

RC-130500

BURLINGTON NORTHERN

1984

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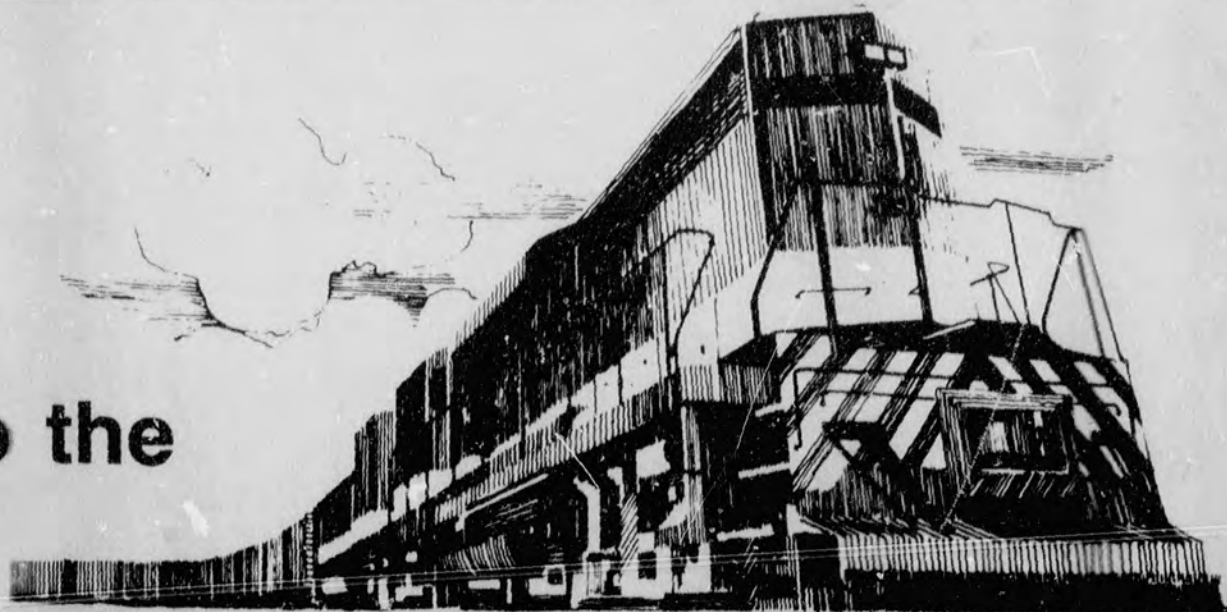
annual report

APPROVED BY OMB
3120-0029
EXPIRES 3-31-87



	<i>Burlington Northern</i>
Correct name and address if different than shown.	Full name and address of reporting carrier. (Use mailing label on original, copy in full on duplicate.)

to the



Interstate Commerce Commission

FOR THE YEAR ENDED DECEMBER 31, 1984

ANNUAL REPORT

OF



BURLINGTON NORTHERN RAILROAD

Including:

BN (Oregon-Washington) Inc.
BN (Manitoba) Ltd.

TO THE

INTERSTATE COMMERCE COMMISSION

FOR THE

YEAR ENDED DECEMBER 31, 1984

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

(Name) Meredith McManus (Title) Treasurer-Controller

(Telephone number) 612 298-2206
(Area code) (Telephone number)

(Office address) 176 East 5th St., P. O. Box 64957, St. Paul, MN 55164
(Street and number, city, State, and ZIP code)

SPECIAL NOTICE

Docket No. 38,159 Railroad Classification Index, served January 20, 1983, modified the reporting requirements for class, II, III and all Switching and terminal companies. These carriers will notify the Commission only if the calculation results in a different revenue level than its current classification.

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

ESTIMATE OF REPORTING BURDEN

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

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

TOTAL HOURS (Estimated) 3850

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

TOTAL HOURS (Estimated) Not appreciable

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

TOTAL HOURS (Estimated) Not appreciable

Storage costs (Estimated) Not appreciable

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Road Initials: BNRR

Year 19 84

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 organization; if a reorganization has been effected, give date of reorganization. If a receivership or other trust, give also date when such receivership or other possession began. If a partnership, give date of formation and also names in full of present partners.

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

1. Exact name of common carrier making this report Burlington Northern Railroad Company
2. Date of incorporation January 13, 1961
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 Organized under the provisions of the General Corporation Law of the State of Delaware
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 N/A

STOCKHOLDERS REPORTS

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

Check appropriate box:

- ☐ Two copies are attached to this report.
- ☐ Two copies will be submitted _____ (date)
- ☒ No annual report to stockholders is prepared.

C. VOTING POWERS AND ELECTIONS

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

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

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: Stock books not closed and not required to be 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. 1,000 votes, as of December 31, 1984 (Date)

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

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

Line No.	Name of security holder	Address of security holder	Number of votes to which security holder was entitled	NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED			Line No.
				Stocks			
				Common	PREFERRED		
					Second	First	
	(a)	(b)	(c)	(d)	(e)	(f)	
1	Burlington Northern	999 Third Ave	1,000	1,000	-	-	2
2	Inc	Seattle, WA					3
3		98101					4
4							5
5							6
6							7
7							8
8							9
9							10
10							11
11							12
12							13
13							14
14							15
15							16
16							17
17							18
18							19
19							20
20							21
21							22
22							23
23							24
24							25
25							26
26							27
27							28
28							29
29							30
30							

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. 1,000
votes cast.
11. Give the date of such meeting. May 10, 1984
12. Give the place of such meeting. St. Paul, Minnesota

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	(71 274)	(57 268)	1
2		702	Temporary Cash Investments	557 368	124 748	2
3		703	Special Deposits	1 177	1 160	3
Accounts Receivable						
4		704	- Loan and Notes	323	3 055	4
5		705	- Interline and Other Balances	5 067	2 646	5
6		706	- Customers	180 678	162 129	6
7		707	- Other	55 825	55 481	7
8		709, 708	- Accrued Accounts Receivables	384 019	298 185	8
9		708.5	- Receivables from Affiliated Companies	4 877	3 846	9
10		709.5	- Less: Allowance for Uncollectible Accounts	(1 737)	(1 552)	10
11		710, 711, 714	Working Funds Prepayments Deferred Income Tax Debits	37 365	18 875	11
12		712	Materials and Supplies	177 254	146 014	12
13		713	Other Current Assets	-	-	13
14			TOTAL CURRENT ASSETS	1 330 942	757 699	14
Other Assets						
15		715, 716, 717	Special Funds	38 678	31 026	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedule 310)	300 674	551 062	16
17		722, 723	Other Investments and Advances	1 290	1 672	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)	77 314	75 365	19
20		739, 741	Other Assets	9 158	8 155	20
21		743	Other Deferred Debits	46 426	45 367	21
22		744	Accumulated Deferred Income Tax Debits			22
23			TOTAL OTHER ASSETS	473 540	712 647	23
Road and Equipment						
24		731, 732	Road (Schedules 330 and 330A)	6 185 367	5 792 109	24
25	*		Equipment	1 835 685	1 873 088	25
26			Unallocated Items	92 899	72 646	26
27			Accumulated Depreciation and Amortization (Schedules 335, 339, 342, 351)	(2 488 210)	(2 448 641)	27
28			Net Road and Equipment	5 625 741	5 289 202	28
29	*		TOTAL ASSETS	7 430 223	6 759 548	29

NOTES AND REMARKS

Balance at beginning of year has been restated to include BNRR (Manitoba) Ltd.

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

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at begin- ning of year (c)	Line No.
Current Liabilities						
30		751	Loans and Notes Payable			30
31		752	Accounts Payable; Interline and Other Balances	2 657	211	31
32		753	Audited Accounts and Wages	52 507	48 452	31
33		754	Other Accounts Payable	41 768	43 061	33
34		755, 756	Interest and Dividends Payable	38 190	37 819	34
35		757	Payables to Affiliated Companies	2 135	2 297	35
36		759	Accrued Accounts Payable	641 957	513 036	36
37		760, 761, 761.5, 762	Taxes Accrued	142 978	111 839	37
38		763	Other Current Liabilities	12 151	11 054	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	76 808	79 412	39
40			TOTAL CURRENT LIABILITIES	1 011 151	847 181	40
Non-Current Liabilities						
41		765, 767	Funded Debt Unmatured (See note 2 below)	581 018	587 531	41
42		766	Equipment Obligations	482 924	520 819	42
43		766.5	Capitalized Lease Obligations	116 006	111 644	43
44		768	Debt in Default			44
45		769	Accounts payable; Affiliated Companies	14 067	12 817	45
46		770.1, 770.2	Unamortized Debt Premium	(22 027)	(23 800)	46
47		781	Interest in Default			47
48		783	Deferred Revenues-Transfers from Government Authorities			48
49		786	Accumulated Deferred Income Tax Credits	1 579 148	1 246 763	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	211 447	224 709	50
51			TOTAL NONCURRENT LIABILITIES	2 962 583	2 680 483	51
Shareholders' Equity						
52		791, 792	Capital Stock: (Schedule 230)	951 639	951 639	52
53			Common Stock	951 639	951 639	53
54			Preferred Stock			54
55			Discount on Capital Stock			55
56		794, 795	Additional Capital (Schedule 230)	49 048	49 105	56
57		797	Retained Earnings: Appropriated	7 393	7 393	57
58		798	Unappropriated (Schedule 220)	2 448 409	2 223 747	58
59		798.1	Net Unrealized Loss on Noncurrent Marketable Equity Securities			59
60		798.5	Less Treasury Stock			60
61			Net Stockholders Equity	3 456 489	3 231 884	61
62	*		TOTAL LIABILITIES AND SHAREHOLDERS EQUITY	7 430 223	6 759 548	62

NOTES AND REMARKS

- (1) Balance at beginning of year has been restated to include BNRR (Manitoba) Ltd.
- (2) Most of our outstanding long-term debt requires periodic repayment of amounts we owe. The repayment requirements are:
\$76,808, \$80,862, \$123,778, \$92,892 and \$119,803
for the years ending December 31, 1984 thru 1989, respectively. Those amounts do not include repayment requirements that arise when mortgage property is sold. At December 31, 1984 we had purchased \$ 3,321 of our long-term debt to reduce the annual repayment requirements specified above.

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 \$ 725

See Note (1) Page 9

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 \$ -0-

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 Procedure in accounting for pension funds during 1984 was consistent with 1983.

(b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund \$ 27,739

(c) Is any part of pension plan funded? Specify Yes ☒ No ☐

(i) If funding is by insurance, give name of insuring company First Trust Company of St. Paul

If funding is by trust agreement, list trustee(s) March 2, 1970 (as amended January 1, 1984)

Date of trust agreement or latest amendment Not affiliated

If respondent is affiliated in any way with the trustee(s), explain affiliation:

(d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement See Note (2) on Page 9

(e) (i) Is any part of the pension plan fund invested in stock or other securities of the respondent or any of its affiliates? Specify.

Yes ☒ No ☐

If yes, give number of the shares for each class of stock or other security: See Note (3) on Page 9

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

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

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

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

6. In reference to Docket No. 37465 specify the total amount of business entertainment expenditures charged to the non-operating expense account. \$ None

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 accounts of the respondent.

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

Examples of contingent liabilities are items which may become obligations as a result of pending or threatened litigation, assessments or possible assessments of additional taxes and agreements or obligations to repurchase securities or property. Additional pages may be added if more space is needed.

Contingent Liabilities:

At December 31, 1984, the Respondent was liable as guarantor, individually or jointly with others, of certain obligations of affiliated companies amounting to \$42,719 (000)

The Respondent carries a service interruption policy with the Imperial Insurance Company, Limited under which it will be entitled to indemnity for certain work-stoppage losses. In the event such losses are sustained by other railroads holding similar policies, the Respondent may be obligated to pay additional premiums.

(a) Changes in Valuation Accounts

		Cost	Market	Dr. (Cr) to Income	Dr. (Cr) to Stockholders Equity
(Current Yr.)	Current Portfolio				N/A
as of / /	Noncurrent Portfolio			N/A	\$
(Previous Yr.)	Current Portfolio			N/A	N/A
as of / /	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 \$ _____ on the sale of marketable equity securities was included in net income for _____ (year). The cost of securities sold was based on the _____ (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 AND REMARKS

Note (1) Refers to Explanatory Note 1

Under sinking fund provisions of Respondent's General Mortgage Series N, O and Q Bonds, Respondent is required annually as of December 31st to appropriate (dependent on income for the respective year) this amount, presently, to be paid to the Trustee of the General Mortgage on July 1st in the subsequent year (see Schedule 220, page 15, col. (b), line 9, for 1984 appropriation). In lieu of cash payment, Respondent, in order to satisfy the sinking fund requirement, delivers to the Trustee, on or before that date, a like par amount of General Mortgage Bonds that have been redeemed by cash prior to their maturity.

Note (2) Refers to Explanatory Note 3 (d)

As required by Canadian law, all eligible Burlington Northern Railroad Company employees are covered by the Canadian Pension Plan. The plan was established January 1, 1971, amended July 1, 1982. The trustee is the Royal Trust Company, Vancouver, B.C.

Note (3) Refers to Explanatory Note 3 (e) (i)

Burlington Northern Inc.
Common: 18,000 shares

Cost: \$693,682.24

Note (4)

Respondent carries a service interruption policy with the Imperial Insurance Company, Limited, under which it will be entitled to \$3,473(000) daily indemnity for certain work stoppage losses. In the event such losses are sustained by other railroads holding similar policies, Respondent may be obligated to pay the maximum amount of twenty times the daily indemnity.

210. RESULTS OF OPERATIONS (Dollars in Thousands)

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

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

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

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

5. Cross-checks

Schedule 210

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

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

Schedule 210

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

Schedule 410

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

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)	Line No.
		ORDINARY ITEMS					
		OPERATING INCOME					
		Railway Operating Income					
1		(101) Freight	4350464	3931248	4350464		1
2		(102) Passenger	22714	23532		22714	2
3		(103) Passenger-Related					3
4		(104) Switching	30329	30536	30329		4
5		(105) Water Transfers					5
6		(106) Demurrage	19144	15383	19144		6
7		(110) Incidental	7883	9927	6630	1253	7
8		(121) Joint Facility-Credit	2178	3171	1668	510	8
9		(122) Joint Facility-Debit	51	235	51		9
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	4432661	4013562	4408184	24477	10
11		(502) Railway operating revenues-Transfers from Government Authorities for current operations	7580	5488		7580	11
12		(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities					12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	4440241	4019050	4408184	32057	13
14	*	(531) Railway operating expenses	3493153	3306967	3463902	29251	14
15	*	Net revenue from railway operations	947088	712083	944282	2806	15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	138601	128402			16
17		(510) Miscellaneous rent income	21083	18901			17
18		(512) Separately operated properties-Profit	541				18
19		(513) Dividend Income (cost method)	1				19
20		(514) Interest Income	76290	41189			20
21		(516) Income from sinking and other funds	2512	3021			21
22		(517) Release of premiums on funded debt					22
23		(518) Contributions from other companies					23
24		(519) Miscellaneous income	14084	48987			24
25		Income from affiliated companies		1			25
26		Dividends (equity method)	(2878)	(2343)			26
27		TOTAL OTHER INCOME (lines 16-26)	250234	238158			27
28		TOTAL INCOME (lines 15, 27)	1197322	950241			27
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	100703	79544			29
30		(535) Taxes on property used in other than carrier operations	14142	12368			30
31		(543) Miscellaneous rent expense	492	381			31
32		(544) Miscellaneous taxes					32
33		(545) Separately operated properties-Loss		577			33
34		(549) Maintenance of investment organization					34
35		(550) Income transferred to other companies					35
36		(551) Miscellaneous income charges	17754	47150			36
37		(553) Uncollectible accounts	61	36			37
38		TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-37)	133152	140056			38
39		Income available for fixed charges (Lines 28, 38)	1064170	810185			39

Includes \$1,942 revenues from Camas Prairie RR Co. local traffic.

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

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
FIXED CHARGES					
		(546) Interest on funded debt:			
40		(a) Fixed interest not in default	108 529	112 847	40
41		(b) Interest in default			41
42		(547) Interest on unfunded debt	2 209	2 259	42
43		(548) Amortization of discount on funded debt	2 113	2 185	43
44		TOTAL FIXED CHARGES (lines 40-43)	112 851	117 291	44
45		Income after fixed charges (lines 39, 44)	951 319	692 894	45
OTHER DEDUCTIONS					
		(546) Interest on funded debt:			
46		(c) Contingent interest			46
UNUSUAL OR INFREQUENT ITEMS					
47		(555) Unusual or infrequent items (debit) credit			47
48		Income (Loss) from continuing operations (before income taxes)	951 319	692 894	48
PROVISIONS FOR INCOME TAXES					
		(556) Income taxes on ordinary income:			
49	*	Federal income taxes	77 057	6 716	49
50	*	State income taxes	24 249	8 708	50
51	*	Other income taxes			51
52	*	(557) Provision for deferred taxes	298 690	263 099	52
53		TOTAL PROVISIONS FOR INCOME TAXES (lines 49-52)	399 996	278 523	53
54	*	Income from continuing operations	551 323	414 371	54
DISCONTINUED OPERATIONS					
55		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$)			55
56		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$)			56
57		Income before extraordinary items	551 323	414 371	56
EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES					
58		(570) Extraordinary items (Net)			58
59		(590) Income taxes on extraordinary items			59
60		(591) Provision for deferred taxes-Extraordinary items			60
61		TOTAL EXTRAORDINARY ITEMS (lines 58-60)			61
62		(592) Cumulative effect of changes in accounting principles (less applicable income taxes of \$)			62
63	*	Net income (Loss)	551 323	414 371	63
Reconciliation of net railway operating income (NROI)					
64	*	Net revenues from railway operations	947 088	712 083	64
65	*	(536) Income taxes on ordinary income (-)	(101 306)	(15 424)	65
66	*	(557) Provision for deferred income taxes (-)	(298 690)	(263 099)	66
67		Income from lease of road and equipment (-)	(8)	(8)	67
68		Rent for leased roads and equipment (+)	48	48	68
69		Net railway operating income (loss)	547 132	433 600	69

Note to Schedule 210

Amount for preceding year has been restated to include BNRR (Manitoba) Ltd.

NOTES AND REMARKS FOR SCHEDULES 210 and 220

220 RETAINED EARNINGS (Dollars in Thousands)

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

Line No.	Cross Check	Item (a)	Retained earnings— Unappropriated (b)	Equity in undistributed earnings (losses) of affiliated companies (c)	Line No.
1		Balances of beginning of year	\$ 2 212 156	\$ 11 591	1
2		(601.5) Prior period adjustments to beginning retained earnings			2
		CREDITS			
3	*	(602) Credit balance transferred from income	554 201		3
4		(603) Appropriations released	725		4
5		(606) Other credits to retained earnings			5
6		TOTAL	554 926		6
		DEBITS			
7	*	(612) Debit balance transferred from income		2 878	7
8		(616) Other debits to retained earnings			8
9		(620) Appropriations for sinking and other funds	725		9
10		(621) Appropriations for other purposes			10
11		(623) Dividends: Common stock	326 661		11
12		Preferred stock ¹			12
13		TOTAL	327 386	2 878	13
14		Net increase (decrease) during year (Line 6 minus line 13)	227 540	(2 878)	14
15	*	Balances at close of year (Lines 1, 2 and 14)	2 439 696	8 713	15
16	*	Balances from line 15(c)	8 713	N/A	16
		Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	2 448 409	NA	17
18		(797) Total appropriated retained earnings:			18
19		Credits during year \$ 725			19
20		Debits during year \$ 725			20
21		Balance at Close of year \$ 7 393			21
		REMARKS			
		Amount of assigned Federal income tax consequences:			
22		Account 606	None	N/A	22
23		Account 616	None	N/A	23

Balances of beginning of year have been restated to include BNRR (Manitoba) Ltd.

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

230. CAPITAL STOCK

PART I. CAPITAL STOCK

(Dollars in Thousands)

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

Line No.	Class of Stock (a)	Par Value (b)	Number of Shares				Book Value at End of Year		Line No.
			Authorized (c)	Issued (d)	In Treasury (e) <u>1/</u>	Outstanding (f)	Outstanding (g)	In Treasury (h) <u>1/</u>	
1	Common BNRR	No Par	1 000	1 000	None	1 000	1000687	None	1
2	BN(OW) Inc.	\$100.00	50 000	19 500	19 500			1 950	2
3	BN (Manitoba) Ltd.	\$100.00	10 000	48 000	48 000			4 800	3
4	Preferred BN (OW) Inc.	\$100.00	50 000	2 000	2 000			200	4
5	Deferred BN (OW) Inc.	\$100.00	4 000	3 800	3 800			380	5
6									6
7									7
8									8
9									9
10	TOTAL	\$400.00	115 000	74 300	73 300	1 000	1000687	7 330	10

PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR

(Dollars in Thousands)

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

Line No.	Items (a)	Preferred Stock		Common Stock		Treasury Stock		Additional Capital \$ <u>3/</u> (h)	Line No.
		Number of Shares (b)	Amount \$ (c)	Number of Shares (d)	Amount \$ (e)	Number of Shares (f)	Amount \$ (g)		
11	Balance at beginning of year	None	None	1 000	951 639	None	None	49 105	11
12	Capital Stock Sold ¹								12
13	Capital Stock Reacquired								13
14	Capital Stock Canceled								14
15	XXXXXX Other (See Note 2/ on Page 15)							(57)	15
16	Balance at close of year	None	None	1 000	951 639	None	None	49 048	16

¹⁵
¹By footnote on page 47 state the purpose of the issue and authority.

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

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

1. Cross-checks

Schedule 240

Schedule 210

Line 1, column B = Line 54, column B

Line No.	Cross Check	Description (a)	Current year (b)	Prior year (c)	Line No.
		SOURCES OF WORKING CAPITAL			
		Working capital provided by operations:			
1	*	Income (loss) from continuing operations	551 323	414 371	1
		Add expenses not requiring outlay of working capital: (subtract) credits not generating working capital:			
2		Loss (gain) on sale or disposal of tangible property	(11 299)	(5 888)	2
3		Depreciation and amortization expenses	222 901	210 422	3
4		Net increase (decrease) in deferred income taxes	298 690	263 099	4
5		Net decrease (increase) in parent's share of subsidiary's undistributed income for the year	2 878	2 343	5
6		Net increase (decrease) in noncurrent portion of estimated liabilities	(5 132)	7 817	6
7		Other (specify):			7
8					8
9					9
10					10
11					11
12		TOTAL WORKING CAPITAL FROM CONTINUING OPERATIONS	1 059 361	892 164	12
		Add funds generated by reason of discontinued operations, extraordinary items, and changes in accounting principles			
13					13
14		TOTAL WORKING CAPITAL FROM OPERATIONS	1 059 361	892 164	14
		Working capital from sources other than operating:			
15		Proceeds from issuance of long-term liabilities	40 425	83 546	15
16		Proceeds from sale/disposition of carrier operating property	58 060	134 874	16
17		Proceeds from sale/disposition of other tangible property			17
18		Proceeds from sale/repayment of investments advances	1 014 363	412 638	18
19		Net decrease in sinking and other special funds			19
20		Proceeds from issue of capital stock			20
21		Other (specify):			21
22		Contribution to capital	(57)	10 747	22
23					23
24					24
25					25
26		TOTAL WORKING CAPITAL FROM SOURCES OTHER THAN OPERATING	1 112 791	641 805	26
27		TOTAL SOURCES OF WORKING CAPITAL	2 172 152	1 533 969	27

Notes to Schedule 230, Page 14

- 1) Includes intercompany ownerships.
- 2) During the second quarter of 1984, Burlington Northern Railroad Company transferred certain assets to Burlington Northern Inc. as a contribution of capital.
- 3) Balance at beginning of year has been restated to include BNRR (Manitoba) Ltd.

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

Line No.	Cross Check	Description (a)	Current year (b)	Prior year (c)	Line No.
APPLICATION OF WORKING CAPITAL					
28		Amount paid to acquire/retire long-term liabilities	81 689	75 990	28
29		Cash dividends declared	315 349	250 000	29
30		Purchase price of carrier operating property	619 087	615 089	30
31		Purchase price of other tangible property	3 444	2 590	31
32		Purchase price of long-term investment and advances	747 058	843 782	32
33		Net increase in sinking or other special funds	7 652	3 203	33
34		Purchase price of acquiring treasury stock			34
35		Other (specify):			35
36		Dividends declared of Property & Investments in			36
37		affiliated companies	747	35 503	37
38		Reduction in non-current assets due to the transfer			38
39		by dividends:			39
40		Investments at cost	(747)	(8 954)	40
41		Properties and Other Assets	-	(26 549)	41
42		Net effect of transfers on working capital	-	-	42
43		Miscellaneous items	(11 400)	38 286	43
44		TOTAL APPLICATION OF WORKING CAPITAL	1 762 879	1 828 940	44
45		Net increase (decrease) in working capital	409 273	(294 971)	45

NOTES AND REMARKS

245. WORKING CAPITAL

(Dollars in Thousands)

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

Line No.	Item (a)	Source No.	Amount (b)	Line
	CURRENT OPERATING ASSETS			
1	Interline and Other Balances (705)	Schedule 200, line 5, column b	5 067	1
2	Customers (706)	Schedule 200, line 6, column b	180 678	2
3	Other (707)	Note A	17 944	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2 + 3	203 689	4
	OPERATING REVENUE			
	Railway Operating Revenue	Schedule 210, line 13, column b	4 440 241	5
	Rent Income	Note B	99 987	6
	TOTAL OPERATING REVENUES	Lines 5 + 6	4 540 228	7
	Average Daily Operating Revenues	Line 7 ÷ 360 days	12 611.74	8
	Days of Operating Revenue in Current Operating Assets	Line 4 ÷ line 8	16.15	9
	Revenue Delay Days Plus Buffer	Lines 9 + 15 days	31.15	10
	CURRENT OPERATING LIABILITIES			
	Interline and Other Balances (752)	Schedule 200, line 31, column b	2 657	11
	Audited Accounts and Wages Payable (753)	Note A	33 111	12
	Accounts Payable—Other (754)	Note A	41 768	13
	Other Taxes Accrued (761.5)	Note A	85 339	14
	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	162 875	15
	OPERATING EXPENSES			
	Railway Operating Expenses	Schedule 210, line 14, column b	3 493 153	16
	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	223 078	17
	Cash Related Operating Expenses	Line 16 + line 6 - line 17	3 370 062	18
	Average Daily Expenditures	Line 18 ÷ 360 days	9361.28	19
	Days of Operating Expenses in Current Operating Liabilities	Line 15 ÷ line 19	17.40	20
	Days of Working Capital Required	Line 10 ÷ line 20 (Note C)	13.75	21
	Cash Working Capital Required	Line 21 × line 19	128 718	22
	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	486 094	23
	Cash Working Capital Allowed	Lesser line 22 and line 23	128 718	24
	MATERIALS AND SUPPLIES			
25	Total Material and Supplies (712)	Note A	177 254	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	66	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	177 188	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	305 906	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.

245. WORKING CAPITAL.
(Dollars in Thousands)

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

Line No.	Item (a)	Source No.	Amount (b)	Line
	CURRENT OPERATING ASSETS			
1	Interline and Other Balances (705)	Schedule 200, line 5, column b	5 067	1
2	Customers (706)	Schedule 200, line 6, column b	180 678	2
3	Other (707)	Note A	17 941	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2 + 3	203 689	4
	OPERATING REVENUE			
5	Railway Operating Revenue	Schedule 210, line 13, column b	4 440 241	5
6	Rent Income	Note B	99 987	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	4 540 228	7
8	Average Daily Operating Revenues	Line 7 ÷ 360 days	12 611.74	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 ÷ line 8	16.15	9
10	Revenue Delay Days Plus Buffer	Lines 9 + 15 days	31.15	10
	CURRENT OPERATING LIABILITIES			
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	2 657	11
12	Audited Accounts and Wages Payable (753)	Note A	33 111	12
13	Accounts Payable—Other (754)	Note A	41 768	13
14	Other Taxes Accrued (761.5)	Note A	85 339	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	162 875	15
	OPERATING EXPENSES			
16	Railway Operating Expenses	Schedule 210, line 14, column b	3 493 153	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	222 228 223 078	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	3370062 3 370 912	18
19	Average Daily Expenditures	Line 18 ÷ 360 days	9361.28 9 363.64	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 ÷ line 19	17.40 17.39	20
21	Days of Working Capital Required	Line 10 ÷ line 20 (Note C)	13.75 13.76	21
22	Cash Working Capital Required	Line 21 × line 19	128718 128843.69	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	486 094	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	128718 486 094	24
	MATERIALS AND SUPPLIES			
25	Total Material and Supplies (712)	Note A	177 254	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	66	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	177 188	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	305906 663 282	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.

NOTES AND REMARKS

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 name of the issuing corporations, the symbols and industrial classifications to be as follows:

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

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

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

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

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

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

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

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

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

1. Give particulars of investments in stocks, bonds, other secured obligations, unsecured notes, and investment advances of companies affiliated with respondent, included in accounts Nos. 715, "Sinking Funds"; 716, "Capital Funds"; 721, "Investments and Advances Affiliated Companies"; and 717, "Other Funds."
2. Entries in this schedule should be made in accordance with the definitions and general instructions given on page 18, classifying the investments by means of letters, figures, and symbols in columns (a), (b), and (c).
3. Indicate by means of an arbitrary mark in column (d) the obligation in support of which any security is pledged, mortgaged, or otherwise encumbered, giving names and other important particulars of such obligations in footnotes.
4. Give totals for each class and for each subclass and a grand total for each account.
5. Entries in column (d) should show date of maturity of bonds and other evidences of indebtedness. In case obligations of the same designation mature serially, the date in column (d) may be reported as "Serially 19__ to 19__." Abbreviations in common use in standard financial publications may

Line No.	Account No.	Class No.	Kind of industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of Control	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	A-1	VII	Belt Railway of Chicago, The	B 7.69	1
2				BN Transport Inc.	100.00	2
3				Burlington Northern Dock Corporation	100.00	3
4				Burlington Northern (Manitoba) Ltd.	100.00	4
5				Camas Prairie Railroad Company	50.00	5
6				Davenport, Rock Island & Northwestern Ry. Co.	B 50.00	6
7				Denver Union Terminal Railway Company	C 16.67	7
8				Galveston Terminal Ry.	50.00	8
9				Houston Belt & Terminal Ry. Company	12.50	9
10				Iowa Transfer Railway Company	A 25.00	10
11				Kansas City Terminal Railway Company	D 16.66	11
12				Keokuk Union Depot Company	B 40.00	12
13				Lake Superior Terminal & Transfer Ry. Co., The	F 66.67	13
14				Longview Switching Company	50.00	14
15				Minnesota Transfer Railway Company, The	E 33.33	15
16				Paducah & Illinois Railroad Company	A 33.33	16
17				Portland Terminal Railroad Company	40.00	17
18				St. Paul Union Depot Company, The	I 40.20	18
19				Terminal Railroad Assn. of St. Louis	G 12.50	19
20				Trailer Train Company	9.76	20
21				Western Fruit Express Company	100.00	21
22				Wichita Union Terminal Ry. Company	H 33.33	22
23				Winona Bridge Ry. Company	B 66.67	23
24				Total Class A-1	xxxxxx	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)

be used to conserve space.

