

132100

COLORADO & SOUTHERN RAILROAD CO.

1978

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410. RAILWAY OPERATING EXPENSE - Continued

Line No.	Name of railway operating expense account	Freight					Passenger	Total
		Salaries and wages	Material, tools, supplies, fuels, and lubricants	Purchased services	General	Total freight expense		
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
		\$	\$	\$	\$	\$	\$	\$
	EQUIPMENT - Continued:							
	OTHER EQUIPMENT:							
301	Administration	19	2	15	13	189		189
	Repair and Maintenance:							
302	Trucks, Trailers, and Containers - Revenue Service	-	-	1	(1)	0	N/A	0
303	Floating Equipment - Revenue Service	-	-	-	-	-	N/A	-
304	Passenger and Other Revenue Equipment	-	-	-	-	-		-
305	Computers and Data Processing Systems	-	-	1	60	61		61
306	Machinery	-	2	-	-	2		2
307	Work and Other Non-Revenue Equipment	20	148	46	(3)	211		211
308	Equipment Damaged	-	-	-	-	-		-
309	Fringe Benefits	N/A	N/A	N/A	14	14		14
310	Other Casualties and Insurance	N/A	N/A	N/A	2	2		2
311	Lease Rentals - Debit	N/A	N/A	200	N/A	200		200
312	Lease Rentals - (Credit)	N/A	N/A	(7)	N/A	(7)		(7)
313	Joint Facility Rent - Debit	N/A	N/A	-	N/A	-		-
314	Joint Facility Rent - (Credit)	N/A	N/A	-	N/A	-		-
315	Other Rents - Debit	N/A	N/A	60	N/A	60		60
316	Other Rents - (Credit)	N/A	N/A	-	N/A	-		-
317	Depreciation	N/A	N/A	N/A	53	53		53
318	Joint Facility - Debit	N/A	N/A	(10)	N/A	(10)		(10)
319	Joint Facility - (Credit)	N/A	N/A	-	N/A	-		-
320	Repairs Billed to Others - (Credit)	N/A	N/A	-	N/A	-		-
321	Dismantling Retired Property	-	-	-	-	-		-
322	Other	-	1	-	-	1		1
323	Total Other Equipment	39	153	446	138	776		776
324	Total Equipment	47	184	16 455	3 062	19 748		19 748

410. RAILWAY OPERATING EXPENSE - Continued

Line No.	Name of railway operating expense account	Freight					Passenger	Total
		Salaries and wages	Material, tools, supplies, fuels, and lubricants	Purchased services	General	Total freight expense		
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
	TRANSPORTATION:	\$	\$	\$	\$	\$	\$	\$
	TRAIN OPERATIONS:							
401	Administration	115	1	1	7	124		124
402	Engine Crews	1 760	-	7	83	1 850		1 850
403	Train Crews	3 204	-	14	234	3 452		3 452
404	Dispatching Trains	-	1	733	-	734		734
405	Operating Signals and Interlockers	3	-	-	-	3		3
406	Operating Drawbridges	-	-	-	-	-		-
407	Highway Crossing Protection	-	-	-	-	-		-
408	Train Inspection and Lubrication	-	-	-	-	-		-
409	Locomotive Fuel	(12)	(1 564)	6 973	5	5 402		5 402
410	Electric Power Purchased or Produced for Motive Power	-	-	-	-	-		-
411	Servicing Locomotives	12	-	5	-	17		17
412	Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	369	369		369
413	Clearing Wrecks	183	1	250	3	437		437
414	Fringe Benefits	N/A	N/A	N/A	1 628	1 628		1 628
415	Other Casualties and Insurance	N/A	N/A	N/A	265	265		265
416	Joint Facility - Debit	N/A	N/A	3 621	N/A	3 621		3 621
417	Joint Facility - (Credit)	N/A	N/A	(95)	N/A	(95)		(95)
418	Other	1	4	65	-	70		70
419	Total Train Operations	5 266	(1 557)	11 574	2 594	17 877		17 877
	YARD OPERATIONS:							
420	Administration	43	-	-	1	44		44
421	Switch Crews	608	-	4	-	612		612
422	Controlling Operations	2	-	1	-	3		3
423	Yard and Terminal Clerical	5	6	477	19	507		507
424	Operating Switches, Signals, Retarders and Humps	-	-	-	-	-		-
425	Locomotive Fuel	-	10	978	-	988		988
426	Electric Power Purchased or Produced for Motive Power	-	-	-	-	-		-
427	Servicing Locomotives	-	-	41	-	41		41
428	Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	-	-		-
429	Clearing Wrecks	-	-	8	-	8		8
430	Fringe Benefits	N/A	N/A	N/A	(516)	(516)		(516)
431	Other Casualties and Insurance	N/A	N/A	N/A	252	252		252
432	Joint Facility - Debit	N/A	N/A	7 651	N/A	7 651		7 651
433	Joint Facility - (Credit)	N/A	N/A	(714)	N/A	(714)		(714)
434	Other	-	-	5	-	5		5
435	Total Yard Operations	658	16	8 451	(244)	8 881		8 881

410. RAILWAY OPERATING EXPENSE - Continued

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Line No.	Name of railway operating expense account	Freight				Passenger	Total	
		Salaries and wages	Material, tools, supplies, fuels, and lubricants	Purchased services	General			Total freight expense
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
	TRANSPORTATION - Continued:	\$	\$	\$	\$	\$	\$	\$
	TRAIN AND YARD OPERATIONS COMMON:							
501	Cleaning Car Interiors	6	-	2	N/A	8		8
502	Adjusting and Transferring Loads	(3)	-	52	N/A	49	N/A	49
503	Car Loading Devices and Grain Doors	-	1	-	N/A	1	N/A	1
504	Freight Lost or Damaged - all other	N/A	N/A	N/A	1	1		1
505	Fringe Benefits	N/A	N/A	N/A	2	2		2
506	Total Train and Yard Operations Common	3	1	54	3	61		61
	SPECIALIZED SERVICE OPERATIONS:							
507	Administration	-	-	-	10	10	N/A	10
508	Pickup & Delivery and Marine Line Haul	-	-	116	-	116	N/A	116
509	Loading & Unloading and Local Marine	-	-	-	-	-	N/A	-
510	Protective Services	-	-	134	-	134	N/A	134
511	Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	-	-	N/A	-
512	Fringe Benefits	N/A	N/A	N/A	-	-	N/A	-
513	Casualties and Insurance	N/A	N/A	N/A	-	-	N/A	-
514	Joint Facility - Debit	N/A	N/A	-	N/A	-	N/A	-
515	Joint Facility - (Credit)	N/A	N/A	-	N/A	-	N/A	-
516	Other	-	1	1	-	2	N/A	2
517	Total Specialized Services Operations	-	1	251	10	262	N/A	262
	ADMINISTRATIVE SUPPORT OPERATIONS:							
518	Administration	88	10	375	26	499		499
519	Employees Performing Clerical and Accounting Functions	(5)	48	229	1	273		273
520	Communication Systems Operation	7	(7)	41	-	41		41
521	Loss and Damage Claims Processing	-	-	-	-	-		-
522	Fringe Benefits	N/A	N/A	N/A	33	33		33
523	Casualties and Insurance	N/A	N/A	N/A	-	-		-
524	Joint Facility - Debit	N/A	N/A	52	N/A	52		52
525	Joint Facility - (Credit)	N/A	N/A	(33)	N/A	(33)		(33)
526	Other	(31)	-	22	-	(9)		(9)
527	Total Administrative Support Operations	59	51	686	60	856		856
528	Total Transportation	5 986	(1 488)	21 016	2 423	27 937		27 937

Road Initials:

C&S

Year 19 78

410. RAILWAY OPERATING EXPENSE - Concluded

Line No.	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)
		Salaries and wages (b)	Material, tools, supplies, fuels, and lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)		
	GENERAL AND ADMINISTRATIVE:	\$	\$	\$	\$	\$	\$	\$
601	Officers - General Administration	101	(6)	190	59	344		344
602	Accounting, Auditing and Finance	157	1	963	(4)	1 117		1 117
603	Management Services and Data Processing	71	5	(4)	-	72		72
604	Marketing	-	1	162	-	163		163
605	Sales	-	9	8	3	20		20
606	Industrial Development	28	-	-	2	30	N/A	30
607	Personnel and Labor Relations	141	3	2	4	150		150
608	Legal and Secretarial	73	2	82	22	179		179
609	Public Relations and Advertising	-	-	3	-	3		3
610	Research and Development	-	-	-	-	-		-
611	Fringe Benefits	N/A	N/A	N/A	232	232		232
612	Casualties and Insurance	N/A	N/A	N/A	2	2		2
613	Writedown of Uncollectible Accounts	N/A	N/A	N/A	1	1		1
614	Property Taxes	N/A	N/A	N/A	956	956		956
615	Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	23	23		23
616	Joint Facility - Debit	N/A	N/A	77	N/A	77		77
617	Joint Facility - (Credit)	N/A	N/A	(77)	N/A	(77)		(77)
618	Other	37	1	13	25	76		76
619	Total General and Administrative	608	16	1 489	1 325	3 438		3 438
620	Total Carrier Operating Expenses	9 707	2 484	46 815	8 289	67 295		67 295

412. WAY AND STRUCTURES

1. Report freight expenses only.
2. Furnish in column (b) the depreciation expenses and in column (c) the retirements pertaining to Way and Structures.
3. Report in column (d) the lease/rentals for the various property categories of Way and Structures. The total net lease/rentals presented on line 35 should balance with the total of the following accounts:

31-11-00	32-11-00
31-12-00	32-12-00
31-13-00	32-13-00
35-11-00	36-11-00
35-12-00	36-12-00
35-13-00	36-13-00

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 (a) property bases for nondepreciable property) to the sum of (1) the depreciation bases for all categories of depreciable leased property plus (2) the property bases for nondepreciable leased property. Use Schedule 350 of this report for obtaining the depreciation bases of the categories of leased property.

