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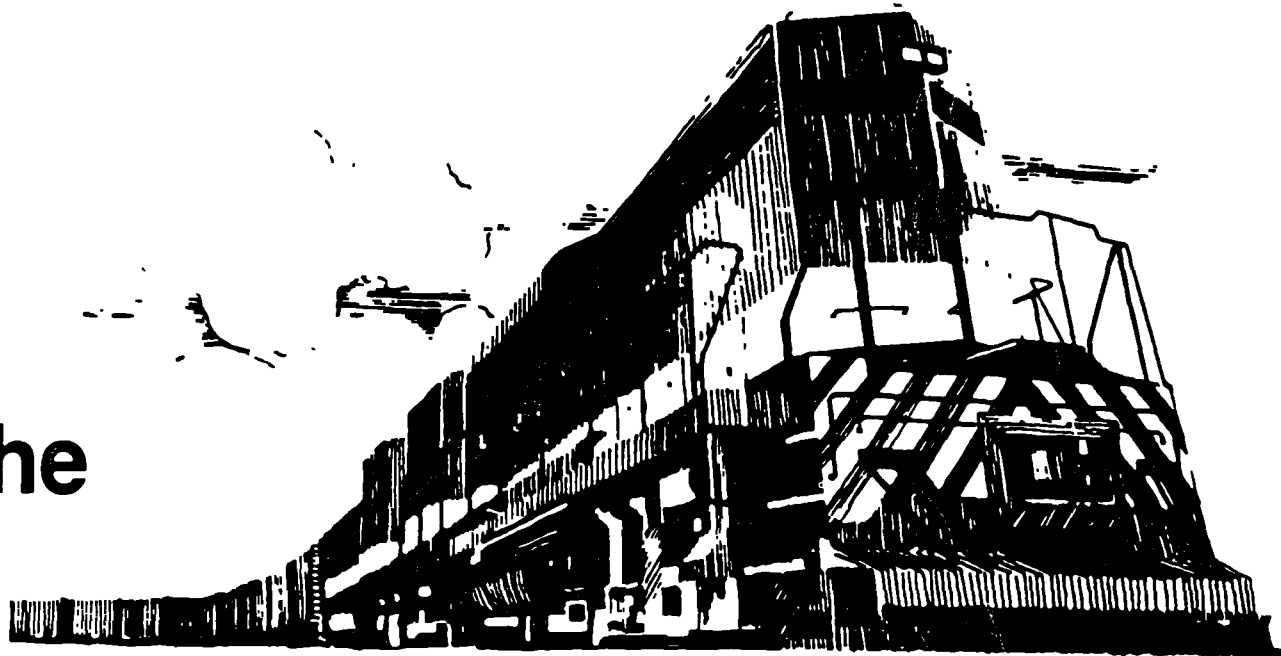
ACAA- R-1

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

annual report

	<p>CONSOLIDATED RAIL CORPORATION 2001 MARKET STREET, 29A P.O. BOX 41429 PHILADELPHIA, PA , 19101-1429</p>
<p>Correct name and address if different than shown.</p>	<p>Full name and address of reporting carrier. (Use mailing label on original, copy in full on duplicate.)</p>

to the



Interstate Commerce Commission

FOR THE YEAR ENDED DECEMBER 31, 1995

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 (b) of this section.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ANNUAL REPORT

of

CONSOLIDATED RAIL CORPORATION

to the

INTERSTATE COMMERCE COMMISSION

for the

YEAR ENDED DECEMBER 31, 1995

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)

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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 of 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; Amended and Restated Articles of Incorporation filed March 7, 1994.

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, 1995
(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)	
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 5 and 6 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 17, 1995
12. Give the place of such meeting. Academy of Music Hall, Philadelphia, Pennsylvania

NOTES AND REMARKSItem 10 (above)

Votes cast for election of Directors:

Class II - 4 Directors (Three year term): 75,390,884

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	50,401	24,114	1
2		702	Temporary Cash Investments			2
3		703	Special Deposits			3
			Accounts Receivable			
4		704	-Loan and Notes	4,333	2,385	4
5		705	-Interline and Other Balances	14,201	8,718	5
6		706	-Customers	202,453	210,609	6
7		707	-Other	44,044	63,580	7
8		709, 708	-Accrued Accounts Receivable	372,582	383,286	8
9		708.5	-Receivable from Affiliated Companies	17,431	13,770	9
10		709.5	-Less: Allowance for Uncollectible Accounts	(10,437)	(14,066)	10
		710; 711, 714	Working Funds, Prepayments, Deferred Income Tax Debits	306,358	220,426	11
12		712	Materials and Supplies	152,772	160,230	12
13		713	Other Current Assets	5,009	4,787	13
14			TOTAL CURRENT ASSETS	1,159,147	1,077,839	14
			Other Assets			
15		715, 716, 717	Special Funds	21,894	20,701	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedules 310 and 310A)	1,115,329	1,080,043	16
17		722, 723	Other Investments and Advances	5,308	4,691	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 \$2,299).	22,174	24,567	19
20		739, 741	Other Assets	508,191	404,650	20
21		743	Other Deferred Debits	41,252	43,462	21
22		744	Accumulated Deferred Income Tax Debits			22
23			TOTAL OTHER ASSETS	1,714,148	1,578,114	23
			Road and Equipment			
24		731, 732	Road (Schedule 330) L-30 Col. h & b	6,430,148	6,284,149	24
25		731, 732	Equipment (Schedule 330) L-39 Col. h & b	2,078,827	2,101,202	25
26		731, 732	Unallocated Items	320,006	419,937	26
27		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(2,509,014)	(2,398,603)	27
28			Net Road and Equipment	6,319,967	6,406,685	28
29	*		TOTAL ASSETS	9,193,262	9,062,638	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	89,390	112,528	30
31		752	Accounts Payable: Interline & Other Balances	4,548	7,514	31
32		753	Audited Accounts and Wages	58,143	62,181	32
33		754	Other Accounts Payable	48,258	51,035	33
34		755, 756	Interest and Dividends Payable	35,539	29,432	34
35		757	Payables to Affiliated Companies	569,408	529,324	35
36		759	Accrued Accounts Payable	544,372	544,501	36
37		760, 761, 761.5, 762	Taxes Accrued	116,454	142,774	37
38		763	Other Current Liabilities	68,348	80,142	38
39		764	Equipment Obligation and Other Long-Term Debt due Within One Year	179,236	129,331	39
40			TOTAL CURRENT LIABILITIES	1,713,696	1,688,762	40
Non-Current Liabilities						
41		765, 767	Funded Debt Unmatured	1,259,072	1,328,332	41
42		766	Equipment Obligations	228,810	187,270	42
43		766.5	Capitalized Lease Obligations	420,935	421,184	43
44		768	Debt in Default			44
45		769	Accounts Payable; Affiliated Companies	1,528	2,377	45
46		770.1, 770.2	Unamortized Debt Premium	(6,671)	(6,823)	46
47		781	Interest in Default			47
48		783	Deferred Revenues-Transfers from Government Authorities			48
49		786	Accumulated Deferred Income Tax Credits	1,394,285	1,205,225	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	947,037	1,031,496	50
51			TOTAL NON-CURRENT LIABILITIES	4,244,996	4,169,061	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)	2,130,491	2,128,236	56
57		797	Retained Earnings:			57
58		798	Appropriated			58
59		798.1	Unappropriated (Schedule 220)	1,104,079	1,076,579	59
60		798.5	Net Unrealized Loss on Non-current Marketable Equity Securities			60
61			Less Treasury Stock			61
61			Net Stockholders' Equity	3,234,570	3,204,815	61
62	*		TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY	9,193,262	9,062,638	62

NOTES AND REMARKS

Included above are special income tax obligations as follows:
Line 50 Columns (b) and (c), \$440,099,000 and \$512,459,000, respectively.

See accompanying Notes to Financial Statements.

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

4. Income Taxes (Continued)

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

	1995	1994
	-----	-----
Statutory tax rate	35.0%	35.0%
State income taxes, net of federal benefit	3.6	4.0
Effect of state tax decrease on deferred taxes	(5.9)	
Other	(4.1)	(2.0)
	-----	-----
Effective tax rate	28.6%	37.0%
	=====	=====

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

	December 31,	
	1995	1994
	-----	-----
	(In Thousands)	
Current assets (primarily accounts receivable)	\$ (27,000)	\$ (33,000)
Current liabilities (primarily accrued liabilities and casualty reserves)	(265,000)	(175,000)
	-----	-----
Current deferred tax asset, net	\$ (292,000)	\$ (208,000)
	=====	=====
Noncurrent liabilities:		
Property and equipment	1,930,000	1,913,000
Other long-term assets (primarily prepaid pension asset)	67,000	62,000
Miscellaneous	64,000	50,000
	-----	-----
	2,061,000	2,025,000
	-----	-----
Noncurrent assets:		
Nondeductible reserves and other liabilities	(142,000)	(147,000)
Tax benefit transfer receivable	(33,000)	(38,000)
Alternative minimum tax credits	(38,000)	(75,000)
Miscellaneous	(14,000)	(47,316)
	-----	-----
	(227,000)	(307,316)
	-----	-----
Special income tax obligation and deferred income tax liabilities, net	\$1,834,000	\$1,717,684
	=====	=====

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.

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 12/31/95	Noncurrent Portfolio			N/A	\$
(Previous Yr.)	Current Portfolio	1		N/A	N/A
as of 12/31/94	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
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

During 1995, the Financial Accounting Standards Board issued Statement of Financial Accounting Standards ("SFAS") No. 121, "Accounting for the Impairment of Long-Lived Assets and for Long-Lived Assets to Be Disposed Of" (SFAS 121) and SFAS No. 123, "Accounting for Stock-Based Compensation" (SFAS 123), which are both effective in 1996. The Company has decided to adopt only the disclosure provisions of SFAS 123 in 1996. The Company has also determined that SFAS 121 will not have a material effect on its financial statements.

Use of Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

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

2. Asset Disposition Charge

Included in 1995 operating expenses is an asset disposition charge of \$283,412,000, which reduced net income by \$175,412,000. The asset disposition charge resulted from a review of the Company's route system and other operating assets to determine those that no longer effectively and economically support current and expected operations. The Company identified and has committed to sell 1,800 miles of rail lines that are expected to provide proceeds substantially less than net book value. In addition, other assets, principally yards and side tracks, identified for disposition have been written down to estimated net realizable value.

3. Long-Term Debt

Long-term debt outstanding, including the weighted average interest rates at December 31, 1995, is composed of the following:

	<u>December 31,</u>	
	<u>1995</u>	<u>1994</u>
	<u>(In Thousands)</u>	
Capital leases	\$ 487,998	\$ 486,061
Medium-term notes payable, 6.16%, due 1996 to 1999	208,747	228,735
Notes payable, 9.75%, due 2000	249,493	249,431
Debentures payable, 7.88%, due 2043	249,526	249,515
Debentures payable, 9.75%, due 2020	544,313	544,245
Equipment and other obligations, 6.43%	241,983	201,725
Commercial paper, 5.90%	99,322	99,582
	<u>2,081,382</u>	<u>2,059,294</u>
Less current portion	<u>(179,236)</u>	<u>(129,331)</u>
	<u><u>\$1,902,146</u></u>	<u><u>\$1,929,963</u></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 \$1,859 million and \$1,591 million at December 31, 1995 and 1994, respectively, compared with carrying values of \$1,592 million and \$1,572 million at December 31, 1995 and 1994, respectively.

The Company acquired equipment and incurred related long-term debt under various capital leases of \$70,170,000 in 1995 and \$8,063,000 in 1994. 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 ranging from 3.09% to 14.26% and are collateralized by assets with a net book value of \$377,276,000 at December 31, 1995.

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

3. Long-Term Debt (Continued)

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

	<u>Capital Leases</u>	<u>Operating Leases</u>
	(In Thousands)	
1996	\$ 101,119	\$ 121,346
1997	91,615	103,250
1998	83,178	95,859
1999	75,029	81,551
2000	58,217	74,687
2001 - 2017	268,899	576,135
	<hr/>	<hr/>
Total	678,057	<u><u>\$1,052,828</u></u>
Less interest portion	<u>(190,059)</u>	
Present value	<u><u>\$ 487,998</u></u>	

In June 1993, the Company and Conrail Inc. filed a shelf registration statement on Form S-3 to enable CRC to issue up to \$500 million in debt securities or Conrail Inc. to issue up to \$500 million in convertible debt and equity securities. The remaining balance under this shelf registration was \$312 million at December 31, 1995.

In June 1995, the Company issued \$110 million of 6.76% Pass Through Certificates, Series 1995-A, due 2015, to finance the acquisition of equipment. Of these Certificates, \$55 million are direct obligations of the Company secured by the acquired equipment. The remaining \$55 million of Certificates were issued to finance equipment that the Company will utilize under a capital lease, and while such certificates are not direct obligations of, or guaranteed by the Company, the amounts payable by the Company under the lease will be sufficient to pay principal and interest on the Certificates.

In June 1995, the Company issued \$30 million of 6.3% Medium-Term Notes maturing in 1999.

Equipment and other obligations mature in 1996 through 2043 and are collateralized by assets with a net book value of \$268,088,000 at December 31, 1995. Maturities of long-term debt other than capital leases and commercial paper are \$112,170,000 in 1996, \$63,169,000 in 1997, \$43,664,000 in 1998, \$43,920,000 in 1999, \$263,669,000 in 2000 and \$967,470,000 in total from 2001 through 2043.

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

3. Long-Term Debt (Continued)

The Company had \$189 million of commercial paper outstanding at December 31, 1995. 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.

CRC maintains a \$500 million uncollateralized bank credit agreement with a group of banks which is used for general corporate purposes and to support its commercial paper program. The agreement has a five year maturity and requires 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.

During 1995, CRC borrowed \$130 million under its uncollateralized bank credit agreement at interest rates ranging from 6.0% to 6.4%, and repaid \$130 million during the year. At December 31, 1995, no amount was outstanding under this agreement.

4. Income Taxes

The provisions for income taxes are composed of the following:

	1995			1994		
	-----			-----		
	Federal	State	(In Thousands) Total	Federal	State	Total
	-----	-----	-----	-----	-----	-----
Current	\$ 53,000	\$ 13,800	\$ 66,800	\$ 85,200	\$15,600	\$100,800
Deferred	111,155	(3,059)	108,096	124,180	24,883	149,063
Special income tax obligation	(60,396)	(11,964)	(72,360)	(53,220)	(9,468)	(62,688)
	-----	-----	-----	-----	-----	-----
	\$103,759	\$ (1,223)	\$102,536	\$156,160	\$31,015	\$187,175
	=====	=====	=====	=====	=====	=====

As a result of a decrease in a state income tax rate enacted during the second quarter of 1995, income tax expense for 1995 was reduced by \$21 million representing the effects of adjusting deferred income taxes and the special income tax obligation for the rate decrease as required by Statement of Financial Accounting Standards No. 109, "Accounting for Income Taxes."

The Company and its subsidiaries are included in the consolidated federal income tax return filed by Conrail Inc. The consolidated federal income tax expense or benefit is allocated to the Company as though the Company files a separate consolidated tax return.

The Company's consolidated federal income tax returns for the fiscal years 1990 through 1992 are currently being examined by the Internal Revenue Service.

