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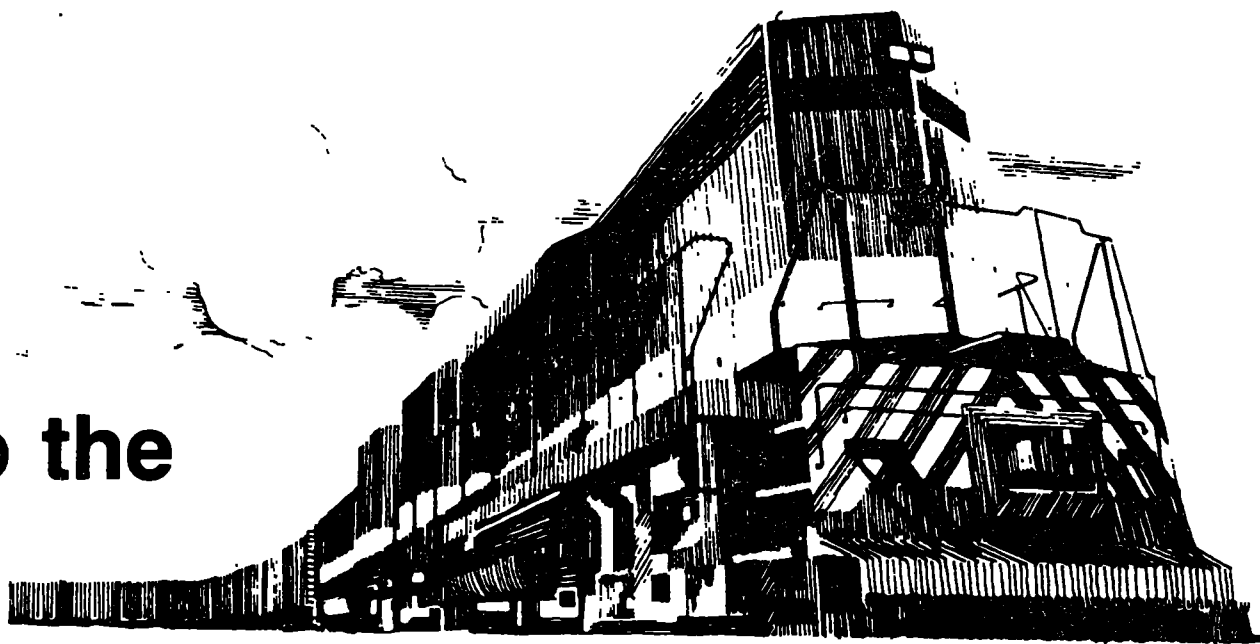
annual report

OFFICE OF ECONOMICS
SECTION OF
REGULATORY AFFAIRS
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Consolidated Rail Corporation

to the



Interstate Commerce Commission

FOR THE YEAR ENDED DECEMBER 31, 1994

NOTICE

1. This Form for annual report should be filled out in triplicate and two copies returned to the Interstate Commerce Commission, Office of Economics, Washington, D.C. 20423, by *March 31 of the year following that for which the report is made*. One copy should be retained in respondent's files. Attention is specially directed to the following provisions of Part 1 of the Interstate Commerce Act:

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

(a) The Interstate Commerce Commission may require—

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

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

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

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

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

(49) U.S.C. 11941. (g) A person required to make a report to the Commission, answer a question, or make, prepare, or preserve a record under this subtitle concerning transportation subject to the jurisdiction of the Commission under subchapter II of chapter 105 of this title, or an officer, agent, or employee of that person that (1) does not make the report, (2) does not specifically, completely, and truthfully answer the question, (3) does not make, prepare, or preserve the record in the form and manner prescribed by the Commission, or (4) does not comply with section 10921 of this title, is liable to the United States Government for a civil penalty of not more than \$500 for each violation and for not more than \$250 for each additional day the violation continues. After the date of enactment of this sentence, no penalties shall be imposed under this subsection for a violation relating to the transportation of household goods. Any such penalties that were imposed prior to such date of enactment shall be collected only in accordance with the provisions of subsection (h) of this section.

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

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

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

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

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

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

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

6. Money items, except averages, throughout the annual report form should be shown in thousands of dollars adjusted to accord with footings. Totals for amounts reported in subsidiary accounts included in supporting schedules must be in agreement with related primary accounts. For purposes of rounding, amounts of \$500 but less than \$1000 should be raised to the nearest thousand dollars, and amounts of less than \$500 should be lowered.

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

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

Class I companies are those having operating revenues of \$250,000,000 or more. For this class, Annual Report Form R-1 is provided.

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

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

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

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

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

For Index, See back of book

ANNUAL REPORT

of

CONSOLIDATED RAIL CORPORATION

to the

INTERSTATE COMMERCE COMMISSION

for the

YEAR ENDED DECEMBER 31, 1994

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

(Name) DONALD W. MATTSON

(Title) VICE PRESIDENT - CONTROLLER

(Telephone number) 215 209-5589

(area code) (telephone number)

(Office address) ROOM 29A, 2001 MARKET STREET, PHILADELPHIA, PA 19101 - 1429

(street and number, city, state, and zip code)

TABLE OF CONTENTS

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

SPECIAL NOTICE

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

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

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

A. SCHEDULES OMITTED BY RESPONDENT

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

Page	Schedule No.	Title
		NONE

B. IDENTITY OF RESPONDENT

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

1. Give in full the exact name of the respondent. Use the words "The" and "Company" only when they are parts of the corporate name. Be careful to distinguish between railroad and railway. The corporate name should be given uniformly throughout the report, notably on the cover, on the title page, and in the "Verification". If the report is made by receivers, trustees, a committee of bondholders, or individuals otherwise in possession of the property, state names and facts with precision. If the report is for a consolidated group, pursuant to Special Permission from the Commission, Accounting and Valuation Board, indicate such fact on line 1 below and list the consolidated group on page 4.
2. If incorporated under a special charter, give date of passage of the act; if under a general law, give date of filing certificate of organization; if a reorganization has been effected, give date of reorganization. If a receivership or other trust, give also date which such receivership or other possession began. If a partnership, give date of formation and also names in full of present partners.
3. State the occasion for the reorganization, whether by reason of foreclosure of mortgage or otherwise, according to the fact. Give date of organization of original corporation and refer to laws under which organized.

1. Exact name of common carrier making this report CONSOLIDATED RAIL CORPORATION
2. Date of incorporation (*) See Below
3. Under laws of what Government, State, or Territory organized? If more than one, name all. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership or trusteeship and of appointment of receivers or trustees
Incorporated in the Commonwealth of Pennsylvania pursuant to Pennsylvania Business Corporation Law 1933, P.L. 364,
as amended, as Merger Rail Corporation. Additional powers granted pursuant to the provisions of the Regional Rail
Reorganization Act of 1973, as amended, and the Conrail Privatization Act (P.L. 99-509).
4. If the respondent was reorganized during the year, involved in a consolidation or merger, or conducted its business under a different name, give full particulars
Effective July 1, 1993, Consolidated Rail Corporation became a wholly-owned subsidiary of Conrail Inc. See note 2 to
Financial Statements.

(*) February 10, 1976; Restated Articles of Incorporation filed March 30, 1976; Amended and Restated Articles of Incorporation filed April 12, 1987; Amended and Restated Articles of Incorporation filed May 17, 1989.

STOCKHOLDERS REPORTS

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

Check appropriate box:

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

C. VOTING POWERS AND ELECTIONS

1. State the par value of each share of stock: Common, \$ 1.00 per share; first preferred, \$ no par per share; second preferred \$ per share; debenture stock, \$ per share.
2. State whether or not each share of stock has the right to one vote; if not, give full particulars in a footnote Yes
3. Are voting rights proportional to holdings? Yes If not, state in a footnote the relation between holdings and corresponding voting rights.
4. Are voting rights attached to any securities other than stock? No If so, name in a footnote each security, other than stock to which voting rights are attached (as of the close of the year), and state in detail the relation between holdings and corresponding voting rights, stating whether voting rights are actual or contingent, and if contingent, showing the contingency.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method? No If so, describe fully in a footnote each such class or issue and give a succinct statement showing clearly the character and extent of such privileges.
6. Give the date of the latest closing of the stock book prior to the actual filing of this report, and state the purpose of such closing Books not closed
7. State the total voting power of all security holders of the respondent at the date of such closing, if within one year of the date of such filing; if not, state as of the close of the year. 100 votes, as of December 31, 1994
(Date)
8. State the total number of stockholders of record, as of the date shown in answer to inquiry No. 7 1 stockholders.
9. Give the names of the thirty security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within 1 year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, which respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreements, give as supplemental information the names and addresses of the thirty largest holders of the voting trust certificates and the amount of their individual holdings *If the stock book was not closed or the list of stockholders compiled within such year, show such thirty security holders as of the close of the year.*

Line No.	Name of security holder	Address of security holder	Number of votes to which security holder was entitled	NUMBER OF VOTES CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED			Line No.
				Stock			
				Common (d)	PREFERRED		
					Second (e)	First (f)	
(a)	(b)	(c)	(d)	(e)	(f)		
1	Conrail Inc.	Philadelphia, PA	100	100			1
2							2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25
26							26
27							27
28							28
29							29
30							30

See Notes 2, 6 and 7 to Financial Statements.

C. VOTING POWERS AND ELECTIONS - Continued

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent. See below
votes cast.
11. Give the date of such meeting. May 18, 1994
12. Give the place of such meeting. Academy of Music Hall, Philadelphia, Pennsylvania

NOTES AND REMARKS

Item 10 (above)

Votes cast for election of Directors:

Class I - 4 Directors (Three year term): 77,872,380

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

Line No.	Cross Check	Account	Title	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
			(a)			
			Current Assets			
1		701	Cash	24,114		1
2		702	Temporary Cash Investments		2,202	2
3		703	Special Deposits			3
			Accounts Receivable			
4		704	-Loan and Notes	2,385	2,875	4
5		705	-Interline and Other Balances	8,718	19,338	5
6		706	-Customers	210,609	196,436	6
7		707	-Other	63,580	57,054	7
8		709, 708	-Accrued Accounts Receivable	383,286	381,608	8
9		708.5	-Receivable from Affiliated Companies	13,770	10,189	9
10		709.5	-Less: Allowance for Uncollectible Accounts	(14,066)	(15,587)	10
		710, 711, 714	Working Funds, Prepayments, Deferred Income Tax Debits	220,426	200,035	11
12		712	Materials and Supplies	160,230	128,333	12
13		713	Other Current Assets	4,787	4,732	13
14			TOTAL CURRENT ASSETS	1,077,839	987,215	14
			Other Assets			
15		715, 716, 717	Special Funds	20,701	17,779	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedules 310 and 310A)	1,080,043	765,755	16
17		722, 723	Other Investments and Advances	4,691	46	17
18		724	Allowances for Net Unrealized Loss on Noncurrent Marketable Equity Securities - Cr.			18
19		737, 738	Property Used in Other than Carrier Operation (less Depreciation \$2,296).	24,567	25,424	19
20		739, 741	Other Assets	404,650	312,773	20
21		743	Other Deferred Debits	43,462	18,448	21
22		744	Accumulated Deferred Income Tax Debits			22
23			TOTAL OTHER ASSETS	1,578,114	1,140,225	23
			Road and Equipment			
24		731, 732	Road (Schedule 330) L-30 Col. h & b	6,284,149	6,165,710	24
25		731, 732	Equipment (Schedule 330) L-39 Col. h & b	2,101,202	2,142,848	25
26		731, 732	Unallocated Items	419,937	302,457	26
27		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(2,398,603)	(2,416,736)	27
28			Net Road and Equipment	6,406,685	6,194,279	28
29	*		TOTAL ASSETS	9,062,638	8,321,719	29

NOTES AND REMARKS

See accompanying notes to Financial Statements.

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

Line No.	Cross Check	Account	Title	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
			(a)			
			Current Liabilities			
30		751	Loans and Notes Payable	112,528	79,393	30
31		752	Accounts Payable: Interline & Other Balances	7,514	12,135	31
32		753	Audited Accounts and Wages	62,181	59,601	32
33		754	Other Accounts Payable	51,035	910	33
34		755, 756	Interest and Dividends Payable	29,432	27,888	34
35		757	Payables to Affiliated Companies	529,324	484,332	35
36		759	Accrued Accounts Payable	544,501	555,398	36
37		760, 761, 761.5, 762	Taxes Accrued	142,774	109,586	37
38		763	Other Current Liabilities	80,142	86,174	38
39		764	Equipment Obligation and Other Long-Term Debt due Within One Year	129,331	144,949	39
40			TOTAL CURRENT LIABILITIES	1,688,762	1,560,366	40
			Non-Current Liabilities			
41		765, 767	Funded Debt Unmatured	1,328,332	1,315,651	41
42		766	Equipment Obligations	187,270	151,518	42
43		766.5	Capitalized Lease Obligations	421,184	486,958	43
44		768	Debt in Default			44
45		769	Accounts Payable; Affiliated Companies	2,377	2,225	45
46		770.1, 770.2	Unamortized Debt Premium	(6,823)	(7,042)	46
47		781	Interest in Default			47
48		783	Deferred Revenues-Transfers from Government Authorities			48
49		786	Accumulated Deferred Income Tax Credits	1,205,225	1,040,991	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	1,031,496	1,027,940	50
51			TOTAL NON-CURRENT LIABILITIES	4,169,061	4,018,241	51
			Shareholders' Equity			
52		791, 792	Total Capital Stock: (Schedule 230) (L53&54)			52
53			Common stock			53
54			Preferred stock			54
55			Discount on Capital Stock			55
56		794, 795	Additional Capital (Schedule 230)	2,128,236	1,815,283	56
			Retained Earnings:			
57		797	Appropriated			57
58		798	Unappropriated (Schedule 220)	1,076,579	927,829	58
59		798.1	Net Unrealized Loss on Non-current Marketable Equity Securities			59
60		798.5	Less Treasury Stock			60
61			Net Stockholders' Equity	3,204,815	2,743,112	61
62	*		TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY	9,062,638	8,321,719	62

NOTES AND REMARKS

Included above are special income tax obligations as follows:
Line 50 Columns (b) and (c), \$512,459,000 and \$575,147,000, respectively.

See accompanying Notes to Financial Statements.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION-EXPLANATORY NOTES-CONTINUED
NOTES TO FINANCIAL STATEMENTS

4. Long-Term Debt (Continued)

In December 1994, the Company issued \$30 million of 8.45% Pass Through Certificates, Series 1994-A due 2014. The certificates will be used to finance equipment which the Company will use under an operating lease, and while such certificates are not direct obligations of, or guaranteed by the Company, the amounts paid under the lease will be sufficient to pay principal and interest on the certificates.

The Company had \$212 million of commercial paper outstanding at December 31, 1994. Of the total amount outstanding, \$100 million is classified as long-term since it is expected to be refinanced through subsequent issuances of commercial paper and is supported by the long-term credit facility mentioned below.

In April 1994, CRC entered into a \$500 million uncollateralized bank credit agreement with a group of banks to replace the \$300 million credit facility that would have expired in the first quarter of 1995. The new credit agreement, which is used for general corporate purposes and to support CRC's commercial paper program, provides for a \$350 million revolving credit facility with a five year maturity and a \$150 million revolving credit facility with a one year maturity. Both credit facilities require interest to be paid on amounts borrowed at rates based on various defined short-term rates and an annual maximum fee of .125% of the facility amounts. The agreement contains, among other conditions, restrictive covenants relating to a debt ratio and consolidated tangible net worth.

5. Income Taxes

The provisions for income taxes are composed of the following:

	<u>1994</u>			<u>1993</u>		
	(In Thousands)					
	<u>Federal</u>	<u>State</u>	<u>Total</u>	<u>Federal</u>	<u>State</u>	<u>Total</u>
Current	\$ 85,200	\$15,600	\$100,800	\$ 51,345	\$ 7,474	\$ 58,819
Deferred	124,180	24,883	149,063	183,750	31,432	215,182
Special income tax obligation	<u>(53,220)</u>	<u>(9,468)</u>	<u>(62,688)</u>	<u>(42,056)</u>	<u>(7,476)</u>	<u>(49,532)</u>
	<u>\$156,160</u>	<u>\$31,015</u>	<u>\$187,175</u>	<u>\$193,039</u>	<u>\$31,430</u>	<u>\$224,469</u>

Effective January 1, 1993, the Company adopted the provisions of SFAS 109 which requires a liability approach for measuring deferred tax assets and liabilities based on differences between the financial statement and tax bases of assets and liabilities at each balance sheet date using enacted tax rates in effect when those differences are expected to reverse. As a result, in 1993 the Company recorded a cumulative after-tax adjustment of \$43 million. Prior years' financial statements were not restated.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION-EXPLANATORY NOTES-CONTINUED
NOTES TO FINANCIAL STATEMENTS

4. Long-Term Debt (Continued)

The Company acquired equipment and incurred related long-term debt under various capital leases of \$8,063,000 and \$75,352,000 in 1994 and 1993, respectively. The Company's noncancelable long-term leases generally include options to purchase at fair value and to extend the terms. Capital leases have been discounted at rates which average 7.65% and are collateralized by assets with a net book value of \$374,143,000 at December 31, 1994.

Minimum commitments, exclusive of executory costs borne by the Company, are:

	<u>Capital Leases</u>	<u>Operating Leases</u>
	(In Thousands)	
1995	\$ 97,476	\$ 110,884
1996	95,889	115,681
1997	83,708	94,782
1998	77,288	89,744
1999	68,201	75,369
2000-2017	<u>250,606</u>	<u>675,005</u>
Total	673,168	<u>\$1,161,465</u>
Less interest portion	<u>(187,107)</u>	
Present value	<u>\$ 486,061</u>	

In June 1993, the Company and Conrail filed a shelf registration statement on Form S-3 to enable CRC to issue up to \$500 million in debt securities or Conrail to issue up to \$500 million in convertible debt or equity securities. The remaining balance under this shelf registration was \$342 million at December 31, 1994.

During 1994, the Company issued \$65 million of Medium-Term Notes with interest rates ranging from 5.70% to 6.33%, maturing over various periods through 1997, pursuant to the registration statement on Form S-3.

In July 1994, the Company issued \$49 million of 1994 Equipment Trust Certificates, Series A, with interest rates ranging from 5.5% to 7.6%, maturing annually from 1995 to 2009. The certificates were used to finance approximately 85% of the total purchase price of 36 locomotives.

Equipment and other obligations mature in 1995 through 2013 and are collateralized by assets with a net book value of \$218,300,000 at December 31, 1994. Maturities of long-term debt other than capital leases and commercial paper are \$64,440,000 in 1995, \$106,646,000 in 1996, \$67,396,000 in 1997, \$42,646,000 in 1998, \$12,646,000 in 1999 and \$1,179,877,000 in the aggregate from 2000 through 2043.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION-EXPLANATORY NOTES-CONTINUED
NOTES TO FINANCIAL STATEMENTS

2. Corporate Reorganization and Presentation (Continued)

The promissory note receivable, plus accrued interest, which CRC received in 1990 from the ESOP in exchange for its preferred shares remained with CRC, however, CRC transferred the note to one of its subsidiaries during 1994.

As part of the establishment of the holding company, a wholly owned subsidiary of CRC, which held the Company's interest in Concord Resources Group, Inc. ("Concord"), was transferred to Conrail. The financial position and results of operations of this subsidiary were not material to the accompanying financial statements. In September 1993, a subsidiary of the Company recorded a reserve of \$89 million relating to advances made to Concord.

3. 1994 Early Retirement Program

During the first quarter of 1994, the Company recorded a charge of \$50,522,000 (after tax benefits of \$32,614,000) for a non-union employee voluntary early retirement program and related costs. The majority of the cost of the early retirement program will be paid from the Company's overfunded pension plan.

4. Long-Term Debt

Long-term debt outstanding, including the weighted average interest rates at December 31, 1994, is composed of the following:

	<u>December 31,</u>	
	<u>1994</u>	<u>1993</u>
	<u>(In Thousands)</u>	
Capital leases	\$ 486,061	\$ 558,341
Medium-term notes payable, 6.31%, due 1995 to 1998	228,735	225,897
Notes payable, 9.75%, due 2000	249,431	249,374
Debentures payable, 7.88% due 2043	249,515	249,506
Debentures payable, 9.75%, due 2020	544,245	544,181
Equipment and other obligations, 6.03%	201,725	164,894
Commercial paper, 4.35%	<u>99,582</u>	<u>99,841</u>
	2,059,294	2,092,034
Less current portion	<u>(129,331)</u>	<u>(144,949)</u>
	<u>\$1,929,963</u>	<u>\$1,947,085</u>

Using current market prices when available, or a valuation based on the yield to maturity of comparable debt instruments having similar characteristics, credit rating and maturity, the total fair value of the Company's long-term debt, including the current portion, but excluding capital leases, is \$1,591 million in 1994 and \$1,772 million in 1993, compared with carrying values of \$1,572 million and \$1,534 million in 1994 and 1993, respectively.

**200. COMPARATIVE STATEMENT OF FINANCIAL POSITION-EXPLANATORY NOTES
NOTES TO FINANCIAL STATEMENTS**

1. Summary of Significant Accounting Policies

Industry

Consolidated Rail Corporation ("CRC" or the "Company") operates a freight railroad system within the northeast and midwest United States and the Province of Quebec.

Cash Equivalents

Cash equivalents consist of commercial paper, certificates of deposit and other liquid securities purchased with a maturity of three months or less, and are stated at cost which approximates market value.

Material and Supplies

Material and supplies consist mainly of fuel oil and items for maintenance of property and equipment, and are valued at the lower of cost, principally weighted average, or market.

Property and Equipment

Property and equipment are recorded at cost. Depreciation is provided using the composite straight-line method. The cost (net of salvage) of depreciable property retired or replaced in the ordinary course of business is charged to accumulated depreciation and no gain or loss is recognized.

Revenue Recognition

Revenue is recognized proportionally as a shipment moves on the CRC system from origin to destination.

New Accounting Standards

Effective January 1, 1993, the Company adopted Statement of Financial Accounting Standards No. 106, "Employers' Accounting for Postretirement Benefits Other Than Pensions" ("SFAS 106") (Note 6) and Statement of Financial Accounting Standards No. 109, "Accounting for Income Taxes" ("SFAS 109") (Note 5). As a result, the Company recorded cumulative after tax charges of \$22 million and \$43 million for SFAS 106 and SFAS 109, respectively.

2. Corporate Reorganization and Presentation

In May 1993, the shareholders of CRC approved a plan for the adoption of a holding company structure. Under the Plan, each share of CRC common stock which was issued and outstanding or held in the treasury of CRC, and each share of CRC preferred stock, all of which were held by the Non-union Employee Stock Ownership Plan (the "Non-union ESOP"), were automatically converted into one share of common stock and one share of preferred stock, respectively, of a newly created holding company, Conrail Inc. ("Conrail"). As a result, Conrail became the publicly held entity and CRC became a wholly owned subsidiary of Conrail Inc. effective July 1, 1993.

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

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

Disclose the nature and amount of contingency that is material.

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

Contingent Liabilities:

See Note 8 to Financial Statements and Schedule 501 - Guaranties and Suretyships.

(a) Changes in Valuation Accounts.

8. Marketable Equity Securities.

		Cost	Market	Dr (Cr) to Income	Dr (Cr) to Stockholders Equity
(Current Yr.)	Current Portfolio	1			N/A
as of 12/31/94	Noncurrent Portfolio			N/A	\$
(Previous Yr.)	Current Portfolio	1		N/A	N/A
as of 12/31/93	Noncurrent Portfolio			N/A	N/A

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

	Gains	Losses
Current	\$ None	\$ None
Noncurrent	None	None

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

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

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

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES

(Dollars in thousands)

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

1. Amount (estimated, if necessary) of net income or retained income which has to be provided for capital expenditures, and for sinking and other funds pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts: \$ None
2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made: \$ 173,819
3. (a) Explain the procedure in accounting for pension funds and recording in the accounts the current and past service pension costs, indicating whether or not consistent with the prior year: See Note 6 To Financial Statements
- (b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund See Note 6 To Financial Statements \$
- (c) Is any part of pension plan funded? Specify: Yes X No
 - (i) If funding is by insurance, give name of insurance company Not Applicable
 - If funding is by trust agreement, list trustee(s) Mellon Bank, N.A.
 - Date of trust agreement or latest amendment June 1, 1978
 - If respondent is affiliated in any way with the trustee(s), explain affiliation No Affiliation
- (d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement See Note Below
- (e) (i) Is any part of the pension plan fund invested in stock or other securities of the respondent or any of its affiliates? Specify: Yes No X
If yes, give number of the shares for each class of stock or other security:
- (ii) Are voting rights attached to any securities held by the pension plan? Specify: Yes No If yes, who determines how the stock is voted?
4. State whether a segregated political fund has been established as provided by the Federal Election Campaign Act of 1971 (18 U.S.C. 610). Yes X No
5. (a) The amount of employers contribution to employee stock ownership plans for the current year was: \$ 9,957
- (b) The amount of investment tax credit used to reduce current income tax expense resulting from contributions to qualified employee stock ownership plans for the current year was: \$ None
6. In reference to Docket No. 37465, specify the total amount of business entertainment expenditures charged to the non-operating expense account \$ None

Note: Following are the affiliated Companies included in the Company's Pension Plan:

Conrail Mercury, Inc.
CRR Investments, Inc.
Indiana Harbor Belt Railroad Company
Merchants Despatch Transportation Company

Annually, each participating company makes contributions to the fund determined by independent actuary reports or changes allocated based on relative percentage of total plan.