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

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

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

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

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

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

Line No.	Investments and advances				Disposed of: profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income (l)	Line No.
	Opening balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (i)				
1	240			240				1
2	11 312		(1) 11 312	-				2
3	1			1				3
4	4 800		(2) 4 800	-				4
5	50			50				5
6	1 748			1 748				6
7	10			10				7
8	15			15				8
9	-			-				9
10	16			16			1	10
11	100			100				11
12	8			8				12
13	340			340				13
14	2			2				14
15	274			274				15
16	3			3				16
17	1 880			1 880				17
18	-			-				18
19	-			-				19
20	4 811			4 811				20
21	6 900			6 900				21
22	24			24				22
23	-			-				23
24	32 534		16 112	16 422			1	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.	Account No.	Class No.	Kind of industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of Control	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	A-3	VI	Burlington Northern R.R. Properties Inc.	100.00	1
2			VI	Clarkland Inc.	100.00	2
3			VI	Clarkland Royalty Inc.	H 100.00	3
4			VI	906 Olive Corporation	100.00	4
5				Total Class A-3	XXXXXX	5
6				Total Class A	XXXXXX	6
7						7
8						8
9	721	B-1	VII	Chicago Union Station Company		9
10				Total Class B	XXXXXX	10
11						11
12	721	D-3	X	Unsecured Note to Company Officer		12
13	721	D-1	VI	Clarkland Royalty Inc.		13
14			VII	Trailer Train Company		14
15				Total Class D		15
16						16
17	721	E-1	VII	Belt Railway Company of Chicago, The	J	17
18			VII	Burlington Northern Dock Corporation		18
19			VII	Camas Prairie Railroad Company		19
20			VII	Chicago Union Station Company		20
21			VII	Davenport, Rock Island & North Western Ry. Co.	J	21
22			VII	Denver Union Terminal Railway Company		22
23			VII	Galveston Terminal Ry.		23
24			VII	Houston Belt & Terminal Ry. Co.		24
25			VII	Kansas City Terminal Railway Company	J	25
26			VII	Lake Superior Terminal & Transfer Ry. Co., The		26
27			VII	Longview Switching Company		27
28			VII	Minnesota Transfer Railway Co., The		28
29			VII	Paducah & Illinois Railroad Company		29
30			VII	Portland Terminal R.R. Assoc.		30
31			VII	Terminal Railroad Assn. of St. Louis		31
32			VII	Wichita Union Terminal Ry. Co.		32
33			VII	Wichita Terminal Association		33
34				Total Class E-1		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	33 217		(3) 57	33 160				1
2	5 739			5 739				2
3	73			73				3
4	1 176			1 176				4
5	40 205		57	40 148				5
6	72 739		16 169	56 570			1	6
7								7
8								8
9	126		126	-			3	9
10	126		126	-			3	10
11								11
12	200			200				12
13	184			184				13
14	1 622	7		1 629			128	14
15	2 006	7		2 013			128	15
16								16
17	1 703	164		1 867			104	17
18	2 575	2 265	801	4 039				18
19	605	13	51	567			30	19
20	15 015	159	15 174	-		-		20
21	3 110	1 832	655	4 287				21
22	688		60	628				22
23	180		25	155				23
24	1 851	2 113	1 448	2 516				24
25	7 686	535	18	8 203		2 473		25
26	34	252		286			5	26
27	63			63				27
28	183		183	-			1	28
29	1 320	9	19	1 310			60	29
30	65	76	65	76				30
31	407	120		527				31
32	416			416				32
33	2			2				33
34	35 903	7 538	18 499	24 942		2 473	200	34
35								35
36								36
37								37
38								38
39								39
40								40

VII. 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 included rate for preferred stocks and bonds)	Extent of Control	Line No.
(a)	(b)	(c)	(d)	(e)		
1	721	E-3		Burlington Northern Inc.		1
2		VI		Burlington Northern R.R. Properties Inc.		2
3		VI		Clarkland Inc.		3
4		VI		Clarkland Royalty Inc.		4
5				Total Class E-3		5
6				Total Class E		6
7				Grand Total Account 721		7
8						8
9				Notes to Schedule 310:		9
10				(1) Dividend to Burlington Northern Inc.		10
11				(Holding Company)		11
12						12
13				(2) Due to consolidated reporting of BN (Manitoba)		13
14				Ltd. balance sheet in the R-1		14
15						15
16				(3) Adjust transfer of property made in 1983		16
17				between Burlington Northern R.R. Properties		17
18				Inc. and Glacier Park Company		18
19						19
20				(4) \$300,000 represents investments transferred		20
21				to Burlington Northern Inc. (Holding Company)		21
22				by dividend \$676,185 cash		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—Concluded
(Dollars in Thousands)

Line No.	Investments and advances				Disposed of: profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income (l)	Line No.
	Opening balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (i)				
1	434 000	737 085	(4)976 185	194 900			44 356	1
2	6 467	2 428	3 264	5 631				2
3	10 378			10 378				3
4	120		120	-				4
5	450 965	739 513	979 569	210 909		-	44 356	5
6	486 868	747 051	998 068	235 851		2 473	44 556	6
7	**561 739	747 058	1 014 363	*294 434		2 473	44 688	7
8								8
9								9
10								10
11								11
12								12
13								13
14								14
15								15
16								16
17								17
18								18
19								19
20								20
21								21
22								22
23								23
24								24
25								25
26								26
27								27
28								28
29								29
30								30
31								31
32								32
33								33
34								34
35								35
36								36
37								37
38								38
39								39
40								40

* Excludes \$8,713 equity in earnings of subsidiary companies.

** Excludes \$11,591 equity in earnings of subsidiary companies.

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

Undistributed Earnings From Certain Investments in Affiliated Companies

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

Line No.	Name of issuing company and description of security held	Balance at beginning of year	Adjustment for investments equity method	Equity in undistributed earnings (losses) during year	Amortization during year	Adjustment for investments disposed of or written down during year	Balance at close of year	Line No.
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	
Carriers (List specifics for each company)								
1	BN Transport Inc. Common stock	(7 746)		(3 053)		10 799	-0-	1
2	Burlington Northern Dock Corp. " "	(1)					(1)	2
3	Davenport, Rock Island & N.W. Ry. Co. " "	87					87	3
4	Denver Union Terminal Ry. " "	(38)					(38)	4
5	Galveston Terminal Ry. Co. " "	(367)					(367)	5
6	Iowa Transfer Ry. Co. " "	18		1			19	6
7	Keokuk Union Depot Co. " "	32					32	7
8	Minnesota Transfer Ry. Co., The " "	985					985	8
9	Paducah & Illinois R.R. Co. " "	(86)					(86)	9
10	Portland Terminal R.R. Co. " "	(14)		2			(12)	10
11	Pueblo Union Depot & R.R. Co. " "	32					32	11
12	Western Fruit Express Co. " "	14 688		518			15 206	12
13	Winona Bridge Ry. Co. " "	269					269	13
Noncarrier (List specifics for each company)								
14	Adj. to write off difference in book & consol.							14
15	income - Great Midwest	80		(40)			40	15
16	Rounding difference	2		5		(4)	3	16
17								17
18								18
19								19
20								20
21	Total Carriers	7 941		(2 567)		10 795	16 169	21
22								22
23								23
24								24
25								25
26								26
27								27

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

Undistributed Earnings From Certain Investments in Affiliated Companies

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

Line No.	Name of issuing company and description of security held (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.
1	Noncarrier (List specifics for each company) BNT Terminals, Inc. Common stock	204		24		(228)	-0-	1
2	Burlington Northern Railroad Properites Inc. "	1 928		(109)			1 819	2
3	Clarkland Inc. " "	1 084		(259)			825	3
4	Clarkland Royalty, Inc. " "	20		12			32	4
5	906 Olive Corporation " "	414		21			435	5
6								6
7								7
8								8
9	Total Noncarriers	3 650		(311)		(228)	3 111	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

Road Initials: BNRR

Year 19 84

77A

NOTES AND REMARKS

to Schedule 310, Investments and Advances Affiliated Companies

Footnote A - Pledged under CB&Q First and Refunding Mortgage, GN General Gold Bond Mortgage, and BNRR Consolidated Mortgage.

Footnote B - Pledged, except for a minimal number of Director's Qualifying Shares, under CB&Q First and Refunding Mortgage, GN General Gold Bond Mortgage, and BNRR Consolidated Mortgage.

Footnote C - BNRR owns 100 shares of which 50 are pledged under CB&Q First and Refunding Mortgage, GN General Gold Bond Mortgage, and BNRR Consolidated Mortgage.

Footnote D - BNRR owns 3,666-2/3 shares. 1,833-1/3 shares are pledged under CB&Q First and Refunding Mortgage subject to Stock Trust Agreement 6-12-09 under which 1,828-1/3 shares are held by the First Nat'l. Bank of Kansas City, Trustee, and 5 shares are held by Citibank, N.A., Trustee. These shares are also subject to GN General Gold Bond Mortgage and BNRR Consolidated Mortgage. 1,833-1/3 shares are pledged under the St. Louis-San Francisco Railway Co. First Mortgage subject to Stock Trust Agreement of 6-12-09 under which 1,828-1/3 shares are held by the First Nat'l. Bank of Kansas City, Trustee.

Footnote E - BNRR owns a total of 2,739 shares. 913 shares are pledged under NP Prior Lien Mortgage, NP General Lien Mortgage, and BNRR Consolidated Mortgage. 913 shares are pledged under GN General Gold Bond Mortgage, and BNRR Consolidated Mortgage. 913 shares are pledged under CB&Q First and Refunding Mortgage, GN General Gold Bond Mortgage, and BNRR Consolidated Mortgage.

Footnote F - BNRR owns a total of 3,356 shares. 1,678 shares are pledged under GN General Gold Bond Mortgage and BNRR Consolidated Mortgage. 1,678 shares are pledged under BNRR Consolidated Mortgage.

Footnote G - BNRR owns 4,116 shares. 2,058 shares pledged under CB&Q First and Refunding Mortgage, GN General Gold Bond Mortgage, and BNRR Consolidated Mortgage. 2,058 shares pledged under St. Louis-San Francisco Railway Co. First Mortgage.

Footnote H - Pledged under St. Louis-San Francisco Railway Co. First Mortgage.

Footnote I - 3,108 shares of the Saint Paul Union Depot Company out of a total of 3,332 shares owned are pledged. 437.5 shares are pledged under NP Prior Lien Mortgage, NP General Lien Mortgage, and BNRR Consolidated Mortgage. 598.5 shares are pledged under BNRR Consolidated Mortgage. 1,036 shares are pledged under GN General Gold Bond Mortgage and BNRR Consolidated Mortgage. 1,036 shares are pledged under CB&Q First and Refunding Mortgage, GN General Gold Bond Mortgage, and BNRR Consolidated Mortgage.

NOTES AND REMARKS

Footnotes to Schedule 310, Investments and Advances Affiliated Companies

- Footnote A - Pledged under CB&Q First and Refunding Mortgage, GN General Gold Bond Mortgage, and BNRR Consolidated Mortgage.
- Footnote B - Pledged, except for a minimal number of Director's Qualifying Shares, under CB&Q First and Refunding Mortgage, GN General Gold Bond Mortgage, and BNRR Consolidated Mortgage.
- Footnote C - BNRR owns 100 shares of which 50 are pledged under CB&Q First and Refunding Mortgage, GN General Gold Bond Mortgage, and BNRR Consolidated Mortgage.
- Footnote D - BNRR owns 3,666-2/3 shares. 1,833-1/3 shares are pledged under CB&Q First and Refunding Mortgage subject to Stock Trust Agreement 6-12-09 under which 1,828-1/3 shares are held by the First Nat'l. Bank of Kansas City, Trustee, and 5 shares are held by Citibank, N.A., Trustee. These shares are also subject to GN General Gold Bond Mortgage and BNRR Consolidated Mortgage. 1,833-1/3 shares are pledged under the St. Louis-San Francisco Railway Co. First Mortgage subject to Stock Trust Agreement of 6-12-09 under which 1,828-1/3 shares are held by the First Nat'l. Bank of Kansas City, Trustee.
- Footnote E - BNRR owns a total of 2,739 shares. 913 shares are pledged under NP Prior Lien Mortgage, NP General Lien Mortgage, and BNRR Consolidated Mortgage. 913 shares are pledged under GN General Gold Bond Mortgage, and BNRR Consolidated Mortgage. 913 shares are pledged under CB&Q First and Refunding Mortgage, GN General Gold Bond Mortgage, and BNRR Consolidated Mortgage.
- Footnote F - BNRR owns a total of 3,356 shares. 1,678 shares are pledged under GN General Gold Bond Mortgage and BNRR Consolidated Mortgage. 1,678 shares are pledged under BNRR Consolidated Mortgage.
- Footnote G - BNRR owns 4,116 shares. 2,058 shares pledged under CB&Q First and Refunding Mortgage, GN General Gold Bond Mortgage, and BNRR Consolidated Mortgage. 2,058 shares pledged under St. Louis-San Francisco Railway Co. First Mortgage.
- Footnote H - Pledged under St. Louis-San Francisco Railway Co. First Mortgage.
- Footnote I - 3,108 shares of the Saint Paul Union Depot Company out of a total of 3,332 shares owned are pledged. 437.5 shares are pledged under NP Prior Lien Mortgage, NP General Lien Mortgage, and BNRR Consolidated Mortgage. 598.5 shares are pledged under BNRR Consolidated Mortgage. 1,036 shares are pledged under GN General Gold Bond Mortgage and BNRR Consolidated Mortgage. 1,036 shares are pledged under CB&Q First and Refunding Mortgage, GN General Gold Bond Mortgage, and BNRR Consolidated Mortgage.

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

Undistributed Earnings From Certain Investments in Affiliated Companies

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

Line No.	Name of issuing company and description of security held	Balance at beginning of year	Adjustment for investments equity method	Equity as on distributed earnings (losses) during year	Amortization during year	Adjustment for investments disposed of or written down during year	Balance at close of year	Line No.
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	
1	Noncarrier (List specifics for each company) BNT Terminals, Inc. Common stock	204		24		(228)	-0-	1
2	Burlington Northern Railroad Properites Inc. "	1 928		(109)			1 819	2
3	Clarkland Inc. " "	1 084		(259)			825	3
4	Clarkland Royalty, Inc. " "	20		12			32	4
5	906 Olive Corporation " "	414		21			435	5
6								6
7								7
8								8
9	Total Noncarriers	3 650		(311)		(228)	3 111	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

Road Initials: BNRR

Year 19 84

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NOTES AND REMARKS

Footnotes to Schedule 310 (Continued)

Footnote J - Investment advances are pledged under CB&Q First and Refunding Mortgage, GN General Gold Bond Mortgage, and BNRR Consolidated Mortgage as follows:

The Belt Railway Company of Chicago	\$ 435
Davenport, Rock Island & North Western Ry. Co.	1,292
Kansas City Terminal Railway Company	1,257

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

1. Give particulars of balances at the beginning and close of the year and of all changes during the year in Account No. 731, "Road and Equipment Property," and Account No. 732, "Improvements on Leased Property," classified by primary accounts in accordance with the Uniform System of Accounts for Railroad Companies. If the amount in Account 732 for road or for equipment is less than 5% of the amount in Account 731 at the beginning and end of year, the details in the corresponding portion of Schedule 330A may be omitted. However, lines 43, Grand Total should be completed. 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 terms and the cost of the property to the respondent. Also furnish a statement of the amount included in each primary account representing such property acquired, referring to the column or columns in which the entries appear.

10. If an amount of less than \$2,000 is used as the minimum for additions and betterments to property investment accounts as provided for in Instruction 2-2 of the Uniform System of Accounts for Railroad Companies, state in a footnote the amount used.

NOTES AND REMARKS

Instruction
ReferenceSchedule 330

1 Balances at beginning of year have been restated to include BN (Manitoba) Ltd.

7 Column (e) includes the following:

\$ 978,477 Purchase land for rail classification yard at Denver, CO.

\$1,316,896 Purchase land for intermodal hub center in Houston, TX.

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 ment. and road extensions (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc (d)	Line No.
1		(2) Land for transportation purposes	133 037			1
2		(3) Grading	530 317			2
3		(4) Other right-of-way expenditures	6 919			3
4		(5) Tunnels and subways	45 413			4
5		(6) Bridges, trestles, and culverts	342 407			5
6		(7) Elevated structures				6
7		(8) Ties	899 402			7
8		(9) Rail and other track material	2 337 240			8
9		(11) Ballast	549 245			9
10		(13) Fences, snowsheds, and signs	16 862			10
11		(16) Station and office buildings	131 511			11
12		(17) Roadway buildings	23 491			12
13		(18) Water stations	3 530			13
14		(19) Fuel stations	21 048			14
15		(20) Shops and enginehouses	122 064			15
16		(22) Storage warehouses				16
17		(23) Wharves and docks	1 989			17
18		(24) Coal and ore wharves	21 441			18
19		(25) TOFC COFC terminals	15 112			19
20		(26) Communication systems	102 064			20
21		(27) Signals and interlockers	238 979			21
22		(29) Power plants	1 250			22
23		(31) Power-transmission systems	6 186			23
24		(35) Miscellaneous structures	2 938			24
25		(37) Roadway machines	94 418			25
26		(39) Public improvements - Construction	71 070			26
27		(44) Shop machinery	58 882			27
28		(45) Power-plant machinery	4 825			28
29		Other (specify and explain)				29
30		TOTAL EXPENDITURES FOR ROAD	5 781 640			30
31		(52) Locomotives	441 680			31
32		(53) Freight-train cars	1 290 074			32
33		(54) Passenger-train cars	(116)			33
34		(55) Highway revenue equipment	3 617			34
35		(56) Floating equipment				35
36		(57) Work equipment	95 356			36
37		(58) Miscellaneous equipment	37 723			37
38		TOTAL EXPENDITURES FOR EQUIPMENT	1 868 334			38
39		(76) Interest during construction				39
40		TOTAL				40
41		(80) Other elements of investment				41
42		(90) Construction in progress	72 630			42
43		GRAND TOTAL	7 722 604			43

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

Line No.	Cross Check	Expenditures for additions and betterments during the year	Credits for property retired during the year	Net changes during the year	Balance at close of year	Line No.
		(e)	(f)	(g)	(h)	
1		2 885	1 510	1 375	134 412	1
2		14 556	897	13 659	543 976	2
3		(1 746)	12	(1 758)	5 161	3
4		184	5	179	45 592	4
5		20 157	619	19 538	361 945	5
6						6
7		99 137	25 429	73 708	973 110	7
8		223 757	68 094	155 663	2 492 903	8
9		53 513	11 063	42 450	591 695	9
10		182	48	134	16 996	10
11		24 568	17 497	7 071	138 582	11
12		5 126	889	4 237	27 728	12
13		312	89	223	3 753	13
14		867	54	813	21 861	14
15		23 157	3 300	19 857	141 921	15
16						16
17		14	(52)	66	2 055	17
18		26	7	19	21 460	18
19		14 045	14	14 031	29 143	19
20		9 680	2 249	7 431	109 495	20
21		23 252	1 519	21 733	260 712	21
22		168	419	(251)	999	22
23		581	113	468	6 654	23
24		184	39	145	3 083	24
25		22 890	14 006	8 884	103 302	25
26		5 502	314	5 188	76 258	26
27		3 871	3 631	240	59 122	27
28		(9)	450	(459)	4 366	28
29						29
30		546 859	152 215	394 644	6 176 284	30
31		5 830	10 100	(4 270)	437 410	31
32		5 293	71 480	(66 187)	1 223 887	32
33		116		116		33
34		11	41	(30)	3 587	34
35						35
36		17 338	3 829	13 509	108 865	36
37		23 371	4 072	19 299	57 022	37
38		51 959	89 522	(37 563)	1 830 771	38
39						39
40		548 818	241 737	307 081	800 7055	40
41						41
42		20 269		20 269	92 899	42
43		619 087	241 737	377 350	8 099 954	43

330A. IMPROVEMENTS ON LEASED PROPERTY

(Dollars in Thousands)

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	Expenditures during the year for original road and equipment ment, and road extensions (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc. (d)	Line No.
1		(2) Land for transportation purposes				1
2		(3) Grading				2
3		(4) Other right-of-way expenditures				3
4		(5) Tunnels and subways				4
5		(6) Bridges, trestles, and culverts				5
6		(7) Elevated structures				6
7		(8) Ties	Account 732 does not exceed 5% of Account 731			7
8		(9) Rail and other track material				8
9		(11) Ballast				9
10		(13) Fences, snowsheds, and signs				10
11		(16) Station and office buildings				11
12		(17) Roadway buildings				12
13		(18) Water stations				13
14		(19) Fuel stations				14
15		(20) Shops and enginehouses				15
16		(22) Storage warehouses				16
17		(23) Wharves and docks				17
18		(24) Coal and ore wharves				18
19		(25) TOFC/COFC terminals				19
20		(26) Communication systems				20
21		(27) Signals and interlockers				21
22		(29) Power plants				22
23		(31) Power-transmission systems				23
24		(35) Miscellaneous structures				24
25		(37) Roadway machines				25
26		(39) Public improvements - Construction				26
27		(44) Shop machinery				27
28		(45) Power-plant machinery				28
29		Other (specify and explain)				29
30		TOTAL EXPENDITURES FOR ROAD				30
31		(52) Locomotives				31
32		(53) Freight-train cars				32
33		(54) Passenger-train cars				33
34		(55) Highway revenue equipment				34
35		(56) Floating equipment				35
36		(57) Work equipment				36
37		(58) Miscellaneous equipment				37
38		TOTAL EXPENDITURES FOR EQUIPMENT				38
39		(76) Interest during construction				39
40		TOTAL				40
41		(80) Other elements of investment				41
42		(90) Construction in progress				42
43		GRAND TOTAL				43

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

Line No.	Cross Check	Expenditures for additions and betterments during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1						1
2						2
3						3
4		Account 732 does not exceed				4
5						5
6		5% of Account 731				6
7						7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40
41	*					41
42						42
43						43

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 (e) and (f) show the depreciation base used to compute the depreciation charges for the month of December; in columns (d) and (g) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 38 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. The depreciation base should not include the cost of equipment used, but not owned, when the rents therefor are included in the rent for equipment and Account Nos. 31-22-00, 31-23-00, 31-25-00, 31-21-00, 35-21-00, 35-23-00, 35-22-00, and 35-25-00. It should include the cost of equipment owned and leased to others when the rents therefor are included in the rent for equipment Accounts Nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00, inclusive. The composite rates used should be those prescribed or otherwise authorized by the Commission, except that where the use of component rates has been authorized, the composite rates 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 property, used but not owned, when the rent therefor is not included in Account Nos. 31-11-00, 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.

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

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

Line No.	Account (a)	OWNED AND USED			LEASED FROM OTHERS			Line No.
		Depreciation base		Annual composite rate (percent) (d)	Depreciation base		Annual composite rate (percent) (g)	
		At beginning of year (b)	At close of year (c)		At beginning of year (e)	At close of year (f)		
	ROAD							
1	(3) Grading	530299	533271	.70				
2	(4) Other, right-of-way expenditures	6919	4923	2.00				
3	(5) Tunnels and subways	45413	45466	.86				
4	(6) Bridges, trestles, and culverts	342405	358621	1.38	Account	732 does not		
5	(7) Elevated structures				exceed	5% of Account 731		
6	(8) Ties	898851	968383	2.89				
7	(9) Rail and other track material	2337444	2476144	3.69				
8	(11) Ballast	549098	586956	2.31				
9	(13) Fences, snow sheds, and signs	16260	16927	2.00				
10	(16) Station and office buildings	129698	148653	1.92				
11	(17) Roadway buildings	23490	27049	2.63				
12	(18) Water stations	3526	3425	2.86				
13	(19) Fuel stations	21040	21863	3.63				
14	(20) Shops and enginehouses	121970	126770	2.09				
15	(22) Storage warehouses							
16	(23) Wharves and docks	1989	2043	1.92				
17	(24) Coal and ore wharves	21441	21460	1.39				
18	(25) TOFC/COFC terminals	15112	25609	3.71				
19	(26) Communication systems	102061	108102	2.81				
20	(27) Signals and interlockers	238962	252676	2.26				
21	(29) Power plants	1250	980	2.50				
22	(31) Power-transmission systems	6186	6328	3.06				
23	(35) Miscellaneous structures	2938	2927	3.03				
24	(37) Roadway machines	94336	102286	3.84				
25	(39) Public improvements—Construction	71011	74913	1.43				
26	(44) Shop machinery	58872	58099	3.06				
27	(45) Power-plant machinery	4825	4354	3.84				
28	All other road accounts		85	1.00				
29	Amortization (other than defense projects)							
30	TOTAL ROAD	5645996	5978318	3.01				
	EQUIPMENT							
31	(52) Locomotives	439295	433765	(1)				
32	(53) Freight-train cars	1287872	1228853	(2)				
33	(54) Passenger-train cars	29						
34	(55) Highway revenue equipment	3617	3575	9.78				
35	(56) Floating equipment							
36	(57) Work equipment	94889	109475	3.92				
37	(58) Miscellaneous equipment	37698	49138	(3)				
38	TOTAL EQUIPMENT	1863400	1824806	3.48				
39	GRAND TOTAL	7509396	7803124					

(1), (2), (3) See Notes on Page 31A

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 142 for the accumulated depreciation relating to road and equipment owned but not used by respondent).

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

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

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

5. Enter amounts representing amortization under an authorized amortization program other than for defense projects on lines 29 and 38.

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	142 707	3 737		897		145 547	1
2		(4) Other, right-of-way expenditures	1 133	109		7		1 235	2
3		(5) Tunnels and subways	13 506	390		1		13 895	3
4		(6) Bridges, trestles, and culverts	174 281	4 818		697		178 402	4
5		(7) Elevated structures							5
6		(8) Ties	287 596	27 148		33 251		281 493	6
7		(9) Rail and other track material	714 395	91 336		41 314		764 417	7
8		(11) Ballast	88 922	15 209		9 218		94 913	8
9		(13) Fences, snow sheds, and signs	14 114	334		51		14 397	9
10		(16) Station and office buildings	48 533	2 804		6 853		44 484	10
11		(17) Roadway buildings	5 120	646		903		4 863	11
12		(18) Water stations	3 276	100		88		3 288	12
13		(19) Fuel stations	4 482	782		54		5 210	13
14		(20) Shops and enginehouses	39 230	2 611		3 293		38 548	14
15		(22) Storage warehouses							15
16		(23) Wharves and docks	1 963			(53)		2 016	16
17		(24) Coal and ore wharves	12 484	292		5		12 777	17
18		(25) TOFC/COFC terminals	3 685	745		13		4 417	18
19		(26) Communication systems	38 746	2 946		2 298		39 394	19
20		(27) Signals and interlockers	76 045	5 578		1 430		80 193	20
21		(29) Power plants	369	24		420		(27)	21
22		(31) Power-transmission systems	4 297	189		113		4 373	22
23		(35) Miscellaneous structures	1 150	88		61		1 177	23
24		(37) Roadway machines	45 130	3 974		13 950		35 154	24
25		(39) Public improvements—Construction	19 790	1 048		278		20 560	25
26		(44) Shop machinery*	21 461	1 808		3 501		19 768	26
27		(45) Power-plant machinery*	2 676	183		450		2 409	27
28		All other road accounts							28
29		Amortization (Adjustments)							29
30		TOTAL ROAD	1 765 091	166 905		119 093		1 812 903	30
		EQUIPMENT							
31		(52) Locomotives	245 301	16 827		6 909		255 219	31
32		(53) Freight-train cars	368 281	38 427		57 234		349 474	32
33		(54) Passenger-train cars	118			118			33
34		(55) Highway revenue equipment	470	346		37		779	34
35		(56) Floating equipment							35
36		(57) Work equipment	28 493	3 991		2 439		30 045	36
37		(58) Miscellaneous equipment	16 417	4 886		3 718		17 585	37
38		Amortization Adjustments							38
39		TOTAL EQUIPMENT	659 080	64 477		70 455		653 102	39
40		GRAND TOTAL	2 424 171	231 382		189 548		2 466 005	40

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

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See Notes on Page 31A.

Balance at beginning of year has been restated to include BNRR (Manitoba) Ltd.

NOTES AND REMARKS

Notes Relating to Schedule 332 Depreciation Base and Rates, Page 30

- (1) Depreciation rates for locomotives reflect multi-purpose, road, switch and spare parts, issued January 1, 1978, ICC Order No. R-823-A and revision issued January 1, 1980, ICC Order No. R-823-B. Revised January 1, 1984.
- (2) Depreciation rates reflect car type rates issued January 1, 1978. ICC Order No. R-823-A and revision issued January 1, 1980, ICC Order No. R-823-B. Revised January 1, 1984.
- (3) Depreciation rates for Account 58-Miscellaneous Equipment reflect separate rates for autos, trucks, other equipment and miscellaneous equipment per ICC Order No. R-823-B issued January 1, 1980. Revised January 1, 1984.

Notes Relating to Schedule 335-Accumulated Depreciation, Page 31

<u>CREDITS TO RESERVE</u>	<u>ROAD</u>	<u>EQUIPMENT</u>
Debits for Depreciation on property of respondent	\$166,905	\$64,477
Depreciation on improvements to property leased to others (732)	138	229
Depreciation on Shop Machinery*	(1,808)	1,808
Credits for capitalized machinery and equipment depreciation ^{Note 1/}	(4,992)	(4,114)
Total Accumulated Depreciation Expense Schedule 410, Lines 136, 137, 138, 213, 232, 317	\$160,243	\$62,400

*Depreciation on Shop Machinery classified as Equipment under New ICC Classification effective January 1, 1978 and on Schedule 415.

Note 1. Totals from Schedules 412 and 415 will be greater than total accumulated depreciation expense by these amounts.

Note 2. Balances at beginning of year have been restated to include Manitoba.

NOTES AND REMARKS

Depreciation Rates for Locomotives and Freight Train Cars

Acct. No.	Name	Rate (Percent)
52	Locomotives	
	Multi-Purpose	2.44
	Diesel Road	4.10
	Diesel Switch	2.18
	Spare Parts	3.40
53	Freight Train Cars	
	Box Cars - 40' (s.h., new and rebuilt)	14.60
	Box Cars - 50' and larger	3.65
	Equipped Box Cars	2.80
	Gondola Cars	3.80
	Equipped Gondola Cars	3.43
	Covered Hopper Cars	2.17
	Open-Top Hopper Cars - Gen. Service	3.25
	Open-Top Hopper Cars - Spec. Service	2.00
	Refrigerator Cars - Non-mechanical	3.50
	Refrigerator Cars - Mechanical	2.52
	Flat Cars - TOFC/COFC	3.85
	Flat Cars - Gen. Service	3.20
	Flat Cars - Other	2.44
	All Other Freight Cars (excl. Cabooses)	2.58
	Cabooses	2.87
	Miscellaneous	7.15
	Spare Parts	2.92
55	Highway Revenue Equipment	9.78
57	Work Equipment	3.92
58	Miscellaneous Equipment	
	Automobiles	23.33
	Trucks	12.00
	Airplanes	7.75
	Other Equipment	9.09
	Miscellaneous Equipment	7.75

Effective January 1, 1984

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							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals and interlockers							20
21		(29) Power plants							21
22		(31) Power-transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public improvements—Construction							25
26		(44) Shop machinery*							26
27		(45) Power-plant machinery*							27
28		All other road accounts							28
29		Amortization (Adjustments)							29
30		TOTAL ROAD							30
		EQUIPMENT							
31		(52) Locomotives							31
32		(53) Freight-train cars							32
33		(54) Passenger-train cars							33
34		(55) Highway revenue equipment							34
35		(56) Floating equipment							35
36		(57) Work equipment							36
37		(58) Miscellaneous equipment							37
38		Amortization Adjustments							38
39		TOTAL EQUIPMENT							39
40		GRAND TOTAL							40

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

340. DEPRECIATION BASE AND RATES—IMPROVEMENTS TO ROAD AND EQUIPMENT LEASED FROM OTHERS

(Dollars in Thousands)

1. Show in column (b) for each primary account the depreciation base used in computing the depreciation charges for the month of January, and in column (c) show the depreciation base used in computing the depreciation charges for the month of December, in column (d) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 39 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. This schedule should include only improvements to leased property charged to Account 732, "Improvements on Leased Property." The composite rates used should be those prescribed or otherwise authorized by the Commission, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any charges in rates were effective during the year, give full particulars in a footnote.
2. All improvements to leased properties may be combined and one composite rate computed for each primary account, or a separate schedule may be included for each such property.
3. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for the discontinuance of accruals should be shown in a footnote indicating the account(s) affected.
4. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively.

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 5% of total road owned.			4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snow sheds, and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings				11
12	(18) Water stations				12
13	(19) Fuel stations				13
14	(20) Shops and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communication systems				19
20	(27) Signals and interlockers				20
21	(29) Power plants				21
22	(31) Power-transmission systems				22
23	(35) Miscellaneous structures				23
24	(37) Roadway machines				24
25	(39) Public improvements—Construction				25
26	(44) Shop machinery*				26
27	(45) Power-plant machinery*				27
28	All other road accounts				28
29	Amortization (Adjustments)				29
30	TOTAL ROAD				30
	EQUIPMENT				
31	(52) Locomotives				31
32	(53) Freight-train cars				32
33	(54) Passenger-train cars				33
34	(55) Highway revenue equipment				34
35	(56) Floating equipment				35
36	(57) Work equipment				36
37	(58) Miscellaneous equipment				37
38	Amortization Adjustments				38
39	TOTAL EQUIPMENT				39
40	GRAND TOTAL				40

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

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

(Dollars in Thousands)

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

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

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

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

5. 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 38, 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 others (c)	Other credits (d)	Retirements (e)	Other debits (f)			
		ROAD								
1		(3) Grading							1	
2		(4) Other, right-of-way expenditures							2	
3		(5) Tunnels and subways							3	
4		(6) Bridges, trestles, and culverts	Total road leased (732) from others is less than 5% of total road owned.							4
5		(7) Elevated structures							5	
6		(8) Ties							6	
7		(9) Rail and other track material							7	
8		(11) Ballast							8	
9		(13) Fences, snow sheds, and signs							9	
10		(16) Station and office buildings							10	
11		(17) Roadway buildings							11	
12		(18) Water stations							12	
13		(19) Fuel stations							13	
14		(20) Shops and enginehouses							14	
15		(22) Storage warehouses							15	
16		(23) Wharves and docks							16	
17		(24) Coal and ore wharves							17	
18		(25) TOFC/COFC terminals							18	
19		(26) Communication systems							19	
20		(27) Signals and interlockers							20	
21		(29) Power plants							21	
22		(31) Power-transmission systems							22	
23		(35) Miscellaneous structures							23	
24		(37) Roadway machines							24	
25		(39) Public improvements—Construction							25	
26		(44) Shop machinery*							26	
27		(45) Power-plant machinery*							27	
28		All other road accounts							28	
29		TOTAL ROAD							29	
		EQUIPMENT								
30		(52) Locomotives							30	
31		(53) Freight-train cars							31	
32		(54) Passenger-train cars							32	
33		(55) Highway revenue equipment							33	
34		(56) Floating equipment							34	
35		(57) Work equipment							35	
36		(58) Miscellaneous equipment							36	
37		TOTAL EQUIPMENT							37	
38		GRAND TOTAL							38	

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

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

(Dollars in Thousands)

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

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

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

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

5. 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 38, 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 others (c)	Other credits (d)	Retirements (e)	Other debits (f)			
		ROAD								
1		(3) Grading							1	
2		(4) Other, right-of-way expenditures							2	
3		(5) Tunnels and subways							3	
4		(6) Bridges, trestles, and culverts	Total road leased (732) from others is less than 5% of total road owned.							4
5		(7) Elevated structures							5	
6		(8) Ties							6	
7		(9) Rail and other track material							7	
8		(11) Ballast							8	
9		(13) Fences, snow sheds, and signs							9	
10		(16) Station and office buildings							10	
11		(17) Roadway buildings							11	
12		(18) Water stations							12	
13		(19) Fuel stations							13	
14		(20) Shops and enginehouses							14	
15		(22) Storage warehouses							15	
16		(23) Wharves and docks							16	
17		(24) Coal and ore wharves							17	
18		(25) TOFC/COFC terminals							18	
19		(26) Communication systems							19	
20		(27) Signals and interlockers							20	
21		(29) Power plants							21	
22		(31) Power-transmission systems							22	
23		(35) Miscellaneous structures							23	
24		(37) Roadway machines							24	
25		(39) Public improvements—Construction							25	
26		(44) Shop machinery*							26	
27		(45) Power-plant machinery*							27	
28		All other road accounts							28	
29		TOTAL ROAD							29	
		EQUIPMENT								
30		(52) Locomotives							30	
31		(53) Freight-train cars							31	
32		(54) Passenger-train cars							32	
33		(55) Highway revenue equipment							33	
34		(56) Floating equipment							34	
35		(57) Work equipment							35	
36		(58) Miscellaneous equipment							36	
37		TOTAL EQUIPMENT							37	
38		GRAND TOTAL	1 716	366		818		1 264	38	

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

Road Initials: BNRR

Year 1984

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NOTES AND REMARKS FOR SCHEDULE 342

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

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

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

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

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

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

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

351. ACCUMULATED DEPRECIATION—ROAD AND EQUIPMENT LEASED TO OTHERS

(Dollars in Thousands)

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

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

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

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

Depreciation on equipment leased to others is charged to operating expenses.

