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ACAA- R-1

APPROVED BY OMB  
3120-0029  
EXPIRES 3-31-93

# annual report

DO NOT  
TEAR  
REPORT  
APART

ILLINOIS CENTRAL RAILROAD  
COMPANY AND SUBSIDIARIES  
233 N. MICHIGAN AVENUE  
CHICAGO, IL 60601

Correct name and address if different than shown.

Full name and address of reporting carrier.  
(Use mailing label on original, copy in full on duplicate.)

to the



## Interstate Commerce Commission

FOR THE YEAR ENDED DECEMBER 31, 1991

# NOTICE

1. This Form for annual report should be filled out in triplicate and two copies returned to the Interstate Commerce Commission, Bureau of accounts, 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 I 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. 11981. (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 statute, no penalties shall be imposed under this subsection for a violation relating to the transportation of household goods. Any such penalties that were imposed prior to such date of enactment shall be collected only in accordance with the provisions of subsection (h) of this section.

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

The respondent is further required to send to the Bureau of Accounts 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, preferably at the inner margin; attachment 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 \$1,000 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 annual operating revenues of \$50,000,000 or more. For this class, Annual Report Form R-1 is provided.

Class II companies are those having annual operating revenues less than \$50,000,000 but in excess of \$10,000,000.

Class III companies are those having annual operating revenues of \$10,000,000 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 Class of the Year means the class 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 class 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 next preceding the year for which the report is made. The Uniform System of Accounts for Railroad Companies means the system of accounts in Part 1201 of Title 49, Code of Federal Regulations, as amended.

# ANNUAL REPORT

OF

ILLINOIS CENTRAL RAILROAD COMPANY

TO THE

## INTERSTATE COMMERCE COMMISSION

FOR THE

YEAR ENDED DECEMBER 31, 1991

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

(Name) J. F. Dorman (Title) Manager, General Accounting

(Telephone number) (312) 819-8065

(Office address) 233 N. Michigan Ave. Chicago, Ill. 60601

(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.

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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

**B. IDENTITY OF RESPONDENT**

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

1. Give in full the exact name of the respondent. Use the words "The" and "Company" only when they are parts of the corporate name. Be careful to distinguish between *railroad* and *railway*. The corporate name should be given uniformly throughout the report, notably on the cover, on the title page, and in the "Verification." If the report is made by receivers, trustees, a committee of bondholders, or individuals otherwise in possession of the property, state names and facts with precision. If the report is for a consolidated group, pursuant to Special Permission from the Commission, Accounting and Valuation Board, indicate such fact on line 1 below and list the consolidated group on page 4.

2. If incorporated under a special charter, give date of passage of the act; if under a general law, give date of filing certificate of organizations; if a reorganization has been effected, give date of reorganization. If a receivership or other trust, give also date which such receivership or other possession began. If a partnership, give date of formation and also names in full of present partners.

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

1. Exact name of common carrier making this report ILLINOIS CENTRAL RAILROAD COMPANY

2. Date of incorporation December 31, 1971

3. Under laws of what Government, State, or Territory organized? If more than one, name all. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership or trusteeship and of appointment of receivers or trustees Delaware

4. If the respondent was reorganized during the year, involved in a consolidation or merger, or conducted its business under a different name, give full particulars See Notes Beginning on Page 9

**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.

Two copies of Form 10-K are attached to this report.

**C. VOTING POWERS AND ELECTIONS**

1. State the per value of each share of stock Common, \$ 1 per share; first preferred, \$ \_\_\_\_\_ per share, second preferred, \$ \_\_\_\_\_ per share, debenture stock, \$ \_\_\_\_\_ per share.
2. State whether or not each share of stock has the right in 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, 1991 (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.
				Common (d)	Stock		
					PREFERRED		
					Second (e)	First (f)	
(a)	(b)	(c)					
1	ILLINOIS						1
2	CENTRAL						2
3	CORPORATION	CHICAGO, IL	100	100	NONE	NONE	3
4							4
5							5
6							6
7	See Notes Beginning on Page 9						7
8			Z				8
9							9
10							10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25
26							26
27							27
28							28
29							29
30							30



**C. VOTING POWERS AND ELECTIONS - Continued**

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent. 100  
votes cast.
11. Give the date of such meeting. May 29, 1991
12. Give the place of such meeting. Chicago, IL

**NOTES AND REMARKS****CONSOLIDATION**

This R-1 is filed on a consolidated basis. The following companies are herein consolidated:

ILLINOIS CENTRAL RAILROAD COMPANY  
WATERLOO RAILWAY COMPANY  
KENSINGTON & EASTERN RAILROAD COMPANY  
CHICAGO INTERMODAL COMPANY  
MISSISSIPPI VALLEY CORPORATION

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

Line No	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
<b>Current Assets</b>						
1		701	Cash	4,011	908	1
2		702	Temporary Cash Investments	10,845	12,599	2
3		703	Special Deposits	168	168	3
4		704	Accounts Receivable			
			- Loan and Notes	726	496	4
5		705	- Interline and Other Balances	2,873	3,752	5
6		706	- Customers	41,945	44,528	6
7		707	- Other	7,587	7,599	7
8		709, 708	- Accrued Accounts Receivables	31,170	26,172	8
9		708.5	- Receivables from Affiliated Companies	690	185	9
10		709.5	- Less: Allowance for Uncollectible Accounts	(5,077)	(5,342)	10
11		710, 711, 714	Working Funds Prepayments Deferred Income Tax Debits	25,159	33,184	11
12		712	Materials and Supplies	15,586	15,017	12
13		713	Other Current Assets	25,140	33,260	13
14			<b>TOTAL CURRENT ASSETS</b>	<b>160,823</b>	<b>172,526</b>	<b>14</b>
<b>Other Assets</b>						
15		715, 716, 717	Special Funds	2,863	5,889	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedule 310 and 310A)	13,463	13,492	16
17		722, 723	Other Investments and Advances	1,782	4,448	17
18		724	Allowances for Net Unrealized Loss on Noncurrent Marketable Equity Securities-Cr.	-0-	-0-	18
19		737, 738	Property Used in Other than Carrier Operation (less Depreciation)	40,694	40,832	19
20		739, 741	Other Assets	4,745	5,729	20
21		743	Other Deferred Debits	13,430	10,326	21
22		744	Accumulated Deferred Income Tax Debits	-0-	-0-	22
23			<b>TOTAL OTHER ASSETS</b>	<b>76,977</b>	<b>80,716</b>	<b>23</b>
<b>Road and Equipment</b>						
24		731, 732	Road (Schedule 330) L-30 Col. h & b	864,914	846,860	24
25		731, 732	Equipment (Schedule 330) L-39 Col. h & b	58,244	57,833	25
26		731, 732	Unallocated Items	-0-	-0-	26
27		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(7,144)	(5,973)	27
28			<b>Net Road and Equipment</b>	<b>916,014</b>	<b>898,720</b>	<b>28</b>
29	*		<b>TOTAL ASSETS</b>	<b>1,153,814</b>	<b>1,151,962</b>	<b>29</b>

**NOTES AND REMARKS**

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

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
<b>Current Liabilities</b>						
30		751	Loans and Notes Payable	-0-	-0-	30
31		752	Accounts Payable; Interline and Other Balances	1,233	924	31
32		753	Audited Accounts and Wages	6,752	6,322	32
33		754	Other Accounts Payable	743	736	33
34		755, 756	Interest and Dividends Payable	13,908	10,056	34
35		757	Payables to Affiliated Companies	(2,040)	(10)	35
36		759	Accrued Accounts Payable	110,540	146,615	36
37		760, 761, 761.5, 762	Taxes Accrued	11,069	15,326	37
38		763	Other Current Liabilities	11,712	6,167	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	21,212	32,211	39
40			<b>TOTAL CURRENT LIABILITIES</b>	<b>175,129</b>	<b>218,347</b>	<b>40</b>
<b>Non-Current Liabilities</b>						
41		765, 767	Funded Debt Unamortized	407,811	472,494	41
42		766	Equipment Obligations	8,157	16,533	42
43		766.5	Capitalized Lease Obligations	199	31	43
44		768	Debt in Default	-0-	-0-	44
45		769	Accounts payable: Affiliated Companies	-0-	-0-	45
46		770.1, 770.2	Unamortized Debt Premium	(7,542)	(2,949)	46
47		781	Interest in Default	-0-	-0-	47
48		783	Deferred Revenues-Transfers from Government Authorities	-0-	-0-	48
49		786	Accumulated Deferred Income Tax Credits	172,260	159,362	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	154,075	159,711	50
51			<b>TOTAL NONCURRENT LIABILITIES</b>	<b>734,960</b>	<b>805,182</b>	<b>51</b>
<b>Shareholders' Equity</b>						
52		791, 792	Total Capital Stock: (Schedule 230) (L 53&54)			52
53			Common Stock	-0-	-0-	53
54			Preferred Stock	-0-	-0-	54
55			Discount on Capital Stock	-0-	-0-	55
56		794, 795	Additional Capital (Schedule 230)	122,226	72,226	56
57		797	Retained Earnings: Appropriated	847	47,872	57
58		798	Unappropriated (Schedule 220)	120,652	8,335	58
59		798.1	Net Unrealized Loss on Noncurrent Marketable Equity Securities	-0-	-0-	59
60		798.5	Less Treasury Stock	-0-	-0-	60
61			Net Stockholders Equity	243,725	128,433	61
62	*		<b>TOTAL LIABILITIES AND SHAREHOLDERS EQUITY</b>	<b>1,153,814</b>	<b>1,151,962</b>	<b>62</b>

**NOTES AND REMARKS**

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

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

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

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

3. (a) Explain the procedure in accounting for pension funds and recording in the accounts the current and past service pension costs, indicating whether or not consistent with the prior year See Notes Beginning on Page 9

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

(c) Is any part of pension plan funded? Specify. Yes X No \_\_\_\_\_

(i) If funding is by insurance, give name of insuring company \_\_\_\_\_

If funding is by trust agreement, list trustee(s) Continental Illinois National Bank & Trust Co. of  
Date of trust agreement or latest amendment January 1, 1989 Chicago.

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

(d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement \_\_\_\_\_

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

Yes X No \_\_\_\_\_

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

(ii) Are voting rights attached to any securities held by the pension plan? Specify Yes X No \_\_\_\_\_ If yes, who determines how stock is voted? EMPLOYEE HOLDER THRU TRUSTEE

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

5. (a) The amount of employers contribution to employee stock ownership plans for the current year was \$ -0-

(b) The amount of investment tax credit used to reduce current income tax expense resulting from contributions to qualified employee stock ownership plans for the current year was \$ -0-

6. In reference to Docket No. 37465 specify the total amount of business entertainment expenditures charged to the non-operating expense account.  
\$ -0-

NOTE: Contribution to Pension Plan is made in cash. Employees have four (4) different investment options, one of which is stock of the Parent Company, Illinois Central Corporation. As of April 16, 1992, latest information available, 52,767 shares.

Continued on following page

**200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES**

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

Disclose the nature and amount of contingency that is material.

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

Refer to attached copies of Form 10-K  
and Note on Page 14.

(a) Changes in Valuation Accounts

8. Marketable Equity Securities.

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

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

	Gains	Losses
Current	\$ _____	\$ _____
Noncurrent	_____	_____

(c) A net unrealized gain (loss) of \$ \_\_\_\_\_ on the sale of marketable equity securities was included in net income for \_\_\_\_\_ (year). The cost of securities sold was based on the \_\_\_\_\_ (method) cost of all the shares of each security held at time of sale.

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

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

## 200. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Concluded

## NOTES TO FINANCIAL STATEMENTS

**The Company and Basis of Presentation**

Illinois Central Corporation (hereinafter, "IC" formerly named Railway Holdings, Inc.) a former wholly-owned subsidiary of The Prospect Group, Inc. ("Prospect") was incorporated under the laws of Delaware on January 27, 1989. IC's principal operating subsidiary is the Illinois Central Railroad Company (the "Railroad"). IC was formed by Prospect for the purpose of acquiring, through its wholly-owned subsidiary, Rail Acquisition, Inc. ("Rail"), the outstanding common stock of Illinois Central Transportation Company ("ICTC"). On March 16, 1989, Rail concluded a tender offer (the "Offer") for the outstanding common stock of ICTC, the sole stockholder of the Railroad ("Acquisition"). Following several mergers, the Railroad is the surviving corporation and the successor to ICTC. The Railroad is now a wholly-owned subsidiary of IC.

The consolidated financial statements of the Railroad and subsidiaries presented herein include the results of operations and cash flows of the Railroad for the two years ended December 31, 1991, and for the period March 17, 1989 ("Inception Date") to December 31, 1989. Accordingly, IC has allocated the purchase cost to the Railroad's assets and liabilities as of March 17, 1989, based upon detailed studies of the Railroad's operations, assets and obligations. During the first quarter of 1990, IC adjusted its preliminary estimates of the allocation of the purchase cost of the Railroad's assets and liabilities based on the results of certain studies and negotiations. The negotiations with the United Transportation Union related to work rule changes primarily concerning reducing the average crew size per train from 3.4 to 2.6 was resolved in November 1991. Resolution did not require significant revisions to previously established reserves.

For the predecessor period January 1, 1989 to March 16, 1989 ("Predecessor Period"), the Consolidated Statements of Income and Cash Flows have been prepared for the Railroad as successor to ICTC (the "Predecessor").

Because of the application of the purchase method of accounting, the accompanying statements of the Railroad and the Predecessor are not comparable in all material respects since these financial statements report results of operations and cash flows of these two separate entities on differing bases for the period ending before March 17, 1989, and for the periods ending after March 16, 1989. The following pro-forma results of the Railroad reflect reductions in labor, fuel, material, depreciation and interest expenses, elimination of certain gains on the sales of assets and other adjustments as if the Railroad had been acquired on January 1, 1989 (\$ in millions):

	(Unaudited) Year Ended <u>December 31, 1989</u>
Revenue .....	\$ 547.0
Operating income .....	126.1
Net income .....	39.6

## 200. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Concluded

## NOTES TO FINANCIAL STATEMENTS

**Materials and Supplies**

Materials and Supplies, valued using the average cost method, consist of track material, switches, car and locomotive parts and fuel. The Railroad entered into various hedge agreements designed to mitigate significant fuel price increases. As a result, approximately 65% of the short-term diesel fuel requirements through March 1993 are protected against significant price increases based on the average near-by contract for Heating Oil #2 traded on the New York Mercantile Exchange.

**Assets Held for Disposition and Asset Sales**

In connection with the Acquisition, the Railroad identified certain non-operating assets, primarily real estate as well as surplus rail and certain rolling stock deemed not essential for the Railroad's operations. Such assets have been classified as "Assets Held For Disposition" in the Consolidated Balance Sheets. Under purchase accounting, these properties were recorded at their estimated fair market values at the Acquisition Date and no significant gains or losses are expected upon their subsequent disposition. In 1990, however, one such asset was sold for more than its estimated value and a gain of approximately \$1.2 million was recorded. Additionally, track and track material reclaimed from the single track project are recorded in this category pending sale to outsiders.

The non-operating assets identified were certain Chicago real estate, an industrial park located near New Orleans, intermodal facilities, a line segment located in Indiana and Illinois, surplus and bad order locomotives and railcars, and real estate securing a loan from Whitman to the Railroad aggregating \$23.8 million.

In 1991, the Railroad sold reclaimed single track material for \$9.2 million and surplus cars and locomotives for \$.1 million.

In 1990, the Railroad sold portions of the industrial park real estate property in New Orleans for \$17.0 million of cash and the assumption of liabilities of \$1.4 million, excess real estate in Chicago for \$16.2 million, the line of railroad in Indiana and Illinois for \$5.0 million, certain rolling stock under a sale and split lease-back for \$6.0 million, reclaimed single track material for \$10.8 million, and other rolling stock for approximately \$9.5 million. Finally, in December the secured loan was satisfied by conveyance of the real estate security.

In the period March 17, 1989 to December 31, 1989, the Railroad sold surplus cars and locomotives for approximately \$2.7 million and reclaimed single track material for approximately \$1.2 million.

On March 29, 1989, the Railroad sold its oil and mineral rights (exclusive of those in Cook County, Illinois) for \$4.0 million. In the second quarter of 1989, the Railroad sold 75% of its ownership in Trailer Train Company, for approximately \$13.0 million.

## 288. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Concluded

## NOTES TO FINANCIAL STATEMENTS

## Leases

As of December 31, 1991, the Railroad leased 7,367 of its cars and 214 of its locomotives. The majority of these leases have terms of 15 years and expire between 1992 and 2001. Under the terms of the majority of its leases, the Railroad has the right of first refusal to purchase, at the end of the lease terms, certain cars and locomotives at fair market value. Other leases include office and computer equipment, vehicles and office facilities.

Net properties under capital leases at December 31, 1991 and 1990, included in the Consolidated Balance Sheets are \$.4 million and \$.2 million, respectively.

At December 31, 1991, minimum rental payments under capital and operating leases that have initial or remaining noncancellable terms in excess of one year were as follows (\$ in millions):

	Capital Leases	Operating Leases
1992 .....	\$ .3	\$ 39.9
1993 .....	.1	39.2
1994 .....	.1	35.7
1995 .....	.1	31.4
1996 .....	--	21.1
Thereafter .....	--	16.4
Total minimum lease payments.....	.6	<u>\$183.7</u>
Less: Imputed interest .....	.2	
Present value of minimum payments .....	<u>\$ .4</u>	

The Railroad is leasing for seven and one-half years 44 locomotives from another subsidiary of IC. Lease payments for each of the years 1992 through 1996 is \$2.1 million and \$5.4 million thereafter.

Total rent expense applicable to noncancellable operating leases amounted to \$45.0 million for 1991, \$45.1 million for 1990, \$31.9 million for the period March 17, 1989 to December 31, 1989, and \$11.3 million for the Predecessor Period. Most of the leases provide that the Railroad pay taxes, maintenance, insurance and certain other operating expenses.



## 200. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Concluded

## NOTES TO FINANCIAL STATEMENTS

## Long-Term Debt and Interest Expense

Long-Term Debt at December 31, consisted of the following (\$ in millions):

	<u>1991</u>	<u>1990</u>
Mortgage bonds, 15 1/2% .....	\$ --	\$150.0
Mortgage bonds, 11 1/4% .....	--	8.7
Equipment obligations, due annually to 1995, 7 7/8% to 11.5%.	2.8	16.5
Debentures and other debt, due 1993 to 2056, 4.5% to 11.25%..	24.5	23.5
Senior Subordinated Debentures, due 2001, 14 1/8% .....	145.0	145.0
Senior Secured Notes, 10.02% and 10.4%, due 1998-2001.....	160.0	--
Permanent Facility, due 1993 to 1996, at average interest rates in 1991 and 1990 of 8.74% and 11.55%, respectively ..	78.2	145.4
Capitalized leases (note 6) .....	.2	--
Unamortized premium (discount), net .....	(7.5)	(3.0)
<b>Total Long-Term Debt .....</b>	<b><u>\$403.2</u></b>	<b><u>\$486.1</u></b>

At December 31, 1991, the aggregate annual maturities and sinking fund requirements for long-term debt for 1992 through 1997 and thereafter are \$26.6 million, \$16.8 million, \$21.1 million, \$23.8 million, \$26.8 million, \$2.2 million and \$320.0 million, respectively. The current portion of long-term debt of \$26.6 million includes \$12.8 million of the Permanent Facility and \$7.2 million on an equipment obligation. The weighted average interest rate for 1991 and 1990 on total debt including the effect of discounts, premiums and related amortization but excluding Acquisition related fees was 12.1% and 12.9%, respectively.

Substantially all Railroad properties and investments in subsidiaries are pledged under the Mortgage, as defined below, and in equipment obligation agreements.

During 1991, IC and the Railroad completed a refinancing of the Railroad's debt. The Railroad modified the terms of the Permanent Facility; issued, via private placement, \$160 million in Senior Secured Notes ("Senior Notes") and redeemed its outstanding Series K.