Continued on following page

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION-EXPLANATORY NOTES-CONTINUED
NOTES TO FINANCIAL STATEMENTS

5. Income Taxes (Continued)

As a result of the increase in the federal corporate income tax rate from 34% to 35% enacted August 10, 1993, and effective January 1, 1993, income tax expense for 1993 was increased by \$38 million, of which \$34 million related to the effects of adjusting deferred income taxes and the special income tax obligation for the rate increase.

The Company and its subsidiaries will be included in the consolidated federal income tax return filed by Conrail for periods subsequent to July 1, 1993. The consolidated federal income tax expense or benefit will be allocated to the Company as though the Company files a separate consolidated tax return.

During 1993, the Company reached a settlement with the Internal Revenue Service ("IRS") related to the audit of the Company's consolidated federal income tax returns for the fiscal years 1987 through 1989. Under the settlement, the Company paid \$51 million, including interest, all of which had been previously provided for in years prior to 1993. The Company's consolidated federal income tax returns for the fiscal years 1990 through 1992 are currently being examined by the IRS.

Significant components of the Company's special income tax obligation and deferred income tax liabilities and (assets) are as follows:

	<u>December 31,</u>	
	<u>1994</u>	<u>1993</u>
	<u>(In Thousands)</u>	
Current assets (primarily accounts receivable)	\$ (33,000)	\$ (23,175)
Current liabilities (primarily accrued liabilities and casualty reserves)	<u>(175,000)</u>	<u>(163,338)</u>
Current deferred tax asset, net	<u>\$ (208,000)</u>	<u>\$ (186,513)</u>
Noncurrent liabilities:		
Property and equipment	1,913,000	1,866,000
Other long-term assets (primarily prepaid pension asset)	62,000	74,000
Miscellaneous	<u>50,000</u>	<u>17,000</u>
	<u>2,025,000</u>	<u>1,957,000</u>
Noncurrent assets:		
Nondeductible reserves and other liabilities	(135,000)	(121,000)
Equipment obligations	(12,000)	(44,000)
Tax benefit transfer receivable	(38,000)	(42,000)
Alternative minimum tax credits	(75,000)	(77,000)
Net operating loss carryforward	(39,000)	(39,000)
Miscellaneous	<u>(47,316)</u>	<u>(17,862)</u>
	<u>(307,316)</u>	<u>(340,862)</u>
Special income tax obligation and deferred income tax liabilities, net	<u>\$1,717,684</u>	<u>\$1,616,138</u>

**200. COMPARATIVE STATEMENT OF FINANCIAL POSITION-EXPLANATORY NOTES-CONTINUED
NOTES TO FINANCIAL STATEMENTS**

5. Income Taxes (Continued)

As of December 31, 1994, the Company has approximately \$75 million of alternative minimum tax credits available to offset future U.S. federal income taxes on an indefinite carryforward basis.

Reconciliations of the U.S. statutory tax rates with the effective tax rates follow:

	<u>1994</u>	<u>1993</u>
Statutory tax rate	35.0%	35.0%
State income taxes, net of federal benefit	4.0	4.5
Effect of federal tax increase on deferred taxes		7.5
Other	<u>(2.0)</u>	<u>2.5</u>
Effective tax rate	<u>37.0%</u>	<u>49.5%</u>

6. Employee Benefits

Pension Plans

The Company maintains a defined benefit pension plan which is noncontributory for all non-union employees and generally contributory for participating union employees. Benefits are based primarily on credited years of service and the level of compensation near retirement. Funding is based on the minimum amount required by the Employee Retirement Income Security Act of 1974.

Pension credits include the following components:

	<u>1994</u>	<u>1993</u>
	<u>(In Thousands)</u>	
Service cost - benefits earned during the period	\$ 8,261	\$ 8,366
Interest cost on projected benefit obligation	47,452	45,447
Return on plan assets - actual	(9,853)	(123,366)
- deferred	(76,718)	42,028
Net amortization and deferral	<u>(15,848)</u>	<u>(15,087)</u>
	<u>\$ (46,706)</u>	<u>\$ (42,612)</u>

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION-EXPLANATORY NOTES-CONTINUED
NOTES TO FINANCIAL STATEMENTS

6. Employee Benefits (Continued)

Pension Plans (Continued)

The funded status of the pension plans and the amounts reflected in the balance sheets are as follows:

	<u>1994</u>	<u>1993</u>
	<u>(In Thousands)</u>	
Accumulated benefit obligation (\$521,596 and \$529,277 vested, respectively)	<u>\$ 525,578</u>	<u>\$ 534,134</u>
Market value of plan assets	976,098	1,036,878
Projected benefit obligation	<u>(589,391)</u>	<u>(628,583)</u>
Plan assets in excess of projected benefit obligation	386,707	408,295
Unrecognized prior service cost	43,346	42,290
Unrecognized transition net asset	(138,337)	(157,821)
Unrecognized net gain	<u>(116,113)</u>	<u>(100,383)</u>
Net prepaid pension cost	<u>\$ 175,603</u>	<u>\$ 192,381</u>

The assumed weighted average discount rates used in 1994 and 1993 are 8.50% and 7.25%, respectively, and the rate of increase in future compensation levels used in determining the actuarial present value of the projected benefit obligation as of December 31, 1994 and 1993 is 6.0%. The expected long-term rate of return on plan assets (primarily equity securities) in 1994 and 1993 is 9.0%.

Savings Plan

The Company also provides 401(k) savings plans for union and non-union employees. Under the Non-union ESOP, 100% of employee contributions are matched in the form of Series A ESOP Convertible Junior Preferred Stock ("ESOP Stock") of Conrail (Note 2) for the first 6% of a participating employee's base pay. There is no Company match provision under the union employee plan. Savings plan expense was \$4,545,000 in 1994 and \$4,560,000 in 1993.

In connection with the Non-union ESOP, in 1990 the Company issued 9,979,562 of the authorized 10 million shares of its ESOP Stock to the Non-union ESOP in exchange for a 20 year promissory note with interest at 9.55% from the Non-union ESOP in the principal amount of \$287,848,000. In addition, unearned ESOP compensation of \$287,848,000 was recognized as a charge to retained earnings in the Railroad Annual Report R-1, coincident with the Non-union ESOP's issuance of its \$287,848,000 promissory note to the Company. The debt of the Non-union ESOP was recorded by the Company and offset against the promissory note from the Non-union ESOP. Prior to the corporate reorganization, unearned ESOP compensation was charged to expense as shares of ESOP Stock were allocated to participants. The number of allocated ESOP

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION-EXPLANATORY NOTES-CONTINUED
NOTES TO FINANCIAL STATEMENTS

6. **Employee Benefits (Continued)**

Savings Plans (Continued)

shares outstanding at December 31, 1994 was approximately 1.5 million shares. An amount equivalent to the preferred dividends declared on the ESOP Stock partially offset compensation and interest expense related to the Non-union ESOP.

In conjunction with the formation of the holding company on July 1, 1993 (Note 2), each share of CRC preferred stock, all of which were held by the Non-union ESOP, was automatically converted into one share of preferred stock of Conrail Inc. and the debt of the Non-union ESOP and the unearned ESOP compensation accounts were transferred to Conrail Inc. The promissory note receivable from the Non-union ESOP plus the accrued interest were then reclassified by CRC to the stockholder's equity section of its balance sheet, however, CRC transferred the note to one of its subsidiaries during 1994. Unearned ESOP compensation is now amortized and charged to CRC by Conrail as shares of ESOP Stock are allocated to participants. An amount equivalent to the preferred dividends declared on the ESOP Stock proportionally offsets compensation expense of CRC and interest expense of Conrail related to the Non-union ESOP.

Conrail makes dividend payments at a rate of 7.51% on the ESOP Stock and CRC makes additional contributions in an aggregate amount sufficient to enable the Non-union ESOP to make the required interest and principal payments on its note.

Interest expense incurred by the Non-union ESOP on its debt to the Company before the corporate reorganization on July 1, 1993, was \$14,559,000 in 1993. Compensation expense related to the Non-union ESOP was \$10,279,000 in 1994 and \$10,012,000 in 1993. Preferred dividends paid to the Non-union ESOP by CRC prior to the corporate reorganization amounted to \$10,779,000 in 1993. The Company received \$2,550,000 and \$26,022,000 in debt service payments from the Non-union ESOP in 1994 and 1993, respectively, before it transferred the note to one of its subsidiaries during 1994.

Postretirement Benefits Other Than Pensions

The Company provides health and life insurance benefits to certain retired non-union employees. Certain non-union employees are eligible for retiree medical benefits, while substantially all non-union employees are eligible for retiree life insurance benefits. Generally, company-provided health care benefits terminate when covered individuals reach age 65.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION-EXPLANATORY NOTES-CONTINUED
NOTES TO FINANCIAL STATEMENTS

6. Employee Benefits (Continued)

Postretirement Benefits Other Than Pensions (Continued)

Retiree life insurance plan assets consist of a retiree life insurance reserve held in the Company's group life insurance policy. There are no plan assets for the retiree health benefits plan.

Effective January 1, 1993, the Company adopted SFAS 106, which requires that the cost of retiree benefits other than pensions be accrued during the period of employment rather than when benefits are paid. The Company elected the immediate recognition method allowed under the statement and accordingly recorded a cumulative, one-time charge of \$22 million (net of tax benefits of \$14 million). This accrual was in addition to the remaining balance of \$21 million which had been accrued for postretirement health benefits for employees who participated in the Company's 1989 non-union voluntary retirement program.

The following sets forth the plans' funded status reconciled with amounts reported in the Company's balance sheets:

	<u>1994</u>		<u>1993</u>	
	<u>Medical</u>	<u>Life</u>	<u>Medical</u>	<u>Life</u>
	<u>Plan</u>	<u>Insurance</u>	<u>Plan</u>	<u>Insurance</u>
	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>	<u>Plan</u>
	<u>(In Thousands)</u>			
Accumulated postretirement benefit obligation:				
Retirees	\$37,936	\$14,406	\$31,209	\$16,059
Fully eligible active plan participants	3,739	722	8,531	419
Other active plan participants	<u>683</u>	<u>4,367</u>	<u>2,400</u>	<u>6,148</u>
Accumulated benefit obligation	42,358	19,495	42,140	22,626
Market value of plan assets		<u>(6,380)</u>		<u>(5,953)</u>
Accumulated benefit obligation in excess of plan assets	42,358	13,115	42,140	16,673
Unrecognized gains and (losses)	<u>1,002</u>	<u>3,370</u>	<u>(2,577)</u>	<u>(2,283)</u>
Accrued benefit cost recognized in the Balance Sheet	<u>\$43,360</u>	<u>\$16,485</u>	<u>\$39,563</u>	<u>\$14,390</u>
Net periodic postretirement benefit cost, primarily interest cost	<u>\$ 3,418</u>	<u>\$ 1,386</u>	<u>\$ 3,097</u>	<u>\$ 1,302</u>

An 11 percent rate of increase in per capita costs of covered health care benefits was assumed for 1995, gradually decreasing to 6 percent by the year 2008. Increasing the assumed health care cost trend rates by one percentage point in each year would increase the accumulated postretirement benefit obligation as of December 31, 1994 by \$5 million and would have an immaterial effect on the service cost and interest cost components of

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION-EXPLANATORY NOTES-CONTINUED
NOTES TO FINANCIAL STATEMENTS

6. Employee Benefits (Continued)

Postretirement Benefits Other Than Pensions (Continued)

net periodic postretirement benefit cost for 1994. Discount rates of 8.5% and 7.0% were used to determine the accumulated postretirement benefit obligations for both the medical and life insurance plans in 1994 and 1993, respectively. The assumed rate of compensation increase was 5.0% in both 1994 and 1993.

Retiree medical benefits are funded by a combination of Company and retiree contributions. Retiree life insurance benefits are provided by insurance companies whose premiums are based on claims paid during the year.

Prior to the adoption of SFAS 106, the cost of medical benefits provided by the Company as self-insurer was recognized as claims and administrative expenses were paid. The cost of retiree life insurance benefits was previously recognized as the annual insurance premium.

7. Capital Stock

The Company is authorized to issue 25 million shares of preferred stock with no par value. The Board of Directors has the authority to divide the preferred stock into series and to determine the rights and preferences of each.

As a result of the holding company structure that became effective on July 1, 1993 (Note 2), each share of CRC common stock which was issued and outstanding or held in the treasury of CRC, was automatically converted into one share of Conrail common stock. Subsequent to July 1, 1993, CRC had 100 shares of common stock outstanding, all held by Conrail. All of the long-term incentive plans of CRC were amended to reflect the use of Conrail common stock.

The activity and status of treasury stock at December 31, 1993 was as follows:

	<u>1993</u>
Shares, beginning of year	3,690,002
Acquired	611,182
Reclassified as authorized but unissued	(43,800)
Corporate reorganization (Note 2)	<u>(4,257,384)</u>
Shares, end of year	<u><u>-</u></u>

Conrail's 1987 and 1991 Long-Term Incentive Plans authorize the granting to the Company's officers and key employees of up to 4 million and 3.2 million shares of Conrail common stock, respectively, through stock options, stock appreciation rights, and awards of restricted or performance shares. A stock option is exercisable for a specified term commencing after grant at a price not less than the fair market value of the stock on the date of grant. The vesting of awards made pursuant to these plans is contingent upon one or more of the following: continued employment, passage of time or financial and other performance goals.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION-EXPLANATORY NOTES-CONTINUED
NOTES TO FINANCIAL STATEMENTS

7. Capital Stock (Continued)

Conrail has granted 283,664 shares of restricted stock under its incentive plans through December 31, 1994.

The activity and status of stock options under the incentive plans follow:

	<u>Non-qualified Stock Options</u>	
	Option Price Per Share	Shares Under Option
Balance, January 1, 1993	\$14.000 - \$45.125	2,870,878
Granted	\$49.375 - \$60.500	73,027
Exercised	\$14.000 - \$53.875	(928,822)
Cancelled	\$31.813 - \$45.125	<u>(48,762)</u>
Balance, December 31, 1993	\$14.000 - \$60.500	1,966,321
Granted	\$52.188 - \$66.938	23,988
Exercised	\$14.000 - \$51.375	(507,450)
Cancelled	\$42.625 - \$60.500	<u>(118,904)</u>
Balance, December 31, 1994	\$14.000 - \$66.938	<u>1,363,955</u>
Exercisable, December 31, 1994	\$14.000 - \$53.875	<u>740,974</u>
Available for future grants		
December 31, 1993		<u>1,698,036</u>
December 31, 1994		<u>1,678,293</u>

8. Commitments and Contingencies

Environmental

The Company is subject to various federal, state and local laws and regulations regarding environmental matters. The Company is a party to various proceedings brought by both regulatory agencies and private parties under federal, state and local laws, including Superfund laws, and has also received inquiries from governmental agencies with respect to other potential environmental issues. At December 31, 1994, the Company has received, together with other companies, notices of its involvement as a potentially responsible party or requests for information under the Superfund laws with respect to cleanup and/or removal costs due to its status as an alleged transporter, generator or property owner at 128 locations. However, based on currently available information, the Company believes that it may have some potential responsibility at only 53 of these sites. Due to the number of parties involved at many of these sites, the wide range of costs of possible remediation alternatives, the changing technology and the length of time over which these matters develop, it is often not possible to estimate the Company's liability for the costs associated with the assessment and remediation of contaminated sites. Although the Company's operating results and liquidity could be significantly affected in any quarterly or annual reporting

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION-EXPLANATORY NOTES-CONTINUED
NOTES TO FINANCIAL STATEMENTS

8. **Commitments and Contingencies (Continued)**

Environmental (Continued)

period if it were held principally liable in certain of these actions, at December 31, 1994, the Company had accrued \$74 million, an amount it believes is sufficient to cover the probable liability and remediation costs that will be incurred at Superfund sites and other sites based on known information and using various estimating techniques. The Company believes the ultimate liability for these matters will not materially affect its financial condition.

The Company spent \$8 million in 1994 and \$7 million in each of 1993 and 1992 for environmental remediation and anticipates spending in 1995, an amount comparable to that spent in each of the last three years. In addition, the Company's capital expenditures for environmental control and abatement projects were approximately \$5 million in 1994 and \$2 million in 1993, and are anticipated to be approximately \$9 million in 1995.

The Environmental Quality Department of the Company is charged with promoting the Company's compliance with laws and regulations affecting the environment and instituting environmentally sound operating practices. The department monitors the status of the sites where the Company is alleged to have liability and continually reviews the information available and assesses the adequacy of the recorded liability.

Other

The Company is involved in various legal actions, principally relating to occupational health claims, personal injuries, casualties, property damage and loss and damage. The Company has recorded liabilities on its balance sheet for amounts sufficient to cover the expected payments for such actions. At December 31, 1993 these liabilities are presented net of estimated insurance recoveries of approximately \$80 million. At December 31, 1994, estimated insurance recoveries are included in "Other assets" on Schedule 200 in the Railroad Annual Report R-1.

The Company may be contingently liable for approximately \$88 million at December 31, 1994 under indemnification provisions related to sales of tax benefits.

In October 1994, Locomotive Management Services, a general partnership of which the Company holds a fifty percent interest, issued approximately \$96 million of Equipment Trust Certificates to fund 100% of the purchase price of 60 new locomotives. While the principal and interest payments on the certificates will be fully guaranteed by the Company, through a sharing agreement with its partner, the Company's portion of the guarantee was reduced to approximately \$80 million.

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210. RESULTS OF OPERATIONS

(Dollars in Thousands)

1. Disclose the requested information for the respondent pertaining to the results of operation for the year.
2. Report total operating expenses from Schedule 410 of this report. Any disparities in expense amounts shown in this schedule and expense amounts reported in Schedule 410 must be fully explained on page 18.
3. List dividends from investments accounted for under the cost method on the appropriate line No. 19 for Account No. 513, Dividend Income. List dividends accounted for by the equity method on the appropriate dividend line No. 25 under the Income from Affiliated Companies subsection of this schedule.

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

5. Cross-checks

Schedule 210
 Line 15, column (b)
 Line 47 + 48 + 49, column (b)
 Line 50, column (b)

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

Line No.	Cross Check	Item	Amount for current year	Amount for preceding year	Freight-related revenues & expenses	Passenger-related revenues & expenses	Line No.
		(a)	(b)	(c)	(d)	(e)	
		ORDINARY ITEMS					
		OPERATING INCOME					
		Railway Operating Income					
1		(101) Freight	3,563,605	3,277,443	3,563,605		1
2		(102) Passenger					2
3		(103) Passenger-Related					3
4		(104) Switching	34,023	37,353	34,023		4
5		(105) Water Transfers					5
6		(106) Demurrage	32,514	22,136	32,514		6
7		(110) Incidental	11,421	13,037	11,421		7
8		(121) Joint Facility-Credit	(1)	(1)	(1)		8
9		(122) Joint Facility-Debit	(99)	(445)	(99)		9
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities - lines 1-9)	3,641,463	3,349,523	3,641,463		10
11		(502) Railway operating revenues-Transfers from Government Authorities for current operations	10	39	10		11
12		(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities					12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	3,641,473	3,349,562	3,641,473		13
14	*	(531) Railway operating expenses	3,043,338	2,771,531	3,043,338		14
15	*	Net revenue from railway operations	598,135	578,031	598,135		15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	4,820	5,066			16
17		(510) Miscellaneous rent income	49,438	51,012			17
18		(512) Separately operated properties-Profit					18
19		(513) Dividend income (cost method)	1,953	687			19
20		(514) Interest income	6,175	33,103			20
21		(516) Income from sinking and other funds	1,089	1,085			21
22		(517) Release of premiums on funded debt					22
23		(518) Reimbursements received under contracts and agreements					23
24		(519) Miscellaneous income	32,283	34,417			24
		Income from affiliated companies: 519					
25		a. Dividends (equity method)	408	1,133			25
26		b. Equity in undistributed earnings (-losses)	54,251	(19,208)			26
27		TOTAL OTHER INCOME (lines 16-26)	150,417	107,295			27
28		TOTAL INCOME (line 15, 27)	748,552	685,326			28
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	583	122			29
30		(544) Miscellaneous taxes					30
31		(545) Separately operated properties-Loss	9	9			31
32		(549) Maintenance of investment organization	783	945			32
33		(550) Income transferred under contracts and agreements					33
34		(551) Miscellaneous income charges	40,283	37,639			34
35		(553) Uncollectible accounts	2,753	1,530			35
36		TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-35)	44,411	40,245			36
37		Income available for fixed charges (lines 28, 36)	704,141	645,081			37

210. RESULTS OF OPERATIONS - Continued

(Dollars in Thousands)

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceeding year (c)	Line No.
FIXED CHARGES					
38		(546) Interest on funded debt:			
		(a) Fixed interest not in default	165,428	161,980	38
39		(b) Interest in default			39
40		(547) Interest on unfunded debt	32,431	29,473	40
41		(548) Amortization of discount on funded debt	219	202	41
42		TOTAL FIXED CHARGES (lines 38-41)	198,078	191,655	42
43		Income after fixed charges (lines 37, 42)	506,063	453,426	43
OTHER DEDUCTIONS					
44		(546) Interest on funded debt:			
		(c) Contingent interest			44
UNUSUAL OR INFREQUENT ITEMS					
45		(555) Unusual or infrequent items (debit) credit			45
46		Income (Loss) from continuing operations (before income taxes)	506,063	453,426	46
PROVISIONS FOR INCOME TAXES					
47	*	(556) Income taxes on ordinary income			
		(a) Federal income taxes	85,200	51,345	47
48	*	(b) State income taxes	15,600	7,474	48
49	*	(c) Other income taxes (special income tax obligation)	(62,688)	(49,532)	49
50	*	(557) Provision for deferred taxes	149,063	215,182	50
51		TOTAL PROVISIONS FOR INCOME TAXES (lines 47-50)	187,175	224,469	51
52	*	Income from continuing operations (lines 46-51)	318,888	228,957	52
DISCONTINUED OPERATIONS					
53		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$)			53
54		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$)			54
55		Income before extraordinary items (lines 52 + 53 + 54)	318,888	228,957	55
EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES					
56		(570) Extraordinary items (Net)			56
57		(590) Income taxes on extraordinary items			57
58		(591) Provision for deferred taxes-Extraordinary items			58
59		TOTAL EXTRAORDINARY ITEMS (lines 56-58)			59
60		(592) Cumulative effect of changes in accounting principles (less applicable tax of \$)		(64,913)	60
61	*	Net income (Loss) (lines 55 + 59 + 60)	318,888	164,044	61
Reconciliation of net railway operating income (NROI)					
62	*	Net revenues from railway operations	598,135	578,031	62
63	*	(556) Income taxes on ordinary income (-)	38,112	9,287	63
64	*	(557) Provision for deferred income taxes (-)	149,063	215,182	64
65		Income from lease of road and equipment (-)			65
66		Rent for leased road and equipment (+)	51	51	66
67		Net railway operating income (loss)	411,011	353,613	67

See accompanying Notes to Financial Statements.

NOTES AND REMARKS FOR SCHEDULES 210 AND 220

220. RETAINED EARNINGS
(Dollars in Thousands)

1. Show below the items of Retained Earnings Accounts of the respondent for the year, classified in accordance with the Uniform System of Accounts for Railroad Companies.
2. All contra entries hereunder should be shown in parentheses.
3. Show under Remarks the amount of assigned Federal income tax consequences for Accounts 606 and 616.
4. Segregate in column (c) all amounts applicable to the equity in undistributed earnings (losses) of affiliated companies based on the equity method of accounting.
5. Line 3 (line 7 if debit balance), column (c), should agree with line 26, column (b), Schedule 210. The total of columns (b) and (c), lines 3 and 7, should agree with line 61 column (b), Schedule 210.
6. Include in column (b) only amounts applicable to retained earnings exclusive of any amounts included in column (c).