4. Report on line 34 all other lease rentals not apportioned to any category listed on lines 1-33.

5. Report dollars in thousands.

Line No.	Property account	Category (a)	Depreciation (b)	Retirement (c)	Lease/Rentals (net) (d)
1	1	Engineering	7		
2	2	Land for transportation purposes	N/A	N/A	(146)
3	3	Grading			
4	4	Other right-of-way expenditures			
5	5	Tunnels and subways			
6	6	Bridges, trestles and culverts	66	N/A	
7	7	Elevated structures		N/A	
8	8	Ties	N/A	7	
9	9	Rails	N/A	24	
10	10	Other track material	N/A	24	
11	11	Ballast	N/A	1	
12	12	Track laying and surfacing	N/A	11	
13	13	Fences, snowsheds and signs		N/A	
14	16	Station and office buildings	25	N/A	
15	17	Roadway buildings	1	N/A	
16	18	Water stations		N/A	
17	19	Fuel stations	1	N/A	
18	20	Shops and enginehouses	13	N/A	
19	22	Storage warehouses		N/A	
20	23	Wharves and docks		N/A	
21	24	Coal and ore wharves		N/A	
22	25	TOFC/COFC terminals	1	N/A	
23	26	Communications systems	6	N/A	
24	27	Signals and interlockers	10	N/A	
25	29	Power plants		N/A	
26	31	Power transmission systems		N/A	
27	35	Miscellaneous structures		N/A	
28	37	Roadway machines	54	N/A	
29	39	Public improvements; construction	9		
30	45	Power plant machines		N/A	
31	76	Interest during construction	N/A	1	N/A
32	77	Other expenditures, general	N/A		N/A
33	80	Other elements of investment	N/A		N/A
34	-	Other lease/rentals	200	69	(146)
35	-	Total			

413. RENT FOR LEASED ROADS AND EQUIPMENT

1. This schedule may be omitted if total rent is less than 10% of net income before extraordinary items. Otherwise, give particulars called for with respect to roads and equipment leased from others during the year, the rent for which is includible in account No. 31-00-00.

2. Rents payable which are not classifiable under one of the three headings provided should be explained in a footnote.

3. If the respondent held under lease during all or any part of the year any road upon which no rent payable accrued, or if any portion of the charge shown hereunder is for construction on a line in which the respondent's leasehold interest will soon expire, give full particulars in a footnote.

4. Show the three largest items regardless of the dollar amount and all other items amounting to 10% or more of total rent for the year. (Dollars in thousands)

Line No.	Name of lessor or reversioner and description of property (a)	Total rent accrued during year (b)	Classification of Amount Column (b)		
			Interest on bonds (c)	Dividends on stocks (d)	Cash (e)
1	BN Inc - Lease of 10 locomotives	\$ 399	\$	\$	\$ 399
2	BN Inc - Lease of 22 locomotives	991			991
3	BN Inc - Lease of 50 hoppers and				
4	63 refrig cars	560			560
5					
6	BN Inc - Lease of 75 refrig cars	451			451
7	All Other	182			182
8					
9					
10	Total	2 583			2 583

414. RENTS FOR INTERCHANGED FREIGHT TRAIN CARS AND OTHER FREIGHT CARRYING EQUIPMENT

1. Report freight expenses only.
2. Report in this supporting schedule rental information by car type and other freight carrying equipment relating to the interchanged of railroad equipment, privately owned equipment and equipment leased for less than 30 days.
3. The gross amounts receivable and payable for freight-train cars should balance with Account 35-33-00 (debits) and 36-22-00 (credits). Trailer and container rentals in this schedule are included in Accounts 35-23-00 (debits) and 36-22-00 (credits) but will not balance with these accounts since rents for "Other revenue equipment" (excluding locomotives and freight-train cars) are also chargeable to these accounts.
4. Report in Columns (b) and (f) rentals for private-line cars (whether under railroad control or not) and shipper owned cars.

5. Report in Columns (c), (d), (g), and (h) 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.

6. Report in Columns (e) and (i) the incentive per diem payments for Box and Gondola General Service—Unequipped cars prescribed by the Commission in Ex Parte No. 252. Basic per diem payments for these cars are to be reported in Columns (c), (d), (g), and (h).

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

7. Thousand dollar reporting rule.

Line No.	Type of Equipment (a)	GROSS AMOUNTS RECEIVABLE Per Diem Basis				GROSS AMOUNTS PAYABLE Per Diem Basis			
		Private Line Cars (b)	Mileage (c)	Time		Private Line Cars (f)	Mileage (g)	Time	
				Basic (d)	Incentive (e)			Basic (h)	Incentive (i)
CAR TYPES:									
1	Box-Plain 40 Foot	\$	\$ 97	\$ 186	\$ 21	\$	\$ 114	\$ 172	\$ 58
2	Box-plain 50 Foot and Longer			63	16	108	207	721	258
3	Box-Equipped		2	63	XXX		187	843	XXX
4	Gondola-Plain		309	574			87	341	
5	Gondola-Equipped			1	XXX		3	18	XXX
6	Hopper-Covered		270	500	XXX	615	262	649	XXX
7	Hopper-Open Top-General Service		154	500	XXX		240	809	XXX
8	Hopper-Open Top-Special Service		3	7	XXX	2	28	40	XXX
9	Refrigerator-Mechanical			5	XXX	7	43	68	XXX
10	Refrigerator-Non-Mechanical		246	1 757	XXX	156	226	855	XXX
11	Flat TOFC/CGFC				XXX	206	7	12	XXX
12	Flat Multi-Level				XXX	110	1	1	XXX
13	Flat-General Service			2	XXX	11	28	72	XXX
14	Flat-Other		154	288	XXX	55	83	219	XXX
15	Tank-Under 22,000 Gallons		XXX	XXX	XXX	241	XXX	XXX	XXX
16	Tank-22,000 Gallons and Over		XXX	XXX	XXX	151	XXX	XXX	XXX
17	All Other Freight Cars				XXX	29	6	15	XXX
18	Total Freight Train Cars		1 935	3 946	37	1 691	1 522	4 835	316
OTHER FREIGHT CARRYING EQUIPMENT									
19	Refrigerated trailers				XXX	1		3	XXX
20	Other trailers				XXX	66		96	XXX
21	Refrigerated containers				XXX				XXX
22	Other containers				XXX	3			XXX
23	Total Trailers & containers				XXX	70		99	XXX
24	Auto Racks				XXX			149	XXX
25	Grand Total (Lines 18, 23, & 24)		1 935	3 946	37	1 761	1 522	5 083	316

SEE INSTRUCTIONS ON PAGE 65A

Line No.	Types of Equipment (a)	Repairs (Net Expense) (b)	Depreciation (c)	Retirements (d)	Lease and Rentals (Net) (e)
LOCOMOTIVES:					
1	Diesel Locomotive - Yard	\$ 54	\$ 60	\$	\$
2	Diesel Locomotive - Road	3 574 2 633	1 392		2 251
3	Other Locomotive - Yard				
4	Other Locomotive - Road				
5	TOTAL	3 633	1 452	-	2 251
FREIGHT TRAIN CARS:					
6	Box-Plain 40 Foot		41		- 10
7	Box-Plain 50 Foot and Longer				- 1 215
8	Box-Equipped		8		- 983
9	Gondola-Plain	42	139		158 (297)
10	Gondola-Equipped				- 27
11	Hopper-Covered	746	116		- 756
12	Hopper-Open Top-General Service	530	351		815 640
13	Hopper-Open Top-Special Service	256	9		- 60
14	Refrigerator-Mechanical				- 113
15	Refrigerator-Nonmechanical	2 473	377		760 (706)
16	Flat TOFC/COFC				- 225
17	Flat Multi-level				- 112
18	Flat-General Service				- 109
19	Flat-Other	114	68		- (85)
20	All Other Freight Cars				- 442
21	Cabooses		79		121 24
22	Auto Racks				- 149
23	Miscellaneous Accessories				
24	TOTAL FREIGHT TRAIN CARS	4 161	1 188	-	1163 770
OTHER EQUIPMENT-REVENUE FREIGHT					
HIGHWAY EQUIPMENT					
25	Refrigerated Trailers				- 4
26	Other Trailers				- 162
27	Refrigerated Containers				
28	Other Containers				- 3
29	Bogies				
30	Chassis				
31	Other Highway Equipment (Freight)				
32	TOTAL HIGHWAY EQUIPMENT	-	-	-	- 169
FLOATING EQUIPMENT-REVENUE SERVICE					
33	Marine Line-Haul				
34	Local Marine				
35	TOTAL FLOATING EQUIPMENT				
OTHER EQUIPMENT					
36	Passenger and Other Revenue Equipment (Freight Portion)				
37	Computer & Data Processing Equipment	61			149
38	Machinery - Locomotives	4			
39	Machinery - Freight Cars	- 2			
40	Machinery - Other Equipment	8			
41	Work & Other Non-revenue Equipment	211	53		(65)
42	TOTAL OTHER EQUIPMENT	218 274	53	-	84
43	TOTAL, ALL EQUIPMENT (FREIGHT PORTION)	8018 8 068	2 693	-	3 510 6 274

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* 5/24/82
 Mr. Mel Johnson furnished info per telephone call
 W. Rogers / pro
 Received for data for tabulation

