service	824	XXXXXX	43
44		4-123 Flat-All Other	7,180	XXXXXX	44
45		4-124 All Other Car Types	9,620	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	301,941	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	7,611	XXXXXX	48
49		4-132 Box-Equipped	97	XXXXXX	49
50		4-133 Gondola-Plain	23,348	XXXXXX	50
51		4-134 Gondola-Equipped	252	XXXXXX	51
52		4-135 Hopper-Covered	71,864	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	657	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	6,767	XXXXXX	54
55		4-138 Refrigerator-Mechanical	1	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	4,338	XXXXXX	56
57		4-140 Flat-TOFC/COFC	699,603	XXXXXX	57
58		4-141 Flat-Multi-Level	112,430	XXXXXX	58
59		4-142 Flat-General Service	13	XXXXXX	59
60		4-143 Flat-All Other	11,722	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	42,763	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	56,831	XXXXXX	62
63		4-146 All Other Car Types	12,900	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	1,051,197	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	3,033	XXXXXX	66
67		4-152 Box-Equipped	85	XXXXXX	67
68		4-153 Gondola-Plain	24,749	XXXXXX	68
69		4-154 Gondola-Equipped	284	XXXXXX	69
70		4-155 Hopper-Covered	72,837	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	723	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	7,711	XXXXXX	72
73		4-158 Refrigerator-Mechanical		XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	3,445	XXXXXX	74
75		4-160 Flat-TOFC/COPC	56,795	XXXXXX	75
76		4-161 Flat-Multi-Level	71,127	XXXXXX	76
77		4-162 Flat-General Service	28	XXXXXX	77
78		4-163 Flat-All Other	9,766	XXXXXX	78
79		4-164 Tank-Under 22,000 Gallons	46,911	XXXXXX	79
80		4-165 Tank-22,000 Gallons and Over	64,651	XXXXXX	80
81		4-166 All Other Car Types	5,072	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	367,217	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car-Miles	13,042	XXXXXX	83
84		4-18 No Payment Car-Miles (I)	116,188 164,496	XXXXXX	84
		4-19 Total Car-Miles by Train Type	XXXXXX	XXXXXX	
85		4-191 Unit Trains	233,917	XXXXXX	85
86		4-192 Way Trains	176,123	XXXXXX	86
87		4-193 Through Trains	1,943,233	XXXXXX	87
88		4-194 TOTAL (lines 85-87)	2,353,273	XXXXXX	88
89		4-20 Caboosc Miles	308	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.
		6. Gross Ton-Miles (thousands)(K)	XXXXXX	XXXXXX	
98		6-01 Road Locomotives	27,052,085		98
		6-02 Freight Trains, Crs., Cnts., and Cabooses	XXXXXX	XXXXXX	
99		6-020 Unit Trains	18,428,451	XXXXXX	99
100		6-021 Way Trains	14,020,078	XXXXXX	100
101		6-022 Through Trains	159,913,151	XXXXXX	101
102		6-03 Passenger-Trains, Crs., and Cnts.			102
103		6-04 Non-Revenue	2,741,235	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	222,155,000		104
		7. Tons of Freight (thousands)	XXXXXX	XXXXXX	
105		7-01 Revenue	123,334	XXXXXX	105
106		7-02 Non-Revenue	6,407	XXXXXX	106
107		7-03 TOTAL (lines 105, 106)	129,741	XXXXXX	107
		8. Ton-Miles of Freight (thousands) (L)	XXXXXX	XXXXXX	
108		8-01 Revenue-Road Service	100,031,000	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service		XXXXXX	109
110		8-03 TOTAL (lines 108, 109)	100,031,000	XXXXXX	110
111		8-04 Non-Revenue-Road Service	1,134,038	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service		XXXXXX	112
113		8-06 TOTAL (lines 111, 112)	1,134,038	XXXXXX	113
114		8-07 TOTAL-REVENUE AND NON-REVENUE (lines 110,113)	101,165,038	XXXXXX	114
		9. Train Hours (M)	XXXXXX	XXXXXX	
115		9-01 Road Service	1,296,437	XXXXXX	115
116		9-02 Train Switching	122,382	XXXXXX	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	731,018	XXXXXX	117
		11. Train-Miles Work Trains (O)	XXXXXX	XXXXXX	
118		11-01 Locomotives	164,297	XXXXXX	118
119		11-02 Motorcars		XXXXXX	119
		12. Number of Loaded Freight Cars (P)	XXXXXX	XXXXXX	
120		12-01 Unit Trains	442,152	XXXXXX	120
121		12-02 Way Trains	804,428	XXXXXX	121
122		12-03 Through Trains	1,383,036	XXXXXX	122
123		13. TOPC/COPC-No. of Rev. Trailers and Containers Loaded and Unloaded (Q)	2,817,659	XXXXXX	123
124		14. Multi-Level Cars-No. of Motor Vehicles Loaded and Unloaded (Q)	1,412,202	XXXXXX	124
125		15. TOPC/COPC-No. of Rev. Trailers Picked Up and Delivered (R)	270,029	XXXXXX	125
		16. Revenue Tons-Marine Terminal (S)	XXXXXX	XXXXXX	
126		16-01 Marine Terminals-Coal		XXXXXX	126
127		16-02 Marine Terminals-Ore		XXXXXX	127
128		16-03 Marine Terminals-Other		XXXXXX	128
129		16-04 TOTAL (lines 126-128)		XXXXXX	129
		17. Number of Foreign Per Diem Cars on Line (T)	XXXXXX	XXXXXX	
130		17-01 Serviceable	9,228	XXXXXX	130
131		17-02 Unserviceable	453	XXXXXX	131
132		17-03 Surplus	830	XXXXXX	132
133		17-04 TOTAL (lines 130-132)	10,511	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 94, to and including December 31, 19 94

(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 Illinois

County of Cook

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 94, to and including December 31, 19 94

(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**

[illegible]

CORRECTIONS

[illegible]

EXPLANATORY REMARKS

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