Line No.	Cross Check	Item (a)	Retained earnings- Unappropriated (b)	Equity in undistributed earnings (losses) of affiliated companies (c)	Line No.
1		Balances at beginning of year	\$ 871,689	\$ 56,140	1
2		(601.5) Prior period adjustment to beginning retained earnings			2
		CREDITS			
3	*	(602) Credit balance transferred from income	264,637	54,251	3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings		3,176	5
6		TOTAL	264,637	57,427	6
		DEBITS			
7	*	(612) Debit balance transferred from income			7
8		(616) Other debits to retained earnings	3,176		8
9		(620) Appropriations for sinking and other funds			9
10		(621) Appropriations for other purposes			10
11		(623) Dividends: Common stock	170,138		11
12		Preferred stock(1)			12
13		TOTAL	173,314		13
14		Net increase (decrease) during year (L. 6 minus L. 13)	91,323	57,427	14
15	*	Balances at close of year (Lines 1, 2 and 14)	963,012	113,567	15
16	*	Balances from line 15(c)	113,567	N/A	16
17		Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies (798) at end of year.	1,076,579	N/A	17
18		(797) Total appropriated retained earnings:			18
19		Credits during year \$			19
20		Debits during year \$			20
21		Balance at Close of year \$			21
22		Amount of assigned Federal income tax consequences: Account 606 \$			22
23		Account 616 \$			23

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

230. CAPITAL STOCK

PART 1. CAPITAL STOCK

(Dollars in Thousands)

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

Line No.	Class of Stock (a)	Par Value (b)	Number of Shares			Book Value at end of Year		Line No.
			Authorized (c)	Issued (d)	In Treasury (e)	Outstanding (f)	In Treasury \$ (h)	
1	Common	\$1.00	250,000,000	100		100		1
2								2
3								3
4	Preferred	No Par	25,000,000					4
5								5
6								6
7								7
8								8
9								9
10	TOTAL		275,000,000	100		100		10

PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR

(Dollars in Thousands)

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

Line No.	Items (a)	Preferred Stock		Common Stock		Treasury Stock		Additional Capital \$ (h)	Line No.
		Number of Shares (b)	Amount \$ (c)	Number of Shares (d)	Amount \$ (e)	Number of Shares (f)	Amount \$ (g)		
11	Balance at beginning of year			100				1,815,283	11
12	Transfer of ESOP note receivable to subsidiary (1)							308,365	12
13	Tax benefits stock options							5,344	13
14									14
15									15
16	Other, primarily ESOP related							(756)	16
17	Balance at close of year			100				2,128,236	17

(1) See Notes 2 and 6 to Financial Statements.

240. STATEMENT OF CASH FLOWS

(Dollars in Thousands)

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

CASH FLOWS FROM OPERATING ACTIVITIES

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

RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES

Line No.	Cross check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
10.	*	Income from continuing operations	318,888	228,957	10.

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

Line No.	Cross check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
11.		Loss (-gain) on sale or disposal of tangible property and investments	(17,518)	(19,884)	11.
12.		Depreciation and amortization expenses	275,866	277,761	12.
13.		Increase (-decrease) in provision for Deferred Income Taxes	149,063	215,182	13.
14.		Net decrease (-increase) in undistributed earnings (-losses) of affiliates	(54,251)	19,208	14.
15.		Decrease (-increase) in accounts receivable	(16,369)	(62,324)	15.
16.		Decrease (-increase) in materials and supplies, and other current assets	(30,483)	(3,015)	16.
17.		Increase (-decrease) in current liabilities other than debt	110,879	(79,925)	17.
18.		Increase (-decrease) in other net (1)	(114,948)	(21,183)	18.
19.		Net cash provided from continuing operations (Lines 10-18)	621,127	554,777	19.
20.		Add (-subtract) cash generated (-paid) by reason of discontinued operations and extraordinary items (A)		(64,913)	20.
21.		NET CASH PROVIDED FROM OPERATING ACTIVITIES (Lines 19 & 20)	621,127	489,864	21.

CASH FLOWS FROM INVESTING ACTIVITIES

Line No.	Cross check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
22.		Proceeds from sale of property	25,782	17,121	22.
23.		Capital expenditures	(487,188)	(557,690)	23.
24.		Net change in temporary cash investments not qualifying as cash equivalents			24.
25.		Proceeds from sale/repayment of investment and advances			25.
26.		Purchase price of long-term investments and advances	(900)	(21,732)	26.
27.		Net decrease (-increase) in sinking and other special funds	(2,922)	2,747	27.
28.		Other (2)	(10,731)	(5,479)	28.
29.		NET CASH USED IN INVESTING ACTIVITIES (Lines 22-28)	(475,959)	(565,033)	29.

(A) Represents cumulative effect of changes in accounting principles, see Schedule 210 line 60 column (c).

(Continued on next page)

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

CASH FLOWS FROM FINANCING ACTIVITIES

Line No.	Cross check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
30		Proceeds from issuance of long-term debt	113,500	485,809	30
31		Principal payments of long-term debt	(156,960)	(193,840)	31
32		Proceeds from issuance of capital stock		11,411	32
33		Purchase price of acquiring treasury stock		(31,696)	33
34		Cash dividends paid	(170,138)	(141,806)	34
35		Other-net (3)	90,342	(52,507)	35
36		NET CASH FROM FINANCING ACTIVITIES (Lines 30-35)	(123,256)	77,371	36
37		NET INCREASE (-DECREASE) IN CASH AND CASH EQUIVALENTS (Lines 21, 29 & 36)	21,912	2,202	37
38		Cash and cash equivalents at beginning of the year	2,202		38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (Lines 37 & 38)	24,114	2,202	39
		Footnotes to Schedule 240			
		Cash paid during the year for:			
40		Interest (net of amount capitalized)*	173,618	163,977	40
41		Income taxes (net)*	79,160	38,131	41

* Only applies if indirect method is adopted.

NOTES AND REMARKS

(1)	Pension credits	(46,695)	(42,588)
	Special income tax obligation	(62,688)	(49,533)
	Special income tax obligation transfer from current accounts		49,000
	Cumulative accounting changes		64,913
	Tax benefits on ESOP dividends and stock options		16,469
	IRS Settlement		(50,585)
	Other, net	(5,565)	(8,859)
		<u>(114,948)</u>	<u>(21,183)</u>
(2)	Demolition costs of track removed, not replaced	(13,229)	(5,229)
	Other, net	2,498	(250)
		<u>(10,731)</u>	<u>(5,479)</u>
(3)	Net proceeds from (paid) on note due subsidiary	57,206	(5,604)
	Repayment of short-term borrowings	(180,137)	(161,652)
	Short-term borrowings	213,273	114,249
	Other		500
		<u>90,342</u>	<u>(52,507)</u>

See Notes 2, 4, 5, and 6 to the Financial Statements.

245. WORKING CAPITAL
(Dollars in Thousands)

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

Line No.	Item (a)	Source No.	Amount (b)	Line No.
CURRENT OPERATING ASSETS				
1	Interline and Other Balances (705)	Schedule 200, line 5, column b	8,718	1
2	Customers (706)	Schedule 200, line 6, column b	210,609	2
3	Other (707)	Note A	63,580	3
4	TOTAL CURRENT OPERATING ASSETS	Lines 1 + 2 + 3	282,907	4
OPERATING REVENUE				
5	Railway Operating Revenue	Schedule 210, line 13, column b	3,641,473	5
6	Rent Income	Note B	131,951	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	3,773,424	7
8	Average Daily Operating Revenues	Line 7 ÷ 360 days	10,482	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 ÷ line 8	27	9
10	Revenue Delay Days Plus Buffer	Line 9 + 15 days	42	10
CURRENT OPERATING LIABILITIES				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	7,514	11
12	Audited Accounts & Wages Payable (753)	Note A	62,181	12
13	Accounts Payable - Other (754)	Note A	51,035	13
14	Other Taxes Accrued (761.5)	Note A	91,030	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	211,760	15
OPERATING EXPENSES				
16	Railway Operating Expenses	Schedule 210, line 14, column b	3,043,338	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	275,866	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	2,899,423	18
19	Average Daily Expenditures	Line 18 ÷ 360 days	8,054	19
20	Days of Operating Expenses in Operating Liabilities	Line 15 ÷ 19	26	20
21	Days of Working Capital Required	Line 10 - line 20 (Note C)	16	21
22	Cash Working Capital Required	Line 21 x line 19	128,864	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	24,114	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	24,114	24
MATERIAL AND SUPPLIES				
25	Total Material & Supplies (712)	Note A	160,230	25
26	Scrap and Obsolete Material included in Account 712	Note A	4,930	26
27	Material & Supplies held for Common Carrier Purposes	Line 25 - line 26	155,300	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	179,414	28

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

(B) Rent income is the sum of Schedule 410, column h, lines 121, 122, 123, 127, 128, 129, 133, 134, 135, 208, 210, 212, 227, 229, 231, 312, 314, and 316. Rent income is added to railway operating revenues to produce total revenues. Rent income is also added to total operating expenses to exclude the rent revenue items from operating expenses.

(C) If result is negative, use zero.

NOTES AND REMARKS

GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310, 310A

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

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

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

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

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

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

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

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

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

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

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

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

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

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

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

Line No.	Account No.	Class No.	Kind of Industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of Control	Line No.
(a)	(b)	(c)	(d)	(e)		
1	721	A-1	VII	Akron & Barberton Belt Railroad Company	50.00	1
2				Albany Port Railroad Corporation	50.00	2
3				Belt Railway Company of Chicago (1)	16.67	3
4				Calumet Western Railway Company	50.50	4
5				Indiana Harbor Belt Railroad Company	51.00	5
6				Lakefront Dock & Railroad Terminal Company	50.00	6
7				Locomotive Management Services	50.00	7
8				Merchants Despatch Transportation Corporation	100.00	8
9				Nicholas, Fayette & Greenbrier Railroad Company	50.00	9
10				Peoria & Pekin Union Railway Company	25.64	10
11				Pittsburgh, Chartiers & Youghiogheny Railway Co. (2)	100.00	11
12				St. Lawrence & Adirondack Railway Company	100.00	12
13				TTX Company	21.81	13
14						14
15				Total A-1		15
16						16
17						17
18	721	A-3	VI	CRC Properties, Inc.	100.00	18
19						19
20				CRR Investments, Inc. (3)	100.00	20
21				Railroad Association Insurance, Ltd.	8.64	21
22						22
23						23
24				Total A-3		24
25						25
26				Total A Stock		26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35

Notes:

- (1) Line 3; The net carrying value of the Belt Railway of Chicago is \$1.
- (2) Line 11 ; In 1993, the Pittsburgh, Chartiers & Youghiogheny Railway Co. (PC&Y) acquired and retired all of its common shares held by the Pittsburgh and Lake Erie Railroad Company, thus giving Consolidated Rail Corp 100% ownership interest of the PC&Y. As of December 31, 1994, Consolidated Rail Corp. was awaiting I.C.C. approval for acquisition control of a carrier.
- (3) Line 20; Represents, primarily, transfer of ESOP note receivable from Consolidated Rail Corp., See Notes 2 and 6 to the Financial Statements.

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - Continued

(Dollars in thousands)

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

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

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

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

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

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

Line No.	Investments and advances				Disposed of profit (loss)	Adjustments Acc. 721.5	Div/Int credited to income	Line No.
	Opening Balance (f)	Additions (g)	Deductions (Explain if not sale) (h)	Closing Balance (i)				
1	100		75	25				1
2	5			5				2
3								3
4	118			118				4
5	7,858			7,858			408	5
6	4,403			4,403				6
7		180		180				7
8	160			160				8
9	3,711			3,711				9
10	2,739			2,739				10
11	917			917				11
12	1,384			1,384				12
13	71,369			71,369				13
14								14
15	92,764	180	75	92,869			408	15
16								16
17								17
18	236			236				18
19								19
20	565,784	309,159	(3)	874,943				20
21	3,012			3,012				21
22								22
23								23
24	569,032	309,159		878,191				24
25								25
26	661,796	309,339	75	971,060			408	26
27								27
28								28
29								29
30								30
31								31
32								32
33								33
34								34
35								35

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

Line No.	Account No.	Class No.	Kind of Industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of Control	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	E-1	VII	Nicholas, Fayette & Greenbrier Railroad Company		1
2				St. Lawrence & Adirondack Railway Company		2
3						3
4				Total E-1		4
5						5
6						6
7						7
8	721	E-3	VI	CRC Properties, Inc.	(4)	8
9						9
10						10
11				Total E-3		11
12						12
13						13
14				Total E Advances		14
15						15
16						16
17						17
18						18
19				Undistributed Earnings from Certain Investments in Affiliated Companies		19
20						20
21				Credit Excess		21
22				Goodwill	(5)	22
23						23
24						24
25						25
26				Total 721		26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35

Notes:

- (4) Line 8; Decrease in Advances to CRC Properties, Inc. primarily relating to the transfer of property, \$26,258,000, to Consolidated Rail Corporation.
- (5) Line 22; Reclassification of Monongahela Railway goodwill from an Investment account to an Other Deferred Debit account. The Monongahela Railway was merged into Consolidated Rail Corporation in 1993.

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - Concluded
(Dollars in thousands)

Line No.	Investments and advances				Disposed of profit (loss)	Adjustments Acc. 721.5	Div/Int credited to income	Line No.
	Opening Balance	Additions	Deductions (Ex- plain if not sale)	Closing Balance				
	(f)	(g)	(h)	(i)				
1	7,325	14	360	6,979				1
2	914	175	22	1,067				2
3								3
4	8,239	189	382	8,046				4
5								5
6								6
7								7
8	48,264	251	26,534	21,981			2,019	8
9								9
10								10
11	48,264	251	26,534	21,981			2,019	11
12								12
13								13
14	56,503	440	(4) 26,916	30,027			2,019	14
15								15
16								16
17								17
18								18
19	56,140	54,251	(5) (3,176)	113,567				19
20								20
21	(34,611)			(34,611)				21
22	25,927		(5) 25,927					22
23								23
24								24
25								25
26	765,755	364,030	49,742	1,080,043			2,427	26
27								27
28								28
29								29
30								30
31								31
32								32
33								33
34								34
35								35

NOTES AND REMARKS

SCHEDULE 310 NOTES

Ownership of affiliated companies which do not report to the ICC

% Ownership**AKRON AND BARBERTON BELT RAILROAD COMPANY**

Consolidated Rail Corporation	50.00
CSX Transportation, Inc.	25.00
Wheeling and Lake Erie Railway Company	25.00
	<u>100.00</u>

ALBANY PORT RAILROAD CORPORATION

Consolidated Rail Corporation	50.00
Delaware and Hudson Railroad Company	50.00
	<u>100.00</u>

BELT RAILWAY COMPANY OF CHICAGO

Consolidated Rail Corporation	16.668
Atchison, Topeka and Santa Fe Railway Company	8.333
Burlington Northern Railroad	8.333
CSX Transportation, Inc.	25.001
Grand Trunk Western Railroad Company	8.333
Illinois Central Railroad Company	8.333
Missouri Pacific Railroad Company	8.333
Norfolk and Western Railway Company	8.333
Soo Line Railroad Company	8.333
	<u>100.000</u>

CALUMET WESTERN RAILWAY COMPANY

Consolidated Rail Corporation	25.00
Chicago West Pullman	25.00
Indiana Harbor Belt Railroad Company	50.00
	<u>100.00</u>

INDIANA HARBOR BELT RAILROAD COMPANY

Consolidated Rail Corporation	51.00
Soo Line Railroad Company	49.00
	<u>100.00</u>

THE LAKEFRONT DOCK AND RAILROAD TERMINAL COMPANY

Consolidated Rail Corporation	50.00
CSX Transportation, Inc.	50.00
	<u>100.00</u>

LOCOMOTIVE MANAGEMENT SERVICES

Consolidated Rail Corporation	50.00
GE LMS. Inc.	50.00
	<u>100.00</u>

310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES

(Dollars in Thousands)

Undistributed Earnings From Certain Investments in Affiliated Companies

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

Line No.	Name of issuing company and description of security held (a)	Balance at beginning of year (b)	Adjust. for investments equity method (c)	Equity in undistributed earnings, loss during year (d)	Amortization during year (e)	Adj. for investment disposed of during year (f)	Balance at close of year (g)	Line No.
1	Carriers: (List specifics for each company)							
2	Akron & Barberton Belt Railroad Company	232			2		234	1
3	500 Shares \$100 Par Value Common Stock							2
4	Albany Port Railroad Corporation	155		103			258	3
5	500 Shares \$5 Par Value Common Stock			(14)	5		156	4
6	Calumet Western Railway Company	165						5
7	1,080 Shares \$100 Par Value Common Stock				180		16,266	6
8	Indiana Harbor Belt Railroad Company	15,850		236				7
9	38,760 Shares \$100 Par Value Common Stock	1,451			81		1,532	8
10	Lakefront Dock & Railroad Terminal Company	1,818		(90)			1,728	9
11	46,250 Shares \$100 Par Value Common Stock							10
12	Merchants Despatch Transportation Corporation							11
13	100 Shares \$10 Par Value Common Stock	(3,035)	3,176	(141)				12
14	Goodwill attributable to the purchase of The Monongahela Railway Company							13
15	Nicholas, Fayette & Greenbrier Railroad Company	1,223			68		1,291	14
16	37,359 Shares \$100 Par Value Common Stock							15
17	Peoria & Pekin Union Railway Company	309		376	29		714	16
18	2,564 Shares \$100 Par Value Common Stock							17
19	Pittsburgh, Chartiers & Youghiogheny Railway Co.	393		36	17		446	18
20	13,900 Shares \$50 Par Value Common Stock							19
21	St. Lawrence & Adirondack Railway Company	1,509			40		1,549	20
22	16,150 Shares \$100 Par Value Common Stock			15,138	2,986		90,907	21
23	Trailer Train Company	72,783						22
24	3,500 Shares \$1 Par Value Common Stock							23
25								24
26								25
27	Total Carriers	92,853	3,176	15,644	3,408		115,081	26
28								27

NOTES AND REMARKS

SCHEDULE 310 NOTES (con't)% OwnershipNICHOLAS, FAYETTE AND GREENBRIER RAILROAD COMPANY

Consolidated Rail Corporation	50.00
CSX Transportation, Inc.	50.00
	<u>100.00</u>

PEORIA AND PEKIN UNION RAILWAY COMPANY

Consolidated Rail Corporation	25.64
Chicago and Northwestern Railroad Company	12.50
Illinois Central Railroad Company	46.86
Norfolk and Western Railway Company	15.00
	<u>100.00</u>

PITTSBURGH, CHARTIERS AND YOUGHIOGHENY RAILWAY COMPANY

Consolidated Rail Corporation	100.00
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TTX COMPANY

Consolidated Rail Corporation	21.81
13 Railroads or affiliated groups of railroads	78.19
	<u>100.00</u>

RAILROAD ASSOCIATION INSURANCE, LTD.

Consolidated Rail Corporation is among a group of participants in this insurance venture which requires each participant to contribute capital for stock.

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310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES - Continued
(Dollars in Thousands)
Undistributed Earnings From Certain Investments In Affiliated Companies

Line No.	Name of issuing company and description of security held (a)	Balance at beginning of year (b)	Adjust. for investments equity method (c)	Equity in undistributed earnings, loss during year (d)	Amortization during year (e)	Adj. for investment disposed of during year (f)	Balance at close of year (g)	Line No.
29	Non-Carriers: (List specifics for each company) CRC Properties, Inc. 1,000 Shares No Par Value Common Stock CRR Investments, Inc. 1,000 Shares \$1 Par Value Common Stock Total Non-carriers Total	4,891		681			5,572	29
30								30
31		(41,604)		34,518			(7,086)	31
32								32
33								33
34								34
35								35
36								36
37								37
38		(36,713)		35,199			(1,514)	38
39								39
40								40
41		56,140	3,176	50,843	3,408		113,567	41
42								42
43								43
44								44
45								45
46								46
47								47
48								48
49								49
50								50
51								51
52								52
53								53
54								54

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330

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

NOTES AND REMARKS

330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED PROPERTY AND EQUIPMENT
(Dollars in Thousands)

Line No.	Cross check	Account	Balance at beginning of year	Expenditures during year for original road & equipment & road extensions	Expenditures during year for purchase of existing lines, reorganizations, etc.	Line No.
		(a)	(b)	(c)	(d)	
1		(2) Land for transportation purposes	112,826			1
2		(3) Grading	211,001			2
3		(4) Other right-of-way expenditures	2,613			3
4		(5) Tunnels and subways	25,638			4
5		(6) Bridges, trestles, and culverts	201,489			5
6		(7) Elevated structures	2,575			6
7		(8) Ties	1,278,998			7
8		(9) Rail and other track material	2,421,017			8
9		(11) Ballast	871,237			9
10		(13) Fences, snowsheds, and signs	767			10
11		(16) Stations and office buildings	144,291		26,258	11
12		(17) Roadway buildings	11,946			12
13		(18) Water stations	486			13
14		(19) Fuel stations	30,659			14
15		(20) Shops and enginehouses	82,705			15
16		(22) Storage warehouses				16
17		(23) Wharves and docks	936			17
18		(24) Coal and ore wharves	80,020			18
19		(25) TOFC/COFC terminals	56,318			19
20		(26) Communication systems	97,854			20
21		(27) Signals and interlockers	328,627			21
22		(29) Power plants	1,116			22
23		(31) Power-transmission systems	8,781			23
24		(35) Miscellaneous structures	3,823			24
25		(37) Roadway machines	98,750			25
26		(39) Public improvements - Construction	39,054			26
27		(44) Shop machinery	48,651			27
28		(45) Power-plant machinery	3,532			28
29		Other (specify and explain)				29
30		TOTAL EXPENDITURES FOR ROAD	6,165,710		26,258	30
31		(52) Locomotives	1,136,595			31
32		(53) Freight-train cars	767,964			32
33		(54) Passenger-train cars				33
34		(55) Highway revenue equipment	2,839			34
35		(56) Floating equipment				35
36		(57) Work equipment	88,581			36
37		(58) Miscellaneous equipment	60,881			37
38		(59) Computer systems and word processing equipment	85,988			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	2,142,848			39
40		(76) Interest during construction				40
41		(80) Other elements of investment				41
42		(90) Construction in progress	302,457			42
43		GRAND TOTAL	8,611,015		26,258	43

Note: Column (d) Transfer CTC Center to Conrail \$26 million.

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

Line No.	Cross check	Expenditures for additions during the year	Credits for property retired during the year	Net changes during the year	Balance at close of year	Line No.
		(e)	(f)	(g)	(h)	
1		(89)	1,543	(1,632)	111,194	1
2		907	3,748	(2,841)	208,160	2
3			24	(24)	2,589	3
4				0	25,638	4
5		5,121	2,190	2,931	204,420	5
6				0	2,575	6
7		59,658	36,005	23,653	1,302,651	7
8		125,955	72,303	53,652	2,474,669	8
9		44,997	33,644	11,353	882,590	9
10		69	6	63	830	10
11		6,253	10,230	22,281	166,572	11
12			1	(1)	11,945	12
13			6	(6)	480	13
14		672	37	635	31,294	14
15		1,011	127	884	83,589	15
16						16
17				0	936	17
18		484	354	130	80,150	18
19		5,791	4,469	1,322	57,640	19
20		5,744	560	5,184	103,038	20
21		6,199	6,535	(336)	328,291	21
22		24		24	1,140	22
23			10	(10)	8,771	23
24		47	10	37	3,860	24
25		1,218	2,842	(1,624)	97,126	25
26		2,576	596	1,980	41,034	26
27		1,525	891	634	49,285	27
28		152	2	150	3,682	28
29						29
30		268,314	176,133	118,439	6,284,149	30
31		58,296	11,516	46,780	1,183,375	31
32		69,640	117,621	(47,981)	719,983	32
33						33
34			10	(10)	2,829	34
35						35
36		437	6,293	(5,856)	82,725	36
37		60	24,961	(24,901)	35,980	37
38		(9,002)	676	(9,678)	76,310	38
39		119,431	161,077	(41,646)	2,101,202	39
40						40
41						41
42		117,480		117,480	419,937	42
43		505,225	337,210	194,273	8,805,288	43

332. DEPRECIATION BASE AND RATES - ROAD AND EQUIPMENT OWNED AND USED AND LEASED FROM OTHERS
(Dollars in Thousands)

1. Show in columns (b) and (e), for each primary account, the depreciation base used to compute the depreciation charges for the month of January, and in columns (c) and (f) show the depreciation base used to compute the depreciation charges for the month of December, in columns (d) and (g) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 39 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. The depreciation base should not include the cost of equipment used, but not owned, when the rents therefore are included in the rent for equipment and Account Nos. 31-21-00, 31-22-00, 31-23-00, 31-25-00, 35-21-00, 35-23-00, 35-22-00 and 35-25-00. It should include the cost of equipment owned and leased to others when the rents therefrom are included in the rent for equipment Account Nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00 and 36-25-00, inclusive. The composite rates used should be those prescribed or otherwise authorized by the Commission, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any changes in rates were effective during the year, give full particulars in a footnote.
2. All leased properties may be combined and one composite rate computed for each primary account, or a separate schedule may be included for each such property.
3. Show in columns (e), (f) and (g) data applicable to Lessor property, when the rent therefore is included in Account Nos. 31-11-00, 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.
4. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for the discontinuance of accruals should be shown in a footnote indicating the account(s) effected.
5. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively.