SCHEDULE 415. SUPPORTING SCHEDULE: EQUIPMENT

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, purchases services, and general).
3. Report in column (b) the detail for functions 40 through 47 for the items listed in column (a). Freight car repair expenses shall be assigned directly to the various car types on the basis of job order records whenever possible. When it is necessary to apportion car repair expenses, the apportionment shall be made on the most equitable basis available to the carriers. The following list provides a basis for apportioning freight car repair expenses to car types: a. AAR Car Repair Billing (CRB) Standards; b. A carrier conducted study to determine car repair expenses by car types; and c. Other available standards valid for the respondent carrier. Some useful references in completing column (b) are: (1) Locomotives: Function 41—all natural expenses and account 40-21-41, (2) Freight Cars: Function 42—all natural expenses and account 40-22-42, (3) Highway Equipment: Function 43—all natural expenses and account 40-23-43, (4) Floating Equipment: Function 44—all natural expenses and account 40-23-44, (5) Passenger and Other Revenue Equipment: Function 45—all natural expenses and account 40-23-45, (6) Computer and Data Processing Equipment: Function 46—all natural expenses and account 40-23-46, (7) Machinery-Locomotives: Accounts xx-21-40 and 40-21-40, (8) Machinery-Freight Cars: Accounts xx-22-40 and 40-22-40, (9) Machinery-Other Equipment: Accounts xx-23-40 and 40-23-40, and (10) Work and Other Non-Revenue Equipment: Function 47—all natural expenses and account 40-23-47.
4. Depreciation charges shall be reported in column (c), and some useful references are: Locomotives: 62-21-00; Freight Cars: 62-22-00; Highway Equipment, Floating Equipment, Passenger and Other Revenue Equipment, Computer and Data Processing Equipment, Machinery-Other Equipment, Work and Other Non-Revenue Equipment: 62-23-00; Machinery-Locomotives: 62-21-00; Machinery-Freight Cars: 62-22-00.
5. Retirement charges shall be made on the basis of the actual units retired from service during the reporting period where the service value has been determined, based on the ledger value of salvage and insurance recovered. Report retirement charges in column (d). These charges, however, will not balance with those reported in Schedule 410. Retirement charges are included in, but not limited to, the following accounts: Locomotives: 61-21-99; Car Types: 61-22-99; Other Retirements: 61-23-99.
6. Lease/Rentals (net) shall be reported in column (e). Locomotives would balance to the net of 31-21-00, 32-21-00, 35-21-00 and 36-21-00. Car types would balance to the net of 31-22-00, 32-22-00 and rents for interchanged freight cars reported on Schedule 414. All other subschedule lease/rentals (net) would, in total balance to the net of 31-23-00, 32-23-00, 35-23-00 and 36-23-00; however, rents for interchanged trailers must be added from Schedule 414.

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417. SPECIALIZED SERVICE SUBSCHEDULE - TRANSPORTATION

Instructions

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.

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 (net 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.

9. Thousand dollar Reporting Rule.

Line No.	Items	TOFC/COFC Terminal	Floating Equipment	Coal Marine Terminal	Ore Marine Terminal	Other Marine Terminal	Motor Vehicle Load and Distribution	Protective Services Refrigerator Car	Other Special Services	Total Columns (b-i)
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)
1	Administration	\$	\$	\$	\$	\$	\$	\$	\$	\$
2	Pick up & delivery, marine line haul	27							10	10
3	Loading and unloading and local marine							N/A	89	116
4	Protective services							N/A		
5	Freight lost or damaged-solely related							134		134
6	Fringe benefits									
7	Casualty and insurance									
8	Joint facility - Debit									
9	Joint facility - Credit									
10	Other	2								
11	Total	29						134	99	262

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430. MISCELLANEOUS RENT INCOME

1. This may be omitted if the total represents less than 10% of net income.
2. Give particulars of rents receivable accrued for use of all properties not otherwise specified under rents receivable*. This account is for rent income from property not operated by the respondent but the cost of which is properly included in cost of road and equipment. It should not

*See text of Account 510, "Miscellaneous rent income".

be confused with rents of buildings and other property in Account 110, which is for rent revenue from operated property in road and equipment the cost of operation of which cannot be separately stated.

3. Show amount of rent from three properties producing largest income, and any other property producing income exceeding 10% of net income.

4. Report dollars in thousands.

Line No.	Description of Property		Name of lessee (c)	Amount of Rent (d)
	Name (a)	Location (b)		
1	Rental of locomotives and cars	System	Burlington Northern Inc	\$ 1 778
2				
3	Joint Facility Property	Denver, Colorado	Denver & Rio Grande Western Railroad Co	78
4				
5	Mineral Rights	Twin Mountain, New Mexico	Twin Mountain Rock Company	8
6				
7	Various	Various	Other items, each less than \$250,000 per annum	(1)
8				
9				
10			Total	\$ 1 863

440. MISCELLANEOUS RENTS (EXPENSE)

This schedule may be omitted if total miscellaneous rents is less than 10% of net income before extraordinary items.

Show the three largest items regardless of the dollar amount and all other items amounting to 10% or more of net income.

Give particulars of all properties the rents on which were charged

by the respondent during the year to Income under the heading "Miscellaneous rents," showing for each item the total charge therefor to Income. See Account 543.

(Dollars in thousands)

Line No.	Description of Property		Name of lesser (c)	Amount charged to Income (d)
	Name (a)	Location (b)		
1	Leased Voice Circuit	Denver, Colorado to	American Telephone	\$ 2
2		Fort Worth, Texas	& Telegraph Co	
3				
4	Rent of Track No. 32	Trinidad, Colorado	AT&SF Pailway Company	-
5				
6	Rent Jansen Yards	Pueblo, Colorado	Colo & Wyo Railway Co	-
7				
8				
9				
10			Total	2

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450. ANALYSIS OF 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", 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".

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 10 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.

Report dollars in thousands.

Line No.	Particulars (a)	Beginning of Year Balance (b)	Net Credits (Charges) for Current Year (c)	Adjustments (d)	End of Year Balance (e)
1	Accelerated depreciation, Sec. 167 I.R.C.: Guideline lives pursuant to Rev. Proc. 62-21.	\$ 15,135	\$ 809	\$	\$ 15,944
2	Accelerated amortization of facilities Sec. 168, I.R.C.	1,179			1,179
3	Accelerated amortization of rolling stock, Sec. 184 I.R.C.				
4	Amortization of rights of way, Sec. 185 I.R.C.				
5	Other (Specify) <u>*see note below</u>	(752)	(613)		(1,365)
6					
7					
8					
9	Investment tax credits*	(5,678)	(293)		(5,971)
10	TOTALS	\$ 9,884	(97)		(9,787)

*Footnotes:

11. If flow-through method was elected, indicate net decrease (or increase) in tax accrual because of investment tax credit \$ (87)
12. If deferral method for investment tax credit was elected:
- (1) Indicate amount of credit utilized as a reduction of tax liability for current year \$ —
 - (2) Deduct amount of current year's credit applied to reduction of tax liability but deferred for accounting purposes \$ —
 - (3) Balance of current year's credit used to reduce current year's tax accrual \$ —
 - (4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accrual \$ —
 - (5) Total decrease in current year's tax accrual resulting from use of investment tax credits \$ —

* Other:

	(b)	(c)	(e)
Reserve not deductible in current year	(84)	(211)	(295)
Deferred State taxes net of Federal	310	(50)	260
Consolidated Return savings	(1,045)	(179)	(1,224)
Accrued level lease rentals	(78)	(91)	(169)
Interest on capitalized equipment	--	(105)	(105)
Other, each less than \$100,000	145	23	168
	(752)	(613)	(1,365)

460. ITEMS IN SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS FOR THE YEAR

Give a brief description for all items, regardless of amount, included during the year in accounts 555, "Unusual or infrequent items"; 560, "Income or loss from operations of discontinued segments"; 562, "Gain or loss on disposal of discontinued segments"; 570, "Extraordinary items"; 590, "Income taxes on extraordinary items"; 592, "Cumulative effect of changes in accounting principles"; 603, "Appropriations released"; 606, "Other credits to retained earnings"; 616, "Other debits to retained earnings"; 620, "Appropriations for sinking and other funds"; 621,

"Appropriations for other purposes". If appropriations released reflect appropriations provided during the year, each account should not be reported.

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

(Dollars in thousands)

Line No.	Account No. (a)	Item (b)	Debits (c)	Credits (d)
		MISCELLANEOUS INCOME		
1	519	Gain Ft Worth & Denver Railway 1st Mortgage Bonds	\$	\$ 337
2		FW&D and C&S Stamped Stock Agreement		80
3		Reimbursement from U.S. Govt Hires Program		47
4				
5				
6	603	Appropriations Released		
7		To release appropriations previously segregated		
8		per authority Board Resolution Proposed and Approved		
9		December 5, 1978	16 884	
10				
11				
12	616	Other Debits to Retained Income		
13		Adjustments to Account 80 made in accordance		
14		with ICC Service Order	27	
15				
16				
17				
18				
19				
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MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

470. PAYMENTS FOR SERVICES RENDERED BY OTHER THAN EMPLOYEES AND AFFILIATES

1. In the form below give information concerning payments, fees, retainers, commissions, gifts, contributions, assessments, bonuses, pensions, subscriptions, allowance for expenses, or any form of payments amounting in the aggregate to \$50,000 or more during the year to any corporation, institution, association, firm, partnership, committee, or any person, except:

(a) Payments to employees of the respondent shall be reported in Schedule 900.

(b) Payments for services rendered by affiliates.

(c) Payments for accounting and audit fees must be reported in full regardless of the \$50,000 limitation. These fees must not be included with management fees paid to parent companies.

2. The aggregate of payments to be reported in column (c) shall include amounts paid and/or accrued during the year which are applicable to the year.

3. When contributions under \$50,000 are made in common with other carriers under a joint arrangement in payment for the performance of services or as a donation, each such contribution shall be reported, irrespective of the amount thereof, if the total amount paid by all contributors for the performance of the particular service is equal to the sum of \$100,000 or more.

4. Payments to the independent public accountant reporting on the respondent's annual report shall be subdivided to show separately the amount paid for auditing and the total amount paid for other types of management services such as, but not limited to, compensation plans, pension plans, forecasts and budgets, and tax advice. All carriers, whether payments aggregate more or less than \$50,000, shall answer the following question.

Did the independent accountant reporting on the respondent's annual report provide any management services other than auditing?

