

137/04 **DUPLICATE**

BUREAU OF ACCOUNTS

ACAA- **R-1**

annual report

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

	<p>RC000388 SOO LINE 101137700</p> <p>Soo Line Railroad Company P.O. Box 530 Minneapolis, MN 55440.</p>
<p>Correct name and address if different than shown.</p>	<p>Full name and address of reporting carrier. (Use mailing label on original, copy in full on duplicate.)</p>



to the

Interstate Commerce Commission
FOR THE YEAR ENDED DECEMBER 31, 1990

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 sentence, no penalties shall be imposed under this subsection for a violation relating to the transportation of household goods. Any such penalties that were imposed prior to such date of enactment shall be collected only in accordance with the provisions of subsection (h) of this section.

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

The respondent is further required to send to the 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 cursive 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 rounded 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 Close of the Year means the close of business on December 31 of the year for which the report is made, or, in case the report is made for a shorter period than one year, it means the close of the period covered by the report. The Beginning of the Year means the beginning of business on January 1 of the year for which the report is made, or, in case the report is made for a shorter period than one year, it means the beginning of the period covered by the report. The Preceding Year means the year ended December 31 of the year 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.

For Index, See back of book

ANNUAL REPORT

OF

SOO LINE RAILROAD COMPANY

TO THE

INTERSTATE COMMERCE COMMISSION

FOR THE

YEAR ENDED DECEMBER 31, 1990

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

(Name) John C. Miller (Title) Vice President and Controller

(Telephone number) (612) 347-8315

(Area code)

(Telephone number)

(Office address) P.O. Box 530 Minneapolis, MN 55440

(Street and number, city, State, and ZIP code)

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SPECIAL NOTICE

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

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

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

Road Initials: Soo

Year 19 90**A. SCHEDULES OMITTED BY RESPONDENT**

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

Page	Schedule No.	Title
		-None-

8. IDENTITY OF RESPONDENT

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

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

2. If incorporated under a special charter, give date of passage of the act; if under a general law, give date of filing certificate of organization; if a reorganization has been effected, give date of reorganization. If a receivership or other trust, give also date 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 Soo Line Railroad Company

2. Date of incorporation October 19, 1949

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 Originally organized under the Minnesota Business Corporation Act, Chapter 300, Laws of Minnesota, 1933, as amended. Now governed by the new Minnesota Business Corporation Act, Chapter 302A, effective January 1, 1984.

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 On December 15, 1989, Soo Line Corporation (Parent) and Soo Line Acquisition Corporation (Purchaser), a wholly-owned indirect subsidiary of Canadian Pacific Limited (CP), entered into a Merger Agreement whereby Purchaser would acquire the outstanding capital stock of Parent that CP did not own through a cash tender offer of \$21.50 per share. The tender offer expired on January 23, 1990 at which time sufficient shares had been tendered to complete the transaction. On April 9, 1990, shareholders of Parent approved the merger and Purchaser was merged with and into Parent. All outstanding shares of Parent owned by public shareholders were cancelled and converted into a right to receive \$21.50 per share. In addition, all outstanding stock options of Parent were cancelled and redeemed with a cash payment equal to the excess \$21.50 per share over the option price. Parent is now a wholly-owned indirect

(Continued below)
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.

4. Continued

subsidiary of CP. Total cash consideration for the transaction, including fees and expenses, was approximately \$93 million.

C VOTING POWERS AND ELECTIONS

1. State the par value of each share of stock Common, 3-1/3 per share, first preferred, N/A per share, second preferred, N/A per share, debenture stock, N/A 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 Stock books not closed, last compiled December 31, 1984
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. 7,586,283 votes, as of December 31, 1990

(Date)

8. State the total number of stockholders of record, as of the date shown in answer to inquiry No 7. One (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)	PREFERRED		
					Second (e)	First (f)	
1	Soo Line Railroad Company Stock						1
2							2
3							3
4	Soo Line Corporation	Soo Line Bldg. Box 530 Mpls., MN 55440	7,586,283	All			4
5							5
6							6
7			S3-1/3	Par value per share			7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25
26							26
27							27
28							28
29							29
30							30

C. VOTING POWERS AND ELECTIONS - Continued

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent. 7,586,283
votes cast.

11. Give the date of such meeting. April 19, 1990*

12. Give the place of such meeting. Minneapolis, Minnesota

NOTES AND REMARKS

* This was an Action in Writing in lieu of an Annual Meeting of Shareholders and a Board of Directors Meeting.