Line No.	Account (a)	OWNED AND USED			LEASED FROM OTHERS			Line No.
		Depreciation Base		Annual composite rate (percent) (d)	Depreciation Base		Annual composite rate (percent) (g)	
		1/1 At beginning of year (b)	12/1 At close of year (c)		1/1 At beginning of year (e)	12/1 At close of year (f)		
	ROAD							
1	(3) Grading	182,199	163,356	1.41				1
2	(4) Other, right-of-way expenditures	2,567	2,559	1.84				2
3	(5) Tunnels and subways	25,162	25,163	1.58				3
4	(6) Bridges, trestles, and culverts	188,649	193,154	3.28				4
5	(7) Elevated structures							5
6	(8) Ties	1,107,933	1,126,479	2.86	NOT APPLICABLE 5% RULE			6
7	(9) Rail and other track material	2,202,657	2,220,343	2.04				7
8	(11) Ballast	774,396	789,257	1.69				8
9	(13) Fences, snow sheds, and signs	460	529	7.17				9
10	(16) Station and office buildings	124,188	146,066	7.66				10
11	(17) Roadway buildings	9,726	9,660	3.46				11
12	(18) Water stations	154	153	3.35				12
13	(19) Fuel stations	30,578	31,213	3.50				13
14	(20) Shops and enginehouses	82,518	83,417	4.01				14
15	(22) Storage warehouses							15
16	(23) Wharves and docks	936	936	2.19				16
17	(24) Coal and ore wharves	79,954	80,084	3.03				17
18	(25) TOFC/COFC terminals	53,138	54,587	6.80				18
19	(26) Communication systems	96,085	101,042	5.58				19
20	(27) Signals and interlockers	312,881	314,442	4.17				20
21	(29) Power plants	1,113	1,137	3.73				21
22	(31) Power-transmission systems	8,593	8,612	10.81				22
23	(35) Miscellaneous structures	3,798	3,838	3.62				23
24	(37) Roadway machines	93,029	84,383	11.37				24
25	(39) Public improvements-Construction	37,375	39,180	2.04				25
26	(44) Shop machinery	41,307	41,697	5.87				26
27	(45) Power-plant machinery	1,867	2,019	0.65				27
28	All other road accounts							28
29	Amortization (other than defense projects)							29
30	TOTAL ROAD	5,461,263	5,523,306	2.80				30
	EQUIPMENT							
31	(52) Locomotives	1,118,354	1,171,573	5.90				31
32	(53) Freight-train cars	602,139	566,980	7.19				32
33	(54) Passenger-train cars							33
34	(55) Highway revenue equipment							34
35	(56) Floating equipment							35
36	(57) Work equipment	61,115	55,297	5.19				36
37	(58) Miscellaneous equipment	38,828	15,768	14.91				37
38	(59) Computer systems and word processing equipment	69,638	73,276	16.78				38
39	TOTAL EQUIPMENT	1,890,074	1,882,894	6.79				39
40	GRAND TOTAL	7,351,337	7,406,200	N/A			N/A	40

NOTE Track structure (accounts 8, 9 and 11) depreciation rates are based on consistent use of the Company's net salvage method, which produces financial statement results consistent with the method suggested by Docket No. 36988. The Company's methodology has been approved by the Commission.

335. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT OWNED AND USED

(Dollars in Thousands)

1. Disclose the required information in regard to credits and debits to Account No. 735 Accumulated depreciation: Road and Equipment Property, during the year relating to owned and used road and equipment. Include entries for depreciation of equipment owned but not used when the resulting rents are included in the "Lease Rental-Credit-Equipment" accounts and "Other-Rents-Credit-Equipment" accounts. Exclude any entries for depreciation of equipment that is used but not owned when the resulting rents are included in "Lease Rental-Debit-Equipment" account and "Other Rents-Debit-Equipment" accounts. (See Schedule 351 for the accumulated depreciation to road and equipment owned and leased to others).
2. If any data are included in columns (d) or (f), explain the entries in detail.
3. A debit balance in columns (b) or (g) for any primary account should be designated Dr.
4. If there is any inconsistency between the credits to the reserve as shown in column (c) and the charges to operating expenses, a full explanation should be given.
5. Enter amounts representing amortization under an authorized amortization program other than for defense projects on lines 29 and 39.

Line No.	Cross Check	Account	Balance at begnning of year year (b)	CREDITS TO RESERVE				Balance at close of year (g)	Lane No.
				During the year					
				Charges to operating expenses (c)	Other credits (d)	Retire-ments (e)	Other debits (f)		
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	
		ROAD							
1		(3) Grading	29,284	2,742	1	1,705	6,870	23,452	1
2		(4) Other, right-of-way expentures	831	47		16	150	712	2
3		(5) Tunnels and subways	2,647	398			360	2,685	3
4		(6) Bndges, trestles, and culverts	49,941	6,246	137	1,120	8,220	46,984	4
5		(7) Elevated structures	2,769					2,769	5
6		(8) Ties	217,617	34,365	140	27,917	8,261	215,944	6
7		(9) Rail and other track matenal	354,173	45,037	12,856	60,613	10,763	340,690	7
8		(11) Ballast	16,964	13,720	42	28,702	705	1,319	8
9		(13) Fences, snow sheds, and signs	461	37		6		492	9
10		(16) Station and office buildings	50,767	11,556	Dr. (190)	10,197	3,060	48,876	10
11		(17) Roadway buildings	3,896	347		1		4,242	11
12		(18) Water stations	339	5		6		338	12
13		(19) Fuel stations	8,523	1,087		37	300	9,273	13
14		(20) Shops and enginehouses	29,992	3,325	2	90	2,208	31,021	14
15		(22) Storage warehouses							15
16		(23) Wharves and docks	197	20			180	37	16
17		(24) Coal and ore wharves	22,232	2,420	14	355	1,176	23,135	17
18		(25) TOFC/COFC terminals	29,125	3,618	1,161	4,459	1,851	27,594	18
19		(26) Communication systems	65,687	5,408	43	284	330	70,524	19
20		(27) Signals and interlockers	117,773	12,785	Dr. (38)	4,710	4,890	120,920	20
21		(29) Power plants	452	42			60	434	21
22		(31) Power-transmission systems	4,731	924		9	660	4,986	22
23		(35) Miscellaneous structures	321	139		9	60	391	23
24		(37) Roadway machines	60,228	9,166	6,605	2,840	6,050	67,109	24
25		(39) Public improvements-Construction	5,243	791	Dr. (126)	262	810	4,836	25
26		(44) Shop machinery*	23,579	2,488	323	891	303	25,196	26
27		(45) Power-plant machinery	3,172	13	2	2		3,185	27
28		All other road accounts	Dr. (3,274)		49,980		529	46,177	28
29		Amortization (Adjustments)	255,526		29,158	32,989	10,671	241,024	29
30		TOTAL ROAD	1,353,196	156,726	100,110	177,220	68,467	1,364,345	30
		EQUIPMENT							
31	*	(52) Locomotives	487,628	68,018		11,713		543,933	31
32	*	(53) Freight-train cars	396,185	39,082	6,650	115,925	6,650	319,342	32
33	*	(54) Passenger-train cars							33
34	*	(55) Highway revenue equipment	1,970			10		1,960	34
35	*	(56) Floating equipment							35
36	*	(57) Work equipment	51,209	3,507		4,977		49,739	36
37	*	(58) Miscellaneous equipment	50,800	3,937		24,957		29,780	37
		(59) Computer systems and word							
38		processing equipment	49,877	11,891	44	677		61,135	38
39	*	Amortization Adjustments							39
40		TOTAL EQUIPMENT	1,037,669	126,435	6,694	158,259	6,650	1,005,889	40
41		GRAND TOTAL	2,390,865	283,161	106,804	335,479	75,117	2,370,234	41

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

See notes page 39.

339. ACCRUED LIABILITY - LEASED PROPERTY
(Dollars in Thousands)

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

Line No.	Cross check	Account (a)	Balance at beginning of year (b)	CREDITS TO ACCOUNTS During the year		DEBITS TO ACCOUNTS During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading							1
2		(4) Other, right-of-way expenses							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material		NOT APPLICABLE - 5% RULE					7
8		(11) Ballast							8
9		(13) Fences, snow sheds, and signs							9
10		(16) Stations and office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops and enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals and interlockers							20
21		(29) Power plants							21
22		(31) Power-transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public improvements-Construction							25
26		(44) Shop machinery*							26
27		(45) Power-plant machinery							27
28		All other road accounts							28
29		Amortization (Adjustments)							29
30		TOTAL ROAD							30
		EQUIPMENT							
31		(52) Locomotives							31
32		(53) Freight-train cars							32
33		(54) Passenger-train cars							33
34		(55) Highway revenue equipment							34
35		(56) Floating equipment							35
36		(57) Work equipment							36
37		(58) Miscellaneous equipment							37
38		(59) Computer systems and word processing equipment							38
39		Amortization Adjustments							39
40		TOTAL EQUIPMENT							40
41		GRAND TOTAL							41

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

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

(Dollars in thousands)

1. Show in column (b) for each primary account the depreciation base used in computing the depreciation charges for the month of January, and in column (c) show the depreciation base used in computing the depreciation charges for the month of December, in column (d) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 40 of these columns show the composite percentage of all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. This schedule should include only improvements to leased property charged to account 732, "Improvements on Leased Property". The composite rates used should be those prescribed or otherwise authorized by the Commission, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any changes in rates were effective during the year, give full particulars in a footnote.

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

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

4. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of the total road owned or total equipment owned, respectively. However, line 41, Grand Total, should be completed.

Line No.	Cross Check	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
			At beginning of year (b)	At close of year (c)		
		ROAD				
1		(3) Grading				1
2		(4) Other right-of-way expenditures				2
3		(5) Tunnels and subways				3
4		(6) Bridges, trestles & culverts				4
5		(7) Elevated structures				5
6		(8) Ties				6
7		(9) Rail & other track material				7
8		(11) Ballast				8
9		(13) Fences snow sheds & signs				9
10		(16) Station & office buildings				10
11		(17) Roadway buildings	DETAIL OMITTED - 5% RULE			11
12		(18) Water stations				12
13		(19) Fuel stations				13
14		(20) Shops & enginehouses				14
15		(22) Storage warehouses				15
16		(23) Wharves & docks				16
17		(24) Coal & ore wharves				17
18		(25) TOFC/COFC terminals				18
19		(26) Communication systems				19
20		(27) Signals & interlockers				20
21		(29) Power plants				21
22		(31) Power-transmission systems				22
23		(35) Miscellaneous structures				23
24		(37) Roadway machines				24
25		(39) Public improvements-const.				25
26		(44) Shop machinery				26
27		(45) Power-plant machinery				27
28		All other road accounts				28
29		Amortization (Adjustments)				29
30		TOTAL ROAD				30
		EQUIPMENT				
31		(52) Locomotives				31
32		(53) Freight-train cars				32
33		(54) Passenger-train cars				33
34		(55) Highway revenue equipment				34
35		(56) Floating equipment				35
36		(57) Work equipment				36
37		(58) Miscellaneous equipment				37
38		(59) Computer systems and word processing equipment				38
39		Amortization Adjustments				39
40		TOTAL EQUIPMENT				40
41		GRAND TOTAL (See Note)	44,214	45,460		41

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

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

(Dollars in thousands)

1. Enter the required information concerning debits and credits to account 733, "Accumulated Depreciation-Improvements on Leased Property", during the year relating to improvements made to road and equipment property leased from others, the depreciation charges for which are included in operating expenses of the respondent.
2. If any entries are made for column (d) "Other credits" or column (f) "Other debits", state the facts occasioning such entries on page 35. A debit balance in column (b) or (g) for any primary account should be shown in parenthesis or designated "Dr".
3. Any inconsistency between the credits to the reserve as shown in column (c) and the charges to operating expenses should be fully explained on page 35.
4. Show in column (e) the debits to the reserve arising from retirements. These debits should not exceed investment, etc.
5. Details in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively. However, line 39 Grand Total, should be completed.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retire-ments (e)	Other debits (f)		
		ROAD							
1		(3) Grading							1
2		(4) Other right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles & culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail & other track material							7
8		(11) Ballast							8
9		(13) Fences snow sheds & signs							9
10		(16) Station & office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations		DETAIL OMITTED - 5% RULE					13
14		(20) Shops & enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves & docks							16
17		(24) Coal & ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals & interlockers							20
21		(29) Power plants							21
22		(31) Power-transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public improvements-const.							25
26		(44) Shop machinery*							26
27		(45) Power-plant machinery							27
28		All other road accounts							28
29		TOTAL ROAD							29
		EQUIPMENT							
30		(52) Locomotives							30
31		(53) Freight-train cars							31
32		(54) Passenger-train cars							32
33		(55) Highway revenue equipment							33
34		(56) Floating equipment							34
35		(57) Work equipment							35
36		(58) Miscellaneous equipment							36
37		(59) Computer systems and word processing equipment							37
38		TOTAL EQUIPMENT							38
39		GRAND TOTAL	24,882	2,405	26	75	26	27,212	39

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

Notes to Schedule 335-Accumulated Depreciation-Road and Equipment Owned and Used

1. The credits to the reserve as shown in column (c) exceed charges to operating expenses due to the capitalization of overhead costs:

Schedule 335	\$283,161		
Schedule 339	143		
Schedule 342	2,405		
Schedule 351	168		
Schedule 410		<u>\$275,866</u>	
	<u>\$285,877</u>	<u>\$275,866</u>	<u>\$10,011</u>

2. Entries to Other Credits (column d)

Roadway:		
Salvage		\$13,432
Transfer from Secured Promissory Note to roadway		7,520
Salvage costs - Asset Impairment Reserve		29,158
Bridge removal reserve		<u>50,000</u>
		<u>100,110</u>
Equipment:		
Salvage		44
Transfer from Secured Promissory Note to freight equipment		<u>6,650</u>
		<u>6,694</u>
Total column (d)		<u>\$106,804</u>

3. Entries to Other Debits (column f)

Roadway:		
Establish bridge removal reserve		\$50,000
Removal costs - Asset Impairment Reserve		\$11,115
Transfer from Secured Promissory Note to roadway		\$7,520
Other		<u>(168)</u>
		<u>68,467</u>
Equipment:		
Transfer from Secured Promissory Note to freight equipment		<u>6,650</u>
		<u>6,650</u>
Total column (f)		<u>\$75,117</u>

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

(Dollars in thousands)

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

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

3. In column (d) show the composite rates used to compute the depreciation for December and on lines 29 and 38 of this column show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary accounts composite rates to the depreciation base used to compute the depreciation for December and dividing the total also computed by the depreciation base.

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

5. If the total road leased to others is less than 5% of the total road owned; omit. If total equipment leased to others is less than 5% of total equipment owned; omit. However, line 39, Grand Total, should be completed.

Line No.	Cross Check	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
			At beginning of year (b)	At close of year (c)		
		ROAD				
1		(3) Grading				1
2		(4) Other right-of-way expenditures				2
3		(5) Tunnels and subways				3
4		(6) Bridges, trestles & culverts				4
5		(7) Elevated structures				5
6		(8) Ties				6
7		(9) Rail & other track material				7
8		(11) Ballast				8
9		(13) Fences snow sheds & signs				9
10		(16) Station & office buildings	DETAIL OMITTED - 5% RULE			10
11		(17) Roadway buildings				11
12		(18) Water stations				12
13		(19) Fuel stations				13
14		(20) Shops & enginehouses				14
15		(22) Storage warehouses				15
16		(23) Wharves & docks				16
17		(24) Coal & ore wharves				17
18		(25) TOFC/COFC terminals				18
19		(26) Communication systems				19
20		(27) Signals & interlockers				20
21		(29) Power plants				21
22		(31) Power-transmission systems				22
23		(35) Miscellaneous structures				23
24		(37) Roadway machines				24
25		(39) Public improvements-const.				25
26		(44) Shop machinery				26
27		(45) Power-plant machinery				27
28		All other road accounts				28
29		TOTAL ROAD				29
		EQUIPMENT				
30		(52) Locomotives				30
31		(53) Freight-train cars				31
32		(54) Passenger-train cars				32
33		(55) Highway revenue equipment				33
34		(56) Floating equipment				34
35		(57) Work equipment				35
36		(58) Miscellaneous equipment			N/A	36
37		(59) Computer systems and word processing equipment				37
38		TOTAL EQUIPMENT				38
39		GRAND TOTAL	3,677	3,677	4.57	39

351. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT LEASED TO OTHERS

(Dollars in thousands)

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

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

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

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

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Renre-ments (e)	Other debits (f)		
		ROAD							
1		(3) Grading							1
2		(4) Other right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles & culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail & other track material							7
8		(11) Ballast							8
9		(13) Fences snow sheds & signs							9
10		(16) Station & office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops & enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves & docks							16
17		(24) Coal & ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals & interlockers							20
21		(29) Power plants							21
22		(31) Power-transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public improvements-const.							25
26		(44) Shop machinery <u>u</u> *§							26
27		(45) Power-plant machinery							27
28		All other road accounts							28
29		TOTAL ROAD							29
		EQUIPMENT							
30		(52) Locomotives							30
31		(53) Freight-train cars							31
32		(54) Passenger-train cars							32
33		(55) Highway revenue equipment							33
34		(56) Floating equipment							34
35		(57) Work equipment							35
36		(58) Miscellaneous equipment							36
37		(59) Computer systems and word processing equipment							37
38		TOTAL EQUIPMENT							38
39		GRAND TOTAL	989	168				1,157	39

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

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

(Dollars in Thousands)

1. Disclose the investment in railway property used in transportation service at the close of the year. This investment represents the aggregate of property owned or leased by the respondent and used in the respondent's transportation service. Such property includes (a) the investment reported in Accounts 731, "Road and Equipment Property", and 732, "Improvements on Leased Property", of the respondent, less any 731 or 732 property leased to others for their exclusive use of road, track, or bridges (including equipment or other railway property covered by the contract). Equipment leased to others under separate distinct contracts shall not be deducted from the respondent's 731 or 732 property, and (b) the investment of other companies' 731 or 732 property (including operating and lessor railroads) used by the respondent when the lease is for exclusive use or control of roads, tracks or bridges (including equipment of other railway property covered by the contract). This excludes leased equipment from operating railroads under separate distinct contracts and the investment of other carriers in property jointly used by the respondent.
2. In column (a), classify each company in this schedule as respondent (R), lessor railroad (L), inactive or proprietary company (P), and other leased properties (O).
3. In column (a) to (e), inclusive, first show the data requested for the respondent (R); next the data for companies whose entire properties are used in transportation service of the respondent, divided between lessor (L) and proprietary (P) companies; followed by data for carriers and others (O), portions of whose property are used in transportation service of the respondent. Show a total for each class of company in column (d) and (e). Then show, as deductions, data for transportation property leased to carriers and others.
4. In column (c), line-haul carriers report the miles of road used in line-haul service. Report miles in whole numbers.
5. In column (d), show the amount applicable in Accounts 731 and 732 on the books of the company whose names appear in column (b). Values of property of carriers segregated by estimate or otherwise should correspond in amount to the deductions made by the owners in their reports. If separate value is not available, explanations should be given. Differences between the amounts in column (d) of this schedule and the amounts shown in column (c), line 24, on the asset side of the comparative general balance sheet of each individual railway, should be explained in a footnote. Book value included in Accounts 731 or 732 of the owner should be reported in column (d) in reference to the investment of the respondent in the securities of the owner unless a good reason can be given for the contrary. Methods of estimating (by capitalizing rentals at 6 percent or otherwise) value of property of private owners, or portions of property of other carriers, should be explained.
6. In column (e), show the amount of depreciation and amortization accrued as of the close of the year in Accounts 733, 734, 735, 736, and 772, that is applicable to the property of the carriers whose names are listed in column (b), regardless of where the reserves therefor are recorded.

Line No.	Class (See Ins.2) (a)	Name of company (b)	Miles of road used (See Ins.4) (whole numbers) (c)	Investments in property (See Ins. 5) (d)	Depreciation and amortization of defense projects (See Ins. 6) (e)	Line No.
1	R	Consolidated Rail Corporation	9,453	8,805,288	2,398,603	1
2						2
3	L	St. Lawrence & Adirondack Rwy. Co.	49	4,817	1,683	3
4	L	CSX Transportation Co., Inc.	24	*		4
5						5
6						6
7	O	CRC Properties, Inc.		34,672	3,915	7
8		CRR Investments		20	16	8
9		Total O		34,692	3,931	9
10						10
11		Less: Investment in Railroad Property				11
12		Leased to Others				12
13						13
14		Indiana Harbor Belt RR Co.		(3,998)		14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22		* Leased for 30 years - cost will be the maintenance				22
23		expense for 7 years and based on tonnage thereafter.				23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31		TOTAL	9,526	8,840,799	2,404,217	31

352B. INVESTMENT IN RAILWAY PROPERTY USED IN TRANSPORTATION SERVICE

(Dollars in Thousands)

1. In columns (b) through (e) give, by primary accounts, the amount of investment at the close of the year in property of respondent and each group or class of companies and properties.
2. The amounts for respondent and for each group or class of companies and properties on Line 44 herein, should correspond with the amounts for each class of company and properties shown in Schedule 352A. Continuing records shall be maintained by respondent of the primary property accounts separately for each company of property included in the schedule.
3. Report on line 29 amounts representing capitalization of rentals for leased property based on 6 percent per year where property is not classified by accounts by non-carrier owners, or where cost of property leased from other carriers is not ascertainable. Identify non-carrier owners, and briefly explain on page 37 methods of estimating value of property of non-carriers or property of other carriers.
4. Report on line 30 amounts not includible in the accounts shown, or in line 29. The items reported should be briefly identified and explained. Also include here those items after permission is obtained from the Commission for exceptions to prescribed accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Commission.