Specify Yes ☐ No ☐

5. To be included are, among others, payments, directly or indirectly, for legal, medical, engineering, advertising, valuation,

accounting, statistical, financial, educational, entertainment, charitable, advisory, defensive, detective, developmental, research, appraisal, registration, purchasing, architectural, and hospital services; payments for expert testimony and for handling wage disputes, and payments for services of banks, bankers, trust companies, insurance companies, brokers, trustees, promoters, solicitors, consultants, actuaries, investigators, inspectors, and efficiency engineers. Payments to the various railroad associations, commissions, committees, bureaus, boards, and other organizations maintained jointly by railroads shall also be included. The enumeration of these kinds of payments should not be understood as excluding other payments for services not excluded below.

6. To be excluded are: Rent of buildings or other property, taxes payable to the Federal, State, or local Governments, payments for heat, light, power, telegraph, and telephone services, and payments to other carriers on the basis of lawful tariff charges or for the interchange of equipment between carriers, as well as other payments for services which both as to their nature and amount may reasonably be regarded as ordinarily connected with the routine operation, maintenance, or construction of a railroad, but any special and unusual payments for services should be reported. Payments of \$50,000 or more to organizations maintained jointly by railroads with other railroads are not to be excluded even if their services are regarded as routine.

7. If more convenient, this schedule may be filled out for a group of roads considered as one system and shown only in the report of the principal road in the system, with references thereto in the reports of the other roads. When the respondent is reporting on a system basis, audit fees must be reported separately for each individual railroad included in the system.

8. If any doubt exists in the mind of the reporting officer as to the reportability of any type of payment, request should be made for a ruling before filing this report.

(Dollars in thousands)

Line No.	Name of recipient (a)	Description of service (b)	Amount of payment (c)
1	Association of American RR	Bureau Expense	\$ 74
2	Association of Western RR	Tariffs	1
3	Association of Western RR	Bureau Expense:	74
4		(includes executive, demurrage &	
5		storage bureau working expense &	
6		southwestern freight bureau & grain	
7		door service)	
8	Colorado Railroad Assoc	Bureau Expense	14
9	National Ry Labor Conference	Assessment	4
10	New Mexico RR Committee	Bureau Expense	4
11			
12			
13			
14			
15			
16			
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500. CONTINGENT ASSETS AND LIABILITIES

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

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

Examples of contingent liabilities are items which may become obligations as a result of pending or threatened litigation,

assessments or possible assessments of additional taxes and agreements or obligations to repurchase securities or property.

2. Information concerning the guaranties and suretyships are to be shown in other schedules provided for those items and not in this schedule.

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

(Dollars in thousands)

Line No.	Item (a)	Amount (b)
1		\$
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15	Particulars of Joint Control - Page 22	
16		
17	<u>Name of Corporation Controlled</u>	<u>Other Parties to Jt Agreement for Control</u>
18	Denver Union Terminal Ry Co	AT&SF, BNI, CRIP, DRGW, UP 16 2/3 each
19	Galveston Terminal Railway Co	CRI&P - 50%
20	Pueblo Union Depot & RR Co	AT&SF, D&RGW, MP - 25% each
21		
22		
23		
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501. GUARANTIES AND SURETYSHIPS

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 date of issue. Items of less than \$50,000 may be shown as one total.
(Dollars in thousands)

Line No.	Names of all parties principally and primarily liable (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)
1			\$	
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13		NONE		
14				
15				
16				
17				
18				
19				
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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 for each such contract of guaranty or suretyship in effect at the close of the year or entered into and expired during the year, the particulars called for hereunder.

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 of contingent liability of guarantors (c)	Sole or joint contingent liability (d)
1	Conditional Sales Ag	dated 10-1-64	\$ 530	
2	Equipment Trust Ag	dated 8-1-71 Finance Docket 26715	3 240	
3	"	dated 4-1-72 " " 27024	6 462	
4	"	dated 11-1-74 " " 27757	11 220	Sole
5	Capitalized Lease -			
6	American Road Equity	Contract #8265	3 087	
7				
8				
9				

INSTRUCTIONS CONCERNING RETURNS 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 term, lessor being (A) an affiliated corporation, or (B) independent or not affiliated with respondent;
- (4) Line operated under contract or agreement for contingent rent, owner being (A) an affiliated corporation, or (B) independent or not affiliated with respondent;
- (5) Line operated under trackage rights.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Switching and terminal companies leave column (c) (Miles of Branch Lines) blank. They should prepare also the following schedule for tracks operated at cost for joint benefit.

TRACKS OPERATED AT COST FOR JOINT BENEFIT (For Switching and Terminal Companies Only)

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

700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No.	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
				Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, turnouts			
				(d)	(e)	(f)	(g)			
1	1	100	M	465	2		48	25	95	635
2										
3	I-J	1/5	M						9	9
4		1/2	M	3			1		11	15
5	Total Class I-J		M	3			1		20	24
6										
7	Total Class 1 & I-J Main			468	2		49	25	115	659
8										
9	1	100	B	78			3	11	2	94
10										
11	I-J	1/2	B						1	1
12										
13	Total Class 1 & I-J Branch			78			3	11	3	95
14										
15	Total Class 1 & I-J Main & Class 1 & I-J Branch			546	2		52	36	118	754
16										
17										
18	5	100	M	125	156		7	3	21	312
19										
20	5	100	B	7	3		1	14		25
21										
22	Total Class 5 Main & Class 5 Branch			132	159		8	17	21	337
23										
24										
25										
26										
27										
28										
29										
30										
31										
32										
33										
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45										
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47										
48										
49										
50										
51										
52										
53										
54	Total Main Line	XXX		593	158		56	28	136	971
55	Total Branch Lines	XXX		85	3		4	25	3	120
56	Grand Total	XXX		678	161		60	53	139	1,091
57										
58	Miles of road or track electrified included in preceding grand total	XXX				NONE				

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

If any of the tracks returned in this schedule are operated by other than the respondent, the name of the company or individual operating them and the conditions under which they are held for

operation should be shown in a footnote. Tracks which have been permanently abandoned should not be included in this schedule.

Line No.	Class	Name of road or track	Main (M) or branch (B) line	Running Tracks, Passing Tracks, Cross-Overs, Etc.				Miles of way switching tracks	Miles of yard switching tracks	Total
				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	100	M	31			3			34
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15		Total	XXX	31			3			34

Line 1 - Leased to and operated and maintained by BNI

5% of Rental Base plus taxes

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 (c). Respondent's proportion of road jointly owned, not operated, should be shown in columns (i) and (j), as may be appropriate. Tracks which have been permanently abandoned should not be included in columns (i) and (j).

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

Line No.	State or territory (a)	ROAD OPERATED BY RESPONDENT							LINE OWNED, NOT OPERATED BY RESPONDENT		New line constructed during year (k)
		LINE OWNED		Line of proprietary 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	Colorado	249	79				124	452			
2	Wyoming	133					10	143	31		
3	New Mexico	83						83			
4											
5											
6											
7											
8											
9											
10											
11											
12											
13											
14											
15											
16	Total Mileage (single track)	465	79				134	678	31		

703. MILES OF TRACKS AT CLOSE OF YEAR—BY STATES AND TERRITORIES
(For switching and terminal companies only)

Give particulars, as of the close of the year, of all tracks operated and of all owned but not operated. The respondent's proportion of operated tracks held by it as joint or common owner, or under a joint lease, or under any joint arrangement, should be shown in columns (b), (d), or (e), as may be

appropriate. The remainder of jointly operated mileage should be shown in column (f). Tracks owned, not operated by respondent (including respondent's proportion of jointly owned tracks, not operated), should be shown in column (h). If any of the tracks returned in column (h) 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 column (h). Lengths should be stated to the nearest whole mile.

Line No.	State or Territory (a)	Tracks Operated						Tracks owned, not operated by respondent (h)	New tracks constructed during year (i)
		Tracks owned (b)	Tracks of proprietary companies (c)	Tracks operated under lease (d)	Tracks operated under contract, etc. (e)	Tracks operated under trackage rights (f)	Total mileage operated (g)		
1	N/A								
2									
3									
4									
5									
6	Total Mileage								

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. If any changes reportable in this schedule occurred under authority granted by the Commission in certificates of convenience and necessity, issued under paragraphs (18) to (22) of section 1 of the Interstate Commerce Act or otherwise, specific reference to such authority should in each case be made by docket number or otherwise, as may be appropriate.

3. 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. 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
			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							None	
2	1	B							None	
3	5	M							None	
4	5	B							None	
5										
6										
7										
8										
9										
10										
11										
12										
13	Total Increase									

DECREASES IN MILEAGE

14	1	M					1	1	2	
15	1	B							None	
16	5	M							None	
17	5	B							None	
18										
19										
20										
21										
22										
23										
24										
25	Total Decrease						1	1	2	

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

Owned by respondent:

Miles of road constructed _____ Miles of road abandoned _____

Owned by proprietary companies:

Miles of road constructed _____ Miles of road abandoned _____

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

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INSTRUCTIONS CONCERNING RETURNS 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 (1); 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 (1).
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 operating at terminals.

5. A "self-propelled car" is a rail motor car propelled by electric motors receiving power from 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, and whether power may at times be supplied from 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 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.