Of the Senior Notes, \$110 million bears interest at a rate of 10.02% and \$50 million at 10.4%. Principal payments of \$55 million are due in each of 1998 and 1999, and \$25 million in each of 2000 and 2001. The Senior Notes have collateral rights ranking pari passu with the Permanent Facility and are governed by a Note Purchase Agreement ("Note Agreement").

The Senior Subordinated Debentures ("Debentures") mature on October 1, 2001, with interest payable each April 1 and October 1. The Debentures may be redeemed in whole or in part at the option of the Railroad at any time on or after October 1, 1994. In the event of a change of control of IC or the Railroad prior to October 1, 1994, the Debentures may also be redeemed at the redemption price as set forth in the Indenture. Upon a change of control each holder will have the right to require the repurchase of its Debenture at 101%

## 200. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Concluded

## NOTES TO FINANCIAL STATEMENTS

of the principal amount thereof plus accrued interest. The Railroad is required to make equal sinking fund payments on October 1, 1998, October 1, 1999 and October 1, 2000, which are calculated to retire, prior to maturity, an aggregate of 60% of the original principal amount of the Debentures. The Railroad may deliver Debentures acquired or redeemed by it (other than through operation of the sinking fund) for credit in lieu of cash in making sinking fund payments.

Under the Permanent Facility and the Senior Notes, IC has unconditionally guaranteed the Railroad's payment and performance and IC's obligations are secured by a pledge of all the issued and outstanding capital stock of the Railroad. The Permanent Facility and the Senior Notes are secured by a first perfected security interest in Series M Mortgage Bonds issued under the Consolidated Mortgage dated November 1, 1949, as supplemented, between the Railroad and Morgan Guaranty Trust Company of New York, as trustee (the "Mortgage") in an amount equal to \$316 million. The Series M Mortgage Bonds were issued pursuant to the terms of the Mortgage without receiving additional proceeds from such issue. The bonds were issued at the option of the Banks under the Permanent Facility and the holders of the Senior Notes and bear interest only following a default under the Credit Agreement for the Permanent Facility (the "Credit Agreement") or the Note Agreement. Additionally, the Permanent Facility and the Senior Notes are secured by a first perfected security interest in all accounts receivable of the Railroad, certain locomotives, rolling stock and related equipment acquired by the Railroad after the Acquisition, and all inventory, raw materials, supplies, tools and machinery of the Railroad not subject to liens under the Mortgage.

The Credit Agreement and the Note Agreement contain certain affirmative and negative covenants customary for facilities of this nature including restrictions on additional indebtedness, investments, guarantees, liens, distributions, sales and leasebacks, and sales of assets and capital stock. These agreements also require the Railroad to satisfy certain financial tests, including a leverage ratio, debt service coverage, and minimum consolidated tangible net worth and working capital requirements. The Railroad is required to apply 50% of any excess cash flow, which was not applied to pay certain debt and debt service or to capital expenditures, to prepay the remaining scheduled amortization of outstanding loans under the Permanent Facility in inverse order of maturity. The Railroad may be required to apply 100% of net after-tax proceeds of sales of certain assets to prepay, ratably, scheduled amortizations of such outstanding loans. The holders of the Senior Notes can elect to receive a pro-rata share of any such payments made by the Railroad.

Prior to February 1992, borrowings under the Permanent Facility bore interest at a rate per annum equal to, at the Railroad's option (i) a reserve-adjusted Eurodollar rate (LIBOR) plus 2% per annum, (ii) a reserve-adjusted certificate of deposit rate plus 2 1/8% per annum or (iii) First National Bank of Boston's base rate plus 3/4% per annum. In February 1992, these options were reduced to (i) LIBOR plus 1.75% per annum, (ii) CD rate plus 1.875% per annum or (iii) base rate plus 0%. If the loan is removed from highly leveraged status by the lenders or if improved credit ratings are achieved, favorable adjustments to the interest rate options are

## 288. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Concluded

## NOTES TO FINANCIAL STATEMENTS

possible. The Railroad entered into interest rate cap agreements with respect to \$50 million of its indebtedness. During 1991 and 1990, the Railroad did not utilize these agreements as LIBOR did not exceed the cap. The current interest rate cap agreement expires on April 15, 1993, and protects the Railroad for rates in excess of 8.5% based on LIBOR. The Railroad will be required to pay fees under the Permanent Facility consisting of an initiation fee of 1/4% and 1.75% per annum on the amount from time to time available for drawing under letters of credit issued pursuant to the Revolving Facility and a commitment fee of 1/2% per annum on the unused portion of the Revolving Facility.

As part of the Permanent Facility, the Railroad has a \$50 million Revolving Facility available until September 26, 1994, to meet short-term and working capital requirements. As of December 31, 1991, the Railroad had not drawn on this facility. The maximum available amount is reduced by any letters of credit issued on behalf of the Railroad up to a maximum of \$20 million under the Revolving Facility. At December 31, 1991, the maximum \$50 million was limited to \$38.2 million because \$11.8 million in letters of credit had been issued. If at any time the amounts outstanding under the Revolving Facility exceed the borrowing limitations described above, the Railroad will repay such amounts under the Revolving Facility as may be necessary to eliminate such excess. See Note 9.

Interest Expense, Net consisted of the following (\$ in millions):

	Railroad		Predecessor
	Years Ended		Period
	12/31/91	12/31/90	3/17/89 to 12/31/89
			1/1/89 to 3/16/89
Interest expense .....	\$59.7	\$75.9	\$72.8
Less: Interest			
capitalized ...	.4	.5	.3
Interest income..	3.2	4.0	4.0
Interest Expense, Net..	<u>\$56.1</u>	<u>\$71.4</u>	<u>\$68.5</u>

Interest expense for the years ended December 31, 1991 and 1990, and for the period March 17, 1989 to December 31, 1989 includes \$32.7 million, \$44.3 million and \$35.5 million, respectively, on the obligations assumed by the Railroad from the Acquisition. An additional \$10.9 million of transaction fees on the interim Acquisition financing was charged as interest expense in the period March 17, 1989 to December 31, 1989.

#### Contingencies, Commitments and Concentration of Risks

IC has unconditionally guaranteed the Railroad's repayment of the Permanent Facility.

The Railroad is self-insured for the first \$5 million of each loss. The Railroad carries \$295 million of liability insurance per occurrence, subject to an annual cap of \$345 million in the aggregate for all losses. This

## 200. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Concluded

## NOTES TO FINANCIAL STATEMENTS

coverage is considered by the Railroad's management to be adequate in light of the Railroad's safety record and claims experience.

As of December 31, 1991, the Railroad had \$14.2 million of letters of credit outstanding as collateral for surety bonds executed on behalf of the Railroad. Such letters of credit expire in 1992 and are automatically renewable for one year. As of December 31, 1991, \$11.8 million of the letters of credit reduced the maximum amount that could be borrowed under the Revolving Facility (See Note 7).

The Railroad has guaranteed repayment of certain indebtedness of a jointly owned company aggregating \$7.8 million. The Railroad's primary share is \$1.0 million; the remainder is a primary obligation of other owner companies.

There are various regulatory proceedings, claims and litigation pending against the Railroad. While the ultimate amount of liability that may result cannot be determined, in the opinion of the Railroad's management, adequate provisions for liabilities have been recorded. See Item 7. "Management's Discussion and Analysis - Other" for a discussion of litigation and environmental matters.

Because a large percentage of the Railroad's freight traffic consists of chemicals, coal, grain and paper, a reduction in industrial activity could reduce demand for such commodities and have an adverse impact on the Railroad's future profitability.

#### Retirement Plans

All employees of the Railroad are covered under the Railroad Retirement Act. In addition, management employees of the Railroad are covered under a defined contribution plan. Contributions under the plan vest immediately. Expenses relating to the defined contribution plan were \$.4 million for each of the years ended December 31, 1991 and 1990, \$.3 million for the period March 17, 1989 to December 31, 1989 and \$.1 million for the Predecessor Period.

In addition to defined benefits, a majority of retired employees are provided certain life and health benefits. Eligibility for these benefits varies with the employee's classification prior to retirement. Benefits are provided either through insurance contracts or welfare trust funds. The insured plans generally are funded by monthly premiums which are established based on the prior year's experience. Benefits paid from welfare trusts are funded by actuarially determined monthly deposits. The Railroad's portion of deposits for all benefits into welfare trust funds was \$2.1 million, \$2.1 million, \$1.6 million and \$.5 million for the years ended December 31, 1991 and 1990, the period March 17, 1989 to December 31, 1989 and the Predecessor Period, respectively.

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

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## 289. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Continued

## NOTES TO FINANCIAL STATEMENTS

The FASB, in December 1990, issued Statement of Financial Accounting Standards No. 106, "Employers' Accounting for Postretirement Benefits Other Than Pensions" (SFAS 106). This new standard requires that the accrual method of accounting be used to recognize the cost of all postretirement benefits. Currently, most companies, including the Railroad, recognize these costs on the cash basis. The Railroad is required to adopt the new accounting and disclosure rules no later than 1993, although earlier implementation is permitted. The standard may be adopted prospectively or via a cumulative catch-up adjustment.

The Railroad is currently assessing the impact of SFAS 106, and has not decided when it will adopt the new standard or what method of adoption will be used. Because of the complexities of the new standard, management has not yet determined the effect that the change in accounting will have on the Railroad's reported financial position and results of operations. However, management believes the liability required upon adoption will not be substantially different from the \$39 million previously recorded under purchase accounting to reflect the estimated liability for such benefits as of the Acquisition Date.

**210. RESULTS OF OPERATIONS**  
(Dollars in Thousands)

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

2 Report total operating expenses from Schedule 410 of this report. Any disparities in expense amounts shown in this schedule and expense amounts reported in Schedule 410 must be fully explained on page 18.

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

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

**5 Cross-checks**

**Schedule 210**

Line 15, column (b)  
Line 47 plus 48 plus 49, column (b)  
Line 50, column (b)

**Schedule 210**

= Line 62, column (b)  
= Line 63, column (b)  
= Line 64, column (b)

**Schedule 410**

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

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

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)	Line No.
		<b>ORDINARY ITEMS</b>					
		<b>OPERATING INCOME</b>					
		<b>Railway Operating Income</b>					
1		(101) Freight	509,419	511,773	509,419		1
2		(102) Passenger	-0-	-0-	-0-		2
3		(103) Passenger-Related	-0-	-0-	-0-		3
4		(104) Switching	27,859	22,854	27,859		4
5		(105) Water Transfers	-0-	-0-	-0-		5
6		(106) Demurrage	8,663	5,076	8,663		6
7		(110) Incidental	3,787	4,471	3,787		7
8		(121) Joint Facility-Credit	-0-	-0-	-0-		8
9		(122) Joint Facility-Debit	-0-	-0-	-0-		9
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	549,728	544,174	549,728		10
11		(502) Railway operating revenues-Transfers from Government Authorities for current operations	-0-	-0-	-0-		11
12		(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities	-0-	-0-	-0-		12
13		<b>TOTAL RAILWAY OPERATING REVENUES (lines 10-12)</b>	549,728	544,174	549,728		13
14	*	(531) Railway operating expenses	404,631	410,321	404,631		14
15	*	<b>Net revenue from railway operations</b>	145,097	133,853	145,097		15
		<b>OTHER INCOME</b>					
16		(506) Revenue from property used in other than carrier operations	3	3			16
17		(510) Miscellaneous rent income	2,964	3,149			17
18		(512) Separately operated properties-Profit	-0-	-0-			18
19		(513) Dividend Income (cost method)	-2	-0-			19
20		(514) Interest Income	3,068	3,959			20
21		(516) Income from sinking and other funds	88	33			21
22		(517) Release of premiums on funded debt	17	20			22
23		(518) Reimbursements received under contracts and agreements	-0-	-0-			23
24		(519) Miscellaneous income	6,004	4,085			24
		<b>Income from affiliated companies: 519</b>					
25		a. Dividends (equity method)	254	-0-			25
26		b. Equity in undistributed earnings (losses)	96	205			26
27		<b>TOTAL OTHER INCOME (lines 16-26)</b>	12,496	11,454			27
28		<b>TOTAL INCOME (lines 15, 27)</b>	157,593	145,307			27
		<b>MISCELLANEOUS DEDUCTIONS FROM INCOME</b>					
29		(534) Expenses of property used in other than carrier operations	-0-	-0-			29
30		(544) Miscellaneous taxes	48	-0-			30
31		(545) Separately operated properties-Loss	-0-	-0-			31
32		(549) Maintenance of investment organization	0	343			32
33		(550) Income Transferred under contracts and agreements	-0-	-0-			33
34		(551) Miscellaneous income charges	2,267	892			34
35		(553) Uncollectible accounts	-0-	-0-			35
36		<b>TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-35)</b>	2,315	1,235			36
37		<b>Income available for fixed charges (lines 28, 36)</b>	155,278	144,072			37

## 200. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Continued

## NOTES TO FINANCIAL STATEMENTS

The FASB, in December 1990, issued Statement of Financial Accounting Standards No. 106, "Employers' Accounting for Postretirement Benefits Other Than Pensions" (SFAS 106). This new standard requires that the accrual method of accounting be used to recognize the cost of all postretirement benefits. Currently, most companies, including the Railroad, recognize these costs on the cash basis. The Railroad is required to adopt the new accounting and disclosure rules no later than 1993, although earlier implementation is permitted. The standard may be adopted prospectively or via a cumulative catch-up adjustment.

The Railroad is currently assessing the impact of SFAS 106, and has not decided when it will adopt the new standard or what method of adoption will be used. Because of the complexities of the new standard, management has not yet determined the effect that the change in accounting will have on the Railroad's reported financial position and results of operations. However, management believes the liability required upon adoption will not be substantially different from the \$39 million previously recorded under purchase accounting to reflect the estimated liability for such benefits as of the Acquisition Date.



# **210. RESULTS OF OPERATIONS** (Dollars in Thousands)

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

2. Report total operating expenses from Schedule 410 of this report. Any disparities in expense amounts shown in this schedule and expense amounts reported in Schedule 410 must be fully explained on page 18.

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

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

5. Cross-checks

**Schedule 210**

Line 15, column (b)  
Line 47 plus 48 plus 49, column (b)  
Line 50, column (b)

**Schedule 210**

= Line 62, column (b)  
= Line 63, column (b)  
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**Schedule 410**

Line 14, column (b) = Line 620, column (b)  
Line 14, column (d) = Line 620, column (f)  
Line 14, column (e) = Line 620, column (g)  
Line 49, column (b)

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)	Line No.
		<b>ORDINARY ITEMS OPERATING INCOME</b>					
1		(101) Freight	509,419	511,773	509,419		1
2		(102) Passenger	-0-	-0-	-0-		2
3		(103) Passenger-Related	-0-	-0-	-0-		3
4		(104) Switching	27,859	22,854	27,859		4
5		(105) Water Transfers	-0-	-0-	-0-		5
6		(106) Demurrage	8,663	5,076	8,663		6
7		(110) Incidental	3,787	4,471	3,787		7
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9		(122) Joint Facility-Debit	-0-	-0-	-0-		9
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	549,728	544,174	549,728		10
11		(502) Railway operating revenues-Transfers from Government Authorities for current operations	-0-	-0-	-0-		11
12		(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities	-0-	-0-	-0-		12
13		<b>TOTAL RAILWAY OPERATING REVENUES (lines 10-12)</b>	549,728	544,174	549,728		13
14	*	(531) Railway operating expenses	404,631	410,321	404,631		14
15	*	<b>Net revenue from railway operations</b>	145,097	133,853	145,097		15
		<b>OTHER INCOME</b>					
16		(506) Revenue from property used in other than carrier operations	3	3			16
17		(510) Miscellaneous rent income	2,964	3,149			17
18		(512) Separately operated properties-Profit	-0-	-0-			18
19		(513) Dividend Income (cost method)	2	0			19
20		(514) Interest Income	3,068	3,959			20
21		(516) Income from sinking and other funds	88	33			21
22		(517) Release of premiums on funded debt	17	20			22
23		(518) Reimbursements received under contracts and agreements	-0-	-0-			23
24		(519) Miscellaneous income	6,004	4,085			24
		<b>Income from affiliated companies: 519</b>					
25		a. Dividends (equity method)		-0-			25
26		b. Equity in undistributed earnings (losses)	350	205			26
27		<b>TOTAL OTHER INCOME (lines 16-26)</b>	12,496	11,454			27
28		<b>TOTAL INCOME (lines 15, 27)</b>	157,593	145,307			27
		<b>MISCELLANEOUS DEDUCTIONS FROM INCOME</b>					
29		(534) Expenses of property used in other than carrier operations	-0-	-0-			29
30		(544) Miscellaneous taxes	48	-0-			30
31		(545) Separately operated properties-Loss	-0-	-0-			31
32		(549) Maintenance of investment organization	0	343			32
33		(550) Income Transferred under contracts and agreements	-0-	-0-			33
34		(551) Miscellaneous income charges	2,267	892			34
35		(553) Uncollectible accounts	-0-	-0-			35
36		<b>TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-35)</b>	2,315	1,235			36
37		<b>Income available for fixed charges (lines 28, 36)</b>	155,278	144,072			37

## 288. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Continued

## NOTES TO FINANCIAL STATEMENTS

The FASB, in December 1990, issued Statement of Financial Accounting Standards No. 106, "Employers' Accounting for Postretirement Benefits Other Than Pensions" (SFAS 106). This new standard requires that the accrual method of accounting be used to recognize the cost of all postretirement benefits. Currently, most companies, including the Railroad, recognize these costs on the cash basis. The Railroad is required to adopt the new accounting and disclosure rules no later than 1993, although earlier implementation is permitted. The standard may be adopted prospectively or via a cumulative catch-up adjustment.

The Railroad is currently assessing the impact of SFAS 106, and has not decided when it will adopt the new standard or what method of adoption will be used. Because of the complexities of the new standard, management has not yet determined the effect that the change in accounting will have on the Railroad's reported financial position and results of operations. However, management believes the liability required upon adoption will not be substantially different from the \$39 million previously recorded under purchase accounting to reflect the estimated liability for such benefits as of the Acquisition Date.

**210. RESULTS OF OPERATIONS**

(Dollars in Thousands)

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

2. Report total operating expenses from Schedule 410 of this report. Any disparities in expense amounts shown in this schedule and expense amounts reported in Schedule 410 must be fully explained on page 18.