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

4. Income Taxes (Continued)

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

	1995	1994
	-----	-----
Statutory tax rate	35.0%	35.0%
State income taxes, net of federal benefit	3.6	4.0
Effect of state tax decrease on deferred taxes	(5.9)	
Other	(4.1)	(2.0)
	-----	-----
Effective tax rate	28.6%	37.0%
	=====	=====

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

	December 31,	
	1995	1994
	-----	-----
	(In Thousands)	
Current assets (primarily accounts receivable)	\$ (27,000)	\$ (33,000)
Current liabilities (primarily accrued liabilities and casualty reserves)	(265,000)	(175,000)
	-----	-----
Current deferred tax asset, net	\$ (292,000)	\$ (208,000)
	=====	=====
Noncurrent liabilities:		
Property and equipment	1,930,000	1,913,000
Other long-term assets (primarily prepaid pension asset)	67,000	62,000
Miscellaneous	64,000	50,000
	-----	-----
	2,061,000	2,025,000
	-----	-----
Noncurrent assets:		
Nondeductible reserves and other liabilities	(142,000)	(147,000)
Tax benefit transfer receivable	(33,000)	(38,000)
Alternative minimum tax credits	(38,000)	(75,000)
Miscellaneous	(14,000)	(47,316)
	-----	-----
	(227,000)	(307,316)
	-----	-----
Special income tax obligation and deferred income tax liabilities, net	\$1,834,000	\$1,717,684
	=====	=====

5.

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.

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

5. Employee Benefits (Continued)

Pension Plans (Continued)

Pension credits include the following components:

	1995	1994
	-----	-----
	(In Thousands)	
Service cost - benefits earned during the period	\$ 7,707	\$ 8,261
Interest cost on projected benefit obligation	50,584	47,452
Return on plan assets - actual	(252,103)	(9,853)
- deferred	166,525	(76,718)
Net amortization and deferral	(15,781)	(15,848)
	-----	-----
	\$ (43,068)	\$ (46,706)
	=====	=====

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

	1995	1994
	-----	-----
	(In Thousands)	
Accumulated benefit obligation (\$598,568 and \$521,596 vested, respectively)	\$ 604,225	\$ 525,578
	=====	=====
Market value of plan assets	1,161,000	976,098
Projected benefit obligation	(720,497)	(589,391)
	-----	-----
Plan assets in excess of projected benefit obligation	440,503	386,707
Unrecognized prior service cost	49,929	43,346
Unrecognized transition net asset	(118,853)	(138,337)
Unrecognized net gain	(157,433)	(116,113)
	-----	-----
Net prepaid pension cost	\$ 214,146	\$ 175,603
	=====	=====

The assumed weighted average discount rates used in 1995 and 1994 are 7.0% and 8.5%, 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, 1995 and 1994 is 6.0%. The expected long-term rate of return on plan assets (primarily equity securities) in 1995 and 1994 is 9.0%.

Savings Plans

The Company also provides 401(k) savings plans for union and non-union employees. Under the Non-union Employee Stock Ownership Plan (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 Inc. 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 \$4,321,000 in 1995 and \$4,545,000 in 1994.

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

5. Employee Benefits (Continued)

Savings Plans (Continued)

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 formation of the holding company, Conrail Inc., on July 1, 1993, unearned ESOP compensation was charged to expense as shares of ESOP Stock were allocated to participants. The number of allocated ESOP shares outstanding at December 31, 1995 was approximately 2.2 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, 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 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 Inc. 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 Inc. related to the Non-union ESOP.

Conrail Inc. 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.

Compensation expense related to the Non-union ESOP was \$10,265,000 in 1995 and \$10,279,000 in 1994. The Company received debt service payments from the Non-union ESOP of \$2,550,000 in 1994, before it transferred the note to one of its subsidiaries during 1994.

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.

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.

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

5. Employee Benefits (Continued)

Postretirement Benefits Other Than Pensions

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

	<u>1995</u>		<u>1994</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	\$38,355	\$18,598	\$37,936	\$14,406
Fully eligible active plan participants	4,874	374	3,739	722
Other active plan participants	<u>193</u>	<u>5,461</u>	<u>683</u>	<u>4,367</u>
Accumulated benefit obligation	43,422	24,433	42,358	19,495
Market value of plan assets	<u> </u>	<u>(7,253)</u>	<u> </u>	<u>(6,380)</u>
Accumulated benefit obligation in excess of plan assets	43,422	17,180	42,358	13,115
Unrecognized gains and (losses)	<u>564</u>	<u>(1,012)</u>	<u>1,002</u>	<u>3,370</u>
Accrued benefit cost recognized in the Balance Sheet	<u>\$43,986</u>	<u>\$16,168</u>	<u>\$43,360</u>	<u>\$16,485</u>
Net periodic postretirement benefit cost, primarily interest cost	<u>\$ 3,339</u>	<u>\$ 1,183</u>	<u>\$ 3,418</u>	<u>\$ 1,386</u>

A 10 percent rate of increase in per capita costs of covered health care benefits was assumed for 1996, 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, 1995 by \$3 million and would have an immaterial effect on the service cost and interest cost components of net periodic postretirement benefit cost for 1995. Discount rates of 7.0% and 8.5% were used to determine the accumulated postretirement benefit obligations for both the medical and life insurance plans in 1995 and 1994, respectively. The assumed rate of compensation increase was 5.0% in both 1995 and 1994.

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.

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

6. 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, 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 Inc. common stock. Subsequent to July 1, 1993, CRC had 100 shares of common stock outstanding, all held by Conrail Inc. All of the long-term incentive plans of CRC were amended to reflect the use of Conrail Inc.'s common stock.

Conrail Inc.'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 Inc. 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. --

Conrail Inc. has granted phantom shares and restricted stock under the non-union employee bonus plans to eligible employees of the Company who elect to defer all or a portion of their annual bonus in a given year. The number of shares granted depends on the length of the deferral period. Grants are made at the market price of Conrail Inc.'s common stock at the date of grant. Conrail Inc. has granted 87,529 shares and 317,028 shares of phantom and restricted stock, respectively, under the Company's non-union employee bonus plans through December 31, 1995. Conrail Inc. has also granted 68,896 performance shares under its 1991 Long-Term Incentive Plan through December 31, 1995. Compensation expense related to these plans was \$3 million in 1995.

In May 1995, Conrail Inc.'s shareholders approved the Conrail Senior Executive Performance Plan (the "Plan") under which certain senior executive officers of the Company will be eligible to receive annual bonus awards, payable in cash or common stock, upon the satisfaction of certain performance criteria. No awards have been granted under the Plan as of December 31, 1995.

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

6. Capital Stock (Continued)

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, 1994	\$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	(118,904)
Balance, December 31, 1994	\$14.000 - \$66.938	1,363,955
Granted	\$50.688 - \$68.563	516,757
Exercised	\$14.000 - \$53.875	(200,940)
Cancelled	\$42.625 - \$53.875	(123,560)
Balance, December 31, 1995	\$14.000 - \$68.563	1,556,212
Exercisable, December 31, 1995	\$14.000 - \$57.875	799,476
Available for future grants December 31, 1994		1,678,293
December 31, 1995		1,188,193

1994 Early Retirement Program

7.

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 is being paid from the Company's overfunded pension plan.

Commitments and Contingencies

8.

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, 1995, 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 130 locations. However, based on currently available information, the Company believes that it may have some potential responsibility at only 56 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

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

8. Commitments and Contingencies (Continued)

Environmental (Continued)

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 period if it were held principally liable in certain of these actions, at December 31, 1995, the Company had accrued \$64 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 consolidated financial condition.

The Company spent \$14 million in 1995, \$8 million in 1994 and \$7 million in 1993 for environmental remediation and related costs and anticipates spending approximately \$10 million in 1996. In addition, the Company's capital expenditures for environmental control and abatement projects were approximately \$6 million in 1995 and \$5 million in 1994, and are anticipated to be approximately \$8 million in 1996.

The Environmental Quality Department 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.

Non-union Voluntary Retirement and Separation Programs

On February 21, 1996, the Board of Directors of Conrail Inc. approved a voluntary early retirement program and voluntary separation program for eligible members of the Company's non-union workforce with the goal of eliminating 900 non-union positions. Eligible employees have until April 23, 1996 to apply for the programs. In the event the 900 position goal is not achieved through the voluntary programs, the Company expects to obtain the additional reductions through non-voluntary separation programs.

The costs of the programs are expected to be recorded in the second quarter of 1996, and are expected to have a material effect on the income statement in that quarter. The programs will not have a significant effect on the Company's cash position as the majority of the costs will be paid from the Company's overfunded pension plan (Note 5).

Other

The Company is involved in various legal actions, principally relating to occupational health claims, personal injuries, casualties, property damage and damage to lading. The Company has recorded liabilities on its balance sheet for amounts sufficient to cover the expected payments for such actions.

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

8. Commitments and Contingencies (Continued)

Other (Continued)

The Company may be contingently liable for approximately \$81 million at December 31, 1995 under indemnification provisions related to sales of tax benefits.

The Company had an average of 22,631 employees in 1995, approximately 86% of whom are represented by 15 different labor organizations and are covered by 22 separate collective bargaining agreements. The Company was engaged in collective bargaining at December 31, 1995 with labor organizations representing approximately 84% of its labor force. The Company has reached an agreement with its employees represented by the Fraternal Order of Police and has reached a tentative agreement with its employees represented by the United Transportation Union through negotiations carried on by the National Carriers' Committee, of which the Company is a member.

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

Schedule 410
=Line 620, column (h)
=Line 620, column (f)
=Line 620, column (g)

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceeding year (c)	Freight-related revenues & expenses (d)	Passenger-related revenues & expenses (e)	Line No.
		ORDINARY ITEMS					
		OPERATING INCOME					
		Railway Operating Income					
1		(101) Freight	3,502,403	3,563,605	3,502,403		1
2		(102) Passenger					2
3		(103) Passenger-Related					3
4		(104) Switching	36,315	34,023	36,315		4
5		(105) Water Transfers					5
6		(106) Demurrage	36,733	32,514	36,733		6
7		(110) Incidental	11,572	11,421	11,572		7
8		(121) Joint Facility-Credit	(192)	(1)	(192)		8
9		(122) Joint Facility-Debit	(351)	(99)	(351)		9
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities - lines 1-9)	3,586,480	3,641,463	3,586,480		10
11		(502) Railway operating revenues-Transfers from Government Authorities for current operations	10	10	10		11
12		(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities					12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	3,586,490	3,641,473	3,586,490		13
14	*	(531) Railway operating expenses	3,140,336	3,043,338	3,140,336		14
15	*	Net revenue from railway operations	446,154	598,135	446,154		15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	4,687	4,820			16
17		(510) Miscellaneous rent income	52,098	49,438			17
18		(512) Separately operated properties-Profit					18
19		(513) Dividend income (cost method)	1,132	1,953			19
20		(514) Interest income	6,954	6,175			20
21		(516) Income from sinking and other funds	1,404	1,089			21
22		(517) Release of premiums on funded debt					22
23		(518) Reimbursements received under contracts and agreements					23
24		(519) Miscellaneous income	51,444	32,283			24
		Income from affiliated companies: 519					
25		a. Dividends (equity method)	408	408			25
26		b. Equity in undistributed earnings (-losses)	59,336	54,251			26
27		TOTAL OTHER INCOME (lines 16-26)	177,463	150,417			27
28		TOTAL INCOME (line 15, 27)	623,617	748,552			28
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	572	583			29
30		(544) Miscellaneous taxes					30
31		(545) Separately operated properties-Loss	9	9			31
32		(549) Maintenance of investment organization	882	783			32
33		(550) Income transferred under contracts and agreements					33
34		(551) Miscellaneous income charges	45,109	40,283			34
35		(553) Uncollectible accounts	1,149	2,753			35
36		TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-35)	47,721	44,411			36
37		Income available for fixed charges (lines 28, 36)	575,896	704,141			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					
		(546) Interest on funded debt:			
38		(a) Fixed interest not in default	167,244	165,428	38
39		(b) Interest in default			39
40		(547) Interest on unfunded debt	49,760	32,431	40
41		(548) Amortization of discount on funded debt	151	219	41
42		TOTAL FIXED CHARGES (lines 38-41)	217,155	198,078	42
43		Income after fixed charges (lines 37, 42)	358,741	506,063	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)	358,741	506,063	46
PROVISIONS FOR INCOME TAXES					
		(556) Income taxes on ordinary income			
47	*	(a) Federal income taxes	53,000	85,200	47
48	*	(b) State income taxes	13,800	15,600	48
49	*	(c) Other income taxes (special income tax obligation)	(72,360)	(62,688)	49
50	*	(557) Provision for deferred taxes	108,096	149,063	50
51		TOTAL PROVISIONS FOR INCOME TAXES (lines 47-50)	102,536	187,175	51
52	*	Income from continuing operations (lines 46-51)	256,205	318,888	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)	256,205	318,888	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 \$)			60
61	*	Net income (Loss) (lines 55 + 59 + 60)	256,205	318,888	61
Reconciliation of net railway operating income (NROI)					
62	*	Net revenues from railway operations	446,154	598,135	62
63	*	(556) Income taxes on ordinary income (-)	(5,560)	38,112	63
64	*	(557) Provision for deferred income taxes (-)	108,096	149,063	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)	343,669	411,011	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	\$ 963,012	\$ 113,567	1
2		(601.5) Prior period adjustment to beginning retained earnings			2
		CREDITS			
3	*	(602) Credit balance transferred from income	196,869	59,336	3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings	5,529		5
6		TOTAL	- 202,398	59,336	6
		DEBITS			
7	*	(612) Debit balance transferred from income			7
8		(616) Other debits to retained earnings		5,529	8
9		(620) Appropriations for sinking and other funds			9
10		(621) Appropriations for other purposes			10
11		(623) Dividends: Common stock	228,705		11
12		Preferred stock(1)			12
13		TOTAL	228,705	5,529	13
14		Net increase (decrease) during year (L. 6 minus L. 13)	(26,307)	53,807	14
15	*	Balances at close of year (Lines 1, 2 and 14)	936,705	167,374	15
16	*	Balances from line 15(c)	167,374	N/A	16
17		Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies (798) at end of year.	1,104,079	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 I. CAPITAL STOCK

(Dollars in Thousands)

1. Disclose in column (a) the particulars of the various issues of capital stock of the respondent, distinguishing separate issues of any general class, if different in any respect.
2. Present in column (b) the par or stated value of each issue. If none, so state.
3. Disclose in columns (c), (d), (e) and (f) the required information concerning the number of shares authorized, issued, in treasury and outstanding for the various issues.
4. For the purposes of this report, capital stock and other securities are considered to be nominally issued when certificates are signed and sealed 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	1		1		4
5								5
6								6
7								7
8								8
9								9
10	TOTAL		275,000,000	101		101		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 disclosure 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	1		100				2,128,236	11
12	Tax benefits stock options							2,255	12
13									13
14									14
15									15
16									16
17	Balance at close of year	1		100				2,130,491	17

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	256,205	318,888	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	(27,130)	(17,518)	11.
12.		Depreciation and amortization expenses	289,799	275,866	12.
13.		Increase (-decrease) in provision for Deferred Income Taxes	107,923	149,063	13.
14.		Net decrease (-increase) in undistributed earnings (-losses) of affiliates	(59,336)	(54,251)	14.
15.		Decrease (-increase) in accounts receivable	23,675	(16,369)	15.
16.		Decrease (-increase) in materials and supplies, and other current assets	7,236	(30,483)	16.
17.		Increase (-decrease) in current liabilities other than debt	(1,883)	110,879	17.
18.		Increase (-decrease) in other net (1)	138,545	(57,742)	18.
19.		Net cash provided from continuing operations (Lines 10-18)	735,034	678,333	19.
20.		Add (-subtract) cash generated (-paid) by reason of discontinued operations and extraordinary items (A)			20.
21.		NET CASH PROVIDED FROM OPERATING ACTIVITIES (Lines 19 & 20)	735,034	678,333	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	37,192	25,782	22.
23.		Capital expenditures	(410,832)	(487,188)	23.
24.		Net change in temporary cash investments not qualifying as cash equivalents			24.
25.		Proceeds from sale/repayment of investment and advances	3,153		25.
26.		Purchase price of long-term investments and advances		(900)	26.
27.		Net decrease (-increase) in sinking and other special funds	1,192	(2,922)	27.
28.		Other (2)	(39,764)	(10,731)	28.
29.		NET CASH USED IN INVESTING ACTIVITIES (Lines 22-28)	(409,059)	(475,959)	29.