710. INVENTORY OF EQUIPMENT

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

Line No.	Type or design of units	Units in service of respondent at beginning of year	Changes During the Year				Units retired from service of respondent whether owned or leased, including reclassification	Units at Close of Year				
			Units installed					Owned and used	Leased from others	Total in service of respondent (col. (h) & (i))	Aggregate capacity of units reported in col. (j) (see ins. 7)	Leased to others
			New units purchased or built	New units leased from others	Rebuilt units acquired and rebuilt units rewritten into property accounts	All other units including reclassification and second hand units purchased or leased from others						
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
	Locomotive Units										(H.P.)	
1	Diesel-Freight _____ A units											
2	Diesel-Freight _____ B units											
3	Diesel-Passenger _____ A units											
4	Diesel-Passenger _____ B units											
5	Diesel-Multiple purpose _____ A units	117		37				75	79	154	394 817	22
6	Diesel-Multiple purpose _____ B units											
7	Diesel-Switching _____ A units	10						10		10	11 200	
8	Diesel-Switching _____ B units											
9	Total (lines 1 to 8) _____	127		37				85	79	164	406 017	22
10	Electric-Locomotives _____											
11	Other self-powered units _____											
12	Total (lines 9, 10 and 11) _____	127		37				85	79	164	406 017	22
13	Auxiliary units _____										XXXX	
14	Total Locomotive Units (lines 12 and 13) _____	127		37				85	79	164	XXXX	22

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

Line No.	Type or design of units	Before Jan. 1, 1955	Between Jan. 1, 1955, and Dec. 31, 1959	Between Jan. 1, 1960, and Dec. 31, 1964	Between Jan. 1, 1965, and Dec. 31, 1969	Between Jan. 1, 1970, and Dec. 31, 1974	During Calendar Year					
							1975	1976	1977	1978	1979	TOTAL
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
15	Diesel	15	28	-	17	35	10	-	22	37		164
16	Electric											
17	Other self-powered units											
18	Total (lines 15 to 17)	15	28	-	17	35	10	-	22	37		164
19	Auxiliary units											
20	Total Locomotive Units (lines 18 and 19)	15	28	-	17	35	10	-	22	37		164

Road Initials

C&S

Year 19 78

710. INVENTORY OF EQUIPMENT—Continued

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

Line No.	Class of equipment and car designations	Units in service of respondent at beginning of year	Changes During the Year					Units at Close of Year				
			Units Installed				Units retired from service of respondent whether owned or leased, including re-classification	Owned and used	Leased from others	Total in service of respondent (col. (h) & (i))	Aggregate capacity of units reported in col. (j) (see ins. 7)	Leased to others
			New units purchased or built	New units leased from others	Rebuilt units acquired and rebuilt units re-written into property accounts	All other units, including re-classification and second hand units purchased or leased from others						
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
	PASSENGER-TRAIN CARS											
	<i>Non-Self-Propelled</i>											
21	Coaches [PA, PB, PBO]											
22	Combined cars [All class C, except CSB]											
23	Parlor cars [PBC, PC, PL, PO]											
24	Sleeping cars [PS, PT, PAS, PDS]											
25	Dining, grill and tavern cars											
26	[All class D, PD]										XXXX	
27	Non-passenger carrying cars [All class B, CSB, M, PSA, IA]										XXXX	
28	Total (lines 21 to 27)											
	<i>Self-Propelled Rail Motorcars</i>											
29	Electric passenger cars [EP, ET]											
30	Electric combined cars [EC]											
31	Internal combustion rail motorcars [ED, EG]											
32	Other self-propelled cars Specify types:											
33	Total (lines 29 to 32)											
34	Total (lines 28 and 33)											
	COMPANY SERVICE CARS											
35	Business cars [PV]										XXXX	
36	Boarding outfit cars [MWX]	9						9		9	XXXX	
37	Derrick and snow removal cars [MWU, MWV, MWW, MWK]	2						2		2	XXXX	
38	Dump and ballast cars [MWB, MWD]										XXXX	
39	Other maintenance and service equipment cars	65					1	64		64	XXXX	
40	Total (lines 35 to 39)	76					1	75		75	XXXX	

Road Initials

C&S

Year 19 78

710. INVENTORY OF EQUIPMENT—Continued

Instructions for reporting freight-train car data:

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.

2. In column (d) give the number of units purchased or built in company shops. In column (e) give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.

3. Units leased to others for a period of one year or more are reportable in column (n); units temporarily out of respondent's service and rented to others for less than one year are to be included in column (i); units rented from others for a period less than one year should not be included in column (j).

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

Line No.	Class of equipment and car designations	Units in service of respondent at beginning of year		Changes During the Year			
		Time-mileage cars	All others	Units Installed			
				New units purchased or built	New units leased from others	Rebuilt units acquired and rebuilt units rewritten into property accounts ¹	All other units, including reclassification and second-hand units purchased or leased from others
	(a)	(b)	(c)	(d)	(e)	(f)	(g)
FREIGHT TRAIN CARS							
41	Plain Box Cars - 40' (B100-129)	245					11
42	Plain Box Cars - 50' (B200-229; B300-329)						
43	Equipped Box Cars (All Code A)	729					
44	Plain Gondola Cars (G092-392; G401-492)	547					
45	Equipped Gondola Cars (All Codes C and E)						
46	Covered Hopper Cars (L151-154; 251-254; 351-354; 451-454; 551-554; 651-654; 751-754)	315					
47	Open Top Hopper Cars - General Service (All Code H)	373					
48	Open Top Hopper Cars - Special Service (All Codes J and K)	50					
49	Refrigerator Cars - Non-mechanical (R100, 101, 102, 103, 105, 106, 107, 108, 109, 113, 114, 115, 116, R200, 201, 202, 203, 205, 206, 207, 208, 209, 213, 214, 215, 216)						677
50	Refrigerator Cars - Mechanical (R104, 110, 111, 112, 117, 118, R204, 210, 211, 212, 217, 218)						
51	Flat Cars - TOFC/COFC (F071-078; F871-978)						
52	Flat Cars - Multi-level (All Code V)						
53	Flat Cars - General Service (F101-109; F201-209)						
54	Flat Cars - Other (F111-189; 211-289; 301-389; 401-540)	149					
55	Tank Cars - Under 22,000 Gallons (T-0, T-1, T-2, T-3, T-4, T-5)						
56	Tank Cars - 22,000 Gallons & Over (T-6, T-7, T-8, T-9)						
57	All Other Freight Cars (F191-199; 291; 391; L006-048; L070, L080, L090 - All "L" with second numeric 6; L161-L764; T-770; All Class S)						
58	Total (Lines 41 to 57)	2 408					688
59	Caboose (All N)	XXXX	27	6			
60	Total (lines 58, 59)	2 408	27	6			688

¹ Box, unequipped (which relates to incentive per diem order)

New units purchased or built

Units rebuilt or acquired

General funds

Incentive funds

General funds

Incentive funds

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, tank cars, boosters, owned or held under lease arrangement, whose hire/line 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

Changes during year (Concluded)	Units At Close of Year						Line No.
	Owned and used	Leased from others	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4)	Leased to others	
			Time-mileage cars	All other			
Units retired from service of respondent whether owned or leased in- cluding re- classification	(i)	(j)	(k)	(l)	(m)	(n)	
	256		256		14 080		41
							42
692	37		37		1 925		43
1	496	50	546		45 620		44
							45
	315		315		28 210		46
3	320	50	370		27 380	483	47
	50		50		3 500		48
							49
	540	137	677		67 010		50
							51
							52
							53
	149		149		10 410		54
							55
							56
							57
696	2 163	237	2400XXXX		198135	483	58
	28	5		33		50	59
696	2 191	242	2 400	33	198 135	533	60

710. INVENTORY OF EQUIPMENT—Concluded

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

Line No.	Class of equipment and car designations	Units in service of respondent at beginning of year		Changes During the Year			
		Per diem	All other	Units Installed			
				New units purchased or built	New units leased from others	Rebuilt units acquired and rebuilt units re-written into property accounts	All other units, including reclassification and second hand units purchased or leased from others
	(a)	(b)	(c)	(d)	(e)	(f)	(g)
FLOATING EQUIPMENT							
61	Self-propelled vessels [Tugboats, car ferries, etc.]	X X X X		None			
62	Non-self-propelled vessels [Car floats, lighters, etc.]	X X X X					
63	Total (lines 61 and 62)	X X X X					
HIGHWAY REVENUE EQUIPMENT							
64	Boogie chassis			None			
65	Dry van						
66	Flat bed						
67	Open top						
68	Mechanical refrigerator						
69	Bulk						
70	Insulated						
71	Platform removable sides						
72	Other trailers container						
73	Tractor						
74	Truck						
75	Total (lines 64 to 74)						

NOTES AND REMARKS

710. INVENTORY OF EQUIPMENT—Concluded

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

Changes during year (Concluded)	Units At Close of Year						Line No.
Units retired from service of respondent whether owned or leased, including reclassification	Owned and used	Leased from others	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4)	Leased to others	
			Pier diem	All other			
(h)	(i)	(j)	(k)	(l)	(m)	(n)	
			X X X X	None			61
			X X X X				62
			X X X X				63
				None			64
							65
							66
							67
							68
							69
							70
							71
							72
							73
							74
							75

NOTES AND REMARKS

710-S. UNIT COST OF EQUIPMENT INSTALLED DURING THE YEAR

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-8), 2500 HP; and 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; 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 refer to and 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.

7. Report dollars in thousands.

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)
1	Cabooses (N)	6	159	318	
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25	TOTAL	6	XXXX	318	XXXX

REBUILT UNITS

26					
27	None				
28					
29					
30					
31					
32					
33					
34					
35					
36					
37					
38	TOTAL		XXXX		XXXX
39	GRAND TOTAL		XXXX		XXXX

NOTES AND REMARKS

715. HIGHWAY MOTOR VEHICLE OPERATIONS

Give particulars of highway motor vehicles operated by respondent in revenue and nonrevenue service and of revenue traffic handled for the respondent by others under contractual arrangements.

In reporting highway motor vehicle miles in line-haul service, show the mileage of buses and combination bus-trucks on line 5; the mileage of trucks and of logies, trailers and semitrailers with trucks on line 6; and the mileage of tractors and of bogies, trailers and semitrailers with tractors on line 7. Vehicle miles in terminal service should be reported on line 8 and 9.

In reporting traffic carried and traffic handled 1 mile on lines 10 to 13, and on lines 20 to 23, both inclusive, show the total

number of tons and ton-miles of revenue freight in column (b) and the total number of passengers carried and passenger-miles in column (c), regardless of the class of vehicle used to perform the transportation service.