351. ACCUMULATED DEPRECIATION—ROAD AND EQUIPMENT LEASED TO OTHERS

(Dollars in Thousands)

1. This schedule is to be used in cases where the depreciation reserve is carried in the accounts of the respondent and the rent therefrom is included Accounts 32-11-00, 32-12-00, 32-13-00, 32-21-00, 32-22-00, and 32-23-00.
2. Disclose credits and debits to Account 735, "Accumulated Depreciation—Road and Equipment Property," during the year relating to road and equipment leased to others, the depreciation charges for which are not includible in operating expenses of the respondent. (See Schedule 330 for the reserve relating to road and equipment owned and used by the respondent).
3. If any entries are made for "Other credits" and "Other debits," state the facts occasioning such entries. A debit balance in columns (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."
4. 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 38, Grand Total, should be completed.

		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.	
Line No.	Cross Check			Charges to others (c)	Other credits (d)	Retirements (e)	Other debits (f)			
ROAD										
1		(3) Grading							1	
2		(4) Other, right-of-way expenditures							2	
3		(5) Tunnels and subways							3	
4		(6) Bridges, trestles, and culverts	Total road leased to 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 buildings							10	
11		(17) Roadway buildings							11	
12		(18) Water stations							12	
13		(19) Fuel stations							13	
14		(20) Shops and enginehouses							14	
15		(22) Storage warehouses							15	
16		(23) Wharves and docks							16	
17		(24) Coal and ore wharves							17	
18		(25) TOFC/COFC terminals							18	
19		(26) Communication systems							19	
20		(27) Signals and interlockers							20	
21		(29) Power plants							21	
22		(31) Power-transmission systems							22	
23		(35) Miscellaneous structures							23	
24		(37) Roadway machines							24	
25		(39) Public improvements—Construction							25	
26		(44) Shop machinery							26	
27		(45) Power-plant machinery							27	
28		All other road accounts							28	
29		TOTAL ROAD							29	
EQUIPMENT										
30		(52) Locomotives							30	
31		(53) Freight-train cars							31	
32		(54) Passenger-train cars	Total equipment leased to others is							32
33		(55) Highway revenue equipment	less than 5% of total equipment owned.							33
34		(56) Floating equipment							34	
35		(57) Work equipment							35	
36		(58) Miscellaneous equipment							36	
37		TOTAL EQUIPMENT							37	
38		GRAND TOTAL							38	

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

(Dollars in Thousands)

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

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

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

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

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

Line No.	Class (See Ins. 2)	Name of company	Miles of road used (See Ins. 4)	Investments in property (See Ins. 5)	Depreciation and amortization of defense projects (See Ins. 6)	Line No.
(a)	(b)	(c)	(d)	(e)		
1	R	Burlington Northern Railroad Company	25 068	8 113 951	2 488 210	1
2						2
3		Add - Leased from Others:				3
4	O	ATSF-Pittsburg, KS - Land & Track		55	28	4
5	O	CNW-Leavenworth, KS - Switch Track		-	-	5
6	O	DMIR-Chisholm, MN - Turnout Track		1		6
7	O	Galv. Term. Ry. Co. - Galveston, TX -				7
8		Switch Track & Track	1	**		8
9	O	Iron Corp.-Duluth, MN - Switch Track		**		9
10	O	Lac Qui Parle Reg. Rail Auth.-Hanley Falls				10
11		to Madison, MN - Track	36	**		11
12	O	Shippers Consortium, Inc.-Council Bluffs				12
13		to Bayard, IA - Track	100			13
14	O	SP - Klamath Falls, OR - Switch Trk & Trk		5	*	14
15	O	State of SD - MN St. Line to Mobridge, SD				15
16		Track	203	**		16
17	O	STLSW - Rio to Hampton, TX - 2nd Track		**		17
18	O	UP - Garrison to Butte, MT - Track	52	1 354	*	18
19	O	U.S. Govt - Shelton to Bangor & Bremerton,				19
20		WA - Track	48	**		20
21	O	Oklahoma City, OK - Land		10		21
22		TOTAL	443	1 425	28	22
23						23
24		Deduct - Leased to Others:				24
25	O	CNW - Leavenworth, KS - Land		15		25
26	O	CNW - Minneapolis, MN - Track		49	14	26
27	O	DMIR - Hibbing, MN - Turnout		3		27
28	O	MKT - Rosedale, KS - Driveway		2		28
29	O	SOT - So. Omaha, NE - Yard Tracks		31	8	29
30		TOTAL		100	22	30
31		TOTAL	25 508	8 115 276	2 488 216	31

* Depreciation not available to Respondent.

** Investment not available to Respondent.

352D. INVESTMENT IN RAILWAY PROPERTY USED IN TRANSPORTATION SERVICE
(By Property Accounts)
(Dollars in Thousands)

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

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

3. Report on line 29 amounts representing capitalization of rentals for leased property based on 6 percent per year where property is not classified by accounts by non-carrier owners, or where cost of property leased from other carriers is not ascertainable. Identify non-carrier owners, and briefly explain on page 37 methods of estimating value of property of non-carriers or property of other carriers.

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

Line No.	Cross Check	Account (a)	Respondent (b)	Lessor railroads (c)	Inactive (proprietary companies) (d)	Other Leased properties (e)	Line No.
1		(2) Land for transportation purposes	134 426			29	1
2		(3) Grading	544 609			313	2
3		(4) Other right-of-way expenditures	5 436				3
4		(5) Tunnels and subways	45 592				4
5		(6) Bridges, trestles, and culverts	362 597			67	5
6		(7) Elevated structures					6
7		(8) Ties	973 400			244	7
8		(9) Rail and other track material	2 492 030			524	8
9		(11) Ballast	592 032			66	9
10		(13) Fences, snow sheds, and signs	17 016			2	10
11		(16) Station and office buildings	144 322			25	11
12		(17) Roadway buildings	28 937			12	12
13		(18) Water stations	3 755			21	13
14		(19) Fuel stations	21 863			2	14
15		(20) Shops and enginehouses	141 922			10	15
16		(22) Storage warehouses					16
17		(23) Wharves and docks	2 055				17
18		(24) Coal and ore wharves	21 551				18
19		(25) TOFC/COFC terminals	29 152				19
20		(26) Communication systems	109 715			2	20
21		(27) Signals and interlockers	261 114			(2)	21
22		(29) Power plants	999				22
23		(31) Power-transmission systems	6 654				23
24		(35) Miscellaneous structures	3 083				24
25		(37) Roadway machines	103 302				25
26		(39) Public improvements--Construction	76 314			(2)	26
27		(44) Shop machinery	59 125			5	27
28		(45) Power-plant machinery	4 366				28
29		Leased property capitalized rentals (explain)					29
30		Other (specify and explain)					30
31		Total expenditures for road	6 185 367			1 318	31
32		(52) Locomotives	440 427				32
33		(53) Freight-train cars	1 224 041				33
34		(54) Passenger-train cars					34
35		(55) Highway revenue equipment	3 587				35
36		(56) Floating equipment					36
37		(57) Work equipment	108 865				37
38		(58) Miscellaneous equipment	58 765				38
39		Total expenditures for equipment	1 835 685				39
40		(76) Interest during construction				8	40
41		(80) Other elements of investment				(1)	41
42		(90) Construction work in progress	92 899				42
43		GRAND TOTAL	7 113 951			1 325	43

RC-130500

BURLINGTON NORTHERN

1984

2 OF 4

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

Cross-checks

Schedule 410		Schedule 210
Line 620, column (h)	=	Line 14, column (b)
Line 620, column (f)	=	Line 14, column (d)
Line 620, column (g)	=	Line 14, column (e)
		Schedule 412
Lines 136 thru 138, column (f)	=	Line 31, column (b)
Lines 118 thru 123, and 130 thru 135, column (f)	=	Line 31, 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)

ROAD INITIALS: BN YEAR: 1984

410. RAILWAY OPERATING EXPENSES (IN THOUSANDS)

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LINE NO.	NAME OF ACCOUNT (A)	FREIGHT SALARIES AND WAGES (B)	FREIGHT MATERIAL SUPPLIES (C)	FREIGHT PURCHASED SERVICES (D)	FREIGHT GENERAL (E)	FREIGHT TOTAL EXPENSE (F)	PASSENGER (G)	TOTAL (H)
	WAY AND STRUCTURES:							
	ADMINISTRATION:							
1	TRACK	1,891	254	1,261	5,053	8,459	145	8,604
2	BRIDGES AND BUILDINGS	1,187	462	187	1,112	2,948	78	3,026
3	SIGNAL	2,996	747	479	1,319	5,541		5,585
4	COMMUNICATION	2,413	131	338	958	3,840	35	3,875
5	OTHER	5,310	1,225	1,203	2,467	10,205	214	10,419
	REPAIR AND MAINTENANCE:							
6	ROADWAY - RUNNING	17,722	1,894	4,099	265	23,980	22	24,002
7	ROADWAY - SWITCHING	1,733	94	196	6	2,029	27	2,056
8	TUNNELS AND SUBWAYS - RUNNING	226	2-	411	4	639	1	640
9	TUNNELS AND SUBWAYS - SWITCHING	26	2	9	1	38		38
10	BRIDGES AND CULVERTS - RUNNING	10,655	2,748	4,072	694	18,169	22	18,191
11	BRIDGES AND CULVERTS - SWITCHING	239	103	60-	8	290		290
12	TIES - RUNNING	4,227	84	350	171	4,832	5	4,837
13	TIES - SWITCHING	940	313	46	9	1,308	9	1,317
14	RAIL AND OTHER TRACK MATERIAL - RUNNING	61,783	14,781	3,742	1,990	82,296	139	82,435
15	RAIL AND OTHER TRACK MATERIAL - SWITCHING	9,851	2,189	117-	72	11,995	59	12,054
16	BALLAST - RUNNING	10,730	1,412	1,766	523	14,431	22	14,453
17	BALLAST - SWITCHING	845	211	3-	10	1,063	14	1,077
18	ROAD PROPERTY DAMAGED - RUNNING	2,444	1,259	311	49	4,063	9	4,072
19	ROAD PROPERTY DAMAGED - SWITCHING	1,133	7-	33	9	1,168	3	1,171
20	ROAD PROPERTY DAMAGED - OTHER	105	18-	978-	2	889-	1	888-
21	SIGNALS AND INTERLOCKERS - RUNNING	19,648	10,640	311	683	31,282	523	31,805
22	SIGNALS AND INTERLOCKERS - SWITCHING	1,414	384	61-	1	1,738	8	1,746
23	COMMUNICATION SYSTEMS	12,372	4,923	293	652	18,240	108	18,348
24	POWER SYSTEMS	1,635	901	98	3	2,637	54	2,691
25	HIGHWAY GRADE CROSSING - RUNNING	5,564	1,711	583	143	8,001	44	8,045
26	HIGHWAY GRADE CROSSING - SWITCHING	370	12	59-	7	330	1	331
27	STATION AND OFFICE BUILDINGS	2,759	1,036	2,806	71	6,672	71	6,743
28	SHOP BUILDINGS - LOCOMOTIVES	4,887	724	372	109	6,092	28	6,120
29	SHOP BUILDINGS - FREIGHT CARS	1,046	777	163	56	2,042		2,042
30	SHOP BUILDINGS - OTHER EQUIPMENT	230	154	668	14	1,066	1	1,067

LINE NO.	NAME OF ACCOUNT	FREIGHT SALARIES AND WAGES (B)	FREIGHT MATERIAL SUPPLIES (C)	FREIGHT PURCHASED SERVICES (D)	FREIGHT GENERAL (E)	FREIGHT TOTAL EXPENSE (F)	PASSENGER (G)	TOTAL (H)
	WAY AND STRUCTURES - CONTINUED:							
	REPAIR AND MAINTENANCE - CONTINUED:							
101	LOCOMOTIVE SERVICING FACILITIES	332	127	60	3	522	17	539
102	MISCELLANEOUS BUILDINGS AND STRUCTURES	3,729	1,040	1,145	296	6,210	126	6,336
103	COAL TERMINALS							
104	ORE TERMINALS	1,200	1,652	24-	5	2,833		2,833
105	OTHER MARINE TERMINALS							
106	TOFC-COFC TERMINALS	270	748	1,302	92	2,412		2,412
107	MOTOR VEHICLE LOADING AND DISTRIBUTION	5	2	72		79		79
108	FACILITIES FOR OTHER SPEC SVC OPERATIONS	11-	40	127		156		156
109	ROADWAY MACHINES	13,837	26,940	2,259	725	43,761	112	43,873
110	SMALL TOOLS AND SUPPLIES	127	13,343	1,079	24	14,573	9	14,582
111	SNOW REMOVAL	3,673	47	788	21	4,529	55	4,584
112	FRINGE BENEFITS - RUNNING				40,492	40,492	193	40,685
113	FRINGE BENEFITS - SWITCHING				5,062	5,062	30	5,092
114	FRINGE BENEFITS - OTHER				29,748	29,748	200	29,948
115	CASUALTIES AND INSURANCE - RUNNING				8,055	8,055	1	8,056
116	CASUALTIES AND INSURANCE - SWITCHING				1,380	1,380		1,380
117	CASUALTIES AND INSURANCE - OTHER				2,501	2,501	11	2,512
118	LEASE RENTALS DEBIT - RUNNING			115		115		115
119	LEASE RENTALS DEBIT - SWITCHING			3		3		3
120	LEASE RENTALS DEBIT - OTHER			13,242		13,242	1	13,243
121	LEASE RENTALS CREDIT - RUNNING							
122	LEASE RENTALS CREDIT - SWITCHING			135-		135-		135-
123	LEASE RENTALS CREDIT - OTHER			40-		40-		40-
124	JOINT FACILITY RENT DEBIT - RUNNING			4,054		4,054		4,054
125	JOINT FACILITY RENT DEBIT - SWITCHING			337		337	252	589
126	JOINT FACILITY RENT DEBIT - OTHER			81		81		81
127	JOINT FACILITY RENT CREDIT - RUNNING			6,062-		6,062-		6,062-
128	JOINT FACILITY RENT CREDIT - SWITCHING			1,258-		1,258-		1,258-
129	JOINT FACILITY RENT CREDIT - OTHER			22-		22-		22-
130	OTHER RENTS DEBIT - RUNNING			94		94		94
131	OTHER RENTS DEBIT - SWITCHING			2		2		2
132	OTHER RENTS DEBIT - OTHER			1,255		1,255		1,255
133	OTHER RENTS CREDIT - RUNNING							
134	OTHER RENTS CREDIT - SWITCHING							
135	OTHER RENTS CREDIT - OTHER			164-		164-		164-
136	DEPRECIATION - RUNNING				149,400	149,400	260	149,660
137	DEPRECIATION - SWITCHING				30,493	30,493		30,493
138	DEPRECIATION - OTHER				10,843	10,843	103	10,946
139	JOINT FACILITY DEBIT - RUNNING			18,463		18,463		18,463
140	JOINT FACILITY DEBIT - SWITCHING			4,462		4,462	367	4,829
141	JOINT FACILITY DEBIT - OTHER			1,694		1,694		1,694
142	JOINT FACILITY CREDIT - RUNNING			10,166-		10,166-		10,166-
143	JOINT FACILITY CREDIT - SWITCHING			2,205-		2,205-		2,205-
144	JOINT FACILITY CREDIT - OTHER			10-		10-		10-
145	DISMANTLING RETIRED ROAD PROPERTY - RUNNING	208	34	26	11	279		279
146	DISMANTLING RETIRED ROAD PROPERTY - SWITCHING	191	305-	5	1	108-		108-
147	DISMANTLING RETIRED ROAD PROPERTY - OTHER	41	1	130	1	173		173
148	OTHER - RUNNING	3,245-	1,102	129	610	1,404-	2	1,402-
149	OTHER - SWITCHING	135	6	8	38	187	1	188
150	OTHER - OTHER	615	1,264	3,568	354-	5,093	2	5,095
151	TOTAL WAY AND STRUCTURES	207,488	95,185	56,933	265,415	625,021	3,429	628,450

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LINE NO.	NAME OF ACCOUNT (A)	FREIGHT SALARIES AND WAGES (B)	FREIGHT MATERIAL SUPPLIES (C)	FREIGHT PURCHASED SERVICES (D)	FREIGHT GENERAL (E)	FREIGHT TOTAL EXPENSE (F)	PASSENGER (G)	TOTAL (H)
EQUIPMENT:								
LOCOMOTIVES:								
201	ADMINISTRATION	5,387	147	391	672	6,597	258	6,855
202	REPAIR AND MAINTENANCE	62,151	115,407	4,564	362	182,484	1,781	184,265
203	MACHINERY REPAIR	1,927	1,542	75	4	3,548	15	3,563
204	EQUIPMENT DAMAGED	873	789	85	1-	1,746		1,746
205	FRINGE BENEFITS				24,139	24,139	352	24,491
206	OTHER CASUALTIES AND INSURANCE				6,215	6,215	8	6,223
207	LEASE RENTALS - DEBIT			67,518		67,518	76	67,594
208	LEASE RENTALS - CREDIT			154-		154-		154-
209	JOINT FACILITY RENTS - DEBIT			481		481		481
210	JOINT FACILITY RENTS - CREDIT			144-		144-		144-
211	OTHER RENTS - DEBIT			3,085		3,085		3,085
212	OTHER RENTS - CREDIT			3,320-		3,320-		3,320-
213	DEPRECIATION				17,461	17,461	13	17,474
214	JOINT FACILITY - DEBIT			770		770		770
215	JOINT FACILITY - CREDIT			658-		658-		658-
216	REPAIRS BILLED TO OTHERS - CREDIT			757-		757-		757-
217	DISMANTLING RETIRED PROPERTY	13				13	1	14
218	OTHER	2,477	536	41	1,034-	2,020	3	2,023
219	TOTAL LOCOMOTIVES	72,828	118,421	71,977	47,818	311,044	2,507	313,551
FREIGHT CARS:								
220	ADMINISTRATION	4,933	274	510	704	6,421		6,421
221	REPAIR AND MAINTENANCE	47,824	65,113	28,984	1,384	143,305		143,305
222	MACHINERY REPAIR	1,279	1,112	148		2,539		2,539
223	EQUIPMENT DAMAGED	3,348	4,322	11,017	1	18,688		18,688
224	FRINGE BENEFITS				20,493	20,493		20,493
225	OTHER CASUALTIES AND INSURANCE				24,662	24,662		24,662
226	LEASE RENTALS - DEBIT			22,805		22,805		22,805
227	LEASE RENTALS - CREDIT			2,293-		2,293-		2,293-
228	JOINT FACILITY RENTS - DEBIT			11		11		11
229	JOINT FACILITY RENTS - CREDIT			24-		24-		24-
230	OTHER RENTS - DEBIT			223,969		223,969		223,969
231	OTHER RENTS - CREDIT			78,501-		78,501-		78,501-
232	DEPRECIATION				39,612	39,612		39,612
233	JOINT FACILITY - DEBIT			772		772		772
234	JOINT FACILITY - CREDIT			511-		511-		511-
235	REPAIRS BILLED TO OTHERS - CREDIT			63,614-		63,614-		63,614-
236	DISMANTLING RETIRED PROPERTY	318	15			333		333
237	OTHER	237	662	575	341-	1,133		1,133
238	TOTAL FREIGHT CARS	57,939	71,498	143,848	86,515	359,800		359,800

LINE NO.	NAME OF ACCOUNT (A)	FREIGHT SALARIES AND WAGES (B)	FREIGHT MATERIAL SUPPLIES (C)	FREIGHT PURCHASED SERVICES (D)	FREIGHT GENERAL (E)	FREIGHT TOTAL EXPENSE (F)	PASSENGER (G)	TOTAL (H)
EQUIPMENT - CONTINUED:								
OTHER EQUIPMENT:								
301	ADMINISTRATION	653	93	179	64	989	440	1,429
REPAIR AND MAINTENANCE:								
302	TRUCKS, TRACTORS & CONTAINERS - REVENUE SVC		472	5,115	13	5,600		5,600
304	PASSENGER AND OTHER REVENUE EQUIPMENT	138		131	23-	246	2,134	2,380
305	COMPUTERS AND DATA PROCESSING SYSTEMS	15	3	3,714		3,732	15	3,747
306	MACHINERY	359	345	197		901	18	919
307	WORK AND NON-REVENUE EQUIPMENT	2,840	4,434	9,546	201	17,021	73	17,094
308	EQUIPMENT DAMAGED	43	232	3,184	1	3,460	4	3,464
309	FRINGE BENEFITS				1,704	1,704	472	2,176
310	OTHER CASUALTIES AND INSURANCE				1,840	1,840	46	1,886
311	LEASE RENTALS - DEBIT			42,984		42,984	748	43,732
312	LEASE RENTALS - CREDIT			143-		143-		143-
313	JOINT FACILITY RENTS - DEBIT			219		219		219
314	JOINT FACILITY RENTS - CREDIT			1-		1-		1-
315	OTHER RENTS - DEBIT			25,081		25,081		25,081
316	OTHER RENTS - CREDIT			7,726-		7,726-		7,726-
317	DEPRECIATION				5,327	5,327	59	5,386
318	JOINT FACILITY - DEBIT			2,249		2,249	17	2,266
319	JOINT FACILITY - CREDIT			889-		889-		889-
320	REPAIRS BILLED TO OTHERS - CREDIT			2,817-		2,817-		2,817-
321	DISMANTLING RETIRED PROPERTY	1	1			2		2
322	OTHER	201	575	413	477-	712	1	713
323	TOTAL OTHER EQUIPMENT	4,250	6,155	81,436	8,650	100,491	4,027	104,518
324	TOTAL EQUIPMENT	135,017	196,074	297,261	142,983	771,335	6,534	777,869

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LINE NO.	NAME OF ACCOUNT (A)	FREIGHT SALARIES AND WAGES (B)	FREIGHT MATERIAL SUPPLIES (C)	FREIGHT PURCHASED SERVICES (D)	FREIGHT GENERAL (E)	FREIGHT TOTAL EXPENSE (F)	PASSENGER (G)	TOTAL (H)
TRANSPORTATION:								
TRAIN OPERATIONS:								
401	ADMINISTRATION	6,847	809	1,151	2,264	11,071	130	11,201
402	ENGINE CREWS	140,017	7	2,688	7,408	150,120	2,089	152,209
403	TRAIN CREWS	290,306	1,742	4,267	15,684	311,999	3,239	315,238
404	DISPATCHING TRAINS	13,729	1	1,075	984	15,789	138	15,927
405	OPERATING SIGNALS AND INTERLOCKERS	4,397	17	3,178	3	7,595	409	8,004
406	OPERATING DRAWBRIDGES	1,510		123		1,633		1,633
407	HIGHWAY CROSSING PROTECTION	658	1-	769	18-	1,408	14	1,422
408	TRAIN INSPECTION AND LUBRICATION	15,506	1,222	238	45-	16,921	826	17,747
409	LOCOMOTIVE FUEL	2,459	444,253	29-	20	446,703	29	446,732
410	ELECTRIC PWR PURCH/PRODUCED FOR MOTIVE POWER							
411	SERVICING LOCOMOTIVES	27,999	17,355	1,203	14-	46,543	791	47,334
412	FREIGHT LOST OR DAMAGED - SOLELY RELATED				5,005	5,005		5,005
413	CLEARING WRECKS	2,215	202	3,308	634	6,359	1	6,360
414	FRINGE BENEFITS				154,807	154,807	2,399	157,206
415	OTHER CASUALTIES AND INSURANCE				30,963	30,963	300	31,263
416	JOINT FACILITY - DEBIT			13,711		13,711		13,711
417	JOINT FACILITY - CREDIT			6,191-		6,191-		6,191-
418	OTHER	12,166	844-	5,251	294	16,867	1	16,868
419	TOTAL TRAIN OPERATIONS	517,809	464,763	30,742	217,989	1,231,303	10,366	1,241,669
YARD OPERATIONS:								
420	ADMINISTRATION	4,682	494	193	390	5,759	29	5,788
421	SWITCH CREWS	105,184	10	253	21	105,468	514	105,982
422	CONTROLLING OPERATIONS	13,362	62	918	525	14,867	146	15,013
423	YARD TERMINAL CLERICAL	42,678	1,529	2,616	163	46,986		46,986
424	OPERATING SWITCHES SIGNALS RETARDERS & HUMPS	2,472	575	132	5	3,184	70	3,254
425	LOCOMOTIVE FUEL	235	33,557	25		34,817	18	33,835
426	ELECTRIC PWR PURCH/PRODUCED FOR MOTIVE POWER							
427	SERVICING LOCOMOTIVES	2,035	1,201	53		3,289	60	3,349
428	FREIGHT LOST OR DAMAGED - SOLELY RELATED				291	291		291
429	CLEARING WRECKS	1,040	56	986	28-	2,054		2,054
430	FRINGE BENEFITS				51,941	51,941	242	52,183
431	OTHER CASUALTIES AND INSURANCE				6,212	6,212		6,212
432	JOINT FACILITY - DEBIT			16,584		16,584	1,080	17,664
433	JOINT FACILITY - CREDIT			8,121-		8,121-		8,121-
434	OTHER	234	12	733	24	1,003	555	1,558
435	TOTAL YARD OPERATIONS	171,92	37,496	14,372	59,544	283,334	2,714	286,048

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LINE NO.	NAME OF ACCOUNT (A)	FREIGHT SALARIES AND WAGES (B)	FREIGHT MATERIAL SUPPLIES (C)	FREIGHT PURCHASED SERVICES (D)	FREIGHT GENERAL (E)	FREIGHT TOTAL EXPENSE (F)	PASSENGER (G)	TOTAL (H)
TRANSPORTATION - CONTINUED:								
TRAIN AND YARD OPERATIONS COMMON:								
501	CLEANING CAR INTERIORS	600	11	605	1	1,217	1,386	2,603
502	ADJUSTING AND TRANSFERRING LOADS	426	51	1,279		1,756		1,756
503	CAR LOADING DEVICES AND GRAIN DOORS	3	338	65-		276		276
504	FREIGHT LOST OR DAMAGED - ALL OTHER				5,451	5,451		5,451
505	FRINGE BENEFITS				279	279	435	714
506	TOTAL TRAIN AND YARD OPERATIONS COMMON	1,029	400	1,819	5,731	8,979	1,821	10,800
SPECIALIZED SERVICE OPERATIONS:								
507	ADMINISTRATION	5,370	84	165	206	5,834		5,834
508	PICK-UP AND DELIVERY, AND MARINE LINE HAUL	267	217	1,691	47	2,222		2,222
509	LOADING AND UNLOADING LOCAL MARINE	4,793	378	14,333	4	19,508		19,508
510	PROTECTIVE SERVICES	32	70	2,422		2,524		2,524
511	FREIGHT LOST OR DAMAGED - SOLELY RELATED				29	29		29
512	FRINGE BENEFITS				3,687	3,687		3,687
513	CASUALTIES AND INSURANCE				576	576		576
514	JOINT FACILITY - DEBIT			1-		1-		1-
515	JOINT FACILITY - CREDIT				437	1,584		1,584
516	OTHER	1-	78	1,070				
517	TOTAL SPECIALIZED SERVICE OPERATIONS	10,470	827	19,680	4,986	35,963		35,963
ADMINISTRATIVE SUPPORT OPERATIONS:								
518	ADMINISTRATION	8,978	139	997	1,736	11,850	52	11,902
519	EMPLOYEES PERFORM CLERICAL & ACCTG FUNCTIONS	60,313	1,875	7,331	81-	69,438	944	70,382
520	COMMUNICATION SYSTEM OPERATION	3,305	41	7,681	10-	11,017	86	11,103
521	LOSS AND DAMAGE CLAIMS PROCESSING	1,818		52	2	1,872		1,872
522	FRINGE BENEFITS				24,549	24,549	277	24,826
523	CASUALTIES AND INSURANCE				180	180		180
524	JOINT FACILITY - DEBIT			634		634	53	687
525	JOINT FACILITY - CREDIT			930-		930-		930-
526	OTHER	78	26	49		153	54	207
527	TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	74,492	2,081	15,814	26,376	118,763	1,466	120,229
528	TOTAL TRANSPORTATION	775,722	305,567	82,427	314,626	1,678,342	16,367	1,694,709

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LINE NO.	NAME OF ACCOUNT (A)	FREIGHT SALARIES AND WAGES (B)	FREIGHT MATERIAL SUPPLIES (C)	FREIGHT PURCHASED SERVICES (D)	FREIGHT GENERAL (E)	FREIGHT TOTAL EXPENSE (F)	PASSENGER (G)	TOTAL (H)
GENERAL AND ADMINISTRATIVE:								
601	OFFICERS - GENERAL AND ADMINISTRATIVE	42,361	2,915	6,284	13,210	64,770	927	65,697
602	ACCOUNTING, AUDITING, AND FINANCE	26,084	240	4,844	2,460	33,628	312	33,940
603	MANAGEMENT SERVICES AND DATA PROCESSING	11,047	870	2,505	264	14,686	253	14,939
604	MARKETING	11,437	92	3,138	2,882	17,549		17,549
605	SALES	17,576	336	3,372	3,913	25,197		25,197
606	INDUSTRIAL DEVELOPMENT	768		78	158	1,004		1,004
607	PERSONNEL AND LABOR RELATIONS	6,210	99	2,524	1,875	10,708	112	10,820
608	LEGAL AND SECRETARIAL	8,534	242	17,042	1,662	27,480	285	27,765
609	PUBLIC RELATIONS AND ADVERTISING	582	35	2,511	243	3,371		3,371
610	RESEARCH AND DEVELOPMENT	245	54	4	696	999		999
611	FRINGE BENEFITS				46,249	46,249	470	46,719
612	CASUALTIES AND INSURANCE				1,429	1,429		1,429
613	WRITEDOWN OF UNCOLLECTIBLE ACCOUNTS				1,692	1,692	38	1,730
614	PROPERTY TAXES				34,307	34,307	194	34,501
615	OTHER TAXES EXCEPT ON CORP INCOME OR PAYROLL				29,213	29,213	312	29,525
616	JOINT FACILITY - DEBIT			3,780		3,780		3,780
617	JOINT FACILITY - CREDIT			38-		38-		38-
618	OTHER	2,430	648	2,062	68,033	73,173	18	73,191
619	TOTAL GENERAL AND ADMINISTRATIVE	127,274	5,531	48,106	208,286	389,197	2,921	392,118
620	TOTAL CARRIER OPERATING EXPENSES	1,245,501	802,357	484,727	931,310	3,463,895	29,251	3,493,146

412. WAY AND STRUCTURES (Dollars in Thousands)

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

Line No.	Cross Check	Property account	Category (a)	Depreciation (b)	Lease/Rentals (net) (c)	Amortization adjustment during year (d)	Line No.
1		2	Land for transportation purposes	N/A	17		1
2		3	Grading	3 738			2
3		4	Other right-of-way expenditures	115			3
4		5	Tunnels and subways	390			4
5		6	Bridges, trestles and culverts	4 827			5
6		7	Elevated structures	-			6
7		8	Ties	27 148	17		7
8		9	Rail and other track material	91 336	34		8
9		11	Ballast	15 209	17		9
10		13	Fences, snowsheds and signs	334			10
11		16	Station and office buildings	2 884	10 171		11
12		17	Roadway buildings	678	17		12
13		18	Water stations	100			13
14		19	Fuel stations	782		N/A	14
15		20	Shops and enginehouses	2 611	13		15
16		22	Storage warehouses		2		16
17		23	Wharves and docks				17
18		24	Coal and ore wharves	298			18
19		25	TOFC/COFC terminals	745			19
20		26	Communications systems	2 946	75		20
21		27	Signals and interlockers	5 587			21
22		29	Power plants	24			22
23		31	Power transmission systems	189			23
24		35	Miscellaneous structures	88	143		24
25		37	Roadway machines	3 974	1 977		25
26		39	Public improvements; construction	1 049			26
27		45	Power plant machines	183			27
28		76	Interest during construction		N/A		28
29		80	Other elements of investment		N/A		29
30		-	Other lease/rentals		1 889		30
31	*	-	TOTAL	165 235	14 372		31

The total depreciation expense will be greater than total accumulated depreciation by \$4,992 as detailed in Note 1, bottom of page 31A.

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

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

NOTES: Mechanical designations for each car type are shown in Schedule 1.