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

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

**5. Cross-checks****Schedule 210**

Line 15, column (b)  
Line 47 plus 48 plus 49, column (b)  
Line 50, column (b)

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

**Schedule 210**

= Line 62, column (b)  
= Line 63, column (b)  
= Line 64, column (b)  
**Schedule 410**  
= Line 620, column (b)  
= Line 620, column (c)

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)
		<b>ORDINARY ITEMS</b>				
		<b>OPERATING INCOME</b>				
		<b>Railway Operating Income</b>				
1		(101) Freight	509,419	511,773	509,419	
2		(102) Passenger	-0-	-0-	-0-	
3		(103) Passenger-Related	-0-	-0-	-0-	
4		(104) Switching	27,859	22,854	27,859	
5		(105) Water Transfers	-0-	-0-	-0-	
6		(106) Demurrage	8,663	5,076	8,663	
7		(110) Incidental	3,787	4,471	3,787	
8		(121) Joint Facility-Credit	-0-	-0-	-0-	
9		(122) Joint Facility-Debit	-0-	-0-	-0-	
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	549,728	544,174	549,728	
11		(502) Railway operating revenues-Transfers from Government Authorities for current operations	-0-	-0-	-0-	
12		(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities	-0-	-0-	-0-	
13		<b>TOTAL RAILWAY OPERATING REVENUES (lines 10-12)</b>	<b>549,728</b>	<b>544,174</b>	<b>549,728</b>	
14	*	(531) Railway operating expenses	404,631	410,321	404,631	
15	*	<b>Net revenue from railway operations</b>	<b>145,097</b>	<b>133,853</b>	<b>145,097</b>	
		<b>OTHER INCOME</b>				
16		(506) Revenue from property used in other than carrier operations	3	3		
17		(510) Miscellaneous rent income	2,964	3,149		
18		(512) Separately operated properties-Profit	-0-	-0-		
19		(513) Dividend Income (cost method)	2	-0-		
20		(514) Interest Income	3,068	3,959		
21		(516) Income from sinking and other funds	88	33		
22		(517) Release of premiums on funded debt	17	20		
23		(518) Reimbursements received under contracts and agreements	-0-	-0-		
24		(519) Miscellaneous income	6,004	4,085		
		<b>Income from affiliated companies: 519</b>				
25		a. Dividends (equity method)	254	-0-		
26		b. Equity in undistributed earnings (losses)	96	205		
27		<b>TOTAL OTHER INCOME (lines 16-26)</b>	<b>12,496</b>	<b>11,454</b>		
28		<b>TOTAL INCOME (lines 15, 27)</b>	<b>157,593</b>	<b>145,307</b>		
		<b>MISCELLANEOUS DEDUCTIONS FROM INCOME</b>				
29		(534) Expenses of property used in other than carrier operations	-0-	-0-		
30		(544) Miscellaneous taxes	48	-0-		
31		(545) Separately operated properties-Loss	-0-	-0-		
32		(549) Maintenance of investment organization	0	343		
33		(550) Income Transferred under contracts and agreements	-0-	-0-		
34		(551) Miscellaneous income charges	2,267	892		
35		(553) Uncollectible accounts	-0-	-0-		
36		<b>TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-35)</b>	<b>2,315</b>	<b>1,235</b>		
37		<b>Income available for fixed charges (lines 28, 36)</b>	<b>155,278</b>	<b>144,072</b>		

**210. RESULTS OF OPERATIONS—Continued**  
(Dollars in Thousands)

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
<b>FIXED CHARGES</b>					
38		(546) Interest on funded debt:			38
		(a) Fixed interest not in default	58,251	74,878	
39		(b) Interest in default	-0-	-0-	39
40		(547) Interest on unfunded debt	-0-	-0-	40
41		(548) Amortization of discount on funded debt	997	566	41
42		<b>TOTAL FIXED CHARGES (lines 38-41)</b>	59,248	75,444	42
43		Income after fixed charges (lines 37, 42)	96,030	68,628	43
<b>OTHER DEDUCTIONS</b>					
44		(546) Interest on funded debt:	-0-	-0-	44
		(c) Contingent interest			
<b>UNUSUAL OR INFREQUENT ITEMS</b>					
45		(555) Unusual or infrequent items (debit) credit	-0-	-0-	45
46		Income (Loss) from continuing operations (before income taxes)	96,030	68,628	46
<b>PROVISIONS FOR INCOME TAXES</b>					
47	*	(556) Income taxes on ordinary income:			47
		(a) Federal income taxes	9,442	9,055	
48	*	(b) State income taxes	926	121	48
49	*	(c) Other income taxes	38	101	49
50	*	(557) Provision for deferred taxes	20,332	13,172	50
51		<b>TOTAL PROVISIONS FOR INCOME TAXES (lines 47-50)</b>	30,738	22,449	51
52	*	Income from continuing operations (lines 46-51)	65,292	46,179	52
<b>DISCONTINUED OPERATIONS</b>					
53		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$ )	-0-	-0-	53
54		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$ )	-0-	-0-	54
55		Income before extraordinary items (lines 52 + 53 + 54)	65,292	46,179	55
<b>EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES</b>					
56		(570) Extraordinary items (Net)	-0-	-0-	56
57		(590) Income taxes on extraordinary items	-0-	-0-	57
58		(591) Provision for deferred taxes—Extraordinary items	-0-	-0-	58
59		<b>TOTAL EXTRAORDINARY ITEMS (lines 56-58)</b>	-0-	-0-	59
60		(592) Cumulative effect of changes in accounting principles (less applicable tax of \$ )	-0-	-0-	60
61	*	Net income (Loss) (lines 55 + 59 + 60)	65,292	46,179	61
<b>Reconciliation of net railway operating income (NROI)</b>					
62	*	Net revenues from railway operations	145,097	133,853	62
63	*	(556) Income taxes on ordinary income (—)	(10,406)	(9,277)	63
64	*	(557) Provision for deferred income taxes (—)	(20,332)	(13,172)	64
65		Income from lease of road and equipment (—)	(28)	(80)	65
66		Rent for leased roads and equipment ( + )	-0-	-0-	66
67		Net railway operating income (loss)	114,331	111,324	67

NOTES AND REMARKS FOR MEMPHIS 210 and 220

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**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	\$ 4,773	\$ 3,562	1
2		(601.5) Prior period adjustments to beginning retained earnings	-0-	-0-	2
		<b>CREDITS</b>			
3	*	(602) Credit balance transferred from income	65,196	96	3
4		(603) Appropriations released	48,361	-0-	4
5		(606) Other credits to retained earnings	-0-	-0-	5
6		<b>TOTAL</b>	113,557	96	6
		<b>DEBITS</b>			
7	*	(612) Debit balance transferred from income	-0-	-0-	7
8		(616) Other debits to retained earnings	-0-	-0-	8
9		(620) Appropriations for sinking and other funds	1,336	-0-	9
10		(621) Appropriations for other purposes	-0-	-0-	10
11		(623) Dividends: Common stock	(-0-)	-0-	11
12		Preferred stock <sup>1</sup>	-0-	-0-	12
13		<b>TOTAL</b>	1,336	-0-	13
14		Net increase (decrease) during year (Line 6 minus line 13)	112,221	96	14
15	*	Balances at close of year (Lines 1, 2 and 14)	116,994	3,658	15
16	*	Balances from line 15(c)	3,658	N/A	16
17		Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year (798)	120,652	NA	17
18		(797) Total appropriated retained earnings:			18
19		Credits during year \$ <u>1,336</u>			19
20		Debits during year \$ <u>48,361</u>			20
21		Balance at Close of year \$ <u>847</u>			21
		<b>Amount of assigned Federal income tax consequences:</b>			
22		Account 606 \$ _____			22
23		Account 616 \$ _____			23

<sup>1</sup>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 actually issued when certificates are signed and sealed and placed with the proper officer for sale and delivery or are pledged or otherwise placed in some special fund of the respondent. They are considered to be actually issued when sold to a bona fide purchaser who holds them free from control by the respondent. All securities actually issued and not reacquired by or for the respondent are considered to be actually outstanding. If reacquired by or for the respondent, and not canceled or retired, they are considered to be nominally outstanding.

Line No	Class of Stock (a)	Par Value (b)	Number of Shares				Book Value at End of Year		Line No
			Authorized (c)	Issued (d)	In Treasury (e)	Outstanding (f)	Outstanding (g)	In Treasury (h)	
1	Common	8/11/72	100	100	None	100	-	None	1
2									2
3									3
4	Preferred	N/A							4
5									5
6									6
7									7
8									8
9									9
10	TOTAL	1.00	100	100	None	100	-	None	10

## PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR

(Dollars in Thousands)

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

Line No.	Items (a)	Preferred Stock		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	None	None	100	-	None	None	72,226	11
12	Capital Stock Sold <sup>1</sup>								12
13	Capital Stock Reacquired								13
14	Capital Stock Canceled								14
15	Capital Contribution From IC Corp.							50,000	15
16									16
17	Balance at close of year	None	None	100	-	None	None	122,226	17

<sup>1</sup>By footnote on page 17 state the purpose of the issue and authority.

**240. STATEMENT OF CASH FLOWS**

(Dollars in Thousands)

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

**CASH FLOWS FROM OPERATING ACTIVITIES**

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

**RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES**

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
10.		Income from continuing operations	65,292	46,179	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	(745)	(3,224)	11.
12.		Depreciation and amortization expenses	19,887	21,620	12.
13.		Increase (decrease) in provision for Deferred Income Taxes	20,332	13,172	13.
14.		Net decrease (increase) in undistributed earnings (losses) of affiliates	(96)	2,107	14.
15.		Decrease (increase) in accounts receivable	(2,593)	(8,663)	15.
16.		Decrease (increase) in materials and supplies, and other current assets	(422)	(85)	16.
17.		Increase (decrease) in current liabilities other than debt	(31,569)	(18,369)	17.
18.		Increase (decrease) in other—net	(8,326)	7,276	18.
19.		Net cash provided from continuing operations (Lines 10-18)	61,760	60,013	19.
20.		Add (subtract) cash generated (paid) by reason of discontinued operations and extraordinary items	-0-	-0-	20.
21.		NET CASH PROVIDED FROM OPERATING ACTIVITIES (Lines 19 & 20)	61,760	60,013	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	19,432	90,826	22.
23.		Capital expenditures	(38,115)	(37,357)	23.
24.		Net change in temporary cash investments not qualifying as cash equivalents	-0-	-0-	24.
25.		Proceeds from sale/repayment of investment and advances	3,352	1,449	25.
26.		Purchase price of long-term investment and advances	-0-	-0-	26.
27.		Net decrease (increase) in sinking and other special funds	-0-	-0-	27.
28.		Other—net	(10,534)	(10,335)	28.
29.		NET CASH USED IN INVESTING ACTIVITIES (Lines 22-28)	(25,866)	44,583	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	166,982	1,839	30.
31.		Principal payments of long-term debt	(250,873)	(132,458)	31.
32.		Proceeds from issuance of capital stock	-0-	-0-	32.
33.		Purchase price of acquiring treasury stock	-0-	-0-	33.
34.		Cash dividends paid	-0-	-0-	34.
35.		Other—net	49,350	-0-	35.
36.		<b>NET CASH FROM FINANCING ACTIVITIES (Lines 30-35)</b>	<b>(34,541)</b>	<b>(130,619)</b>	36.
37.		<b>NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (Lines 21, 29 &amp; 36)</b>	<b>1,352</b>	<b>(26,023)</b>	37.
38.		Cash and cash equivalents at beginning of the year	13,504	39,527	38.
39.		<b>CASH AND CASH EQUIVALENTS AT END OF THE YEAR (Lines 37 &amp; 38)</b>	<b>14,856</b>	<b>13,504</b>	39.
		Footnotes to Schedule 240			
		Cash paid during the year for:			
40.		Interest (net of amount capitalized)*	55,700	78,800	40.
41.		Income taxes (net)*	15,700	3,400	41.

\*Only applies if indirect method is adopted.

**NOTES AND REMARKS**

**245. WORKING CAPITAL**  
(Dollars in Thousands)

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

Line No.	Item (a)	Source No.	Amount (b)	Line
<b>CURRENT OPERATING ASSETS</b>				
1	Interline and Other Balances (705)	Schedule 200, line 5, column b	2,873	1
2	Customers (706)	Schedule 200, line 6, column b	41,945	2
3	Other (707)	Note A	7,587	3
4	<b>TOTAL CURRENT OPERATING ASSETS</b>	Line 1 + 2 + 3	52,405	4
<b>OPERATING REVENUE</b>				
5	Railway Operating Revenue	Schedule 210, line 13, column b	549,728	5
6	Rent Income	Note B	30,704	6
7	<b>TOTAL OPERATING REVENUES</b>	Lines 5 + 6	580,432	7
8	Average Daily Operating Revenues	Line 7 - 360 days	1,612	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 - line 8	33	9
10	Revenue Delay Days Plus Buffer	Lines 9 + 15 days	48	10
<b>CURRENT OPERATING LIABILITIES</b>				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	1,233	11
12	Audited Accounts and Wages Payable (753)	Note A	6,752	12
13	Accounts Payable—Other (754)	Note A	743	13
14	Other Taxes Accrued (761.5)	Note A	10,322	14
15	<b>TOTAL CURRENT OPERATING LIABILITIES</b>	Sum of lines 11 to 14	19,050	15
<b>OPERATING EXPENSES</b>				
16	Railway Operating Expenses	Schedule 210, line 14, column b	404,631	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	19,887	17
18	Cash Related Operating Expenses	Line 16 + line 17	415,448	18
19	Average Daily Expenditures	Line 18 - 360 days	1,154	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 - line 19	17	20
21	Days of Working Capital Required	Line 10 - line 20 (Note C)	31	21
22	Cash Working Capital Required	Line 21 × line 19	35,774	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	14,856	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	14,856	24
<b>MATERIALS AND SUPPLIES</b>				
25	Total Material and Supplies (712)	Note A	15,586	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	16	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	15,570	27
28	<b>TOTAL WORKING CAPITAL</b>	Line 24 + line 27	30,426	28

- Notes:
- (A) Use common carrier portion only. Common carrier refers to railway transportation service.
- (B) Rent Income is the sum of Schedule 410, column h, lines 121, 122, 123, 127, 128, 129, 133, 134, 135, 208, 210, 212, 227, 229, 231, 312, 314, and 316. Rent income is added to railway operating revenues to produce total revenues. Rent income is also added to total operating expenses to exclude the rent revenue items from operating expense.
- (C) If result is negative, use zero.

**NOTES AND REMARKS**

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ART II-DETERMINE NONRAILROAD-RELATED TAXES FOR RAIL-RELATED AFFILIATES (EXCLUDES ALL AFFILIATED RAILROADS)

5) This is calculated by dividing the nonrailroad-related income for combined rail-related affiliates by the total pre-tax net income for all combined rail-related affiliates and multiplying this result by the total taxes (current provision plus deferred). This equals the taxes on nonrailroad income for all affiliated companies..... 4

ART III - DETERMINE TOTAL NONRAILROAD-RELATED TAXES

7) This is determined as follows:

Total income taxes on nonrailroad-related income for all railroads in the reporting entity (Item 5 above)....	902
+ Total Nonrailroad-related taxes for rail-related affiliates (Item 6 above).....	4
Equals Total nonrailroad-related taxes (This amount should be transferred to Schedule 250, Part A, Line 3)...	906

**250—CONSOLIDATED INFORMATION  
FOR REVENUE ADEQUACY DETERMINATION  
(Dollars in Thousands)**

Line No.	Item (a)	Beginning of year (b)	End of year (c)
	Adjusted Net Railway Operating Income For Reporting Entity		
1	Combined/Consolidated Net Railway Operating Income for Reporting Entity	N/A	114,331
2	Add: Interest Income from Working Capital Allowance—Cash Portion		1,367
3	Income Taxes Associated with Non-Rail Income and Deductions		906
4	Gain or (loss) from transfer/reclassification to nonrail-status (net of income taxes)		507
5	Adjusted Net Railway Operating Income (Lines 1, 2, 3 & 4)		117,111
	Adjusted Investment in Railroad Property for Reporting Entity		
6	Combined Investment in Railroad Property Used in Transportation Service	898,720	916,014
7	Less: Interest During Construction	-0-	-0-
8	Other Elements of Investment (if debit balance)	-0-	-0-
9	Add: Net Rail Assets of Rail-Related Affiliates	-0-	-0-
10	Working Capital Allowance	28,502	30,426
11	Net Investment Base Before Adjustment for Deferred Taxes (Lines 6 through 10)	927,222	946,440
12	Less: Accumulated Deferred Income Tax Credits	159,362	172,260
13	Net Investment Base (Line 11 - 12)	767,860	774,180

In the space provided, please list all railroads and rail-related affiliated companies which are being reported in this consolidation, along with the nature of the business for each company.

Name of Affiliate	Nature of Business
ILLINOIS CENTRAL RAILROAD KENSINGTON & EASTERN RAILROAD WATERLOO RAILWAY COMPANY CHICAGO INTERMODAL COMPANY MISSISSIPPI VALLEY CORPORATION	RAILROAD RAILROAD RAILROAD INTERMODAL FACILITY HOLDING COMPANY

# SCHEDULE 250 - PART B

## Determination of Nonrail Taxes

This table is designed to facilitate the calculation of taxes that are not rail-related, the amount to be reported on Schedule 250, Line 3.

### art 1 - DETERMINE TAXES ON NONRAILROAD INCOME FOR ALL COMBINED/CONSOLIDATED RAILROADS (EXCLUDES ALL RAIL-RELATED AFFILIATES)

1)	Determine Combined/Consolidated Adjusted income from continuing operations (before taxes) for all affiliated railroads (all classes). Do <u>not</u> include rail-related affiliates that are not railroads in this part. This represents the total combined /consolidated amounts for all items listed below for all railroads in the reporting entity.	
	Income from continuing operations (before taxes) should be the equivalent of the numbers contained in the R-1 Schedule 210, Line 46 adjusted to include all railroads in the reporting entity.....	96,017
	- Equity in undistributed earnings, which represents the total of Schedule 210, Line 26 for all railroads in the reporting entity.....	350
	- Dividends in affiliated companies. (If the affiliate is 80% or more controlled by the parent railroad, then deduct 100% of the affiliate's dividend. If the affiliate is less than 80% controlled by the parent railroad, then deduct 80% of the affiliate's dividend).....	203
	= Adjusted income from continuing operations (before taxes). This represents "A" in item (3) below.....	95,464
(2)	Determine Combined/Consolidated Adjusted Pre-tax NROI for all railroads in the reporting entity Combined/Consolidated Pre-tax NROI for the entire entity, which equals the amount shown on Schedule 250, Line 1.....	114,331
	+ Current Provision for taxes, which represents the consolidated amounts of Schedule 210, Line 51 for all railroads in the reporting entity. (This figure includes <u>both</u> Account 556, Income Taxes on Ordinary Income and Account 557, Provision for Deferred Taxes.....	30,738
	+ Interest income on working capital allowance, which represents the total consolidated interest income relative to the working capital component of the net investment base and should equal the amount shown in Schedule 250, Line 2 for all railroads in the reporting entity.....	1,367
	+ Release of premiums on funded debt, which represents the consolidated total of release of premium on funded debt as shown on Schedule 210, Line 22 for all railroads in the reporting entity.....	17
	- Total fixed charges, which represents the consolidated total of fixed charges as shown on Schedule 210, Line 42 for all railroads in the reporting entity.....	59,248
	- Railroad-related income from affiliates (other than railroads) which was included in consolidated NROI (Schedule 250, Line 1).....	13
	= Combined/Consolidated Pre-Tax Adjusted NROI for all railroads. This represents "B" in Item (3) below.....	87,192
(3)	Calculate the railroad-related tax ratio: "B/A".....	.91335
(4)	Compute the nonrailroad-related complement: (1 - Railroad-related income ratio) which equals the Nonrailroad-related tax ratio.....	.08665
(5)	Compute the nonrailroad portion of the total provisions for taxes. This equals:  The Nonrailroad-related tax ratio (Item (4) above) times the total current income taxes accrued on ordinary income (Account 556) which represents the consolidated amounts of Schedule 210, Lines 47, 48, and 49 for all railroads in the reporting entity.....	902

## GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310, 310A

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

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

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

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

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

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

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

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

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

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

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

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

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

## OTHER PARTIES TO JOINT CONTROL

PAGE 26

Line 1 ConRail; C&NW; N&W  
 Line 2 BN; Seaboard System  
 Line 3 Stock owned by other than Railroads  
 Line 4 BN; Chessie; L&N; M-K-T; MP; N&W; SLSW; Sou  
 Line 5 ATSF; BN; ConRail; CSX; GTW; MP; N&W; Soo  
 Line 6 ATSF; BN; Chessie; ConRail; C&NW; BM; DRGW; FEC;  
 KCS; MKT; NS; REP; SBD; SP; UP

## 310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

1 Give particulars of investments in stocks, bonds, other secured obligations, unsecured notes, and investment advances of companies affiliated with respondent, included in accounts Nos 715, "Sinking Funds"; 716, "Capital Funds"; 721, "Investments and Advances Affiliated Companies"; and 717, "Other Funds."

2 Entries in this schedule should be made in accordance with the definitions and general instructions given on page 18, classifying the investments by means of letters, figures, and symbols in columns (a), (b), and (c).

3 Indicate by means of an arbitrary mark in column (d) the obligation in support of which any security is pledged, mortgaged, or otherwise encumbered, giving names and other important particulars of such obligations in footnotes.