In reporting highway motor vehicles in nonrevenue service include those used in maintenance, shops, and storehouses, and transportation of company material; also buses used for transportation of company employees. Exclude automobiles used by officials and employees.

A. OPERATED BY RESPONDENT
(Revenue and nonrevenue service)

Line No.	Item (a)	Bogies (b)	Buses (c)	Chassis (d)
REVENUE SERVICE				
Vehicles owned or leased:				
1	Number available at beginning of year			
2	Number installed during the year			
3	Number retired during the year			
4	Number available at close of year			
Vehicle miles (including loaded and empty):				
Line haul (station to station):				
5	Passenger vehicle miles	XXXXXX		XXXXXX
6	Truck miles		XXXXXX	XXXXXX
7	Tractor miles		XXXXXX	XXXXXX
Terminal service:*				
8	Pick-up and delivery			
9	Transfer service			
Traffic carried:				
10	Tons—Revenue freight—Line haul	XXXXXX	XXXXXX	XXXXXX
11	Tons—Revenue freight—Terminal service only	XXXXXX	XXXXXX	XXXXXX
12	Revenue passengers—Line haul	XXXXXX		XXXXXX
13	Revenue passengers—Terminal service only	XXXXXX		XXXXXX
Traffic handled 1 mile:				
14	Ton-miles—Revenue freight—Line haul	XXXXXX	XXXXXX	XXXXXX
15	Revenue passenger-miles—Line haul	XXXXXX		XXXXXX
NONREVENUE SERVICE				
Vehicles owned or leased:				
16	Number available at beginning of year			
17	Number installed during the year			
18	Number retired during the year			
19	Number available at close of year			

*When performed by vehicles other than those used for line haul.

B. OPERATED BY OTHERS
(Revenue service)

Line No.	Item (a)	Bogies (b)	Buses (c)	Chassis (d)
Traffic carried:				
20	Tons—Revenue freight	XXXXXX	XXXXXX	XXXXXX
21	Revenue passengers	XXXXXX		XXXXXX
Traffic handled 1 mile:				
22	Ton-miles—Revenue freight	XXXXXX	XXXXXX	XXXXXX
23	Revenue passenger-miles	XXXXXX		XXXXXX

715. HIGHWAY MOTOR VEHICLE OPERATIONS—Concluded

"Trailers" means trailer bodies used in TOFC/COFC service which are permanently mounted on running gear. "Containers" means trailer bodies used in TOFC/COFC service which are not

permanently mounted on wheels or chassis, but are separated from such running gear before being loaded on flat cars.

A. OPERATED BY RESPONDENT—Concluded
(Revenue and nonrevenue service)

Containers (e)	Semitrailers (f)	Tractors (g)	Trailers (h)	Trucks (i)	Combination bus-trucks (j)	Line No.
						1
						2
						3
						4
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX		5
XXXXXX		XXXXXX			XXXXXX	6
XXXXXX				XXXXXX	XXXXXX	7
						8
						9
XXXXXX	XXXXXX	XXXXXX	XXXXXX		XXXXXX	10
XXXXXX	XXXXXX	XXXXXX	XXXXXX		XXXXXX	11
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	12
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	13
XXXXXX	XXXXXX	XXXXXX	XXXXXX		XXXXXX	14
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	15
				64		16
				19		17
				19		18
				64		19

B. OPERATED BY OTHERS—Concluded
(Revenue service)

Containers (e)	Semitrailers (f)	Tractors (g)	Trailers (h)	Truck (i)	Combination bus-trucks (j)	Line No.
XXXXXX	XXXXXX	XXXXXX	XXXXXX		XXXXXX	20
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	21
XXXXXX	XXXXXX	XXXXXX	XXXXXX		XXXXXX	22
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	23

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GENERAL INSTRUCTIONS FOR PREPARING SCHEDULES 720, 721, 723, 726, 727, and 728

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

Track category

- A - 20 million or more gross ton-miles per mile per year (including track over which passenger service is provided—see Category F).
- B - Less than 20 million gross ton-miles per mile per year but at least 5 million (does not include track over which passenger service is provided—see Category F).
- C - Less than 5 million gross ton-miles per mile per year but at least 1 million (does not include track over which passenger service is provided—see Category F).
- D - Less than 1 million gross ton-miles per year (does not include track over which passenger service is provided—see Category F).
- E - Way and yard switching tracks (passing tracks, crossovers and turnouts shall be

included in appropriate Category A, B, C, D, E, and Potential Abandonments, as appropriate).

F - Track over which any passenger service is provided (other than potential abandonments); however, if annual traffic density is greater than 20 million gross ton-miles per mile per year, the track shall be included in Track Category A.

Potential Abandonments - Route segments identified by railroads as potentially subject to abandonment as required by Section 1a(5)(a) of the Interstate Commerce Act.

2. These schedules shall only include those lines maintained by the reporting carrier. It 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.

720. TRACK AND TRAFFIC CONDITIONS

- Disclose the requested information pertaining to track and traffic conditions.
- Average speed reduction per slow order mile in column (e) shall be based on reduction from the maximum authorized timetable train speeds.

3. Miles under slow order in column (f) shall not include those due to ongoing maintenance, or other temporary track conditions such as floods or derailments.

Line No.	Track category (a)	Mileage of tracks at end of period (b)	Average annual traffic density in millions of gross ton-miles per mile (c)	Average running speed limit (d)	Average speed reduction per slow order mile (e)	Miles under slow orders at end of period (f)
1	A					
2	B	468	12.4990	40	-0-	-0-
3	C	16	2.4870	25	-0-	-0-
4	D	39	0.1140	17.5	-0-	-0-
5	E	-0-	-0-		-0-	-0-
6	F	-0-	-0-		-0-	-0-
7	Potential abandonments	18	0.0205	10	-0-	-0-
8	Total	541	15.1205	92.5	-0-	-0-

721. TIES LAID IN REPLACEMENT

(1) Disclose the requested information concerning ties laid in replacement.

(2) The term "spot maintenance" in column (j) means repairs to track components during routine inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "% of Spot Maintenance" refers to the percentage of total ties laid in replacement considered to be spot maintenance.

Line No.	Track Category (a)	Number of ties laid in replacement							Total (i)	% of Spot Maintenance (j)
		New Ties				Second-hand ties				
		Wooden		Concrete (d)	Other (e)	Wooden		Other (h)		
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)			
1	A									
2	B	50 460							50 460	18.65
3	C	1 051							1 051	100.0
4	D	3 175				1 309			4 484	54.50
5	E									
6	F									
7	Potential Abandonments	500							500	-0-
8	Total	55 186				1 309			56 495	3.37

Remarks

722. TIES LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS

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) should be shown 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 yards; and, in the case of treated 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. In these columns, "total cost" is to be reported in thousands.

Line No.	Class of ties	CROSSTIES			SWITCH AND BRIDGE TIES			Remarks
		Total number of ties applied	Average cost per tie	Total cost of crossties laid in new tracks during year	Number of feet (board measure) laid in tracks	Average cost per M feet (board measure)	Total cost of switch and bridge ties laid in new tracks during year	
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
1	T	1 678	\$ 13.71	\$ 23	37 280	\$ 321.89	\$ 12	New
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20	Total	1 678	13.71	23	37 280	321.89	12	
21	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid							3.7
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid							

723. RAILS LAID IN REPLACEMENT

102

- (1) Furnish the requested information concerning rails laid in replacement.
- (2) The term "spot maintenance" in column (g) means repairs to track components during routine inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "% of Spot Maintenance" refers to the percentage of total ties laid in replacement considered to be spot maintenance.

Line No.	Track category (a)	Miles of rail laid in replacement (rail-miles)				Total (f)	Percent of spot maintenance (g)
		New rail		Relay rail			
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)		
1	A						
2	B	21.584		9.9396		31.5236	31.53
3	C						
4	D						
5	E						
6	F						
7	Potential Abandonments						
8	Other						
9	TOTAL	21.584		9.9396		31.5236	5.83

Remarks

Road Initials:

C&S

Year 19 78

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

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.

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 reckoned as one.

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 rails, should not be included in this schedule. In these columns, "total cost" is to be reported in thousands.

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			
		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	4	132	85	73	858.82				
2	4	115	56	2	35.71				
3	4	90	484	18	37.19				
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									
16	Total	X X X	625	93	148.80	X X X			
17	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid								3.7
18	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid								-
19	Track-miles of welded rail installed this year								-

725. WEIGHT OF RAIL

Give the particulars below called for 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)
	Pounds			
1				
2	60	0.01		
3	65	5.48		
4	66	0.04		
5	67	0.08		
6	70	0.13		
7	75	10.31		
8	80	3.17		
9	85	34.71		
10	90	112.63		
11	110	43.61		
12	112	209.46		
13	115	60.48		
14	119	0.02		
15	132	67.03		
16				

726. SUMMARY OF TRACK MAINTENANCE

1. Disclose the requested information concerning the summary of track maintenance.

2. In column (c), (e), and (h) give the percentage of replacements to total units of property at year end.

Line No.	Track category (a)	Ties		Rail		Ballast	Track surfacing	
		Number of ties replaced (b)	Percent replaced (c)	Miles of rail replaced (rail-miles) (d)	Percent replaced (e)	Cubic yards of ballast placed (f)	Miles surfaced (g)	Percent surfaced (h)
1	A							
2	B	50 460	3.47	31.5236	5.83	44,521	155.4	28.7
3	C	1 051	2.11	-0-	-0-	35,425	-0-	-0-
4	D	3 175	5.68	-0-				
5	E							
6	F							
7	Potential abandonments	500	.89	-0-	-0-	-0-	-0-	-0-
8	Total	55 186	12.15	31.5236	6.73	79 946	155.4	33.2

727. TEN-YEAR SUMMARY OF TRACK MAINTENANCE

1. Report in appropriate columns total numbers of replacements for all categories of track lines and the percentage of replacements to the units of property.