Line No.	Cross Check	Type of equipment (a)	GROSS AMOUNTS RECEIVABLE Per diem basis			GROSS AMOUNTS PAYABLE Per diem basis			Line No.
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)	
CAR TYPES									
1		Box-Plain 40 Foot		82	222	-	214	174	1
2		Box-Plain 50 Foot and Longer		2697	9198	2977	6017	13646	2
3		Box-Equipped		3952	10679	7	5037	8417	3
4		Condola-Plain		1045	2259	770	2556	2896	4
5		Condola-Equipped		48	306	-	346	644	5
6		Hopper-Covered		3993	17245	20644	6141	12814	6
7		Hopper-Open Top-General Service		1018	2806	(243)	999	1828	7
8		Hopper-Open Top-Special Service		2	153	41	30	92	8
9		Refrigerator-Mechanical		1494	2292	11	424	449	9
10		Refrigerator-Non-Mechanical		1590	3743	2965	1751	3371	10
11		Flat TOFC/COFC		27	208	51203	1686	2880	11
12		Flat Multi-Level		-	-	8285	546	664	12
13		Flat-General Service		106	256	181	399	367	13
14		Flat-Other		1049	3798	5495	1193	2421	14
15		Tank-Under 22,000 Gallons		-	3	29551	1	5	15
16		Tank-22,000 Gallons and Over		-	36	17961	-	-	16
17		All Other Freight Cars		7	245	1531	357	424	17
18		Auto Racks		-	7942	-	-	3321	18
19		TOTAL FREIGHT TRAIN CARS		17110	61391	141879	27697	54393	19
OTHER FREIGHT-CARRYING EQUIPMENT									
20		Refrigerated Trailers			226	2		208	20
21		Other Trailers			7310	19740		10189	21
22		Refrigerated Containers				315			22
23		Other Containers							23
24	*	TOTAL TRAILERS AND CONTAINERS			7536	20057		10388	24
25		GRAND TOTAL (LINES 19 AND 24)		17110	68927	161936	27697	64781	25

NOTES AND REMARKS

Schedule 415

The total depreciation expense will be greater than total accumulated depreciation by \$4,114 as detailed in Note 1, bottom of Page 31A.

Depreciation base does not include the following:

Amortized Equipment - \$3,204

Non-Depreciable - \$2,683

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

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

The grand total of each equipment account in column (i) 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					
		Diesel Locomotive-Yard	7 269	850			1
2		Diesel Locomotive-Road	174 458	13 054	3 051		2
3		Other Locomotive-Yard					3
4		Other Locomotive-Road					4
5	*	TOTAL	181 727	13 904	3 051		5
6		FREIGHT TRAIN CARS					
		Box-Plain 49 Foot	104	1 370	115		6
7		Box-Plain 50 Foot and Longer	2 789	3 815	3		7
8		Box-Equipped	9 021	3 178	253		8
9		Gondola-Plain	6 598	2 451			9
10		Gondola-Equipped	6 359	1 738			10
11		Hopper-Covered	10 894	9 582			11
12		Hopper-Open Top-General Service	13 269	4 979	87		12
13		Hopper-Open Top-Special Service	980	720	103		13
14		Refrigerator-Mechanical	5 124	2 497			14
15		Refrigerator-Nonmechanical	6 869	1 119	276		15
16		Flat TOFC/COFC	24	36			16
17		Flat Multi-level	263				17
18		Flat-General Service		466			18
19		Flat-Other	11 021	2 036			19
20		All Other Freight Cars	853	636	103		20
21		Cabooses	5 523	1 131			21
22		Auto Racks		776	885		22
23		Miscellaneous Accessories		82			23
24	*	TOTAL FREIGHT TRAIN CARS	79 691	36 612	1 825		24
25		OTHER EQUIPMENT-REVENUE FREIGHT HIGHWAY EQUIPMENT					
		Refrigerated Trailers					25
26		Other Trailers	2 550	330			26
27		Refrigerated Containers					27
28		Other Containers					28
29		Bogies					29
30		Chassis	77	15			30
31		Other Highway Equipment (Freight)	156	1			31
32	*	TOTAL HIGHWAY EQUIPMENT	2 783	346			32
33		FLOATING EQUIPMENT-REVENUE SERVICE					
		Marine Line-Haul					33
34		Local Marine					34
35	*	TOTAL FLOATING EQUIPMENT					35
36	*	OTHER EQUIPMENT					
		Passenger and Other Revenue Equipment (Freight Portion)	246				36
37	*	Computer and Data Processing Equipment	3 732				37
38	*	Machinery-Locomotives ¹	3 548	416	90		38
39	*	Machinery-Freight Cars ²	2 539	1 121	54		39
40	*	Machinery-Other Equipment ³	901	127			40
41	*	Work and Other Non-revenue Equipment	17 021	8 925	43		41
42		TOTAL OTHER EQUIPMENT	27 937	10 589	187		42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	292 188	61 451	5 063		43

¹The data to be reported on line 38 in column (b) is the amount reported in Schedule 410, column (f), line 203, reduced by the allocable portion of line 216.²The data to be reported on line 39 in column (b) is the amount reported in Schedule 410, column (f), line 222, reduced by the allocable portions of line 235.³The data to be reported on line 40 in column (b) is the amount reported in Schedule 410, column (f), lines 302 through 306, reduced by the allocable portion of line 320.

415. SUPPORTING SCHEDULE—EQUIPMENT—Continued

Line No.	Cross Check	Lease and rentals (net) (f)	Depreciation base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1			38 428		12 770		1
2		67 108	346 470	49 100	220 201	22 248	2
3							3
4							4
5		67 108	384 898	49 100	232 971	22 248	5
6		27	5 178	1 539	1 405	898	6
7		717	91 035	31	13 089	19	7
8		2 320	108 338	3 027	29 426	1 824	8
9		1 697	62 686		24 323		9
10		1 635	50 352		16 688		10
11		2 801	420 190		103 944		11
12		3 412	147 249	1 305	59 007	761	12
13		252	35 320	1 538	5 595	897	13
14		1 318	67 780		12 046		14
15		1 766	42 018	3 801	20 767	1 774	15
16		6	689		(201)		16
17		68					17
18			13 348		2 058		18
19		2 834	81 788		30 867		19
20		219	24 284	1 970	4 799	1 839	20
21		1 420	38 419		8 607		21
22			11 265	7 315	2 892	5 930	22
23			3 181		220		23
24		20 492	1 203 120	20 526	335 532	13 942	24
25					268		25
26		2 853	3 404		338		26
27							27
28							28
29							29
30		100	158		150		30
31			13		23		31
32		2 953	3 575		779		32
33							33
34							34
35							35
36							36
37		13 796					37
38		21					38
39		21	59 122				39
40		18					40
41		20 520	163 315	350	47 455	175	41
42		34 376	222 437	350	47 455	175	42
43		124 929	1 814 030	69 976	616 737	36 365	43

¹The 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.

²The 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.	(1) density category (Class)	(2) Account No.	Owned and used			Improvements to leased property			Capitalized leases			TOTAL		Line No.
			(3) Base \$000	(4) Accum. depr. \$000	(5) Depr. rate %	(6) Base \$000	(7) Accum. depr. \$000	(8) Depr. rate %	(9) Base \$000	(10) Annual accrual \$000	(11) Accum. depr. %	(12) Category total base	(13) Category accum. depr.	
1	I	3	143 797	40 473	.70							143 797	40 473	1
2		8	245 250	70 944	2.89							245 250	70 944	2
3		9	1 319 434	377 163	6.30							1 319 434	377 163	3
4		11	144 288	23 145	2.31							144 288	23 145	4
5	SUB-TOTAL		1 852 769	511 725								1 852 769	511 725	5
6	II	3	259 817	73 128	.70	634						260 451	73 128	6
7		8	539 386	156 029	2.89	290						539 676	156 029	7
8		9	919 843	319 461	1.01	(873)						918 970	319 461	8
9		11	327 294	52 501	2.31	337						327 631	52 501	9
10	SUB-TOTAL		2 046 340	601 119		388						2 046 728	601 119	10
11	III	3	26 862	N/A	N/A		N/A	N/A		N/A	N/A	26 862		11
12		8	-	N/A	N/A		N/A	N/A		N/A	N/A			12
13		9	30 860	N/A	N/A		N/A	N/A		N/A	N/A	30 860		13
14		11	-	N/A	N/A		N/A	N/A		N/A	N/A			14
15	SUB-TOTAL		57 722	N/A	N/A		N/A	N/A		N/A	N/A	57 722		15
16	IV	3	99 268	27 940	.70							99 268	27 940	16
17		8	171 975	49 747	2.89							171 975	49 747	17
18		9	200 756	59 493	2.01							200 756	59 493	18
19		11	109 044	17 492	2.31							109 044	17 492	19
20	SUB-TOTAL		581 043	154 672								581 043	154 672	20
21	V	3	14 232	4 006	.70					V	3	14 232	4 006	21
22		8	16 499	4 773	2.89							16 499	4 773	22
23		9	22 010	8 300	1.84						9	22 010	8 300	23
24		11	11 069	1 775	2.31						11	11 069	1 775	24
25	SUB-TOTAL		63 810	18 854								63 810	18 854	25
26	BASE GRAND TOTAL		4 601 684	N/A	N/A	388	N/A	N/A		N/A	N/A	4 602 072	N/A	26
27	ACCUMULATED DEPRECIATION GRAND TOTAL		N/A	-	N/A	N/A	-	N/A	N/A	-	N/A	N/A	1286370	27

(1) Columns (3) + (6) + (9) = Column 12
Columns (4) + (7) + (10) = Column 13

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

416A. SUPPORTING SCHEDULE-CAPITAL LEASES
(Dollars in thousands)[illegible]416B. SUPPORTING SCHEDULE — ROAD
(Dollars in Thousands)

Line No.	Property leased from others					Line No.
	Density category (Class)	Account	Base \$000	Accumulated depreciation \$000	Depreciation rate %	
1	I	3				1
2		8				2
3		9				3
4		11				4
5	SUB-TOTAL					5
6	II	3				6
7		8	NOT AVAILABLE			7
8		9				8
9		11				9
10	SUB-TOTAL					10
11	III	3		N/A	N/A	11
12		8		N/A	N/A	12
13		9		N/A	N/A	13
14		11		N/A	N/A	14
15	SUB-TOTAL			N/A	N/A	15
16	IV	3				16
17		8				17
18		9				18
19		11				19
20	SUB-TOTAL					20
21	V	3				21
22		8				22
23		9				23
24		11				24
25	SUB-TOTAL					25
26	GRAND TOTAL					26

417. SPECIALIZED SERVICE SUBSCHEDULE — TRANSPORTATION
(Dollars in Thousands)

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

Line No.	Cross Check	Items (a)	TOFC/COFC terminal (b)	Floating equipment (c)	Coal marine terminal (d)	Ore marine terminal (e)	Other marine terminal (f)	Motor vehicle load and distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b-i) (j)	Line No.
1	*	Administration	5 754			77				3	5 834	1
2	*	Pick up and delivery, marine line haul	1 895						N/A	327	2 222	2
3	*	Loading and unloading and local marine	11 650			2 491		4 937	N/A	430	19 508	3
4	*	Protective services, total debit and credits							2 524		2 524	4
5	*	Freight lost or damaged—solely related	24					6		(1)	29	5
6	*	Fringe benefits	3 036			418			16	217	3 687	6
7	*	Casualty and insurance	275			164		48	204	(115)	576	7
8	*	Joint facility — Debit										8
9	*	Joint facility — Credit								(1)	(1)	9
10	*	Other	299			15		700	4	566	1 584	10
11	*	TOTAL	22 933			3 165		5 691	2 748	1 426	35 963	11

450. ANALYSIS OF TAXES

(Dollars in Thousands)

A. Railway Taxes. In this Schedule report only those taxes charged to operating expenses.

Line No.	Cross Check	Kind of tax (a)	Amount (b)	Line No.
1		Other than U.S. Government Taxes	88,410	1
		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax and Surtax	77,057	2
3		Excess Profits		3
4		Total - Income Taxes	77,057	4
5		Railroad Retirement	221,965	5
6		Hospital Insurance	17,120	6
7		Supplemental Annuities	18,157	7
8		Unemployment Insurance	24,685	8
9		All Other United States Taxes	45	9
10		Total - U.S. Government Taxes	359,029	10
11		Total - Railway Taxes	447,439	11

B. Adjustments to Federal Income Taxes

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

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

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

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

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

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

Line No.	Particulars (a)	Beginning of year balance (b)	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No.
1	Accelerated depreciation, Sec. 167 I.R.C.: Guideline lives pursuant to Rev. Proc. 62-21.	981 059	20 254		1 001 313	1
2	Accelerated amortization of facilities, Sec. 168 I.R.C.	19 772			19 772	2
3	Accelerated amortization of rolling stock, Sec. 184 I.R.C.					3
4	Amortization of rights of way, Sec. 185 I.R.C.	(32 403)	4 100		(28 303)	4
5	Other (Specify)	(35 796)	61 087	(4 237)	21 054	5
6	Additional tax benefit due to ERTA	401 400	130 539		531 939	6
7						7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18	Investment tax credit*	(102 035)	102 035			18
19	TOTALS	1 231 997	318 015	(4 237)	1 545 775	19

450. ANALYSIS OF TAXES - Continued
(Dollars in Thousands)

*Footnotes:

1. If flow-through method was elected, indicate net decrease (or increase) in tax accrual because of investment tax credit \$ 39,794
 If deferral method for investment tax credit was elected:
 (1) Indicate amount of credit utilized as a reduction of tax liability for current year \$ N/A
 (2) Deduct amount of current year's credit applied to reduction of tax liability but deferred for accounting purposes \$ N/A
 (3) Balance of current year's credit used to reduce current year's tax accrual \$ N/A
 (4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accrual \$ N/A
 (5) Total decrease in current year's tax accrual resulting from use of investment tax credits \$ N/A

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 \$ 0

Particulars (a)	Beginning of Year Balance (b)	Net Credits (charges) for Current Year (c)	Adjustments (d)	End of Year Balance (e)
Other:				
Charges to provision for losses recorded in prior years relating to merger and discontinuance of passenger service - which are currently deductible	13,047	0		13,047
Net provision for losses and writedowns of investments and other assets not deductible in current year	(5,351)	6,667		1,316
Revenues taxable in different periods than accounted for per book	43,388	(17,693)		25,695
Expenses deductible in different periods than used for book accounting	(115,160)	(7,831)		(122,991)
Taxable sale and lease-back transactions, net of financial statement amortization	(1,300)	(6,328)		(7,628)
Deferred state income taxes net of federal tax benefit	69,208	5,394		74,602
Sale of tax benefits	17,913	(2,176)		15,737
Miscellaneous	(43,571)	83,054		39,483
Amount of tax effect of Frisco purchase	(13,970)		(4,237)	(18,207)
Total Other	(35,796)	61,087	(4,237)	21,054

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	603	Appropriations Released			1
2		Amount appropriated from income in 1983			2
3		for sinking fund requirements under GN			3
4		General Mortgage Bonds Series N, O, and			4
5		Q as bonds theretofore acquired from			5
6		funds derived from income were used for			6
7		the requirement, payable July 1, 1984.		725	7
8					8
9	620	Appropriations for Sinking and Other Funds			9
10		Appropriation from 1984 income for			10
11		sinking fund requirements payable			11
12		July 1, 1985 GN General Mortgage Bonds			12
13		Series N, O, and Q.	725		13
14					14
15					15
16					16
17					17
18					18
19		Note:			19
20		519 & 551 do not exceed 10% of net income			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

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	Belt Ry. Co. of Chgo	F.D. 22140 Principal, Interest			1
2	AT&SF CRI&P I&N	and Sinking Fund on First Mtge.			2
3	BNRR N&W	4-5/8% Sinking Fund Bonds, Series			3
4	C&EI GTW	A. due 8-15-1987	18 356	Joint & Several	4
5	C&O ICG Soo Line				5
6					6
7	Illinois Term RR Co.	F.D. 22292 Principal, Interest			7
8	B&O CRI&P N&W	and Sinking Fund on First Mtge.			8
9	BNRR Conrail	4-5/8% Sinking Fund Bonds, Series			9
10	C&EI C&NW ICG	A. due 12-1-1987	4 531	Joint & Several	10
11					11
12	Term. RR Assn. of St. Louis				12
13	B&O ICG PB&W	F.D. 14554 Sinking Fund and			13
14	BNRR I&N	Interest on Refdg. & Impr. Mtge.			14
15	C&EI MKT Stl&SW	Bonds, Series C, due 7-1-2019	973	Several	15
16	CRI&P MP SOU	F.D. 15070 Principal, Interest			16
17	CCC&StL N&W	and Sinking Fund on Refdg. &			17
18		Impr. Mtge 2-7/8% Bonds, Series			18
19		D. due 10-1-1985	18 859	Joint & Several	19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38

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

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

Line No.	Finance Docket number, title, maturity date and concise description of agreement or obligation (a)	Names of all guarantors and sureties (b)	Amount contingent liability of guarantors (c)	Sole or joint contingent liability (d)	Line No.
1					1
2		NONE			2
3					3
4					4
5					5
6					6
7					7
8					8
9					9

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS

(Dollars in Thousands)

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

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

N O N E

NOTES AND REMARKS FOR SCHEDULES 210 and 220

510. INSTRUCTIONS CONCERNING RETURNS IN SCHEDULE

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

Accounts to be considered in completing this schedule:

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

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

(1) MORTGAGE BONDS

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

(2) COLLATERAL TRUST BONDS

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

(3) UNSECURED BONDS (Debentures)

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

(4) EQUIPMENT OBLIGATIONS

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

(5) MISCELLANEOUS OBLIGATIONS

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

(7) SHORT-TERM NOTES IN DEFAULT

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

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

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

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

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

(8) The major use of this schedule is to determine the cost of capital for road property and equipment for rate making purposes. Complete the following summary to reconcile the categories within Schedule 510.

	Debt		Interest		
	Within one year	After one year	Accrued during Year	Amount capitalized in column (i)	Paid during year j
	d	e	i	(i)	j
(9) Directly related to road property items (1) and (2) above	3 705	619 677	45 824	(3 933)	44 665
(10) Directly related to equipment obligations item (4) above	73 103	535 367	63 842		63 983
(11) 769 affiliated companies obligations		14 067	1 556		1 556
(12) Other not related to item (1), (2) and (4)*		24 904	1 240		1 245
(13) TOTAL	76 808	1 194 015	112 462	(3 933)	111 449

*If certain debts not related to (1), (2) or (4) is directly related to road property or equipment, include it with directly related and not other.

510. DEBTHOLDINGS
(Dollars in Thousands)

LINE NO.	DESCRIPTION OF OBLIGATION (a)	NAME AND ADDRESS OF CREDITOR OR TRUSTEE (b)	ORIGINAL AMOUNT (c)	PORTION DUE		LINE NO.
				WITHIN ONE YEAR (d)	AFTER ONE YEAR (e)	
1.	Account 764 & 765 Funded Debt Unmatured					1.
2.	1(a) Mortgage Bonds:					2.
3.	Consolidated Mortgage					3.
4.	Series A	Morgan Guaranty Trust Co.				4.
5.		of N.Y.-New York, NY	(P) 58 500			5.
6.	Series C	Morgan Guaranty Trust Co.				6.
7.		of N.Y.-New York, NY	60 000		46 117	7.
8.	Series D	Morgan Guaranty Trust Co.				8.
9.		of N.Y.-New York, NY	60 000		50 993	9.
10.	Series E	Morgan Guaranty Trust Co.				10.
11.		of N.Y.-New York, NY	(T) 100 000			11.
12.	Series F	Morgan Guaranty Trust Co.				12.
13.		of N.Y.-New York, NY	50 000	3 250	43 500	13.
14.	Series G	Morgan Guaranty Trust Co.				14.
15.		of N.Y.-New York, NY	125 000		125 000	15.
16.	CBQ First & Refunding Mortgage					16.
17.	Series 1990	Citibank, N. A.				17.
18.		New York, NY	25 000	250	14 791	18.
19.	Series 2010	Citibank, N. A.				19.
20.		New York, NY	(P) 70 000			20.
21.	GN General Mortgage					21.
22.	Series N	Citibank, N. A.				22.
23.		New York, NY	37 500		37 500	23.
24.	Series O	Citibank, N. A.				24.
25.		New York, NY	37 500		37 500	25.
26.	Series Q	Citibank, N. A.				26.
27.		-New York, NY	35 000		35 000	27.
28.	Series S	Citibank, N. A.				28.
29.		-New York, NY	(P) 60 000			29.
30.	Series T	Citibank, N. A.				30.
31.		-New York, NY	(P) 60 000			31.
32.	Series U	Citibank, N. A.				32.
33.		-New York, NY	(P) 60 000			33.
34.	Series V	Citibank, N. A.				34.
35.		-New York, NY	(P) 40 000			35.
36.	Series W	Citibank, N. A.				36.
37.		-New York, NY	(P) 50 000			37.
38.	Series X	Citibank, N. A.				38.
39.		-New York, NY	(P) 80 135			39.
40.	NP Prior Lien	Citibank, N. A.				40.
41.		-New York, NY	121 650		69 921	41.
42.	NP General Lien	Citibank, N. A.				42.
43.		-New York, NY	60 000		47 777	43.
44.						44.
45.						45.
46.						46.
47.						47.
48.						48.
49.						49.
50.		Continued on Page 65-A				50.

510. DEBTHOLDINGS - CONTINUED
(Dollars in Thousands)

LINE NO.	DATE OF ISSUE (f)	DATE OF MATURITY (g)	RATE (h)	INTEREST ACCRUED DURING YEAR (i)	PAID DURING YEAR (j)	LINE NO.
1.						1.
2.						2.
3.						3.
4.						4.
5.	3-02-70	10-01-84	4			5.
6.						6.
7.	5-01-71	5-01-96	8-1/2	3 920	3 920	7.
8.						8.
9.	1-15-74	1-15-99	8.60	4 385	4 385	9.
10.						10.
11.	7-01-75	7-01-2000	9-1/4			11.
12.						12.
13.	6-15-78	6-15-98	9-1/4	4 462	4 475	13.
14.						14.
15.	8-01-80	8-01-2005	12-7/8	16 094	16 094	15.
16.						16.
17.						17.
18.	2-01-50	2-01-90	3	451	451	18.
19.						19.
20.	3-02-70	8-01-2010	4			20.
21.						21.
22.						22.
23.	7-01-45	1-01-90	3-1/8	1 172	1 172	23.
24.						24.
25.	7-01-45	1-01-2000	3-1/8	1 172	1 172	25.
26.						26.
27.	1-01-46	1-01-2010	2-5/8	919	919	27.
28.						28.
29.	7-01-70	1-01-2010	9-1/2			29.
30.						30.
31.	1-01-71	1-01-2010	8-1/2			31.
32.						32.
33.	1-01-74	1-01-2010	8.60			33.
34.						34.
35.	7-01-75	1-01-2010	9-1/4			35.
36.						36.
37.	1-01-78	1-01-2010	9-1/4			37.
38.						38.
39.	7-01-80	1-01-2010	12-7/8			39.
40.						40.
41.	1-01-1897	1-01-97	4	2 797	2 797	41.
42.						42.
43.	1-01-1897	1-01-2047	3	1 433	1 433	43.
44.						44.
45.						45.
46.						46.
47.						47.
48.						48.
49.						49.
50.						50.

510. DEBTHOLDINGS
(Dollars in Thousands)

LINE NO.	DESCRIPTION OF OBLIGATION (a)	NAME AND ADDRESS OF CREDITOR OR TRUSTEE (b)	ORIGINAL AMOUNT (c)	PORTION DUE		LINE NO.
				WITHIN ONE YEAR (d)	AFTER ONE YEAR (e)	
1.	SLSF First Mtg. Series A					1.
2.		Mercantile Trust Co.	73 385		42 239	2.
3.	Total 1(a)		1 263 670	3 500	550 338	3.
4.	2(a) Collateral Trust Bonds					4.
5.	NP Collateral Trust	Citibank, N. A.				5.
6.		-New York, NY	52 000			6.
7.	Total 2(a)		52 000			7.
8.	3(b) Unsecured Bonds (Debentures):					8.
9.	SLSF Income Debentures Series A					9.
10.		Chase Manhattan N.Y., NY	33 129		24 904	10.
11.	Total 3(b)		33 129		24 904	11.
12.	5 Miscellaneous Obligations					12.
13.	FNB & T Co.	Lincoln, Nebraska				13.
14.		68501	1 000	55	505	14.
15.	Connecticut Bk. & Trust	Hartford, Connecticut				15.
16.		06115	2 330	194	582	16.
17.	Lakeview Trust & Savings Bank					17.
18.		Chicago, IL 60657	3 673	218		18.
19.	Lakeview Trust & Savings Bank					19.
20.		Chicago, IL 60657	1 475	99	639	20.
21.	Paul & Betty McCall	Seattle, Washington				21.
22.		98104	112			22.
23.	SLSF Boatmens Nat'l Bank & Trust					23.
24.		St. Louis, MO	6 000	150	4 050	24.
25.	Total 5 Miscellaneous Obligations		14 590	716	5 776	25.
26.						26.
27.	Total 764-765 Funded Debt Unmatured		1 363 389	4 216	581 018	27.
28.						28.
29.						29.
30.						30.
31.						31.
32.						32.
33.						33.
34.						34.
35.						35.
36.						36.
37.						37.
38.						38.
39.						39.
40.						40.
41.						41.
42.						42.
43.						43.
44.						44.
45.						45.
46.						46.
47.						47.
48.						48.
49.						49.
50.		Continued on 65-C				50.

510. DEBTHOLDINGS - CONTINUED
(Dollars in Thousands)

LINE NO.	DATE OF ISSUE (f)	DATE OF MATURITY (g)	RATE (h)	INTEREST ACCRUED DURING YEAR (i)	PAID DURING YEAR (j)	LINE NO.
1.						1.
2.	1-01-47	1-01-97	4	1 712	1 733	2.
3.				38 517	38 551	3.
4.						4.
5.						5.
6.	10-01-54	10-01-84	4	70	94	6.
7.				70	94	7.
8.						8.
9.						9.
10.	1-01-56	1-20-2006	5	1 240	1 245	10.
11.				1 240	1 245	11.
12.						12.
13.						13.
14.	7-01-71	6-30-92	7.50	44	44	14.
15.						15.
16.	4-01-76	7-15-88	9.125	76	84	16.
17.						17.
18.	6-01-76	1-01-85	8.5	28	47	18.
19.						19.
20.	4-01-77	1-15-92	8-1/4	67	67	20.
21.						21.
22.	10-26-79	1-01-84	9-3/4			22.
23.						23.
24.	6-01-68	8-01-92	6-3/4	289	294	24.
25.				504	536	25.
26.						26.
27.				40 331	40 426	27.
28.						28.
29.						29.
30.						30.
31.						31.
32.						32.
33.						33.
34.						34.
35.						35.
36.						36.
37.	# Weighted average interest rates					37.
38.						38.
39.						39.
40.						40.
41.						41.
42.						42.
43.						43.
44.						44.
45.						45.
46.						46.
47.						47.
48.						48.
49.						49.
50.						50.

510. DEBTHOLDINGS
(Dollars in Thousands)

LINE NO.	DESCRIPTION OF OBLIGATION (a)	NAME AND ADDRESS OF CREDITOR OR TRUSTEE (b)	ORIGINAL AMOUNT (c)	PORTION DUE		LINE NO.
				WITHIN ONE YEAR (d)	AFTER ONE YEAR (e)	
1.	4(a) Equipment Security (Corporation):					1.
2.	B.N. Equipment Trust Certificates					2.
3.	1970	Chase Manhattan Bank				3.
4.		New York, NY	20 000	1 333		4.
5.	1970 - 2nd Series	Continental Illinois				5.
6.		Natl. Bk. Chicago, IL	9 900	660		6.
7.	1971	Citibank				7.
8.		New York, NY	8 610	574	574	8.
9.	1971 - 2nd Series	Citibank				9.
10.		New York, NY	7 125	475	475	10.
11.	1971 - 3rd Series	Citibank				11.
12.		New York, NY	50 000	3 400	3 400	12.
13.	1972	Citibank				13.
14.		New York, NY	6 900	460	920	14.
15.	1972 - 2nd Series	First Trust of St. Paul				15.
16.		St. Paul, MN	12 750	850	1 700	16.
17.	1973	Citibank				17.
18.		New York, NY	13 500	900	2 700	18.
19.	1973 - 2nd Series	Citibank				19.
20.		New York, NY	14 250	950	2 850	20.
21.	1973 - 3rd Series	First Trust of St. Paul				21.
22.		St. Paul, MN	13 500	900	2 700	22.
23.	1974	Citibank				23.
24.		New York, NY	11 700	780	3 120	24.
25.	1974 - 2nd Series	Citibank				25.
26.		New York, NY	14 700	980	3 920	26.
27.	1974 - 3rd Series	First Trust of St. Paul				27.
28.		St. Paul, MN	15 600	1 040	5 200	28.
29.	1975	Citibank				29.
30.		New York, NY	15 000	1 000	5 000	30.
31.	1975 - 2nd Series	Citibank				31.
32.		New York, NY	15 000	1 000	5 000	32.
33.	1975 - 3rd Series	First Trust of St. Paul				33.
34.		St. Paul, MN	15 000	1 000	5 000	34.
35.	1976	Citibank				35.
36.		New York, NY	15 000	1 000	6 000	36.
37.	1976 - 2nd Series	Citibank				37.
38.		New York, NY	7 500	500	3 000	38.
39.	1976 - 3rd Series	First Trust of St. Paul				39.
40.		St. Paul, MN	12 750	850	5 100	40.
41.	1976 - 4th Series	Citibank				41.
42.		New York, NY	30 000	2 000	12 000	42.
43.	1977	First Trust of St. Paul				43.
44.		St. Paul, MN	8 010	534	3 738	44.
45.	1977 - 2nd Series	First Trust of St. Paul				45.
46.		St. Paul, MN	17 760	1 184	8 288	46.
47.						47.
48.						48.
49.						49.
50.		Continued on 65-E				50.

510. DEBTHOLDINGS - CONTINUED
(Dollars in Thousands)

LINE NO.	DATE OF ISSUE (f)	DATE OF MATURITY (g)	RATE (h)	INTEREST		LINE NO.
				ACCRUED DURING YEAR (i)	PAID DURING YEAR (j)	
1.						1.
2.						2.
3.						3.
4.	8-01-70	8-01-85	9.30	196	248	4.
5.						5.
6.	12-15-70	12-15-85	8-1/2	110	112	6.
7.						7.
8.	3-01-71	3-01-86	7-1/4	90	104	8.
9.						9.
10.	6-01-71	6-01-86	7-3/4	89	92	10.
11.						11.
12.	12-01-71	12-01-86	7-3/8	526	502	12.
13.						13.
14.	6-01-72	6-01-87	7-1/4	114	117	14.
15.						15.
16.	12-14-72	12-14-87	7	237	238	16.
17.						17.
18.	4-01-73	4-01-88	7-1/4	277	294	18.
19.						19.
20.	6-01-73	6-01-88	7-1/4	304	310	20.
21.						21.
22.	9-01-73	9-01-88	8-1/8	341	366	22.
23.						23.
24.	4-15-74	4-15-89	8-1/2	351	366	24.
25.						25.
26.	9-01-74	9-01-89	9-3/4	541	573	26.
27.						27.
28.	1-01-75	1-01-90	8-7/8	554	600	28.
29.						29.
30.	2-01-75	2-01-90	8-1/4	502	536	30.
31.						31.
32.	6-01-75	6-01-90	8-1/2	545	552	32.
33.						33.
34.	7-01-75	7-01-90	8-3/4	569	612	34.
35.						35.
36.	1-15-76	1-15-91	8-1/2	599	638	36.
37.						37.
38.	5-13-76	5-13-91	8	295	300	38.
39.						39.
40.	8-01-76	8-01-91	8-1/4	532	561	40.
41.						41.
42.	12-01-76	12-01-96	7.75 #	1 227	1 240	42.
43.						43.
44.	4-01-77	4-01-92	7-3/4	341	352	44.
45.						45.
46.	11-01-77	11-01-92	8	837	852	46.
47.						47.
48.						48.
49.						49.
50.						50.

510. DEBTHOLDINGS
(Dollars in Thousands)

LINE NO.	DESCRIPTION OF OBLIGATION (a)	NAME AND ADDRESS OF CREDITOR OR TRUSTEE (b)	ORIGINAL AMOUNT (c)	PORTION DUE		LINE NO.
				WITHIN ONE YEAR (d)	AFTER ONE YEAR (e)	
1.	1978	First Trust of St. Paul				1.
2.		St. Paul, MN	13 350	890	7 120	2.
3.	1978 - 2nd Series	First Trust of St. Paul				3.
4.		St. Paul, MN	14 625	975	7 800	4.
5.	1979	First Trust of St. Paul				5.
6.		St. Paul, MN	23 550	1 570	14 130	6.
7.	1980	First Trust of St. Paul				7.
8.		St. Paul, MN	42 600	2 840	28 400	8.
9.	1981	First Trust of St. Paul				9.
10.		St. Paul, MN	52 500	3 500	38 500	10.
11.	1983 -	First Trust of St. Paul				11.
12.		St. Paul, MN	13 200	880	11 440	12.
13.	1983 - 2nd Series	Mercantile Safe Dep. & Tr. Co.				13.
14.		Baltimore, MD	50 000	3 330	43 340	14.
15.						15.
16.	G.N. Equipment Trust Certificates					16.
17.						17.
18.	1969	Citibank				18.
19.		New York, NY	8 355			19.
20.	1970	Citibank				20.
21.		New York, NY	7 320	488		21.
22.	C&S Equipment Trust Certificates					22.
23.	1971	Colorado Nat'l.Bk.of Denver				23.
24.		Denver, CO	6 075	405	405	24.
25.	1972	Colorado Nat'l.Bk.of Denver				25.
26.		Denver, CO	10 770	718	1 436	26.
27.	1974	Colorado Nat'l.Bk.of Denve				27.
28.		Denver, CO	15 300	1 020	4 080	28.
29.	N.P. Equipment Trust Certificates					29.
30.	1969	First Trust of St. Paul				30.
31.		St. Paul, MN	5 640			31.
32.	Total Equipment Obligations 4(a)		597 840	38 986	237 336	32.
33.						33.
34.						34.
35.						35.
36.						36.
37.						37.
38.						38.
39.						39.
40.						40.
41.						41.
42.						42.
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45.						45.
46.						46.
47.						47.
48.						48.
49.						49.
50.		Continued on 65-G				50.