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

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
Current Assets						
1		701	Cash	\$ 2,370	\$ 1,899	1
2		702	Temporary Cash Investments	12,000	-	2
3		703	Special Deposits	-	156	3
Accounts Receivable						
4		704	- Loan and Notes	-	-	4
5		705	- Interline and Other Balances	20,895	24,160	5
6		706	- Customers	21,711	26,782	6
7		707	- Other	7,441	6,573	7
8		709, 708	- Accrued Accounts Receivables	27,991	27,767	8
9		708.5	- Receivables from Affiliated Companies	12	236	9
10		709.5	- Less: Allowance for Uncollectible Accounts	-	-	10
11		710, 711, 714	Working Funds Prepayments Deferred Income Tax Debits	15,390	11,846	11
12		712	Materials and Supplies	37,007	28,876	12
13		713	Other Current Assets	3,519	3,846	13
14			TOTAL CURRENT ASSETS	148,336	132,141	14
Other Assets						
15		715, 716, 717	Special Funds	922	2,230	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedule 310 and 310A)	37,165	46,158	16
17		722, 723	Other Investments and Advances	111	111	17
18		724	Allowances for Net Unrealized Loss on Noncurrent Marketable Equity Securities-Cr.	-	-	18
19		737, 738	Property Used in Other than Carrier Operation (less Depreciation) \$ (10)	1,142	981	19
20		739, 741	Other Assets	6,691	96,585	20
21		743	Other Deferred Debits	2,953	4,148	21
22		744	Accumulated Deferred Income Tax Debits	-	-	22
23			TOTAL OTHER ASSETS	48,984	150,213	23
Road and Equipment						
24		731, 732	Road (Schedule 330) L-30 Col. h & b	788,318	654,633	24
25		731, 732	Equipment (Schedule 330) L-39 Col. h & b	259,932	253,565	25
26		731, 732	Unallocated Items	5,994	7,067	26
27		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(308,684)	(280,917)	27
28			Net Road and Equipment	745,560	634,348	28
29			TOTAL ASSETS	\$ 942,880	\$ 916,702	29

NOTES AND REMARKS

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

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
Current Liabilities						
30		751	Loans and Notes Payable	\$ -	\$ -	30
31		752	Accounts Payable; Interline and Other Balances	11,500	11,200	31
32		753	Audited Accounts and Wages	13,597	15,110	32
33		754	Other Accounts Payable	3,618	5,398	33
34		755, 756	Interest and Dividends Payable	1,392	1,827	34
35		757	Payables to Affiliated Companies	76,639	-	35
36		759	Accrued Accounts Payable	104,998	123,636	36
37		760, 761, 761.5, 762	Taxes Accrued	9,613	10,830	37
38		763	Other Current Liabilities	22,060	24,808	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	10,590	13,262	39
40			TOTAL CURRENT LIABILITIES	254,007	206,071	40
Non-Current Liabilities						
41		765, 767	Funded Debt Unamortized	4,819	102,103	41
42		766	Equipment Obligations	16,573	22,745	42
43		766.5	Capitalized Lease Obligations	15,399	19,174	43
44		768	Debt in Default	-	-	44
45		769	Accounts payable; Affiliated Companies	48,768	24,107	45
46		770.1, 770.2	Unamortized Debt Premium	-	-	46
47		781	Interest in Default	-	-	47
48		783	Deferred Revenues-Transfers from Government Authorities	5,059	5,026	48
49		786	Accumulated Deferred Income Tax Credits	138,209	114,917	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	53,349	48,433	50
51			TOTAL NONCURRENT LIABILITIES	282,176	336,505	51
Shareholders' Equity						
52		791, 792	Total Capital Stock: (Schedule 230) (L 53&54)	246,176	246,176	52
53			Common Stock	246,176	246,176	53
54			Preferred Stock	-	-	54
55			Discount on Capital Stock	-	-	55
56		794, 795	Additional Capital (Schedule 230)	-	-	56
Retained Earnings:						
57		797	Appropriated	-	-	57
58		798	Unappropriated (Schedule 230)	160,521	127,950	58
59		798.1	Net Unrealized Loss on Noncurrent Marketable Equity Securities	-	-	59
60		798.5	Less Treasury Stock	-	-	60
61			Net Stockholders Equity	406,697	374,126	61
62	*		TOTAL LIABILITIES AND SHAREHOLDERS EQUITY	\$ 942,880	\$ 916,702	62

NOTES AND REMARKS

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

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

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

2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made \$ 160,000*

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 Procedures in accounting for pension funds during 1990 were consistent with 1989. See Note 1 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 See Note 1 on Page 9. \$

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

(i) If funding is by insurance, give name of insuring company N/A

If funding is by trust agreement, list trustee(s) First Trust National Association

Date of trust agreement or latest amendment February 17, 1988

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

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

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

Yes No X

If yes, give number of the shares for each class of stock or other security: N/A

(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? 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 \$ N/A

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

* Represents net operating loss carryforwards, all of which have been recorded for accounting purposes and used in reduction of deferred income taxes payable.