Line No.	Cross check	Account	Respondent	Lessor Railroads	Inactive (proprietary companies)	Other Leased Properties	Line No.
		(a)	(b)	(c)	(d)	(e)	
1		(2) Land for transportation purposes	111,194	316		2,443	1
2		(3) Grading	208,160	729		Cr. (174)	2
3		(4) Other, right-of-way expenditures	2,589				3
4		(5) Tunnels and subways	25,638				4
5		(6) Bridges, trestles, and culverts	204,420	705		Cr. (165)	5
6		(7) Elevated structures	2,575				6
7		(8) Ties	1,302,651	869		Cr. (714)	7
8		(9) Rail and other track material	2,474,669	1,383		Cr. (858)	8
9		(11) Ballast	882,590	339		Cr. (130)	9
10		(13) Fences, snow sheds, and signs	830	79		Cr. (1)	10
11		(16) Station and office buildings	166,572	53		31,155	11
12		(17) Roadway buildings	11,945				12
13		(18) Water stations	480				13
14		(19) Fuel stations	31,294			Cr. (21)	14
15		(20) Shops and enginehouses	83,589			Cr. (27)	15
16		(22) Storage warehouses					16
17		(23) Wharves and docks	936			294	17
18		(24) Coal and ore wharves	80,150				18
19		(25) TOFC/COFC terminals	57,640				19
20		(26) Communication systems	103,038	22		Cr. (125)	20
21		(27) Signals and interlockers	328,291	211		Cr. (846)	21
22		(29) Power plants	1,140				22
23		(31) Power-transmission systems	8,771			Cr. (5)	23
24		(35) Miscellaneous structures	3,860			Cr. (6)	24
25		(37) Roadway machines	97,126				25
26		(39) Public improvements-Construction	41,034	111		Cr. (139)	26
27		(44) Shop machinery	49,285				27
28		(45) Power-plant machinery	3,682				28
29		Leased property capitalized rental (explain)					29
30		Other (specify and explain)					30
31		TOTAL ROAD	6,284,149	4,817		30,681	31
32		(52) Locomotives	1,183,375				32
33		(53) Freight-train cars	719,983				33
34		(54) Passenger-train cars					34
35		(55) Highway revenue equipment	2,829				35
36		(56) Floating equipment					36
37		(57) Work equipment	82,725				37
38		(58) Miscellaneous equipment	35,980				38
39		(59) Computer systems and word processing equipment	76,310				39
40		TOTAL EQUIPMENT	2,101,202			13	40
41		(76) Interest during construction					41
42		(80) Other elements of investment					42
43		(90) Construction work in progress	419,937				43
44		GRAND TOTAL	8,805,288	4,817		30,694	44

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

CROSS-CHECKS

SCHEDULE 410

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

SCHEDULE 210

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

SCHEDULE 412

Lines 136 thru 138 column (f)
Lines 118 thru 123, and 130 thru 135 column (f)

= Line 29 column (b)
= Line 29, column (c)

SCHEDULE 414

Line 231, column (f)
Line 230, column (f)

= Line 19, columns (b) thru (d)
= Line 19, columns (e) thru (g)

SCHEDULE 415

Lines 207, 208, 211, 212, column (f)
Lines 226, 227, column (f)
Lines 311, 312, 315, 316, column (f)

= Lines 5, 38, column (f)
= Lines 24, 39, column (f)
= Lines 32, 35, 36, 37, 40, 41, column (f)

AND
SCHEDULE 414

Minus line 24, columns (b) thru (d) plus line 24,
columns (e) thru (g)

SCHEDULE 415

Line 213, column (f)
Line 232, column (f)
Line 317, column (f)

= Lines 5, 38, columns (c) and (d)
= Lines 24, 39, columns (c) and (d)
= Lines 32, 35, 36, 37, 40, 41, columns (c) and (d)

Lines 202, 203, 216, column (f) (equal to or greater
than, but variance cannot exceed line 216, column (f))

Lines 5, 38, column (b)

Lines 221, 222, 235, column (f) (equal to or greater
than, but variance cannot exceed line 235, column (f))

Lines 24, 39, column (b)

Lines 302 thru 307 and 320, column (f) (equal to or
greater than, but variance cannot exceed line 320,
column (f))

Lines 32, 35, 36, 37, 40, 41, column (b)

SCHEDULE 417

Line 507, column (f)
Line 508, column (f)
Line 509, column (f)
Line 510, column (f)
Line 511, column (f)
Line 512, column (f)
Line 513, column (f)
Line 514, column (f)
Line 515, column (f)
Line 516, column (f)
Line 517, column (f)

= Line 1, column (j)
= Line 2, column (j)
= Line 3, column (j)
= Line 4, column (j)
= Line 5, column (j)
= Line 6, column (j)
= Line 7, column (j)
= Line 8, column (j)
= Line 9, column (j)
= Line 10, column (j)
= Line 11, column (j)

SCHEDULE 450

Line 4 column b

SCHEDULE 210

= Line 47 column b

410 RAILWAY OPERATING EXPENSES (Dollars in Thousands)

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

NAME OF RAILWAY OPERATING EXPENSE ACCOUNT		FREIGHT							PASSENGER	TOTAL	LINE NO.
LINE NO.	CROSS ✓	N/A - NATURAL ACCOUNT F/C - FUNCTION CODE (A)	N/A F/C	SALARIES & WAGES (B)	MAT'L, TOOLS SUPPLIES FUEL & LUBES (C)	PURCHASED SERVICE (D)	GENERAL (E)	TOTAL FREIGHT EXPENSE (F)	(G)	(H)	
		WAY AND STRUCTURES: ADMINISTRATION:									
1		TRACK	02	22,122	2,023	4,991	1,728	30,864		30,864	1
2		BRIDGE AND BUILDING	03	3,336	295	279	234	4,144		4,144	2
3		SIGNAL	04	4,524	404	352	336	5,616		5,616	3
4		COMMUNICATION	05	941	83	78	68	1,170		1,170	4
5		OTHER	06	884	70	225	1,174	2,353		2,353	5
		REPAIR AND MAINTENANCE:									
6		ROADWAY-RUNNING	10	4,801	518	8,125	153	13,597		13,597	6
7		ROADWAY-SWITCHING	10	6	3	(1)		8		8	7
8		TUNNELS/SUBWAYS-RUNNING	11	13	26	1		40		40	8
9		TUNNELS/SUBWAYS-SWITCHING	11								9
10		BRIDGES/CULVERS-RUNNING	12	4,826	1,210	1	283	6,320		6,320	10
11		BRIDGES/CULVERS-SWITCHING	12								11
12		TIES-RUNNING	13	3,821	1,139	524	106	5,590		5,590	12
13		TIES-SWITCHING	13	6	39	1		46		46	13
14		RAIL & OTH TRK MAT'L-RUNNING	14	23,537	1,758	9,028	514	34,837		34,837	14
15		RAIL & OTH TRK MAT'L-SWITCHING	14	286	653	(38)	1	902		902	15
16		BALLAST-RUNNING	16	1,216	994	413	98	2,721		2,721	16
17		BALLAST-SWITCHING	16		97			97		97	17
18		RD PROPERTY DAMAGE-RUNNING	48	4,485	1,683	281	24	6,473		6,473	18
19		RD PROPERTY DAMAGE-SWITCHING	48	8	379			387		387	19
20		RD PROPERTY DAMAGE-OTHER	48	474	657	97	1	1,229		1,229	20
21		SIGNALS/INTERLOCKERS-RUNNING	19	21,781	6,374	823	342	29,320		29,320	21
22		SIGNALS/INTERLOCKERS-SWITCHING	19	1	391			392		392	22
23		COMMUNICATIONS SYSTEMS	20	6,104	3,842	85	159	10,190		10,190	23
24		POWER SYSTEMS	21	918	404	32	34	1,388		1,388	24
25		HWY GRADE CROSSINGS-RUNNING	22	5,806	2,212	888	67	8,973		8,973	25
26		HWY GRADE CROSSINGS-SWITCHING	22		22	25		47		47	26
27		STATION & OFFICE BUILDINGS	23	964	404	1,661	37	3,066		3,066	27
28		SHOP BLDGS-LOCOMOTIVES	24	2,595	569	226	13	3,403		3,403	28
29		SHOP BLDGS-FREIGHT CARS	25	1,318	559	90	15	1,982		1,982	29
30		SHOP BLDGS-OTHER EQUIPMENT	26			225		225		225	30

410 RAILWAY OPERATING EXPENSES
(Dollars in Thousands)

NAME OF RAILWAY OPERATING EXPENSE ACCOUNT				FREIGHT							PASSENGER	TOTAL	LINE NO.
LINE NO.	CROSS ✓	N/A - NATURAL ACCOUNT F/C - FUNCTION CODE (A)	N/A F/C	SALARIES & WAGES (B)	MAT'L, TOOLS SUPPLIES FUEL & LUBES (C)	PURCHASED SERVICE (D)	GENERAL (E)	TOTAL FREIGHT EXPENSE (F)					
		WAY AND STRUCTURES- (CONTINUED)											
		REPAIR AND MAINTENANCE- (CONTINUED)											
101		LOCOMOTIVE SERVICE FACILITIES	27	107	48	4	4	163			163	101	
102		MISC BUILDINGS & STRUCTURES	28	3,601	973	1,047	90	5,711			5,711	102	
103		COAL TERMINALS	29	1,694	33	441		2,168			2,168	103	
104		ORE TERMINALS	30			759		759			759	104	
105		OTHER MARINE TERMINALS	32	1		417		418			418	105	
106		TOFC/COFC TERMINALS	31	1	71	1,049		1,121			1,121	106	
107		MTR VEHICLE LDG & DISTRIB PAC	33	51	5	877	1	934			934	107	
108		PAC FOR OTH SPEC SERVICE OPER	35	160	52	4	7	223			223	108	
109		ROADWAY MACHINES	36	5,870	10,185	1,494	199	17,748			17,748	109	
110		SMALL TOOLS & SUPPLIES	37		2,923	2,617	14	5,554			5,554	110	
111		SNOW REMOVAL	38	6,306	3,097	6,416	102	15,921			15,921	111	
112		FRINGE BENEFITS-RUNNING	12 00				22,448	22,448			22,448	112	
113		FRINGE BENEFITS-SWITCHING	12 00				111	111			111	113	
114		FRINGE BENEFITS-OTHER	12 00				19,807	19,807			19,807	114	
115		CASUALTIES/ INS-RUNNING	52/53 00				13,571	13,571			13,571	115	
116		CASUALTIES/ INS-SWITCHING	52/53 00				3,016	3,016			3,016	116	
117		CASUALTIES/ INS-OTHER	52/53 00				8,588	8,588			8,588	117	
118	*	LEASE RENTALS-DR-RUNNING	31 00			3,391		3,391			3,391	118	
119	*	LEASE RENTALS-DR-SWITCHING	31 00			6		6			6	119	
120	*	LEASE RENTALS-DR-OTHER	31 00			38,491		38,491			38,491	120	
121	*	LEASE RENTALS-CR-RUNNING	32 00									121	
122	*	LEASE RENTALS-CR-SWITCHING	32 00									122	
123	*	LEASE RENTALS-CR-OTHER	32 00									123	
124		JT FACILITY RENT-DR-RUNNING	33 00			9,153		9,153			9,153	124	
125		JT FACILITY RENT-DR-SWITCHING	33 00			1,434		1,434			1,434	125	
126		JT FACILITY RENT-DR-OTHER	33 00			39		39			39	126	
127		JT FACILITY RENT-CR-RUNNING	34 00			(7,773)		(7,773)			(7,773)	127	
128		JT FACILITY RENT-CR-SWITCHING	34 00			(534)		(534)			(534)	128	
129		JT FACILITY RENT-CR-OTHER	34 00			(442)		(442)			(442)	129	
130	*	OTHER RENTS-DR-RUNNING	35 00			1,215		1,215			1,215	130	
131	*	OTHER RENTS-DR-SWITCHING	35 00									131	
132	*	OTHER RENTS-DR-OTHER	35 00			268		268			268	132	
133	*	OTHER RENTS-CR-RUNNING	36 00									133	
134	*	OTHER RENTS-CR-SWITCHING	36 00									134	
135	*	OTHER RENTS-CR-OTHER	36 00									135	

410 RAILWAY OPERATING EXPENSES
(Dollars in Thousands)

NAME OF RAILWAY OPERATING EXPENSE ACCOUNT				FREIGHT					PASSENGER	TOTAL	LINE NO.	
LINE NO.	CROSS ✓	N/A - NATURAL ACCOUNT P/C - FUNCTION CODE (A)	N/A P/C	SALARIES & WAGES (B)	MAT'L, TOOLS SUPPLIES FUEL & LUBES (C)	PURCHASED SERVICE (D)	GENERAL (E)	TOTAL FREIGHT EXPENSE (F)				
WAY AND STRUCTURES- (CONTINUED)												
REPAIR AND MAINTENANCE- (CONTINUED)												
136	*	DEPRECIATION-RUNNING	62 00				82,445	82,445			82,445	136
137	*	DEPRECIATION-SWITCHING	62 00				35,429	35,429			35,429	137
138	*	DEPRECIATION-OTHER	62 00				36,899	36,899			36,899	138
139		JOINT FACILITY-DR-RUNNING	37 00			5,967		5,967			5,967	139
140		JOINT FACILITY-DR-SWITCHING	37 00			2,867		2,867			2,867	140
141		JOINT FACILITY-DR-OTHER	37 00			124		124			124	141
142		JOINT FACILITY-CR-RUNNING	38 00			(9,518)		(9,518)			(9,518)	142
143		JOINT FACILITY-CR-SWITCHING	38 00			(454)		(454)			(454)	143
144		JOINT FACILITY-CR-OTHER	38 00			(16)		(16)			(16)	144
145		DISMNTLG RET PROP-RUNNING	39	87	13	1	3	104			104	145
146		DISMNTLG RET PROP-SWITCHING	39									146
147		DISMNTLG RET PROP-OTHER	39	1	2	438		441			441	147
148	*	OTHER-RUNNING	99	328		(1)	11	338			338	148
149	*	OTHER-SWITCHING	99	3				3			3	149
150	*	OTHER-OTHER	99	1,040	281	1,035	(4,884)	(2,528)			(2,528)	150
151		TOTAL WAY AND STRUCTURES		134,023	44,491	89,228	223,248	490,990			490,990	151
EQUIPMENT												
LOCOMOTIVES:												
201		ADMINISTRATION	01	4,095	311	1,786	287	6,479			6,479	201
202	*	REPAIRS & MAINTENANCE	41	36,112	70,335	2,763	127	109,337			109,337	202
203	*	MACHINERY REPAIRS	40	2,346	1,106	104	6	3,562			3,562	203
204		EQUIPMENT DAMAGED	48	2,082	1,107	159	5	3,353			3,353	204
205		FRINGE BENEFITS	12 00				15,994	15,994			15,994	205
206		OTHER CASUALTIES & INS	52/53 00				5,216	5,216			5,216	206
207	*	LEASE RENTALS-DR	31 00			7,579		7,579			7,579	207
208	*	LEASE RENTALS-CR	32 00			(4,153)		(4,153)			(4,153)	208
209		JOINT FACILITY RENT-DR	33 00			439		439			439	209
210		JOINT FACILITY RENT-CR	34 00			(343)		(343)			(343)	210
211	*	OTHER RENTS-DR	35 00									211
212	*	OTHER RENTS-CR	36 00			(988)		(988)			(988)	212
213	*	DEPRECIATION	62 00				67,445	67,445			67,445	213
214		JOINT FACILITY-DR	37 00			614		614			614	214
215		JOINT FACILITY-CR	38 00			(714)		(714)			(714)	215
216		RPS BILLED OTHER-CR	ALL 40 XX			(2,737)		(2,737)			(2,737)	216
217		DISMANTLING RETIRED PROPERTY	39	9	1	2		12			12	217
218	*	OTHER	99	1,264	407	478	7	2,156			2,156	218
219		TOTAL LOCOMOTIVES		45,908	73,267	4,989	89,087	213,251			213,251	219

410 RAILWAY OPERATING EXPENSES
(Dollars in Thousands)

NAME OF RAILWAY OPERATING EXPENSE ACCOUNT				FREIGHT							PASSENGER (G)	TOTAL (H)	LINE NO.
LINE NO.	CROSS ✓	N/A - NATURAL ACCOUNT P/C - FUNCTION CODE (A)	N/A P/C	SALARIES & WAGES (B)	MAT'L, TOOLS SUPPLIES FUEL & LUBES (C)	PURCHASED SERVICE (D)	GENERAL (E)	TOTAL FREIGHT EXPENSE (F)					
		FREIGHT CARS:											
220		ADMINISTRATION	01	5,661	204	2,701	434	9,000			9,000	220	
221	*	REPAIRS & MAINTENANCE	42	23,948	43,375	35,043	244	102,610			102,610	221	
222	*	MACHINERY REPAIR	40	1,326	995	8	1	2,330			2,330	222	
223		EQUIPMENT DAMAGED	48	258	23	10	3	294			294	223	
224		FRINGE BENEFITS	12 00				8,282	8,282			8,282	224	
225		OTHER CASUALTIES & INS	52/53 00				14,517	14,517			14,517	225	
226	*	LEASE RENTALS-DR	31 00			48,752		48,752			48,752	226	
227	*	LEASE RENTALS-CR	32 00			(54)		(54)			(54)	227	
228		JOINT FACILITY RENT-DR	33 00			1		1			1	228	
229		JOINT FACILITY RENT-CR	34 00			(320)		(320)			(320)	229	
230	*	OTHER RENTS-DR	35 00			396,441		396,441			396,441	230	
231	*	OTHER RENTS-CR	36 00			(112,525)		(112,525)			(112,525)	231	
232	*	DEPRECIATION	62 00				38,989	38,989			38,989	232	
233		JOINT FACILITY-DR	37 00			161		161			161	233	
234		JOINT FACILITY-CR	38 00			(291)		(291)			(291)	234	
235		RPS BILLED OTHER-CR	ALL 40 00			(42,172)		(42,172)			(42,172)	235	
236		DISMANTLING RETIRED PROPERTY	39	20	13	2		35			35	236	
237	*	OTHER	99	353		544		897			897	237	
238		TOTAL FREIGHT CARS		31,566	44,610	328,301	62,470	466,947			466,947	238	
		OTHER EQUIPMENT:											
301		ADMINISTRATION	01	582	39	421	1,282	2,324			2,324	301	
302	*	REPAIR & MAINTENANCE:											
		TRKS, TRLS, & CONTAINERS-REV SER	43	10	3	14,190		14,203			14,203	302	
303		PLTG EQUIPMENT-REV SERVICE	44									303	
304		PSGR AND OTHER REV EQUIPMENT	45									304	
305		COMPUTERS & DATA PROCESS SYSTEM	46			6,865		6,865			6,865	305	
306		MACHINERY	40	224	1,221	7	7	1,459			1,459	306	
307	*	WORK & OTHER NON-REV EQUIPMENT	47	2,273	968	6,935	29	10,205			10,205	307	
308		EQUIPMENT DAMAGED	48	8		273		281			281	308	
309		FRINGE BENEFITS	12 00				2,292	2,292			2,292	309	
310		OTHER CASUALTIES & INS	52/53 00				8,565	8,565			8,565	310	
311	*	LEASE RENTALS-DR	31 00			29,393		29,393			29,393	311	
312	*	LEASE RENTALS-CR	32 00									312	
313		JOINT FACILITY RENT-DR	33 00			16		16			16	313	
314		JOINT FACILITY RENT-CR	34 00									314	

410 RAILWAY OPERATING EXPENSES
(Dollars in thousands)

LINE NO.	CROSS ✓	NAME OF RAILWAY OPERATING EXPENSE ACCOUNT			FREIGHT						PASSENGER (G)	TOTAL (H)	LINE NO.
		N/A - F/C - FUNCTION CODE (A)	N/A F/C		SALARIES & WAGES (B)	MAT'L, TOOLS SUPPLIES FUEL & LUBES (C)	PURCHASED SERVICE (D)	GENERAL (E)	TOTAL FREIGHT EXPENSE (F)				
315	*	OTHER EQUIPMENT - (CONTINUED)	35 00				45,923		45,923			45,923	315
316	*	OTHER RENTS-CR	36 00				(4,819)		(4,819)			(4,819)	316
317	*	DEPRECIATION	62 00					14,659	14,659			14,659	317
318		JOINT FACILITY-DR	37 00				292		292			292	318
319		JOINT FACILITY-CR	38 00										319
320		RPS BILLED OTHER-CR	ALL 40 XX				(4,663)		(4,663)			(4,663)	320
321		DISMANTLING RETIRED PROPERTY	39										321
322	*	OTHER	99		37		13	46	96			96	322
323		TOTAL OTHER EQUIPMENT			3,134	2,231	94,846	26,880	127,091			127,091	323
324		TOTAL EQUIPMENT			80,608	120,108	428,136	178,437	807,289			807,289	324
401		TRANSPORTATION											
402		TRAIN OPERATIONS:											
403		ADMINISTRATION	01		24,823	745	7,052	1,041	33,661			33,661	401
404		ENGINE CREWS	56		102,744			14,846	117,590			117,590	402
405		TRAIN CREWS	57		122,887	1,184	534	14,806	139,411			139,411	403
406		DISPATCHING TRAINS	58		13,151	7	1	8	13,167			13,167	404
407		OPERATING SIGNALS & INTERLOCKS	59		6,773	83	1,491	99	8,446			8,446	405
408		OPERATING DRAWBRIDGES	60		1,301	21	144	15	1,481			1,481	406
409		RWY CROSSING PROTECTION	61		190	3	1,367	4	1,564			1,564	407
410		TRAIN INSPECTION & LUBRICATION	62		39,800	3,311	2,557	443	46,111			46,111	408
411		LOCOMOTIVE FUEL	67		180	166,294	967	3	167,444			167,444	409
412		ELEC PWR PUR/PROD FOR MOTV PWR	68										410
413		SERVICING LOCOMOTIVES	69		12,209	10,733	898	65	23,905			23,905	411
414		PFT LOST/DMGD-SOL'Y RELATED	51 00										412
415		CLEARING WRECKS	63		4,232	268	4,892	64	9,456			9,456	413
416		FRINGE BENEFITS	12 00					102,554	102,554			102,554	414
417		OTHER CASUALTIES & INB	52/53 00					69,559	69,559			69,559	415
418		JOINT FACILITY-DR	37 00				5,427		5,427			5,427	416
419		JOINT FACILITY-CR	38 00				(10,663)		(10,663)			(10,663)	417
420		OTHER	99		10,066	955	3,565	(10,052)	4,534			4,534	418
421		TOTAL TRAIN OPERATIONS			338,356	183,604	18,232	193,455	733,647			733,647	419
422		YARD OPERATIONS:											
423		ADMINISTRATION	01		17,305	498	4,371	744	22,918			22,918	420
424		SWITCH CREWS	64		128,706		1	477	129,184			129,184	421
425		CONTROLLING OPERATIONS	65		27,374	3,064	9,278	156	39,872			39,872	422
426		YARD & TERMINAL CLERICAL	66		7,680	291	978	13	8,962			8,962	423
427		OPRTNG SWITCHES, SIG, RETDR, & HUMP	59		4,116	578	1,495	24	6,213			6,213	424

410 RAILWAY OPERATING EXPENSES
(Dollars in Thousands)

NAME OF RAILWAY OPERATING EXPENSE ACCOUNT		FREIGHT							PASSENGER (G)	TOTAL (H)	LINE NO.
LINE NO.	CROSS ✓	N/A - NATURAL ACCOUNT P/C - FUNCTION CODE (A)	N/A P/C	SALARIES & WAGES (B)	MAT'L, TOOLS SUPPLIES FUEL & LUBES (C)	PURCHASED SERVICE (D)	GENERAL (E)	TOTAL FREIGHT EXPENSE (F)			
		YARD OPERATIONS (CONTINUED):									
425		LOCOMOTIVE FUEL	67		19,607			19,607		19,607	425
426		ELEC PWR PUR/PROD FOR MOTV PWR	68								426
427		SERVICING LOCOMOTIVES	69	1,244	1,144	90	7	2,485		2,485	427
428		FOT LOST/DHGD-SOL'Y RELATED	51 00								428
429		CLEARING WRECKS	63	9	1	208		218		218	429
430		FRINGE BENEFITS	12 00				53,818	53,818		53,818	430
431		OTHER CASUALTIES & INS	52/53 00				26,677	26,677		26,677	431
432		JOINT FACILITY-DR	37 00			5,054		5,054		5,054	432
433		JOINT FACILITY-CR	38 00			(4,061)		(4,061)		(4,061)	433
434		OTHER	99	896		182		1,078		1,078	434
435		TOTAL YARD OPERATIONS		187,330	25,183	17,596	81,916	312,025		312,025	435
		TRAIN & YARD OPER-COMMON:									
501		CLEANING CAR INTERIORS	70	150	24	275		449		449	501
502		ADJ & TRFG LOADS	71	246	82	1,275		1,603		1,603	502
503		CAR LOADING DEV & GRAIN DOORS	72	6	25			31		31	503
504		FOT LOST/DHGD-SOL'Y RELATED	51 00				17,068	17,068		17,068	504
505		FRINGE BENEFITS	12 00				74	74		74	505
506		TOTAL TRAIN & YARD OPER-COMMON		402	131	1,550	17,142	19,225		19,225	506
		SPECIALIZED SERVICE OPERATIONS:									
507	*	ADMINISTRATION	01	1,501	35	967	83	2,586		2,586	507
508	*	PICKUP & DEL & MARINE LINEHAUL	73			41,519		41,519		41,519	508
509	*	LDO & UNLDG & LOCAL MARINE	74	2,776	1,730	68,471	94	73,071		73,071	509
510	*	PROTECTIVE SERVICES	75	2		1,809		1,811		1,811	510
511	*	FOT LOST/DHGD-SOL'Y RELATED	51 00								511
512	*	FRINGE BENEFITS	12 00				2,595	2,595		2,595	512
513	*	OTHER CASUALTIES & INS	52/53 00				1,094	1,094		1,094	513
514	*	JOINT FACILITY-DR	37 00								514
515	*	JOINT FACILITY-CR	38 00								515
516	*	OTHER	99	15		678		693		693	516
517	*	TOTAL SPECIALIZED SERVICE OPERS		4,294	1,765	113,444	3,866	123,369		123,369	517
		ADMINISTRATIVE SUPPORT OPERS:									
518		ADMINISTRATION	01	10,964	290	1,484	1,031	13,769		13,769	518
519		EMP PERFG CLERK ACCTG FUNCT' S	76	49,390	1,112	9,588	478	60,568		60,568	519

410 RAILWAY OPERATING EXPENSES
(Dollars in Thousands)

NAME OF RAILWAY OPERATING EXPENSE ACCOUNT		FREIGHT							PASSENGER (G)	TOTAL (H)	LINE NO.
LINE NO.	CROSS ✓	N/A - NATURAL ACCOUNT P/C - FUNCTION CODE (A)	N/A P/C	SALARIES & WAGES (B)	MAT'L, TOOLS SUPPLIES FUEL & LUBES (C)	PURCHASED SERVICE (D)	GENERAL (E)	TOTAL FREIGHT EXPENSE (F)			
		ADMINISTRATIVE SUPPORT OPERS (CONTINUED)									
520		COMMUNICATION SYSTEMS OPERATION	77	232	170	10,431	2	10,835		10,835	520
521		LOSS & DMG CLAIMS PROCESSING	78	4,839	42	383	203	5,467		5,467	521
522		FRINGE BENEFITS	12 00					19,339		19,339	522
523		OTHER CASUALTIES & INS	52/53 00					9,665		9,665	523
524		JOINT FACILITY-DR	37 00					5,265		5,265	524
525		JOINT FACILITY-CR	38 00					(125)		(125)	525
526		OTHER	99	1,490	71	5,523	3	7,087		7,087	526
527		TOTAL ADMIN SUPPORT OPER		66,915	1,685	32,549	30,721	131,870		131,870	527
528		TOTAL TRANSPORTATION		597,297	212,368	183,371	327,100	1,320,136		1,320,136	528
		GENERAL AND ADMINISTRATION:									
601		OFFICERS-GEN'L ADMINISTRATIVE	01	22,438	266	20,000	2,399	45,103		45,103	601
602		ACCTG, AUDITING & FINANCE	86	22,519	193	3,396	310	26,418		26,418	602
603		MANAGEMENT SERVICES & DATA PROC	87	32,237	572	23,640	769	57,218		57,218	603
604		MARKETING	88	18,586	102	2,077	1,805	22,570		22,570	604
605		SALES	89	3,118	30	1,841	167	5,156		5,156	605
606		INDUSTRIAL DEVELOPMENT	90	2,845	19	206	181	3,251		3,251	606
607		PERSONNEL & LABOR RELATIONS	91	11,837	2,834	7,084	555	22,310		22,310	607
608		LEGAL & SECRETARIAL	92	8,499	41	23,583	905	33,028		33,028	608
609		PUBLIC RELATIONS & ADVERTISING	93	2,414	588	3,083	510	6,595		6,595	609
610		RESEARCH & DEVELOPMENT	94	2,795	41	541	217	3,594		3,594	610
611		FRINGE BENEFITS	12 00					15,324		15,324	611
612		CASUALTIES & INSURANCE	52/53 00					6,499		6,499	612
613		WRITE-DOWN OF UNCOLL ACCTS	63 00					15,999		15,999	613
614		PROPERTY TAXES	64 00					57,311		57,311	614
615		OTH TAX EXCEPT ON C/I OR P/R	65 00					17,864		17,864	615
616		JOINT FACILITY-DR	37 00					310		310	616
617		JOINT FACILITY-CR	38 00					(186)		(186)	617
618		OTHER	99	4,642	114	14,459	67,344	86,559		86,559	618
619		TOTAL GENERAL & ADMINISTRATIVE		131,930	4,800	100,034	188,159	424,923		424,923	619
620		TOTAL CARRIER OPERATING EXPENSES		943,858	381,767	800,769	916,944	3,043,338		3,043,338	620

412. WAY AND STRUCTURES
(Dollars in Thousands)

1. Report freight expenses only.
2. The total depreciation expense reported in column (b), line 29, should balance to the sum of the depreciation expense reported in schedule 410, column (f) lines, 136, 137, and 138.
3. Report in column (c) the lease/rentals for the various property categories of Way and Structures. The total net lease/rental reported in column (c), line 29 should balance the net amount reported in schedule 410, column (f), lines 118 through 123, plus lines 130 through 135. If an entire road or segment of track is leased and if the actual breakdown of lease/rentals by property categories is not known, apportion the lease/rentals based on the percentage of the categories' depreciation bases to the depreciation bases for all categories of depreciable leased property. Use Schedule 352B of this report for obtaining the depreciation bases of the categories of leased property.
4. Amortization adjustment of each road property type which is included in column (b) shall be repeated in column (d) as a debit or credit to the appropriate line item; the net adjustment on line 29 shall equal the adjustment reported on line 29 of schedule 335.
5. Report on line 28 all other lease rentals not apportioned to any category listed on lines 1-27.
6. Line 11, Account 16, should not include computer and data processing equipment reported on line 37 of schedule 415.