510. DEBTHOLDINGS - CONTINUED
(Dollars in Thousands)

LINE NO.	DATE OF ISSUE (f)	DATE OF MATURITY (g)	RATE (h)	INTEREST		LINE NO.
				ACCRUED DURING YEAR (i)	PAID DURING YEAR (j)	
1.						1.
2.	5-01-78	5-01-93	8-5/8	717	729	2.
3.						3.
4.	12-01-78	12-01-93	9-1/4	894	902	4.
5.						5.
6.	8-01-79	8-01-94	9-1/4	1 537	1 597	6.
7.						7.
8.	2-01-80	2-01-95	11.32 #	3 562	3 696	8.
9.						9.
10.	1-01-81	1-01-96	14.19 #	5 954	6 207	10.
11.						11.
12.	4-01-83	4-01-98	10-1/2	1 317	1 340	12.
13.						13.
14.	5-15-83	5-15-98	10.97 #	5 240	5 280	14.
15.						15.
16.						16.
17.						17.
18.						18.
19.	9-01-69	9-01-84	7-1/2	28	42	19.
20.						20.
21.	2-01-70	2-01-85	8-1/2	45	62	21.
22.						22.
23.						23.
24.	8-01-71	8-01-86	8	84	97	24.
25.						25.
26.	4-01-72	4-01-87	7	163	176	26.
27.						27.
28.	11-01-74	11-01-89	9-1/4	550	566	28.
29.						29.
30.						30.
31.	4-24-69	4-24-84	7-1/8	9	13	31.
32.				29 277	30 272	32.
33.						33.
34.						34.
35.						35.
36.						36.
37.						37.
38.						38.
39.						39.
40.						40.
41.						41.
42.						42.
43.						43.
44.						44.
45.						45.
46.						46.
47.						47.
48.						48.
49.						49.
50.						50.

510. DEBTHOLDINGS
(Dollars in Thousands)

LINE NO.	DESCRIPTION OF OBLIGATION (a)	NAME AND ADDRESS OF CREDITOR OR TRUSTEE (b)	ORIGINAL AMOUNT (c)	PORTION DUE		LINE NO.
				WITHIN ONE YEAR (d)	AFTER ONE YEAR (e)	
1.	4(c) Cond. or Deferred Payments Contract:					1.
2.	B.N. R.R.					2.
3.	Chase Manhattan Bank, NA	New York, NY	16 500	1 100	2 200	3.
4.						4.
5.	Northern Trust Company	Chicago, IL	3 134			5.
6.						6.
7.	American National Bank & Trust Co.					7.
8.		St. Paul, MN	998			8.
9.	Mercantile Safe Deposit & Trust Co.					9.
10.		Baltimore, MD	6 002	400	2 401	10.
11.	Harris Trust & Savings Bank					11.
12.		Chicago, IL	266			12.
13.	Mercantile Safe Deposit & Trust Co.					13.
14.		Baltimore, MD	29 905	1 994	15 949	14.
15.	Citibank	New York, NY				15.
16.		10015	66 547	9 000	39 547	16.
17.	Mercantile-Safe Deposit & Trust Co.					17.
18.		Baltimore, MD	22 200	1 480	13 031	18.
19.	Monumental Life Ins. Co. and Volunteer					19.
20.	State Life Ins. Co.	Baltimore, MD	2 331	102	1 933	20.
21.						21.
22.	Mercantile Safe Deposit & Trust Co.					22.
23.		Baltimore, MD	74 694	2 400	72 294	23.
24.	Mercantile Safe Deposit & Trust Co.					24.
25.		Baltimore, MD	30 000		29 466	25.
26.	First Trust Co. of St. Paul					26.
27.		St. Paul, MN	1 700			27.
28.						28.
29.						29.
30.						30.
31.						31.
32.						32.
33.						33.
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36.						36.
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48.						48.
49.						49.
50.						50.

Continued on 65-I

510. DEBTHOLDINGS - CONTINUED
(Dollars in Thousands)

LINE NO.	DATE OF ISSUE (f)	DATE OF MATURITY (g)	RATE (h)	INTEREST		LINE NO.
				ACCRUED DURING YEAR (i)	PAYD DURING YEAR (j)	
1.						1.
2.						2.
3.						3.
4.	4-01-70	10-01-87	9-5/8	397	422	4.
5.						5.
6.	9-20-73	10-01-85	13.50 #	28	41	6.
7.						7.
8.	10-15-73	1-01-84	11.50 #		31	8.
9.						9.
10.	8-15-76	10-07-91	8.75 #	262	271	10.
11.						11.
12.	12-02-77	6-01-84	8	7	8	12.
13.						13.
14.	2-01-78	2-01-93	8-3/4	1 686	1 744	14.
15.						15.
16.	1-01-79	1-01-88	10-1/2	5 097	5 581	16.
17.						17.
18.	12-01-79	12-01-94	11-1/2	1 855	1 872	18.
19.						19.
20.	1-02-81	10-01-96	9.83	204	206	20.
21.						21.
22.						22.
23.	12-01-82	12-30-89	11.75	8 777	8 777	23.
24.						24.
25.	1-15-84	7-01-89	12-1/4	3 035	1 230	25.
26.						26.
27.	11-01-69	11-01-84	9	9	11	27.
28.						28.
29.						29.
30.						30.
31.						31.
32.						32.
33.						33.
34.						34.
35.						35.
36.						36.
37.						37.
38.						38.
39.						39.
40.						40.
41.						41.
42.						42.
43.						43.
44.						44.
45.						45.
46.						46.
47.						47.
48.						48.
49.						49.
50.						50.

510. DEBTHOLDINGS
(Dollars in Thousands)

LINE NO.	DESCRIPTION OF OBLIGATION (a)	NAME AND ADDRESS OF CREDITOR OR TRUSTEE (b)	ORIGINAL AMOUNT (c)	PORTION DUE		LINE NO.
				WITHIN ONE YEAR (d)	AFTER ONE YEAR (e)	
1.	SP&S					1.
2.	Wells Fargo Bank					2.
3.		San Francisco, CA	9 705	422		3.
4.	FW&D					4.
5.	Fort Worth Nat'l Bank					5.
6.		Fort Worth, TX	4 896	326	1 469	6.
7.	SLSF					7.
8.	Boatmen's National Bank of	St. Louis				8.
9.		St. Louis, MO	3 750			9.
10.	Boatmen's National Bank of	St. Louis				10.
11.		St. Louis, MO	5 651	377		11.
12.	Boatmen's National Bank of	St. Louis				12.
13.		St. Louis, MO	5 670	378		13.
14.	Boatmen's National Bank of	St. Louis				14.
15.		St. Louis, MO	4 319	288		15.
16.	Boatmen's National Bank of	St. Louis				16.
17.		St. Louis, MO	8 899	593	593	17.
18.	Boatmen's National Bank of	St. Louis				18.
19.		St. Louis, MO	10 816	721	721	19.
20.	Mercantile Trust Co.					20.
21.		St. Louis, MO	6 087			21.
22.	Boatmen's National Bank of	St. Louis				22.
23.		St. Louis, MO	8 283	552	1 657	23.
24.	Boatmen's National Bank of	St. Louis				24.
25.		St. Louis, MO	12 551	837	3 347	25.
26.	Boatmen's National Bank of	St. Louis				26.
27.		St. Louis, MO	13 191	879	4 397	27.
28.	Boatmen's National Bank of	St. Louis				28.
29.		St. Louis, MO	3 458	231	1 383	29.
30.	Boatmen's National Bank of	St. Louis				30.
31.		St. Louis, MO	6 092	406	2 437	31.
32.	Mercantile Trust Co.					32.
33.		St. Louis, MO	5 878	392	2 351	33.
34.						34.
35.						35.
36.						36.
37.						37.
38.						38.
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49.						49.
50.						50.

Continued on Page 65-K

510. DEBTHOLDINGS - CONTINUED
(Dollars in Thousands)

LINE NO.	DATE OF ISSUE (f)	DATE OF MATURITY (g)	RATE (h)	INTEREST		LINE NO.
				ACCURED DURING YEAR (i)	PAID DURING YEAR (j)	
1.						1.
2.						2.
3.	2-10-70	2-01-85	9-5/8	51	72	3.
4.						4.
5.						5.
6.	11-15-74	5-01-90	11	218	224	6.
7.						7.
8.						8.
9.	8-15-69	8-15-84	8-1/4	13	21	9.
10.						10.
11.	12-01-69	7-15-85	9-3/8	37	53	11.
12.						12.
13.	1-25-70	2-01-85	9-1/2	39	54	13.
14.						14.
15.	7-01-70	7-01-85	9-3/4	42	56	15.
16.						16.
17.	3-01-71	7-01-86	7-3/4	115	138	17.
18.						18.
19.	10-01-71	10-01-86	8-1/4	164	178	19.
20.						20.
21.	3-01-72	3-01-84	11.25 #	10	28	21.
22.						22.
23.	12-01-72	3-01-88	7.625	175	189	23.
24.						24.
25.	4-01-74	5-01-89	8.65	386	398	25.
26.						26.
27.	1-01-75	4-01-90	10	550	572	27.
28.						28.
29.	9-15-75	4-01-91	10-1/4	171	177	29.
30.						30.
31.	1-15-76	4-01-91	9-7/8	291	301	31.
32.						32.
33.	6-01-76	11-01-91	9.25	284	290	33.
34.						34.
35.						35.
36.						36.
37.						37.
38.						38.
39.						39.
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45.						45.
46.						46.
47.						47.
48.						48.
49.						49.
50.						50.

510. DEBTHOLDINGS
(Dollars in Thousands)

LINE NO.	DESCRIPTION OF OBLIGATION (a)	NAME AND ADDRESS OF CREDITOR OR TRUSTEE (b)	ORIGINAL AMOUNT (c)	PORTION DUE		LINE NO.
				WITHIN ONE YEAR (d)	AFTER ONE YEAR (e)	
1.	Boatmen's National Bank of St. Louis	St. Louis, MO	12 882	859	5 582	1.
2.	Metropolitan Life Ins. Co. of New York	New York, NY	42 811	2 786	19 502	2.
3.	Mercantile Trust Co.	St. Louis, MO	11 576	772	6 174	3.
4.	Boatmen's National Bank of St. Louis	St. Louis, MO	5 666	378	3 211	4.
5.	Manufacturers Bank & Trust Co.	St. Louis, MO	10 756	717	7 171	5.
6.	Manufacturers Bank & Trust Co.	St. Louis, MO	13 410	877	8 772	6.
7.	Total Conditional or Deferred Payment Contracts 4(c)		460 624	29 267	245 588	7.
8.	Total Equipment Obligations 4(a) and Conditional or Deferred Payments Contracts 4(c)		1 058 464	68 253	482 924	8.
9.	Total Bonds, Misc. Obligations, Equip. Obligations & Conditional or Deferred Payment Contracts		2 421 853	72 469	1 063 942	9.
10.	(5) Misc. Obligations (Capitalized Leases)					10.
11.	19128 10 Hopper Cars	North American Car Corp. Chicago, IL	337			11.
12.	57439 305 Frt. Cars	United States Lsg. Int'l. San Francisco, CA	3 142	276	1 158	12.
13.	56414 99 Cov. Hoppers	Mfr. Hanover Trust Co. New York, NY	1 803	117	30	13.
14.	59323 8 Locomotives	1st Penn Bank & Trust Philadelphia, PA	2 072			14.
15.	5531-1 10 Locomotives	Gould Lsg. Service Rolling Meadows, IL	3 458	240	2 317	15.
16.	5531-2 20 Locomotives	1st Nat'l. State Bk. of New Jersey Newark, NJ	7 838	400	5 729	16.
17.	5516 400 Frt. Cars	Chase Manhattan Serv. Corp. New York, NY	6 201	430	3 095	17.
18.	7190 177 Auto-Racks	Bur. Nor. Trust Company St. Paul, MN	3 685	331		18.
19.	#8028 150 Auto-Racks	Trust Co. for USL, Int'l. Oak Brook, IL	2 513	351	577	19.
20.						20.
21.						21.
22.						22.
23.						23.
24.						24.
25.						25.
26.						26.
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Continued on 65-M

510. DEBTHOLDINGS - CONTINUED

(Dollars in Thousands)

LINE NO.	DATE OF ISSUE (f)	DATE OF MATURITY (g)	RATE (h)	INTEREST ACCRUED DURING YEAR (i)	PAID DURING YEAR (j)	LINE NO.
1.						1.
2.	11-15-76	3-01-92	8.74	595	620	2.
3.						3.
4.	4-01-77	12-01-92	8-5/8	2 103	2 126	4.
5.						5.
6.	1-01-78	9-01-93	8-3/4	636	658	6.
7.						7.
8.	12-01-78	5-01-94	9-1/2	362	368	8.
9.						9.
10.	1-01-80	4-01-95	11-3/4	948	969	10.
11.						11.
12.	7-01-80	10-15-95	12	1 241	1 263	12.
13.						13.
14.				29 788	28 950	14.
15.						15.
16.						16.
17.						17.
18.				59 065	59 222	18.
19.						19.
20.				99 396	99 648	20.
21.						21.
22.						22.
23.	4-17-69	1-01-85	7-1/8	1	1	23.
24.						24.
25.	3-10-69	4-14-89	8	126	132	25.
26.						26.
27.	12-15-65	11-03-85	4	8	9	27.
28.						28.
29.	7-23-69	3-17-84	7-1/2	2	4	29.
30.						30.
31.	5-01-75	9-08-90	8-1/2	227	232	31.
32.						32.
33.	5-01-75	9-08-90	8-1/2	537	545	33.
34.						34.
35.	9-25-76	3-25-91	8-1/4	325	341	35.
36.						36.
37.	9-01-76	4-01-85	8-1/4	54	66	37.
38.						38.
39.	6-01-77	1-05-87	7-1/2	76	89	39.
40.						40.
41.						41.
42.						42.
43.						43.
44.						44.
45.						45.
46.						46.
47.						47.
48.						48.
49.						49.
50.						50.

510. DEBTHOLDINGS
(Dollars in Thousands)

LINE NO.	DESCRIPTION OF OBLIGATION (a)	NAME AND ADDRESS OF CREDITOR OR TRUSTEE (b)	ORIGINAL AMOUNT (c)	PORTION DUE		LINE NO.
				WITHIN ONE YEAR (d)	AFTER ONE YEAR (e)	
1.	8338 25 Locomotives	Mercantile Safe Dep. & Trust Co., Baltimore, MD	10 985	353	8 888	1.
2.						2.
3.	7644 60 Locomotives	Mercantile Safe Dep. & Trust Co., Baltimore, MD	24 664	777	20 087	3.
4.						4.
5.	7194 181 Box Cars	U.S. Railway Lsg. Co.				5.
6.		Des Plaines, IL 60018	3 866	262	2 286	6.
7.	13293 Main-of-Way Eqpt	Liberty Nat'l Lsg. Co.				7.
8.		Louisville, KY 40232	1 615	197	942	8.
9.	13540 50 Auto Racks	Railroad Car Enterprises				9.
10.		Hyattsville, MD 20783	1 232	149	718	10.
11.	SLSF					11.
12.	73707 (Cert 1&2) Work Eqpt.	Wells Fargo Lsg.				12.
13.		San Francisco, CA 94144	250	25	143	13.
14.	73707 (Cert 6) Work Eqpt.	Wells Fargo Lsg.				14.
15.		San Francisco, CA 94144	178	17	107	15.
16.	73707 (Cert 9) Work Eqpt.	Wells Fargo Lsg.				16.
17.		San Francisco, CA 94144	94	20	12	17.
18.	73707 (Cert 13) Work Eqpt.	Wells Fargo Lsg.				18.
19.		San Francisco, CA 94144	117	24	15	19.
20.	73707 (Cert 15) Work Eqpt.	Wells Fargo Lsg.				20.
21.		San Francisco, CA 94144	98	20	13	21.
22.	73707 (Cert 16-20 incl)	Wells Fargo Lsg.				22.
23.		San Francisco, CA 94144	111	13	58	23.
24.	72827 (Gr #2) Work Eqpt.	Ford Motor Credit Corporation	316	21		24.
25.						25.
26.	4181 10 Locomotives	First Penn Bnkg. & Trust Philadelphia, PA	2 172	316	1 282	26.
27.						27.
28.	15138 So.Dak.Track Pur & Reh.	Mercantile-Safe Dep.& Tst Baltimore, MD	43 080		58 320	28.
29.						29.
30.	16070 IA. Track Pur.	Omaha Bk.for Cooperatives Omaha, NE	1 200		6 464	30.
31.						31.
32.						32.
33.	19144 IBM Computer	Mercantile-Safe Deposit & Trust Co., Baltimore, MD	3 765		3 765	33.
34.						34.
35.						35.
36.	Total Misc'l. Obligations (Capitalized Leases)		124 792	4 339	116 006	36.
37.						37.
38.						38.
39.						39.
40.						40.
41.						41.
42.						42.
43.						43.
44.						44.
45.						45.
46.						46.
47.						47.
48.						48.
49.						49.
50.		Continued on 65-0				50.

510. DEBTHOLDINGS - CONTINUED
(Dollars in Thousands)

LINE NO.	DATE OF ISSUE (f)	DATE OF MATURITY (g)	RATE (h)	INTEREST ACCRUED DURING YEAR (i)	PAID DURING YEAR (j)	LINE NO.
1.						1.
2.	9-01-77	1-05-96	7-3/4	723	735	2.
3.						3.
4.	12-30-76	1-05-96	8	1 684	1 712	4.
5.						5.
6.	11-05-76	5-08-92	8	214	214	6.
7.						7.
8.	2-06-81	1-01-89	14	166	178	8.
9.						9.
10.	2-01-81	6-30-89	14	128	133	10.
11.						11.
12.						12.
13.	6-09-75	7-01-90	8-1/2	15	15	13.
14.						14.
15.	6-09-75	12-01-90	8-1/2	11	11	15.
16.						16.
17.	6-09-75	8-01-86	9-1/4	4	4	17.
18.						18.
19.	6-09-75	8-17-86	9-1/4	5	5	19.
20.						20.
21.	6-09-75	8-17-86	9-1/4	4	4	21.
22.						22.
23.	6-09-75	9-17-89	9-1/4	7	7	23.
24.						24.
25.	7-17-74	3-31-85	8-1/2	6	6	25.
26.						26.
27.				113	120	27.
28.						28.
29.				6 143	5 087	29.
30.						30.
31.				761	595	31.
32.						32.
33.						33.
34.	5-15-84	8-1-88	13-1/8	170		34.
35.						35.
36.				11 510	10 245	36.
37.						37.
38.						38.
39.						39.
40.						40.
41.						41.
42.						42.
43.						43.
44.						44.
45.						45.
46.						46.
47.						47.
48.						48.
49.						49.
50.						50.

510. DEBTHOLDINGS - CONTINUED
(Dollars in Thousands)

LINE NO.	DESCRIPTION OF OBLIGATION (a)	NAME AND ADDRESS OF CREDITOR OR TRUSTEE (b)	ORIGINAL AMOUNT (c)	PORTION DUE		LINE NO.
				WITHIN ONE YEAR (d)	AFTER ONE YEAR (e)	
1.	Total Bonds, Misc. Obligations, Equipment					1.
2.	Obligations, Conditional or Deferred Payment					2.
3.	Contracts & Capitalized Leases		2 546 645	76 808	1 179 948	3.
4.						4.
5.	Account 769 Accounts Payable					5.
6.	Affiliated Companies					6.
7.	Winona Bridge Railway Company					7.
8.	St. Paul, MN				67	8.
9.	Western Fruit Express Co.					9.
10.	St. Paul, MN				14 000	10.
11.						11.
12.	Total Account 769				14 067	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.
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28.						28.
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31.						31.
32.						32.
33.						33.
34.						34.
35.						35.
36.						36.
37.						37.
38.						38.
39.						39.
40.						40.
41.						41.
42.						42.
43.						43.
44.						44.
45.						45.
46.						46.
47.						47.
48.						48.
49.						49.
50.	Grand Totals		2 546 645	76 808	1 194 015	50.

510. DEBTHOLDINGS - CONTINUED
(Dollars in Thousands)

LINE NO.	DATE OF ISSUE (f)	DATE OF MATURITY (g)	RATE (h)	INTEREST ACCRUED DURING YEAR (i)	PAID DURING YEAR (j)	LINE NO.
1.						1.
2.						2.
3.				110 906	109 893	3.
4.						4.
5.						5.
6.						6.
7.						7.
8.	Various	Various				8.
9.						9.
10.	Various	Various	Various	1 556	1 556	10.
11.						11.
12.				1 556	1 556	12.
13.						13.
14.						14.
15.						15.
16.						16.
17.						17.
18.						18.
19.						19.
20.						20.
21.						21.
22.						22.
23.						23.
24.						24.
25.						25.
26.						26.
27.						27.
28.						28.
29.						29.
30.						30.
31.						31.
32.						32.
33.						33.
34.						34.
35.						35.
36.						36.
37.						37.
38.						38.
39.						39.
40.						40.
41.						41.
42.						42.
43.						43.
44.						44.
45.						45.
46.						46.
47.						47.
48.						48.
49.						49.
50.				112 462	111 449	50.

510. DEBTHOLDINGS—Concluded
(Notes and other disclosures)

Line No.	a. Nature of security or collateral, if any	Line No.
1		1
2		2
3		3
4		4
5	See pages 66-A thru 66-F	5
6		6
7		7
8		8
9		9
10		10
11		11
12		12
13		13
14		14
15		15
16		16
17		17

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

Line No.	Name and address of holder	Type of holder	Line No.
1			1
2			2
3			3
4			4
5			5
6			6
7	See pages 66-G thru 66-T		7
8			8
9			9
10			10
11			11
12			12
13			13
14			14
15			15
16			16
17			17
18			18

c. Other notes and comments

Notes to Schedule 510, Debt Holdings

Restrictive Covenants attaching to the indebtedness are detailed in financing instruments that have been previously filed with the Commission in compliance with the Interstate Commerce Act under Form OP-F 240, and Section 20(c) and in copies furnished with the 1977 St. Louis-San Francisco Railway Company Annual Report Supplement Corporate Disclosure.

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Line

No.

- 3 The BN Inc. Consolidated Mortgage has a first lien on approximately 27 miles of former GN Ry. Branch Line, on approximately 169 miles of former NP Ry. Main Line, and on approximately 1,037 miles of former NP Ry. Branch Line. It has a second lien on railroad transportation properties covered by a first lien of the GN General Gold Bond Mortgage. It has a third lien on former CB&Q Railroad Company transportation properties and Colorado and Southern Railway Company properties covered by a first lien of the CB&Q First and Refunding Mortgage and a second lien of the GN General Gold Bond Mortgage. It has a third lien on railroad transportation properties covered by a first lien of the NP Prior Lien Mortgage and a second lien of the NP General Lien Mortgage. CB&Q First and Refunding Mortgage Series 2010 bonds in a total principal amount of \$70,000,000 and GN General Gold Bond Mortgage bonds in a total principal amount of \$350,135,000 are pledged under the BN Inc. Consolidated Mortgage. Refer to Form R-1 Schedule 310, Investments and Advances Affiliated Companies, and Schedule 310 footnotes for a detail of Investments pledged under the BN R.R. Consolidated Mortgage. Under provisions of Section 4.07 of the BN Inc. Consolidated Mortgage, no further bonds can be issued under the existing Northern Pacific, Great Northern and CB&Q Mortgages except Great Northern bonds for the purpose of pledge under the Consolidated Mortgage.
- 4 The Series A Consolidated Mortgage bonds matured October 1, 1984.
- 6 Series C Consolidated Mortgage bonds are redeemable at the option of the Company at 104.25% of the principal amount during the 12 month period commencing 5-1-82, at declining percentages to 5-1-93 and at par thereafter. The Company is required to retire \$1,500,000 principal amount of Series C bonds annually beginning in 1979 and continuing through 1983, \$3,000,000 of such bonds annually beginning in 1984 and continuing through 1988, \$4,500,000 of such bonds annually beginning in 1989 and continuing through 1993, and \$5,000,000 of such bonds in 1994 and 1995.
- 8 Series D Consolidated Mortgage bonds are redeemable at the option of the Company at 105.48% of the principal amount during the 12 month period commencing 1-15-82, at declining percentages to 1-15-96 and at par thereafter. The Company is required to retire \$3,000,000 principal amount of Series D bonds annually beginning in 1983 and continuing through 1987, \$3,500,000 principal amount of such bonds annually beginning in 1988 and continuing through 1993, and \$4,000,000 principal amount of such bonds annually beginning in 1994 and continuing through 1998.

Notes To Schedule 510, Debt Holdings

- 10 Series E Consolidated Mortgage bonds in the amount of \$100,000,000 are held in Treasury.
- 12 Series F Consolidated Mortgage bonds are redeemable at the option of the Company at 107.08% of the principal amount during the 12 month period commencing 6-15-82, at declining percentages to 6-15-95 and at par thereafter. The Company is required to deposit funds to retire \$3,250,000 principal amount of Series F bonds annually beginning in 1984 and continuing through 1997 at a price equal to 100% of the principal amount.
- 14 Series G Consolidated Mortgage bonds are redeemable at the option of the Company at 111.37% of the principal amount during the 12 month period commencing 8-1-82, at declining percentages to 8-1-00 and at par thereafter. The Company is required to retire \$8,330,000 principal amount of Series G bonds annually beginning in 1991 and continuing through 2004.
- 16 The CB&Q First and Refunding Mortgage is a first lien on the properties of the former CB&Q Railroad Company and the Colorado and Southern Railway Company including approximately 4,985 miles of Main Line and 1,793 miles of Branch Line. Refer to Form R-1 Schedule 310, Investments and Advances Affiliated Companies, and Schedule 310 footnotes for a detail of Investments and Advances pledged under the CB&Q First and Refunding Mortgage.
- 17 The Series 1990 CB&Q First and Refunding bonds are redeemable at the option of the Company at 100.75% of the principal amount to 1-31-86, at declining percentages to 2-1-89 and at par thereafter. The Series 1990 bonds are redeemable for sinking fund purposes at 100.25% of the principal amount to 1-31-86, at declining percentages to 2-1-89 and at par thereafter. The Company is required to pay annually for retirement of Series 1990 bonds the amount of \$250,000. In lieu of all or any part of any sinking fund payment, the Company may surrender Series 1990 bonds at values equal to the cost of the bonds to the Company or the then applicable sinking fund redemption price, whichever is less.
- 19 The Series 2010 CB&Q First and Refunding bonds are pledged as security under the BN Inc. Consolidated Mortgage.
- 21 The GN General Gold Bond Mortgage is a first lien on the properties of the former GN Railway Company including approximately 3,651 miles of Main Line and 2,681 miles of Branch Line. It has a second lien on the properties covered by a first lien of the CB&Q First and Refunding Mortgage.

Notes to Schedule 510, Debt Holdings

Note: Annual Sinking Fund payments are required under provisions of Supplemental Indentures to the GN General Gold Bond Mortgage dated as of 7-1-45 providing for the issuance of Series N and O bonds and as of 1-1-46 providing for the issuance of Series Q bonds. Under the terms of these Indentures Sinking Fund payments may, at the option of the Company, be made in cash or by delivery to the trustee of certain cancelled or uncanceled General Mortgage Bonds of any series. There are presently on deposit with the Trustee cancelled General Mortgage Bonds in an amount sufficient to meet all future sinking fund requirements for the Series N, O, & Q bond issues.

- 22 Series N GN General Gold bonds are redeemable at the option of the Company at 100.5% of the principal amount during the period 1-2-83 to 1-2-87, and at par thereafter. Refer to the note preceding for a description of the current status of sinking fund provisions.
- 24 Series O GN General Gold bonds are redeemable at the option of the Company at 101.25% of the principal amount to 1-1-87, at declining percentages to 1-2-97 and at par thereafter. Refer to the note preceding for a description of the current status of sinking fund provisions.
- 26 Series Q GN General Gold bonds are redeemable at the option of the Company at 100.5% of the principal amount to 1-1-89, at declining percentages to 1-2-07 and at par thereafter. Refer to the note preceding for a description of the current status of sinking fund provisions.
- 28 The Series S GN General Gold bonds were pledged as security under the BN R.R. Consolidated Mortgage at the time the BN R.R. Consolidated Series E bonds were issued.
- 30 The Series T GN General Gold bonds were pledged as security under the BN R.R. Consolidated Mortgage at the time the BN R.R. Consolidated Series C bonds were issued.
- 32 The Series U GN General Gold bonds were pledged as security under the BN R.R. Consolidated Mortgage at the time the BN R.R. Consolidated Series D bonds were issued.
- 34 The Series V GN General gold bonds were pledged as security under the BN R.R. Consolidated Mortgage at the time the BN R.R. Consolidated Series E bonds were issued.
- 36 The Series W GN General Gold bonds were pledged as security under the BN R.R. Consolidated Mortgage at the time the BN R.R. Consolidated Series F bonds were issued.
- 38 The Series X GN General Gold bonds were pledged as security under the BN R.R. Consolidated Mortgage at the time the BN R.R. Consolidated Series G bonds were issued.

Notes to Schedule 510, Debt Holdings

40 The NP Prior Lien Mortgage is a first lien on the properties of the former NP Railway Company including approximately 2,462 miles of Main Line, approximately 1,612 miles of Branch Line, and Land Grant lands. The NP Prior Lien Mortgage bonds are non-callable. The Prior Lien Mortgage provides that during each calendar year one-half of the net proceeds from land sales, but not exceeding \$500,000, shall be applied to the purchase and cancellation of Prior Lien bonds at not over 110. It provides further that, if Prior Lien bonds are not available at 110 or less, General Lien bonds are to be purchased and retired at not over par.

42 The NP General Lien Mortgage is a second lien on properties covered by a first lien of the NP Prior Lien Mortgage. The NP General Lien Mortgage bonds are non-callable. Refer to the note pertaining to the NP Prior Lien Mortgage for a description of sinking fund provisions.

Line Page 65-A

No.

1 The SLSF First Mortgage is a first lien on the properties of the former St. Louis-San Francisco Railway Company including approximately 3,131 miles of Main Line and approximately 707 miles of Branch Line. It has a second lien on 32.67 miles of Branch Line covered by a first lien of the Refunding Purchase Money Mortgage Indenture.

Series A First Mortgage bonds are redeemable at the option of the Company at 101.5% of the principal amount to 1-1-85, at declining percentages to 1-1-93, and at par thereafter. Sinking Fund payments, contingent upon income, are due May 1 of each year in an amount equal to 1/4 of 1% of bonds authenticated and uncanceled plus an amount equal to interest that would have become due on bonds retired through operation of the Sinking Fund. The Company may tender for sale to the Sinking Fund at current market prices First Mortgage Series A bonds it has acquired on the open market.

5 The NP Collateral Trust Indenture Bonds matured October 1, 1984.

9 The SLSF Fifty Year Income Debentures, Series A, may be redeemed as a whole, or in part by lot, at the option of the Company upon payment of the principal amount of the Series A Debentures to be redeemed plus interest. Payment of interest is contingent upon income. Sinking Fund payments, contingent upon income, of \$165,645 are due May 1 of each year. The Company may tender to the Sinking Fund Series A Income Debentures it has purchased on the open market at a price not exceeding the lesser of the principal amount or the cost of the Debentures.

Notes to Schedule 510, Debt Holdings

- 23 The SLSF Purchase Money 6-3/4% Mortgage Notes dated June 1, 1968 are issued under and secured by the St. Louis-San Francisco Railway Company Refunding Purchase Money Mortgage Indenture dated February 1, 1968. The Boatmen's National Bank of St. Louis is trustee under the Refunding Purchase Money Mortgage Indenture, which has a first lien on 32.67 miles of branch line of the former St. Louis-San Francisco Railway Company. The Notes are callable at the option of the Company at 102.25% of the principal amount during the year ending July 31, 1983 and at declining percentages to August 1, 1991 and at par thereafter. Sinking Fund payments of \$150,000 annually are due August 1, of each calendar year.

Equipment Trust Agreements provide for a lease of trust equipment owned by the Trustee of the Equipment Trust. At the termination of the lease and after all payments due the Trustee have been made, title to the equipment passes to the Company. Under provisions of Philadelphia Plan Equipment Trust Agreements, the Company is required to pay to the Trustee for use of the equipment an Advance Rental at the time the equipment is put into service amounting to the excess of the actual cost over 80% of the estimated cost of the equipment. The proceeds from the sale of Equipment Trust Certificates plus the discount received from (or less the premium paid to) the Company totals to 80% of the estimated cost of the equipment and is used by the Trustee together with the Advance Rental to pay for the equipment to be leased to the Company. In addition to the Advance Rental, the Company is required under the agreement to make rental payments sufficient to cover the interest on outstanding Equipment Trust Certificates and to redeem Equipment Trust Certificates as they become due.

All issues, except the BN R.R. Equipment Trust of 1970, the BN R.R. Equipment Trust of 1971-3rd Series, and The BN R.R. Equipment Trust of 1983, Series 2, are 15-year Philadelphia Plan securities calling for equal annual payments of principal and semi-annual payments of interest.

The BN R.R. Equipment Trust of 1970 calls for semi-annual payments of interest, payments to retire \$1,334,000 of Equipment Trust Certificates annually beginning in 1971 and continuing through 1975, and a payment not to exceed \$13,330,000 to retire Equipment Trust Certificates which will mature in 1985, unless theretofore called for Sinking Fund redemption. The Agreement further provides that the Company shall pay additional rental annually into a Sinking Fund in an amount sufficient to redeem \$1,333,000 principal amount of Equipment Trust Certificates beginning in 1976 and continuing through 1984.

The BN R.R. Equipment Trust of 1971-3rd Series calls for semi-annual payments of interest, payments to retire \$3,200,000 of Equipment Trust Certificates annually beginning in 1972 and continuing through 1976, and a payment not to exceed \$34,000,000 to retire Equipment Trust Certificates which will mature in 1986, unless theretofore called for Sinking Fund redemption. The Agreement further provides that the Company shall pay additional rental annually into a Sinking Fund in an amount sufficient to redeem \$3,400,000 principal amount of Equipment Trust Certificates beginning in 1977 and continuing through 1985.