(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	84,977	113,500	30
31		Principal payments of long-term debt	(132,697)	(156,960)	31
32		Proceeds from issuance of capital stock			32
33		Purchase price of acquiring treasury stock			33
34		Cash dividends paid	(228,705)	(170,138)	34
35		Other-net (3)	(23,263)	33,136	35
36		NET CASH FROM FINANCING ACTIVITIES (Lines 30-35)	(299,688)	(180,462)	36
		NET INCREASE (-DECREASE) IN CASH AND CASH EQUIVALENTS (Lines 21, 29 & 36)	26,287	21,912	37
38		Cash and cash equivalents at beginning of the year	24,114	2,202	38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (Lines 37 & 38)	50,401	24,114	39
		Footnotes to Schedule 240			
		Cash paid during the year for:			
40		Interest (net of amount capitalized)*	176,570	173,618	40
41		Income taxes (net)*	106,489	79,160	41

* Only applies if indirect method is adopted.

NOTES AND REMARKS

(1)	Pension credits	(43,127)	(46,695)
	Special income tax obligation	(72,360)	(62,688)
	Asset Disposition Charge	283,412	
	Other, net	(29,380)	51,641
		<u>138,545</u>	<u>(57,742)</u>
(2)	Demolition costs of track removed, not replaced	(30,756)	(13,229)
	Other, net	(9,008)	2,498
		<u>(39,764)</u>	<u>(10,731)</u>
(3)	Repayment of short-term borrowings	(281,279)	(180,137)
	Short-term borrowings	258,141	213,273
	Other	(125)	
		<u>(23,263)</u>	<u>33,136</u>

See Notes 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	14,201	1
2	Customers (706)	Schedule 200, line 6, column b	202,453	2
3	Other (707)	Note A	44,044	3
4	TOTAL CURRENT OPERATING ASSETS	Lines 1 + 2 + 3	260,698	4
OPERATING REVENUE				
5	Railway Operating Revenue	Schedule 210, line 13, column b	3,586,490	5
6	Rent Income	Note B	121,150	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	3,707,640	7
8	Average Daily Operating Revenues	Line 7 ÷ 360 days	10,299	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 ÷ line 8	25	9
10	Revenue Delay Days Plus Buffer	Line 9 + 15 days	40	10
CURRENT OPERATING LIABILITIES				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	4,548	11
12	Audited Accounts & Wages Payable (753)	Note A	58,143	12
13	Accounts Payable - Other (754)	Note A	48,258	13
14	Other Taxes Accrued (761.5)	Note A	82,684	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	193,633	15
OPERATING EXPENSES				
16	Railway Operating Expenses	Schedule 210, line 14, column b	3,140,336	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	289,799	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	2,971,687	18
19	Average Daily Expenditures	Line 18 ÷ 360 days	8,255	19
20	Days of Operating Expenses in Operating Liabilities	Line 15 ÷ 19	23	20
21	Days of Working Capital Required	Line 10 - line 20 (Note C)	17	21
22	Cash Working Capital Required	Line 21 x line 19	140,335	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	50,401	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	50,401	24
MATERIAL AND SUPPLIES				
25	Total Material & Supplies (712)	Note A	152,772	25
26	Scrap and Obsolete Material included in Account 712	Note A	5,745	26
27	Material & Supplies held for Common Carrier Purposes	Line 25 - line 26	147,027	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	197,428	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 (1)	50.00	1
2				Albany Port Railroad Corporation	50.00	2
3				Belt Railway Company of Chicago (2)	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 (4)	50.00	6
7				Locomotive Management Services	50.00	7
8				Merchants Despatch Transportation Corporation	100.00	8
9				Nicholas, Fayette & Greenbrier Railroad Company (4)	50.00	9
10				Peoria & Pekin Union Railway Company (4)	25.64	10
11				Pittsburgh, Chartiers & Youghiogheny Railway Co. (3) (4)	100.00	11
12				St. Lawrence & Adirondack Railway Company (4)	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.	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 1; In August 1995, the Akron & Barberton Belt Railway Company completed a liquidation plan and ceased to exist.
- (2) Line 3; The net carrying value of the Belt Railway of Chicago is \$1.
- (3) 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. On February 7, 1995, Consolidated Rail Corp. received I.C.C. approval for acquisition control of a carrier.
- (4) Lines 6, 9, 10, 11, & 12; As part of Consolidated Rail Corporation's 1995 Asset Disposition Charge (See Note 2 to Schedule 200), the carrying values of certain affiliates were reduced to their net realizable values.

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) (j)	Adjustments Acc. 721.5 (k)	Div/Int credited to income (l)	Line No.
	Opening Balance (f)	Additions (g)	Deductions (Explain if not sale) (h)	Closing Balance (i)				
1	25		25					1
2	5			5				2
3								3
4	118		118		(126)			4
5	7,858			7,858			408	5
6	4,403		4,403					6
7	180			180				7
8	160	2		162				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	92,869	2	13,297	79,574	(126)		408	15
16								16
17								17
18	236			236				18
19								19
20	874,943			874,943				20
21	3,012		3,012		753			21
22								22
23								23
24	878,191		3,012	875,179	753			24
25								25
26	971,060	2	16,309	954,753	627		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)	1
2				St. Lawrence & Adirondack Railway Company	(1)	2
3						3
4				Total E-1		4
5						5
6						6
7						7
8	721	E-3	VI	CRC Properties, Inc.		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	(1)	21
22						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:

- (1) Lines 1, 2, & 21; As part of Consolidated Rail Corporation's 1995 Asset Disposition Charge (See Note 2 to Schedule 200), the carrying values of certain affiliates were reduced to their net realizable values.

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 (Explain if not sale)	Closing Balance				
	(f)	(g)	(h)	(i)	(j)	(k)	(l)	
1	6,979		6,979					1
2	1,067		1,067					2
3								3
4	8,046		8,046					4
5								5
6								6
7								7
8	21,981	124		22,105			1,755	8
9								9
10								10
11	21,981	124		22,105			1,755	11
12								12
13								13
14	30,027	124	8,046	22,105			1,755	14
15								15
16								16
17								17
18								18
19	113,567	62,586	8,779	167,374				19
20								20
21	(34,611)	5,802	94	(28,903)				21
22								22
23								23
24								24
25								25
26	1,080,043	68,514	33,228	1,115,329	627		2,163	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****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>

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>

NICHOLAS, FAYETTE AND GREENBRIER RAILROAD COMPANY

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

NOTES AND REMARKS

SCHEDULE 310 NOTES (con't)**% Ownership****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	21.47
13 Railroads or affiliated groups of railroads	78.53
	<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 Instruc. 5-2, Uniform System of Accounts).
 3. Enter in column (d) the share of undistributed earnings (i.e., less dividends) or losses.
 4. Enter in column (e) the amortization for the year of the excess of cost over equity in net assets (equity over cost) at date of acquisition.
 5. For definitions of "carrier" and "noncarrier", see general instructions.

Line No.	Name of issuing company and description of security held	Balance at beginning of year (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.
	Carriers: (List specifics for each company)							
1	Akron & Barberton Belt Railroad Company	234	57	(292)	1			1
2	500 Shares \$100 Par Value Common Stock						258	2
3	Albany Port Railroad Corporation	258						3
4	500 Shares \$5 Par Value Common Stock				4	(160)		4
5	Calumet Western Railway Company	156						5
6	1,080 Shares \$100 Par Value Common Stock							6
7	Indiana Harbor Belt Railroad Company	16,266		1,747	180		18,193	7
8	38,760 Shares \$100 Par Value Common Stock							8
9	Lakefront Dock & Railroad Terminal Company	1,532			81	(1,613)		9
10	46,250 Shares \$100 Par Value Common Stock							10
11	Locomotive Management Services			761			761	11
12	Partnership - Investment							12
13	Merchants Despatch Transportation Corporation	1,728		(290)			1,438	13
14	100 Shares \$10 Par Value Common Stock							14
15	Nicholas, Fayette & Greenbrier Railroad Company	1,291			68	(1,359)		15
16	37,359 Shares \$100 Par Value Common Stock							16
17	Peoria & Pekin Union Railway Company	714		12	29	(755)		17
18	2,564 Shares \$100 Par Value Common Stock							18
19	Pittsburgh, Chartiers & Youghiogheny Railway Co.	446		(352)	16	(110)		19
20	13,900 Shares \$50 Par Value Common Stock							20
21	St. Lawrence & Adirondack Railway Company	1,549			40	(1,589)		21
22	16,150 Shares \$100 Par Value Common Stock							22
23	Trailer Train Company	90,907		17,327	1,898		110,132	23
24	3,500 Shares \$1 Par Value Common Stock							24
25								25
26								26
27	Total Carriers	115,081	57	18,913	2,317	(5,586)	130,782	27
28								28

310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES - Continued (Dollars in Thousands)								Line No.							
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)	Amortisation during year (e)	Adj. for investment disposed of during year (f)	Balance at close of year (g)								
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	5,572		724			6,296	29							
30								30							
31		(7,086)		37,382			30,296	31							
32								32							
33								33							
34								34							
35								35							
36								36							
37								37							
38	Total Non-carriers	(1,514)		38,106			36,592	38							
39								39							
40								40							
41	Total	113,567	57	57,019	2,317	(5,586)	167,374	41							
42								42							
43								43							
44								44							
45	(1) As part of Consolidated Rail Corporation's 1995 Asset Disposition Charge (See Note 2 to Schedule 200), the carrying values of certain affiliates were reduced to their net realizable values.								45						
46									46						
47									47						
48									48						
49									49						
50									50						
51									51						
52									52						
53									53						
54									54						
55									55						
56									56						

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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 termini 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.	Lane No.
		(a)	(b)	(c)	(d)	
1		(2) Land for transportation purposes	111,194			1
2		(3) Grading	208,160			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			5
6		(7) Elevated structures	2,575			6
7		(8) Ties	1,302,651			7
8		(9) Rail and other track material	2,474,669			8
9		(11) Ballast	882,590			9
10		(13) Fences, snowsheds, and signs	830			10
11		(16) Stations and office buildings	166,572			11
12		(17) Roadway buildings	11,945			12
13		(18) Water stations	480			13
14		(19) Fuel stations	31,294			14
15		(20) Shops and enginehouses	83,589			15
16		(22) Storage warehouses				16
17		(23) Wharves and docks	936			17
18		(24) Coal and ore wharves	80,150			18
19		(25) TOFC/COFC terminals	57,640			19
20		(26) Communication systems	103,038			20
21		(27) Signals and interlockers	328,291			21
22		(29) Power plants	1,140			22
23		(31) Power-transmission systems	8,771			23
24		(35) Miscellaneous structures	3,860			24
25		(37) Roadway machines	97,126			25
26		(39) Public improvements - Construction	41,034			26
27		(44) Shop machinery	49,285			27
28		(45) Power-plant machinery	3,682			28
29		Other (specify and explain)				29
30		TOTAL EXPENDITURES FOR ROAD	6,284,149			30
31		(52) Locomotives	1,183,375			31
32		(53) Freight-train cars	719,983			32
33		(54) Passenger-train cars				33
34		(55) Highway revenue equipment	2,829			34
35		(56) Floating equipment				35
36		(57) Work equipment	82,725			36
37		(58) Miscellaneous equipment	35,980			37
38		(59) Computer systems and word processing equipment	76,310			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	2,101,202			39
40		(76) Interest during construction				40
41		(80) Other elements of investment				41
42		(90) Construction in progress	419,937			42
43		GRAND TOTAL	8,805,288			43

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		42	1,294	(1,252)	109,942	1
2		9,407	7,878	1,529	209,689	2
3			3	(3)	2,586	3
4		5,966	3,916	2,050	27,688	4
5		28,778	5,840	22,938	227,358	5
6					2,575	6
7		54,023	61,819	(7,796)	1,294,855	7
8		138,259	109,298	28,961	2,503,630	8
9		43,336	48,914	(5,578)	877,012	9
10		492	13	479	1,309	10
11		18,096	1,023	17,073	183,645	11
12			8	(8)	11,937	12
13					480	13
14		4,448	2,123	2,325	33,619	14
15		1,995	837	1,158	84,747	15
16						16
17					936	17
18		603	1,602	(999)	79,151	18
19		19,365	(207)	19,572	77,212	19
20		16,644	(1,593)	18,237	121,275	20
21		44,703	4,005	40,698	368,989	21
22					1,140	22
23		832	622	210	8,981	23
24		9	1	8	3,868	24
25		6,127	4,716	1,411	98,537	25
26		3,132	959	2,173	43,207	26
27		2,912	156	2,756	52,041	27
28		57		57	3,739	28
29						29
30		399,226	253,227	145,999	6,430,148	30
31		96,013	141,060	(45,047)	1,138,328	31
32		72,288	50,430	21,858	741,841	32
33						33
34			39	(39)	2,790	34
35						35
36		1,554	(403)	1,957	84,682	36
37		217	4,796	(4,579)	31,401	37
38		13,913	10,438	3,475	79,785	38
39		183,985	206,360	(22,375)	2,078,827	39
40						40
41						41
42		(93,156)	6,775	(99,931)	320,006	42
43		490,055	466,362	23,693	8,828,981	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 therefor 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 therefor is included in Account Nos. 31-11-00, 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.
4. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for the discontinuance of accruals should be shown in a footnote indicating the account(s) effected.
5. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively.