Line No.	Cross Check	Property account	Category	Depreciation	Lease/Rentals (net)	Amortization adjustment during year	Line No.
			(a)	(b)	(c)	(d)	
1		2	Land for transportation purposes	N/A	2		1
2		3	Grading	2,861	5		2
3		4	Other right-of-way expenditures	47			3
4		5	Tunnels and subways	398			4
5		6	Bridges, trestles, and culverts	6,296	6		5
6		7	Elevated structures				6
7		8	Ties	34,516	18		7
8		9	Rail and other track material	45,475	13		8
9		11	Ballast	13,732	4		9
10		13	Fences, snowsheds, and signs	38	1		10
11		16	Station and office buildings	12,356			11
12		17	Roadway buildings	347			12
13		18	Water stations	5			13
14		19	Fuel Stations	1,088			14
15		20	Shops and enginehouses	3,291			15
16		22	Storage warehouses				16
17		23	Wharves and docks	20			17
18		24	Coal and ore wharves	2,421			18
19		25	TOFC/COFC terminals	3,655			19
20		26	Communication systems	5,447			20
21		27	Signals and interlockers	13,071	1		21
22		29	Power plants	42			22
23		31	Power transmission systems	924			23
24		35	Miscellaneous structures	139			24
25		37	Roadway machines	7,791			25
26		39	Public improvements; construction	800	1		26
27		45	Power plant machines	13			27
28		-	Other lease/rentals	N/A	43,320	N/A	28
29	*	-	TOTAL	154,773	43,371		29

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

(Dollars in thousands)

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

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

Line No.	Cross Check	Type of equipment (a)	GROSS AMOUNTS RECEIVABLE Per diem basis			GROSS AMOUNTS PAYABLE Per diem basis			Line No.
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)	
1		CAR TYPES							1
2		Box-Plain 40 Foot					4	8	2
3		Box-Plain 50 Foot and Longer		1	4,160	9,655	4,412	17,262	3
4		Box-Equipped		5,624	16,286	17	18,535	49,056	4
5		Gondola-Plain		4,672	14,715	392	5,820	13,491	5
6		Gondola-Equipped		1,028	5,782	5	2,684	10,468	6
7		Hopper-Covered		1,052	5,654	20,806	6,929	18,890	7
8		Hopper-Open Top-General Service		1,193	4,538	122	4,926	14,050	8
9		Hopper-Open Top-Special Service		3	88	7	16	150	9
10		Refrigerator-Mechanical		3	52	2	2,936	3,094	10
11		Refrigerator-Non-Mechanical		765	2,496	575	4,006	9,166	11
12		Flat TOPC/COFC		17	648	43,386	2,887	7,729	12
13		Flat Multi-Level	8,701	84	66	31,671	876	10,711	13
14		Flat-General Service		71	170		162	406	14
15		Flat-Other		195	939	8,375	2,549	9,171	15
16		Tank-Under 22,000 Gallons				16,156			16
17		Tank-22,000 Gallons and Over				16,072			17
18		All Other Freight Cars		26	571	29	54	167	18
19		Auto Racks			32,925			28,556	19
20		TOTAL FREIGHT TRAIN CARS	8,701	14,734	89,090	147,270	56,796	192,375	20
21		OTHER FREIGHT-CARRYING EQUIPMENT							21
22		Refrigerated Trailers				662		1,123	22
23		Other Trailers			4,808	29,657		14,184	23
24		Refrigerated Containers							24
25		Other Containers							25
26	*	TOTAL TRAILERS AND CONTAINERS			4,808	30,319		15,307	26
27		GRAND TOTAL (LINES 19 AND 24)	8,701	14,734	93,898	177,589	56,796	207,682	27

NOTES AND REMARKS

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415

1. Report freight expenses only.
2. Report by type of equipment all natural expenses relating to the equipment functions (salaries and wages, materials, tools, supplies, fuels and lubricants, purchased services and general).
3. Report in column (b) net repair expense excluding the cost to repair damaged equipment.

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

- (a) Locomotives, line 5 plus line 38 compared to the sum of Schedule 410, lines 202, 203 plus 216 (excluding wreck repairs). Do not report in Schedule 415, Equipment Damaged from Schedule 410, line 204.
- (b) Freight Cars, line 24 plus line 39 compared to the sum of Schedule 410, lines 221, 222 plus 235 (excluding wreck repairs). Do not report in Schedule 415, Equipment Damaged from Schedule 410, line 223.
- (c) Sum of Highway Equipment (line 32), Floating Equipment (line 35), Passenger and Other Revenue Equipment (line 36), Computer and Data Processing Equipment (line 37), Machinery-Other Equipment (line 40), plus Work and Other Non-Revenue Equipment (line 41) compared to Schedule 410, the sum of lines 302 through 307, inclusive, plus line 320 (excluding wreck repairs). Do not report in Schedule 415, Equipment Damaged from Schedule 410, line 308.

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

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

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

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

- (a) Locomotives, line 5 plus 38 compared to Schedule 410, line 213.
- (b) Freight Cars, line 24 plus line 39 compared to schedule 410, line 232.
- (c) Sum of Highway Equipment (line 32); Floating Equipment (line 35); Passenger and Other Revenue Equipment (line 36); Computer and Data Processing Equipment (line 37); Machinery-Other Equipment (line 40); and Work and Other Non-Revenue Equipment (line 41) compared to Schedule 410, line 317.
5. Amortization adjustment of each equipment type which is included in column (c) shall be reported in column (e) as a debit or credit to the appropriate line item; the net adjustment on line 43 shall equal the equipment amortization adjustment applicable to equipment used in freight service included in line 39, column (c), of Schedule 335.
6. Lease/Rentals reported in column (f) should balance to column (f) of Schedule 410 as follows:
 - (a) Locomotives, line 5 plus 38 compared with Schedule 410, lines 207, 208, 211 and 212.
 - (b) Freight Cars, line 24 plus 39 compared with Schedule 410, lines 226 plus 227 (note that Schedule 410, lines 230 and 231, are reported in Schedule 414 and are not to be included in Schedule 415).
 - (c) Sum of Lease/Rentals for All Other Equipment, lines 32, 35, 36, 37, 40 and 41, will balance to Schedule 410, lines 311, 312, 315 and 316, except for the interchange rental on trailers and containers which is reported in Schedule 414. Therefore, both Schedules 414 and 415 should be used when balancing Lease/Rentals Other Equipment to Schedule 410. Do not report in Schedule 415 the Trailer and Container rentals reported in Schedule 414.
7. Investment base by types of equipment shall be reported in columns (g) and (h) and should not include the cost of Equipment Used But Not Owned when the rents therefore are included in the rent for equipment and Account Nos. 31-21-00, 31-22-00, 31-23-00, 35-21-00, 35-22-00 and 35-23-00. It should include the Cost of Equipment Owned and Leased to Others when the rents are included in the rent for Equipment Account Nos. 32-21-00, 32-22-00, 32-23-00, 36-21-00, 36-22-00, and 36-23-00.

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

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

8. Accumulated depreciation for each class of equipment shall be reported in columns (i) and (j). The grand total of each equipment reserve account in column (g), Schedule 335, shall equal the combined aggregate total accumulated depreciation for line items constituting the corresponding equipment accounts reported in columns (i) and (j), on Schedule 415.

415. SUPPORTING SCHEDULE - EQUIPMENT

(Dollars in Thousands)

Line No.	Cross Check	Types of Equipment (a)	Repairs (net expense) (b)	Depreciation		Amortization	Line No.
				Owned (c)	Capitalized Lease (d)	Adjustment net during year (e)	
1		LOCOMOTIVES					
		Diesel Locomotives-Yard	11,063	1,491			1
2		Diesel Locomotives-Road	95,537	24,443	40,110		2
3		Other Locomotive-Yard					3
4		Other Locomotive-Road					4
5	*	TOTAL LOCOMOTIVES	106,600	25,934	40,110		5
6		FREIGHT TRAIN CARS					
		Box-Plain 40 Foot	7				6
7		Box-Plain 50 Foot and Longer	(81)				7
8		Box-Equipped	12,547	5,302	1,607		8
9		Gondola-Plain	2,231	3,284	2,340		9
10		Gondola-Equipped	11,405	2,510	1,985		10
11		Hopper-Covered	4,102	1,433	72		11
12		Hopper-Open Top-General Service	6,490	5,847	3,642		12
13		Hopper-Open Top-Special Service	690	683			13
14		Refrigerator-Mechanical	41	2			14
15		Refrigerator-Nonmechanical	1,153	392			15
16		Flat TOFC/COFC	3,018				16
17		Flat Multi-level	1,618	57			17
18		Flat-General Service	1,743	111	13		18
19		Flat-Other	3,736	150			19
20		All Other Freight Cars	6,277				20
21		Cabooses	36	302			21
22		Auto Racks	5,425	1,755	6,649		22
23		Miscellaneous Accessories					23
24	*	TOTAL FREIGHT TRAIN CARS	60,438	21,828	16,308		24
25		OTHER EQUIPMENT-REVENUE FREIGHT					
		HIGHWAY EQUIPMENT					
		Refrigerated Trailers	100				25
26		Other Trailers	9,391				26
27		Refrigerated Containers					27
28		Other Containers	39				28
29		Bogies					29
30		Chassis	10				30
31		Other Highway Equipment (Freight)					31
32	*	TOTAL HIGHWAY EQUIPMENT	9,540				32
33		FLOATING EQUIPMENT-REVENUE SERVICE					
		Marine Line-Haul					33
34		Local Marine					34
35	*	TOTAL FLOATING EQUIPMENT					35
36		OTHER EQUIPMENT					
		Passenger and Other Revenue Equipment (Freight Portion)					
36	*	Computer systems & word processing equip.	6,865	4,827	7,064		36
37	*	Machinery-Locomotives(1)	3,562	1,401			37
38	*	Machinery-Freight Cars(2)	2,330	853			38
39	*	Machinery-Other Equipment(3)	1,459	234			39
40	*	Work and Other Non-revenue Equipment	10,205	1,441	1,093		40
41	*	TOTAL OTHER EQUIPMENT	24,421	8,756	8,157		41
42		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	200,999	56,518	64,575		42
43							43

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

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

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

415. SUPPORTING SCHEDULE - EQUIPMENT - Continued

Line No.	Cross Check	Lease & Rentals (net) (f)	Investment base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1		(776)	29,098		7,737		1
2		3,214	476,385	677,892	127,374	408,822	2
3							3
4							4
5		2,438	505,483	677,892	135,111	408,822	5
6							6
7		1,023					7
8		4,776	104,408	30,180	32,778	24,873	8
9		21,311	71,342	43,093	22,404	29,300	9
10		3,213	54,501	35,957	17,109	32,194	10
11		5,135	31,346	1,655	9,835	1,271	11
12		3,874	127,014	47,758	39,877	44,582	12
13		4,170	14,810		4,641		13
14		157	6		14		14
15		1,345	8,518		2,663		15
16		411					16
17			1,252		393		17
18		(7)	2,366		742		18
19			3,190	316	1,004	252	19
20		166	6,546				20
21			6,546	38,104	2,052		21
22		3,124	38,104	97,621	11,973	41,385	22
23							23
24		48,698	463,403	256,580	145,485	173,857	24
25							25
26		136	2,829		1,960		26
27							27
28		2,802					28
29							29
30		1,085					30
31							31
32		4,023	2,829		1,960		32
33							33
34							34
35							35
36							36
37		7,199	50,384	25,926	45,584	15,551	37
38			27,756		14,191		38
39			16,888		8,633		39
40			4,641		2,372		40
41		18,457	106,982	11,723	73,370	6,149	41
42		25,656	206,651	37,649	144,150	21,700	42
43		80,815	1,178,366	972,121	426,706	604,379	43

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

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

416 SUPPORTING SCHEDULE-ROAD
(Dollars in Thousands)

Line No.	Density category (Class)	Account No.	Owned and used			Improvements to leased property			Capitalized leases			TOTAL		Line No.
			Inv. base (c)	Accum. depr (d)	Depr. rate % (e)	Inv. base (f)	Accum. depr (g)	Depr. rate % (h)	Inv. base (i)	Current year amort. (j)	Accum. amort. (k)	Inv. base (l)	Accum. depr & amort (m)	
1	I	3	115,925	14,540	1.47	1,634	1,015	6.06				117,559	15,555	1
2		8	798,429	133,885	2.67	4,938	1,644	5.20				803,367	135,529	2
3		9	1,511,837	211,228	1.85	7,437	1,870	7.93				1,519,274	213,098	3
4		11	542,585	818	1.57	2,439	537	7.46				545,024	1,355	4
5	SUB-TOTAL		2,968,776	360,471		16,448	5,066					2,985,224	365,537	5
6	II	3	14,958	1,876	1.47	91	56	6.06				15,049	1,932	6
7		8	103,023	17,276	2.67	274	92	5.20				103,297	17,368	7
8		9	195,076	27,255	1.85	414	104	7.93				195,490	27,359	8
9		11	70,011	106	1.57	135	30	7.46				70,146	136	9
10	SUB-TOTAL		383,068	46,513		914	282					383,982	46,795	10
11	III	3	19,368	N/A	N/A		N/A	N/A		N/A	N/A	19,368		11
12		8	9,377	N/A	N/A		N/A	N/A		N/A	N/A	9,377		12
13		9	27,957	N/A	N/A		N/A	N/A		N/A	N/A	27,957		13
14		11	4,743	N/A	N/A		N/A	N/A		N/A	N/A	4,743		14
15	SUB-TOTAL		61,445	N/A	N/A		N/A	N/A		N/A	N/A	61,445		15
16	IV	3	13,088	1,642	1.47	91	56	6.06				13,179	1,698	16
17		8	90,145	15,116	2.67	274	92	5.20				90,419	15,208	17
18		9	170,691	23,848	1.85	414	104	7.93				171,105	23,952	18
19		11	61,260	92	1.57	135	30	7.46				61,395	122	19
20	SUB-TOTAL		335,184	40,698		914	282					336,098	40,980	20
21	V	3	43,005	5,394	1.47	0	0	0.00				43,005	5,394	21
22		8	296,191	49,667	2.67	0	0	0.00				296,191	49,667	22
23		9	560,843	78,359	1.85	0	0	0.00				560,843	78,359	23
24		11	201,282	303	1.57	0	0	0.00				201,282	303	24
25	SUB-TOTAL		1,101,321	133,723			0					1,101,321	133,723	25
26	GRAND TOTAL		4,849,794	581,405	N/A	18,276	5,630	N/A				4,868,070	587,035	26

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

Columns (d) + (g) + (k) = Column (m)

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

NOTES AND REMARKS

417. SPECIALIZED SERVICE SUBSCHEDULE - TRANSPORTATION

(Dollars in Thousands)

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

Line No.	Cross check	Items (a)	TOFC/COFC terminal (b)	Floating equipment (c)	Coal marine terminal (d)	Ore marine terminal (e)	Other marine terminal (f)	Motor vehicle load and distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b-i)	Line No.
1	*	Administration	1,618		71	123	4	237		533	2,586	1
2	*	Pick up and delivery, marine line haul	2,906						N/A	38,613	41,519	2
3	*	Loading and unloading and local marine	41,742		5,101	8,888	273	17,067	N/A		73,071	3
4	*	Protective services, total debit and credits							1,811		1,811	4
5	*	Freight lost or damaged-solely related										5
6	*	Fringe benefits	779		346	35	1	1,282		152	2,595	6
7	*	Casualty and insurance	654		290	28				122	1,094	7
8	*	Joint facility - Debit										8
9	*	Joint facility - Credit										9
10	*	Other	508		33	2	4	124	7	15	693	10
11	*	TOTAL	48,207		5,841	9,076	282	18,710	1,818	39,435	123,369	11

Schedule 418

Instruction:

This schedule will show the investment in capitalized leases in road and equipment by primary account.

Column

- (a) = primary account number and title for which capital lease amounts are included therein.
- (b) = the total investment in that primary account.
- (c) = the investment in capital leases at the end of the year.
- (d) = the current year amortization.
- (e) = the accumulated amortization relating to the leased properties.

418. SUPPORTING SCHEDULE - CAPITAL LEASES
(Dollars in Thousands)

Line No.	Primary Account No. and Title	Total Investment At End of Year	CAPITAL LEASES			Line No.
			Investment at End of Year	Current Year Amortization	Accumulated Amortization	
	(a)	(b)	(c)	(d)	(e)	
1	(16) Station & office buildings	166,572				1
2	(24) Coal and ore wharves	80,150				2
3	(25) TOFC/COFC terminals	57,640	1,399	448	1,151	3
4	(26) Communication systems	103,038	9,375	1,847	3,291	4
5	(37) Roadway machines	97,126	1,141	1,002	1,073	5
6	(44) Shop machinery	49,285				6
7	(52) Locomotives	1,183,375	677,892	40,457	408,822	7
8	(53) Freight-train cars	719,983	256,580	16,349	173,857	8
9	(55) Highway revenue equipment	2,829				9
10	(57) Work equipment	82,725	11,005	668	5,474	10
11	(58) Miscellaneous equipment	35,980	718	1,205	675	11
	(59) Computer systems and word					
12	processing equipment	76,310	25,926	7,064	15,550	12
13						13
14						14
15	TOTAL	2,655,013	984,036	69,040	609,893	15

NOTES AND REMARKS

450. ANALYSIS OF TAXES

(Dollars in thousands)

A. Railway Taxes

Line No.	Cross Check	Kind of Tax (a)	Amount (b)	Line No.
1		Other than U.S. Government Taxes	89,471	1
		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax & Surtax	85,200	2
3		Excess Profits		3
4	*	Total Income Taxes (ln. 2 + 3)	85,200	4
5		Railroad Retirement	173,531	5
6		Hospital Insurance	12,067	6
7		Supplemental Annuities	7,859	7
8		Unemployment Insurance	1,222	8
9		All Other United States Taxes	1,304	9
10		Total - U.S. Government Taxes	281,183	10
11		Total Railway Taxes	370,654	11

B. Adjustments to Federal Income Taxes

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

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

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

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

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

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

Line No.	Particulars (a)	Beginning of year balance (b)	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No.
1	Accelerated depreciation, Sec. 167 I.R.C.: Guideline lives pursuant to Rev. Proc. 62-21.					1
2	Accelerated amortization of facilities, Sec. 168 I.R.C.					2
3	Accelerated amortization of rolling stock, Sec. 184 I.R.C.					3
4	Amortization of rights of way, Sec. 185 I.R.C.					4
5	Other (Specify)					5
6						6
7	See Note 1 on following page					7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18	Investment Tax Credit*					18
19	TOTALS					19

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

***Footnotes:**

1. If Flow-through method was elected, indicate net decrease (or increase) in tax accrual because of investment tax credit _____ \$ _____

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 a reduction of tax liability but deferred for accounting purposes _____ \$ _____

(3) Balance of current year's credit used to reduce current year's tax accrual _____ \$ _____

(4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accrual _____ \$ _____

(5) Total decrease in current year's tax accrual resulting from use of investment tax credits _____ \$ _____

2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made _____ \$ 173,819

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

Give a brief description of all items, regardless of amount, included during the year in Account 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, Appropriation Released; 606, Other Credits to Retained Earnings; 616, Other Debits to Retained Earnings; 620, Appropriations for Sinking and Other Funds; 621, Appropriation for Other Purposes. If appropriations released reflect appropriations provided during the year, each account should not be reported.

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

Line No.	Account No. (a)	Item (b)	Debits (c)	Credits (d)	Line No.
1	606	Other Credits to Retained Earnings:			1
2		Reclassification of the Monongahela Railway goodwill.		3,176	2
3					3
4					
5					
6					
7					5
8		Total 606		3,176	6
9					7
10	616	Other Debits to Retained Earnings:			8
11		Reclassification of the Monongahela Railway goodwill.	3,176		
12					
13					
14					9
15					10
16		Total 616	3,176		11
17					12
18	519	Miscellaneous Income :			13
19		Equity in affiliated companies, including dividends		54,659	14
20		Gain on sale of non-depreciable property		17,518	15
21		Premium on exchange		7,216	16
22					17
23	551	Miscellaneous Income Charges:			18
24		Management fees	21,379		19
25		Discount on exchange	9,993		20
26		Expense related to Company-owned life insurance	4,880		21
27					22
28					23
29					24
30					25
31					26
32					27
33					28
34					29
35					30

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

501. GUARANTIES AND SURETYSHIPS

(Dollars in thousands)

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

This inquiry does not cover the case of ordinary commercial paper maturing on demand or not later than 2 years after the date of issue. Items of less than \$50,000 may be shown as one total.

Line No.	Names of all parties principally and primarily liable	Description	Amount of contingent liability	Sole or joint contingent liability	Line No.
(a)	(b)	(c)	(d)		
1	St. Lawrence & Adirondack	1st Mortgage Bonds, 5%, due 7/1/1996	590	Sole	1
2	Railway Company	2nd Mortgage Bonds, 6%, due 10/1/1996	352	Sole	2
3					3
4	Triple Crown Services Company	Roadrailer units and related equipment payments to Delaware Trust Co.	24,684	Sole	4
5					5
6					6
7	Locomotive Management Services	Locomotive loan payment to Wilmington Trust Co.	83,200	Sole	7
8					8
9	Penntech Transfer Corp.	Loan payments to Greater Berks Development Fund	164	Sole	9
10					10
11					11
12	Penntech Transfer Corp.	Loan payments to Corestates	816	Sole	12
13					13
14	Penntech Transfer Corp.	Loan payments to Corestates	500	Sole	14
15					15
16	Poinier Street L.T.D.	Loan Payments to Security National Bank	500	Sole	16
17					17
18	Concord Resources Group, Inc.	Letter of credit issued by First National Bank of Chicago	3,498	Sole	18
19					19
20					20
21	Merchants Despatch	Equipment lease payments to U.S. Leasing	412	Sole	21
22	Transportation Corporation				22
23					23
24	Merchants Despatch	Equipment lease payments to	2,185	Sole	24
25	Transportation Corporation	First Fidelity Bank			25
26					26
27		Total	116,901		27
28					28

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

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

Line No.	Finance Docket number, title, and maturity date and concise description of agreement or obligation	Names of all guarantors and sureties	Amount of contingent liability of guarantors	Sole or joint contingent liability	Line No.
(a)	(b)	(c)	(d)		
1					1
2					2
3					3
4					4
5					5
6					6
7					7
8					8
9					9
10					10
11					11

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS
(Dollars in thousands)

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

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

The Company maintains a \$500 million uncollateralized revolving credit facility with a group of banks under which no borrowings were outstanding at December 31, 1994.