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.)

The Internal Revenue Service (IRS) has challenged certain aspects of the Parent's treatment of its 1985 Milwaukee Road purchase price and has proposed disallowing approximately \$130 million of net operating losses through tax year 1986. Since the Parent has cumulative federal net operating loss carryforwards well in excess of that amount, no cash tax payments would be immediately due by Soo Railroad or Parent if the IRS were to prevail. Portions of the IRS's adjustments if upheld may result in permanent differences between tax and book accounting for Parent and Soo Railroad under current accounting rules and could also impact the tax years 1987 through 1989.

Parent does not agree with the IRS and is taking all appropriate actions including appeals to sustain its position. Parent and Soo Railroad believe the December 31, 1990 tax accruals are adequate to cover the ultimate resolution of this matter.

In the opinion of management there are no commitments or contingent liabilities which will have a material effect on Soo Railroad's financial position or results of operations.

(a) Changes in Valuation Accounts

N/A

8. Marketable Equity Securities.

N/A

	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

1. PENSION AND OTHER EMPLOYEE BENEFITS

Soo Railroad provides noncontributory defined benefit plans covering substantially all non-union employees. Benefits are based on final average pay and years of service. Benefits are funded by Soo Railroad contributions and plan earnings consistent with minimum funding requirements of federal law and regulations. Plan assets consist principally of listed equity securities and U.S. Government and corporate obligations.

Net pension cost consists of the following:

	<u>1990</u>	<u>1989</u>	<u>1988</u>
	(In Thousands)		
Service cost-benefits earned during the year	\$ 456	\$ 436	\$ 342
Interest cost on projected benefit obligation	<u>5,540</u>	<u>5,481</u>	<u>5,129</u>
	5,996	5,917	5,471
Actual return on plan assets	(180)	(6,339)	(2,081)
Net amortization and deferral	<u>(2,177)</u>	<u>4,602</u>	<u>415</u>
Net pension expense	<u>\$3,639</u>	<u>\$4,180</u>	<u>\$3,805</u>

In accordance with Statement of Financial Accounting Standards No. 87, "Employers' Accounting for Pensions," at December 31, 1990 Soo Railroad recorded an additional minimum pension liability and offsetting intangible asset of \$3.3 million.

The funded status of the plans and the amount recognized on Schedule 200 are as follows:

	December 31,	
	<u>1990</u>	<u>1989</u>
	(In Thousands)	
Actuarial present value of benefit obligation:		
Vested benefits	\$59,806	\$54,958
Non-vested benefits	<u>1,242</u>	<u>1,256</u>
Accumulated benefit obligation	61,048	56,214
Effect of projected future salary increases	<u>4,043</u>	<u>5,100</u>
Projected benefit obligation	65,091	61,314
Plan assets at fair value	(33,674)	(32,889)
Unfunded status	31,417	28,425
Unrecognized transition liability at January 1, 1987		
being amortized over 17 years	(6,559)	(7,441)
Unrecognized prior service cost	(630)	(712)
Unamortized net gain (loss)	(179)	4,027
Additional minimum liability	<u>3,326</u>	<u>-</u>
Accrued pension liability	<u>\$27,375</u>	<u>\$24,299</u>
Assumed future salary increases	<u>5.0%</u>	<u>5.0%</u>
Discount rate	<u>9.5%</u>	<u>9.5%</u>
Asset return rate	<u>9.0%</u>	<u>9.0%</u>

100. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Concluded

NOTES TO FINANCIAL STATEMENTS

1. PENSION AND OTHER EMPLOYEE BENEFITS (Continued)

Soo Railroad provides defined contribution savings plans. Participants are fully vested in Soo Railroad's contribution.

Under the management employees' savings plan, participants may contribute from three to ten percent of their annual compensation. Soo Railroad will match 50% of the participants' contribution to the extent such contributions do not exceed 6% of the participants' annual compensation. Annual expense was \$487,000 in 1990, \$423,000 in 1989 and \$421,000 in 1988.