Notes to Schedule 510, Debt Holdings

The BN R.R. Equipment Trust of 1983, Series 2, provides that the Trustee use the net proceeds from the sale of the Equipment Trust Certificates to pay for up to 100% of the purchase price of the Trust Equipment. The aggregate final cost of the Trust Equipment is required to be at least 100% of the aggregate principal amount of Trust Certificates issued. The Company is required to pay to the Trustee as Advance Rental the amount by which the purchase price of the Trust Equipment exceeds the net proceeds from the sale of the Equipment Trust Certificates. Rental payments due the Trustee over the period of the lease cover principal and interest payments due on the Certificates. Certificates mature serially in the principal amount of \$3,330,000 on May 15 in each of the years 1984 through 1997, inclusive, and in the principal amount of \$3,380,000 on May 15, 1998. Interest is payable semi-annually on May 15 and November 15 in each year.

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

LINE NO.	NAME AND ADDRESS OF HOLDER	TYPE OF HOLDER
1.	<u>BN Consol. Mtge. Series C</u>	
2.	Cede & Company	Trust Company Nominee
3.	New York, NY 10274	
4.	State Compensation Insurance	State of California
5.	Fund of California	
6.	San Francisco, CA 94102	
7.	<u>BN Consol. Mtge. Series D</u>	
8.	Cede & Company	Trust Company Nominee
9.	New York, NY 10274	
10.	Kray & Co.	Other Holding Organization
11.	Chicago, IL 60603	
12.	<u>BN Consol. Mtge. Series F</u>	
13.	Minnesota State Board of Investment	State of Minnesota
14.	c/o State Treasurer	
15.	St. Paul, MN 55155	
16.	Nationwide Life Insurance Company	Insurance Company
17.	Columbus, OH 43216	
18.	Ohio Public Employees Retirement	State of Ohio
19.	System of Ohio	
20.	Columbus, Ohio 43215	
21.	Safeco Life Insurance Co.	Insurance Company
22.	Seattle, WA 98185	
23.	Provident Mutual Life Ins. Company	Insurance Company
24.	Philadelphia, PA 19101	
25.	Central Life Assurance Co.	Insurance Company
26.	Des Moines, IA 50306	
27.	Mutual Life Insurance Co. of New York	Insurance Company
28.	New York, NY 10019	
29.	The Franklin Life Insurance Co.	Insurance Company
30.	Springfield, IL 62713	
31.	Sher & Co.	Other Holding Organization
32.	Minneapolis, MN 55440	
33.	<u>BN Consol. Mtge. Series G</u>	
34.	Cede & Co.	Trust Company Nominee
35.	New York, NY 10274	
36.	Cudd & Co.	Trust Company Nominee
37.	New York, NY 10007	
38.	<u>GN Gen. Gold Bond Mtge. Series N</u>	
39.	Cede & Co.	Trust Company Nominee
40.	New York, NY 10274	
41.	The Union Central Life Insurance Co.	Insurance Company
42.	Cincinnati, OH 45201	
43.	<u>GN Gen. Gold Bond Mtge. Series O</u>	
44.	Cede & Co.	Trust Company Nominee
45.	New York, NY 10274	
46.	<u>GN Gen. Gold Bond Mtge. Series Q</u>	
47.	Cede & Co.	Trust Company Nominee
48.	New York, NY 10274	

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

LINE NO.	NAME AND ADDRESS OF HOLDER	TYPE OF HOLDER
1.	<u>NP Prior Lien</u>	
2.	Cede & Co.	Trust Company Nominee
3.	New York, NY 10274	
4.	MacCabees Mutual Life Ins. Co.	Insurance Company
5.	Acct MacCabees Life & Annuity	
6.	Southfield, MI 48037	
7.	<u>NP General Lien</u>	
8.	Cede & Co.	Trust Company Nominee
9.	New York, NY 10274	
10.	<u>SLSF First Mtge. Series A</u>	
11.	Cede & Co.	Trust Company Nominee
12.	New York, NY 10274	
13.	<u>SLSF Purchase Money Mtge. due 8-1-92</u>	
14.	New England Mutual Life Ins. Co.	Insurance Company
15.	Boston, MA 02117	
16.	Lutheran Brotherhood	Insurance Company
17.	Minneapolis, MN 55402	
18.	Provident Mutual Life Ins. Co.	Insurance Company
19.	of Philadelphia	
20.	Philadelphia, PA 19101	
21.	The Penn Mutual Life Ins. Co.	Insurance Company
22.	Philadelphia, PA 19172	
23.	<u>BN Equipment Trust, 1970 Series 1</u>	
24.	Hare & Co.	Bank Nominee
25.	New York, NY 10249	
26.	<u>BN Equipment Trust, 1970 Series 2</u>	
27.	Holm & Co.	Bank Nominee
28.	Detroit, MI 48231	
29.	Calhoun & Co.	Bank Nominee
30.	Detroit, MI 48231	
31.	First National Bank & Trust Co.	Bank & Trust Co.
32.	Alton, IL 62002	
33.	Slavonic Benevolent Order of Texas	Other Holding Organization
34.	Temple, TX 76501	
35.	Darhap & Co.	Bank Nominee
36.	Michigan City, IN 46360	
37.	Galt & Co.	Other Holding Organization
38.	Boston, MA 02107	
39.	Merrill Lynch Pierce Fenner & Smith, Inc.	Broker
40.	New York, NY 10006	
41.	<u>BN Equipment Trust 1971 Series 1</u>	
42.	Pacific & Co.	Trust Co. Nominee
43.	San Francisco, CA 94104	
44.	Suydam & Co.	Trust Co. Nominee
45.	New York, NY 10022	
46.		
47.		
48.		

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

LINE NO.	NAME AND ADDRESS OF HOLDER	TYPE OF HOLDER
1.	<u>BN Equipment Trust 1971 Series 2</u>	
2.	Calhoun & Co.	Bank Nominee
3.	Detroit, MI 48231	
4.	Sabat Co.	Trust Co. Nominee
5.	New York, NY 10018	
6.	<u>BN Equipment Trust 1971 Series 3</u>	
7.	Hare & Co.	Bank Nominee
8.	New York, NY 10249	
9.	<u>BN Equipment Trust 1972 Series 1</u>	
10.	Calhoun & Co.	Bank Nominee
11.	Detroit, MI 48231	
12.	Legal & Co.	Bank Nominee
13.	Newark, NJ 07101	
14.	<u>BN Equipment Trust 1972 Series 2</u>	
15.	Trusco & Co.	Bank Nominee
16.	Phoenix, AZ 85002	
17.	Gardner Franco-American Credit Union	Other Holding Organization
18.	Gardner, MO 01440	
19.	<u>BN Equipment Trust 1973 Series 1</u>	
20.	Marward & Co.	Trust Co. Nominee
21.	Albany, NY 12201	
22.	<u>BN Equipment Trust 1973 Series 2</u>	
23.	Calhoun & Co.	Bank Nominee
24.	Detroit, MI 48231	
25.	Gerlach & Co.	Bank Nominee
26.	New York, NY 10043	
27.	Lucas & Co.	Trust Co. Nominee
28.	St. Louis, MO 63166	
29.	Momart & Co.	Bank Nominee
30.	Los Angeles, CA 90054	
31.	Cowen & Co.	Other Holding Organization
32.	New York, NY 10004	
33.	Kirchback Co.	Bank & Trust Co. Nominee
34.	Richfield, MN 55423	
35.	Polly & Co.	Trust Co. Nominee
36.	New York, NY 10005	
37.	<u>BN Equipment Trust 1973 Series 3</u>	
38.	Pacific & Co.	Trust Co. Nominee
39.	San Francisco, CA 94120	
40.	Barnett & Co.	Trust Co. Nominee
41.	New York, NY 10008	
42.	Fargo Gems & Co.	Trust Co. Nominee
43.	Fargo, ND 58108	
44.	Marban & Co.	Bank Nominee
45.	Springfield, IL 62701	
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b. With respect to each holder of more than five percent of each issue reported, provide the name, address, and type of holder--bank, broker, holding company, individual or other specified category.

LINE NO.	NAME AND ADDRESS OF HOLDER	TYPE OF HOLDER
1.	<u>BN Equipment Trust 1974 Series 1</u>	
2.	McAuley & Co.	Trust Co. Nominee
3.	St. Louis, MO 63166	
4.	Momart & Co.	Bank Nominee
5.	Los Angeles, CA 90054	
6.	<u>BN Equipment Trust 1974 Series 2</u>	
7.	State of California	State of California
8.	State Teachers Retirement System	
9.	Newark, NJ 07102	
10.	<u>BN Equipment Trust 1974 Series 3</u>	
11.	Egger & Co.	Bank Nominee
12.	New York, NY 10081	
13.	Cede & Co.	Trust Company Nominee
14.	New York, NY 10005	
15.	Gale & Co.	Bank & Trust Co. Nominee
16.	Chicago, IL 60690	
17.	R. J. Thomas & Company	Bank Nominee
18.	Dallas, TX 75221	
19.	<u>BN Equipment Trust 1975 Series 1</u>	
20.	Pacific & Co.	Trust Co. Nominee
21.	San Francisco, CA 94104	
22.	<u>BN Equipment Trust 1975 Series 2</u>	
23.	Polly & Co.	Trust Co. Nominee
24.	New York, NY 10005	
25.	R. J. Thomas & Co.	Bank Nominee
26.	Dallas, TX 75221	
27.	<u>BN Equipment Trust 1975 Series 3</u>	
28.	State of California	State of California
29.	Teachers Retirement System	
30.	Newark, NJ 07102	
31.	Pacific & Co.	Trust Co. Nominee
32.	San Francisco, CA 94104	
33.	<u>BN Equipment Trust 1976 Series 1</u>	
34.	Polly & Co.	Trust Co. Nominee
35.	New York, NY 10005	
36.	Corp. of the President of the Church	Other Holding Organization
37.	of Jesus Christ of Latter Day Saints	
38.	Salt Lake City, UT 84150	
39.	Security Benefit Life Ins. Co.	Insurance Company
40.	Kansas City, MO 64180	
41.	International Union of Operating	Other Holding Organization
42.	Engineers, General Fund	
43.	Washington, D. C. 20036	
44.	Cede & Co.	Trust Co. Nominee
45.	New York, NY 10005	
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b. With respect to each holder of more than five percent of each issue reported, provide the name, address, and type of holder--bank, broker, holding company, individual or other specified category.

LINE NO.	NAME AND ADDRESS OF HOLDER	TYPE OF HOLDER
1.	<u>BN Equipment Trust 1976 Series 2</u>	
2.	R. J. Thomas & Co.	Bank Nominee
3.	Dallas, TX 75221	
4.	New England Mutual Life Insurance	Insurance Company
5.	Boston, MA 02117	
6.	Beneficial Life Insurance Co.	Insurance Company
7.	Salt Lake City, UT 84136	
8.	<u>BN Equipment Trust 1976 Series 3</u>	
9.	Compass & Co.	Bank Nominee
10.	Houston, TX 77001	
11.	<u>BN Equipment Trust 1976 Series 4</u>	
12.	State Compensation Ins. Fund of	State of California
13.	California	
14.	Newark, NJ 07102	
15.	Carn & Co.	Bank Nominee
16.	Washington, D.C. 20013	
17.	<u>BN Equipment Trust 1977 Series 1</u>	
18.	How & Co.	Trust Co. Nominee
19.	Chicago, IL 60690	
20.	Cust & Co.	Bank & Trust Co. Nominee
21.	Chicago, IL 60693	
22.	<u>BN Equipment Trust 1977 Series 2</u>	
23.	State Compensation Ins.	State of California
24.	Fund of California	
25.	San Francisco, CA 94102	
26.	Hare & Co.	Bank Nominee
27.	New York, NY 10249	
28.	<u>BN Equipment Trust 1978 Series 1</u>	
29.	Barnett & Co.	Trust Co. Nominee
30.	New York, NY 10015	
31.	Gerlach & Co.	Bank Nominee
32.	c/o Citibank N.A., New York, NY 10005	
33.	Garden Street Co.	Other Holding Organization
34.	Hartford, CT 06115	
35.	Lucas & Co.	Trust Co. Nominee
36.	St. Louis, MO 63166	
37.	Jaquith & Co.	Bank Nominee
38.	New York, NY 10015	
39.	Bent & Co.	Other Holding Organization
40.	Hartford, CT 06101	
41.	Zande & Co.	Trust Co. Nominee
42.	New York, NY 10008	
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b. With respect to each holder of more than five percent of each issue reported, provide the name, address, and type of holder--bank, broker, holding company, individual or other specified category.

LINE NO.	NAME AND ADDRESS OF HOLDER	TYPE OF HOLDER
1.	<u>BN Equipment Trust 1978 Series 2</u>	
2.	Polly & Co.	Trust Co. Nominee
3.	New York, NY 10005	
4.	Cust & Co.	Bank & Trust Co. Nominee
5.	Chicago, IL 60693	
6.	Security Benefit Life Ins. Co.	Insurance Company
7.	Topeka, KS 66636	
8.	Barnett & Co.	Bank Nominee
9.	New York, NY 10008	
10.	Sigler & Co.	Trust Co. Nominee
11.	New York, NY 10008	
12.	<u>BN Equipment Trust 1979 Series 1</u>	
13.	Polly & Co.	Trust co. Nominee
14.	New York, NY 10005	
15.	The Centennial Life Insurance Company	Insurance Company
16.	Overland Park, MO 66201	
17.	Kray & Co.	Other Holding Organization
18.	Chicago, IL 60603	
19.	<u>BN Equipment Trust 1980 Series 1</u>	
20.	Hare & Co.	Bank Nominee
21.	New York, NY 10249	
22.	Caf & Co.	Trust Co. Nominee
23.	Chicago, IL 60690	
24.	Cede & Co.	Trust Co. Nominee
25.	New York, NY 10005	
26.	<u>BN Equipment Trust 1981 Series 1</u>	
27.	Permanent University Fund	Other Holding Organization
28.	of the University of Texas	
29.	Austin, TX 78712	
30.	Gerlach & Co.	Bank Nominee
31.	New York, NY 10005	
32.	<u>BN Equipment Trust 1983 Series 1</u>	
33.	Sigler & Co.	Trust Co. Nominee
34.	New York, NY 10022	
35.	Bill & Co.	Bank Nominee
36.	Kansas City, MO 64141	
37.	Bull & Co.	Bank & Trust Co. Nominee
38.	Charlotte, NC 28275	
39.	Kray & Co.	Other Holding Organization
40.	Chicago, IL 60603	
41.	<u>BN Equipment Trust 1983 Series 2</u>	
42.	Cede & Co.	Trust Co. Nominee
43.	New York, NY 10005	
44.	North American Life & Casualty Co.	Insurance Company
45.	Minneapolis, MN 55403	
46.	Fidelity Union Life Insurance co.	Insurance Company
47.	Dallas, TX 75221	
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b. With respect to each holder of more than five percent of each issue reported, provide the name, address, and type of holder--bank, broker, holding company, individual or other specified category.

LINE NO.	NAME AND ADDRESS OF HOLDER	TYPE OF HOLDER
1.	<u>BN Equipment Trust 1983 Series 2 (cont'd)</u>	
2.	Permanent University Fund of the	Other Holding Organization
3.	University of Texas	
4.	Austin, TX 78712	
5.	Stawis & Co.	Trust Co. Nominee
6.	New York, NY 10008	
7.	<u>GN Equipment Trust 1970 Series 1</u>	
8.	Kidder Peabody & Co. Inc.	Broker
9.	New York, NY 10005	
10.	Polly & Co.	Trust Co. Nominee
11.	New York, NY 10005	
12.	Continental General Insurance Co.	Insurance Company
13.	Omaha, NE 68114	
14.	Hare & Co.	Bank Nominee
15.	New York, NY 10249	
16.	Constance Raphael	Individual
17.	Seattle, WA 98199	
18.	Drexel Furnham Lambert, Incorporated	Trust Co. Nominee
19.	New York, NY 10004	
20.	Ince & Co.	Trust Co. Nominee
21.	New York, NY 10008	
22.	<u>C&S Equipment Trust 1971 Series 1</u>	
23.	Gerlach & Co.	Bank Nominee
24.	New York, NY 10005	
25.	Royal Neighbors of America	Other Holding Organization
26.	Rock Island, IL 61201	
27.	<u>C&S Equipment Trust 1972 Series 1</u>	
28.	Sigler & Co.	Trust Co. Nominee
29.	New York, NY 10008	
30.	<u>C&S Equipment Trust 1974 Series 1</u>	
31.	Frank Brown & Co.	Individual
32.	Hartford, CT 06101	
33.	Polly & Co.	Trust Co. Nominee
34.	New York, NY 10005	
35.	Transport Life Insurance Company	Insurance Company
36.	Fort Worth, TX 76102	
37.	<u>BN Conditional Sale Agreement dtd. 4-1-70</u>	
38.	Lincoln National Life Insurance Company	Insurance Company
39.	Fort Wayne, IN 46801	
40.	Philadelphia Savings Fund Society	Other Holding Organization
41.	Philadelphia, PA 19182	
42.	State Farm Life Insurance Co.	Insurance Company
43.	Bloomington, IL 61701	
44.	State of California	State of California
45.	Teachers Retirement System	
46.	Sacramento, CA 95809	
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b. With respect to each holder of more than five percent of each issue reported, provide the name, address, and type of holder--bank, broker, holding company, individual or other specified category.

LINE NO.	NAME AND ADDRESS OF HOLDER	TYPE OF HOLDER
1.	BN Conditional Sale Agreement dtd. 4-1-70(con'td)	
2.	State of California	State of California
3.	Public Employees Retirement System	
4.	Sacramento, CA 95809	
5.	Bird & Co.	Trust Co. Nominee
6.	New York, NY 10022	
7.	State Treasurer of The State of	State of Michigan
8.	Michigan Cust. of Michigan Public	
9.	School Employees Ret. Sys. Funds	
10.	Lansing, MI 48903	
11.	Natstan	Bank Nominee
12.	Denver, CO 80251	
13.	BN Conditional Sale Agreement dtd. 8-15-76	
14.	Michemp Co.	State of Michigan
15.	Lansing, MI 48901	
16.	Michtea Co.	State of Michigan
17.	Lansing, MI 48901	
18.	BN Conditional Sale Agreement dtd. 2-1-78	
19.	Minnesota State Board of Investment	State of Minnesota
20.	St. Paul, MN 55155	
21.	Empl. Mutual Liability Ins. Co.	Insurance Company
22.	of Wisconsin	
23.	Milwaukee, WI 53201	
24.	Independence Savings Bank	Bank
25.	Brooklyn, NY 11202	
26.	Hansec Ins. Co.	Insurance Company
27.	Boston, MA 02110	
28.	Provident Mutual Life Ins. Co.	Insurance Company
29.	of Philadelphia	
30.	Philadelphia, PA 19101	
31.	United Benefit Life Ins. Co.	Insurance Company
32.	Omaha, NE 86102	
33.	Seabeach & Co.	Trust Co. Nominee
34.	Newark, NJ 07194	
35.	BN Conditional Sale Agreement dtd. 1-1-79	
36.	Citibank, N.A.	Bank
37.	New York, NY 10043	
38.	The Chase Manhattan Bank, N.A.	Bank
39.	New York, NY 10081	
40.	Harris Trust & Savings Bank	Bank & Trust Co.
41.	Chicago, IL 60690	
42.	Norwest Bank	Bank
43.	Minneapolis, MN 55479	
44.	The Northern Trust Co.	Trust Company
45.	Chicago, IL 60675	
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b. With respect to each holder of more than five percent of each issue reported, provide the name, address, and type of holder--bank, broker, holding company, individual or other specified category.

LINE NO.	NAME AND ADDRESS OF HOLDER	TYPE OF HOLDER
1.	<u>BN Conditional Sale Agreement dtd. 12-1-79</u>	
2.	Knights of Columbus	Other Holding Organization
3.	New Haven, CT 06510	
4.	Michtea Co.	State of Michigan
5.	Detroit, MI 48224	
6.	Michemp Co.	State of Michigan
7.	Detroit, MI 48224	
8.	United Benefit Life Ins. Co.	Insurance Company
9.	Omaha, NE 68102	
10.	Newing One & Co.	Other Holding Organization
11.	Boston, MA 02117	
12.	<u>BN Conditional Sale Agreement dtd. 1-2-81</u>	
13.	Monumental Life Ins. Co.	Insurance Company
14.	Baltimore, MD 21202	
15.	Volunteer State Life Ins. Co.	Insurance Company
16.	Chattanooga, TN 37401	
17.	<u>BN Conditional Sale Agreement dtd. 12-1-82</u>	
18.	New York Life Insurance Company	Insurance Company
19.	New York, NY 10010	
20.	Aetna Life Insurance Co.	Insurance Company
21.	Hartford, CT 06156	
22.	Union Mutual Life Ins. Co.	Insurance Company
23.	Portland, ME 04122	
24.	Minnesota Mutual Life Ins. Co.	Insurance Company
25.	St. Paul, MN 55101	
26.	Sun Life Assurance Co. of	Insurance Company
27.	Canada (U.S.)	
28.	Wellesley Hills, MA 02181	
29.	Transamerica Life Insurance and	
30.	Annuity Company	Insurance Company
31.	Los Angeles, CA 90060	
32.	Great Western Life	Insurance Company
33.	Minneapolis, MN 55479	
34.	<u>BN Conditional Sale Agreement dtd. 1-15-84</u>	
35.	Mutual Trust Life Ins. Co.	Insurance Company
36.	Oak Brook, IL 80521	
37.	Western Life Ins. Co.	Insurance Company
38.	St. Paul, MN 55102	
39.	Aid Assoc. for Lutherans	Other Holding Organization
40.	Appleton, WI 54919	
41.	Nationwide Life Ins. Co.	Insurance Company
42.	Columbus, OH 43216	
43.	Union Mutual Life Ins. Co.	Insurance Company
44.	Portland, MA 04112	
45.	The Variable Annuity Life Ins. Co.	Insurance Company
46.	Houston, TX 77253	
47.	Sun Life Assurance Co. of Canada (U.S.)	Insurance Company
48.	Wellesley Hills, MA 02181	

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

LINE NO.	NAME AND ADDRESS OF HOLDER	TYPE OF HOLDER
1.	<u>SP&S Conditional Sale Agreement dtd. 2-10-70</u>	
2.	Bent & Co.	Bank & Trust Co. Nominee
3.	Stamford, CT 06115	
4.	Pabco	Other Holding Organization
5.	Des Moines, IA 50308	
6.	State of California	State of California
7.	State Teachers Retirement System	
8.	Sacramento, CA 95809	
9.	State of California	State of California
10.	Public Employees Retirement System	
11.	Sacramento, CA 95809	
12.	<u>SLSF Conditional Sale Agreement dtd. 12-1-69</u>	
13.	Kentres	Bank & Trust Co. Nominee
14.	Frankfort, KY 40601	
15.	Sher Co.	Trust Co. Nominee
16.	New York, NY 10005	
17.	Virginia Supplemental	State of Virginia
18.	Retirement System	
19.	Richmond, VA 23261	
20.	Sigler & Co.	Trust Co. Nominee
21.	New York, NY 10008	
22.	<u>SLSF Conditional Sale Agreement dtd. 1-25-70</u>	
23.	Indianapolis Life Insurance Co.	Insurance Company
24.	Indianapolis, IN 46206	
25.	Kentres	Bank & Trust Co. Nominee
26.	Frankfort, KY 40601	
27.	Knights of Columbus	Other Holding Organization
28.	New Haven, CT 06510	
29.	Life Insurance Co. of Georgia	Insurance Company
30.	Atlanta, GA 30308	
31.	Peoples Life Insurance Co. of	
32.	Washington, D. C.	Insurance Company
33.	Washington, D. C. 20048	
34.	Public Employees Retirement Assoc.	State of Colorado
35.	of Colorado - School Div.	
36.	Denver, CO 80203	
37.	Public Employees Retirement Assoc.	State of Colorado
38.	of Colorado - State Div.	
39.	Denver, CO 80203	
40.	Shenandoah Life Insurance Co.	Insurance Company
41.	Roanoke, VA 24049	
42.	<u>SLSF Conditional Sale Agreement dtd. 1-25-70</u>	
43.	Treasurer, State of Iowa, Custodian and	State of Iowa
44.	Trustee for Iowa Public Employees	
45.	Retirement System	
46.	Des Moines, IA 50319	
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LINE NO.	NAME AND ADDRESS OF HOLDER	TYPE OF HOLDER
1.	<u>SLSF Conditional Sale Agreement dtd. 7-1-70</u>	
2.	Public Employees Retirement Assoc.	State of Colorado
3.	of Colorado - School Div.	
4.	Denver, CO 80203	
5.	Public Employees Retirement Assoc.	State of Colorado
6.	of Colorado - State Div.	
7.	Denver, CO 80203	
8.	Protective Life Insurance Co.	Insurance Company
9.	Birmingham, AL 35202	
10.	Kentres	Bank & Trust Nominee
11.	Frankfort, KY 40601	
12.	Teachers Retirement System	State of Montana
13.	State of Montana	
14.	Helena, MT 59601	
15.	Treasurer, State of Iowa, Custodian	State of Iowa
16.	& Trustee for Iowa Public Employees	
17.	Retirement System	
18.	Des Moines, IA 50319	
19.	<u>SLSF Conditional Sale Agreement dtd. 3-1-71</u>	
20.	Independence Savings Bank	Bank
21.	Brooklyn, NY 11202	
22.	Public Employees Retirement Assoc.	State of Colorado
23.	of Colorado - School Div.	
24.	Denver, CO 80203	
25.	Public Employees Retirement Assoc.	State of Colorado
26.	of Colorado - State Div.	
27.	Denver, CO 80203	
28.	Wallar & Co.	Trust Co. Nominee
29.	Minneapolis, MN 55485	
30.	Sabat Co.	Bank Nominee
31.	New York, NY 10166	
32.	<u>SLSF Conditional Sale Agreement dtd. 10-1-71</u>	
33.	John Hancock Mutual Life Ins. Co.	Insurance Company
34.	Boston, MA 02117	
35.	EMPL & Co.	Trust Co. Nominee
36.	Milwaukee, WI 53202	
37.	Sher Co.	Trust Co. Nominee
38.	New York, NY 10005	
39.	<u>SLSF Conditional Sale Agreement dtd. 12-1-72</u>	
40.	Independence Savings Bank	Bank
41.	Brooklyn, NY 11202	
42.	IRECO	Trust Co. Nominee
43.	New York, NY 10015	
44.	Michemp & Co.	State of Michigan
45.	Lansing, MI 48903	
46.	Michtea & Co.	State of Michigan
47.	Lansing, MI 48903	
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b. With respect to each holder of more than five percent of each issue reported, provide the name, address, and type of holder--bank, broker, holding company, individual or other specified category.

LINE NO.	NAME AND ADDRESS OF HOLDER	TYPE OF HOLDER
1.	<u>SLSF Conditional Sale Agreement dtd. 4-1-74</u>	
2.	Aid Association for Lutherans	Other Holding Organization
3.	Appleton, WI 54919	
4.	Life Insurance of Georgia	Insurance Company
5.	Atlanta, GA 30308	
6.	The Philadelphia Savings Fund Society	Other Holding Organization
7.	Philadelphia, PA 19107	
8.	Union Mutual Life Insurance Co.	Insurance Company
9.	Portland, ME 04112	
10.	Century Life Insurance Co.	Insurance Company
11.	Waverly, IA 50677	
12.	<u>SLSF Conditional Sale Agreement dtd. 1-1-75</u>	
13.	Aetna Life Insurance Company	Insurance Company
14.	Hartford, CT 06156	
15.	Michtea Co.	State of Michigan
16.	Lansing, MI 48901	
17.	Michemp Co.	State of Michigan
18.	Lansing, MI 48901	
19.	INCE & Co.	Trust Co. Nominee
20.	New York, NY 10008	
21.	Indianapolis Life Insurance Co.	Insurance Company
22.	Indianapolis, IN 46206	
23.	State Treas. State of Michigan Cust.	State of Michigan
24.	of Employees Ret. System of the	
25.	School Dist. City of Detroit	
26.	Lansing, MI 48901	
27.	<u>SLSF Conditional Sale Agreement dtd. 9-15-75</u>	
28.	New England Mutual Life Ins. Co.	Insurance Company
29.	Boston, MA 02117	
30.	Mutual Service Life Ins. Co.	Insurance Company
31.	St. Paul, MN 55104	
32.	<u>SLSF Conditional Sale Agreement dtd. 1-15-76</u>	
33.	Lincoln National Life Insurance Co.	Insurance Company
34.	New York, NY 10008	
35.	<u>SLSF Conditional Sale Agreement dtd. 1-15-76</u>	
36.	Michtea Co.	State of Michigan
37.	Lansing, MI 48901	
38.	Equitable Life Insurance Co. of Iowa	Insurance Company
39.	Des Moines, IA 50306	
40.	Guarantee Mutual Life Co.	Insurance Company
41.	Omaha, NE 68114	
42.	Independence Savings Bank	Bank
43.	Brooklyn, NY 11202	
44.	Mutual Security Life Ins. Co.	Insurance Company
45.	Fort Wayne, IN 46005	
46.	Indianapolis Life Insurance Company	Insurance Company
47.	Indianapolis, IN 46206	
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b. With respect to each holder of more than five percent of each issue reported, provide the name, address, and type of holder--bank, broker, holding company, individual or other specified category.

LINE NO.	NAME AND ADDRESS OF HOLDER	TYPE OF HOLDER
1.	<u>SLSF Conditional Sale Agreement dtd. 6-1-76</u>	
2.	United Farm Bureau Family Life	Insurance Company
3.	Insurance Company	
4.	Indianapolis, IN 46204	
5.	Indianapolis Life Insurance Company	Insurance Company
6.	Indianapolis, IN 46206	
7.	Southern Life and Health Insurance Co.	Insurance Company
8.	Birmingham, AL 35205	
9.	Equitable Life Insurance Co. of Iowa	Insurance Company
10.	Des Moines, IA 50306	
11.	Shenandoah Life Insurance Co.	Insurance Company
12.	Roanoke, VA 24029	
13.	<u>SLSF Conditional Sale Agreement dtd. 11-15-76</u>	
14.	Aetna Life Insurance Co.	Insurance Company
15.	Hartford, CT 06156	
16.	The Lincoln National Life Ins. Co.	Insurance Company
17.	Fort Wayne, IN 46801	
18.	Business Men's Assurance Co.	Insurance Company
19.	of America	
20.	Kansas City, MO 64141	
21.	Cust & Co.	Bank & Trust Co. Nominee
22.	Chicago, IL 60693	
23.	Liberty Life Insurance Co.	Insurance Company
24.	Greenville, SC 29602	
25.	<u>SLSF Conditional Sale Agreement dtd. 4-1-77</u>	
26.	Metropolitan Life Insurance Co.	Insurance Company
27.	New York, NY 10010	
28.	<u>SLSF Conditional Sale Agreement dtd. 1-1-78</u>	
29.	State Mutual Life Assurance Co.	Insurance Company
30.	of America	
31.	Worcester, MA 01605	
32.	Aid Association for Lutherans	Other Holding Organization
33.	Appleton, WI 54919	
34.	Country Life Ins. Co.	Insurance Company
35.	Bloomington, IL 61701	
36.	Haneco Insurance Co.	Insurance Company
37.	Boston, MA 02117	
38.	All & Co.	Bank Nominee
39.	Baltimore, MD 21203	
40.	United Farm Bureau Family Life	Insurance Company
41.	Insurance Co.	
42.	Indianapolis, IN 46204	
43.	<u>SLSF Conditional Sale Agreement dtd. 12-1-78</u>	
44.	Indianapolis Life Insurance Company	Insurance Company
45.	Indianapolis, IN 46206	
46.	Lutheran Brotherhood	Insurance Company
47.	Minneapolis, MN 55402	
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LINE NO.	NAME AND ADDRESS OF HOLDER	TYPE OF HOLDER
1.	<u>SLSF Conditional Sale Agreement dtd. 12-1-78</u>	
2.	Nationwide Life Insurance Co.	Insurance Company
3.	Columbus, OH 43216	
4.	American Mutual Life Insurance Company	Insurance Company
5.	Des Moines, IA 50307	
6.	<u>SLSF Conditional Sale Agreement dtd. 1-1-80</u>	
7.	Horace Mann Life Insurance Co.	Insurance Company
8.	Philadelphia, PA 19101	
9.	The Midland Mutual Life Insurance Co.	Insurance Company
10.	Columbus, OH 43215	
11.	The Minnesota Mutual Life Ins. Co.	Insurance Company
12.	St. Paul, MN 55101	
13.	Mutual Security Life Insurance Co.	Insurance Company
14.	Fort Wayne, IN 46805	
15.	Mutual Trust Life Insurance Company	Insurance Company
16.	Oak Brook, IL 60521	
17.	Pan-American Life Insurance Co.	Insurance Company
18.	New Orleans, LA 70130	
19.	Pilot Life Insurance Company	Insurance Company
20.	Greensboro, NC 27420	
21.	Standard Life Insurance Co.	Insurance Company
22.	Portland, OR 97207	
23.	<u>SLSF Conditional Sale Agreement dtd. 7-1-80</u>	
24.	American States Life Insurance Company	Insurance Company
25.	Indianapolis, IN 46207	
26.	IDS Life Insurance Company	Insurance Company
27.	New York, NY 10005	
28.	National Life Insurance Co.	Insurance Company
29.	Montpelier, VT 05602	
30.	New England General Life Insurance Co.	Insurance Company
31.	Boston, MA 02117	
32.	State of Wisconsin Investment Board	State of Wisconsin
33.	Madison, WI 53707	
34.	The Union Central Life Insurance Co.	Insurance Company
35.	Cincinnati, OH 45201	
36.	<u>FWD Conditional Sale Agreement dtd. 11-15-74</u>	
37.	Bankers Life Co.	Insurance Company
38.	New York, NY 10049	
39.	Jefferson Standard Life Insurance Co.	Insurance Company
40.	Greensboro, NC 27420	
41.	Aid Association for Lutherans	Other Holding Organization
42.	Chicago, IL 60609	
43.	American Lutheran Church	Other Holding Organization
44.	Minneapolis, MN 55415	
45.		
46.		
47.		
48.		