4 Give totals for each class and for each subclass and a grand total for each account.

5 Entries in column (d) should show date of maturity of bonds and other evidences of indebtedness. In case obligations of the same designation mature serially, the date in column (d) may be reported as "Serially 19\_\_\_\_ to 19\_\_\_\_." Abbreviations in common use in standard financial publications may

Line No.	Account No.	Class No	Kind of industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of Control	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	A1	VII	Peoria & Pe kin Union Railway Co Comm Stock	46+	1
2				Paducah & Illinois RR Co " "	33+	2
3				Mississippi Export RR Co	25+	3
4				Terminal RR Assn. of St. Louis " "	12+	4
5				Belt Railway Co.	8+	5
6				Trailer Train Co.	1+	6
7						7
8				Total A1		8
9	721	D1	VIII	Trailer Train Company Note 4-17-67		9
10				" 1-09-69		10
11				Total D1		11
12						12
13						13
14	721	D3	X	Equity Less Than 10,000		14
15				Total D3		15
16						16
17						17
18	721	E1	VII	Paduach & Illinois R.R. Co. Advances		18
19				Terminal R.R. Association of St. Louis "		19
20				Total E1		20
21						21
22				Total 721		22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40



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

be used to conserve space.

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

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

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

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

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

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

Line No.	Investments and advances				Disposed of: profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income (l)	Line No.
	Opening balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (i)				
1	474			474				1
2	3	380		383				2
3	-							3
4	-							4
5	5,090		505	2,585				5
6	43			43				6
7	5,610	380	505	3,485				7
8								8
9	336			336				9
10	336			336				10
11	672			672				11
12								12
13								13
14	7			7				14
15	7			7				15
16								16
17								17
18	1,525		41	1,284				18
19	4,331	69	43	4,357				19
20	5,656	69	84	5,641				20
21								21
22								22
23	9,945	449	589	9,805				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

NOTE: Line 5 Column H Return of Investment  
Line 18 Column H Return of Advances  
Line 19 Column H Return of Advances

**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						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
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

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

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

Line No	(a) Name of issuing company and description of security held	(b) Balance at beginning of year	(c) Adjustment for investments equity method	(d) Equity in undistributed earnings (losses) during year	(e) Amortization during year	(f) Adjustment for investments disposed of or written down during year	Balance at close of year (g)	Line No
1	Carriers (List specifics for each company)							
1	Peoria & Pekin Union Rwy Co. Comm Stock	2,153		101			2,254	1
2	Mississippi Export RR Co. " "	1,409		(5)			1,404	2
3	Paducah & Illinois RR Co. " "	-						3
4								4
5								5
6								6
7								7
8								8
9								9
10								10
11								11
12								12
13								13
Noncarrier (List specifics for each company)								
14								14
15								15
16								16
17								17
18								18
19								19
20								20
21								21
22								22
23								23
24								24
25								25
26								26
27								27

**310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES—Concluded**  
(Dollars in Thousands)

Line No.	Investments and advances				Disposed of. profit (loss)	Adjustments Account 721 5	Dividends or interest credited to income (l)	Line No.
	Opening balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (i)				
1								1
2								2
3								3
4								4
5								5
6								6
7								7
8								8
9								9
10								10
11								11
12								12
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35								35
36								36
37								37
38								38
39								39
40								40

## 310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES

(Dollars in Thousands)

Undistributed Earnings From Certain Investments in Affiliated Companies

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

Line No	Name of issuing company and description of security held (a)	Balance at beginning of year (b)	Adjustment for investments equity method (c)	Equity in undistributed earnings (losses) during year (d)	Amortization during year (e)	Adjustment for investments disposed of or written down during year (f)	Balance at close of year (g)	Line No
<b>Carriers (List specifics for each company)</b>								
1	Peoria & Pekin Union Rwy Co. Comm Stock	2,153		101			2,254	1
2	Mississippi Export RR Co. " "	1,409		(5)			1,404	2
3	Paducah & Illinois RR Co. " "	-						3
4								4
5								5
6								6
7								7
8								8
9								9
10								10
11								11
12								12
13								13
<b>Noncarrier (List specifics for each company)</b>								
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

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

Line No.	Investments and advances				Disposed of, profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income (i)	Line No
	Opening balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (i)				
1								1
2								2
3								3
4								4
5								5
6								6
7								7
8								8
9								9
10								10
11								11
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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 column (c) and (e) should be included all entries covering expenditures for additions and betterments, as defined, whether or not replacing other property.
5. In column (f) should be entered all credits representing property sold, abandoned, or otherwise retired.
6. Both the debit and credit involved in each transfer, adjustment, or clearance, between road and equipment accounts, should be included in the column in which the item was initially included; also the transfer of prior years' debits or credits from investment in road and equipment to operating expenses or other accounts, or vice versa, should be included in the column applicable to current items of like nature. Each such transfer, adjustment, or clearance should be fully explained when in excess of \$100,000.
7. If during the year an individual charge of \$100,000 or more was made to Account No. 2, "Land for Transportation Purposes," state in a footnote the cost, location, area, and other details which will identify the property.
8. Report on line 29 amounts not includible in the primary road accounts. The items reported should be briefly identified and explained under "Notes and Remarks," below. Amounts should be reported on this line only under special circumstances, usually after permission is obtained from the Commission for exceptions to prescribed accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Commission.
9. If during the year a segment of transportation property was acquired, state in a footnote the name of the vendor, the mileage acquired, and the date of acquisition, giving location and the cost of the property to the respondent. Also furnish a statement of the amount included in each primary account representing such property acquired, referring to the column or columns in which the entries appear.
10. If an amount of less than \$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 the year for original road and equipment ment. and road extensions	Expenditures during the year for purchase of existing lines, reorganizations, etc	Line No
		(a)	(b)	(c)	(d)	
1		(2) Land for transportation purposes	121,888			1
2		(3) Grading	87,266			2
3		(4) Other right-of-way expenditures	41			3
4		(5) Tunnels and subways	23,358			4
5		(6) Bridges, trestles and culverts	149,083			5
6		(7) Elevated structures				6
7		(8) Ties	115,202			7
8		(9) Rail and other track material	196,149			8
9		(11) Ballast	96,119			9
10		(13) Fences, snowsheds, and signs	130			10
11		(16) Station and office buildings	2,469			11
12		(17) Roadway buildings	223			12
13		(18) Water stations	19			13
14		(19) Fuel stations	246			14
15		(20) Shops and enginehouses	6,181			15
16		(22) Storage warehouses				16
17		(23) Wharves and docks	23			17
18		(24) Coal and ore wharves	77			18
19		(25) TOFC COFC terminals	29			19
20		(26) Communication systems	9,915			20
21		(27) Signals and interlockers	21,601			21
22		(29) Power plants	6			22
23		(31) Power-transmission systems	165			23
24		(35) Miscellaneous structures	10			24
25		(37) Roadway machines	4,461			25
26		(39) Public improvements - Construction	6,621			26
27		(44) Shop machinery	5,488			27
28		(45) Power-plant machinery	90			28
29		Other (specify and explain)				29
30		TOTAL EXPENDITURES FOR ROAD	846,860			30
31		(52) Locomotives	18,044			31
32		(53) Freight-train cars	35,263			32
33		(54) Passenger-train cars				33
34		(55) Highway revenue equipment	215			34
35		(56) Floating equipment				35
36		(57) Work equipment	2,851			36
37		(58) Miscellaneous equipment	323			37
38		(59) Computer systems and word processing equipment	1,137			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	57,833			39
40		(76) Interest during construction				40
41		(80) Other elements of investment				41
42		(90) Construction in progress				42
43		GRAND TOTAL	904,693			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 (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year <i>10/1/45</i> (h)	Line No
1			300	(300)	121,588	1
2		1,290	1,268	22	87,288	2
3					41	3
4					23,358	4
5		4,993	342	4,651	153,734	5
6						6
7		6,515	5,265	1,250	116,452	7
8		7,199	6,948	251	196,400	8
9		4,661	3,928	733	96,852	9
10		11		11	141	10
11		678	65	613	3,082	11
12		37	2	35	258	12
13					19	13
14		487		487	733	14
15		179	5	174	6,355	15
16						16
17					23	17
18					77	18
19		106		106	135	19
20		1,148	74	1,074	10,989	20
21		6,732	29	6,703	28,304	21
22					6	22
23					165	23
24					10	24
25		1,617	10	1,607	6,068	25
26		648	53	595	7,216	26
27		42		42	5,530	27
28					90	28
29						29
30		36,343	18,289	18,054	864,914	30
31		975	590	385	18,429	31
32		148	708	(560)	34,703	32
33						33
34			16	(16)	199	34
35						35
36		24	22	2	2,853	36
37		81	25	56	379	37
38		544		544	1,681	38
39		1,772	1,361	411	58,244	39
40						40
41						41
42						42
43		38,115	19,650	18,465	923,155	43

*923/58*

**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. 31-22-00, 31-23-00, 31-25-00, 31-21-00, 35-21-00, 35-23-00, 35-22-00, and 35-25-00. It should include the cost of equipment owned and leased to others when the rents therefrom are included in the rent for equipment Accounts Nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00, inclusive. The composite rates used should be those prescribed or otherwise authorized by the Commission, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any changes in rates were effective during the year, give full particulars in a footnote.

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

3. Show in columns (e), (f), and (g) data applicable to Lessor property, when the rent therefor is included in Account Nos. 31-11-00, 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.

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

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

Line No.	Account  (a)	OWNED AND USED			LEASED FROM OTHERS			Line No.
		Depreciation base		Annual composite rate (percent) (d)	Depreciation base		Annual composite rate (percent) (g)	
		1/1 At beginning of year (b)	12/1 At close of year (c)		At beginning of year (e)	At close of year (f)		
	ROAD							
1	(3) Grading	87 582	87 295	1.17				1
2	(4) Other, right-of-way expenditures	41	41	2.70				2
3	(5) Tunnels and subways	23 379	23 358	1.30				3
4	(6) Bridges, trestles, and culverts	147 489	149 992	1.45				4
5	(7) Elevated structures							5
6	(8) Ties	115 545	116 982	4.42				6
7	(9) Rail and other track material	196 229	195 429	2.40				7
8	(11) Ballast	96 213	96 771	1.92				8
9	(13) Fences, snow sheds, and signs	122	138	3.24				9
10	(16) Station and office buildings	2 276	2 807	3.28				10
11	(17) Roadway buildings	222	246	4.37				11
12	(18) Water stations	19	19	7.87				12
13	(19) Fuel stations	240	245	4.49				13
14	(20) Shops and enginehouses	6 090	6 121	3.26				14
15	(22) Storage warehouses							15
16	(23) Wharves and docks	23	23	4.05				16
17	(24) Coal and ore wharves	77	77	3.62				17
18	(25) TOFC/COFC terminals	9 822	9 822	2.74				18
19	(26) Communication systems	9 666	10 835	2.15				19
20	(27) Signals and interlockers	21 317	23 115	2.82				20
21	(29) Power plants	6	6	2.85				21
22	(31) Power-transmission systems	166	165	1.57				22
23	(35) Miscellaneous structures	10	10	2.67				23
24	(37) Roadway machines	4 073	4 894	8.11				24
25	(39) Public improvements—Construction	6 558	6 776	3.83				25
26	(44) Shop machinery	5 493	5 530	4.52				26
27	(45) Power-plant machinery	90	90	2.28				27
28	All other road accounts							28
29	Amortization (other than defense projects)							29
30	TOTAL ROAD	732 748	740 787	1.80				30
	EQUIPMENT							
31	(52) Locomotives	21 285	21 670	.82				31
32	(53) Freight-train cars	36 072	35 447	4.15				32
33	(54) Passenger-train cars							33
34	(55) Highway revenue equipment	215	199	40.70				34
35	(56) Floating equipment							35
36	(57) Work equipment	2 845	2 851	3.69				36
37	(58) Miscellaneous equipment	323	359	29.96				37
38	(59) Computer systems and word processing equipment	624	895	20.00				38
39	TOTAL EQUIPMENT	61 364	61 421	3.45				39
40	GRAND TOTAL	794 112	802 208	NA			NA	40

### 335. ACCUMULATED DEPRECIATION—ROAD AND EQUIPMENT OWNED AND USED

(Dollars in Thousands)

1. Disclose the required information in regard to credits and debits to Account No. 735, "Accumulated Depreciation: Road and Equipment Property," during the year relating to owned and used road and equipment. Include entries for depreciation of equipment owned but not used when the resulting rents are included in the "Lease Rentals—Credit—Equipment" accounts and "Other Rents—Credit—Equipment" accounts. Exclude any entries for depreciation of equipment that is used but not owned when the resulting rents are included in "Lease Rental—Debit—Equipment" account and "Other Rents—Debit—Equipment" accounts. (See Schedule 351 for the accumulated depreciation to road and equipment owned and leased to others.)

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

3. A debit balance in columns (b) or (g) for any primary account should be 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  (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading	(1568)	1023		1260		(1805)	1
2		(4) Other, right-of-way expenditures	2	1				3	2
3		(5) Tunnels and subways	325	304				629	3
4		(6) Bridges, trestles, and culverts	2851	2161		342		4670	4
5		(7) Elevated structures							5
6		(8) Ties	(5397)	5168		5234	2439	(7902)	6
7		(9) Rail and other track material	11777	4717	2116	6912		11698	7
8		(11) Ballast	(5737)	1860	170	3904		(7611)	8
9		(13) Fences, snow sheds, and signs	3	4				7	9
10		(16) Station and office buildings	135	84	2	43		178	10
11		(17) Roadway buildings	8	10		2		16	11
12		(18) Water stations	1	1				2	12
13		(19) Fuel stations	14	11				25	13
14		(20) Shops and enginehouses	195	200		5		390	14
15		(22) Storage warehouses							15
16		(23) Wharves and docks	1	1				2	16
17		(24) Coal and ore wharves	3	3				6	17
18		(25) TOFC/CORC terminals	429	269				698	18
19		(26) Communication systems	230	218		73		375	19
20		(27) Signals and interlockers	273	630		29		874	20
21		(29) Power plants							21
22		(31) Power-transmission systems	6	2				8	22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines	57	375	24	11		445	24
25		(39) Public improvements—Construction	296	255		53		498	25
26		(44) Shop machinery*	272	249				521	26
27		(45) Power-plant machinery	5	2				7	27
28		All other road accounts							28
29		Amortization (Adjustments)							29
30		TOTAL ROAD	4181	17548	2312	17868	2439	3734	30
		EQUIPMENT							
31	•	(52) Locomotives	253	174		486		(59)	31
32	•	(53) Freight-train cars	1255	1488		253		2490	32
33	•	(54) Passenger-train cars							33
34	•	(55) Highway revenue equipment	9	87		16		80	34
35	•	(56) Floating equipment							35
36	•	(57) Work equipment	172	105		(59)		336	36
37	•	(58) Miscellaneous equipment	9	104		25		88	37
38		(59) Computer systems and word processing equipment	94	381				475	38
39	•	Amortization Adjustments							39
40		TOTAL EQUIPMENT	1792	2339		721		3410	40
41		GRAND TOTAL	5973	19887	2312	18589	2439	7144	41

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

**339. ACCRUED LIABILITY—LEASED PROPERTY**  
(Dollars in Thousands)

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

Line No	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO ACCOUNTS During the year		DEBITS TO ACCOUNTS During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		<b>ROAD</b>							
1		(3) Grading							1
2		(4) Other, right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snow sheds, and signs							9
10		(16) Station and office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops and enginehouses		None					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		<b>TOTAL ROAD</b>							30
		<b>EQUIPMENT</b>							
31		(52) Locomotives							31
32		(53) Freight-train cars							32
33		(54) Passenger-train cars		None					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		<b>TOTAL EQUIPMENT</b>							40
41		<b>GRAND TOTAL</b>							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 charges in rates were effective during the year, give full particulars in a footnote.

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

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

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

Line No.	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
		At beginning of year (b)	At close of year (c)		
	<b>ROAD</b>				
1	(3) Grading			%	1
2	(4) Other, right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snow sheds, and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings				11
12	(18) Water stations				12
13	(19) Fuel stations				13
14	(20) Shops and enginehouses	Included on Schedule 332			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	<b>TOTAL ROAD</b>				30
	<b>EQUIPMENT</b>				
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	<b>TOTAL EQUIPMENT</b>				40
41	<b>GRAND TOTAL</b>				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)	List No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		<b>ROAD</b>							
1		(3) Grading							1
2		(4) Other, right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snow sheds, and signs							9
10		(16) Station and office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops and enginehouses	Included on Schedule 335						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		<b>TOTAL ROAD</b>							29
		<b>EQUIPMENT</b>							
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		<b>TOTAL EQUIPMENT</b>							38
39		<b>GRAND TOTAL</b>							39

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

NOTES AND REMARKS FOR SCHEDULE 342

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

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

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

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

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

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

Line No.	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
		At beginning of year (b)	At close of year (c)		
	<b>ROAD</b>				
1	(3) Grading				1
2	(4) Other, right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snow sheds, and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings				11
12	(18) Water stations				12
13	(19) Fuel stations				13
14	(20) Shops and enginehouses	Included on Schedule 332			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	<b>TOTAL ROAD</b>				29
	<b>EQUIPMENT</b>				
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	<b>TOTAL EQUIPMENT</b>				38
39	<b>GRAND TOTAL</b>				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 and Equipment Property," during the year relating to road and equipment leased to others, the depreciation charges for which are not includible in operating expenses of the respondent. (See Schedule 330 for the reserve relating to road and equipment owned and used by the respondent).

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

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

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		<b>ROAD</b>							
1		(3) Grading							1
2		(4) Other, right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snow sheds, and signs							9
10		(16) Station and office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops and enginehouses	Included on Schedule 335						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		<b>TOTAL ROAD</b>							29
		<b>EQUIPMENT</b>							
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		<b>TOTAL EQUIPMENT</b>							38
39		<b>GRAND TOTAL</b>							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 companies whose names appear in column (b). Values of property of other carriers segregated by estimate or otherwise should correspond in amount to the deductions made by the owners in their reports. If separate value is not available, explanations should be given. Differences between the amounts in column (d) of this schedule and the amounts shown in column (c), line 24, on the asset side of the comparative general balance sheet of each individual railway, should be explained in a footnote. Book value included in Accounts 731 or 732 of the owner should be reported in column (d) in reference to the investment of the respondent in the securities of the owner unless a good reason can be given for the contrary. Methods of estimating (by capitalizing rentals at 6 percent or otherwise) value of property of private owners, or portions of property of other carriers, should be explained.

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

Line No.	Class (See Ins. 2)	Name of company	Miles of road used (See Ins. 4) (whole number)	Investments in property (See Ins. 5)	Depreciation and amortization of defense projects (See Ins. 6)	Line No.
(a)		(b)	(c)	(d)	(e)	
1	R	Illinois Central Railroad Co.	2,766	923 158	7 144	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
31		TOTAL	2 766	923 158	7 144	31

**352B. INVESTMENT IN RAILWAY PROPERTY USED IN TRANSPORTATION SERVICE**

(By Property Accounts)

(Dollars in Thousands)

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

2. The amounts for respondent and for each group or class of companies and properties on line 44 herein, should correspond with the amounts for each class of company and properties shown in Schedule 352A. Continuing records shall be maintained by respondent of the primary property accounts separately for each company or property included in the schedule.