Under the clerical employees' savings plan, participants may contribute from 1% to 20% of their annual compensation. They may also elect to have Soo Railroad make deposits to the plan in lieu of unused sick leave days. Annual expense in 1990, 1989, and 1988 has been \$300,000, \$275,000, and \$261,000 respectively.

Soo Railroad provides post-retirement health care benefits, of limited duration, and life insurance benefits to certain employees who have elected to accept severance offers or who have retired. Except for certain employees included in special employment charges or in conjunction with the 1985 Milwaukee Road acquisition, such costs were charged to expense when paid including \$1,937,000 in 1990, \$2,069,000 in 1989, and \$1,377,000 in 1988.

In December of 1990, the Financial Accounting Standards Board issued Statement No. 106 requiring accrual accounting, during the years that the employee renders the necessary service, of the expected cost of providing post-retirement benefits (primarily health care) to an employee and the employee's beneficiaries and covered dependents. Soo Railroad currently accounts for most of these benefits on a pay-as-you-go (cash) basis. Soo Railroad has the option of implementing the Standard any year through Fiscal Year 1993. At this time, Soo Railroad has not determined when the Statement will be adopted or what the impact on Soo Railroad earnings will be at the time of adoption.

2. TRANSACTIONS WITH RELATED PARTIES

During 1990 Canadian Pacific Limited (CP), which indirectly owns Soo Line Corporation (Parent), advanced funds to Parent who in turn advanced funds to Soo Railroad to reduce borrowings under Soo Railroad's credit agreement and to support current operations. These advances are of a non-interest bearing nature and to the extent they exceed \$25 million, are classified as short-term debt. The maximum available advance from CP to Parent is \$200 million (Canadian). Outstanding advances from Parent totalled \$101.6 million at December 31, 1990 versus an advance to Parent of \$14.9 million at December 31, 1989.

3. ACCOUNTS RECEIVABLE

Accounts receivable are presented net of allowances of \$1,781,000 as of December 31, 1990 and \$3,001,000 as of December 31, 1989.

208. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Concluded

NOTES TO FINANCIAL STATEMENTS

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

NOTES TO FINANCIAL STATEMENTS

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

NOTES TO FINANCIAL STATEMENTS

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

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

NOTES TO FINANCIAL STATEMENTS

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

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

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)	Line No.
		ORDINARY ITEMS OPERATING INCOME					
1		(101) Freight	\$575,279	\$521,518	\$575,279		1
2		(102) Passenger	-	-	-		2
3		(103) Passenger-Related	-	-	-		3
4		(104) Switching	13,357	12,725	13,357		4
5		(105) Water Transfers	-	-	-		5
6		(106) Demurrage	3,298	3,539	3,298		6
7		(110) Incidental	1,225	968	1,225		7
8		(121) Joint Facility-Credit	547	400	547		8
9		(122) Joint Facility-Debit	-	-	-		9
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	593,706	539,150	593,706		10
11		(502) Railway operating revenues-Transfers from Government Authorities for current operations	-	-	-		11
12		(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities	249	60	249		12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	593,955	539,210	593,955		13
14	*	(531) Railway operating expenses	527,330	563,356	527,330		14
15	*	Net revenue from railway operations	66,625	(24,146)	66,625		15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	16	52			16
17		(510) Miscellaneous rent income	2,364	2,901			17
18		(512) Separately operated properties-Profit	-	-			18
19		(513) Dividend Income (cost method)	114	52			19
20		(514) Interest Income	1,184	652			20
21		(516) Income from sinking and other funds	77	509			21
22		(517) Release of premiums on funded debt	-	-			22
23		(518) Reimbursements received under contracts and agreements	-	-			23
24		(519) Miscellaneous income	7,670	14,367			24
		Income from affiliated companies: 519					
25		a. Dividends (equity method)	2,842	1,001			25
26		b. Equity in undistributed earnings (losses)	973	3,297			26
27		TOTAL OTHER INCOME (lines 16-26)	15,240	22,831			27
28		TOTAL INCOME (lines 15, 27)	81,865	(1,315)			27
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	(10)	(41)			29
30		(544) Miscellaneous taxes	-	-			30
31		(545) Separately operated properties-Loss	-	-			31
32		(549) Maintenance of investment organization	-	-			32
33		(550) Income Transferred under contracts and agreements	-	-			33
34		(551) Miscellaneous income charges	1,295	698			34
35		(553) Uncollectible accounts	-	-			35
36		TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-35)	1,285	657			36
37		Income available for fixed charges (lines 28, 36)	\$ 80,580	\$ (1,972)			37