Line No.	Account (a)	OWNED AND USED			LEASED FROM OTHERS			Line No.
		Depreciation Base		Annual composite rate (percent) (d)	Depreciation Base		Annual composite rate (percent) (g)	
		1/1 At beginning of year (b)	12/1 At close of year (c)		1/1 At beginning of year (e)	12/1 At close of year (f)		
	ROAD							
1	(3) Grading	163,480	167,916	1.38				1
2	(4) Other, right-of-way expenditures	2,559	2,557	1.84				2
3	(5) Tunnels and subways	26,614	27,213	1.58				3
4	(6) Bridges, trestles, and culverts	193,226	216,781	3.00				4
5	(7) Elevated structures							5
6	(8) Ties	1,132,181	1,136,808	3.15	NOT APPLICABLE 5% RULE			6
7	(9) Rail and other track material	2,226,389	2,267,038	2.06				7
8	(11) Ballast	791,680	796,372	2.42				8
9	(13) Fences, snow sheds, and signs	729	1,021	7.35				9
10	(16) Station and office buildings	146,245	156,315	7.46				10
11	(17) Roadway buildings	9,660	9,660	3.46				11
12	(18) Water stations	153	153	3.33				12
13	(19) Fuel stations	31,241	33,516	3.48				13
14	(20) Shops and enginehouses	83,552	84,585	4.00				14
15	(22) Storage warehouses							15
16	(23) Wharves and docks	936	936	2.19				16
17	(24) Coal and ore wharves	80,084	79,085	3.03				17
18	(25) TOFC/COFC terminals	54,587	70,871	6.20				18
19	(26) Communication systems	101,241	117,509	6.59				19
20	(27) Signals and interlockers	315,483	355,450	4.10				20
21	(29) Power plants	1,137	1,137	3.73				21
22	(31) Power-transmission systems	8,620	8,822	10.35				22
23	(35) Miscellaneous structures	3,838	3,847	3.61				23
24	(37) Roadway machines	84,383	88,296	10.00				24
25	(39) Public improvements-Construction	39,246	41,472	1.99				25
26	(44) Shop machinery	41,800	44,609	5.75				26
27	(45) Power-plant machinery	2,019	2,076	0.65				27
28	All other road accounts							28
29	Amortization (other than defense projects)							29
30	TOTAL ROAD	5,541,083	5,714,045	2.98				30
	EQUIPMENT							
31	(52) Locomotives	1,171,574	1,125,201	5.91				31
32	(53) Freight-train cars	566,980	609,849	6.63				32
33	(54) Passenger-train cars							33
34	(55) Highway revenue equipment							34
35	(56) Floating equipment							35
36	(57) Work equipment	55,297	57,892	5.99				36
37	(58) Miscellaneous equipment	15,769	8,956	13.78				37
38	(59) Computer systems and word processing equipment	73,347	76,667	15.76				38
39	TOTAL EQUIPMENT	1,882,967	1,878,565	6.59				39
40	GRAND TOTAL	7,424,050	7,592,610	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 beginning of year year (b)	CREDITS TO RESERVE				Balance at close of year (g)	Line 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	23,452	2,736		3,377		22,811	1
2		(4) Other, right-of-way expenditures	712	47		2		757	2
3		(5) Tunnels and subways	2,685	448		259		2,874	3
4		(6) Bridges, trestles, and culverts	46,984	6,516	2,569	4,128		51,941	4
5		(7) Elevated structures	2,769					2,769	5
6		(8) Ties	215,944	35,831	Dr. (35)	44,845	5,117	201,778	6
7		(9) Rail and other track material	340,690	46,564	11,461	74,735	19,747	304,233	7
8		(11) Ballast	1,319	20,224	36	32,444		(10,865)	8
9		(13) Fences, snow sheds, and signs	492	64		13		543	9
10		(16) Station and office buildings	48,876	11,310	24	716		59,494	10
11		(17) Roadway buildings	4,242	334	1	3		4,574	11
12		(18) Water stations	338	5				343	12
13		(19) Fuel stations	9,273	1,168		1,477		8,964	13
14		(20) Shops and enginehouses	31,021	3,363		524		33,860	14
15		(22) Storage warehouses							15
16		(23) Wharves and docks	37	21				58	16
17		(24) Coal and ore wharves	23,135	2,426		1,604		23,957	17
18		(25) TOFC/COFC terminals	27,594	4,211		218		31,587	18
19		(26) Communication systems	70,524	6,600	62	221		76,965	19
20		(27) Signals and interlockers	120,920	13,787	49	3,310		131,446	20
21		(29) Power plants	434	42				476	21
22		(31) Power-transmission systems	4,986	929		622		5,293	22
23		(35) Miscellaneous structures	391	139				530	23
24		(37) Roadway machines	67,109	8,820	341	2,775		73,495	24
25		(39) Public improvements-Construction	4,836	810	27	448		5,225	25
26		(44) Shop machinery*	25,196	2,536	85			27,817	26
27		(45) Power-plant machinery	3,185	13				3,198	27
28		All other road accounts	46,177				608	45,569	28
29		Amortization (Adjustments)	241,024		452,644	72,271	182,861	438,536	29
30		TOTAL ROAD	1,364,345	168,944	467,264	243,992	208,333	1,548,228	30
EQUIPMENT									
31	*	(52) Locomotives	543,933	68,426		143,204		469,155	31
32	*	(53) Freight-train cars	319,342	40,644		46,163		313,823	32
33	*	(54) Passenger-train cars							33
34	*	(55) Highway revenue equipment	1,960			40		1,920	34
35	*	(56) Floating equipment							35
36	*	(57) Work equipment	49,739	3,299		2,767		50,271	36
37	*	(58) Miscellaneous equipment	29,780	1,759		4,804		26,735	37
		(59) Computer systems and word processing equipment	61,135	11,744	17	10,522		62,374	38
39	*	Amortization Adjustments			300			300	39
40		TOTAL EQUIPMENT	1,005,889	125,872	317	207,500	0	924,578	40
41		GRAND TOTAL	2,370,234	294,816	467,581	451,492	208,333	2,472,806	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)	47,565	56,024		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							13
		DETAIL OMITTED - 5% RULE							
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	27,212	2,740	5,307	376		34,883	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	\$294,816		
Schedule 339	143		
Schedule 342	2,740		
Schedule 351	168		
Schedule 410		<u>\$289,799</u>	
	<u>\$297,867</u>	<u>\$289,799</u>	<u>\$8,068</u>

2. Entries to Other Credits (column d)

Roadway:	
Salvage	\$14,620
Salvage Costs - Asset Impairment Reserve - I	8,754
Establish Impairment Reserve - II (Net Book Value & Removal)	<u>443,890</u>
	<u>467,264</u>
Equipment:	
Salvage	17
Impairment Reserve - II (READ)	<u>300</u>
	<u>317</u>
Total column (d)	<u>\$467,581</u>

3. Entries to Other Debits (column f)

Roadway:	
Removal Costs	\$24,864
Bridge Removal Reserve	608
Impairment Reserve - I Removal	5,661
Impairment Reserve - I Transfer to Impairment Reserve II	60,000
Establish Impairment Reserve - II Salvage	<u>117,200</u>
Total column (f)	<u>\$208,333</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)	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							13
		DETAIL OMITTED - 5% RULE							
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* ⁱ							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	1,157	168				1,325	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	8,860	8,828,981	2,509,014	1
2						2
3	L	St. Lawrence & Adirondack Rwy. Co.	49	4,817	1,826	3
4	L	CSX Transportation Co., Inc.	26	*		4
5						5
6						6
7	O	CRC Properties, Inc.		34,884	4,737	7
8		CRR Investments		20	18	8
9		Total O		34,904	4,755	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	8,935	8,864,704	2,515,595	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 or property included in the schedule.
3. Report on line 29 amounts representing capitalization of rentals for leased property based on 6 percent per year where property is not classified by accounts by non-carrier owners, or where cost of property leased from other carriers is not ascertainable. Identify non-carrier owners, and briefly explain on page 37 methods of estimating value of property of non-carriers or property of other carriers.
4. Report on line 30 amounts not includible in the accounts shown, or in line 29. The items reported should be briefly identified and explained. Also include here those items after permission is obtained from the Commission for exceptions to prescribed accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Commission.

Line No.	Cross check	Account	Respondent	Lessor Railroads	Inactive (proprietary companies)	Other Leased Properties	Line No.
		(a)	(b)	(c)	(d)	(e)	
1		(2) Land for transportation purposes	109,942	316		2,442	1
2		(3) Grading	209,689	729		Cr. (174)	2
3		(4) Other, right-of-way expenditures	2,586				3
4		(5) Tunnels and subways	27,688				4
5		(6) Bridges, trestles, and culverts	227,358	705		Cr. (165)	5
6		(7) Elevated structures	2,575				6
7		(8) Ties	1,294,855	869		Cr. (714)	7
8		(9) Rail and other track material	2,503,630	1,383		Cr. (858)	8
9		(11) Ballast	877,012	339		Cr. (130)	9
10		(13) Fences, snow sheds, and signs	1,309	79		Cr. (1)	10
11		(16) Station and office buildings	183,645	53		31,368	11
12		(17) Roadway buildings	11,937				12
13		(18) Water stations	480				13
14		(19) Fuel stations	33,619			Cr. (21)	14
15		(20) Shops and enginehouses	84,747			Cr. (27)	15
16		(22) Storage warehouses					16
17		(23) Wharves and docks	936			294	17
18		(24) Coal and ore wharves	79,151				18
19		(25) TOFC/COFC terminals	77,212				19
20		(26) Communication systems	121,275	22		Cr. (125)	20
21		(27) Signals and interlockers	368,989	211		Cr. (846)	21
22		(29) Power plants	1,140				22
23		(31) Power-transmission systems	8,981			Cr. (5)	23
24		(35) Miscellaneous structures	3,868			Cr. (6)	24
25		(37) Roadway machines	98,537				25
26		(39) Public improvements-Construction	43,207	111		Cr. (139)	26
27		(44) Shop machinery	52,041				27
28		(45) Power-plant machinery	3,739				28
29		Leased property capitalized rental (explain)					29
30		Other (specify and explain)					30
31		TOTAL ROAD	6,430,148	4,817		30,893	31
32		(52) Locomotives	1,138,328				32
33		(53) Freight-train cars	741,841				33
34		(54) Passenger-train cars					34
35		(55) Highway revenue equipment	2,790				35
36		(56) Floating equipment					36
37		(57) Work equipment	84,682				37
38		(58) Miscellaneous equipment	31,401				38
39		(59) Computer systems and word processing equipment	79,785			13	39
40		TOTAL EQUIPMENT	2,078,827			13	40
41		(76) Interest during construction					41
42		(80) Other elements of investment					42
43		(90) Construction work in progress	320,006				43
44		GRAND TOTAL	8,828,981	4,817		30,906	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 Commission's rules governing the separation of such expenses between freight and passenger services.

LINE CROSS NO.	NAME OF RAILWAY OPERATING EXPENSE ACCOUNT	FREIGHT					PASSENGER	TOTAL	LINE NO.
		SALARIES & WAGES (B)	MAT'L, TOOLS SUPPLIES FUEL & LUBES (C)	PURCHASED SERVICE (D)	GENERAL (E)	TOTAL FREIGHT EXPENSE (F)			
	WAY AND STRUCTURES:								
	ADMINISTRATION:								
1	TRACK	27,097	1,594	9,019	1,583	39,293		39,293	1
2	BRIDGE AND BUILDING	4,130	248	1,251	244	5,873		5,873	2
3	SIGNAL	5,650	339	1,946	350	8,285		8,285	3
4	COMMUNICATION	1,181	69	375	71	1,696		1,696	4
5	OTHER	993	59	128	58	1,238		1,238	5
	REPAIR AND MAINTENANCE:								
6	ROADWAY-RUNNING	4,609	504	3,552	120	8,785		8,785	6
7	ROADWAY-SWITCHING		1			1		1	7
8	TUNNELS/SUBWAYS-RUNNING	24	10	1		35		35	8
9	TUNNELS/SUBWAYS-SWITCHING								9
10	BRIDGES/CULVERTS-RUNNING	4,734	968	423	223	6,348		6,348	10
11	BRIDGES/CULVERTS-SWITCHING		3			3		3	11
12	TIES-RUNNING	1,079	1,154	469	112	2,814		2,814	12
13	TIES-SWITCHING	2	136			138		138	13
14	RAIL & OTH TRK MAT'L-RUNNING	20,128	1,845	3,971	343	26,287		26,287	14
15	RAIL & OTH TRK MAT'L-SWITCHING	216	225	(16)		425		425	15
16	BALLAST-RUNNING	1,500	509	402	107	2,518		2,518	16
17	BALLAST-SWITCHING		100			100		100	17
18	RD PROPERTY DAMAGE-RUNNING	3,269	1,829	242	10	5,350		5,350	18
19	RD PROPERTY DAMAGE-SWITCHING		193			193		193	19
20	RD PROPERTY DAMAGE-OTHER	258	436	46		740		740	20
21	SIGNALS/INTERLOCKERS-RUNNING	21,837	5,314	1,540	293	28,984		28,984	21
22	SIGNALS/INTERLOCKERS-SWITCHING	1	256			257		257	22
23	COMMUNICATIONS SYSTEMS	5,799	3,537	117	269	9,722		9,722	23
24	POWER SYSTEMS	747	263	88	20	1,118		1,118	24
25	RTY GRADE CROSSINGS-RUNNING	6,019	1,929	993	97	9,038		9,038	25
26	RTY GRADE CROSSINGS-SWITCHING	1	23	1		25		25	26
27	STATION & OFFICE BUILDINGS	838	317	1,157	28	2,340		2,340	27
28	SHOP BLDGS-LOCOMOTIVES	2,198	444	337	7	2,986		2,986	28
29	SHOP BLDGS-FREIGHT CARS	784	277	77	11	1,149		1,149	29
30	SHOP BLDGS-OTHER EQUIPMENT			86		86		86	30