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

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

Line No.	Cross Check	Account (a)	Respondent (b)	Lessor railroads (c)	Inactive (proprie- tary companies) (d)	Other Leased properties (e)	Line No.
1		(2) Land for transportation purposes	121 588				1
2		(3) Grading	87 288				2
3		(4) Other, right-of-way expenditures	41				3
4		(5) Tunnels and subways	23 358				4
5		(6) Bridges, trestles, and culverts	153 734				5
6		(7) Elevated structures					6
7		(8) Ties	116 452				7
8		(9) Rail and other track material	196 400				8
9		(11) Ballast	96 852				9
10		(13) Fences, snow sheds, and signs	141				10
11		(16) Station and office buildings	3 082				11
12		(17) Roadway buildings	258				12
13		(18) Water stations	19				13
14		(19) Fuel stations	733				14
15		(20) Shops and enginehouses	6 355				15
16		(22) Storage warehouses					16
17		(23) Wharves and docks	23				17
18		(24) Coal and ore wharves	77				18
19		(25) TOFC/COFC terminals	135				19
20		(26) Communication systems	10 989				20
21		(27) Signals and interlockers	28 304				21
22		(29) Power plants	6				22
23		(31) Power-transmission systems	165				23
24		(35) Miscellaneous structures	10				24
25		(37) Roadway machines	6 068				25
26		(39) Public improvements—Construction	7 216				26
27		(44) Shop machinery	5 530				27
28		(45) Power-plant machinery	90				28
29		Leased property capitalized rentals (explain)					29
30		Other (specify and explain)					30
31		<b>TOTAL ROAD</b>	864 914				31
32		(52) Locomotives	18 429				32
33		(53) Freight-train cars	34 703				33
34		(54) Passenger-train cars					34
35		(55) Highway revenue equipment	199				35
36		(56) Floating equipment					36
37		(57) Work equipment	2 853				37
38		(58) Miscellaneous equipment	379				38
39		(59) Computer systems and word processing equipment	1 681				39
40		<b>TOTAL EQUIPMENT</b>	58 244				40
41		(76) Interest during construction					41
42		(80) Other elements of investment					42
43		(90) Construction work in progress					43
44		<b>GRAND TOTAL</b>	923 158				44

## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

## Cross-checks -

Schedule 410		Schedule 210
Line 620, column (h)	=	Line 14, column (b)
Line 620, column (f)	=	Line 14, column (d)
Line 620, column (g)	=	Line 14, column (e)
		Schedule 412
Lines 136 thru 138 column (f)	=	Line 29 column (b)
Lines 118 thru 123, and 130 thru 135 column (f)	=	Line 29, column (c)
		Schedule 414
Line 231, column (f)	=	Line 19, columns (b) thru (d)
Line 230, column (f)	=	Line 19, columns (e) thru (g)
		Schedule 415
Lines 207, 208, 211, 212, column (f)	=	Lines 5, 38, column (f)
Lines 226, 227, column (f)	=	Lines 24, 39, column (f)
Lines 311, 312, 315, 316, column (f)	=	Lines 32, 35, 36, 37, 40, 41, column (f)
		And
		Schedule 414
		Minus line 24, columns (b) thru (d) plus line 24, columns (e) thru (g)
		Schedule 415
Line 213, column (f)	=	Lines 5, 38, columns (c) and (d)
Line 232, column (f)	=	Lines 24, 39, columns (c) and (d)
Line 317, column (f)	=	Lines 32, 35, 36, 37, 40, 41, columns (c) and (d)
Lines 202, 203, 216, column (f) (equal to or greater than, but variance cannot exceed line 216, column (f))	=	Lines 5, 38, column (b)
Lines 221, 222, 235, column (f) (equal to or greater than, but variance cannot exceed line 235, column (f))	=	Lines 24, 39, column (b)
Lines 302 thru 307 and 320, column (f) (equal to or greater than, but variance cannot exceed line 320, column (f))	=	Lines 32, 35, 36, 37, 40, 41, column (b)
		Schedule 417
Line 507, column (f)	=	Line 1, column (j)
Line 508, column (f)	=	Line 2, column (j)
Line 509, column (f)	=	Line 3, column (j)
Line 510, column (f)	=	Line 4, column (j)
Line 511, column (f)	=	Line 5, column (j)
Line 512, column (f)	=	Line 6, column (j)
Line 513, column (f)	=	Line 7, column (j)
Line 514, column (f)	=	Line 8, column (j)
Line 515, column (f)	=	Line 9, column (j)
Line 516, column (f)	=	Line 10, column (j)
Line 517, column (f)	=	Line 11, column (j)
		Schedule 450
Line 4 column b	=	Line 47 column b
		Schedule 210

# 410. RAILWAY OPERATING EXPENSES

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Freight

Line No. Check	Name of railway operating expense account (a)	Salaries & wages (b)	Materials (c)	Purchased services (d)	General (e)	Total freight (f)	Passenger (g)	Total (h)	Line No.
<b>WAY AND STRUCTURES</b>									
<b>ADMINISTRATION</b>									
1	Track	(1,050)	73	102	1,183	308		308	1
2	Bridge and Building	409	15	181	900	1,485		1,485	2
3	Signal	340	8	(6)	150	492		492	3
4	Communication	262	21	21	44	348		348	4
5	Other	37	9	82	290	418		418	5
<b>REPAIR AND MAINTENANCE</b>									
6	Roadway - Running	1,298	31	893	1,861	4,083		4,083	6
7	Roadway - Switching		(13)	308		308		308	7
8	Tunnels and Subways - Running					(13)		(13)	8
9	Tunnels and Subways - Switching					0		0	9
10	Bridges and Culverts - Running	517	147	131	96	891		891	10
11	Bridges and Culverts - Switching		1			1		1	11
12	Ties - Running	141	117	(154)	43	147		147	12
13	Ties - Switching					0		0	13
14	Rail and other track material - Running	2,146	1,787	(344)	197	3,786		3,786	14
15	Rail and other track material - Switching		253			253		253	15
16	Ballast - Running	691	(1,293)	(131)	133	(600)		(600)	16
17	Ballast - Switching					0		0	17
18	Road Property Damaged - Running	390	(14)			376		376	18
19	Road Property Damaged - Switching			(1)		(1)		(1)	19
20	Road Property Damaged - Other			(1)	8	7		7	20
21	Signals and Interlockers - Running	1,932	840	(458)	175	2,489		2,489	21
22	Signals and Interlockers - Switching		2			2		2	22
23	Communications Systems	1,263	780	136	37	2,216		2,216	23
24	Power Systems		16	5		21		21	24
25	Highway Grade Crossings - Running	502	250	(155)	7	604		604	25
26	Highway Grade Crossings - Switching					0		0	26
27	Station and Office Buildings	11	208	315	4	538		538	27
28	Shop Buildings - Locomotives	465	73	20	5	563		563	28
29	Shop Buildings - Freight Cars		3	23		26	N/A	26	29
30	Shop Buildings - Other Equipment	147	5	4		156		156	30

## 410. RAILWAY OPERATING EXPENSES

Line No. Check	Name of railway operating expense account (a)	Freight					Total freight (f)	Passenger (g)	Total (h)	Pg 46	1991
		Salaries & wages (b)	Materials (c)	Purchased services (d)	General (e)	Line No.					
REPAIR AND MAINTENANCE - Continued											
101	Locomotive Servicing Facilities	10	9	51		70			70	101	
102	Miscellaneous Buildings and Structures	14	21	793		828			828	102	
103	Coal Terminals					0		N/A	0	103	
104	Ore Terminals					0		N/A	0	104	
105	Other Marine Terminals					0		N/A	0	105	
106	TOPC/COPC - Terminals		11	222		233		N/A	233	106	
107	Motor Vehicle Loading and Distr. Facilities			9		9		N/A	9	107	
108	Facilities for Other Specialized Service Operations					0		N/A	0	108	
109	Roadway Machines	362	(1,638)	214	84	(978)			(978)	109	
110	Small Tools and Supplies	(11)	583	16	2	590			590	110	
111	Snow Removal	21	3	32		56			56	111	
112	Pringe Benefits - Running	N/A	N/A	N/A	1,354	1,354			1,354	112	
113	Pringe Benefits - Switching	N/A	N/A	N/A	19	19			19	113	
114	Pringe Benefits - Other	N/A	N/A	N/A	1,014	1,014			1,014	114	
115	Casualties and Insurance - Running	N/A	N/A	N/A	1,180	1,180			1,180	115	
116	Casualties and Insurance - Switching	N/A	N/A	N/A	(103)	(103)			(103)	116	
117	Casualties and Insurance - Other	N/A	N/A	N/A	524	524			524	117	
118	Lease Rentals - Debit - Running	N/A	N/A	(650)	N/A	(650)			(650)	118	
119	Lease Rentals - Debit - Switching	N/A	N/A		N/A	0			0	119	
120	Lease Rentals - Debit - Other	N/A	N/A	3,301	N/A	3,301			3,301	120	
121	Lease Rentals - (Credit) - Running	N/A	N/A		N/A	0			0	121	
122	Lease Rentals - (Credit) - Switching	N/A	N/A		N/A	0			0	122	
123	Lease Rentals - (Credit) - Other	N/A	N/A	(506)	N/A	(506)			(506)	123	
124	Joint Facility Rent - Debit - Running	N/A	N/A	(2,235)	N/A	(2,235)			(2,235)	124	
125	Joint Facility Rent - Debit - Switching	N/A	N/A	4	N/A	4			4	125	
126	Joint Facility Rent - Debit - Other	N/A	N/A	3	N/A	3			3	126	
127	Joint Facility Rent - (Credit) - Running	N/A	N/A	(923)	N/A	(923)			(923)	127	
128	Joint Facility Rent - (Credit) - Switching	N/A	N/A	(299)	N/A	(299)			(299)	128	
129	Joint Facility Rent - (Credit) - Other	N/A	N/A		N/A	0			0	129	
130	Other Rents - Debit - Running	N/A	N/A	(197)	N/A	(197)			(197)	130	
131	Other Rents - Debit - Switching	N/A	N/A		N/A	0			0	131	
132	Other Rents - Debit - Other	N/A	N/A		N/A	0			0	132	
133	Other Rents - (Credit) - Running	N/A	N/A		N/A	0			0	133	

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# 410. RAILWAY OPERATING EXPENSES

Line Cross No. Check	Name of railway operating expense account (a)	Freight					Total freight (f)	Passenger (g)	Total (h)	Line No.
		Salaries & wages (b)	Materials (c)	Purchased services (d)	General (e)					
REPAIR AND MAINTENANCE - Continued										
134	Other Rents - (Credit) - Switching	N/A	N/A		N/A	0	0		0	134
135	Other Rents - (Credit) - Other	N/A	N/A		N/A	0	0		0	135
136	Depreciation - Running	N/A	N/A	N/A	11,461	11,461	11,461		11,461	136
137	Depreciation - Switching	N/A	N/A	N/A	4,640	4,640	4,640		4,640	137
138	Depreciation - Other	N/A	N/A	N/A	1,198	1,198	1,198		1,198	138
139	Joint Facility - Debit - Running	N/A	N/A	373	N/A	373	373		373	139
140	Joint Facility - Debit - Switching	N/A	N/A	290	N/A	290	290		290	140
141	Joint Facility - Debit - Other	N/A	N/A		N/A	0	0		0	141
142	Joint Facility - (Credit) - Running	N/A	N/A	(3,538)	N/A	(3,538)	(3,538)		(3,538)	142
143	Joint Facility - (Credit) - Switching	N/A	N/A	(1,090)	N/A	(1,090)	(1,090)		(1,090)	143
144	Joint Facility - (Credit) - Other	N/A	N/A	(2)	N/A	(2)	(2)		(2)	144
145	Dismantling Retired Road Property - Running					0	0		0	145
146	Dismantling Retired Road Property - Switching					0	0		0	146
147	Dismantling Retired Road Property - Other	8		9		17	17		17	147
148	Other - Running	(37)	11			(26)	(26)		(26)	148
149	Other - Switching					0	0		0	149
150	Other - Other	(13)		109	(528)	(532)	(532)		(532)	150
151	TOTAL WAY AND STRUCTURES	9,855	2,319	(3,063)	25,878	34,989	34,989	0	34,989	151
EQUIPMENT										
LOCOMOTIVES										
201	Administration	1	12	13	76	102	102		102	201
202	Repair and Maintenance	9,098	11,911	339	1	21,349	21,349		21,349	202
203	Machinery Repair	21	4	20		45	45		45	203
204	Equipment Damaged			(206)		(206)	(206)		(206)	204
205	Fringe Benefits	N/A	N/A	N/A	3,430	3,430	3,430		3,430	205
206	Other Casualties and Insurance	N/A	N/A	N/A	4,948	4,948	4,948		4,948	206
207	Lease Rentals - Debit	N/A	N/A	10,761	N/A	10,761	10,761		10,761	207
208	Lease Rentals - (Credit)	N/A	N/A	(13)	N/A	(13)	(13)		(13)	208
209	Joint Facility Rent - Debit	N/A	N/A		N/A	0	0		0	209
210	Joint Facility Rent - (Credit)	N/A	N/A		N/A	0	0		0	210
211	Other Rents - Debit	N/A	N/A		N/A	0	0		0	211
212	Other Rents - (Credit)	N/A	N/A		N/A	0	0		0	212
213	Depreciation	N/A	N/A	N/A	174	174	174		174	213
214	Joint Facility - Debit	N/A	N/A	21	N/A	21	21		21	214
215	Joint Facility - (Credit)	N/A	N/A	(400)	N/A	(400)	(400)		(400)	215
216	Repairs Allocated to Others - (Credit)	N/A	N/A	(619)	N/A	(619)	(619)		(619)	216

410. RAILWAY OPERATING EXPENSES

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Freight

Line Cross No. Check	Name of railway operating expense account (a)	Salaries & wages (b)	Materials (c)	Purchased services (d)	General (e)	Total freight (f)	Passenger (g)	Total (h)	Line No.
217	LOCOMOTIVES - Continued								
218	Dismantling Retired Property					0		0	217
219	Other	(42)				(42)		(42)	218
	TOTAL LOCOMOTIVES	9,078	11,927	9,916	8,629	39,550	0	39,550	219
220	FREIGHT CARS								
221	Administration	136	12	20	99	267	N/A	267	220
222	Repair and Maintenance	10,553	10,659	7,692	77	28,981	N/A	28,981	221
223	Machinery Repair	53	10	51		114	N/A	114	222
224	Equipment Damaged			1,716		1,716	N/A	1,716	223
225	Fringe Benefits	N/A	N/A	N/A	3,311	3,311	N/A	3,311	224
226	Other Casualties and Insurance	N/A	N/A	N/A	3,802	3,802	N/A	3,802	225
227	Lease Rentals - Debit	N/A	N/A	29,715	N/A	29,715	N/A	29,715	226
228	Lease Rentals - (Credit)	N/A	N/A	(248)	N/A	(248)	N/A	(248)	227
229	Joint Facility Rent - Debit	N/A	N/A	1	N/A	1	N/A	1	228
230	Joint Facility Rent - (Credit)	N/A	N/A		N/A	0	N/A	0	229
231	Other Rents - Debit	N/A	N/A	53,233	N/A	53,233	N/A	53,233	230
232	Other Rents - (Credit)	N/A	N/A	(27,077)	N/A	(27,077)	N/A	(27,077)	231
233	Depreciation	N/A	N/A	N/A	1,488	1,488	N/A	1,488	232
234	Joint Facility - Debit	N/A	N/A		N/A	0	N/A	0	233
235	Joint Facility - (Credit)	N/A	N/A	(704)	N/A	(704)	N/A	(704)	234
236	Repairs Billed to Others - (Credit)	N/A	N/A	(15,236)	N/A	(15,236)	N/A	(15,236)	235
237	Dismantling Retired Property	(42)	75			33	N/A	33	236
238	Other		10,756	49,163	8,777	79,396	N/A	79,396	237
	TOTAL FREIGHT CARS								238
301	OTHER EQUIPMENT								
302	Administration	2	2	(1)	146	149		149	301
303	Repair and Maintenance								
304	Trucks, Trailers, and Containers - Revenue service			1,660	4	1,664	N/A	1,664	302
305	Floating Equipment - Revenue Service					0	N/A	0	303
306	Passenger and Other Revenue Equipment					0		0	304
307	Computer systems and word processing equip.			438		438		438	305
308	Machinery	41	7	40		88		88	306
309	Work and Other Non-Revenue Equipment	(7)	96	1,639		1,728		1,728	307
310	Equipment Damaged					0		0	308
311	Fringe Benefits	N/A	N/A	N/A	865	865		865	309
312	Other Casualties and Insurance	N/A	N/A	N/A	555	555		555	310
	Lease Rentals - Debit	N/A	N/A	5,611	N/A	5,611		5,611	311
	Lease Rentals - (Credit)	N/A	N/A	(6)	N/A	(6)		(6)	312



413. RAILWAY OPERATING EXPENSES

Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Pg 49	1991
			Salaries & wages (b)	Materials (c)	Purchased services (d)	General (e)	Total freight (f)			Line No.	
OTHER EQUIPMENT - Continued											
313		Joint Facility Rent - Debit	N/A	N/A		N/A	0	0	313		
314		Joint Facility Rent - (Credit)	N/A	N/A		N/A	0	0	314		
315	†	Other Rents - Debit	N/A	N/A	2,203	N/A	2,203	2,203	315		
316	†	Other Rents - (Credit)	N/A	N/A	(1,632)	N/A	(1,632)	(1,632)	316		
317	†	Depreciation	N/A	N/A	N/A	926	926	926	317		
318		Joint Facility - Debit	N/A	N/A		N/A	0	0	318		
319		Joint Facility - (Credit)	N/A	N/A		N/A	0	0	319		
320	†	Repairs Billed to Others - (Credit)	N/A	N/A	(4)	N/A	(4)	(4)	320		
321		Dismantling Retired Property			26		26	26	321		
322		Other	(5)		0	(269)	(274)	(274)	322		
323		TOTAL OTHER EQUIPMENT	31	105	9,974	2,227	12,337	0	323		
324		TOTAL EQUIPMENT	19,809	22,789	69,053	19,632	131,283	0	324		
TRANSPORTATION											
TRAIN OPERATIONS											
401		Administration	1,764	150	390	217	2,521	2,521	401		
402		Engine Crews	16,241	(75)	(101)	874	16,939	16,939	402		
403		Train Crews	32,996	233	(177)	2,014	34,966	34,966	403		
404		Dispatching Trains	2,641	30	145	9	2,825	2,825	404		
405		Operating Signals and Interlockers	1,941	12	(51)	10	1,912	1,912	405		
406		Operating Drawbridges	38		3		41	41	406		
407		Highway Crossing Protection	7	4	151		162	162	407		
408		Train Inspection and Lubrication	1,984	3	(2)		1,985	1,985	408		
409		Locomotive Fuel	16	29,367	(37)	(33)	29,313	29,313	409		
410		Elect. Power Purchased or Produced for Motive Power					0	0	410		
411		Servicing Locomotives	1,418	1,345	(6)	(41)	2,716	2,716	411		
412		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	119	119	119	412		
413		Clearing Wrecks	11	9	1,033		1,053	1,053	413		
414		Fringe Benefits	N/A	N/A	N/A	20,168	20,168	20,168	414		
415		Other Casualties and Insurance	N/A	N/A	N/A	13,557	13,557	13,557	415		
416		Joint Facility - Debit	N/A	N/A	3,421	N/A	3,421	3,421	416		
417		Joint Facility - (Credit)	N/A	N/A	(4,066)	N/A	(4,066)	(4,066)	417		
418		Other	304		251	20	575	575	418		
419		TOTAL TRAIN OPERATIONS	59,261	31,078	954	36,914	128,207	0	419		
YARD OPERATIONS											
420		Administration	294	113	127	69	603	603	420		
421		Switch Crews	18,105	(129)	5	(55)	17,926	17,926	421		