SCHEDULE 510 SEPARATION OF DEBTHOLDING BETWEEN ROAD PROPERTY AND EQUIPMENT

(Dollars in Thousands)

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

I. Debt Outstanding at End of Year:

Line No.	Account No.	Title	Source	Balance at Close of year	Line No.
1	751	Loans and Notes Payable	Sch. 200, L. 30	112,528	1
2	764	Equipment obligation and Other Long-Term Debt due Within One Year	Sch. 200, L. 39	129,331	2
3	765/767	Funded Debt Unmatured	Sch. 200, L. 41	1,328,332	3
4	766	Equipment Obligations	Sch. 200, L. 42	187,270	4
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 43	421,184	5
6	768	Debt in Default	Sch. 200, L. 44		6
7	769	Accounts Payable: Affiliated Companies	Sch. 200, L. 45	2,377	7
8	770.1/770.2	Unamortized Debt Premium	Sch. 200, L. 46	(6,823)	8
9		Total Debt	Sum L. 1-8	2,174,199	9
10		Debt Directly Related to Road Property	Note 1.	6,197	10
11		Debt Directly Related to Equipment	Note 1.	533,486	11
12		Total Debt Directly Related to Road & Equipment	Sum L.10 and 11	539,683	12
13		Percent Directly Related to Road	L. 10 div. by L. 12 Whole % + 2 decimals	1.15%	13
14		Percent Directly Related to Equipment	L. 11 div. by L. 12 Whole % + 2 decimals	98.85%	14
15		Debt Not Directly Related to Road or Equipment	L. 9 minus L. 12	1,634,516	15
16		Road Property Debt (Note 2)	(L. 13 x L. 15) plus L. 10	24,994	16
17		Equipment Debt (Note 2)	(L. 14 x L. 15) plus L. 11	2,149,205	17

II. Interest Accrued During the Year:

Line No.	Account No.	Title	Source	Balance at Close of year	Line No.
18	546-548	Total Interest and Amortization (Fixed Charges)	Sch. 210, L. 42	198,078	18
19	546	Contingent Interest on Funded Debt	Sch. 210, L. 44		19
20	517	Release of Premiums on Funded Debt	Sch. 210, L. 22		20
21		Total Interest	(L. 18 + L. 19) - L. 20	198,078	21
22		Interest Directly Related to Road Property Debt	Note 4.	454	22
23		Interest Directly Related to Equipment Debt	Note 4.	44,881	23
24		Interest Not Directly Related to Road or Equipment Property Debt	L.21 - (L.22+L.23)	152,743	24
25		Interest on Road Property Debt (Note 5)	L.22 + (L.24xL.13)	2,211	25
26		Interest on Equipment Debt (Note 5)	L.23 + (L.24xL.14)	195,867	26
27		Embedded Rate of Debt Capital - Road Property	L. 25 div. by L. 16	8.85%	27
28		Embedded Rate of Debt Capital - Equipment	L. 26 div. by L. 17	9.11%	28

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

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

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

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

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

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

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

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

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

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

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

- 3. In column (b) indicate nature of relationship or control between the respondent and the company or person identified in column (a) as follows:
 - (a) If respondent directly controls affiliate, insert word "direct".
 - (b) If respondent controls through another company, insert the word "indirect".
 - (c) If respondent is under common control with affiliate, insert the word "common".
 - (d) If respondent is controlled directly or indirectly by the company listed in column (a), insert the word "controlled".
 - (e) If control is exercised by other means such as a management contract or other arrangement of whatever kind, insert the word "other" and footnote to describe such arrangements.
- 4. In column (c) fully describe the transactions involved such as management fees, lease of building, purchase of material, etc. When the affiliate listed in column (a) provides more than one type of service in column (c), list each type of service separately and show total for the affiliate. When services are both provided and received between the respondent and an affiliate they should be listed separately and the amounts shown separately in column (e).
- 5. In column (d) report the dollar amounts of the transaction shown and the effect of any change in the method of establishing the terms from that used in the preceding period.
- 6. In column (e) report the dollar amounts due from or to related parties and, if not otherwise apparent, the terms and manner of settlement. Insert (P) paid and (R) received by the amount in column (e).

**SCHEDULE 512. TRANSACTIONS BETWEEN RESPONDENT AND COMPANIES OR PERSONS AFFILIATED WITH RESPONDENT
FOR SERVICES RECEIVED OR PROVIDED**
(Dollars in Thousands)

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (d)	Amount due from/to related parties at end of year (e)	Line No.
1	CRC Properties, Inc.	100.00	Direct	Management fees (1)	53		1
2				Building rents	3,877	1,413 (pay)	2
3							3
4	CRR Investments, Inc.	100.00	Direct	Promissory notes	21,152	520,549 (pay)	4
5							5
6	Conrail Inc.	100.00	Controlled	Management fees	21,379	5,316 (pay)	6
7							7
8	General American Insurance Company	100.00	Common	Casualty insurance	2,917	1,344 (pay)	8
9							9
10							10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20

(1) The aggregate amounts for each of the other affiliated companies was less than \$50,000.

All other intercompany transactions are related to normal operations.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 700

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

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

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

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

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

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

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

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

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

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

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

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

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

Class (3) includes all tracks operated under a lease or formal conveyance of less than the grantor's interest in the property, with a specific and unconditional rent reserved. The fact that the lessor does 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 the entire length of the portion jointly held. The class symbol should have the letter (j) attached.

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

700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No.	Class	Proportion owned or leased by Respondent	Running tracks, passing tracks, crossovers, etc.				Miles of way switching tracks (g)	Miles of yard switching tracks (h)	TOTAL (i)	Line No.
			Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks, cross-overs, and turnouts (f)				
1	1	100% USA	9,434	2,439	157	1,257	1,252	4,244	18,783	1
2	1	100% CAN	16			2			18	2
3	1J	50% USA	3			5	12	22	42	3
4	1J	33% USA						1	1	4
5	1J	25% USA						2	2	5
6										6
7		TOTAL 1	9,453	2,439	157	1,264	1,264	4,269	18,846	7
8										8
9										9
10										10
11										11
12	3	100% USA	33						33	12
13	3	100% CAN	40			3	3		46	13
14										14
15		TOTAL 3	73			3	3		79	15
16										16
17										17
18										18
19	4		25				1		26	19
20										20
21										21
22										22
23										23
24	5	100% USA	1,792	1,072	687	185	189	122	4,047	24
25	5	100% CAN	6						6	25
26										26
27		TOTAL 5	1,798	1,072	687	185	189	122	4,053	27
28										28
29										29
30										30
31										31
32										32
33										33
34										34
35										35
36										36
37										37
38										38
39										39
41										41
42										42
43										43
44										44
45										45
46										46
47										47
48										48
49										49
50										50
51										51
52										52
53										53
54										54
55										55
56										56
57		TOTAL	11,349	3,511	844	1,452	1,457	4,391	23,004	57
58		Miles of electrified road or track included in preceding grand total	N/A							58

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

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

Line No.	Cross Check	State or territory (a)	MILES OF ROAD OPERATED BY RESPONDENT							Line owned	Line of proprietary companies (c)	Line operated under lease (d)	Line operated under contract etc. (e)	Line operated under trackage rights (f)	Total mileage operated (g)	Line owned not operated by respondent (h)	New line constructed during year (i)	Line No.
			(b)	(c)	(d)	(e)	(f)	(g)	(h)									
1		Connecticut	28					161		189								1
2		Delaware	160					43		203								2
3		Dist. of Columbia	8					6		14								3
4		Illinois	434					63		497								4
5		Indiana	894				1	37		932								5
6		Maryland	146					196		342								6
7		Massachusetts	285					147		432								7
8		Michigan	433					111		544								8
9		New Jersey	570					378		948								9
10		New York	2,021			6	3	164		2,194								10
11		Ohio	1,686				18	44		1,748								11
12		Pennsylvania	2,544				3	307		2,881								12
13		Quebec	16					6		62								13
14		Virginia						2		2								14
15		West Virginia	228					133		361								15
16																		16
17																		17
18																		18
19																		19
20																		20
21																		21
22																		22
23																		23
24																		24
25																		25
26																		26
27																		27
28																		28
29																		29
30																		30
31																		31
32		TOTAL MILEAGE (single track)	9,453		73	25		1,798		11,349						34		32

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

Instructions for reporting locomotive and passenger-train car data.

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

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

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

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

9. Cross-checks

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

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

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

710. INVENTORY OF EQUIPMENT

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year					Line No.
				Units Installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h) & (i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)							
1		Locomotive Units	1,286	36	40	2	1	117	541	707	1,248	3,825,780 (H.P.)		1
2		Diesel-freight units	3						3		3	6,750		2
3		Diesel-passenger units	622				2	1	468	155	623	1,207,050		3
4		Diesel-multiple purpose units	223					3	220		220	288,700		4
5	•	Diesel-switching units	2,134	36	40	2	3	121	1,232	862	2,094	5,328,280		5
6	•	TOTAL (lines 1 to 4) units												6
7	•	Electric-locomotives												7
8	•	Other self-powered units												8
9	•	TOTAL (lines 5,6 and 7)	2,134	36	40	2	3	121	1,232	862	2,094	5,328,280		9
		Auxiliary units	53						53		53	N/A		9
10	•	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	2,187	36	40	2	3	121	1,285	862	2,147	N/A		10

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

DISTRIBUTION OF LOCOMOTIVE UNITS IN SERVICE OF RESPONDENT AT CLOSE OF YEAR, ACCORDING TO YEAR BUILT, DISREGARDING YEAR OF REBUILDING													
Line No.	Cross Check	Type or design of units (a)	Before Jan. 1, 1970 (b)	Between Jan. 1, 1970 and Dec. 31, 1974 (c)	Between Jan. 1, 1975 and Dec. 31, 1979 (d)	Between Jan. 1, 1980 and Dec. 31, 1984 (e)	Between Jan. 1, 1985 and Dec. 31, 1989 (f)	During Calendar Year					Line No.
				1990 (g)	1991 (h)	1992 (i)	1993 (j)	1994 (k)	TOTAL (l)				
11	•	Diesel	323	414	655	186	185	50	50	195	36	2,094	11
12	•	Electric											12
13	•	Other self-powered units											13
14	•	TOTAL (lines 11 to 13)	323	414	655	186	185	50	50	195	36	2,094	14
15	•	Auxiliary units			24	29						53	15
16	•	TOTAL LOCOMOTIVE UNITS (Lines 14 and 15)	323	414	679	215	185	50	50	195	36	2,147	16

710. INVENTORY OF EQUIPMENT - Continued														
UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS														
Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including re-classification (g)	Units at Close of Year				Line No.	
				Units Installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col (h) & (i)) (j)	Aggregate capacity of units reported in col. (j) (see ins 7) (k)		Leased to others (l)
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including re-classification and second hand units purchased or leased from others (f)							
17		PASSENGER-TRAIN CARS Non-Self-Propelled Coaches (PA, PB, PBO)											17	
18		Combined cars											18	
19		(All class C, except CSB)											19	
20		Parlor cars (PBC, PC, PL, PO)											20	
21		Sleeping cars (PS, PT, PAS, PDS)											21	
22		Dining, grill and tavern cars											22	
23		(All class D, PD)											23	
24		Non-passenger carrying cars											24	
25		(All class B, CSB, M, PSA, IA)											25	
26		TOTAL (lines 17 to 22)											26	
27		Self-Propelled											27	
28		Electric passenger cars											28	
29		(EP, ET)											29	
30		Electric combined cars (EC)											30	
31		Internal combustion rail motorcars											31	
32		(ED, EG)											32	
33		Other self-propelled cars											33	
34		(Specify types)											34	
35		TOTAL (lines 24 to 27)											35	
36		TOTAL (lines 23 and 28)											36	
37		COMPANY SERVICE CARS											37	
38		Business cars (PV)	11			1			12		12	N/A	38	
39		Board outfit cars (MWX)	534					1	533		533	N/A	39	
40		Derrick and snow removal cars											40	
41		(MWU, MWV, MWW, MWK)	137			1			138		138	N/A	41	
42		Dump and ballast cars (MWB, MWD)	1,916					400	1,151	365	1,516	N/A	42	
43		Other maintenance and service equipment cars	3,317					254	3,062	1	3,063	N/A	43	
44		TOTAL (lines 30 to 34)	5,915			2		655	4,896	366	5,262	N/A	44	

710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

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

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes During the Year				Line No.
			Time-mileage cars (b)	All others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units re-written into property accounts (f)	All other units including reclassification and second hand units purchased or leased from others (g)	
FREIGHT TRAIN CARS									
36		Plain box cars - 40' (B1_ , B2_)							36
37		Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5_ , B6_ , (B6_ , B7_ , B8_)	3						37
38		Equipped box cars (All Code A, Except A_5_)	9,242			6	592	81	38
39		Plain gondola cars (All Codes G & J_ _1, J_ _2, J_ _3, J_ _4)	14,163			3	300		39
40		Equipped gondola cars (All Code E)	4,478		26	12	100	25	40
41		Covered hopper cars (C_ _1, C_ _2, C_ _3, C_ _4)	4,953		24	2			41
42		Open top hopper cars - general service (All Code H)	15,189		280	1		2,253	42
43		Open top hopper cars - special service (J_ _O, and All Code K)	2,632						43
44		Refrngerator cars - mechanical (R_ _5, R_ _6, R_ _7, R_ _8, R_ _9)							44
45		Refrngerator cars - non-mechanical (R_ _0, R_ _1, R_ _2)	1,327			1			45
46		Flat cars - TOFC/COFC (All Code P, Q and S, Except Q8_)	16						46
47		Flat cars - multi-level (All Code V)	5,288			508			47
48		Flat cars - general service (F10_ , F20_ , F30_)	397						48
49		Flat cars - other (F_ _1, F_ _2, F_ _3, F_ _4, F_ _5, F_ _6, F_ _8, F40_)	2,329			172	2		49
50		Tank cars - under 22,000 gallons (T_ _0, T_ _1, T_ _2, T_ _3, T_ _4, T_ _5)							50
51		Tank cars - 22,000 gallons and over (T_ _6, T_ _7, T_ _8, T_ _9)							51
52		All other freight cars (A_ _5, F_ _7, All Code L and Q8_)							52
53		TOTAL (lines 36 to 52)	60,017		330	705	994	2,359	53
54		Caboose (All Code M-930)	N/A	391					54
55		TOTAL (lines 53, 54)	60,017	391	330	705	994	2,359	55

710. INVENTORY OF EQUIPMENT - Continued

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

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

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4) (m)	Leased to others (n)	
					Time - Mileage cars (k)	All other (l)			
36									36
37		3							37
38		1,173	6,097	2,651	8,748		607,436	13	38
39		379	6,340	7,747	14,087		1,325,191		39
40		81	2,338	2,222	4,560		426,404		40
41		211	3,245	1,523	4,768		467,803		41
42		5,457	9,256	3,010	12,266		1,210,178		42
43		132	2,350	150	2,500		197,832	150	43
44									44
45		122	920	286	1,206		86,172		45
46		1		15	15		715		46
47		44	56	5,696	5,752		218,157		47
48		(57)	438	16	454		33,011		48
49		468	315	1,720	2,035		154,944		49
50									50
51									51
52									52
53		8,014	31,355	25,036	56,391	-	4,727,843	163	53
54		108	283		N/A	283	N/A		54
55		8,122	31,638	25,036	56,391	283	4,727,843	163	55

710. INVENTORY OF EQUIPMENT - Continued

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes During the Year				Line No.
			Per diem (b)	All others (c)	Units installed				
					New units purchased or built (d)	New units leased from others (e)	Rebuilt units acquired and rebuilt units re-written into property accounts (f)	All other units including reclassification and second hand units purchased or leased from others (g)	
56		FLOATING EQUIPMENT Self-propelled vessels (Tugboats, car ferries, etc.)	N/A						56
57		Non-self-propelled vessels (Car floats, lighters, etc.)	N/A						57
58		TOTAL (lines 56 and 57)	N/A						58
59		HIGHWAY REVENUE EQUIPMENT Chassis Z1 __, Z67 __, Z68 __, Z69 __							59
60		Dry van U2 __, Z __, Z6 __, 1-6	1,444						60
61		Flat bed U3 __, Z3 __							61
62		Open bed U4 __, Z4 __							62
63		Mechanical refrigerator U5 __, Z5 __							63
64		Bulk hopper U0 __, Z0 __							64
65		Insulated U7 __, Z7 __							65
66		Tank ¹ Z0 __, U6 __							66
67		Other trailer and container (Special equipped dry van U9 __, Z8 __, Z9 __)							67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 to 69)	1,444						70

NOTES AND REMARKS

¹ Must have fitting code "CN" to qualify for tank otherwise it is a bulk hopper.

710. INVENTORY OF EQUIPMENT - Concluded

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.	
			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		
		(h)			(i)	(j)				Per diem (k)
56						N/A				56
57						N/A				57
58						N/A				58
59										59
60		2	613	829	1,442					60
61										61
62										62
63										63
64										64
65										65
66										66
67										67
68										68
69										69
70		2	613	829	1,442					70

NOTES AND REMARKS

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

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

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

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

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

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

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

NEW UNITS

Line No.	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (d)	Method of acquisition (see instructions) (e)	Line No.
1	1993 Units and Cost Completed					1
2	Freight Cars - GDS	26	904	3,040	S	2
3						3
4	1994 Units and Cost Completed					4
5	Road Freight Diesel Locomotives:					5
6	C-408W 4000 H.P.	36	7,065	56,674	P	6
7						7
8	Freight Cars - LO	24	758	1,295	P	8
9	Freight Cars - HT	280	9,310	16,311	P	9
10						10
11						11
12						12
13						13
14	1994 Units - Cost not Completed					14
15	Freight Cars - HT - 450 Units					15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25	TOTAL	366	N/A	77,320	N/A	25

REBUILT UNITS

26	1992 Units and Cost Completed					26
27	Freight Cars	2		73	S	27
28						28
29	1993 Units and Cost Completed					29
30	Diesel Locomotives	2		547	S	30
31	Freight Cars	173		6,627	S	31
32						32
33	1994 Units and Cost Completed					33
34	Freight Cars	819		21,491	S	34
35						35
36						36
37						37
38	TOTAL	996	N/A	28,738	N/A	38
39	GRAND TOTAL	1,362	N/A	106,058	N/A	39

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

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

Track category 1

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

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

2. This schedule should include all class 1, 2, 3, or 4 track from schedule 700 that is maintained by the respondent (class 5 is assumed to be maintained by others).

3. If, for two consecutive years, a line segment classified in one track category maintains a traffic density which would place it in another, it shall be reclassified into that category as of the beginning of the second year.

4. Traffic density related to passenger service shall not be included in the determination of the track category of a line segment.

720. TRACK AND TRAFFIC CONDITIONS

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

Line No.	Track category (a)	Mileage or tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at the end of period (e)	Line No.
1	A	4,687	37.33	47.50	19	1
2	B	3,035	10.29	39.20	15	2
3	C	2,432	2.50	29.30	15	3
4	D	3,258	0.48	16.90		4
5	E	5,539	XXXXXXXXXX	XXXXXXXXXX		5
6	TOTAL	18,951	15.94	34.87	49	6
7	F	3,088	XXXXXXXXXX	XXXXXXXXXX	20	7
8	Potential abandonments	227		Not Determinable		8

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

723. RAILS LAID REPLACEMENT

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

Line No.	Track category	Miles of rail laid in replacement (rail-miles)						Total		Percent of spot maintenance	Line No.
		New rail		Relay rail		Welded rail	Bolted rail				
		Welded rail	Bolted rail	Welded rail	Bolted rail						
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)			
1	A	163.70	2.98	5.79	1.79	169.49	4.77	5.1	1		
2	B	104.75	1.91	45.29	14.00	150.04	15.91	5.1	2		
3	C	5.60	0.10	21.62	6.68	27.22	6.78	5.1	3		
4	D			6.15	1.90	6.15	1.90	5.1	4		
5	E			40.21	12.43	40.21	12.43	5.1	5		
6	TOTAL	274.05	4.99	119.06	36.80	393.11	41.79	5.1	6		
7	F	167.60	3.05	11.65	3.60	179.25	6.65	5.1	7		
8	Potential Abandonments								8		
9	Average cost of new rail laid in replacement per gross ton			\$717.20	. New	\$263.58	relay.		9		

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

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

In column (a) classify the ties as follows:

U - Wooden ties untreated when applied.

T - Wooden ties treated before application.

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

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

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

Line No.	Class of ties (a)	CROSSTIES			SWITCH AND BRIDGE TIES			Remarks (h)	Line No.	
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of new cross-ties laid in during year (d)	Number of feet (board measure) laid in tracks (c)	Average cost per M feet (board measure) (f)	Total cost of switch and bridge ties laid in new tracks during year (g)			
1	T	26,028	\$29.56	\$769	162,361	\$835.97	\$136	New	1	
2	T	10,000	15.53	155				Fit	2	
3									3	
4									4	
5									5	
6									6	
7									7	
8									8	
9									9	
10									10	
11									11	
12									12	
13									13	
14									14	
15									15	
16									16	
17									17	
18									18	
19									19	
20	TOTAL	36,028	\$25.67	\$924	162,361	\$835.97	\$136		20	
21	Number of miles of new running, passing tracks, cross-overs, etc., in which ties were laid									21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid									22
							19.05			

725. WEIGHT OF RAIL.

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

Line No.	Weight of rails per yard (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)	Line No.
	<i>Pounds</i>				
1		22		Less than 85 #	1
2	85	11			2
3	90	24			3
4	100	446			4
5	105	523			5
6	107	94			6
7	110	37			7
8	112	376			8
9	115	230			9
10	118	5			10
11	119	21			11
12	122	7			12
13	125	7			13
14	127	1,575			14
15	130	1,040			15
16	131	1,525			16
17	132	2,111			17
18	133	305			18
19	136	878			19
20	140	2,552			20
21	152	206			21
22	155	147			22
23	Girder	5			23
24					24
25					25
26					26
27					27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38
39					39
40					40
41					41
42					42
43					43
44					44
45					45
46					46
47					47
48					48

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

(Dollars in Thousands)

1. Give particulars of all rails applied during the year in connection with the construction of new track.

In column (a) classify the kind of rail applied as follows:

- (1) New steel rails, Bessemer process
- (2) New steel rails, open-hearth process
- (3) New rails, special alloy (describe fully in a footnote)
- (4) Relay rails.

2. Returns in columns (c) and (g) should be reported in WHOLE numbers. Fractions of less than one-half should be disregarded, and fractions of one-half or more should be counted as one.

3. The returns in columns (d) and (h) should include the cost of loading at the point of purchase ready for shipment, the freight charges paid foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines, and placing the rails in tracks and of train service in connection with the distribution of the rail should not be included in this schedule.

Line No.	Class of rail	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY AND OTHER SWITCHING TRACKS				Line No.
		Weight of rail		Total cost of rail applied in running tracks, passing tracks cross-overs, etc., during year	Average cost per ton (2,000 lb)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year	Average cost per ton (2,000 lb)	
		Pounds per yard of rail	Number of tons (2,000 lb)			Pounds per yard of rail	Number of tons (2,000 lb)			
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	
1	2					127	7	\$2	\$303.32	1
2	2					131	2	1	302.87	2
3	2					132	21	11	520.91	3
4	2					132W	1	1	723.97	4
5	2					136	128	76	595.24	5
6	2					136W	284	191	672.63	6
7	4					100	2	1	215.15	7
8	4					112W	699	166	237.59	8
9	4					115W	60	14	234.12	9
10	4					119	5	1	184.10	10
11	4					127	25	4	156.14	11
12	4					127W	1,702	447	262.61	12
13	4					130	3	1	169.90	13
14	4					131	96	16	166.69	14
15	4					131W	773	190	247.07	15
16	4					132	11	1	112.07	16
17	4					132W	114	37	322.28	17
18	4					133	28	7	247.74	18
19	4					136	3	1	163.23	19
20	4					140W	76	19	260.10	20
21										21
22										22
23										23
24										24
25										25
26										26
27										27
28										28
29										29
30										30
31										31
32										32
33	TOTAL	N/A				N/A	4,040	\$1,187	\$293.73	33
34	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid									34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid									19.05 35
36	Track-miles of welded rail installed on system this year 17.50 : total to date 151.34									36

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

Unit Train, Way Train, and Through Train data under Items 2, 3, 4, 6, and 12 shall be obtained from conductor's wheel reports (freight) or similar records. Unit train service is a specialized scheduled shuttle type service in equipment (Railroad or privately owned) dedicated to such service, moving between origin and destination. The applicable tariffs and/or contracts generally require that a specific minimum tonnage or quantity of carloads be tendered as a unit for shipment on one bill of lading or other shipping document in a solid train for movement between origin and destination. Such tariffs and/or contracts generally contain restricted detention provisions and are subject to time-volume requirements which reflect the approximate capacity of the unit trains for the stated period. Way Trains are defined as trains operated primarily to gather and distribute cars in road service and move them between way stations or way points. Through Trains are those trains operated between two or more major concentration or distribution points. Do not include Unit Train statistics in Way and Through Train statistics. A Work Train is a train operated solely or preponderantly for the purpose of transporting company freight, work equipment or company employees. Statistics for Work Trains should be reported under Item 11 only. Statistics related to company equipment, company employees and company freight moving in transportation trains are not to be reported in Item 11, but are to be reported in Items 4-17, 6-04, 7-02, and 8-04 as instructed in notes, I, K, and L.