410 RAILWAY OPERATING EXPENSES
(Dollars in Thousands)

LINE NO.	CROSS ✓	NAME OF RAILWAY OPERATING EXPENSE ACCOUNT			FREIGHT						PASSENGER	TOTAL	LINE NO.
		N/A - NATURAL ACCOUNT P/C - FUNCTION CODE	(A)	N/A P/C	SALARIES & WAGES	MAT'L, TOOLS SUPPLIES FUEL & LUBES	PURCHASED SERVICE	GENERAL	TOTAL FREIGHT EXPENSE	(F)	(G)	(H)	
		WAY AND STRUCTURES- (CONTINUED)											
		REPAIR AND MAINTENANCE- (CONTINUED)											
101		LOCOMOTIVE SERVICE FACILITIES	27		85	10	3	2	100			100	101
102		MISC BUILDINGS & STRUCTURES	28		3,789	1,202	1,132	100	6,223			6,223	102
103		COAL TERMINALS	29		1,713	4	381		2,098			2,098	103
104		ORE TERMINALS	30				548		548			548	104
105		OTHER MARINE TERMINALS	32		1		623		624			624	105
106		TOPC/COFC TERMINALS	31		1	27	1,225		1,253			1,253	106
107		MTR VEHICLE LOG & DISTRIB PAC	33		46	5	655	1	707			707	107
108		PAC FOR OTR SPEC SERVICE OTR	35		143	46	3	7	199			199	108
109		ROADWAY MACHINES	36		2,124	1,190	319	169	3,802			3,802	109
110		SMALL TOOLS & SUPPLIES	37		1	2,400	1,111	3	3,515			3,515	110
111		SNOW REMOVAL	38		3,206	1,743	4,748	63	9,760			9,760	111
112		TRAILOR BENEFITS-RUNNING	12 00					16,312	16,312			16,312	112
113		TRAILOR BENEFITS-SWITCHING	12 00					100	100			100	113
114		TRAILOR BENEFITS-OTHER	12 00					30,641	30,641			30,641	114
115		CASUALTIES/ INS-RUNNING	52/53 00					13,776	13,776			13,776	115
116		CASUALTIES/ INS-SWITCHING	52/53 00					65	65			65	116
117		CASUALTIES/ INS-OTHER	52/53 00					10,963	10,963			10,963	117
118	*	LEASE RENTALS-DR-RUNNING	31 00				3,156		3,156			3,156	118
119	*	LEASE RENTALS-DR-SWITCHING	31 00				4		4			4	119
120	*	LEASE RENTALS-DR-OTHER	31 00				36,143		36,143			36,143	120
121	*	LEASE RENTALS-CR-RUNNING	32 00										121
122	*	LEASE RENTALS-CR-SWITCHING	32 00										122
123	*	LEASE RENTALS-CR-OTHER	32 00				(28)		(28)			(28)	123
124		JT FACILITY RENT-DR-RUNNING	33 00				9,824		9,824			9,824	124
125		JT FACILITY RENT-DR-SWITCHING	33 00				1,355		1,355			1,355	125
126		JT FACILITY RENT-DR-OTHER	33 00				118		118			118	126
127		JT FACILITY RENT-CR-RUNNING	34 00				(8,604)		(8,604)			(8,604)	127
128		JT FACILITY RENT-CR-SWITCHING	34 00				(593)		(593)			(593)	128
129		JT FACILITY RENT-CR-OTHER	34 00				(396)		(396)			(396)	129
130	*	OTHER RENTS-DR-RUNNING	35 00				1,145		1,145			1,145	130
131	*	OTHER RENTS-DR-SWITCHING	35 00										131
132	*	OTHER RENTS-DR-OTHER	35 00				204		204			204	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																
LINE NO.	CROSS ✓	N/A - NATURAL ACCOUNT F/C - FUNCTION CODE	(A)	N/A F/C	(B)	MAT'L, TOOLS SUPPLIES FUEL & LUBES	(C)	PURCHASED SERVICE	(D)	GENERAL	TOTAL FREIGHT EXPENSE	(F)	PASSENGER	(G)	TOTAL	LINE NO.
WAY AND STRUCTURES- (CONTINUED)																
REPAIR AND MAINTENANCE- (CONTINUED)																
136	*	DEPRECIATION-RUNNING		62 00						89,476	89,476				89,476	136
137	*	DEPRECIATION-SWITCHING		62 00						39,337	39,337				39,337	137
138	*	DEPRECIATION-OTHER		62 00						33,235	33,235				33,235	138
139		JOINT FACILITY-DR-RUNNING		37 00				6,460			6,460				6,460	139
140		JOINT FACILITY-DR-SWITCHING		37 00				2,234			2,234				2,234	140
141		JOINT FACILITY-DR-OTHER		37 00				208			208				208	141
142		JOINT FACILITY-CR-RUNNING		38 00				(9,376)			(9,376)				(9,376)	142
143		JOINT FACILITY-CR-SWITCHING		38 00				(141)			(141)				(141)	143
144		JOINT FACILITY-CR-OTHER		38 00												144
145		DISMNTLS NET PROP-RUNNING		39	95	11				1	107				107	145
146		DISMNTLS NET PROP-SWITCHING		39												146
147		DISMNTLS NET PROP-OTHER		39				441			441				441	147
148	*	OTHER-RUNNING		99	1,042						1,042				1,042	148
149	*	OTHER-SWITCHING		99	3						3				3	149
150	*	OTHER-OTHER		99	2,245	228		959		281,040	284,472				284,472	150
151		TOTAL WAY AND STRUCTURES			127,588	29,448		80,066		519,237	756,339				756,339	151
EQUIPMENT																
LOCOMOTIVES:																
201		ADMINISTRATION		01	4,102	256		951		304	5,613				5,613	201
202	*	REPAIRS & MAINTENANCE		41	32,574	56,060		2,338		32	91,004				91,004	202
203	*	MAINTENMENT REPAIRS		40	1,928	600		237		4	2,769				2,769	203
204		EQUIPMENT DAMAGED		40	1,178	735		62		(5)	1,970				1,970	204
205		FRINGE BENEFITS		12 00						16,415	16,415				16,415	205
206		OTHER CASUALTIES & INS		52/53 00						13,186	13,186				13,186	206
207	*	LEASE RENTALS-DR		31 00				16,609			16,609				16,609	207
208	*	LEASE RENTALS-CR		32 00				(861)			(861)				(861)	208
209		JOINT FACILITY RENT-DR		33 00				184			184				184	209
210		JOINT FACILITY RENT-CR		34 00				(378)			(378)				(378)	210
211	*	OTHER RENTS-DR		35 00												211
212	*	OTHER RENTS-CR		36 00				(805)			(805)				(805)	212
213	*	DEPRECIATION		62 00						68,084	68,084				68,084	213
214		JOINT FACILITY-DR		37 00				358			358				358	214
215		JOINT FACILITY-CR		38 00				(879)			(879)				(879)	215
216		RPS BILLED OTHER-CR		ALL 40 XX				(3,432)			(3,432)				(3,432)	216
217		DISMANTLING RETIRED PROPERTY		39	60	6		3			69				69	217
218	*	OTHER		99	1,199	233		997		3,200	5,629				5,629	218
219		TOTAL LOCOMOTIVES			41,041	57,890		15,384		101,220	215,535				215,535	219

410 RAILWAY OPERATING EXPENSES
(Dollars in Thousands)

LINE NO.	CROSS ✓	NAME OF RAILWAY OPERATING EXPENSE ACCOUNT		FREIGHT						PASSENGER	TOTAL	LINE NO.
		N/A - NATURAL ACCOUNT P/C - FUNCTION CODE	N/A P/C	SALARIES & WAGES	MAT'L, TOOLS SUPPLIES FUEL & LUBES	PURCHASED SERVICE	GENERAL	TOTAL FREIGHT EXPENSE	(E)	(G)	(H)	
		FREIGHT CARS: ADMINISTRATION	01	5,385	28	1,594	472	7,479			7,479	220
221	*	REPAIRS & MAINTENANCE	42	25,183	43,509	29,277	242	98,211			98,211	221
222	*	MACHINERY REPAIR	40	1,089	829	4	1	1,923			1,923	222
223		EQUIPMENT DAMAGED	48	135	69	10	2	216			216	223
224		FRINGE BENEFITS	12 00				8,600	8,600			8,600	224
225		OTHER CASUALTIES & INS	52/53 00				11,155	11,155			11,155	225
226	*	LEASE RENTALS-DR	31 00			47,795		47,795			47,795	226
227	*	LEASE RENTALS-CR	32 00			(1,142)		(1,142)			(1,142)	227
228		JOINT FACILITY RENT-DR	33 00			6	6	6			6	228
229		JOINT FACILITY RENT-CR	34 00			(764)		(764)			(764)	229
230	*	OTHER RENTS-DR	35 00			358,513		358,513			358,513	230
231	*	OTHER RENTS-CR	36 00			(106,974)		(106,974)			(106,974)	231
232	*	DEPRECIATION	62 00				40,644	40,644			40,644	232
233		JOINT FACILITY-DR	37 00			53		53			53	233
234		JOINT FACILITY-CR	38 00			(269)		(269)			(269)	234
235		RIS BILLED OTHER-CR	ALL 40 00			(45,373)		(45,373)			(45,373)	235
236		DEMANDING RETIRED PROPERTY	39									236
237	*	OTHER	99	367		(578)		(211)			(211)	237
238		TOTAL FREIGHT CARS		32,159	44,435	282,152	61,116	419,862			419,862	238
		OTHER EQUIPMENT: ADMINISTRATION										
301		REPAIR & MAINTENANCE:	01	617	27	184	55	883			883	301
302	*	TRES, TRLS, & CONTAINERS-REV SER	43	3		12,416		12,419			12,419	302
303		FLAG EQUIPMENT-REV SERVICE	44									303
304		PGOR AND OTHER REV EQUIPMENT	45									304
305		COMPUTERS & DATA PROCESS SYSTEM	46			6,236		6,236			6,236	305
306		MACHINERY	40	206	1,637	13	8	1,864			1,864	306
307	*	WORK & OTHER NON-REV EQUIPMENT	47	2,400	1,290	5,477	17	9,184			9,184	307
308		EQUIPMENT DAMAGED	48	1	(8)	498		491			491	308
309		FRINGE BENEFITS	12 00				2,546	2,546			2,546	309
310		OTHER CASUALTIES & INS	52/53 00				4,082	4,082			4,082	310
311	*	LEASE RENTALS-DR	31 00			32,854		32,854			32,854	311
312	*	LEASE RENTALS-CR	32 00									312
313		JOINT FACILITY RENT-DR	33 00			24		24			24	313
314		JOINT FACILITY RENT-CR	34 00									314

410 RAILWAY OPERATING EXPENSES
(Dollars in Thousands)

LINE NO.		NAME OF RAILWAY OPERATING EXPENSE ACCOUNT		FREIGHT							PASSENGER	TOTAL	LINE NO.	
				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)				
	✓	OTHER EQUIPMENT - (CONTINUED)												
		•	OTHER RENTS-DR	35 00				33,971				33,971	315	
		•	OTHER RENTS-CR	36 00				(605)				(605)	316	
		•	DEPRECIATION	62 00					19,023			19,023	317	
			JOINT FACILITY-DR	37 00				207				207	318	
			JOINT FACILITY-CR	38 00									319	
			RPS BILLED OTHER-CR	ALL 40 XX				(3,587)				(3,587)	320	
			DISMANTLING RETIRED PROPERTY	39									321	
		•	OTHER	99		39		3	655			697	322	
			TOTAL OTHER EQUIPMENT			3,266	2,946	87,691	26,386			120,289	323	
			TOTAL EQUIPMENT			76,466	105,271	385,227	188,722			755,686	324	
			TRANSPORTATION											
			TRAIN OPERATIONS:											
			ADMINISTRATION	01		24,912	750	7,312	762			33,736	401	
			ENGINE CREWS	56		102,994			13,618			116,612	402	
			TRAIN CREWS	57		121,060	676	602	13,940			136,278	403	
			DISPATCHING TRAINS	58		13,874	13	1	5			13,893	404	
			OPERATING SIGNALS & INTERLGS	59		5,972	52	1,731	85			7,840	405	
			OPERATING DRAWBRIDGES	60		1,250	30	145	15			1,440	406	
			RYT CROSSING PROTECTION	61		156	13	1,429	2			1,600	407	
			TRAIN INSPECTION & LUBRICATION	62		39,810	2,343	1,992	355			44,500	408	
			LOCOMOTIVE FUEL	67		(3)	150,274	(372)	2			149,901	409	
			ELC FWR FOR/PROD FOR MOTV FWR	68									410	
			SERVICING LOCOMOTIVES	69		13,126	9,828	568	48			23,570	411	
			POT LOST/DMGD-SOL'Y RELATED	51 00									412	
			CLEARING WRECKS	63		2,590	161	4,289	28			7,068	413	
			FRINGE BENEFITS	12 00					108,325			108,325	414	
			OTHER CASUALTIES & INS	52/53 00					55,882			55,882	415	
			JOINT FACILITY-DR	37 00				5,502				5,502	416	
			JOINT FACILITY-CR	38 00				(12,578)				(12,578)	417	
			OTHER	99		7,650	633	497	(2,528)			6,252	418	
			TOTAL TRAIN OPERATIONS			333,391	164,773	11,118	190,539			699,821	419	
			YARD OPERATIONS:											
			ADMINISTRATION	01		17,024	467	4,291	744			22,526	420	
			SWITCH CREWS	64		125,659			422			126,081	421	
			CONTROLLING OPERATIONS	65		25,789	2,265	9,116	147			37,317	422	
			YARD & TERMINAL CLERICAL	66		8,306	226	947	14			9,493	423	
			OPRTNG SWITCHES, SIG, RETDR, & HUMP	59		3,858	450	1,492	22			5,822	424	

410 RAILWAY OPERATING EXPENSES
(Dollars in Thousands)

NAME OF RAILWAY OPERATING EXPENSE ACCOUNT				FREIGHT							PASSENGER (O)	TOTAL (H)	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)					
		YARD OPERATIONS (CONTINUED) :											
		LOCOMOTIVE FUEL	67		16,821			16,821				16,821	425
425													425
426		ELSG FMR FOR/PROD FOR MOTV FMR	68										426
427		SERVICING LOCOMOTIVES	69	1,331	1,053	60	5	2,449				2,449	427
428		POT LOST/DMGD-SOL'Y RELATED	51 00										428
429		CLEARING WRECKS	63	1		88		89				89	429
430		FRINGE BENEFITS	12 00					56,381				56,381	430
431		OTHER CASUALTIES & INS	52/53 00					27,897				27,897	431
432		JOINT FACILITY-DR	37 00			3,798		3,798				3,798	432
433		JOINT FACILITY-CR	38 00			(5,379)		(5,379)				(5,379)	433
434		OTHER	99	1,003		44		1,047				1,047	434
435		TOTAL YARD OPERATIONS		182,971	21,282	14,457	85,632	304,342				304,342	435
		TRAIN & YARD OPER-COMMON:											
501		CLEANING CAR INTERIORS	70	100	11	152		263				263	501
502		ADJ & TRPG LOADS	71	486	102	1,353		1,941				1,941	502
503		CAR LOADING DEV & GRAIN DOORS	72	1	1			2				2	503
504		POT LOST/DMGD-SOL'Y RELATED	51 00					16,369				16,369	504
505		FRINGE BENEFITS	12 00					93				93	505
506		TOTAL TRAIN & YARD OPER-COMMON		587	114	1,505	16,462	18,668				18,668	506
		SPECIALIZED SERVICE OPERATIONS:											
507	*	ADMINISTRATION	01	1,522	25	530	76	2,153				2,153	507
508	*	FIXGRP & DEL & MARINE LINEHAUL	73			44,538		44,538				44,538	508
509	*	LDO & UNLDO & LOCAL MARINE	74	1,352	1,322	67,951	76	70,701				70,701	509
510	*	PROTECTIVE SERVICES	75		15	1,507		1,522				1,522	510
511	*	POT LOST/DMGD-SOL'Y RELATED	51 00										511
512	*	FRINGE BENEFITS	12 00					2,739				2,739	512
513	*	OTHER CASUALTIES & INS	52/53 00					1,371				1,371	513
514	*	JOINT FACILITY-DR	37 00										514
515	*	JOINT FACILITY-CR	38 00										515
516	*	OTHER	99	18		665		683				683	516
517	*	TOTAL SPECIALIZED SERVICE OPERS		2,892	1,362	115,191	4,262	123,707				123,707	517
		ADMINISTRATIVE SUPPORT OPERS:											
518		ADMINISTRATION	01	10,586	237	1,466	479	12,768				12,768	518
519		EMP PRNTNG CLERA ACCTG FUNCT'S	76	43,017	973	9,199	212	53,401				53,401	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	106	12	8,093		8,211			8,211	520	
521		LOSS & INQ CLAIMS PROCESSING	78	4,352	30	385	240	5,007			5,007	521	
522		FRINGE BENEFITS	12 00				19,040	19,040			19,040	522	
523		OTHER CASUALTIES & INS	52/53 00				10,835	10,835			10,835	523	
524		JOINT FACILITY-DR	37 00			5,873		5,873			5,873	524	
525		JOINT FACILITY-CR	38 00			(158)		(158)			(158)	525	
526		OTHER	99	1,309	36	1,537	1	2,883			2,883	526	
527		TOTAL ADMIN SUPPORT OPER		59,370	1,288	26,395	30,807	117,860			117,860	527	
528		TOTAL TRANSPORTATION		579,211	188,819	168,666	327,702	1,264,398			1,264,398	528	
		GENERAL AND ADMINISTRATION:											
601		OFFICER-JEN'L ADMINISTRATIVE	01	21,127	304	15,774	1,249	38,454			38,454	601	
602		ACCTG, AUDITING & FINANCE	06	21,103	217	3,080	391	24,791			24,791	602	
603		MANAGEMENT SERVICES & DATA PROC	07	29,958	510	25,820	610	56,898			56,898	603	
604		MARKETING	08	19,974	100	2,321	1,696	24,091			24,091	604	
605		SALES	09	3,223	9	1,224	193	4,649			4,649	605	
606		INDUSTRIAL DEVELOPMENT	90	2,318	4	175	108	2,605			2,605	606	
607		PERSONNEL & LABOR RELATIONS	91	12,962	1,516	8,498	751	23,727			23,727	607	
608		LEGAL & SECRETARIAL	92	8,429	47	27,452	648	36,576			36,576	608	
609		PUBLIC RELATIONS & ADVERTISING	93	2,751	385	4,271	437	7,844			7,844	609	
610		RESEARCH & DEVELOPMENT	94	2,947	19	421	233	3,620			3,620	610	
611		FRINGE BENEFITS	12 00				13,370	13,370			13,370	611	
612		CASUALTIES & INSURANCE	52/53 00				8,916	8,916			8,916	612	
613		WRITEDOWN OF UNCOLL ACCTS	63 00				11,244	11,244			11,244	613	
614		PROPERTY TAXES	64 00				59,416	59,416			59,416	614	
615		OTH TAX EXCEPT ON C/I OR P/R	65 00				10,017	10,017			10,017	615	
616		JOINT FACILITY-DR	37 00			287		287			287	616	
617		JOINT FACILITY-CR	38 00			(167)		(167)			(167)	617	
618		OTHER	99	7,595	83	17,931	11,966	37,575			37,575	618	
619		TOTAL GENERAL & ADMINISTRATIVE		132,387	3,194	107,087	121,245	363,913			363,913	619	
620		TOTAL CARRIER OPERATING EXPENSES		915,652	326,732	741,046	1,156,906	3,140,336			3,140,336	620	