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Freight

Line Cross No. Check	Name of railway operating expense account (a)	Salaries & wages (b)	Materials (c)	Purchased services (d)	General (e)	Total freight (f)	Passenger (g)	Total (h)	Line No.
<b>YARD OPERATIONS - Continued</b>									
422	Controlling Operations	2,032		200	9	2,241		2,241	422
423	Yard and Terminal Clerical	2,747	25	575		3,347		3,347	423
424	Operating Switches, Signals, Retarders and Humps	3		3		6		6	424
425	Locomotive Fuel	(12)	3,723		(4)	3,707		3,707	425
426	Elect. Power Purchased or Produced for Motive Power					0		0	426
427	Servicing Locomotives	571	465		(3)	1,033		1,033	427
428	Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	312	312		312	428
429	Clearing Wrecks	3	3	180		186		186	429
430	Fringe Benefits	N/A	N/A	N/A	9,850	9,850		9,850	430
431	Other Casualties and Insurance	N/A	N/A	N/A	4,800	4,800		4,800	431
432	Joint Facility - Debit	N/A	N/A	1,405	N/A	1,405		1,405	432
433	Joint Facility - (Credit)	N/A	N/A	(4,795)	N/A	(4,795)		(4,795)	433
434	Other				43	43		43	434
435	<b>TOTAL YARD OPERATIONS</b>	23,743	4,200	(2,300)	15,021	40,664	0	40,664	435
<b>TRAIN AND YARD OPERATIONS COMMON</b>									
501	Cleaning Car Interiors			249	N/A	249		249	501
502	Adjusting and Transferring Loads			95	N/A	95	N/A	95	502
503	Car Loading Devices and Grain Doors		1		N/A	1	N/A	1	503
504	Freight Lost or Damaged - all other	N/A	N/A	N/A	2,043	2,043		2,043	504
505	Fringe Benefits	N/A	N/A	N/A	164	164		164	505
506	<b>TOTAL TRAIN AND YARD OPERATIONS COMMON</b>	0	1	344	2,207	2,552	0	2,552	506
<b>SPECIALIZED SERVICE OPERATIONS</b>									
507	Administration					0	N/A	0	507
508	Pickup and Delivery and Marine Line Haul	1		1,774	69	1,844	N/A	1,844	508
509	Loading and Unloading and Local Marine	997	89	3,668	9	4,763	N/A	4,763	509
510	Protective Services	96		1		97	N/A	97	510
511	Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	137	137	N/A	137	511
512	Fringe Benefits	N/A	N/A	N/A	484	484	N/A	484	512
513	Casualties and Insurance	N/A	N/A	N/A	66	66	N/A	66	513
514	Joint Facility - Debit	N/A	N/A	64	N/A	64	N/A	64	514
515	Joint Facility - (Credit)	N/A	N/A	(1,048)	N/A	(1,048)	N/A	(1,048)	515
516	Other					0	N/A	0	516
517	<b>TOTAL SPECIALIZED SERVICES OPERATIONS</b>	1,094	89	4,459	765	6,407	0	6,407	517

410. RAILWAY OPERATING EXPENSES

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		Freight								
Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & wages (b)	Materials (c)	Purchased services (d)	General (e)	Total freight (f)	Passenger (g)	Total (h)	Line No.
ADMINISTRATIVE SUPPORT OPERATIONS										
518		Administration	583	45	84	103	815		815	518
519		Employees Performing Clerical and Acctg. Functions	5,278	110	1,045	884	7,317		7,317	519
520		Communication Systems Operation			476		476		476	520
521		Loss and Damage Claims Processing		6	2		8		8	521
522		Fringe Benefits	N/A	N/A	N/A	4,427	4,427		4,427	522
523		Casualties and Insurance	N/A	N/A	N/A	2	2		2	523
524		Joint Facility - Debit	N/A	N/A	N/A	N/A	0		0	524
525		Joint Facility - (Credit)	N/A	N/A	N/A	N/A	0		0	525
526		Other	21		96		117		117	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	5,882	161	1,703	5,416	13,162	0	13,162	527
528		TOTAL TRANSPORTATION	89,980	35,529	5,160	60,323	190,992	0	190,992	528
GENERAL AND ADMINISTRATIVE										
601		Officers - General Administration	4,260	12	39	1,322	5,633		5,633	601
602		Accounting, Auditing and Finance	4,862	58	286	59	5,265		5,265	602
603		Management Services and Data Processing	2,022	354	3,787	(100)	6,063		6,063	603
604		Marketing	1,328	20	117	665	2,130		2,130	604
605		Sales	1,203	38	277	314	1,832		1,832	605
606		Industrial Development		1	11	18	30	N/A	30	606
607		Personnel and Labor Relations	85	12	174	29	300		300	607
608		Legal and Secretarial	812	35	7,030	237	8,114		8,114	608
609		Public Relations and Advertising			52	12	64		64	609
610		Research and Development					0		0	610
611		Fringe Benefits	N/A	N/A	N/A	5,196	5,196		5,196	611
612		Casualties and Insurance	N/A	N/A	N/A	350	350		350	612
613		Writedown of Uncollectible Accounts	N/A	N/A	N/A	813	813		813	613
614		Property Taxes	N/A	N/A	N/A	6,202	6,202		6,202	614
615		Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	3,574	3,574		3,574	615
616		Joint Facility - Debit	N/A	N/A	6	N/A	6		6	616
617		Joint Facility - (Credit)	N/A	N/A	N/A	N/A	0		0	617
618		Other	118	72	1,180	(575)	795		795	618
619		TOTAL GENERAL AND ADMINISTRATIVE	14,690	502	12,959	19,116	47,367	0	47,367	619
620	*	TOTAL CARRIER OPERATING EXPENSES	134,334	61,239	84,109	124,949	404,631	0	404,631	620

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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 (a)	Depreciation (b)	Lease/Rentals (net) (c)	Amortization adjustment during year (d)	Line No.
1		2	Land for transportation purposes	N/A			1
2		3	Grading	1 023			2
3		4	Other right-of-way expenditures	1			3
4		5	Tunnels and subways	304			4
5		6	Bridges, trestles and culverts	2 161			5
6		7	Elevated structures				6
7		8	Ties	5 168			7
8		9	Rail and other track material	4 717			8
9		11	Ballast	1 860			9
10		13	Fences, snowsheds and signs	4			10
11		16	Station and office buildings	84			11
12		17	Roadway buildings	10			12
13		18	Water stations	1			13
14		19	Fuel stations	11			14
15		20	Shops and enginehouses	200			15
16		22	Storage warehouses				16
17		23	Wharves and docks	1			17
18		24	Coal and ore wharves	3			18
19		25	TOFC COFC terminals	269			19
20		26	Communications systems	218			20
21		27	Signals and interlockers	630			21
22		29	Power plants				22
23		31	Power transmission systems	2			23
24		35	Miscellaneous structures				24
25		37	Roadway machines	375			25
26		39	Public improvements, construction	255			26
27		45	Power plant machines	2			27
28		—	Other lease/rentals	N/A	1948	N/A	28
29	*	—	TOTAL	17 299	1948		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 Schedule 410, 414 and 415 "Other Equipment" is outlined in note 6 to Schedule 415.
4. Report in columns (b) and (c) rentals for private-line cars (whether under railroad control or not) and shipper-owned cars.
5. Report in columns (c), (d), (f), and (g) rentals for railroad owned cars prescribed by the Commission in L.A. Part No. 334, for which rentals are settled on a combination mileage and time basis (basic per diem) include railroad owned per diem tank cars on line 17.

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

Line No.	Cross Check	Type of equipment (a)	GROSS AMOUNTS RECEIVABLE Per diem basis			GROSS AMOUNTS PAYABLE Per diem basis			Line No
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)	
1		CAR TYPES Box-Plan 40 Foot		-	-	-	-	11	1
2		Box-Plan 50 Foot and Longer		2,966	8,543	511	912	3,939	2
3		Box-Equipped		1,019	1,515	-	970	3,274	3
4		Gondola-Plan		774	1,041	36	312	864	4
5		Gondola-Equipped		58	184	-	459	893	5
6		Hopper-Covered		989	2,635	3,888	3,426	8,409	6
7		Hopper-Open Top-General Service		773	2,819	-	255	579	7
8		Hopper-Open Top-Special Service		119	667	-	12	55	8
9		Refrigerator-Mechanical		-	-	10	34	82	9
10		Refrigerator-Non-Mechanical		77	146	39	80	556	10
11		Flat TOP/COFC		2	9	1,971	8	29	11
12		Flat Multi-Level		-	-	552	37	98	12
13		Flat-General Service		29	38	2	61	87	13
14		Flat-Other		196	782	976	98	537	14
15		Tank-Under 22,000 Gallons		-	-	9,148	-	-	15
16		Tank-22,000 Gallons and Over		-	-	7,709	-	-	16
17		All Other Freight Cars		247	1,039	-	360	1,677	17
18		Auto Racks		-	410	-	-	357	18
19		TOTAL FREIGHT TRAIN CARS		7,249	19,828	24,762	7,024	21,447	19
		OTHER FREIGHT-CARRYING EQUIPMENT							
20		Refrigerated Trailers		-	-	-	-	-	20
21		Other Trailers		-	1,609	1,671	-	532	21
22		Refrigerated Containers		-	-	-	-	-	22
23		Other Containers		-	-	-	-	-	23
24	*	TOTAL TRAILERS AND CONTAINERS		-	1,609	1,671	-	532	24
25		GRAND TOTAL (LINES 19 AND 24)		7,249	21,437	26,433	7,024	21,979	25

**NOTES AND REMARKS**

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## GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415

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

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

(a) Locomotives, line 5 plus line 38 compared to the sum of Schedule 410, lines 202, 203 plus 216 (excluding wreck repairs). *Do not report* in Schedule 415, Equipment Damaged from Schedule 410, line 204.

(b) Freight Cars, line 24 plus line 39 compared to the sum of Schedule 410, lines 221, 222 plus 235 (excluding wreck repairs). *Do not report* in Schedule 415, Equipment Damaged from Schedule 410, line 223.

(c) Sum of Highway Equipment (line 32), Floating Equipment (line 35), Passenger and Other Revenue Equipment (line 36), Computer and Data Processing Equipment (line 37), Machinery-Other Equipment (line 40), plus Work and Other Non-Revenue Equipment (line 41) compared to Schedule 410, the sum of lines 302 through 307, inclusive, plus line 320 (excluding wreck repairs). *Do not report* in Schedule 415, Equipment Damaged from Schedule 410, line 308.

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

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

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

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

a. Locomotives, line 5 plus 38 compared to Schedule 410, line 213

b. Freight Cars, line 24 plus line 39 compared to Schedule 410, line 232

c. Sum of Highway Equipment (line 32); Floating Equipment (line 35); Passenger and Other Revenue Equipment (line 36); Computer and Data Processing Equipment (line 37); Machinery-Other Equipment (line 40); and Work and Other Non-Revenue Equipment (line 41) compared to Schedule 410, line 317.

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

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

a. Locomotives, line 5 plus 38 compared with Schedule 410, lines 207, 208, 211 and 212.

b. Freight Cars, line 24 plus line 39 compared with Schedule 410, lines 226 plus 227 (note that Schedule 410, lines 230 and 231, are reported in Schedule 414 and are not to be included in Schedule 415).

(c) Sum of Lease/Rentals for All Other Equipment, lines 32, 35, 36, 37, 40 and 41, will balance to Schedule 410, lines 311, 312, 315 and 316, except for the interchange rental on trailers and containers which is reported in Schedule 414. Therefore, both Schedules 414 and 415 should be used when balancing Lease/Rentals Other Equipment to Schedule 410. Do not report in Schedule 415 the Trailer and Container rentals reported in Schedule 414.

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

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

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

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

**415. SUPPORTING SCHEDULE—EQUIPMENT**  
(Dollars in Thousands)

Line No	Cross Check	Types of equipment (a)	Repairs (net expense) (b)	Depreciation		Amortization	Line No.
				Owned (c)	Capitalized lease (d)	Adjustment net during year (e)	
1		LOCOMOTIVES					1
		Diesel Locomotive-Yard	1,920	34			
2		Diesel Locomotive-Road	18,810	140			2
3		Other Locomotive-Yard					3
4		Other Locomotive-Road					4
5	*	TOTAL	20,730	174			5
6		FREIGHT TRAIN CARS					6
		Box-Plain 40 Foot					
7		Box-Plain 50 Foot and Longer	1,434	109			7
8		Box-Equipped	2,004	185			8
9		Gondola-Plain	520	240			9
10		Gondola-Equipped	220	54			10
11		Hopper-Covered	3,554	103			11
12		Hopper-Open Top-General Service	3,938	355			12
13		Hopper-Open Top-Special Service	327	247			13
14		Refrigerator-Mechanical					14
15		Refrigerator-Nonmechanical	72				15
16		Flat TOFC/COFC	45				16
17		Flat Multi-level					17
18		Flat-General Service	45	1			18
19		Flat-Other	480	17			19
20		All Other Freight Cars	988	114			20
21		Cabooses	88	57			21
22		Auto Racks	2	6			22
23		Miscellaneous Accessories	28				23
24	*	TOTAL FREIGHT TRAIN CARS	13,745	1,488			24
25		OTHER EQUIPMENT-REVENUE FREIGHT HIGHWAY EQUIPMENT					
		Refrigerated Trailers					25
26		Other Trailers	1,664	87			26
27		Refrigerated Containers					27
28		Other Containers					28
29		Bogies					29
30		Chassis					30
31		Other Highway Equipment (Freight)					31
32	*	TOTAL HIGHWAY EQUIPMENT	1,664	87			32
33		FLOATING EQUIPMENT-REVENUE SERVICE					
		Marine Line-Haul					33
34		Local Marine					34
35	*	TOTAL FLOATING EQUIPMENT					35
36	*	OTHER EQUIPMENT Passenger and Other Revenue Equipment (Freight Portion)					36
37	*	Computer systems and word processing equip.	438	167	214		37
38	*	Machinery-Locomotives <sup>1</sup>	45				38
39	*	Machinery-Freight Cars <sup>2</sup>	114				39
40	*	Machinery-Other Equipment <sup>1</sup>	88	249			40
41	*	Work and Other Non-revenue Equipment	1,728	209			41
42		TOTAL OTHER EQUIPMENT	2,413	625	214		42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	38,552	2,374	214		43

<sup>1</sup>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.

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

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



## 415. SUPPORTING SCHEDULE—EQUIPMENT—Continued

Line No.	Cross Check	Lease and rentals (net) (f)	Investment base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1			1179		101		1
2		10,748	17,250		(160)		2
3							3
4							4
5		10,748	18,429		(59)		5
6							6
7		3,264	1,506		139		7
8		2,493	4,562		567		8
9		41	4,051		611		9
10		21	1,068		(90)		10
11		3,483	5,314		859		11
12		16,374	6,906		319		12
13		140	5,342		343		13
14							14
15		283	2		(4)		15
16		112					16
17							17
18		199	142		(7)		18
19		2,017	447		10		19
20		394	4,525		315		20
21			745		(381)		21
22		646	93		(191)		22
23							23
24		29,467	34,703		2,490		24
25							25
26		1,989	199		80		26
27							27
28							28
29							29
30							30
31							31
32		1,989	199		80		32
33							33
34							34
35							35
36							36
37		1,360	1,134	547	261	214	37
38							38
39							39
40			5,530		521		40
41		2,233	3,232		424		41
42		3,593	9,896	547	1,206	214	42
43		45,797	63,227	547	3,717	214	43

\*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.

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

(Dollars in Thousands)

Line No	Density category (Class) (a)	Account No (b)	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												1
2		8												2
3		9												3
4		11												4
5	SUB-TOTAL													5
6	II	3	63318	(1309)	1.17							63318	(1309)	6
7		8	84265	(5718)	3.25							84265	(5718)	7
8		9	142680	8578	2.69							142680	8578	8
9		11	70493	(5540)	1.92							70493	(5540)	9
10	SUB-TOTAL		360756	(3989)								360756	(3989)	10
11	III	3		N/A	N/A		N/A	N/A		N/A	N/A			11
12		8		N/A	N/A		N/A	N/A		N/A	N/A			12
13		9		N/A	N/A		N/A	N/A		N/A	N/A			13
14		11		N/A	N/A		N/A	N/A		N/A	N/A			14
15	SUB-TOTAL			N/A	N/A		N/A	N/A		N/A	N/A			15
16	IV	3	23970	(496)	1.17							23970	(496)	16
17		8	32187	(2184)	7.50							32187	(2184)	17
18		9	53720	3120	1.62							53720	3120	18
19		11	26359	(2071)	1.92							26359	(2071)	19
20	SUB-TOTAL		136236	(1631)								136236	(1631)	20
21	V	3												21
22		8												22
23		9												23
24		11												24
25	SUB-TOTAL													25
26	GRAND TOTAL		496992	(5620)	N/A			N/A				496992	(5620)	26

(1) Columns (e) + (f) + (i) = Column 12

Columns (d) + (g) + (k) = Column 13

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

**NOTES AND REMARKS**

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

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

Line No.	Cross Check	Items (a)	TOFC/COFC terminal (b)	Floating equipment (c)	Coal marine terminal (d)	One marine terminal (e)	Other marine terminal (f)	Motor vehicle load and distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b-i)	Line No.
1	•	Administration										1
2	•	Pick up and delivery, marine line haul	1844						N/A		1844	2
3	•	Loading and unloading and local marine	4287					476	N/A		4763	3
4	•	Protective services, total debit and credits							97		97	4
5	•	Freight lost or damaged-solely related	18					119			137	5
6	•	Fringe benefits	484								484	6
7	•	Casualty and insurance	66								66	7
8	•	Joint facility - Debit	64								64	8
9	•	Joint facility - Credit	(1048)								(1048)	9
10	•	Other										10
11	•	TOTAL	5715					595	97		6407	11

**Schedule 418**

**Instruction:**

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

**Column**

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

**418. SUPPORTING SCHEDULE—CAPITAL LEASES**  
**(Dollars in thousands)**[illegible]

## NOTES AND REMARKS

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### 498. 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	11 200	1
		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax and Surtax	9 442	2
3		Excess Profits	-	3
4	*	Total - Income Taxes L 2 + 3	9 442	4
5		Railroad Retirement	30 898	5
6		Hospital Insurance	2 341	6
7		Supplemental Annuities	1 403	7
8		Unemployment Insurance	4 053	8
9		All Other United States Taxes	-	9
10		Total - U.S. Government Taxes	48 137	10
11		Total - Railway Taxes	59 337	11

#### B. Adjustments to Federal Income Taxes

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

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

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

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

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

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

Line No.	Particulars (a)	Beginning of year balance (b)	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No.
1	Accelerated depreciation, Sec. 167 I.R.C.: Guideline lives pursuant to Rev. Proc. 62-21.	173 870	4 109	3 531	181 510	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	Tax return adjustments	(780)	50		(730)	6
7	1013 Land basis adjustments	9 129			9 129	7
8	Capitalized lease	(19)	12		(7)	8
9	Safe harbor leases	(27 109)	975		(26 134)	9
10	Profit on sale leasebacks	(889)	153		(736)	10
11	Claims, severances & other reserves	(56 880)	5 204	(84)	(51 760)	11
12	Insurance affiliate income	(547)	(340)	(280)	(1 167)	12
13	State deferred taxes	13 939			13 939	13
14	Deferred land sales	(452)	88		(364)	14
15	Others	18 249	10 420	(3 858)	24 811	15
16						16
17						17
18	Investment tax credit*					18
19	TOTALS	128 511	20 671	(691)	148 491	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 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 \_\_\_\_\_ \$ \_\_\_\_\_



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

Give a brief description for all items, regardless of amount, included during the year in Accounts 555, Unusual or Infrequent Items; 560, Income or Loss From Operations of Discontinued Segments; 562, Gain or Loss on Disposal of Discontinued Segments; 570, Extraordinary Items; 590, Income Taxes on Extraordinary Items; 592, Cumulative Effect of Changes in Accounting Principles; 603, Appropriations Released; 606, Other Credits to Retained Earnings; 616, Other Debits to Retained Earnings; 620, Appropriations for Sinking and Other Funds; 621, Appropriations for Other Purposes. If appropriations released reflect appropriations provided during the year, each account should not be reported.

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

Line No.	Account No. (a)	Item (b)	Debits (c)	Credits (d)	Line No.
1	603	Appropriations released			1
2		Funds appropriated for consolidated			2
3		mortgage sinking Fund released because			3
4		debt retired		48,361	4
5					5
6	620	Appropriations for sinking and other funds.			6
7		Appropriation for GM&O Income Debentures	47		7
8		Appropriation for Consolidated Mortgage	1,289		8
9		Total 620	1,336		9
10					10
11					11
12					12
13					13
14					14
15					15
16					16
17					17
18					18
19					19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30

**MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS**

**501. GUARANTIES AND SURETYSHIPS**

(Dollars in Thousands)

1. If the respondent was under obligation as guarantor or surety for the performance by any other corporation or other association of any agreement or obligation, show the particulars of each contract of guaranty or suretyship in effect at the close of the year or entered into and expired during the year. This inquiry does not cover the case of ordinary commercial paper maturing on demand or not later than 2 years after the date of issue. Items of less than \$50,000 may be shown as one total.