2. Explain in "Remarks" changes in track mileage due to acquisition, mergers, major abandonments and other disposals.

Line No.	Year (a)	Ties		Rail		Ballast	Track surfacing	
		Number of ties replaced (b)	Percent replaced (c)	Miles of rail replaced (rail-miles) (d)	Percent replaced (e)	Cubic yards of ballast placed (f)	Miles surfaced (g)	Percent surfaced (h)
1	Current year	55 186	12.15	31.52	6.73	79 946	155.4	33.2
2	First preceding	35 763	2.13	144.92	26.69	109 778	116.0	21.4
3	Second preceding 1976	39 264	2.34	70.59	12.86	95 111	72.0	13.26
4	Third preceding 1975	44 000	2.62	70.42	12.83	74 100	113.0	20.89
5	Fourth preceding 1974	137 517	3.20	200.60	36.54	185 000	151.0	27.91
6	Fifth preceding 1973	33,354	1.99	41.55	7.57	10 500	6.7	1.24
7	Sixth preceding 1972	22 662	1.35	20.23	3.62	8 000	5.8	2.07
8	Seventh preceding 1971	30 974	1.84	8.50	2.52	6 400	19.5	3.60
9	Eighth preceding 1970	23 840	1.42	14.18	2.54	9 500	-0-	-0-
10	Ninth preceding 1969	26 316	1.57	12.97	2.32	16 605	-0-	-0-

REMARKS

Road Initials:

C&S

Year 1978

728. DEFERRED MAINTENANCE-TRACKS

Road Initials:

C&S

Year 19 78

- (1) Disclose the requested information concerning the monetary and quantity of deferred maintenance of tracks.
- (2) Explain in remarks section below the methods and/or calculations used in determining the amounts and quantities reported.

Line No.	Type of Track	Monetary Amount of Deferred Maintenance	
		End of the Year	Beginning of the Year
	(a)	(b)	(c)
1	A	\$	\$
2	B	445 000	352 000
3	C		
4	D		
5	E		
6	F		
7	Potential Abandonments		
8	Total Tracks	445 000	352 000
	Selected Track Maintenance	Quantities of Deferred Maintenance	
		End of the Year	Beginning of the Year
9	Crossties	10 000	21 000
10	Rail	-0-	-0-
11	Ballast	-0-	-0-

Remarks

From Ex Parte 305 Reporting

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750. CONSUMPTION OF FUEL BY MOTIVE-POWER UNITS

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

Line No.	Kind of locomotive service (a)	Diesel	Electric	Other (Steam, Gas Turbine, Etc.)	
		Diesel oil (gallons) (b)	Kilowatt-hours (c)	Coal (tons) (d)	Fuel oil (gallons) (e)
1	Freight	14 695 707			
2	Passenger	2 685 131			
3	Yard switching	17 380 838			
4	Total				
5	Cost of Fuel*	\$ 6 390	\$ -	\$ -	\$ -
6	Work Train				

B. RAIL MOTORCARS

Line No.	Kind of locomotive service (f)	Diesel	Electric	Gasoline
		Diesel oil (gallons) (g)	Kilowatt-hours (h)	Gasoline (gallons) (i)
7	Freight			
8	Passenger			
9	Yard switching			
10	Total			
11	Cost of Fuel*	\$	\$	\$
12	Work Train			

*Show 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. (Dollars in thousands)

760. GRADE CROSSINGS

A—Railroad With Railroad

1. A crossing of a railroad with a railroad means the intersection of all the tracks on one right-of-way with all of the tracks on another right-of-way, whether or not owned or operated by the same company; thus, the intersection of one double-track line with another double-track line shall be reported as one crossing. Each such crossing shall be reported only by the carrier who performs the actual maintenance of the signal or interlocking protection, if so provided, or by the carrier who maintains the crossing frogs where no protection exists. The carrier which actually performs the maintenance shall be the reporting carrier, even though other party, or parties, assume a part or all of the expense of such maintenance. Where portions of the apparatus are maintained by two or more companies, as for example—the condition where one crossing frog is maintained by one company and the second frog by the other company, agreement should be made between carriers as to which shall report. Report should be made of each crossing, whether main line, branch line, or switching tracks are involved, so long as separate rights-of-way are involved, regardless of whether or not the

rights-of-way involved are owned or leased by the same company. A cross-over from one track to another on the same right-of-way, or the use of a crossing frog for the intersection of two tracks in the same right-of-way, is not to be considered as a crossing in this connection. If one right-of-way intersects two or more rights-of-way in the same vicinity a separate crossing shall be reported for each such intersection, even though all are controlled by one interlocking plant. In such case, this fact should be explained in a footnote in order that the interlocking plant may not be counted more than once.

2. The term "Protection" as used in this connection should include all signalling or derailing devices which may restrict the use of the crossing by either carrier. It shall not include stationary or other cautionary signs which merely indicate the proximity of a crossing. Where crossings are protected by more than one of the types of protection shown in columns (b) to (f) inclusive, the kind of protection, etc., should be reported in only one classification and that of the more elaborate type.

Line No.	Number of crossings	Interlocking	Automatic signals (automatic interlocking)	Derails on one line, no protection on other	Hand-operated signals, without interlocking	Gates	Total specially protected	Total not specially protected	Grand total
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
1	Number at beginning of year					4	4	9	13
2	Crossing added: New crossings								
3	Change in protection								
4	Crossings eliminated: Separation of grade								
5	Change in protection								
6	Other causes					4	4	9	13
7	Number at close of year								
8	Number at Close of Year by States:								
9	Colorado					4	4	9	13
10	Wyoming					-	-	-	-
11	New Mexico					-	-	-	-
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									

760. GRADE CROSSINGS—Continued B—Railroad With Highway

1. A highway grade crossing is to be regarded as a single crossing of all of the tracks within the adjacent owned or leased right(s) of way of the railroad(s) at the point of intersection with a publicly maintained highway, street or avenue at the same grade to the extent that the tracks are located within the limits of a single set of grade crossing signs or protective devices having an integrated set of actuating circuits.

2. Not to be included are crossings of tracks with private roads leading to or within industrial plants, or with other roads or driveways not dedicated to public use. All crossings of tracks at grade with public roads and streets should be included if any railroad operations are conducted thereover by the reporting company whether or not the track is located on railroad right-of-way.

3. A private grade crossing which becomes public during the year should be reported as a new grade crossing. A grade crossing of a dual or multi-lane highway should be reported as one crossing. In the classification of protection, a crossing having more than one of the classes of protection listed below should be reported once only, using the furthest left column that applies. To avoid

duplicate reporting of jointly owned, jointly maintained or jointly used crossings, one railroad shall be designated the reporting road by mutual agreement of the interested parties.

4. In columns (b) and (c) include grade crossings with or without audible signals. In columns (d) and (e) include grade crossings with or without any type of audible or visible supplemental device. Exclude from columns (f) and (g) those crossings where train movement is protected only by a member of the train crew. Audible signals reportable in column (h) include any train-actuated bell, whistle, siren or other audible device located adjacent to the crossing. Other automatic signals reportable in column (i) include wigwags, Highway Traffic Signals or special types of train-actuated devices with or without audible supplements. Include in column (i), in addition to "Railroad Crossing" crossbuck, any other static sign (except "Number of Tracks" sign) or any non-train-actuated signal such as amber continuous flashing lights. In column (m) report other than railroad crossbuck. Totals in column (o), lines 9 and 10 should be equal, resulting in no change in the total number of crossings.

Line No.	Item or Annual Change (a)	TYPES OF PROTECTION FOR, AND NUMBERS OF CROSSINGS AT GRADE													
		Automatic gates with flashing lights (b)	Automatic flashing light signals (c)	Gates manually operated		Watchmen only		Audible signals only (h)	Other automatic signals (i)	Total indicating warning of train approach (j)	"Railroad crossing" crossbuck (k)	Crossbuck signs with other fixed signs (l)	Other fixed signs only (m)	No signs or signals (n)	Total crossings at grade (o)
				24 hours per day (d)	Less than 24 hours per day (e)	24 hours per day (f)	Less than 24 hours per day (g)								
1	Number at beginning of year	5	88						3	96	400			8	504
2	Added: By new, extended or relocated highway														
3	By new, extended or relocated railroad														
4	Total added														
5	Eliminated: By closing or relocation of highway														
6	By relocation or abandonment of railroad														
7	By separation of grades		2							2					2
8	Total eliminated		2							2					2
9	Changes in protection: Number of each type added	6	12						2	20					20
10	Number of each type deducted	0	6							6	14				20
11	Net of all changes	6	4						2	12	(14)				(2)
12	Number at close of year	11	92						5	108	386			8	502
13	Number at close of year by States:														
14	Colorado	10	68						5	83	308				391
15															
16	Wyoming	1	17							18	60			8	86
17															
18	New Mexico		7							7	18				25
19															
20															
21															
22															
23															
24															
25															
26															

761. GRADE SEPARATIONS Highway-Railroad

1. (a) A highway-railroad grade separation is to be regarded as a single crossing of all of the tracks within the owned or leased right-of-way or contiguous rights-of-way of the railroad(s) at the point of intersection with a publicly maintained highway, street or avenue at separate grades.

(b) Not to be included are structures which serve some major purpose other than the avoidance of conflict of railway movements with highway movements and which contain no design features required for accommodation of the intersecting traffic flow as in the case of major tunnels.

(c) In order to avoid duplicate reporting and possible confusion, in reporting grade separations used or maintained by more than one railroad, the interested parties in each case should designate one line to be the reporting railroad.

2. All separated crossings of tracks with public roads and streets should be included if any railroad operations are conducted thereover by the reporting company whether or not the track is located on railroad owned right-of-way.

3. Not to be included are crossings of tracks with private roads leading to or within industrial plants, or with other roads not dedicated to public use.