NOTES TO SCHEDULE 410**SPECIAL CHARGE**

Included in 1995 Operating Expenses is a \$283,412,000 special charge which reduced net income for the year 1995 by 175,412,000 (See Note 2 to the Financial Statements). The following identifies the components of the special charge as recorded in Schedule 410, Railway Operating Expenses:

ITEM	IN THOUSANDS	SCHEDULE 410
Asset Disposition Charge	\$280,912	Way and Structures Line 150, Column (e)
Employee Separation Costs	\$2,500	General and Administrative Line 618, Column (e)
Total Special Charge	\$283,412	Line 620, Column (e)

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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	2,855	5		2
3		4	Other right-of-way expenditures	47			3
4		5	Tunnels and subways	448			4
5		6	Bridges, trestles, and culverts	6,559	6		5
6		7	Elevated structures				6
7		8	Ties	36,080	18		7
8		9	Rail and other track material	47,100	13		8
9		11	Ballast	20,386	4		9
10		13	Fences, snowsheds, and signs	65	1		10
11		16	Station and office buildings	12,292			11
12		17	Roadway buildings	334			12
13		18	Water stations	5			13
14		19	Fuel Stations	1,169			14
15		20	Shops and enginehouses	3,343			15
16		22	Storage warehouses				16
17		23	Wharves and docks	20			17
18		24	Coal and ore wharves	2,427			18
19		25	TOFC/COFC terminals	4,378			19
20		26	Communication systems	6,640			20
21		27	Signals and interlockers	14,024	1		21
22		29	Power plants	42			22
23		31	Power transmission systems	929			23
24		35	Miscellaneous structures	139			24
25		37	Roadway machines	1,932			25
26		39	Public improvements; construction	821	1		26
27		45	Power plant machines	13			27
28		-	Other lease/rentals	N/A	40,573	N/A	28
29	*	-	TOTAL	162,048	40,624		29

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

(Dollars in thousands)

1. Report freight expenses only.
 2. Report in this supporting schedule rental information by car type and other freight-carrying equipment relating to the interchange of railroad, owned or leased equipment and privately owned equipment (reporting for leased equipment covers equipment that carrier on railroad markings).
 3. The gross amounts receivable and payable for freight-train cars (line 19, columns (b) through (g) 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)	
CAR TYPES									
1		Box-Plain 40 Foot							1
2		Box-Plain 50 Foot and Longer		13	752	7,018	2,894	10,701	2
3		Box-Equipped		6,377	20,329	9	17,555	48,364	3
4		Gondola-Plain		2,151	5,686	445	3,015	7,254	4
5		Gondola-Equipped		2,405	8,661	6	3,073	9,809	5
6		Hopper-Covered		1,068	4,336	20,312	5,135	15,246	6
7		Hopper-Open Top-General Service		1,300	3,431	90	3,125	9,890	7
8		Hopper-Open Top-Special Service		1	25	6	26	166	8
9		Refrigerator-Mechanical		1	45	3	2,795	2,970	9
10		Refrigerator-Non-Mechanical		777	2,125	471	3,549	7,279	10
11		Flat TOP/CORC		22	223	37,585	3,050	7,545	11
12		Flat Multi-Level		16	11,043	32,489	857	12,993	12
13		Flat-General Service		42	172		133	344	13
14		Flat-Other		40	697	7,126	2,283	7,511	14
15		Tank-Under 22,000 Gallons				17,076			15
16		Tank-22,000 Gallons and Over				18,123			16
17		All Other Freight Cars		1	15	29	46	147	17
18		Auto Racks			35,220			29,970	18
19		TOTAL FREIGHT TRAIN CARS		14,214	92,760	140,788	47,536	170,189	19
OTHER FREIGHT-CARRYING EQUIPMENT									
20		Refrigerated Trailers				353		961	20
21		Other Trailers			581	23,856		8,481	21
22		Refrigerated Containers							22
23		Other Containers							23
24	*	TOTAL TRAILERS AND CONTAINERS			581	24,209		9,442	24
25		GRAND TOTAL (LINES 19 AND 24)		14,214	93,341	164,997	47,536	179,631	25

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415

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

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

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

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

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

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

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

- (a) Locomotives, line 5 plus 38 compared to Schedule 410, line 213.
- (b) Freight Cars, line 24 plus line 39 compared to schedule 410, line 232.
- (c) Sum of Highway Equipment (line 32); Floating Equipment (line 35); Passenger and Other Revenue Equipment (line 36); Computer and Data Processing Equipment (line 37); Machinery-Other Equipment (line 40); and Work and Other Non-Revenue Equipment (line 41) compared to Schedule 410, line 317.

5. Amortization adjustment of each equipment type which is included in column (c) shall be reported in column (e) as a debit or credit to the appropriate line item; the net adjustment on line 43 shall equal the equipment amortization adjustment applicable to equipment used in freight service included in line 39, column (c), of Schedule 335.

6. Lease/Rentals reported in column (f) should balance to column (f) of Schedule 410 as follows:

- (a) Locomotives, line 5 plus 38 compared with Schedule 410, lines 207, 208, 211 and 212.
- (b) Freight Cars, line 24 plus 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					
1		Diesel Locomotives-Yard	9,005	6,165			1
2		Diesel Locomotives-Road	78,567	22,117	38,413		2
3		Other Locomotive-Yard					3
4		Other Locomotive-Road					4
5	*	TOTAL LOCOMOTIVES	87,572	28,282	38,413		5
6		FREIGHT TRAIN CARS					
6		Box-Plain 40 Foot					6
7		Box-Plain 50 Foot and Longer	(568)				7
8		Box-Equipped	10,123	5,211	1,934		8
9		Gondola-Plain	2,075	813	2		9
10		Gondola-Equipped	10,915	5,377	4,057		10
11		Hopper-Covered	2,585	1,473	112		11
12		Hopper-Open Top-General Service	3,983	8,438	2,445		12
13		Hopper-Open Top-Special Service	553	473			13
14		Refrigerator-Mechanical	(41)	347			14
15		Refrigerator-Nonmechanical	798				15
16		Flat TOFC/COFC	2,889				16
17		Flat Multi-level	2,957	66			17
18		Flat-General Service	1,641	164	20		18
19		Flat-Other	3,063				19
20		All Other Freight Cars	4,147	413			20
21		Cabooses	20				21
22		Auto Racks	7,698	2,193	6,201		22
23		Miscellaneous Accessories					23
24	*	TOTAL FREIGHT TRAIN CARS	52,838	24,968	14,771		24
25		OTHER EQUIPMENT-REVENUE FREIGHT					
25		HIGHWAY EQUIPMENT					
25		Refrigerated Trailers	116				25
26		Other Trailers	8,626				26
27		Refrigerated Containers					27
28		Other Containers	67				28
29		Bogies					29
30		Chassis	23				30
31		Other Highway Equipment (Freight)					31
32	*	TOTAL HIGHWAY EQUIPMENT	8,832				32
33		FLOATING EQUIPMENT-REVENUE SERVICE					
33		Marine Line-Haul					33
34		Local Marine					34
35	*	TOTAL FLOATING EQUIPMENT					35
36		OTHER EQUIPMENT					
36	*	Passenger and Other Revenue Equipment (Freight Portion)					36
37	*	Computer systems & word processing equip.	6,236	5,514	6,230		37
38	*	Machinery-Locomotives(1)	2,769	1,389			38
39	*	Machinery-Freight Cars(2)	1,923	905			39
40	*	Machinery-Other Equipment(3)	1,864	242			40
41	*	Work and Other Non-revenue Equipment	9,184	5,958	1,079		41
42		TOTAL OTHER EQUIPMENT	21,976	14,008	7,309		42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	171,218	67,258	60,493		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		(116)	109,910		29,497		1
2		15,059	394,258	634,160	105,810	333,848	2
3							3
4							4
5		14,943	504,168	634,160	135,307	333,848	5
6							6
7		(15)					7
8		6,250	106,585	30,247	31,386	26,556	8
9			16,636	33	4,899	27	9
10		23,697	110,032	63,430	32,401	49,458	10
11		3,965	30,143	1,757	8,876	1,421	11
12		8,575	172,646	38,222	50,939	37,960	12
13			9,667		2,847		13
14		1,010	7,115		2,095		14
15							15
16							16
17			1,339		394		17
18		(50)	3,363	316	990	265	18
19							19
20		(5)	8,473		2,495		20
21							21
22		3,226	44,874	96,963	13,114	47,700	22
23							23
24		46,653	510,873	230,968	150,436	163,387	24
25							25
26		1,173	2,790		1,920		26
27							27
28		3,294					28
29							29
30		2,146					30
31		5					31
32		6,618	2,790		1,920		32
33							33
34							34
35							35
36							36
37		7,002	62,910	16,875	51,115	11,259	37
38			28,497		15,232		38
39			18,571		9,927		39
40			4,973		2,658		40
41		19,530	105,140	10,943	70,901	6,105	41
42		26,532	220,091	27,818	149,833	17,364	42
43		94,746	1,237,922	892,946	437,496	514,599	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	117,218	14,142	1.45	1,607	1,086	4.48				118,825	15,228	1
2		8	732,461	125,103	3.03	5,018	1,806	3.23				737,479	126,909	2
3		9	1,443,755	188,624	2.00	7,902	2,485	7.74				1,451,657	191,109	3
4		11	499,438	(6,736)	2.51	2,526	735	7.84				501,964	(6,001)	4
5	SUB-TOTAL		2,792,872	321,133		17,053	6,112					2,809,925	327,245	5
6	II	3	15,125	1,825	1.45	89	60	4.48				15,214	1,885	6
7		8	94,511	16,142	3.03	279	100	3.23				94,790	16,242	7
8		9	186,291	24,339	2.00	439	139	7.74				186,730	24,478	8
9		11	64,443	(869)	2.51	140	41	7.84				64,583	(828)	9
10	SUB-TOTAL		360,370	41,437		947	340					361,317	41,777	10
11	III	3	18,843	N/A	N/A		N/A	N/A		N/A	N/A	18,843		11
12		8	107,891	N/A	N/A		N/A	N/A		N/A	N/A	107,891		12
13		9	166,213	N/A	N/A		N/A	N/A		N/A	N/A	166,213		13
14		11	68,662	N/A	N/A		N/A	N/A		N/A	N/A	68,662		14
15	SUB-TOTAL		361,609	N/A	N/A		N/A	N/A		N/A	N/A	361,609		15
16	IV	3	13,234	1,597	1.45	89	60	4.48				13,323	1,657	16
17		8	82,697	14,124	3.03	279	100	3.23				82,976	14,224	17
18		9	163,005	21,296	2.00	439	138	7.74				163,444	21,434	18
19		11	56,38	(761)	2.51	140	41	7.84				56,528	(720)	19
20	SUB-TOTAL		315,324	36,256		947	339					316,271	36,595	20
21	V	3	43,484	5,247	1.45							43,484	5,247	21
22		8	271,719	46,409	3.03							271,719	46,409	22
23		9	535,586	69,974	2.00							535,586	69,974	23
24		11	185,275	(2,499)	2.51							185,275	(2,499)	24
25	SUB-TOTAL		1,036,064	119,131								1,036,064	119,131	25
26	GRAND TOTAL		4,866,239	517,957	N/A	18,947	6,791	N/A				4,885,186	524,748	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) (j)	Line No.
1	*	Administration	1,126									
2	*	Pick up and delivery, marine line haul	4,937		101	109	5	259		553	2,153	1
3	*	Loading and unloading and local marine							N/A	39,601	44,538	2
4	*	Protective services, total debit and credit	36,943		7,215	7,750	378	18,415	N/A		70,701	3
5	*	Freight lost or damaged-solely related							1,522		1,522	4
6	*	Fringe benefits	748		424	34	2	1,360		171	2,739	5
7	*	Casualty and insurance	747		422	33	2			167	1,371	6
8	*	Joint facility - Debit										7
9	*	Joint facility - Credit										8
10	*	Other	653		6		1	19	1	3	683	9
11	*	TOTAL	45,154		8,168	7,926	388	20,053	1,523	40,495	123,707	10
												11

Road Initials CR

Year 1995

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 (a)	Total Investment At End of Year (b)	CAPITAL LEASES			Line No.
			Investment at End of Year (c)	Current Year Amortization (d)	Accumulated Amortization (e)	
1	(16) Station & office buildings	183,645				1
2	(24) Coal and ore wharves	79,151				2
3	(25) TOFC/COFC terminals	77,212	1,399	138	1,289	3
4	(26) Communication systems	121,275	9,333	2,185	5,476	4
5	(37) Roadway machines	98,537	388	51	371	5
6	(44) Shop machinery	52,041				6
7	(52) Locomotives	1,138,328	634,158	38,608	333,848	7
8	(53) Freight-train cars	741,841	230,968	14,772	163,387	8
9	(55) Highway revenue equipment	2,790				9
10	(57) Work equipment	84,682	10,944	663	6,105	10
11	(58) Miscellaneous equipment	31,401				11
12	(59) Computer systems and word processing equipment	79,785	16,875	6,230	11,259	12
13						13
14						14
15	TOTAL	2,690,688	904,065	62,647	521,735	15

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	82,537	1
		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax & Surtax	53,000	2
3		Excess Profits		3
4	*	Total Income Taxes (ln. 2 + 3)	53,000	4
5		Railroad Retirement	171,234	5
6		Hospital Insurance	12,162	6
7		Supplemental Annuities	8,494	7
8		Unemployment Insurance	1,158	8
9		All Other United States Taxes	696	9
10		Total - U.S. Government Taxes	246,744	10
11		Total Railway Taxes	329,281	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		SEE NOTE 4 TO FINANCIAL STATEMENTS				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		Reduction of carrying values of certain affiliated companies		5,529	2
3					3
4					4
5					5
6					6
7					7
8		Total 606		5,529	8
9					9
10	616	Other Debits to Retained Earnings:			10
11		Reduction of carrying values of certain affiliated companies	5,529		11
12					12
13					13
14					14
15					15
16		Total 616	5,529		16
17					17
18					18
19					19
20	519	Miscellaneous Income :			20
21		Equity in affiliated companies, including dividends		59,774	21
22		Gain on sale of non-depreciable property		27,134	22
23		Premium on exchange		15,041	23
24					24
25	551	Miscellaneous Income Charges:			25
26		Management fees	21,211		26
27		Discount on exchange	12,296		27
28		Expense related to Company-owned life insurance	4,707		28
29					29
30					30
31					31
32					32
33					33
34					34
35					35

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	21,941	Sole	4
5		payments to Delaware Trust Co.			5
6					6
7	Locomotive Management Services	Locomotive loan payment to Wilmington Trust Co.	83,113	Sole	7
8					8
9	Penntech Transfer Corp.	Loan payments to Greater Berks	83	Sole	9
10		Development Fund			10
11					11
12	Penntech Transfer Corp.	Loan payments to Corestates	435	Sole	12
13					13
14	Penntech Transfer Corp.	Loan payments to Corestates	445	Sole	14
15					15
16	Poinier Street L.T.D.	Loan Payments to Security National Bank	233	Sole	16
17					17
18	Merchants Despatch	Equipment lease payments to U.S. Leasing	165	Sole	18
19	Transportation Corporation				19
20					20
21	Merchants Despatch	Equipment lease payments to	1,904	Sole	21
22	Transportation Corporation	First Fidelity Bank			22
23					23
24		Total	109,261		24
25					25
26					26
27					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, 1995.