- (A) Report miles of road operated at close of year, excluding industrial tracks, yard tracks, and sidings.
- (B) A train-mile is the movement of a train a distance of one mile. In computing train-miles, fractions representing less than one-half mile shall be disregarded and other fractions considered as one mile. Train Miles-Running shall be based on the actual distance run between terminals and/or stations and shall be computed from the official time tables or distance tables. Train-miles shall not be increased to cover the running of locomotives from shops to terminals, doubling hills, switching, or other work at way stations, or for the service of helper or pusher locomotives or of extra locomotives on double-head or triple-head trains. When the carrier's trains are detoured over foreign roads, the miles shall be computed on the basis of the miles actually run and in accordance with the service performed. Train-miles shall be kept separately for trains hauled by locomotives and trains moved by motorcars.
- (C) A motorcar is a self-propelled unit of equipment designed to carry freight or passenger traffic, and is not considered a locomotive.
- (D) A locomotive is a self-propelled unit of equipment designed solely for moving other equipment. A locomotive unit-mile is a movement of a locomotive unit a distance of one mile under its own power. Include miles made by all locomotive units. Exclude miles made by motorcars. Miles of locomotives in helper service shall be computed on the basis of actual distance run in such service.
- (E) All locomotives unit-miles in road service shall be based on the actual distance run between terminals and/or stations. Follow instructions (B) regarding fractions and official time tables for computing locomotive-miles.
- (F) Train switching locomotive-miles shall be computed at the rate of six miles per hour for the time actually engaged in such service. Include miles allowed train locomotives for performing switching service at terminals and way stations.
- (G) Yard switching locomotive-miles shall be computed at the rate of six miles per hour for the time actually engaged in yard switching service. Include miles allowed to yard locomotives for switching service in yards where regular switching service is maintained and in terminal switching and transfer service.
- (H) Use car designations shown in Schedule 710. Under Railroad Owned and Leased cars, Items 4-01 and 4-11, report both foreign cars and respondents' own cars while on the line of the respondent railroad. In Items 4-13 and 4-15, report the private-line categories, miles for private-line cars (whether or not under railroad control) and shipper-owned cars. A car-mile is a movement of a unit of car equipment a distance of one mile. Report miles made by flatcars carrying loaded highway trailers or empty highway trailers moving under revenue billings as loaded freight car-miles & miles made by flatcars carrying other empty highway trailers as empty freight car-miles. Exclude miles made by motorcars and report miles made by business cars of other than reporting carrier as sleeping car miles in Item 5-03. Report mail, express baggage cars and combination cars other than 5-02 combination cars, in Item 5-05.
- (I) Exclude from Item 4-10, 4-11, 4-13, and 4-15 car-miles of work equipment, cars carrying company freight and no-payment cars moving in transportation trains. Include such car-miles in Item 4-17, 4-18, and 4-19. No payment car-miles are miles made by private-line cars (other than railroad controlled) and shipper-owned cars for which the railroad does not reimburse the owner on a loaded and/or empty miles basis. If the payment for the loaded miles includes the empty miles, the loaded and empty miles should not be considered no-payment car miles.
- (J) Report miles actually run by passenger-train cars in transportation service. Passenger-train car-miles include miles run by coaches and cars in which passengers are carried at regular tariff fares without extra charge for space occupied; miles run by combination passenger and baggage, passenger and mail, passenger and express; miles run by sleeping, parlor and other cars for which an extra fare is charged; miles run by dining, cafe, and other cars devoted exclusively to the serving of meals and other refreshments and by club, lounge, and observation cars; and miles run by other passenger-train cars where services are combined such as baggage, express and mail.
- (K) From conductors' or dispatchers' train reports or other appropriate source, compute weight in tons (2,000 lbs). Item 6-01 includes weight of all locomotive units moved one mile in transportation trains. Ton-miles of motorcars should be excluded. Items 6-02 and 6-03 represent tons behind locomotive units (cars and contents, cabooses) moved one mile in transportation trains (excluding non-revenue gross ton-miles). Non-revenue gross ton-miles in transportation trains include work equipment and cars carrying company freight (and their contents). Use 150 lbs. as the average weight per passenger, and four tons as the average weight of contents of each head-end car.

726. SUMMARY OF TRACK REPLACEMENTS

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

Line No.	Track category	Ties				Rail		Ballast	Track surfacing		Line No.
		Number of ties replaced		Percent replaced		Miles of rail replaced (rail-miles)	Percent replaced		Miles surfaced	Percent surfaced	
		Crossties	Switch and bridge ties (board feet)	Crosstie	Switch and bridge ties (board feet)						
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)		
1	A	698,153	2,765,218	4.6	4.6	174.00	1.9	579,719	1,466	31.3	1
2	B	85,542	338,811	0.9	0.9	166.00	2.7	139,281	353	11.6	2
3	C	123,816	490,407	1.6	1.6	34.00	0.7	104,580	265	10.9	3
4	D	37,487	114,240	0.4	0.4	8.00	0.1	32,634	83	2.5	4
5	E	168,981	635,053	0.9	0.9	53.00	0.5	230,075	582	10.5	5
6	TOTAL	1,113,979	4,343,729	1.8	1.8	435.00	1.2	1,086,289	2,749	14.5	6
7	F	435,055	1,723,148	4.3	4.3	186.00	3.0	610,532	1,545	50.0	7
8	Potential abandonments	-	-	-	-	-	-	-	-	-	8

750. CONSUMPTION OF DIESEL FUEL
(Dollars in Thousands)

LOCOMOTIVES

Line No.	Kind of locomotive service (a)	Diesel		Line No.
		Diesel oil (gallons)		
		(b)		
1	Freight	258,498,209		1
2	Passenger			2
3	Yard switching	30,293,656		3
4	TOTAL	288,791,865		4
5	COST OF FUEL \$(000)	\$187,051		5
6	Work Train	626		6

755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
1		1. Miles of Road Operated (A)	11,349		1
		2. Train Miles - Running (B)	XXXXXX	XXXXXX	
2		2-01 Unit Trains	1,463,803	XXXXXX	2
3		2-02 Way Trains	3,264,243	XXXXXX	3
4		2-03 Through Trains	32,497,543		4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	37,225,589		5
6		2-05 Motorcars (C)			6
7		2-06 TOTAL ALL TRAINS (lines 5, 6)	37,225,589		7
		3. Locomotive Unit Miles (D)	XXXXXX	XXXXXX	
		Road Service (E)	XXXXXX	XXXXXX	
8		3-01 Unit Trains	3,788,627	XXXXXX	8
9		3-02 Way Trains	7,352,716	XXXXXX	9
10		3-03 Through Trains	94,342,679		10
11		3-04 TOTAL (lines 8-10)	105,484,022		11
12		3-11 Train Switching (F)	3,243,450	XXXXXX	12
13		3-21 Yard Switching (G)	15,038,130		13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	123,765,602		14
		4. Freight Car-Miles (thousands)(H)	XXXXXX	XXXXXX	
		4-01 RR Owned and Leased Cars - Loaded	XXXXXX	XXXXXX	
15		4-010 Box-Plain 40-Foot	17	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	37,127	XXXXXX	16
17		4-012 Box-Equipped	166,937	XXXXXX	17
18		4-013 Gondola-Plain	113,965	XXXXXX	18
19		4-014 Gondola-Equipped	44,678	XXXXXX	19
20		4-015 Hopper-Covered	65,444	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	95,995	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	9,895	XXXXXX	22
23		4-018 Refrigerator-Mechanical	13,576	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	35,940	XXXXXX	24
25		4-020 Flat-TOFC/COFC	77,450	XXXXXX	25
26		4-021 Flat-Multi-Level	16,305	XXXXXX	26
27		4-022 Flat-General Service	1,225	XXXXXX	27
28		4-023 Flat-All Other	20,893	XXXXXX	28
29		4-024 All Other Car Types-Total	23,813	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	723,260	XXXXXX	30

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755 - Concluded

- (L) From conductors' train reports or other appropriate source, compute ton-miles of freight. Ton-miles represent the number of tons of revenue and the number of tons of revenue and non-revenue freight moved one mile in transportation train. Include net ton-miles in motorcar trains. Exclude l.c.l. shipment of freight handled in mixed baggage express cars. Total Ton-Miles Revenue Freight should correspond to the Ton-Miles reported on Form CBS.
- (M) Road service represents elapsed time of transportation trains (both ordinary and light) between the time of leaving the initial terminals and the time at the final terminals, including trains switching at way stations and delays on road as shown by conductors' or dispatchers' train reports. Include time of motorcar service performed by train locomotives at terminals and way stations. Report in Item 9-02 train switching hours included in Item 9-01. Train switching is the time spent by the train while performing switching service at terminals and way stations where no regular yard service is maintained. A train hour is independent of the number of locomotives in the train.
- (N) Yard switching hours are hours expended in switching service performed by yard crews in yards where regular switching service is maintained, including terminal switching and transfer service in connection with the transportation of revenue and incidentally of company freight. Hours in yard switching are independent of the number of locomotives used.
- (O) Work-train miles include the miles run by trains engaged in company service such as official inspection, inspection trains for Railway Commissioners for which no revenue is received, trains running special with fire apparatus to save carrier's property from destruction, trains run for transporting the carrier's employees to and from work when no transportation charge is made, wrecking trains, trains run solely for the purpose of transporting company material, trains run for distributing material and supplies for use in connection with operations, and all other trains used in work-train services. Exclude miles run by locomotives which engaged incidentally in switching company materials in company shops or material yards in connection with regular yard switching service or in switching equipment for repairs between yards and shops.
- (P) The number of loaded freight cars shall be obtained from the conductors' wheel report and shall be the sum of all loaded cars handled by each train. For example, if a car moves loaded (1) in a way train from the origination points, (2) in two through trains, and (3) in a way train to the destination point, the total count of loaded cars would be four: two counts for the movements in the way trains and two counts for the movements in through trains. Therefore, each car originated or received from a connecting carrier receives an initial count, plus one count for each subsequent physical transfer between trains on respondents lines. No additional count is given because of crew change or changes in track identification number unless there is a physical transfer of the car between trains. Each car moving under revenue billing shall be considered as a loaded car.
- (Q) Report vehicle (TOFC trailers/containers, automobiles and trucks) loaded and unloaded to and from TOFC and multiple level freight cars when the work is performed at the railroad's expense.
- (R) Report the number of loaded revenue trailers/containers picked up, plus revenue trailers/containers delivered in TOFC/COFC and in highway interchange service, when the work is performed at the railroads' expense. (Performed at railroads' expense means that railroad employees perform the service or that the railroad hires a subsidiary or outside contractor to perform the service.) Do not include those trailers/containers which are picked up or delivered by a shipper or motor carrier, etc., when a tariff provision requires the shipper-motor carrier, etc., and not the railroad to perform that service. Note: the count should reflect the trailer/containers for which expenses is reported in Schedule 417 Line 2 Column (b).
- (S) Report under Marine Terminals, Item 16, the tons loaded onto and unloaded from marine vessels at the expense of the reporting railroad.
- (T) Report the total number of foreign railroad cars on line at the end of the year (except surplus cars, see below). Foreign railroad Cars refers to freight cars owned by other railroads, whose interline rental is settled on time (by hour) and actual line-haul mileage charges under the code of car hire rules.

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

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

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
		4-15 Private Line Cars-Empty (H)	xxxxxx	xxxxxx	
65		4-150 Box-Plain 40-Foot	0	xxxxxx	65
66		4-151 Box-Plain 50-Foot and Longer	11,541	xxxxxx	66
67		4-152 Box-Equipped	2,782	xxxxxx	67
68		4-153 Gondola-Plain	4,730	xxxxxx	68
69		4-154 Gondola-Equipped	632	xxxxxx	69
70		4-155 Hopper-Covered	106,321	xxxxxx	70
71		4-156 Hopper-Open Top-General Service	270	xxxxxx	71
72		4-157 Hopper-Open Top-Special Service	277	xxxxxx	72
73		4-158 Refrigerator-Mechanical	337	xxxxxx	73
74		4-159 Refrigerator-Non-Mechanical	3,243	xxxxxx	74
75		4-160 Flat-TOFC/COFC	19,122	xxxxxx	75
76		4-161 Flat-Multi-Level	66,359	xxxxxx	76
77		4-162 Flat-General Service	43	xxxxxx	77
78		4-163 Flat-All Other	20,612	xxxxxx	78
79		4-164 Tank Under 22,000 Gallons	62,339	xxxxxx	79
80		4-165 Tank-22,000 Gallons and Over	64,388	xxxxxx	80
81		4-166 All Other Car Types	921	xxxxxx	81
82		4-167 TOTAL (lines 65-81)	363,917	xxxxxx	82
83		4-17 Work Equipment and Company Freight Car-Miles	11,380	xxxxxx	83
84		4-18 No Payment Car-Miles (I) (1)	158,889	xxxxxx	84
		4-19 Total Car-Miles by Train Type	xxxxxx	xxxxxx	
85		4-191 Unit Trains	146,361	xxxxxx	85
86		4-192 Way Trains	112,119	xxxxxx	86
87		4-193 Through Trains	2,385,395	xxxxxx	87
88		4-194 TOTAL (lines 85-87)	2,643,875	xxxxxx	88
89		4-20 Caboose Miles	192	xxxxxx	89

(1) Roadrailer equipment is included in lines 29 and 45, rather than line 84.

Loaded car miles = 23,486 Empty car miles = 532

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
		4-11 RR Owned and Leased Cars-Empty	xxxxxx	xxxxxx	
31		4-110 Box-Plain 40-Foot	23	xxxxxx	31
32		4-111 Box-Plain 50-Foot and Longer	25,064	xxxxxx	32
33		4-112 Box-Equipped	169,049	xxxxxx	33
34		4-113 Gondola-Plain	96,207	xxxxxx	34
35		4-114 Gondola-Equipped	38,587	xxxxxx	35
36		4-115 Hopper-Covered	72,314	xxxxxx	36
37		4-116 Hopper-Open Top-General Service	104,005	xxxxxx	37
38		4-117 Hopper-Open Top-Special Service	9,576	xxxxxx	38
39		4-118 Refrigerator-Mechanical	13,353	xxxxxx	39
40		4-119 Refrigerator-Non-Mechanical	30,526	xxxxxx	40
41		4-120 Flat-TOFC/COFC	5,240	xxxxxx	41
42		4-121 Flat-Multi-Level	9,439	xxxxxx	42
43		4-123 Flat-General Service	1,731	xxxxxx	43
44		4-123 Flat-All Other	20,468	xxxxxx	44
45		4-124 All Other Car Types	1,023	xxxxxx	45
46		4-125 TOTAL (lines 31-45)	596,605	xxxxxx	46
		4-13 Private Line Cars - Loaded (H)	xxxxxx	xxxxxx	
47		4-130 Box-Plain 40-Foot	0	xxxxxx	47
48		4-131 Box-Plain 50-Foot and Longer	23,645	xxxxxx	48
49		4-132 Box-Equipped	2,619	xxxxxx	49
50		4-133 Gondola-Plain	4,900	xxxxxx	50
51		4-134 Gondola-Equipped	820	xxxxxx	51
52		4-135 Hopper-Covered	100,509	xxxxxx	52
53		4-136 Hopper-Open Top-General Service	267	xxxxxx	53
54		4-137 Hopper-Open Top-Special Service	103	xxxxxx	54
55		4-138 Refrigerator-Mechanical	349	xxxxxx	55
56		4-139 Refrigerator-Non-Mechanical	3,359	xxxxxx	56
57		4-140 Flat-TOFC/COFC	381,935	xxxxxx	57
58		4-141 Flat-Multi-Level	129,726	xxxxxx	58
59		4-142 Flat-General Service	35	xxxxxx	59
60		4-143 Flat-All Other	20,024	xxxxxx	60
61		4-144 Tank Under 22,000 Gallons	58,454	xxxxxx	61
62		4-145 Tank-22,000 Gallons and Over	62,044	xxxxxx	62
63		4-146 All Other Car Types	1,035	xxxxxx	63
64		4-147 TOTAL (lines 47-63)	789,824	xxxxxx	64

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755. RAILROAD OPERATING STATISTICS - Concluded

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
		6. Gross Ton Miles (thousands) (K)	xxxxxx	xxxxxx	
98		6-01 Road Locomotives	18,765,661		98
		6-02 Freight Trains, Crs., Cnts., and Caboose	xxxxxx	xxxxxx	
99		6-020 Unit Trains	11,113,796	xxxxxx	99
100		6-021 Way Trains	8,655,077	xxxxxx	100
101		6-022 Through Trains	179,395,923	xxxxxx	101
102		6-03 Passenger-Trains, Crs., and Cnts.	0		102
103		6-04 Non-Revenue	1,059,902	xxxxxx	103
104		6-05 TOTAL (lines 98-103)	218,990,359		104
		7. Tons of Freight (thousands)	xxxxxx	xxxxxx	
105		7-01 Revenue	220,422	xxxxxx	105
106		7-02 Non-Revenue	2,650	xxxxxx	106
107		7-03 TOTAL (lines 105, 106)	223,072	xxxxxx	107
		8. Ton-Miles of Freight (thousands) (L)	xxxxxx	xxxxxx	
108		8-01 Revenue-Road Service	94,425,902	xxxxxx	108
109		8-02 Revenue-Lake Transfer Service	-	xxxxxx	109
110		8-03 TOTAL (lines 108, 109)	94,425,902	xxxxxx	110
111		8-04 Non-Revenue-Road Service	701,821	xxxxxx	111
112		8-05 Non-Revenue-Lake Transfer Service	-	xxxxxx	112
113		8-06 TOTAL (lines 111, 112)	701,821	xxxxxx	113
114		8-07 TOTAL-REVENUE AND NON-REVENUE (lines 110, 113)	95,127,723	xxxxxx	114
		9. Train Hours (M)	xxxxxx	xxxxxx	
115		9-01 Road Service	1,771,478	xxxxxx	115
116		9-02 Train Switching	243,566	xxxxxx	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	1,444,789	xxxxxx	117
		11. Train-Miles Work Trains (O)	xxxxxx	xxxxxx	
118		11-01 Locomotives	407,051	xxxxxx	118
119		11-02 Motorcars	-	xxxxxx	119
		12. Number of Loaded Freight Cars (P)	xxxxxx	xxxxxx	
120		12-01 Unit Trains	275,004	xxxxxx	120
121		12-02 Way Trains	1,375,454	xxxxxx	121
122		12-03 Through Trains	5,521,842	xxxxxx	122
123		13. TOFC/COFC-No. of Rev. Trailers & Cont Loaded & Unloaded (Q)	2,396,142	xxxxxx	123
124		14. Multi-Level Cars-No. of Motor Vehicles Loaded & Unloaded (Q)	1,860,371	xxxxxx	124
125		15. TOFC/COFC-No. of Rev. Trailers Picked Up and Delivered (R)	63,076	xxxxxx	125
		16. Revenue Tons-Marine Terminal (S)	xxxxxx	xxxxxx	
126		16-01 Marine Terminals-Coal	9,199,853	xxxxxx	126
127		16-02 Marine Terminals-Ore	9,102,167	xxxxxx	127
128		16-03 Marine Terminals-Other	2,687,205	xxxxxx	128
129		16-04 TOTAL (lines 126-128)	20,989,225	xxxxxx	129
		17. Number of Foreign Per Diem Cars on Line (T)	xxxxxx	xxxxxx	
130		17-01 Serviceable	26,339	xxxxxx	130
131		17-02 Unserviceable	244	xxxxxx	131
132		17-03 Surplus	1,391	xxxxxx	132
133		17-04 TOTAL (lines 130-132)	27,974	xxxxxx	133

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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 PENNSYLVANIA
 County of PHILADELPHIA
DONALD W. MATTSON makes oath and says that he is VICE PRESIDENT - CONTROLLER
 (insert here name of the affiant) (insert here the official title of the affiant)
 of CONSOLIDATED RAIL CORPORATION
 (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, 1994 to and including DECEMBER 31, 1994

 (signature of affiant)

Subscribed and sworn to before me, a NOTARY PUBLIC in and for the State and County above named, this
31ST day of MARCH, 19 95. My commission expires JANUARY 26, 1999

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 PENNSYLVANIA
 County of PHILADELPHIA
H. WILLIAM BROWN makes oath and says that he is SR. VICE PRESIDENT
 (insert here name of the affiant) (insert here the official title of the affiant)
 of CONSOLIDATED RAIL CORPORATION
 (insert here the exact legal title or name of the respondent)

that he has carefully examined the foregoing report; that he believes that all statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent and the operations of its property during the period of time from and including JANUARY 1, 19 94, to and including DECEMBER 31, 19 94.

 (signature of affiant)

Subscribed and sworn to before me, a NOTARY PUBLIC in and for the State and County above named, this
31ST day of MARCH, 19 95. My commission expires JANUARY 26, 1999

Use an
 L.S.
 impression seal

 (signature of officer authorized to administer oaths)

INDEX

	Page No.
Accumulated depreciation	
Road and equipment leased	
From others	38
Improvements to	38
To others	41
Owned and used	35
Accruals-Railway tax	63
Analysis of taxes	63
Application of funds-Source	21
Balance sheet	5-9
Capital stock	20
Car, locomotive, and floating equipment-Classification	78-83
Changes in financial position	21-22
Company service equipment	79
Compensating balances and short-term borrowing arrangements	67
Consumption of fuel by motive-power units	91
Contingent assets and liabilities	8
Crossties (see Ties)	
Debt holdings	69
Depreciation base and rates	
Road and equipment leased	
From others	34
Improvements to	32-33
To others	40
Owned and used	34
Electric locomotive equipment at close of year	68
Equipment-classified	78-83
Company service	79
Floating	82-83
Freight-train cars	80-81
Highway revenue equipment	82-83
Passenger-train cars	78-79
Inventory	78-83
Owned-not in service of respondent	78
Equipment-Leased, depreciation base and rate	
From others	34
Improvements to	37
Reserve	38
To others	40
Reserve	41
Equipment-Owned, depreciation base rates	34
Reserve	35
Expenses-railway operating	45-53
Extraordinary items	17
Federal income taxes	63
Financial position-Changes in	21-22
Floating equipment	82-83
Freight cars loaded	94
Freight-train cars	80-81
Freight car-miles	94
Fuel consumed diesel	91
Cost	91
Funded debt (see Debt holdings)	
Guaranties and suretyships	66
Identity of respondent	2
Items in selected income and retained earnings accounts	65
Investments in common stocks of affiliated companies	30
Investments and advances of affiliated companies	26-29
Railway property used in transportation service	42-43
Road and equipment	32-33
Changes during year	32-33
Leased property-improvements made during the year	32-33
Leases	61
Locomotive equipment	78
Electric and other	78
Consumption of fuel diesel	91
Locomotive unit miles	94

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EXPLANATORY REMARKS	

INDEX - Continued

	Page No.
Mileage-Average of road operated.....	85
Of main tracks	
Of new tracks in which rails were laid	88
Of new tracks in which ties were laid	87
Miscellaneous items in retained income accounts for the year	65
Motorcar car miles	94
Motor rail cars owned or leased	79
Net income	17
Oath	98
Operating expenses (see Expenses)	
Revenues (see Revenues)	
Statistics (see Statistics)	
Ordinary income	16
Private line cars loaded	95
Private line cars empty	95
Rails	
Laid in replacement	88
Charges to operating expenses	45
Additional tracks, new lines, and extensions	89
Miles of new tracks in which rails were laid	88
Weight of	89
Railway-operating expenses	45-53
Railway-operating revenues	16
Results of operations	16-17
Retained income unappropriated	19
Miscellaneous items in accounts for year	65
Revenues	
Freight	16
Passenger	16
Road and equipment-Investment in	32-33
Improvements to leased property	32-33
Reserve	38
Leased to others-Depreciation base and rates	40
Reserve	41
Owned-Depreciation base and rates	34
Reserve	35
Used-Depreciation base and rates	34
Reserve	35
Road-Mileage operated at close of year	74
By States and Territories	75
Securities (see investments)	
Short-term borrowing arrangements-Compensating balances and	67
Sinking funds	7
Source and application of working capital	21-22
Specialized service subschedule	60
Statement of changes in financial position	21-22
Stock outstanding	20
Changes during year	20
Number of security holders	3
Total voting power	3-4
Value per share	3
Voting rights	3
Supporting schedule-road	56-57
Suretyships-Guaranties and	66
Ties laid in replacement	86
Ties-Additional tracks, new lines, and extensions	87
Tracks operated at close of year	74
Miles of, at close of year	75
Track and traffic conditions	85
Train hours, yard switching	97
Train miles	94
Tons of freight	97
Ton-miles of freight	97
TOFC/COFC number of revenue trailers and containers loaded and unloaded ...	97
Voting powers and elections	3
Weight of rail	90