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INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

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

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

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

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

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

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

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

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

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

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

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

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

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (d)	Amount due from or to related parties (e)	Line No.
1	Clarkland Inc.	100	Direct	Sale of Rock Materials	2 360	2 360 P	1
2	Western Fruit Express	100	Direct	Purchase of Equipment	94	94 P	2
3	Western Fruit Express	100	Direct	Interest on Advances	1 606	1 606 P	3
4	Winona Bridge Ry. Company	66.7	Direct	Major Bridge Repairs	91	91 R	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

Road Initials:

BNRR

Year 1984

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 700

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No.	Cross Check	Class	Proportion owned or leased by respondent	Main (M) or branch (B) line	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks	Miles of yard switching tracks	TOTAL	Line No.
					Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, and turnouts				
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1		1	100	M	15376	1858	66	2173	1618	4230	25321	1
2		1J	3/4	M						6	6	2
3		1J	2/3	M						21	21	3
4		1J	1/2	M	337	23		35	41	141	577	4
5		1J	1/3	M	5	5		1	7	32	50	5
6		1J	1/4	M						22	22	6
7		1J	1/5	M						1	1	7
8		1J	1/6	M					1		1	8
9		1J	1/12	M					1		1	9
10												10
11			TOTAL 1J MAIN		342	28		36	50	223	679	11
12			TOTAL 1 & 1J MAIN		15718	1886	66	2209	1668	4453	26000	12
13												13
14		1	100	B	8887	6		363	914	361	10531	14
15		1J	1/2	B	110			9	38	17	174	15
16		1J	2/5	B						8	8	16
17		1J	1/3	B					1	6	7	17
18		1J	1/4	B						36	36	18
19		1J	1/5	B						1	1	19
20												20
21			TOTAL 1J BRANCH		110			9	39	68	226	21
22			TOTAL 1 & 1J BRANCH		8997	6		372	953	429	10757	22
23												23
24			TOTAL MAIN & BRANCH		24715	1892	66	2581	2621	4882	36757	24
25												25
26		2		M	291			35	25	50	401	26
27		2J		M						3	3	27
28												28
29			TOTAL 2 & 2J MAIN		291			35	25	53	404	29
30												30
31		2		B	54			3	10	11	78	31
32		2J		B	2				1		3	32
33												33
34			TOTAL 2 & 2J BRANCH		56			3	11	11	81	34
35			TOTAL MAIN & BRANCH		347			38	36	64	485	35
36												36
37		3B	100	M	256	2		30	28	44	360	37
38		3B	100	B	184			19	13	6	222	38
39			TOTAL MAIN & BRANCH		440	2		49	41	50	582	39
40												40
41		4B	100	M	288			34	23	3	348	41
42		4B		B	504			9	46	14	573	42
43			TOTAL MAIN & BRANCH		792			43	69	17	921	43
44												44
45		5	100	M	660	235	2	59	36	142	1134	45
46		5	100	B	629	21		32	22	23	727	46
47			TOTAL MAIN & BRANCH		1289	256	2	91	58	165	1861	47
48												48
49												49
50												50
51												51
52												52
53												53
54												54
55			TOTAL MAIN LINE	N/A	17213	2123	68	2367	1780	4695	28246	55
56			TOTAL BRANCH LINES	N/A	10370	27		435	1045	483	12360	56
57			GRAND TOTAL	N/A	27583	2150	68	2802	2825	5178	40606	57
58			Miles of electrified road or track included in preceding grand total	N/A								58

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

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

Line No.	Class	Name of road or track	Main (M) or branch (B) line	Running tracks, passing tracks, cross-overs, etc.				Miles of yard switching tracks	TOTAL	Line No.
				Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, turn-outs			
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1	1	Spur	M					2	2	1
2	1	Coach Trks	M				1		1	2
3	1	Line "D"	M	1	1			1	3	3
4		(1/2 ownership)								4
5										5
6										6
7										7
8										8
9										9
10										10
11										11
12										12
13										13
14										14
15		TOTAL	N/A	1	1		1	3	6	15

Line 1: Leased to and operated by UPRR Co., which company pays taxes and maintains property in Spokane, Washington.

Line 2: Leased to and operated by Duluth Union Depot Co., which company pays rental and maintains property in Duluth, Minnesota.

Line 3: Joint ownership with Soo Line Ry. Co., which company operates and maintains property on Line "D" in Minneapolis, Minnesota.

700. MILEAGE OPERATED AT CLOSE OF YEAR

100% MILEAGE OPERATED AT CLOSE OF YEAR												
Line No.	Cross Check	Class	Proportion owned or leased by respondent	Main (M) or branch (B) line	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks	Miles of yard switching tracks	TOTAL	Line No.
					Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, and turnouts				
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1					CANADIAN MILEAGE IS INCLUDED IN LINES 1-57							1
2												2
3		1	100	M	34	10		5	1	31	81	3
4		1	100	B	89			2	5	3	99	4
5		1J	1/2	B	4						4	5
6	TOTAL	1 & 1J	BRANCH		93			2	5	3	103	6
7	TOTAL	MAIN &	BRANCH		127	10		7	6	34	184	7
8												8
9		2		B	4				1	5	10	9
10		5	100	M	67	2		5	5		79	10
11		5	100	B	9			3	1	11	24	11
12	TOTAL	MAIN &	BRANCH		80	2		8	7	16	113	12
13												13
14	GRAND TOTAL											14
15	CANADIAN MILEAGE				207	12	0	15	13	50	297	15
16												16
17												17
18												18
19												19
20												20

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

(For other than switching and terminal companies)

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

Line No.	Cross Check	State or territory (a)	ROAD OPERATED BY RESPONDENT							LINE OWNED, NOT OPERATED BY RESPONDENT		New line constructed during year (k)	Line No.
			LINE OWNED		Line of proprie- tary companies (d)	Line operated under lease (e)	Line operated under contract, etc. (f)	Line operated under trackage rights (g)	Total mileage operated (h)	Main line (i)	Branch lines (j)		
			Main line (b)	Branch lines (c)									
1		Alabama	459	1				32	492				1
2		Arkansas	299	91					390				2
3		California	66	33				1	100				3
4		Colorado	460	147				124	731				4
5		Florida	44						44				5
6		Idaho	163	243				48	454				6
7		Illinois	866	311				102	1279				7
8		Iowa	450	133		100	42	120	845				8
9		Kansas	463	176				18	657				9
10		Kentucky						12	12				10
11		Minnesota	1588	817		36		113	2554				11
12		Mississippi	179						179				12
13		Missouri	1452	209				39	1700				13
14		Montana	2093	1002		52	78		3225				14
15		Nebraska	1409	1019				2	2430				15
16		New Mexico	82						82				16
17		North Dakota	1107	2098			103	8	3316				17
18		Oklahoma	759	391				62	1212				18
19		Oregon	203	65	329			78	675				19
20		South Dakota	62	293		203	558		1116				20
21		Tennessee	16						16				21
22		Texas	753	427		1		157	1338				22
23		Washington	1472	1394	14	48		306	3234				23
24		Wisconsin	332	1				2	335				24
25		Wyoming	912	54					966				25
26		British Columbia	34	93				7	134				26
27		Manitoba			4			69	73				27
28			311	95				716	207				28
29													29
30													30
31													31
32		TOTAL MILEAGE (single track)	15723	8998	347	440	781	1300	27589 1/2				32

1/ Six miles difference from Schedule 700 Col. (d) is due to regional rounding to whole miles.

705. CHANGES DURING THE YEAR

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

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

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

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

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

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

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

INCREASES IN MILEAGE

Line No.	Class	Main (M) or branch (B) line	Running Tracks, Passing Tracks, Cross-Overs, Etc.				Miles of way switching tracks	Miles of yard switching tracks	TOTAL	Remarks	Line No.
			Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs and turn-outs					
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1	1	M	20	6		75	104	193	398		1
2	1	B	327			33	114	61	535		2
3	1J	M	2	1		3	5	7	18		3
4	1J	B						8	8		4
5	3	B	36						36		5
6	4	M	11			2		1	14		6
7	4	B	2						2		7
8	5	M	66	10				1	77		8
9											9
10											10
11											11
12											12
13	TOTAL INCREASE		464	17		113	223	271	1088		13

DECREASES IN MILEAGE

14	1	M	256	21	8	192	235	228	940		14
15	1	B	649			15	27	39	730		15
16	1J	M		3				9	12		16
17	1J	B	1				2	1	4		17
18	4	B	10			2	1		13		18
19	5	M	5	27			1	1	34		19
20	5	M	14			1	1		16		20
21											21
22											22
23											23
24											24
25	TOTAL DECREASE		935	51	8	210	267	278	1749		25

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

Owned by respondent:

Miles of road constructed 1

Miles of road abandoned 550

Owned by proprietary companies:

Miles of road constructed None

Miles of road abandoned None

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

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

NOTES AND REMARKS

SCHEDULE 705

<u>INCR.</u> <u>MILES</u>	<u>LINE</u> <u>SEG.</u>	<u>LOCATION</u>	<u>REASON FOR CHANGE</u>
0.02	0002	Denver - Denver Union Ter.	Correction of Records
0.41	0003	St. Croix Tower - St Paul, MN	Correction of Records
0.04	0005	Northport, NE	Relocate T.O. (AFE 79-412)
1.17	0021	Sterling, CO - Union, CO	Joint Track - Record Correction
0.03	0021	Sterling, CO - Union, CO	Recalculation of Mileage
0.28	0023	Amenia, MN - Vance, MN	Correction of Records
0.31	0027	Duluth, MN - Wisc. St. Line	Correction of Records
124.42	0145	Lakeland to O'Neill	Acquired from Chicago Region
0.12	0180	Sterling, CO	Additional track rights UPS
0.47	0197	Willmar, MN-St. Line-Sherman, SD	Correction of Records
0.52	0200	Benson, MN-Stateline	Correction of Records
0.76*	0204	Appleton Connection Track	Construct Connection (AFE 83-242)
3.63	0204	St. Cloud, MN-ND St. Line-Fargo	Correction of Records
0.88	0213	Minneapolis "D" Line	Correction of Records-Reinstated Per Soo Line Request
0.35	0219	St Cloud, MN-Parent, MN	Correction of Records (AFE 82-166)
0.24	0239	Emmert, MN-Virginia, MN	Correction of Records
0.06	0249	Minn. St. Line-Jolliette	Correction of Records (AFE 81-607)
0.12*	0280	Jamestown, ND to Leeds, ND	Construct Connection (AFE 81-835)
0.04	0283	Independence, ND-Oakes, ND	Correction of Records
0.26	0292	Eureka, SD-ND State Line	Correction of Records
94.67	0336	Gt. Falls, MT-Helena, MT	Reclassified Main to Branch 1984
4.87	0336	East Helena-Montana City, MT	Reclassified Main to Branch 1984
78.12	0353	Pacific Junction-Gt. Falls, MT	Reclassified from Main to Branch
1.31	0476	Denver, CO-Denver Union Ter.	Correction to Records
10.00	0477	Denver, CO-Pueblo, CO	Additional Track Rights DRGW
3.60	0485	Quanah-Paducah, TX	Correction of Records
5.07	0488	Amarillo-Groom, TX	Correction of Records (AFE 83-1815)
9.65	0493	Amarillo-Bushland, TX	Correction of Records (AFE 83-1815)
1.49	0894	Casper, WY	Correction of Records
3.43	0952	Gillette, WY	Correction of Records
0.68	1001	Alabama	Recalculation of Mileage
0.10	1001	Arkansas	Recalculation of Mileage
0.14	1001	Arkansas	Recalculation of Mileage
0.54	1002	Oklahoma	Recalculation of Mileage
0.74	1003	Oklahoma	Recalculation of Mileage
2.19	1005	Bolivar, MO	Correction of Records
0.92	1005	Missouri	Recalculation of Mileage
0.67	1007	Missouri	Recalculation of Mileage
1.28	1012	Willow Springs, MO	Correction of Records
0.45	1015	Missouri	Recalculation of Mileage
27.31	1021	Boligee, AL-York, AL	Converted From 2nd Main Class 5 to (Contract 72500) (Class 5 1st Main

NOTES AND REMARKS

2.08	1025	Missouri	Recalculation of Mileage
0.22	1026	Kennet, MO	Correction of Records
0.57	1026	Missouri	Recalculation of Mileage
0.13	1028	Kennet, MO	Correction of Records
0.08	1029	Arkansas	Recalculation of Mileage
0.55	1042	Oklahoma	Recalculation of Mileage
0.63	1046	Carrollton, TX-Irving, TX	Acquired from Springfield Region
10.31	1046	Carrollton, TX-Irving, TX	Acquired from Denver Region
0.63	1046	Carrollton, TX-Irving, TX	Recalculation of Mileage
5.44	1046	Carrollton, TX-Irving, TX	Acquired From Springfield Region
2.35	1046	Carrollton, TX-Irving, TX	Correction of Records
0.10	1048	Oklahoma	Recalculation of Mileage
0.21	1049	Oklahoma	Recalculation of Mileage
1.85	1051	Oklahoma	Recalculation of Mileage

406.51 Total Increase in Mileage of Road Operated

* "Miles of Road Constructed" (See Form 705)

<u>DECR.</u> <u>MILES</u>	<u>LINE</u> <u>SEG.</u>	<u>LOCATION</u>	<u>REASON FOR CHANGE-DOCKET #</u> <u>AFE #</u>
4.05**	0027	Carlton-Wrenshall, MN	Abandoned-Docket-AB-6-215X
30.00**	0037	Newport, WA-Dean, WA	Abandoned-Docket-AB-6-194X
6.14**	0147	Bellwood, NE-Columbus, NE	Abandoned-Docket-AB-6-172
7.16**	0148	York, NE-McCool, NE	Abandoned-Docket-AB-6-195
5.84**	0154	Milligan, NE-Tobias, NE	Abandoned-Docket-AB-6-189X
8.99**	0179	Erie, CO-Longmont, CO	Abandoned-Docket-AB-6-185
65.69**	0181	Custer, SD-Deadwood, SD	Abandoned-Docket-AB-6-162F
8.45**	0202	St. Cloud-Clearwater, MN	Abandoned-Docket-AB-6-161F
15.54**	0206	Elk River-Princeton, MN	Abandoned-Docket-AB-6-173F
73.52**	0210	Park Rapids-Long Prairie, MN	Abandoned-Docket-AB-6-168F&170F
3.44**	0222	Hopkins-Hopkins Jct., MN	Finance Docket# 30397 (3-19-84)
10.55**	0238	Emmert Jct.-Dormer Jct., MN	Abandoned-Docket-AB-6-192X
2.10**	0239	Virginia-Wacouta Siding, MN	Abandoned-Docket-AB-6-183X
15.74**	0249	Drayton-Jolliette, ND	Abandoned-Docket-AB-6-142
1.28**	0262	St. Claire-Chisholm, MN	Abandoned-Docket-AB-6-132F
7.08**	0271	Lorain-Sherwood, ND	Abandoned-Docket-AB-6-212X
20.35**	0273	Ellendale-Forbes, ND	Abandoned-Docket-AB-6-64
39.39**	0276	Edgely Jct.-Streeter, ND	Abandoned-Docket-AB-6-154
11.50**	0284	Regan-Wilton, ND	Abandoned-Docket-AB-6-199X
6.37**	0304	Truax Jct.-Truax, ND	Abandoned-Docket-AB-6-193X
12.87**	0305	Beach-Golva, ND	Abandoned-Docket-AB-6-190X
6.13**	0329	Fromberg-Bridger, MT	Abandoned-Docket-AB-6-167F
56.22***	0368	Spring Creek Jct.-Geraldine, MT	Transfer of ownership Docket-AB-6-175

NOTES AND REMARKS

3.53**	0377	Sanpoil-Republic, WA	Abandoned-Docket-AB-6-171F
2.67**	0381	Atlas, ID-Coeur d'Alene, ID	Abandoned-Docket-AB-6-186
8.80**	0382	Green Acres, WA-Post Falls, ID	Abandoned-Docket-AB-6-188X
3.72**	0384	Estes, ID-Moscow, ID	Abandoned-Docket-AB-6-135F
20.88**	0402	Hoquiam, WA-Aloha, WA	Abandoned-Docket-AB-6-128F
0.30**	0479	Leadville-Climax, CO	Transfer of Ownership-AFE 84-351
2.85**	1002	Ark. St Line-Bashe, AR	Abandoned-Docket# AB-6-165
27.79**	1002	Ok. St Line-Wister, OK	Abandoned-Docket# AB-6-165
26.63**	1009	Lead Jct., MO-Salem, MO	Abandoned-Docket# AB-6-203
10.62**	1015	Aurora, MO-Mt. Vernon, MO	Abandoned-Docket# AB-6-198
8.24**	1022	Winfield, AL-Brookside, AL	Abandoned-Docket# AB-6-169
2.02**	1041	Mertz, KS-Mulberry, KS	Abandoned-Docket# AB-6-204X
13.39**	1050	Jenson, AR-Montreal, AR	Abandoned-Docket# AB-6-165

549.84 Subtotal - Miles of Road Abandoned (Includes Transfer of Ownership)

** "Miles of Road Abandoned" (See Form 705)

*** The Spring Creek Jct. to Geraldine Portion was donated to the State of Montana as part of Settlement Agreement executed by Contract Dated 9/5/84

The Moore to Geraldine mileage was in error on the 1983 - 811 (85.09). Correct mileage was (94.17). The Spring Creek Jct. to Geraldine portion was (65.30). The remaining Moore to Spring Creek Jct. portion is (28.87 as reported on the 1984-811. Therefore, to reflect the correction in mileage of (+9.08) and the abandoned portion (-65.30), the mileage was decreased by (56.22).

Decreases cont.

<u>DECR.</u> <u>MILES</u>	<u>LINE</u> <u>SEG.</u>	<u>LOCATION</u>	<u>REASON FOR CHANGE-DOCKET #</u> <u>AFE #</u>
1.67	0002	Denver-Denver Union Term Co.	Correction of Records
0.02	0002	Denver-Denver Union Term Co.	Trsfr Class 5 main to L.S.#476
5.36	0022	St. Paul-1st Street No., MN	Correct Records (AFE 82-165)
2.96	0025	Trout Brook-Gloster	Record Correction
0.96	0032	Crookston-MN State Line	Record Correction
2.82	0135	Union Depot Jct.-Rice Yard (Denver, CO)	Convert Frt. Mains to Yard Track
0.57	0135	Denver, CO-Cherry Creek	Correction of Records
2.73	0135	Denver, CO-Rice Yard	Convert to YT&S
124.42	0145	Laketon-O'Neill, NE	Transferred from Chicago Region to Twin Cities Region
0.01	0176	Flynn-Oberlin, WY	Correction of Records
0.66	0180	Sterling, CO	Correction of Records
0.11	0180	Sterling, CO	Set up to Class 5 Branch Line

NOTES AND REMARKS

2.70	0186	Reno Jct.-Orin,WY	Correction of Records
0.64	0197	State Line Hills-Sioux City,IA	Correction of Records
0.09	0198	Garretson-Sioux Falls,SD	Correction of Records
0.16	0199	Sioux Falls-Wentworth,SD	Correction of Records
1.01	0200	Benson-State Line,MN	Correction of Records
0.48	0200	State Line-Huron,SD	Correction of Records
0.40	0210	Morris-Browns Valley,MN	Correction of Records
0.22	0202	St.Cloud-Clearwater,MN	Record Correction
2.41	0207	Little Falls-Topeka,MN	Record Correction
4.49	0214	West Duluth Jct.-N.Duluth	Record Correction
0.95	0215	White Bear Lake-Stillwater	Record Correction
0.48	0220	Fargo-Grand Forks	Record Correction
0.21	0240	Brainerd-Internatl. Falls,MN	Record Correction
0.27	0251	Gratton-Walhall,ND	Record Correction
5.96	0254	Mesabi Range-Mine tracks	Record Correction
0.35	0263	Lignite-Crosby,MN	Correction of Records
0.24	0264	Niobe-Northgate,ND	Record Correction
0.31	0267	Church's Ferry-Rolla,ND	Record Correction
0.34	0268	York-Wolford,ND	Record Correction
0.24	0269	Rugby-Antler,ND	Record Correction
0.39	0270	Towner-Newburg,ND	Record Correction
0.24	0271	Lorranine-Sherwood,ND	Record Correction
0.22	0272	Minot-Tatman,ND	Record Correction
0.30	0274	Erie Jct.-Clifford,ND	Record Correction
0.24	0279	Lakota-Sarles,ND	Record Correction
0.05	0289	Addison-Chaffee,ND	Record Correction
1.08	0329	Fromberg-Bridger,MT	Reclassified from Branch to Pass. Track
4.87	0336	E. Helena-Montana City,MT	Reclassified from Main to Branch
94.67	0336	Gt. Falls-Helena,MT	Reclassified from Main to Branch
78.12	0353	Pacific Jct.-Gt. Falls,MT	Reclassified from Main to Branch
0.57	0403	Seattle,WA	Branch Main converted to YT&S (AFE 77-0014)
0.50	0403	Seattle, WA	Track Retired-Branch Line (AFE 77-0014)
0.13	0403	Seattle, WA	Track Removed-Branch Line (AFE 77-0014)
0.55	0430	Seattle, WA	Track Removed-Main Line(AFE 77-0181)
1.34	0477	Denver,CO-Pueblo,CO	Correction of Records
5.12	0480	Ft. Collins-Rex,CO	Convert Branch Line to YTS
5.56	0492	Galveston-Waxahachi,TX	Convert 2nd Br. Main to YT&S
4.10	0494	West Side Line(CO)	Convert to YT&S
1.34	0496	Jersey,CO Cutoff	Convert to YT&S
0.18	0498	Galveston,TX-Terminal Tracks	Correction of Records
0.10	0905	Denver-So.Denver-Richardson Lbr. Co.	Correction of Records
1.70	976	St. Paul Union Depot Trackage	Correction of Records
0.08	1001	Tennessee Trackage	Recalculation of Track Data
0.61	1004	Kansas Trackage	Recalculation of Track Data
0.05	1005	East Lynne, MO	Correction of Records
1.46	1020	Mississippi Trackage	M/L Relocation

NOTES AND REMARKS

0.15	1020	Florida Trackage	Recalculation of Track Data
27.31	1021	Boligee, AL-York, AL	Convert from Class 5 2nd Main to Class 5 1st Main
0.12	1040	Miami, OK	Remove Track (AFE 51032)
10.46	1041	Mulberry, KS-Pittsburgh, KS	Cancelled Trackage Rights (Contract 73972)
0.57	1042	Kansas Trackage	Branch to Main Recalculation
0.33	1046	Texas Trackage	Recalculation of Track Data
10.31	1046	Carrollton-Irving, TX	Transfer from Denver to Springfield Region
0.11	1047	Oklahoma-Branch	Main Line Class 5 Track Recalculation
5.86	1059	Quanah-Paducah, TX	Convert Br. Main to YT&S

423.03 Subtotal Decrease in Miles of Road Operated

972.87 Grand Total Decrease in Miles of Road Operated

Note: Due to a continuing effort to computerize various facets of our track data base and related reporting systems, numerous record corrections and mileage recalculations are shown above. Schedule 700 "Mileage Operated At Close of Year" from 1983, plus 1984 'increases', less 1984 'decreases', as shown on Schedule 705 Changes During The Year, will differ slightly with 1984's Schedule 700 as follows:

Col(d)	Col(e)	Col(f)	Col(g)	Col(h)	Col(i)	Col(j)
(14)	12	0	(6)	(10)	(39)	(57)

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

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

Schedule 716

When data appear in column (j) lines 1 thru 8, column (k) should have data on same lines.

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

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including re-classification (g)	Units at Close of Year					Line No.
				Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h)&(i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including re-classification and second hand units purchased or leased from others (f)							
1		Locomotive Units Diesel-freight units	2275	3			85	879	1314	2193	(H.P.) 6389300		1	
2		Diesel-passenger units	25						* 25	25	60000		2	
3		Diesel-multiple purpose units	411				11	400		400	688100		3	
4		Diesel-switching units	285				1	3	283	283	349300		4	
5	*	TOTAL (lines 1 to 4) units	2996	3		1	99	1562	1339	2901	7486700		5	
6	*	Electric-locomotives											6	
7	*	Other self-powered units											7	
8	*	TOTAL (lines 5, 6 and 7)	2996	3		1	99	1562	1339	2901	7486700		8	
9	*	Auxiliary units	3					3		3	N/A		9	
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	2999	3		1	99	1565	1339	2904	N/A		10	

* Leased from West Suburban Mass Transit District, a public authority, and are used solely for commuter service between Chicago and Aurora, Illinois.

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

Line No.	Cross Check	Type or design of units (a)	Before Jan. 1, 1960 (b)	Between Jan. 1, 1960 and Dec. 31, 1964 (c)	Between Jan. 1, 1965 and Dec. 31, 1969 (d)	Between Jan. 1, 1970 and Dec. 31, 1974 (e)	Between Jan. 1, 1975 and Dec. 31, 1979 (f)	During Calendar Year						Line No.
								1980 (g)	1981 (h)	1982 (i)	1983 (j)	1984 (k)	TOTAL (l)	
11	*	Diesel	530	152	267	698	789	289	54	52	67	3	2901	11
12	*	Electric												12
13	*	Other self-powered units												13
14	*	TOTAL (lines 11 to 13)	530	152	267	698	789	289	54	52	67	3	2901	14
15	*	Auxiliary units	3										3	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	533	152	267	698	789	289	54	52	67	N/A	2904	16

Road Initials: FNRR

Year 1984

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

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS														
Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including re-classification (g)	Units at Close of Year					Line No.
				Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h)&(i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including re-classification and second hand units purchased or leased from others (f)							
17		PASSENGER-TRAIN CARS Non-Self-Propelled Coaches (PA, PB, PBO)	141							141	141	20168		17
18		Combined cars (All class C, except CSB)												18
19		Parlor cars (PBC, PC, PL, PO)												19
20		Sleeping cars (PS, PT, PAS, PDS)												20
21		Dining, grill and tavern cars (All class D, PD)										N/A		21
22		Non-passenger-carrying cars (All class B, CSB, M, PSA, 1A)										N/A		22
23		TOTAL (lines 17 to 22)	141							* 141	141	20168		23
24		Self-Propelled Electric passenger cars (EP, ET)												24
25		Electric combined cars (EC)												25
26		Internal combustion rail motorcars (ED, EG)												26
27		Other self-propelled cars (Specify types)												27
28		TOTAL (lines 24 to 27)												28
29		TOTAL (lines 23 and 28)	141							141	141	20168		29
30		COMPANY SERVICE CARS Business cars (PV)	11						11		11	N/A		30
31		Board outfit cars (MWX)	1158				166	80	1244		1244	N/A		31
32		Derrick and snow removal cars (MWU, MWV, MWW, MWK)	193					22	168	3	171	N/A		32
33		Dump and ballast cars (MWB, MWD)	1035	40			400	46	1417	12	1429	N/A		33
34		Other maintenance and service equipment cars	5720	6			535	645	5614	2	5616	N/A		34
35		TOTAL (lines 30 to 34)	8117	46			1101	793	8454	17	8471	N/A		35

* Leased from West Suburban Mass Transit District, a public authority, and used solely for commuter service between Chicago and Aurora, Illinois.

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

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND DERIVED FROM OTHERS									
Line No.	Cross Check	Class of equipment and car designations	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Time-mileage cars	All others	Units installed				
					New units purchased or built	New or rebuilt units leased from others	Rebuilt units acquired and rebuilt units rewritten into property accounts	All other units, including reclassification and second hand units purchased or leased from others	
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	
FREIGHT TRAIN CARS									
36		Plain box cars - 40' (B100-B287)	2 830						36
37		Plain box cars - 50' and longer (B300-B887)	11 106					14	37
38		Equipped box cars (All Code A)	8 432					1	38
39		Plain gondola cars (All Codes G & J--1, J--2, J--3, and J--4)	6 317					2	39
40		Equipped gondola cars (All Code E)	2 522					5	40
41		Covered hopper cars (All Code C -- 1 --)	22 335						41
42		Open top hopper cars-general service (All Code H)	10 720						42
43		Open top hopper cars-special service (All Codes K, J--0 and C -- 2 --)	2 565					134	43
44		Refrigerator cars-non-mechanical (R100-120, 200-220, 300-320, 400-420, 500-520, 600-620, 700-720 and 800-820)	4 201	136				43	44
45		Refrigerator cars-mechanical (R150-170, 250-270, 350-370, 450-470, 550-570, 650-670, 750-770 and 850-870)	2 579						45
46		Flat cars-TOFC/COFC (All Code P)	86						46
47		Flat cars-multi-level (All Code V)							47
48		Flat cars-general service (F101-106, F201-206, F301-306)	1 521					7	48
49		Flat cars-other (F111-166, 211-266, 311-366, 411-466, 501-826)	3 955						49
50		Tank cars-under 22,000 gallons (T--0, T--1, T--2, T--3, T--4, T--5)	20						50
51		Tank cars-22,000 gallons and over (T--6, T--7, T--8, T--9)	224						51
52		All other freight cars (All Codes L & S and F171-176, 271-276, 371-376, 471-476)	769	1 296				5	52
53		TOTAL (lines 36 to 52)	80 182	1 432				211	53
54		Caboose (All Code N)	N/A	1 269					54
55		TOTAL (lines 53, 54)	80 182	2 701				211	55

710. INVENTORY OF EQUIPMENT - Continued

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

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

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4) (m)	Leased to others (n)	
					Time-mileage cars (k)	All other (l)			
36		1 259	779	792	1 571		86 248		36
37		1 969	6 286	2 865	9 151		644 052		37
38		1 211	6 803	419	7 222		532 504		38
39		425	5 451	443	5 894		511 378		39
40		169	2 357	1	2 358		222 446		40
41		1 148	20 337	850	21 187		2 023 885		41
42		508	8 545	1 667	10 212		993 986		42
43		746	1 706	247	1 953		166 489		43
44		440	3 655	285	3 822	118	289 058		44
45		253	1 093	1 233	2 326		156 186		45
46		37	38	11	49		3 208		46
47									47
48		501	1 027		1 027		66 133		48
49		221	3 726	8	3 734		303 461		49
50		20							50
51		14	210		210		199 994		51
52		453	1 607	10	515	1 102	114 891	195	52
53		9 374	63 620	8 831	71 231	1 220	6 313 919	195	53
54		198	1 071		N/A	1 071	N/A		54
55		9 572	64 691	8 831	71 231	2 291	6 313 919	195	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	2					57
58		TOTAL (lines 56 and 57)	N/A	2					58
HIGHWAY REVENUE EQUIPMENT									
59		Bogie-chassis		36					59
60		Dry van	2 324			47		384	60
61		Flat bed							61
62		Open top							62
63		Mechanical refrigerator							63
64		Bulk							64
65		Insulated	573						65
66		Platform removable sides							66
67		Other trailer or container							67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 to 69)	2 897	36		47		384	70

NOTES AND REMARKS

710. INVENTORY OF EQUIPMENT - Concluded

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4) (m)	Leased to others (n)	
					Per diem (k)	All other (l)			
56					N/A				56
57			2		N/A	2			57
58			2		N/A	2			58
59		2	25	9		34	835		59
60		203	246	2 306	2 552		75 000		60
61									61
62									62
63									63
64									64
65		386	2	185	187		5 035		65
66									66
67									67
68									68
69									69
70		591	273	2 500	2 739	34	80 870		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).