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	89,390	1
2	764	Equipment obligation and Other Long-Term Debt due Within One Year	Sch. 200, L. 39	179,236	2
3	765/767	Funded Debt Unmatured	Sch. 200, L. 41	1,259,072	3
4	766	Equipment Obligations	Sch. 200, L. 42	228,810	4
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 43	420,935	5
6	768	Debt in Default	Sch. 200, L. 44		6
7	769	Accounts Payable: Affiliated Companies	Sch. 200, L. 45	1,528	7
8	770.1/770.2	Unamortized Debt Premium	Sch. 200, L. 46	(6,671)	8
9		Total Debt	Sum L. 1-8	2,172,300	9
10		Debt Directly Related to Road Property	Note 1.	4,321	10
11		Debt Directly Related to Equipment	Note 1.	588,066	11
12		Total Debt Directly Related to Road & Equipment	Sum L.10 and 11	592,387	12
13		Percent Directly Related to Road	L. 10 div. by L. 12 Whole % + 2 decimals	0.73%	13
14		Percent Directly Related to Equipment	L. 11 div. by L. 12 Whole % + 2 decimals	99.27%	14
15		Debt Not Directly Related to Road or Equipment	L. 9 minus L. 12	1,579,913	15
16		Road Property Debt (Note 2)	(L. 13 x L. 15) plus L. 10	15,854	16
17		Equipment Debt (Note 2)	(L. 14 x L. 15) plus L. 11	2,156,446	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	217,155	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	217,155	21
22		Interest Directly Related to Road Property Debt	Note 4.	352	22
23		Interest Directly Related to Equipment Debt	Note 4.	46,603	23
24		Interest Not Directly Related to Road or Equipment Property Debt	L.21 - (L.22+L.23)	170,200	24
25		Interest on Road Property Debt (Note 5)	L.22 + (L.24xL.13)	1,594	25
26		Interest on Equipment Debt (Note 5)	L.23 + (L.24xL.14)	215,561	26
27		Embedded Rate of Debt Capital - Road Property	L. 25 div. by L. 16	10.05%	27
28		Embedded Rate of Debt Capital - Equipment	L. 26 div. by L. 17	10.00%	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.

NOTES AND REMARKS

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 (a) 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 (c).
- 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)	% (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	Management fees (1)	53		1
2			Building rents	4,512	1,413 (pay)	2
3						3
4	CRR Investments, Inc.	100.00	Promissory notes	33,033	549,660 (pay)	4
5						5
6	Conrail Inc.	100.00	Management fees	21,211	18,430 (pay)	6
7						7
8	General American Insurance Company	100.00	Casualty insurance	2,950	3,201 (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	8,844	2,429	157	1,196	1,148	3,783	17,557	1
2	1	100% CAN	16			2			18	2
3	1J	50% USA				4	11	11	26	3
4	1J	33% USA						1	1	4
5	1J	25% USA						2	2	5
6										6
7		TOTAL 1	8,860	2,429	157	1,202	1,159	3,797	17,604	7
8										8
9										9
10										10
11										11
12	3	100% USA	35				5		40	12
13	3	100% CAN	40			2	3		45	13
14										14
15		TOTAL 3	75			2	8		85	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	1,735	1,014	687	190	181	107	3,914	24
25	5	100% CAN	6						6	25
26										26
27		TOTAL 5	1,741	1,014	687	190	181	107	3,920	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	10,701	3,443	844	1,394	1,349	3,904	21,635	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					189						161				1
2		Delaware	160					203						43				2
3		Dist. of Columbia	8					14						6				3
4		Illinois	429					488						59	1			4
5		Indiana	852				1	928						75	19			5
6		Maryland	143					339						196				6
7		Massachusetts	282					429						147				7
8		Michigan	432					543						111				8
9		New Jersey	584					915						331	9			9
10		New York	1,904			6	3	2,077						164				10
11		Ohio	1,640				18	1,693						35				11
12		Pennsylvania	2,152			29	3	2,456						272	5			12
13		Quebec	16			40		62						6				13
14		Virginia						2						2				14
15		West Virginia	230					363						133				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)	8,860		75	25		1,741							10,701	34		32

NOTES AND REMARKS

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 (l). 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					
				Units Installed			All other units including reclassification and second hand units purchased or leased from others (f)		Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h) & (i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)	Line No.
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rewritten into property accounts (e)								
		Locomotive Units										(H.P.)		1
1		Diesel-freight units	1,248		80			185	481	662	1,143	4,030,791		1
2		Diesel-passenger units	3						3		3	6,600		2
3		Diesel-multiple purpose units	623					(46)	410	259	669	1,325,250		3
4		Diesel-switching units	220					46	144	30	174	259,100		4
5	•	TOTAL (lines 1 to 4) units	2,094		80			185	1,038	951	1,989	5,621,741		5
6	•	Electric-locomotives												6
7	•	Other self-powered units												7
8	•	TOTAL (lines 5,6 and 7)	2,094		80			185	1,038	951	1,989	5,621,741		8
9	•	Auxiliary units	53					19	34		34	N/A		9
10	•	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	2,147		80			204	1,072	951	2,023	N/A		10

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, 1971 (b)	Between Jan. 1, 1971 and Dec. 31, 1975 (c)	Between Jan. 1, 1976 and Dec. 31, 1980 (d)	Between Jan. 1, 1981 and Dec. 31, 1985 (e)	Between Jan. 1, 1986 and Dec. 31, 1990 (f)	During Calendar Year					TOTAL (l)	Line No.	
				1991 (g)	1992 (h)	1993 (i)	1994 (j)	1995 (k)							
11	•	Diesel	224	333	633	251	182	50			160	102	54	1,989	11
12	•	Electric													12
13	•	Other self-powered units													13
14	•	TOTAL (lines 11 to 13)	224	333	633	251	182	50			160	102	54	1,989	14
15	•	Auxiliary units			34									34	15
16	•	TOTAL LOCOMOTIVE UNITS (Lines 14 and 15)	224	333	667	251	182	50			160	102	54	2,023	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 at Close of Year			
				Units Installed			Units retired from service of respondent whether owned or leased, including re-classification (g)	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)	Line No.
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)						
							All other units including 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								N/A		24
25		(All class E, CSB, M, PSA, IA)								N/A		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 (BC)										30
31		Internal combustion rail motorcars										31
32		(RD, EG)										32
33		Other self-propelled cars										33
34		(Specify types)										34
35		TOTAL (lines 24 to 27)										35
		TOTAL (lines 23 and 28)										
		COMPANY SERVICE CARS										
30		Business cars (PV)	12						11	N/A		30
31		Board outfit cars (MWX)	533				527		1,060	N/A		31
32		Derrick and snow removal cars	138									32
33		(MWU, MWV, MWV, MWK)										33
34		Dump and ballast cars (MWB, MWD)	1,516				190	363	1,704	N/A		34
35		Other maintenance and service equipment cars	3,063				83		3,146	N/A		35
		TOTAL (lines 30 to 34)	5,262				800	7	5,692	N/A		

710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

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

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes During the Year				Line No.
			Time-mileage cars (b)	All others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units including reclassification and second hand units purchased or leased from others (g)	
36		FREIGHT TRAIN CARS Plain box cars - 40' (B1__, B2__)						2	36
37		Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5__, B6__, (B6__, B7__, B8__)						1	37
38		Equipped box cars (All Code A, Except A_5_)	8,748				185		38
39		Plain gondola cars (All Codes G & J__1, J__2, J__3, J__4)	14,087					(6,994)	39
40		Equipped gondola cars (All Code E)	4,560					7,165	40
41		Covered hopper cars (C__1, C__2, C__3, C__4)	4,768						41
42		Open top hopper cars - general service (All Code H)	12,266		1,180				42
43		Open top hopper cars - special service (J__0, and All Code K)	2,500						43
44		Refrigerator cars - mechanical (R_5_, R_6_, R_7_, R_8_, R_9_)						3	44
45		Refrigerator cars - non-mechanical (R_0_, R_1_, R_2_)	1,206					(3)	45
46		Flat cars - TOPC/COPC (All Code P, Q and S, Except Q8__)	15						46
47		Flat cars - multi-level (All Code V)	5,752			122			47
48		Flat cars - general service (F10_, F20_, F30_)	454					32	48
49		Flat cars - other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F40_)	2,035					(32)	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__)						6	52
53		TOTAL (lines 36 to 52)	56,391		1,180	122	185	180	53
54		Caboose (All Code M-930)	N/A	283					54
55		TOTAL (lines 53, 54)	56,391	283	1,180	122	185	180	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			2		2		238		36
37			1		1		53		37
38		634	5,593	2,706	8,299		577,684	13	38
39			3,006	4,087	7,093		687,747		39
40			5,989	5,736	11,725		1,095,344		40
41		358	2,887	1,523	4,410		434,716		41
42		1,386	8,434	3,626	12,060		1,192,459		42
43		2,151	199	150	349		27,622	150	43
44			3		3		421		44
45		226	667	310	977		70,398		45
46		15							46
47				5,874	5,874		222,773		47
48			483	3	486		35,339		48
49		1,884	116	3	119		8,972		49
50									50
51									51
52			6		6		432		52
53		6,654	27,386	24,018	51,404	-	4,354,198	163	53
54		38	245		N/A	245	N/A		54
55		6,692	27,631	24,018	51,404	245	4,354,198	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 __				855		1,203	59
60		Dry van U2 __, Z __, Z6 __, 1-6	1,442						60
61		Flat bed U3 __, Z3 __				12			61
62		Open bed U4 __, Z4 __							62
63		Mechanical refrigerator U5 __, Z5 __							63
64		Bulk hopper U0 __, Z0 __							64
65		Insulated U7 __, Z7 __							65
66		Tank : Z0 __, U6 __							66
67		Other trailer and container (Special equipped dry van U9 __, Z8 __, Z9 __)				500		1,446	67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 to 69)	1,442			1,367		2,649	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.
		Units retired from service of respondent whether owned or leased, including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4) (m)	Leased to others (n)	
					Per diem (k)	All others (l)			
56					N/A				56
57					N/A				57
58					N/A				58
59				2,058	2,058				59
60		637	605	200	805				60
61				12	12				61
62									62
63									63
64									64
65									65
66									66
67				1,946	1,946				67
68									68
69									69
70		637	605	4,216	4,821				70

NOTES AND REMARKS

Note:

Locomotives: Line 1, Col. (i) includes 60 units (LMS) that CR uses in service part of the year only.

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 (L.O), 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	1994 Units and Cost Completed					1
2	Freight Cars	430	14,298	20,025	S	2
3						3
4	1995 Units and Cost Completed					4
5	Road Freight Diesel Locomotives:					5
6	Model SD60I (3800 H.P.)					6
7	Owned	14	2,765	21,586	P	7
8	Leased	46	9,085	70,170	L	8
9	Leased	20	3,950	(A)	L	9
10						10
11						11
12						12
13	Freight Cars:					13
14	Quad Hopper Cars	750	24,938	40,215	S	14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22	(A) - Units acquired under short-term operating lease, to be capitalized in 1996 under like-kind exchange.					22
23						23
24						24
25	TOTAL	1,260	N/A	151,996	N/A	25

REBUILT UNITS

26	1995 Units and Cost Completed					26
27	Freight Cars:					27
28	Gondolas	270		3,790	S	28
29	Boxcars	185		4,890	S	29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38	TOTAL	455	N/A	8,680	N/A	38
39	GRAND TOTAL	1,715	N/A	160,676	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	Mileage or tracks at end of period (whole numbers)	Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places)	Average running speed limit (use two decimal places)	Track miles under slow orders at the end of period	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	A	4,671	42.13	47.10	27	1
2	B	3,004	10.98	39.00	9	2
3	C	2,361	2.47	27.50	7	3
4	D	2,716	0.19	15.90		4
5	E	4,963	XXXXXXXXXX	XXXXXXXXXX		5
6	TOTAL	17,715	18.52	34.91	43	6
7	F	3,068	XXXXXXXXXX	XXXXXXXXXX	21	7
8	Potential abandonments	133		Not Determinable		8

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

721. TIES LAID IN REPLACEMENT

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

Line No.	Track category	Number of cross-ties laid in replacement										Switch and bridge ties (board feet)	Cross-ties switch and bridge ties		Line No.
		New ties					Second-hand ties						Percent of spot maintenance		
		Wooden		Concrete (d)	Other (e)	Wooden		Other (h)							
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)								
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)					
1	A	532,470						532,470	1,440,186	4.0	1				
2	B	236,856						236,856	327,893	4.0	2				
3	C	52,072						52,072	4,279	4.0	3				
4	D	23,605						23,605	58,202	4.0	4				
5	E	168,170				45,899		214,069	1,947,126	4.0	5				
6	TOTAL	1,013,173				45,899		1,059,072	3,777,686	4.0	6				
7	F	401,513						401,513	1,207,241	4.0	7				
8	Potential abandonments										8				
9	Average cost per cross-tie \$ 28.19 and switch-tie (MBM) \$ 915.94											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 crossties laid in new tracks during year (d)	Number of feet (board measure) laid in tracks (e)	Average cost per M feet (board measure) (f)	Total cost of switch and bridge ties laid in new tracks during year (g)	
1	T	27,501	\$28.19	\$775	243,003	\$915.94	\$223	New
2	T	274	7.88	2				Fit
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20	TOTAL	27,775	\$27.99	\$777	243,003	\$915.94	\$223	
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
							19.96	

723. RAILS LAID IN REPLACEMENT

1. Furnish the requested information concerning rails laid in replacement.
2. The term 'spot maintenance' in column (h) means repairs to track components during routine inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. Percent of spot maintenance refers to the percentage of total rails laid in replacement considered to be spot maintenance.
3. In No. 10, the average cost of new and relay rail should include the cost of loading at the point of purchase ready for shipment, the freight charges paid foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines and placing 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	Welded rail	Bolted rail						
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)				
1	A	353.81	4.75	4.62	2.22	358.43	6.97		8.8	1	
2	B	56.90	0.76	20.15	9.70	77.05	10.46		8.8	2	
3	C	5.54	0.08	5.55	2.67	11.09	2.75		8.8	3	
4	D			4.30	2.07	4.30	2.07		8.8	4	
5	E			57.94	27.88	57.94	27.88		8.8	5	
6	TOTAL	416.25	5.59	92.56	44.54	508.81	50.13		8.8	6	
7	F	287.58	3.42		1.60	287.58	5.02		8.8	7	
8	Potential Abandonments									8	
9	Average cost of new rail laid in replacement per gross ton			\$685.05	. New	\$201.58	relay.			9	