Line No.	Names of all parties principally and primarily liable (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)	Line No.
1	Terminal RR Assn	Refunding & Improvement			1
2	Of St. Louis	Mortgage Bonds			2
3		Series "C"	7 787	Joint	3
4					4
5					5
6	(BN, CSXT, IC, MKT, MP, NW, Sou, SSW)				6
7					7
8					8
9					9
10					10
11					11
12					12
13					13
14					14
15					15
16					16
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24					24
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26					26
27					27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38

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

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

Line No.	Finance Docket number, title, maturity date and concise description of agreement or obligation (a)	Names of all guarantors and sureties (b)	Amount contingent liability of guarantors (c)	Sole or joint contingent liability (d)	Line No.
1	Permanent Facility	ILLINOIS CENTRAL CORPORATION			1
2	Due 1993 to 1996		90,988	Sole	2
3					3
4	Senior Secured				4
5	Notes Due 1998-2001	ILLINOIS CENTRAL CORPORATION	160,000	Sole	5
6					6
7					7
8					8
9					9

**382. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS**  
(Dollars in Thousands)

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

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

NONE

**NOTES AND REMARKS**

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**SCHEDULE 510 SEPARATION OF DEBTHOLDINGS 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 #	Account No.	Title	Source	Balance at Close of Year
1	751	Loans and Notes Payable	Sch. 200, L. 30	-0-
2	764	Equipment Obligations and Other Long Term Debt due Within One Year	Sch. 200, L. 39	21,212
3	765/767	Funded Debt Unmatured	Sch. 200, L. 41	407,811
4	766	Equipment Obligations	Sch. 200, L. 42	8,157
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 43	199
6	768	Debt in Default	Sch. 200, L. 44	-0-
7	770.1/770.2	Unamortized Debt Premium	Sch. 200, L. 46	(7,542)
8		Total Debt	Sum L. 1-7	429,837
9		Debt Directly Related to Road Property	Note 1.	154,654
10		Debt Directly Related to Equipment	Note 1.	15,207
11		Total Debt Directly Related to Road & Equipment	Sum L. 9 and 10	169,861
12		Percent Directly Related to Road	L. 9 + L. 11 (2 decimals)	91.05
13		Percent Directly Related to Equipment	L. 10 + L. 11 (2 decimals)	8.95
14		Debt Not Directly Related to Road or Equipment	L. 8 minus L. 11	259,976
15		Road Property Debt	(L. 12 × L. 14) plus L. 9	391,362
16		Equipment Debt	(L. 13 × L. 14) plus L. 10	38,475

**II. Interest Accrued During the Year:**

Line #	Account No.	Title	Source	Balance at Close of Year
17	546-548	Total Interest and Amortization (Fixed Charges)	Sch. 210, L. 42	59,248
18	546	Contingent Interest on Funded Debt	Sch. 210, L. 44	-0-
19	517	Release of Premiums on Funded Debt	Sch. 210, L. 22	17
20		Total Interest	Sum of Lines (17 + 18) less 19	59,231
21		Interest Affiliated Company Debt	Note 2.	-0-
22		Net Interest Expense	L. 20 minus L. 21	59,231
23		Interest Directly Related to Road Property Debt	Note 3.	21,464
24		Interest Directly Related to Equipment Debt	Note 3.	2,359
25		Interest Not Directly Related to Road or Equipment Property Debt	L. 22 - (L. 23 + L. 24)	35,408
26		Interest Road Property Debt	L. 23 + (L. 25 × L. 12)	55,703
27		Interest Equipment Debt	L. 24 + (L. 25 × L. 13)	5,528

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

Note 2. Line 21 includes interest on debt in Account 769—Account Payable; Affiliated Companies.

Note 3. This Interest relates to debt reported in Lines 9 and 10, respectively.

## NOTES AND REMARKS

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## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

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

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

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

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

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

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

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

- (a) If respondent directly controls affiliate, insert the word "direct"
- (b) If respondent controls through another company, insert the word "indirect"
- (c) If respondent is under common control with affiliate, insert the word "common"
- (d) If respondent is controlled directly or indirectly by the company listed in column (a), insert the word "controlled"

(e) If control is exercised by other means such as a management contract or other arrangement of whatever kind, insert the word "other" and footnote to describe such arrangements.

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

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

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

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

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (d)	Amount due from or to related parties (e)	Line No.
1	IC LEASING I		Common	Lease of Equipment	907	(P) 196	1
2	IC LEASING I		Common	Services Rendered	688	(R) 523	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
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16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25



## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 700

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

(1) Line owned by respondent

(2) Line owned by proprietary companies

(3) Line operated under lease for a specified sum, lessor being (A) an affiliated corporation, or (B) independent or not affiliated with respondent

(4) Line operated under contract or agreement for contingent rent, owner being (A) an affiliated corporation, or (B) independent or not affiliated with respondent

(5) Line operated under trackage rights

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## 700. MILEAGE OPERATED AT CLOSE OF YEAR

700. MILEAGE OPERATED AT CLOSE OF YEAR										
Line No.	Class	Proportion owned or leased by Respondent	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks	Miles of yard switching tracks	TOTAL	Line No.
			Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, and turnouts				
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	
1	1	100.0	2,586	442	87	325	323	999	4,762	1
2										2
3	1J	75.0	1						1	3
4		51.0						1	1	4
5		50.0	1	1		3	5	16	26	5
6		40.0					2		2	6
7		33.0					4	22	26	7
8		Sub-Total	2	1	-0-	3	11	39	56	8
9										9
10	Total Class 1+1J		2 588	443	87	328	334	1038	4,818	10
11										11
12										12
13										13
14	3	100.0	1						1	14
15										15
16										16
17	5	100.00	177	46	7	57	9	132	428	17
18										18
19										19
20										20
21										21
22										22
23										23
24										24
25										25
26										26
27										27
28										28
29										29
30										30
31										31
32										32
33										33
34										34
35										35
36										36
37										37
38										38
39										39
40										40
41										41
42										42
43										43
44										44
45										45
46										46
47										47
48										48
49										49
50										50
51										51
52										52
53										53
54										54
55										55
56										56
57		TOTAL	2 766	489	94	385	343	1170	5247	57
58		Miles of electrified road or track included in preceding grand total	N/A					2		58

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

Give particulars, as of the close of the year, of all road operated and of all owned but not operated. The respondent's proportion of operated road held by it as joint or common owner, or under a joint lease, or under any joint arrangement, should be shown in columns (b), (c), (d), or (e), as may be appropriate. The remainder of jointly operated mileage should be shown in column (f). Respondent's proportion of road jointly owned, not operated, should be shown in column (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 No.
			Line owned (b)	Line of proprietary companies (c)	Line operated under lease (d)	Line operated under contract, etc. (e)	Line operated under franchise rights (f)	Total mileage operated (g)	Line owned, not operated by respondent (h)	New line constructed during year (i)	
1		Alabama	35					35			1
2		Illinois	1021		1		156	1,178			2
3		Kentucky	85				17	102			3
4		Louisiana	320				4	324			4
5		Mississippi	976					976			5
6		Tennessee	151					151			6
7											7
8											8
9											9
10											10
11											11
12											12
13											13
14											14
15											15
16											16
17											17
18											18
19											19
20											20
21											21
22											22
23											23
24											24
25											25
26											26
27											27
28											28
29											29
30											30
31											31
32		TOTAL MILEAGE (single track)	2 588	-0-	1	-0-	177	2 766			32

**NOTES AND REMARKS**

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# INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

## Instructions for reporting locomotive and passenger-train car data.

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.
2. In column (c) give the number of units purchased new or built in company shops. In column (d) give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.
3. Units leased to others for a period of one year or more are reportable in column (1). Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h). Units rented from others for a period less than one year should not be included in column (i).
4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to an "A" unit, but not equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operation at terminals.
5. A "self-propelled car" is a rail motor car propelled by electric motors receiving power from a third rail or overhead, or internal combustion engines located on the car itself. Trailers equipped for use only in trains of cars that are self-propelled are to be included as self-propelled equipment.
6. A "diesel" unit includes all units propelled by diesel internal combustion engines irrespective of final drive or whether power may at times be supplied from an external conductor. Units other than diesel-electric, e.g., diesel-hydraulic, should be identified in a footnote giving the number and a brief description. An "electric" unit includes all units which receive electric power from an overhead contact wire or a third rail, and use the power to drive one or more electric motors that propel the vehicle. An "other self-powered unit" includes all units other than diesel, or electric, e.g., steam, gas turbine. Show the type of unit, service and number, if 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 (1)
Line 6, column (j)	= Line 12, column (1)
Line 7, column (j)	= Line 13, column (1)
Line 8, column (j)	= Line 14, column (1)
Line 9, column (j)	= Line 15, column (1)
Line 10, column (j)	= Line 16, column (1)

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

When data appear in columns (k) or (l) lines 16 thru 53, and 55, column (m) should have data on same lines.

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year				Line No	
				Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h)&(i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)		Leased to others (l)
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassifications and second hand units purchased or leased from others (f)							
1		Locomotive Units										(H.P.)		1
2		Diesel-freight units												2
3		Diesel-passenger units												3
4		Diesel-multiple purpose units	370				44	11	271	132	403	900 960		4
5	•	Diesel-switching units	101					2	17	82	99	118 800		5
6	•	TOTAL (lines 1 to 4) units	471				44	13	288	214	502	1019,760		6
7	•	Electric-locomotives												7
8	•	Other self-powered units												8
9	•	TOTAL (lines 5, 6 and 7)	471				44	13	288	214	502	1019,760	N/A	9
10	•	Auxiliary units												10
		TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	471				44	13	288	214	502	N/A		

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

Line No	Cross Check	Type or design of units (a)	Before Jan. 1, 1970 (b)	Between Jan. 1, 1970 and Dec. 31, 1974 (c)	Between Jan. 1, 1975 and Dec. 31, 1979 (d)	Between Jan. 1, 1980 and Dec. 31, 1984 (e)	Between Jan. 1, 1985 and Dec. 31, 1989 (f)	During Calendar Year					TOTAL (j)	Line No
				1990 (g)	1991 (h)	1992 (i)	1993 (j)	1994 (k)						
11	•	Diesel	399	56	47								502	11
12	•	Electric												12
13	•	Other self-powered units												13
14	•	TOTAL (lines 11 to 13)	399	56	47								502	14
15	•	Auxiliary units												15
16	•	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	399	56	47								502	16
													N/A	

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year					Line No
				Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (cul. (h)&(i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)							
17		PASSENGER-TRAIN CARS Non-Self-Propelled Coaches (PA, PB, PBO)												17
18		Combined cars												18
19		[All class C, except CSB]												19
20		Parlor cars (PBC, PC, PL, PO)												20
21		Sleeping cars (PS, PT, PAS, PDS)												21
		Dining, grill and tavern cars [All class D, PD]											N/A	21
22		Non-passenger-carrying cars [All class B, CSB, M, PSA, IA]											N/A	22
23		TOTAL (lines 17 to 22)												23
		Self-Propelled Electric passenger cars [EP, ET]												24
24		Electric combined cars [EC]												25
25		Internal combustion rail motorcars [ED, EG]												26
26		Other self-propelled cars (Specify types)												27
27		TOTAL (lines 24 to 27)												28
28		TOTAL (lines 23 and 28)												29
29		COMPANY SERVICE CARS												30
30		Business cars [PV]	4							4		4	N/A	31
31		Board outfit cars [MWX]	56					4		52		52	N/A	32
32		Derrick and snow removal cars [MWU, MWV, MWX, MWY]	31							31		31	N/A	33
33		Dump and ballast cars [MWB, MWD]	47					8		39		39	N/A	34
34		Other maintenance and service equipment cars	762				38	45		714	41	755	N/A	35
35		TOTAL (lines 30 to 34)	900				38	57		840	41	881	N/A	35

## 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		<b>FREIGHT TRAIN CARS</b> Plain box cars - 40' (B1., B2.)							36
37		Plain box cars - 50' and longer (B3.0-7, B4.0-7, B5., B6., B7., B8.)	1023						37
38		Equipped box cars (All Code A, Except A.5.)	2523						38
39		Plain gondola cars (All Codes G & J., J., J., J., J.)	980						39
40		Equipped gondola cars (All Code E)	195						40
41		Covered hopper cars (C., C., C., C.)	3119					550	41
42		Open top hopper cars—general service (All Code H)	4673						42
43		Open top hopper cars—special service (J., Q, and All Code K)	1137						43
44		Refrigerator cars—mechanical (R., R., R., R., R.)							44
45		Refrigerator cars—non-mechanical (R., R., R.)	89						45
46		Flat cars—TOFC/COFC (All Code P, Q and S, Except Q8.)						98	46
47		Flat cars—multi-level (All Code V)							47
48		Flat cars—general service (F10., F20., F30.)	192						48
49		Flat cars—other (F., F., F., F., F., F., F., F.)	695						49
50		Tank cars—under 22,000 gallons (T., T., T., T., T., T., T., T.)							50
51		Tank cars—22,000 gallons and over (T., T., T., T., T., T., T., T.)							51
52		All other freight cars (A., F., All Code L and Q8.)	1805						52
53		TOTAL (lines 36 to 52)	16431					648	53
54		Caboose (All Code M-930)	N/A	95					54
55		TOTAL (lines 53, 54)	16431	95				648	55



## 718. 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	Owned and used	Leased from others	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4)	Leased to others	
					Time-mileage cars	All other			
		(h)	(i)	(j)	(k)	(l)	(m)	(n)	
36									36
37		296	162	565	727		56159		37
38		112	1663	748	2411		183438		38
39		63	830	87	917		85262		39
40		3	176	16	192		18095		40
41		25	2179	1465	3644		362439		41
42		213	989	3471	4460		427941		42
43		13	1078	46	1124		88853		43
44									44
45		3	4	82	86		5851		45
46				98	98		6370		46
47									47
48		10	85	97	182		11580		48
49		36	120	539	659		60087		49
50									50
51									51
52		14	1638	153	1791		142112		52
53		788	8924	7367	16291		1448187		53
54		5	90		N/A	90	N/A		54
55		793	9014	7367	16291	90	1448187		55

## 710. INVENTORY OF EQUIPMENT — Continued

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

Line No.	Cross Check	Class of equipment and car designations  (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Per diem  (b)	All others  (c)	Units installed				
					New units purchased or built  (d)	New units leased from others  (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts  (f)	All other units, including reclassification and second hand units purchased or leased from others  (g)	
FLOATING EQUIPMENT									
56		Self-propelled vessels [Tugboats, car ferries, etc.]	N/A						56
57		Non-self-propelled vessels [Car floats, lighters, etc.]	N/A						57
58		TOTAL (lines 56 and 57)	N/A						58
HIGHWAY REVENUE EQUIPMENT									
59		Chassis Z1_ _ Z67_ _ Z68_ _ Z69_ _							59
60		Dry van U2_ _ Z_ _ Z6_ _ 1-6		13					60
61		Flat bed U3_ _ Z3_ _							61
62		Open bed U4_ _ Z4_ _							62
63		Mechanical refrigerator U5_ _ Z5_ _							63
64		Bulk hopper U0_ _ Z0_ _							64
65		Insulated U7_ _ Z7_ _							65
66		Tank ' Z0_ _ U6_ _							66
67		Other trailer and container (Special equipped dry van U9_ _ Z8_ _ Z9_ _)		25				100	67
68		Tractor		29					68
69		Truck							69
70		TOTAL (lines 59 to 69)		67				100	70

## NOTES AND REMARKS

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

710. INVENTORY OF EQUIPMENT - Concluded

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification  (h)	Owned and used  (i)	Leased from others  (j)	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4)  (m)	Leased to others  (n)	
					Per diem  (k)	All other  (l)			
56					N/A				56
57					N/A				57
58					N/A				58
59									59
60		13							60
61									61
62									62
63									63
64									64
65									65
66									66
67		1		124		124			67
68		29							68
69									69
70		43		124		124			70

NOTES AND REMARKS

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

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

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

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

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

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

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

**NEW UNITS**

Line No.	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (d)	Method of acquisition (see instructions) (e)	Line No.
1						1
2						2
3						3
4						4
5						5
6						6
7						7
8	NONE					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	TOTAL		N/A		N/A	25

**REBUILT UNITS**

26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38	TOTAL		N/A		N/A	38
39	GRAND TOTAL		N/A		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<sup>1</sup>

- 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. 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).

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

## 720. TRACK AND TRAFFIC CONDITIONS

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

Line No.	Track category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (e)	Line No.
1	A	1,313	21.49	47.40	19.85	1
2	B	826	8.00	38.87	19.02	2
3	C	896	2.57	34.17	122.49	3
4	D	386	0.23	17.87	5.37	4
5	E	1,398	XXXXXXX	XXXXX	27.89	5
6	TOTAL	4,819	10.88	37.52	194.62	6
7	F	1,536	XXXXXXXXX	XXXXX	18.70	7
8	Potential abandonments	33	0.01	9.68	0.00	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 (j), report the total board feet of switch and bridge ties laid in replacement.

3. The term "spot maintenance" in column (k) means repairs to track components during routing inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "Percent of spot maintenance" refers to the percentage of total ties or board feet laid in replacement considered to be spot maintenance.

4. In No. 9, the average cost per tie should include transportation charges on foreign lines, tie trains, loading, inspection, and the cost of handling ties in general supply storage and seasoning yards, and in the case of treating ties, also the cost of handling at treating plants and the cost of treatment. The cost of unloading, hauling over carrier's own lines, and placing the ties in tracks and of train service other than that necessary in connection with loading or treatment should not be included in this schedule.

Line No.	Track category (a)	Number of cross-ties laid in replacement								Total (i)	Switch and bridge ties (board feet) (j)	Cross-ties switch and bridge ties		Line No.
		New ties				Second-hand ties						Percent of spot maintenance (k)		
		Wooden		Concrete (d)	Other (e)	Wooden		Other (h)						
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)							
1	A	2779				90844			93,623	3975	10.5	1		
2	B	2942				28224			31,166	1986	28.3	2		
3	C	274				11385			11,659	837	27.5	3		
4	D	0				19923			19,923	634	4.1	4		
5	E	88				82450			82,538	8942	25.8	5		
6	TOTAL	6083				232826			238,909	16374	18.6	6		
7	F	1619				26465			28,084	4001	30.1	7		
8	Potential abandonments												8	

9. Average cost per cross-tie \$ \_\_\_\_\_ and switch-tie (MBM) \$ \_\_\_\_\_

NOTE: Column (j) in "Each" not Board Feet.

**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									1
2									2
3									3
4									4
5					NONE				5
6									6
7									7
8									8
9									9
10									10
11									11
12									12
13									13
14									14
15									15
16									16
17									17
18									18
19									19
20	TOTAL								20
21	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid								
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid								

723. RAILS LAID IN REPLACEMENT

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

Line No.	Track category (a)	Miles of rail laid in replacement (rail-miles)						Total		Percent of spot maintenance (h)	Line No.
		New rail		Relay rail		Bolted rail (e)	Bolted rail (g)				
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)			Welded rail (f)	Bolted rail (g)		
1	A	0	0	0	0	0	0	0	0	No Record	1
2	B	0	0	0	0	0	0	0	0	No Record	2
3	C	0	0	0	0	0	0	0	0	No Record	3
4	D	0	0	0	0	0	0	0	0	No Record	4
5	E	0	0	0	0	0	1.76	0	1.76	No Record	5
6	TOTAL	0	0	0	0	0	1.76	0	1.76	No Record	6
7	F	0	0	0	0	0	0	0	0	No Record	7
8	Potential Abandonments	0	0	0	0	0	0	0	0	No Record	8
9	Average cost of new and relay rail laid in replacement per gross ton \$ _____. New \$ _____. 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 more fully in a footnote)
  - (4) Relay rails.
2. Returns in columns (c) and (g) should be reported in WHOLE numbers. Fractions of less than one-half should be disregarded, and fractions of one-half or more should be counted as one
3. The returns in columns (d) and (h) should include the cost of loading at the point of purchase ready for shipment, the freight charges paid foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines, and placing the rails in tracks and of train service in connection with the distribution of the rail should not be included in this schedule.