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	<u>Locomotives - 1983 Report</u>					1
2						2
3	Locomotives B-B 3100 H.P. B30-7A	67	8040	49931	P	3
4						4
5						5
6						6
7						7
8	<u>Work Equipment - 1984 Report</u>					8
9						9
10	Scale Test Car	1		131	P	10
11	Air Dump Cars M150	40		2405	P	11
12	Locomotive Cranes	3		1769	P	12
13	Shoulder Ballast Cleaner	1		1179	P	13
14	Jordan Spreader Ditcher	1		235	P	14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25	TOTAL	113	N/A	55650	N/A	25

REBUILT UNITS

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	TOTAL		N/A		N/A	38
39	GRAND TOTAL	113	N/A	55650	N/A	39

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

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

Track category¹

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

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

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

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

720. TRACK AND TRAFFIC CONDITIONS

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

Line No.	Track category	Mileage of tracks at end of period	Average annual traffic density in millions of gross ton-miles per track-mile ²	Average running speed limit	Track miles under slow orders at end of period (Deviation from timetable speed limit)	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	A	9 466	28.8	54.0	42.9	1
2	B	6 858	8.8	50.8	15.6	2
3	C	4 239	2.0	37.1	71.4	3
4	D	10 402	0.3	25.7	45.2	4
5	E	7 780	XXXXXXXX	XXXXX		5
6	TOTAL	38 745	11.2	41.5	175.10	6
7	F	4 630	XXXXXXXX	XXXXX	9.4	7
8	Potential abandonments	2 016	XXXXXXXX	XXXXX	18.3	8

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

721. TIES LAID IN REPLACEMENT

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

Line No	Track category	Number of crossties laid in replacement							Total	Switch and bridge ties (board feet) (j)	Crossties switch and bridge ties	Line No.
		New ties				Second hand ties					Percent of spot maintenance (k)	
		Wooden		Concrete	Other	Wooden		Other				
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)					
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)				
1	A	1 616 495				2 369			1 618 864	745 827	N/A	1
2	B	1 075 535				62			1 075 597	1 262 169	N/A	2
3	C	784 927							784 927	1 090 055	N/A	3
4	D	628 051				12			628 063	1 549 025	N/A	4
5	E	285 146				20 922			306 068	1 090 054	N/A	5
6	TOTAL	4 390 154				23 365			4 413 519	5 737 130	N/A	6
7	F	325 847				62			325 909		N/A	7
8	Potential abandonments	30 105							30 105			8

9. Average cost per crosstie \$ 15.50 and switchtie (MBM) \$ 482.00

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	142 451	\$ 16.27	\$ 2 317	539	\$ 609.00	\$ 328	New	1	
2	T	3 424	8.54	29	-	-	-	Secondhand	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	145 875	24.81	2 346	539	609.00	328		20	
21	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid 53.87									21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid 30.16									22

723. RAILS LAID IN REPLACEMENT

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

Line No.	Track category (a)	Miles of rail laid in replacement (rail-miles)				Total		Percent of spot maintenance (h)	Line No.
		New rail		Relay rail		Welded rail (f)	Bolted rail (g)		
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)				
1	A	783.62	15.39	50.39	19.60	834.01	34.99	N/A	1
2	B	292.63	10.89	230.00	26.38	522.63	30.01	N/A	2
3	C	15.53	3.57	291.23	22.24	306.76	25.81	N/A	3
4	D	3.99	2.76	169.29	58.70	173.28	61.46	N/A	4
5	E	23.21	11.69	137.95	4.96	161.16	16.65	N/A	5
6	TOTAL	1 118.98	44.30	878.86	131.88	1 997.84	168.92	N/A	6
7	F	57.94	3.92	27.81	3.18	85.75	7.10	N/A	7
8	Potential Abandonments	.04	-	21.89	1.45	21.93	1.45	N/A	8
9	Other	-	-	-	-	-	-		9
10	Average cost of new and relay rail laid in replacement (gross tons) \$ 130.58								10

(1) Track miles of welded rail installed this year 998.92

(2) Total system miles of welded rail to date 11 764.00

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	132	8503	\$1661	\$195.34	132	82	\$ 35	\$426.83	1
2	2	115	104	27	259.62	115	342	148	432.75	2
3										3
4	4	132	73	4	54.79	132	696	32	45.98	4
5	4	115	2264	101	44.61	115	3780	169	44.71	5
6	4	112	628	56	89.17	112	759	67	88.27	6
7	4	110	389	18	46.27	110	255	20	78.43	7
8	4	90	61	5	81.97	90	14	1	71.43	8
9										9
10										10
11										11
12										12
13										13
14										14
15										15
16										16
17										17
18										18
19										19
20										20
21										21
22										22
23										23
24										24
25										25
26										26
27										27
28										28
29										29
30										30
31										31
32										32
33	TOTAL	N/A	12022	1872	155.71	N/A	5928	472	79.62	33
34	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid								53.87	34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid								30.16	35
36	Track-miles of welded rail installed this year								41.80	36
	total to date								808.02	

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	52	24			1
2	56	259			2
3	60	41			3
4	65	122			4
5	66	185			5
6	67	3			6
7	68	178			7
8	70	218			8
9	72	403			9
10	75	656			10
11	76	14			11
12	77	283			12
13	80	134			13
14	85	1 431			14
15	90	4 307			15
16	100	771			16
17	105	6			17
18	110	581			18
19	112	4 951			19
20	115	4 791			20
21	119	7			21
22	129	457			22
23	130	15			23
24	131	241			24
25	132	7 437			25
26	133	38			26
27	136	672			27
28	140	2			28
29	155	2			29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38
39					39
40					40
41					41
42					42
43					43
44					44
45					45
46					46
47					47
48	TOTAL	28 229			48

726. SUMMARY OF TRACK REPLACEMENTS

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

Line No.	Track category	Ties				Rail		Ballast	Track surfacing		Line No.
		Number of ties replaced		Percent replaced		Miles of rail replaced (rail-miles)	Percent replaced	Cubic yards of ballast placed	Miles surfaced	Percent surfaced	
		Crossties	Switch and bridge ties (board feet)	Crosstie	Switch and bridge ties (board feet)						
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1	A	1618864	745827	5.49	N/A	869.00	4.59	1832958	6 339.4	67	1
2	B	1075597	1262169	5.04	N/A	552.64	4.08	1276553	4 200.6	61	2
3	C	784927	1090055	6.51	N/A	332.57	3.92	806155	1 371.4	32	3
4	D	628063	1549025	2.35	N/A	234.74	2.26	1037725	1 236.0	12	4
5	E	306068	1090054	1.53	N/A	177.81	1.13	585323	155.2	2	5
6	TOTAL	4413519	5737130	4.03	N/A	2,166.76	2.81	5538714	13 302.6	34	6
7	F	325909	N/A	3.83	N/A	92.85	1.00	175288	2 996.7	64	7
8	Potential abandonments	30105	N/A	0.58	N/A	23.38	0.58	63263	51.5	3	8

728. DEFERRED CAPITAL IMPROVEMENTS - TRACKS

(Dollar in Thousands)

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

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

726. SUMMARY OF TRACK REPLACEMENTS

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

Line No.	Track category	Ties				Rail		Ballast	Track surfacing		Line No.
		Number of ties replaced		Percent replaced		Miles of rail replaced (rail-miles)	Percent replaced	Cubic yards of ballast placed	Miles surfaced	Percent surfaced	
		Crossties	Switch and bridge ties (board feet)	Crossties	Switch and bridge ties (board feet)						
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1	A	1618864	745827	5.49	N/A	869.00	4.59	1832958	6 339.4	67	1
2	B	1075597	1262169	5.04	N/A	559.90	4.08	1276553	4 200.6	61	2
3	C	784927	1090055	6.51	N/A	332.57	3.92	806155	1 371.4	32	3
4	D	628063	1549025	2.35	N/A	234.74	2.26	1037725	1 236.0	12	4
5	E	306068	1090054	1.53	N/A	177.81	1.13	585323	155.2	2	5
6	TOTAL	4413519	5737130	4.03	N/A	2174.02	2.81	5538714	13 302.6	34	6
7	F	325909	N/A	3.88	N/A	92.85	1.00	175288	2 996.7	64	7
8	Potential abandonments	30105	N/A	0.58	N/A	23.38	0.58	63663	51.5	3	8

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

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

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

750. CONSUMPTION OF FUEL BY MOTIVE-POWER UNITS
(Dollars in Thousands)

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

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

A. LOCOMOTIVES
(Dollars in Thousands)

Line No.	Kind of locomotive service (a)	Diesel	Electric	Other (steam, gas turbine, etc.)		Line No.
		Diesel oil (gallons) (b)	Kilowatt-hours (c)	Coal (tons) (d)	Fuel oil (gallons) (e)	
1	Freight	515 880 881				1
2	Passenger	1 110				2
3	Yard switching	39 127 026				3
4	TOTAL	555 009 017				4
5	COST OF FUEL ¹	\$ 480 566	\$	\$	\$	5
6	Work Train	813 234				6

B. RAIL MOTORCARS
(Dollars in Thousands)

Line No.	Kind of locomotive service (f)	Diesel	Electric	Gasoline	Line No.
		Diesel oil (gallons) (g)	Kilowatt-hours (h)	Gasoline (gallons) (i)	
7	Freight				7
8	Passenger				8
9	Yard switching				9
10	TOTAL	None			10
11	COST OF FUEL ¹	\$ None	\$	\$	11
12	Work Train	None			12

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

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

Unit Train, Way Train, and Through Train data under Items 2, 3, 4, 6, and 12 shall be obtained from conductor's wheel reports (freight) or similar records. Unit 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 yard locomotives for switching service in yards where regular switching service is maintained and in terminal switching and transfer service.

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

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

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

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

(L) From conductors' train reports or other appropriate source, compute ton-miles of freight. Ton-miles represent the number of tons of revenue and non-revenue freight moved one mile in transportation train. Include net ton-miles in motorcar trains. Exclude 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 terminal switching and transfer service in connection with the transportation of revenue and incidentally of company freight. Hours in yard switching are independent of the number of locomotives used.

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

(P) The number of loaded freight cars shall be obtained from the conductors' wheel report and shall be the sum of all loaded cars handled by each train. For example, if a car moves loaded (1) in a way train from the origination 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 respondent's 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 railroad's expense. (Performed at railroad'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 trailers/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 to 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 per diem cars on line at end of year. Foreign Per Diem Cars refers to freight cars other than cabooses owned by other railroads, whose interline rental is settled on a per diem basis under the code of per diem rules.

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

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

755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	
1		1. Miles of Road Operated (A)	27 574	38	1
		2. Train Miles - Running (B)	XXXXXX	XXXXXX	
2		2-01 Unit Trains	25 459 517	XXXXXX	2
3		2-02 Way Trains	6 253 701	XXXXXX	3
4		2-03 Through Trains	31 507 624	707 769	4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	63 220 842	707 769	5
6		2-05 Motorcars (C)	--	--	6
7		2-06 TOTAL ALL TRAINS (lines 5, 6)	63 220 842	707 769	7
		3. Locomotive Unit Miles (D)	XXXXXX	XXXXXX	
		Road Service (E)	XXXXXX	XXXXXX	
8		3-01 Unit Trains	96 783 675	XXXXXX	8
9		3-02 Way Trains	12 000 420	XXXXXX	9
10		3-03 Through Trains	105 709 811	713 329	10
11		3-04 TOTAL (lines 8-10)	214 493 906	713 329	11
12		3-11 Train Switching (F)	4 695 219	XXXXXX	12
13		3-21 Yard Switching (G)	9 275 916	42 704	13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	228 465 041	756 033	14
		4. Freight Car-Miles (thousands) (H)	XXXXXX	XXXXXX	
		4-01 RR Owned and Leased Cars - Loaded	XXXXXX	XXXXXX	
15		4-010 Box-Plain 40-Foot	3 533	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	133 078	XXXXXX	16
17		4-012 Box-Equipped	89 828	XXXXXX	17
18		4-013 Gondola-Plain	109 667	XXXXXX	18
19		4-014 Gondola-Equipped	18 620	XXXXXX	19
20		4-015 Hopper-Covered	284 395	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	216 965	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	33 312	XXXXXX	22
23		4-018 Refrigerator-Mechanical	31 495	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	35 208	XXXXXX	24
25		4-020 Flat-TOFC/COFC	46 889	XXXXXX	25
26		4-021 Flat-Multi-Level	5 521	XXXXXX	26
27		4-022 Flat-General Service	5 924	XXXXXX	27
28		4-023 Flat-All Other	47 251	XXXXXX	28
29		4-024 All Other Car Types-Total	23 780	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	1 085 466	XXXXXX	30
		4-11 RR Owned and Leased Cars-Empty	XXXXXX	XXXXXX	

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
31		4-110 Box-Plain 40-Foot	4 419	XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	81 690	XXXXXX	32
33		4-112 Box-Equipped	82 556	XXXXXX	33
34		4-113 Gondola-Plain	99 218	XXXXXX	34
35		4-114 Gondola-Equipped	19 604	XXXXXX	35
36		4-115 Hopper-Covered	266 824	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	223 417	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	33 327	XXXXXX	38
39		4-118 Refrigerator-Mechanical	28 675	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	27 255	XXXXXX	40
41		4-120 Flat-TOFC/COFC	3 232	XXXXXX	41
42		4-121 Flat-Multi-Level	5 120	XXXXXX	42
43		4-122 Flat-General Service	6 026	XXXXXX	43
44		4-123 Flat-All Other	46 841	XXXXXX	44
45		4-124 All Other Car Types	28 486	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	956 690	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	14 624	XXXXXX	48
49		4-132 Box-Equipped	491	XXXXXX	49
50		4-133 Gondola-Plain	17 317	XXXXXX	50
51		4-134 Gondola-Equipped	156	XXXXXX	51
52		4-135 Hopper-Covered	80 441	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	6 205	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	1 094	XXXXXX	54
55		4-138 Refrigerator-Mechanical	45	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	10 552	XXXXXX	56
57		4-140 Flat-TOFC/COFC	450 071	XXXXXX	57
58		4-141 Flat-Multi-Level	53 209	XXXXXX	58
59		4-142 Flat-General Service	691	XXXXXX	59
60		4-143 Flat-All Other	17 040	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	30 043	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	18 244	XXXXXX	62
63		4-146 All Other Car Types	11 351	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	711 574	XXXXXX	64
		4-15 Private Line Cars-Empty (H)	XXXXXX	XXXXXX	
65		4-150 Box-Plain 40-Foot	--	XXXXXX	65

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
66		4-151 Box-Plain 50-Foot and Longer	5 084	XXXXXX	66
67		4-152 Box-Equipped	334	XXXXXX	67
68		4-153 Gondola-Plain	17 165	XXXXXX	68
69		4-154 Gondola-Equipped	185	XXXXXX	69
70		4-155 Hopper-Covered	91 151	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	6 586	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	1 321	XXXXXX	72
73		4-158 Refrigerator-Mechanical	41	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	11 754	XXXXXX	74
75		4-160 Flat-TOFC/COFC	24 292	XXXXXX	75
76		4-161 Flat-Multi-Level	45 759	XXXXXX	76
77		4-162 Flat-General Service	733	XXXXXX	77
78		4-163 Flat-All Other	17 260	XXXXXX	78
79		4-164 Tank-Under 22,000 Gallons	35 107	XXXXXX	79
80		4-165 Tank-22,000 Gallons and Over	22 945	XXXXXX	80
81		4-166 All Other Car Types	8 944	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	288 661	XXXXXX	82
83		4-17 Work Equipment Car-Miles	7 871	XXXXXX	83
84		4-18 No Payment Car-Miles (I) ¹	1 948 818	XXXXXX	84
		4-19 Total Car-Miles by Train Type	XXXXXX	XXXXXX	
85		4-180 Unit Trains	2 631 827	XXXXXX	85
86		4-181 Way Trains	149 682	XXXXXX	86
87		4-182 Through Trains	2 217 571	XXXXXX	87
88		4-183 TOTAL (lines 85-87)	4 999 080	XXXXXX	88
89		4-20 Caboose Miles	65 478	XXXXXX	89
		5 Passenger Car-Miles (thousands) (j)	XXXXXX	XXXXXX	
90		5-01 Coaches	13	4 146	90
91		5-02 Combination, Passenger Cars	--	--	91
92		5-03 Sleeping and Parlor Cars	1	--	92
93		5-04 Dining, Grill and Tavern Cars	1	--	93
94		5-05 Head-End Cars (Other than 5-02)	2	--	94
95		5-06 TOTAL (lines 90-94)	17	4 146	95
96		5-07 Business Cars	4	--	96
97		5-08 Crew Cars (Other than C cabooses)	--	--	97
		6 Gross Ton-Miles (thousands) (K)	XXXXXX	XXXXXX	
98		6-01 Road Locomotives	38 459 160	117 699	98
		6-02 Freight Trains, Crs., Cnts., and Caboose	XXXXXX	XXXXXX	

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

755. RAILROAD OPERATING STATISTICS - Concluded

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
99		6-020 Unit Trains	214 010 663	XXXXXX	99
100		6-021 Way Trains	10 349 356	XXXXXX	100
101		6-022 Through Trains	144 718 789	XXXXXX	101
102		6-03 Passenger-Trains, Crs., and Cnts.	509	270 095	102
103		6-04 Non-Revenue	3 925 523	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	411 464 000	387 794	104
		7. Tons of Freight (thousands)	XXXXXX	XXXXXX	
105		7-01 Revenue	267 117	XXXXXX	105
106		7-02 Non-Revenue	6 664	XXXXXX	106
107		7-03 TOTAL (lines 105, 106)	273 781	XXXXXX	107
		8. Ton-Miles of Freight (thousands) (L)	XXXXXX	XXXXXX	
108		8-01 Revenue-Road Service	200 581 016	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service	--	XXXXXX	109
110		8-03 TOTAL (lines 108, 109)	200 581 016	XXXXXX	110
111		8-04 Non-Revenue-Road Service	2 500 215	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service	--	XXXXXX	112
113		8-06 TOTAL (lines 111, 112)	2 500 215	XXXXXX	113
114		8-07 TOTAL-REVENUE AND NON-REVENUE (lines 110, 113)	203 081 231	XXXXXX	114
		9. Train Hours (M)	XXXXXX	XXXXXX	
115		9-01 Road Service	2 804 378	XXXXXX	115
116		9-02 Train Switching	230 849	XXXXXX	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	1 545 986	XXXXXX	117
		11. Train-Miles Work Trains (O)	XXXXXX	XXXXXX	
118		11-01 Locomotives	441 975	XXXXXX	118
119		11-02 Motorcars	--	XXXXXX	119
		12. Number of Loaded Freight Cars (P)	XXXXXX	XXXXXX	
120		12-01 Unit Trains	2 550 336	XXXXXX	120
121		12-02 Way Trains	1 498 351	XXXXXX	121
122		12-03 Through Trains	3 434 529	XXXXXX	122
123		13. TOFC/COFC-No. of Rev. Trailers and Containers Loaded and Unloaded (Q)	396 398	XXXXXX	123
124		14. Multi-Level Cars-No. of Motor Vehicles Loaded and Unloaded (Q)	166 266	XXXXXX	124
125		15. TOFC/COFC-No. of Rev. Trailers Picked Up and Delivered (R)	90 572	XXXXXX	125
		16. Revenue Tons-Marine Terminal (S)	XXXXXX	XXXXXX	
126		16-01 Marine Terminals-Coal	5 495 083	XXXXXX	126
127		16-02 Marine Terminals-Ore	12 457 837	XXXXXX	127
128		16-03 Marine Terminals-Other	--	XXXXXX	128
129		16-04 TOTAL (lines 126-128)	17 952 920	XXXXXX	129
		17. Number of Foreign Per Diem Cars on Line (T)	XXXXXX	XXXXXX	
130		17-01 Serviceable	14 646	XXXXXX	130
131		17-02 Unserviceable	199	XXXXXX	131
132		17-03 Surplus	3 486	XXXXXX	132
133		17-04 TOTAL (lines 130-132)	18 331	XXXXXX	133

VERIFICATION

The foregoing report must be verified by the oath of the officer having control of the accounting of the respondent. It should be verified, also, by the oath of the president or other chief officer of the respondent, unless the respondent states on the last preceding page of this report that such chief officer has no control over the accounting of the respondent. The oath required may be taken before any person authorized to administer an oath by the laws of the State in which the same is taken.

OATH

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

State of Minnesota }
County of Ramsey } SS.

Meredith McManus makes oath and says that she is Treasurer-Controller
(Insert here the name of the affiant) (Insert official title of affiant)

of Burlington Northern Railroad Company,
(Insert here the exact legal title or name of the respondent)

that it is her duty to have supervision over the books of account of the respondent and to control the manner in which such books are kept; that she knows that such books have, during the period covered by the foregoing report, been kept in good faith in accordance with the accounting and other orders of the Interstate Commerce Commission, effective during the said period; that she has carefully examined the said report and to the best of her knowledge and belief the entries contained in the said report have, so far as they relate to matters of account, been accurately taken from the said books of account and are in exact accordance therewith; that she believes that all other statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business affairs of the above-named respondent during the period of time from and including

January 1, 1984, to and including December 31, 1984.

Meredith McManus
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public, in and for the State and county above named, this 20th day of January, 1985

My commission expires January 8, 1988

[Use an
L.S.
impression seal]

SHARON R. FORTUNAK
NOTARY PUBLIC - MINNESOTA
WASHINGTON COUNTY
My Commission Expires Jan. 8, 1988

Sharon R. Fortunak
(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

State of Minnesota }
County of Ramsey } SS.

Walter A. Drexel makes oath and says that he is Chairman of the Board and Chief Executive Officer,
(Insert here the official title of the affiant)

President and Chief Operating Officer of Burlington Northern Railroad Company
(Insert here the exact legal title 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, 1984, to and including December 31, 1984.

Walter A. Drexel
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public, in and for the State and county above named, this 20th day of January, 1985

My commission expires January 8, 1988

[Use an
L.S.
impression seal]

SHARON R. FORTUNAK
NOTARY PUBLIC - MINNESOTA
WASHINGTON COUNTY
My Commission Expires Jan. 8, 1988

Sharon R. Fortunak
(Signature of officer authorized to administer oaths)

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 MINNESOTA

County of RAMSEY

Meredith McManus makes oath and says that ^{she} Treasurer-Controller
(Insert here name of the affiant) (Insert here the official title of the affiant)

Of Burlington Northern Railroad Company
(Insert here the exact legal title or name of the respondent)

that it is ^{her} duty to have supervision over the books of accounts of the respondent and to control the ^{she} 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~~ ^{she} 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~~ ^{she} 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 84, to and including December 31, 19 84

/s/ Meredith McManus
(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 MINNESOTA

County of RAMSEY

Walter A. Drexel makes oath and says that he is Chairman of the Board and Chief Executive Officer, President and Chief Operating Officer
(Insert here name of the affiant) (Insert here the official title of the affiant)

Of Burlington Northern Railroad 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 84, to and including December 31, 19 84

/s/ Walter A. Drexel
(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

Date correction			Page	Authority					Clerk making correction	
Month	Day	Year		Letter or telegram of -			Officer sending letter or telegram			Commission file number
			Month	Day	Year	Name	Title	Name		
8	12	85		4	3	85				M. De
8	12	85		6	10	85	Marekha M. Mauer	Ins. - Cont		"
8	13	85		4	16	85	"	"	"	PAR/M. D.
9	13	85		8	30	85	"	"	V. P. Ins. - Cont	PAR Dever
12	10	85		11	22	85	"	"	"	"
12	16	85		11	22	85	"	"	"	"

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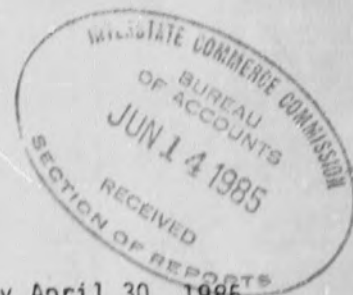
APPENDIX A
PAGE 1 OF 1

NAME OF CARRIER BURLINGTON NORTHERN RAILROAD COMPANY

SUPPLEMENTAL 1984 R-1 DATA

INSTRUCTIONS

1. Line and column references in column (b) are to the 1984 R-1 report.
2. Data entered in column (c) shall be computed under RRB accounting.
3. Data entered in column (d) shall be computed under RRB accounting.
4. This supplemental report should be filed with the Bureau of Accounts by April 30, 1985.



Selected items (a)	1984 R-1 Location (b)	RRB Accounting As of 12/31/84 (Dollars in Thousands) (c)	RRB Accounting As of 1/1/84 (Dollars in Thousands) (d)
<u>Schedule 210</u>			
1. Net railway operating income (loss)	Line 69	466,634 \$ <u>-457,060-</u>	N/A
<u>Schedule 245</u>			
2. Total working capital	Line 28	<u>331,044.52</u>	\$ <u>218,503</u>
<u>Schedule 352A</u>			
TOTAL	Line 31	5,330,503	
3. Investments in property	col. d	<u>5,330,503-</u>	<u>5,217,609</u>
4. Depreciation and Amortization of defense projects	col. e	<u>1,347,393</u>	<u>1,242,548</u>
<u>Schedule 352B</u>			
Interest during construction	Line 40		
5. Respondent	col. b	<u>-0-</u>	<u>-0-</u>
6. Lessor railroads	col. c	<u>-0-</u>	<u>-0-</u>
7. Inactive (Proprietary Companies)	col. d	<u>-0-</u>	<u>-0-</u>
8. Other Leased Properties	col. e	<u>8</u>	<u>8</u>
Other elements of Investment	Line 41		
9. Respondent	col. b	<u>-0-</u>	<u>-0-</u>
10. Lessor railroads	col. c	<u>-0-</u>	<u>-0-</u>
11. Inactive (Proprietary Companies)	col. d	<u>-0-</u>	<u>-0-</u>
12. Other Leased Properties	col. e	<u>(1)</u>	<u>-0-</u>

RC 130500

NAME OF CARRIER BURLINGTON NORTHERN RAILROAD COMPANY

SUPPLEMENTAL 1984 R-1 DATA

Section of Accounting
and Reporting

APR 3 1985

Bureau of Accounts Received

INSTRUCTIONS

1. Line and column references in column (b) are to the 1984 R-1 report.
2. Data entered in column (c) shall be computed under RRB accounting.
3. Data entered in column (d) shall be computed under RRB accounting.
4. This supplemental report should be filed with the Bureau of Accounts by April 30, 1985.

Selected items (a)	1984 R-1 Location (b)	RRB Accounting As of 12/31/84 (Dollars in Thousands) (c)	RRB Accounting As of 1/1/84 (Dollars in Thousands) (d)
<u>Schedule 210</u>			
1. Net railway operating income (loss)	Line 69	\$ 457,060	N/A
<u>Schedule 245</u>			
2. Total working capital	Line 28	331,044.52	\$ 218,503
<u>Schedule 352A</u>			
TOTAL	Line 31		
3. Investments in property	col. d	5,330,021	5,217,609
4. Depreciation and Amortization of defense projects	col. e	1,347,393	1,242,548
<u>Schedule 352B</u>			
Interest during construction	Line 40		
5. Respondent	col. b	-0-	-0-
6. Lessor railroads	col. c	-0-	-0-
7. Inactive (Proprietary Companies)	col. d	-0-	-0-
8. Other Leased Properties	col. e	8	8
Other elements of Investment	Line 41		
9. Respondent	col. b	-0-	-0-
10. Lessor railroads	col. c	-0-	-0-
11. Inactive (Proprietary Companies)	col. d	-0-	-0-
12. Other Leased Properties	col. e	(1)	-0-

RC-130500

BURLINGTON NORTHERN

1984

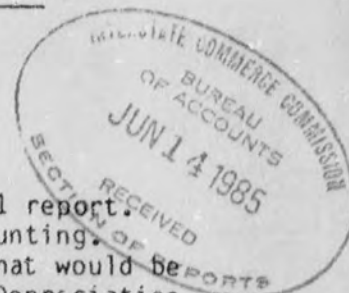
4 OF 4

NAME OF CARRIER BURLINGTON NORTHERN RAILROAD COMPANY

SUPPLEMENTAL 1984 R-1 DATA

INSTRUCTIONS

1. Line and column references in column (b) are to the 1982 R-1 report.
2. Data entered in column (c) shall be computed under RRB accounting.
3. Under item 35 list any other property or expense accounts that would be changed due to capitalization of overhead expenses under Depreciation Accounting; and, enter in column (c) the amount that would be reported under RRB Accounting.
4. This supplemental report should be filed with the Bureau of Accounts by April 30, 1985.



Item No.	Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/84 (Dollars in Thousands) (c)
1.	<u>Schedule 335, Accumulated Depreciation-Road and Equipment Owned and Used</u> Total road	Line 30, col. g	\$ 672,080
2.	<u>Schedule 342, Accumulated Depreciation-Improvements to Road and Equipment Leased from Others</u> Total road	Line 29, col. g	1,146
3.	<u>Schedule 351, Accumulated Depreciation-Road and Equipment Leased to Others</u> Total road	Line 27, col. g	-0-
	<u>Schedule 352B, Investment in Railway Property Used in Transportation Service (By Property Accounts)</u>		
4.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing	Cols. b thru e, sum of lines 7 thru 9	1,273,522
5.	Total expenditures for road	Line 31, total of cols. b thru e	3,401,912
6.	Total general expenditures	Line 43, total of cols. b thru e	5,330,503 5,330,021

NAME OF CARRIER BURLINGTON NORTHERN RAILROAD COMPANY

SUPPLEMENTAL 1984 R-1 DATA

INSTRUCTIONS

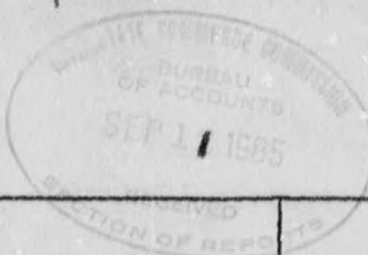
1. Line and column references in column (b) are to the 1982 R-1 report.
2. Data entered in column (c) shall be computed under RRB accounting.
3. Under item 35 list any other property or expense accounts that would be changed due to capitalization of overhead expenses under Depreciation Accounting; and, enter in column (c) the amount that would be reported under RRB Accounting.
4. This supplemental report should be filed with the Bureau of Accounts by April 30, 1985.

Item No.	Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/84 (Dollars in Thousands) (c)
1.	<u>Schedule 335, Accumulated Depreciation-Road and Equipment Owned and Used</u> Total road	Line 30, col. g	\$ <u>672,080</u>
2.	<u>Schedule 342, Accumulated Depreciation-Improvements to Road and Equipment Leased from Others</u> Total road	Line 29, col. g	<u>1,146</u>
3.	<u>Schedule 351, Accumulated Depreciation-Road and Equipment Leased to Others</u> Total road	Line 27, col. g	<u>-0-</u>
4.	<u>Schedule 352B, Investment in Railway Property Used in Transportation Service (By Property Accounts)</u> Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing	Cols. b thru e, sum of lines 7 thru 9	<u>1,273,522</u>
5.	Total expenditures for road	Line 31, total of cols. b thru e	<u>3,401,912</u>
6.	Total general expenditures	Line 43, total of cols. b thru e	<u>5,330,021</u>

Item No.	Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/84 (Dollars in Thousands) (c)
	<u>Schedule 410, Railway Operating Expenses</u>		
7.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Running (Freight)	Col. f, sum of lines 12, 14, 16, 18, 20	<u>326,752</u>
8.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Running (Passenger)	Col. g, sum of lines 12, 14, 16, 18, 20	<u>175</u>
9.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Switching (Freight)	Col. f, sum of lines 13, 15, 17, 19, 21	<u>52,339</u>
10.	Tie, Rails, Other Track Material, Bailast, Track Laying and Surfacing - Switching (Passenger)	Col. g, sum of lines 13, 15, 17, 19, 21	<u>85</u>
	Depreciation - Running		
11.	Freight	Line 136, col. f	* <u>13,499</u>
12.	Passenger	Line 136, col. g	<u>200</u>
	Depreciation - Switching		
13.	Freight	Line 137, col. f	<u>-0-</u>
14.	Passenger	Line 137, col. g	<u>-0-</u>
	Depreciation - Other		
15.	Freight	Line 138, col. f	* <u>14,392</u>
16.	Passenger	Line 138, col. g	<u>103</u>
	Other - Running		
17.	Freight	Line 148, col. f	<u>(1,404)</u>
18.	Passenger	Line 148, col. g	<u>2</u>
	Other - Switching		
19.	Freight	Line 149, col. f	<u>187</u>
20.	Passenger	Line 149, col. g	<u>1</u>

*See Wagon for explanation & possible
corrections*

R. C. BOSOU *D.* REVISED



APPENDIX B
PAGE 3 OF 4
ROAD INITIALS BNRR

Item No.	Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/84 (Dollars in Thousands) (c)
	Other - Other		
21.	Freight	Line 150, col. f	<u>5 093</u>
22.	Passenger	Line 150, col. g	<u>2</u>
	Total Way and Structures		
23.	Freight	Line 151, col. f	<u>775 769</u>
24.	Passenger	Line 151, col. g	<u>3429</u>
	<u>Schedule 412, Way and Structures</u>		
25.	Total - Retirement	Line 35, col. c	<u>984</u>
	<u>Schedule 415, Supporting Schedule Equipment</u>		
26.	Total - Locomotives	Line 5, col. f	<u>78</u>
27.	Total - Freight Train Cars	Line 24, col. f	<u>751</u>
28.	Total - Highway Equipment Floating Equipment - Revenue Service	Line 32, col. f	<u>-</u>
29.	Marine Line-Haul	Line 33, col. f	<u>-</u>
30.	Local Marine	Line 34, col. f	<u>-</u>
31.	Total - Floating Equipment	Line 35, col. f	<u>-</u>
32.	Other Equipment	Col. f, sum of lines 37 thru 40	<u>-</u>
33.	Work & Other Non-revenue Equipment	Line 41, col. f	<u>15</u>
34.	Total - All Equipment	Line 43, col. f	<u>844</u>

Item No.	Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/84 (Dollars in Thousands) (c)
	Other - Other		
21.	Freight	Line 150, col. f	<u>5,093</u>
22.	Passenger	Line 150, col. g	<u>2</u>
	Total Way and Structures		
23.	Freight	Line 151, col. f	<u>775,709</u>
24.	Passenger	Line 151, col. g	<u>3,429</u>
	<u>Schedule 412, Way and Structures</u>		
25.	Total - Retirement	Line 35, col. c	<u>984</u>
	<u>Schedule 415, Supporting Schedule Equipment</u>		
26.	Total - Locomotives	Line 5, col. f	<u>8,028</u>
27.	Total - Freight Train Cars	Line 24, col. f	<u>71,104</u>
28.	Total - Highway Equipment Floating Equipment - Revenue Service	Line 32, col. f	<u>41</u>
29.	Marine Line-Haul	Line 33, col. f	<u>-0-</u>
30.	Local Marine	Line 34, col. f	<u>-0-</u>
31.	Total - Floating Equipment	Line 35, col. f	<u>-0-</u>
32.	Other Equipment	Col. f, sum of lines 37 thru 40	<u>-0-</u>
33.	Work & Other Non-revenue Equipment	Line 41, col. f	<u>7,902</u>
34.	Total - All Equipment	Line 43, col. f	<u>87,075</u>

130500

ROAD INITIALS BNRR

Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/84 (Dollars in Thousands) (c)
35. OTHER ACCOUNTS (SEE INSTRUCTIONS) Schedule 410 Way and Structures:		\$
Administration:		
Track	Col.F, Line 1	15,486
Other	Col.F, Line 5	15,954
Repair and Maintenance:		
Small tools & supplies	Col.F, Line 110	18,122
Casualties and insurance Equipment:	Col.F, Line 115	11,604
Other equipment:		
Depreciation	Col.F, Line 317	8,521

130500

ROAD INITIALS BNRR

Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/84 (Dollars in Thousands) (c)
35. OTHER ACCOUNTS (SEE INSTRUCTIONS)		
Transportation:		\$:
Train Operations:		
Engine Crews	Col.F, Line 402	151,540