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)	\$303.28	1
2	2					132	1	1	475.90	2
3	2					136	112	55	492.56	3
4	2					136W	1,688	1,035	613.26	4
5	2					140W	131	28	212.49	5
6	4					105	1		112.14	6
7	4					105W	19	5	245.66	7
8	4					112W	32	8	237.58	8
9	4					127	4		114.05	9
10	4					127W	1,720	377	219.11	10
11	4					131	32	4	111.87	11
12	4					131W	649	138	210.97	12
13	4					132	18	2	111.96	13
14	4					132W	436	95	218.71	14
15	4					133	34	4	112.46	15
16	4					136	14	2	112.06	16
17	4					136W	19	4	215.48	17
18	4					140	2		112.09	18
19										19
20										20
21										21
22										22
23										23
24										24
25										25
26										26
27										27
28										28
29										29
30										30
31										31
32										32
33	TOTAL	N/A				N/A	4,905	\$1,756	\$357.81	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									19.96 35
36	Track-miles of welded rail installed on system this year 10.25 : total to date 161.59									36

725. WEIGHT OF RAIL

Give the particulars called for below concerning the road and track operated by the respondent at the close of the year. Only the 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		11		Less than 85 #	1
2	85	32			2
3	90	61			3
4	100	347			4
5	105	365			5
6	107	115			6
7	110	32			7
8	112	310			8
9	115	205			9
10	118	5			10
11	119	46			11
12	122	7			12
13	125	22			13
14	127	1,429			14
15	130	867			15
16	131	1,443			16
17	132	2,255			17
18	133	297			18
19	136	925			19
20	140	2,497			20
21	152	141			21
22	155	131			22
23	<i>Girder</i>	3			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

726. SUMMARY OF TRACK REPLACEMENTS

1. Furnish the requested information concerning the summary of track replacements.
 2. In columns (d), (e), (g), and (i) 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		Cubic yards of ballast placed	Miles surfaced	
		Crossties	Switch and bridge ties (board feet)	Crosstie	Switch and bridge ties (board feet)			(f)			
1	A	532,470	1,440,186	3.5	3.5	365.40	3.9	503,474	1,620	34.7	1
2	B	236,856	327,893	2.4	2.4	87.51	1.5	156,543	504	16.8	2
3	C	52,072	4,279	0.7	0.7	13.84	0.3	41,044	132	5.6	3
4	D	23,605	58,202	0.3	0.3	6.37		23,446	76	2.8	4
5	E	214,069	1,947,126	1.3	1.3	85.82	0.3	258,067	830	16.7	5
6	TOTAL	1,059,072	3,777,686	1.8	1.8	558.94	1.6	982,574	3,162	17.8	6
7	F	401,513	1,207,241	4.0	4.0	287.58	4.7	378,227	1,217	39.7	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		240,367,309	1
2	Passenger			2
3	Yard switching		26,982,886	3
4	TOTAL		267,350,195	4
5	COST OF FUEL \$(000)		\$166,722	5
6	Work Train		1,892,508	6

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

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

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

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
1		1. Miles of Road Operated (A)	10,701		1
		2. Train Miles - Running (B)	xxxxxx	xxxxxx	
2		2-01 Unit Trains	1,695,928	xxxxxx	2
3		2-02 Way Trains	3,046,921	xxxxxx	3
4		2-03 Through Trains	31,134,713		4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	35,877,562		5
6		2-05 Motorcars (C)			6
7		2-06 TOTAL ALL TRAINS (lines 5, 6)	35,877,562		7
		3. Locomotive Unit Miles (D)	xxxxxx	xxxxxx	
		Road Service (E)	xxxxxx	xxxxxx	
8		3-01 Unit Trains	4,264,820	xxxxxx	8
9		3-02 Way Trains	6,596,142	xxxxxx	9
10		3-03 Through Trains	87,329,975		10
11		3-04 TOTAL (lines 8-10)	98,190,937		11
12		3-11 Train Switching (F)	2,667,792	xxxxxx	12
13		3-21 Yard Switching (G)	13,280,610		13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	114,139,339		14
		4. Freight Car-Miles (thousands)(H)	xxxxxx	xxxxxx	
		4-01 RR Owned and Leased Cars - Loaded	xxxxxx	xxxxxx	
15		4-010 Box-Plain 40-Foot	3	xxxxxx	15
16		4-011 Box-Plain 50-Foot and Longer	27,437	xxxxxx	16
17		4-012 Box-Equipped	166,804	xxxxxx	17
18		4-013 Gondola-Plain	68,430	xxxxxx	18
19		4-014 Gondola-Equipped	73,736	xxxxxx	19
20		4-015 Hopper-Covered	59,996	xxxxxx	20
21		4-016 Hopper-Open Top-General Service	101,803	xxxxxx	21
22		4-017 Hopper-Open Top-Special Service	8,806	xxxxxx	22
23		4-018 Refrigerator-Mechanical	11,086	xxxxxx	23
24		4-019 Refrigerator-Non-Mechanical	33,235	xxxxxx	24
25		4-020 Flat-TOFC/COFC	77,384	xxxxxx	25
26		4-021 Flat-Multi-Level	15,077	xxxxxx	26
27		4-022 Flat-General Service	1,039	xxxxxx	27
28		4-023 Flat-All Other	19,964	xxxxxx	28
29		4-024 All Other Car Types-Total	32,014	xxxxxx	29
30		4-025 TOTAL (lines 15-29)	696,814	xxxxxx	30

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
		4-11 RR Owned and Leased Cars-Empty	xxxxxx	xxxxxx	
31		4-110 Box-Plain 40-Foot	2	xxxxxx	31
32		4-111 Box-Plain 50-Foot and Longer	16,742	xxxxxx	32
33		4-112 Box-Equipped	170,912	xxxxxx	33
34		4-113 Gondola-Plain	67,139	xxxxxx	34
35		4-114 Gondola-Equipped	62,484	xxxxxx	35
36		4-115 Hopper-Covered	65,995	xxxxxx	36
37		4-116 Hopper-Open Top-General Service	105,443	xxxxxx	37
38		4-117 Hopper-Open Top-Special Service	8,913	xxxxxx	38
39		4-118 Refrigerator-Mechanical	11,274	xxxxxx	39
40		4-119 Refrigerator-Non-Mechanical	28,701	xxxxxx	40
41		4-120 Flat-TOFC/COFC	5,896	xxxxxx	41
42		4-121 Flat-Multi-Level	9,051	xxxxxx	42
43		4-123 Flat-General Service	1,379	xxxxxx	43
44		4-123 Flat-All Other	20,046	xxxxxx	44
45		4-124 All Other Car Types	1,249	xxxxxx	45
46		4-125 TOTAL (lines 31-45)	575,226	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	21,514	xxxxxx	48
49		4-132 Box-Equipped	1,718	xxxxxx	49
50		4-133 Gondola-Plain	10,765	xxxxxx	50
51		4-134 Gondola-Equipped	1,207	xxxxxx	51
52		4-135 Hopper-Covered	98,938	xxxxxx	52
53		4-136 Hopper-Open Top-General Service	3,257	xxxxxx	53
54		4-137 Hopper-Open Top-Special Service	321	xxxxxx	54
55		4-138 Refrigerator-Mechanical	213	xxxxxx	55
56		4-139 Refrigerator-Non-Mechanical	2,526	xxxxxx	56
57		4-140 Flat-TOFC/COFC	332,399	xxxxxx	57
58		4-141 Flat-Multi-Level	125,745	xxxxxx	58
59		4-142 Flat-General Service	69	xxxxxx	59
60		4-143 Flat-All Other	19,898	xxxxxx	60
61		4-144 Tank Under 22,000 Gallons	57,765	xxxxxx	61
62		4-145 Tank-22,000 Gallons and Over	64,544	xxxxxx	62
63		4-146 All Other Car Types	942	xxxxxx	63
64		4-147 TOTAL (lines 47-63)	741,821	xxxxxx	64

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
		4-15 Private Line Cars-Empty (H)	xxxxxx	xxxxxx	
65		4-150 Box-Plain 40-Foot	0	xxxxxx	65
66		4-151 Box-Plain 50-Foot and Longer	8,030	xxxxxx	66
67		4-152 Box-Equipped	1,863	xxxxxx	67
68		4-153 Gondola-Plain	9,960	xxxxxx	68
69		4-154 Gondola-Equipped	1,043	xxxxxx	69
70		4-155 Hopper-Covered	101,420	xxxxxx	70
71		4-156 Hopper-Open Top-General Service	3,415	xxxxxx	71
72		4-157 Hopper-Open Top-Special Service	297	xxxxxx	72
73		4-158 Refrigerator-Mechanical	222	xxxxxx	73
74		4-159 Refrigerator-Non-Mechanical	2,505	xxxxxx	74
75		4-160 Flat-TOFC/COFC	15,712	xxxxxx	75
76		4-161 Flat-Multi-Level	66,399	xxxxxx	76
77		4-162 Flat-General Service	91	xxxxxx	77
78		4-163 Flat-All Other	18,809	xxxxxx	78
79		4-164 Tank Under 22,000 Gallons	61,373	xxxxxx	79
80		4-165 Tank-22,000 Gallons and Over	66,912	xxxxxx	80
81		4-166 All Other Car Types	692	xxxxxx	81
82		4-167 TOTAL (lines 65-81)	358,743	xxxxxx	82
83		4-17 Work Equipment and Company Freight Car-Miles	10,715	xxxxxx	83
84		4-18 No Payment Car-Miles (I) (1)	158,898	xxxxxx	84
		4-19 Total Car-Miles by Train Type	xxxxxx	xxxxxx	
85		4-191 Unit Trains	169,587	xxxxxx	85
86		4-192 Way Trains	122,154	xxxxxx	86
87		4-193 Through Trains	2,250,476	xxxxxx	87
88		4-194 TOTAL (lines 85-87)	2,542,217	xxxxxx	88
89		4-20 Caboose Miles	68	xxxxxx	89

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

Loaded car miles = 31,574 Empty car miles = 742

755. RAILROAD OPERATING STATISTICS - Concluded

Line	Cross Check	Item description	Freight train	Passenger train	Line No.
		(a)	(b)	(c)	
		6. Gross Ton Miles (thousands) (K)	xxxxxx	xxxxxx	
98		6-01 Road Locomotives	17,680,168		98
		6-02 Freight Trains, Crs., Cnts., and Caboose	xxxxxx	xxxxxx	
99		6-020 Unit Trains	13,272,811	xxxxxx	99
100		6-021 Way Trains	10,123,630	xxxxxx	100
101		6-022 Through Trains	170,105,554	xxxxxx	101
102		6-03 Passenger-Trains, Crs., and Cnts.	0		102
103		6-04 Non-Revenue	975,145	xxxxxx	103
104		6-05 TOTAL (lines 98-103)	212,157,308		104
		7. Tons of Freight (thousands)	xxxxxx	xxxxxx	
105		7-01 Revenue	211,713	xxxxxx	105
106		7-02 Non-Revenue	2,502	xxxxxx	106
107		7-03 TOTAL (lines 105, 106)	214,215	xxxxxx	107
		8. Ton-Miles of Freight (thousands) (L)	xxxxxx	xxxxxx	
108		8-01 Revenue-Road Service	92,688,334	xxxxxx	108
109		8-02 Revenue-Lake Transfer Service	-	xxxxxx	109
110		8-03 TOTAL (lines 108, 109)	92,688,334	xxxxxx	110
111		8-04 Non-Revenue-Road Service	631,066	xxxxxx	111
112		8-05 Non-Revenue-Lake Transfer Service	-	xxxxxx	112
113		8-06 TOTAL (lines 111, 112)	631,066	xxxxxx	113
114		8-07 TOTAL-REVENUE AND NON-REVENUE (lines 110, 113)	93,319,400	xxxxxx	114
		9. Train Hours (M)	xxxxxx	xxxxxx	
115		9-01 Road Service	1,638,820	xxxxxx	115
5		9-02 Train Switching	196,381	xxxxxx	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	1,327,106	xxxxxx	117
		11. Train-Miles Work Trains (O)	xxxxxx	xxxxxx	
118		11-01 Locomotives	426,960	xxxxxx	118
119		11-02 Motorcars	-	xxxxxx	119
		12. Number of Loaded Freight Cars (P)	xxxxxx	xxxxxx	
120		12-01 Unit Trains	294,339	xxxxxx	120
121		12-02 Way Trains	1,409,933	xxxxxx	121
122		12-03 Through Trains	5,016,617	xxxxxx	122
123		13. TOFC/COFC-No. of Rev. Trailers & Cont Loaded & Unloaded (Q)	2,134,984	xxxxxx	123
124		14. Multi-Level Cars-No. of Motor Vehicles Loaded & Unloaded (Q)	2,027,536	xxxxxx	124
125		15. TOFC/COFC-No. of Rev. Trailers Picked Up and Delivered (R)	75,553	xxxxxx	125
		16. Revenue Tons-Marine Terminal (S)	xxxxxx	xxxxxx	
126		16-01 Marine Terminals-Coal	15,315,958	xxxxxx	126
127		16-02 Marine Terminals-Ore	7,506,311	xxxxxx	127
128		16-03 Marine Terminals-Other	2,448,791	xxxxxx	128
129		16-04 TOTAL (lines 126-128)	25,271,060	xxxxxx	129
		17. Number of Foreign Per Diem Cars on Line (T)	xxxxxx	xxxxxx	
130		17-01 Serviceable	21,570	xxxxxx	130
131		17-02 Unserviceable	471	xxxxxx	131
132		17-03 Surplus	999	xxxxxx	132
133		17-04 TOTAL (lines 130-132)	23,040	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, 1995 to and including DECEMBER 31, 1995

Donald W. Mattson
 (signature of affiant)

Subscribed and sworn to before me, a NOTARY PUBLIC in and for the State and County above named, this
27TH day of MARCH, 19 96. My commission expires JANUARY 26, 1999
 Use an
 L.S.
 impression seal

Adam V. Ungaro III
 (signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH
 (by the president or other chief officer of the respondent)

NOTARIAL SEAL
 ADAM VINCENT UNGARO III, Notary Public
 City of Philadelphia Phila County
 My Commission Expires Jan 26, 1999

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 95, to and including DECEMBER 31, 19 95.

H. W. Brown
 (signature of affiant)

Subscribed and sworn to before me, a NOTARY PUBLIC in and for the State and County above named, this
27TH day of MARCH, 19 96. My commission expires JANUARY 26, 1999
 Use an
 L.S.
 impression seal

Adam V. Ungaro III
 (signature of officer authorized to administer oaths)

NOTARIAL SEAL
 ADAM VINCENT UNGARO III, Notary Public
 City of Philadelphia Phila County
 My Commission Expires Jan 26, 1999

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

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

CORRECTIONS

Date Correction			Page							Letter or telegram of -			Officer sending letter or telegram		Commission file number	Clerk making correction
																Name
Month	Day	Year								Month	Day	Year	Name	Title		Name

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