Line No.	Class of rail	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS				Line No.
		Weight of rail		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year	Average cost per ton (2,000 lb)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year	Average cost per ton (2,000 lb)	
		Pounds per yard of rail	Number of tons (2,000 lb)			Pounds per yard of rail	Number of tons (2,000 lb)			
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	
1										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
31										31
32										32
33	TOTAL	N/A				N/A				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									35
36	Track-miles of welded rail installed on system this year <u>19.10</u> : total to date <u>1985.68</u>									36

## 725. WEIGHT OF RAIL

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

Line No.	Weight of rails per yard (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)	Line No.
	<i>Pounds</i>				
1	140	0.07		Other Railroads	1
2	136	758.18		proportion of	2
3	133	0.01		joint tracks	3
4	132	221.99		deducted	4
5	131	56.61			5
6	119	4.20			6
7	115	1044.36			7
8	112	620.41			8
9	110	41.32			9
10	105	1.09			10
11	100	0.02			11
12	90	249.72			12
13	85	37.63			13
14	80	55.95			14
15	77 1/2	0.04			15
16	70	0.95			16
17	60	1.16			17
18					18
19					19
20					20
21		3093.71			21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38
39					39
40					40
41					41
42					42
43					43
44					44
45					45
46					46
47					47
48					48

## 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 (a)	Ties				Rail		Ballast	Track surfacing		Line No.
		Number of ties replaced		Percent replaced	Miles of rail replaced (rail-miles)	Percent replaced	Miles surfaced		Percent surfaced		
		Crossties (b)	Switch and bridge ties (board feet) (c)							Crosstie (d)	
1	A	93623	3975	2.1	0	0	66170	434.6	33.1	1	
2	B	31166	1986	1.6	0	0	29780	195.6	23.7	2	
3	C	11659	837	0.4	0	0	23492	154.3	17.2	3	
4	D	19923	634	1.6	0	0	4400	28.9	7.5	4	
5	E	82538	8942	1.9	1.76	.13	31655	126.6	9.3	5	
6	TOTAL	238909	16374	1.5	1.76	.04	155497	940.0	19.6	6	
7	F	28084	4001	0.6	0	0	76324	501.3	32.6	7	
8	Potential abandonments	0	0	0	0	0	0			8	

NOTE: Column (c) in "Each" not Board Feet.

750. CONSUMPTION OF DIESEL FUEL  
(Dollars in Thousands)

## LOCOMOTIVES

Line No.	Kind of locomotive service (a)	Diesel Diesel oil (gallons) (b)	Line No.
1	Freight	47,455,013	1
2	Passenger	-	2
3	Yard switching	5,973,765	3
4	TOTAL	53,428,778	4
5	COST OF FUEL, \$(000)	\$ 33,020	5
6	Work Train	486,726	6

## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

Unit Train, Way Train, and Through Train data under Items 2, 3, 4, 6, and 12 shall be obtained from conductor's wheel reports (freight) or similar records. Unit train service is a specialized scheduled shuttle type service in equipment (Railroad or privately owned) dedicated to such service, moving between origin and destination. The applicable tariffs and/or contracts generally require that a specific minimum tonnage or quantity of carloads be tendered as a unit for shipment on one bill of lading or other shipping document in a solid train for movement between origin and destination. Such tariffs and/or contracts generally contain restricted detention provisions and are subject to time-volume requirements which reflect the approximate capacity of the unit trains for the stated period. Way Trains are defined as trains operated primarily to gather and distribute cars in road service and move them between way stations or way points. Through Trains are those trains operated between two or more major concentration or distribution points. Do not include Unit Train statistics in Way and Through Train statistics. A Work Train is a train operated solely or preponderantly for the purpose of transporting company freight, work equipment or company employees. Statistics for Work Trains should be reported under Item 11 only. Statistics related to company equipment, company employees and company freight moving in transportation trains are not to be reported in Item 11, but are to be reported in Items 4-17, 6-04, 7-02, and 8-04 and 8-05 as instructed in notes, I, K, and L.

(A) Report miles of road operated at close of year, excluding industrial tracks, yard tracks, and sidings.

(B) A train-mile is the movement of a train a distance of 1 mile. In computing train-miles, fractions representing less than one-half mile shall be disregarded and other fractions considered as 1 mile. Train Miles—Running shall be based on the actual distance run between terminals and/or stations and shall be computed from the official time tables or distance tables. Train-miles shall not be increased to cover the running of locomotives from shops to terminals, doubling hills, switching, or other work at way stations, or for the service of helper or pusher locomotives or of extra locomotives on double-head or triple-head trains. When the carrier's trains are detoured over foreign roads, the miles shall be computed on the basis of the miles actually run and in accordance with the service performed. Train-miles shall be kept separately for trains hauled by locomotives and trains moved by motorcars.

(C) A motorcar is a self-propelled unit of equipment designed to carry freight or passenger traffic, and is not considered a locomotive.

(D) A locomotive is self-propelled unit of equipment designed solely for moving other equipment. A locomotive unit-mile is a movement of a locomotive unit a distance of 1 mile under its own power. Include miles made by all locomotive units. Exclude miles made by motorcars. Miles of locomotives in helper service shall be computed on the basis of actual distance run in such service.

(E) All locomotives unit-miles in road service shall be based on the actual distance run between terminals and/or stations. Follow instructions (B) regarding fractions and official time tables for computing locomotive-miles.

(F) Train switching locomotive-miles shall be computed at the rate of 6 miles per hour for the time actually engaged in such service. Include miles allowed train locomotives for performing switching service at terminals and way stations.

(G) Yard switching locomotive-miles shall be computed at the rate of 6 miles per hour for the time actually engaged in yard switching service. Include miles allowed to yard locomotives for switching service in yards where regular switching service is maintained and in terminal switching and transfer service.

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

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

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

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

(L) From conductors' train reports or other appropriate source, compute ton-miles of freight. Ton-miles represent the number of tons of revenue and non-revenue freight moved one mile in transportation train. Include net ton-miles in motorcar trains. Exclude Lc.L shipment of freight handled in mixed baggage express cars. Total Ton-Miles Revenue Freight should correspond to the Ton-Miles reported on Form CBS.

(M) Road service represents elapsed time of transportation trains (both ordinary and light) between the time of leaving the initial terminals and the time at the final terminals, including trains switching at way stations and delays on road as shown by conductors' or dispatchers' train reports. Include time of motorcar service performed by train locomotives at terminals and way stations. Report in Item 9-02 train switching hours included in Item 9-01. Train switching is the time spent by the train while performing switching service at terminals and way stations where no regular yard service is maintained. A train hour is independent of the number of locomotives in the train.

## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755-CONCLUDED

(N) Yard switching hours are hours expended in switching service performed by yard crews in yards where regular switching service is maintained, including switching and transfer service in connection with the transportation of revenue and incidentally of company freight. Hours in yard switching are independent of the number of locomotives used.

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

(P) The number of loaded freight cars shall be obtained from the conductors' wheel report and shall be the sum of all loaded cars handled by each train. For example, if a car moves loaded (1) in a way train from the origination points, (2) in two through trains, and (3) in a way train to the destination point, the total count of loaded cars would be four: two counts for the movements in the way trains and two counts for the movements in through trains. Therefore, each car originated or received from a connecting carrier receives an initial count, plus one count for each subsequent physical transfer between trains on respondents lines. No additional count is given because of crew change or changes in track identification number unless there is a physical transfer of the car between trains. Each car moving under revenue billing shall be considered as a loaded car.

(Q) Report vehicle (TOFC trailers/containers, automobiles and trucks) loaded and unloaded to and from TOFC and multiple level freight cars when the work is performed at the railroad's expense.

(R) Report the number of loaded revenue trailers/containers picked up, plus revenue trailers/containers delivered in TOFC/COFC and in highway interchange service, when the work is performed at the railroads' expense. (Performed at railroads' expense means that railroad employees perform the service or that the railroad hires a subsidiary or outside contractor to perform the service). Do not include those trailer/containers which are picked up or delivered by a shipper or motor carrier etc. when a tariff provision requires the shipper-motor carrier etc. and not the railroad perform that service. Note: The count should reflect the trailer/containers for which expenses is reported in Schedule 417 Line 2 Column (b).

(S) Report under Marine Terminals, Item 16, the tons loaded onto and unloaded from marine vessels at the expense of the reporting railroad.

(T) Report the total number of foreign railroad cars on line at the end of the year (except surplus cars, see below). Foreign railroad cars refers to freight cars owned by other railroads whose interline rental is settled on time (by hour) and actual line-haul mileage charges under the Code of Car Hire Rules.

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

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

## 755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
1		1. Miles of Road Operated (A)	2,766		1
		2. Train Miles - Running (B)	XXXXXX	XXXXXX	
2		2-01 Unit Trains	1,878,831	XXXXXX	2
3		2-02 Way Trains	1,128,489	XXXXXX	3
4		2-03 Through Trains	2,437,966		4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	5,445,286		5
6		2-05 Motorcars (C)	-		6
7		2-06 TOTAL, ALL TRAINS (lines 5, 6)	5,445,286		7
		3. Locomotive Unit Miles (D)	XXXXXX	XXXXXX	
		Road Service (E)	XXXXXX	XXXXXX	
8		3-01 Unit Trains	5,463,415	XXXXXX	8
9		3-02 Way Trains	2,295,847	XXXXXX	9
10		3-03 Through Trains	8,384,144		10
11		3-04 TOTAL (lines 8-10)	16,143,406		11
12		3-11 Train Switching (F)	133,197	XXXXXX	12
13		3-21 Yard Switching (G)	1,513,608		13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	17,790,211		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	10	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	20,054	XXXXXX	16
17		4-012 Box-Equipped	13,160	XXXXXX	17
18		4-013 Gondola-Plain	4,916	XXXXXX	18
19		4-014 Gondola-Equipped	4,330	XXXXXX	19
20		4-015 Hopper-Covered	45,586	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	31,086	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	1,969	XXXXXX	22
23		4-018 Refrigerator-Mechanical	562	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	821	XXXXXX	24
25		4-020 Flat-TOFC/COFC	5,706	XXXXXX	25
26		4-021 Flat-Multi-Level	2,263	XXXXXX	26
27		4-022 Flat-General Service	427	XXXXXX	27
28		4-023 Flat-All Other	3,702	XXXXXX	28
29		4-024 All Other Car Types-Total	6,571	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	141,163	XXXXXX	30

## 755. RAILROAD OPERATING STATISTICS — Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
		4-15 Private Line Cars—Empty (H)	XXXXXX	XXXXXX	
65		4-150 Box—Plain 40-Foot	-	XXXXXX	65
66		4-151 Box—Plain 50-Foot and Longer	503	XXXXXX	66
67		4-152 Box—Equipped	-	XXXXXX	67
68		4-153 Gondola—Plain	-	XXXXXX	68
69		4-154 Gondola—Equipped	-	XXXXXX	69
70		4-155 Hopper—Covered	11,383	XXXXXX	70
71		4-156 Hopper—Open Top—General Service	-	XXXXXX	71
72		4-157 Hopper—Open Top—Special Service	-	XXXXXX	72
73		4-158 Refrigerator—Mechanical	16	XXXXXX	73
74		4-159 Refrigerator—Non-Mechanical	146	XXXXXX	74
75		4-160 Flat—TOFC/COFC	1,944	XXXXXX	75
76		4-161 Flat—Multi-Level	-	XXXXXX	76
77		4-162 Flat—General Service	-	XXXXXX	77
78		4-163 Flat—All Other	267	XXXXXX	78
79		4-164 Tank—Under 22,000 Gallons	17,308	XXXXXX	79
80		4-165 Tank—22,000 Gallons and Over	11,755	XXXXXX	80
81		4-166 All Other Car Types	32	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	43,354	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car-Miles	192	XXXXXX	83
84		4-18 No Payment Car-Miles (I) <sup>1</sup>	103,518	XXXXXX	84
		4-19 Total Car-Miles by Train Type (Note)	XXXXXX	XXXXXX	
85		4-191 Unit Trains	148,628	XXXXXX	85
86		4-192 Way Trains	42,409	XXXXXX	86
87		4-193 Through Trains	276,824	XXXXXX	87
88		4-194 TOTAL (lines 85-87)	467,861	XXXXXX	88
89		4-20 Caboose Miles	51	XXXXXX	89

<sup>1</sup> Total number of loaded miles 57,110,169 and empty miles 46,407,462 by roadrailer reported above.

Note: Line 88 total car miles is equal to the sum of Lines 30, 46, 64, 82, 83 and 84. Accordingly, the car miles reported on Lines 83 and 84 are to be allocated to Lines 85, 86 and 87 and included in the total shown on Line 88.

## 755. RAILROAD OPERATING STATISTICS - 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	7	XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	16,707	XXXXXX	32
33		4-112 Box-Equipped	11,418	XXXXXX	33
34		4-113 Gondola-Plain	6,186	XXXXXX	34
35		4-114 Gondola-Equipped	4,409	XXXXXX	35
36		4-115 Hopper-Covered	46,640	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	26,129	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	2,145	XXXXXX	38
39		4-118 Refrigerator-Mechanical	121	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	1,303	XXXXXX	40
41		4-120 Flat-TOFC/COFC	714	XXXXXX	41
42		4-121 Flat-Multi-Level	1,978	XXXXXX	42
43		4-123 Flat-General Service	591	XXXXXX	43
44		4-123 Flat-All Other	4,055	XXXXXX	44
45		4-124 All Other Car Types	6,613	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	129,016	XXXXXX	46
		4-13 Private Line Cars - Loaded (H)	XXXXXX	XXXXXX	
47		4-130 Box-Plain 40-Foot	-	XXXXXX	47
48		4-131 Box-Plain 50-Foot and Longer	625	XXXXXX	48
49		4-132 Box-Equipped	-	XXXXXX	49
50		4-133 Gondola-Plain	-	XXXXXX	50
51		4-134 Gondola-Equipped	-	XXXXXX	51
52		4-135 Hopper-Covered	6,833	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	-	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	-	XXXXXX	54
55		4-138 Refrigerator-Mechanical	14	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	146	XXXXXX	56
57		4-140 Flat-TOFC/COFC	20,457	XXXXXX	57
58		4-141 Flat-Multi-Level	-	XXXXXX	58
59		4-142 Flat-General Service	-	XXXXXX	59
60		4-143 Flat-All Other	119	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	13,267	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	9,157	XXXXXX	62
63		4-146 All Other Car Types	-	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	50,618	XXXXXX	64



## 755. RAILROAD OPERATING STATISTICS - Concluded

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
		6. Gross Ton-Miles (thousands) (K)	XXXXXX	XXXXXX	
98		6-01 Road Locomotives	2,408,897		98
		6-02 Freight Trains, Crs., Cnts., and Caboose	XXXXXX	XXXXXX	
99		6-020 Unit Trains	11,451,562	XXXXXX	99
100		6-021 Way Trains	2,935,218	XXXXXX	100
101		6-022 Through Trains	20,241,264	XXXXXX	101
102		6-03 Passenger-Trains, Crs., and Cnts.	-		102
103		6-04 Non-Revenue	330,142	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	37,367,083		104
		7. Tons of Freight (thousands)	XXXXXX	XXXXXX	
105		7-01 Revenue	69,225	XXXXXX	105
106		7-02 Non-Revenue	1,297	XXXXXX	106
107		7-03 TOTAL (lines 105, 106)	70,522	XXXXXX	107
		8. Ton-Miles of Freight (thousands) (L)	XXXXXX	XXXXXX	
108		8-01 Revenue-Road Service	19,357,391	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service	-	XXXXXX	109
110		8-03 TOTAL (lines 108, 109)	19,357,391	XXXXXX	110
111		8-04 Non-Revenue-Road Service	214,260	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service	-	XXXXXX	112
113		8-06 TOTAL (lines 111, 112)	214,260	XXXXXX	113
114		8-07 TOTAL-REVENUE AND NON-REVENUE (lines 110, 113)	19,571,651	XXXXXX	114
		9. Train Hours (M)	XXXXXX	XXXXXX	
115		9-01 Road Service	317,504	XXXXXX	115
116		9-02 Train Switching	22,200	XXXXXX	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	252,268	XXXXXX	117
		11. Train-Miles Work Trains (O)	XXXXXX	XXXXXX	
118		11-01 Locomotives	5,634	XXXXXX	118
119		11-02 Motorcars	-	XXXXXX	119
		12. Number of Loaded Freight Cars (P)	XXXXXX	XXXXXX	
120		12-01 Unit Trains	269,868	XXXXXX	120
121		12-02 Way Trains	217,563	XXXXXX	121
122		12-03 Through Trains	288,491	XXXXXX	122
123		13. TOFC/COFC-No. of Rev. Trailers and Containers Loaded and Unloaded (Q)	82,412	XXXXXX	123
124		14. Multi-Level Cars-No. of Motor Vehicles Loaded and Unloaded (Q)	45,173	XXXXXX	124
125		15. TOFC/COFC-No. of Rev. Trailers Picked Up and Delivered (R)	17,482	XXXXXX	125
		16. Revenue Tons-Marine Terminal (S)	XXXXXX	XXXXXX	
126		16-01 Marine Terminals-Coal		XXXXXX	126
127		16-02 Marine Terminals-Ore		XXXXXX	127
128		16-03 Marine Terminals-Other		XXXXXX	128
129		16-04 TOTAL (lines 126-128)		XXXXXX	129
		17. Number of Foreign Per Diem Cars on Line (T)	XXXXXX	XXXXXX	
130		17-01 Serviceable	54,057	XXXXXX	130
131		17-02 Unserviceable	294	XXXXXX	131
132		17-03 Surplus	-0-	XXXXXX	132
133		17-04 TOTAL (lines 130-132)	54,351	XXXXXX	133

## VERIFICATION

The foregoing report shall be verified by the oath of the officer having control of the accounting of the respondent. This report shall also be verified by the oath of the president or other chief officer of the respondent, unless the respondent states that such officer has no control over the respondent's accounting and reporting.

## OATH

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

State of ILLINOIS

County of COOK

John V. Mulvaney makes oath and says that he is Controller  
(Insert here name of the affiant) (Insert here the official title of the affiant)

Of ILLINOIS CENTRAL RAILROAD COMPANY  
(Insert here the exact legal title or name of the respondent)

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

January 1, 19 91, to and including December 31, 19 91  
John V. Mulvaney  
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 24<sup>th</sup> day of April, 19 92

My commission expires January 31, 1993

Use an  
L.S.  
impression seal  
"OFFICIAL SEAL"  
Sarah F. Johnson  
Notary Public, State of Illinois  
My Commission Expires Nov. 6, 1993

Sarah F. Johnson  
(Signature of officer authorized to administer oaths)

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

State of Illinois

County of Cook

Edward L. Moyers makes oath and says that he is Chairman, President And Chief Executive Officer  
(Insert here name of the affiant) (Insert here the official title of the affiant)

Of ILLINOIS CENTRAL RAILROAD COMPANY  
(Insert here the exact legal title or name of the respondent)

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

January 1, 19 91, to and including December 31, 19 91  
Edward L. Moyers  
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 24<sup>th</sup> day of April, 19 92

My commission expires January 31, 1993

Use an  
L.S.  
impression seal  
"OFFICIAL SEAL"  
Sarah F. Johnson  
Notary Public, State of Illinois  
My Commission Expires Nov. 6, 1993

Sarah F. Johnson  
(Signature of officer authorized to administer oaths)

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

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

**CORRECTIONS**

Date correction			Page						Authority				Commission file number	Clerk making correction	
									Letter or telegram of -			Officer sending letter or telegram			
Month	Day	Year	Month	Day	Year	Name	Title					Name			
7	21	92	5	6	19	20	26	27							
			28	29	20	31									

**EXPLANATORY REMARKS**

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