4. A private crossing which becomes public during the year should be reported as a new crossing.

5. A crossing of a dual or multi-lane highway should be reported as one crossing.

Line No.	Items of Annual Change (a)	Types and numbers of highway-railroad grade separations		
		Overpass (Highway above railroad) (b)	Underpass (Railroad above highway) (c)	TOTAL (d)
1	Number at beginning of year	34	24	58
2	Added: By new, extended or relocated highway	1		1
3	By new, extended or relocated railroad			
4	By elimination of grade crossing			
5	Total added	1		1
6	Deducted: By closing or relocation of highway			
7	By relocation or abandonment of railroad			
8	Total deducted			
9	Net of all changes	1		1
10	Number at close of year	35	24	59
11	Number at close of year by States:			
12	Colorado	28	16	44
13				
14	Wyoming	6	7	13
15				
16	New Mexico	1	1	2
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				

800. CONTRACTS, AGREEMENTS, ETC.

1. Hereunder give a concise statement of each important contract, agreement, arrangement, etc., with other companies or persons, together with important revisions, modifications, terminations, and other changes thereof, which became effective during the year, and concerned in any way the transportation of persons or things at other than tariff rates, or the purchase of equipment under conditional sales plans without the issuance of securities by respondent, making such statements in the following order:

- (a) Freight or transportation companies or lines.
- (b) Other railway companies.
- (c) Steamboat or steamship companies.
- (d) Telegraph companies.
- (e) Telephone companies.
- (f) Equipment purchased under conditional sales contracts.
- (g) Routing traffic of affiliated companies.
- (h) Other contracts.

2. Under item 1(b), include particulars of joint facility arrangements entered into during the year by the respondent, including those maintained or operated by other carriers as well as those maintained or operated by respondent. For each joint facility, give a brief statement of the basis or bases on which revenues, expenses, taxes, interest on investment, and other items, if any, related to the facility are apportioned among the carriers using the facility or otherwise deriving benefit therefrom.

3. Under item 1(f), give particulars of conditional sales agreements, lease or rental contracts, and other similar instruments, entered into by respondent for the purchase of equipment, which provide for payment in installments and do not involve the issuance of securities by respondent. State the names of the parties to the contracts or agreements, the number of units of each class of equipment covered, and the terms and conditions of payment.

4. Under item 1(g), give particulars of arrangements, written or

oral with affiliated companies for routing of traffic. Through route arrangements for handling of traffic interchanged with carrier affiliates should not be reported.

5. Under item 1(h), Other contracts, describe briefly the particulars of all contracts or agreements, including estimated amounts receivable, under which a government agency, or instrumentality thereof, seeks to assist respondent with grants or aid for providing passenger commuter or other passenger-train services.

6. Information concerning contracts of minor importance may be omitted. A contract of minor importance is defined as one involving receipts or payments of less than \$50,000 per year, and which, by its terms, is otherwise unimportant.

7. In lieu of giving abstracts, copies of contracts may be filed. Every copy of a contract furnished in connection with the foregoing requirement should be listed hereunder.

8. The basis for computing receipts and payments should be fully stated in the case of each such contract, agreement, or arrangement.

9. Compliance with the requirements of this schedule does not relieve the respondent of the duty placed upon common carriers by section 6(5), Part I, of the Interstate Commerce Act, which reads as follows:

"Every common carrier subject to this part shall also file with said Commission copies of all contracts, agreements, or arrangements with other common carriers in relation to any traffic affected by the provisions of this part to which it may be a party. Provide, however, that the Commission, by regulations, may provide for exceptions from the requirements of this paragraph in the case of any class or classes of contracts, agreements, or arrangements, the filing of which, in its opinion, is not necessary in the public interest."

(a) Freight or Transportation Companies or Lines - None

(b) Other Railway Companies -- See Page 111A

(c) Steamboat or Steamship Companies - None

(d) Telegraph Companies - None

(e) Telephone Companies - None

(f) Equipment purchased under Conditional Sales Contracts - None

(g) Routing traffic of affiliated companies - None

(h) Other contracts - None

(b) Other railway companies

Burlington Northern Inc., Contract No. 8637. Agreement dated January 30, 1978 - Operation of BN's Rail Welding Plant with BN and C&S employees. BN shall pay C&S employees actual wages plus GMA additives and an additive of .5% to cover payroll accounting.

Burlington Northern Inc., Contract No. 8683. Agreement dated January 1, 1978 covers BN's furnishing necessary personnel, etc., to perform C&S and FW&D Freight Claim, Freight Revenue, Customer and Equipment Service Accounting. C&S and FW&D shall pay \$74,660.00 per month for this service.

Burlington Northern Inc., Contract No. 8740. Agreement dated June 19, 1978 effective February 16, 1976 - Fuel used on C&S and FW&D coal trains; and switch engines other than in joint switch engines at Denver, Colorado. BN billed C&S and FW&D \$6,170,285.38 for period February 1976 through June 1978. Billing from June 1978 will be on a monthly basis.

Burlington Northern Inc., Contract 8651. Agreement dated March 1, 1978 - Equalization of caboose usage. Each party to pay \$12.75 per caboose per day or fraction thereof while in the other party's possession.

Burlington Northern Inc., Contract No. 7735. Agreement dated January 1, 1978 - Maintenance and repair to C&S locomotives by the BN on a flat rate basis by locomotive unit type.

Burlington Northern Inc., Contract No. 8614. Advance agreement dated February 13, 1978 whereby BN advances C&S \$5,000,000.00 at 8-3/4% annual interest on the unpaid balance. Interest paid to BN in 1978 was \$121,527.78.

THE COLORADO AND SOUTHERN RAILWAY COMPANY

Return to Schedule 900 - Compensation of Officers,
Directors, etc. - Of Annual Report To The Interstate
Commerce Commission For The Year Ended
December 31, 1978

<u>Name of Person</u>	<u>Title</u>		<u>Salary Per Annum As Of Close of Year</u>	<u>Other Compensation During The Year</u>
G. F. Deffel	President & Chief Executive Officer	11/1 - 12/31	Paid by FW&D Ry.	
D. A. Rainey	Asst. Vice President & Controller	1/1 - 5/31 6/31 - 12/31	\$37,740.00 41,520.00	\$ 130.92
R. E. Anderson	General Manager Operations	1/1 - 9/30 10/1 - 12/31	38,460.00 42,060.00	137.85
J. E. Daume	Chief Engineer	1/1 - 11/30 12/1 - 12/31	29,280.00 32,160.00	24.55
W. L. Peck	General Counsel	1/1 - 12/31	23,310.00*	See BN
J. L. Pilon	General Attorney	1/1 - 6/30 7/1 - 12/31	17,910.00* 19,560.00	See BN

NOTE: Chairman of Board, all Vice Presidents, Assistant General Counsel, Assistant Treasurer and Assistant Secretary named in Schedule 110 are carried on payrolls of Burlington Northern Inc.

* Also receives compensation from Burlington Northern Inc.

900. COMPENSATION OF OFFICERS, DIRECTORS, ETC.

1. In columns (a) and (b) enter the name and position of each of the persons named in Schedule 110 of this report to whom the respondent paid the largest amount during the year as compensation for current or past service over and above necessary expenses incurred in discharge of duties. In addition, list all other officers, directors, pensioners or employees, if any, to whom the respondent paid \$75,000 or more in total compensation during the year.

2. The salary per annum to be entered in column (c) is the annual rate at which an employee is paid rather than the amount actually paid for a part of a year. If the salary of an individual was increased or decreased during the year, show salary before each change as well as at close of year.

3. If an officer, director, etc., receives compensation from one or more of the affiliated companies listed in Schedule 112 reference to this fact should be made if the aggregate compensation from all companies amounts to \$75,000 or more.

4. Report in column (d) the total amount of compensation other than annual salary paid to each listed employee during the year. This includes forms of nonmonetary compensation given which directly benefits each employee. Examples:

Fair value of property given, such as exclusive use of an automobile;

Amounts paid for membership of the employee in nonbusiness associations, private clubs, etc.;

Commissions, bonuses, shares in profits;

Contingent compensation plans;

Monies paid or accrued for any pension, retirement, savings,

retirement annuities, deferred compensation, or similar plan;

Premiums on life insurance where the respondent is not the beneficiary. Do not report premiums on group life insurance for benefits less than \$75,000.

Give the details of any plan not previously reported, the basis of determining the ultimate benefits payable, and the payments or provisions made during the year.

5. Also include in column (d) all remuneration paid, directly or indirectly, in the form of securities, options, warrants, rights or other property. Furnish particulars concerning any options, warrants, or rights issued or granted during the year including prices, expiration dates and other information relating to exercise of the options, warrants, or rights. Specify the amount of such securities or assets so entitled to be purchased by each officer, director, etc. (Dollars in thousands)

Line No.	Name of person (a)	Position or Title (b)	Salary per annum as of close of year (see instructions) (c)	Other compensation during the year (d)
1			\$	\$
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
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28				
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33				
34				
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36				
37				
38				

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 Colorado

County of Denver

D. A. Rainey makes oath and says that he is Asst. Vice President and Controller
(Insert here name of the affiant) (Insert here the official title of the affiant)

Of The Colorado and Southern Railway
(Insert here the exact legal title or name of the respondent)

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

January 1, 1978, to and including December 31, 1978

(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 27th day of March, 1979

My commission expires My Commission expires Oct. 15, 1979

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 Colorado

County of Denver

G. F. Defiel makes oath and says that he is President
(Insert here name of the affiant) (Insert here the official title of the affiant)

Of The Colorado and Southern Railway Company
(Insert here the exact legal title or name of the respondent)

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

January 1, 1978, to and including December 31, 1978

(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 27th day of March, 1979

My commission expires My Commission expires Oct. 15, 1979

Use an
L.S.
impression seal

(Signature of officer authorized to administer oaths)