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

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
FIXED CHARGES					
		(546) Interest on funded debt:			
38		(a) Fixed interest not in default	\$ 24,990	\$ 16,723	38
39		(b) Interest in default	-	-	39
40		(547) Interest on unfunded debt	329	453	40
41		(548) Amortization of discount on funded debt	-	-	41
42		TOTAL FIXED CHARGES (lines 38-41)	25,319	17,176	42
43		Income after fixed charges (lines 37, 42)	55,261	(19,148)	43
OTHER DEDUCTIONS					
		(546) Interest on funded debt:			
44		(c) Contingent interest	-	-	44
UNUSUAL OR INFREQUENT ITEMS					
45		(555) Unusual or infrequent items (debit) credit	-	-	45
46		Income (Loss) from continuing operations (before income taxes)	55,261	(19,148)	46
PROVISIONS FOR INCOME TAXES					
		(556) Income taxes on ordinary income:			
47	*	(a) Federal income taxes	1,100	400	47
48	*	(b) State income taxes	100	900	48
49	*	(c) Other income taxes	-	-	49
50	*	(557) Provision for deferred taxes	21,490	(4,608)	50
51		TOTAL PROVISIONS FOR INCOME TAXES (lines 47-50)	22,690	(3,308)	51
52	*	Income from continuing operations (lines 46-51)	32,571	(15,840)	52
DISCONTINUED OPERATIONS					
53		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$)	-	-	53
54		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$)	-	-	54
55		Income before extraordinary items (lines 52 + 53 + 54)	32,571	(15,840)	55
EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES					
56		(570) Extraordinary items (Net)	-	-	56
57		(590) Income taxes on extraordinary items	-	-	57
58		(591) Provision for deferred taxes—Extraordinary items	-	-	58
59		TOTAL EXTRAORDINARY ITEMS (lines 56-58)	-	-	59
60		(592) Cumulative effect of changes in accounting principles (less applicable tax of \$)	-	-	60
61	*	Net income (Loss) (lines 55 + 59 + 60)	32,571	(15,840)	61
Reconciliation of net railway operating income (NROI)					
62	*	Net revenues from railway operations	66,625	(24,146)	62
63	*	(556) Income taxes on ordinary income (—)	1,200	1,300	63
64	*	(557) Provision for deferred income taxes (—)	21,490	(4,608)	64
65		Income from lease of road and equipment (—)	76	-	65
66		Rent for leased roads and equipment (-)	1,093	902	66
67		Net railway operating income (loss)	\$ 44,952	\$ (19,936)	67

NOTES AND REMARKS FOR SCHEDULES 210 and 220

1. SPECIAL CHARGES AND CREDITS

In the fourth quarter of 1989, Soo Railroad recorded a \$22.7 million provision for loss (\$18.4 million after tax) on the then pending \$86 million sale of its Kansas City to Chicago rail line and related assets (KC Line) to a subsidiary of Rio Grande Industries, Inc. The loss provision included the impact of the selling price shortfall from the asset book value, certain employee severance costs, and legal and other related expenses. During the third quarter of 1990, the parties cancelled the sale at the request of Rio Grande due to the inability to reach a timely resolution of certain trackage rights issues with other railroads which were necessary to complete the transaction. Accordingly, \$10.9 million of expense accruals were reversed. Assets held for disposition which were to have been included in the sale, totalling \$88.2 million at December 31, 1989, were reinstated to gross operating assets and accumulated depreciation at their written down value. See accounting treatment for this entry on 18a.

2. TRANSACTIONS WITH RELATED PARTIES

Effective January 1, 1990, Soo Railroad and Soo Line Corporation (Parent) changed the policy regarding accounting for interest expense between the two companies. Inasmuch as the Railroad is the only active subsidiary of Parent, Soo Railroad is now being charged the full interest expense incurred by Parent. Accordingly, intercompany interest charges of \$16.8 million are reflected in interest expense on Soo Railroad's Consolidated Statements of Operations for the 12-month period ended December 31, 1990. Had this policy been in effect on January 1, 1989, 1989 interest expense would have been \$35.5 million, an increase of \$18.3 million.

During the second quarter of 1990, Parent sold its interest in the industry captive insurance groups "RAIL" and "TRAC" to Canadian Pacific Limited for \$6.3 million. The sale resulted in a pretax gain of \$4.0 million. The purpose of Parent's investment in "RAIL" and "TRAC" was to provide insurance coverage for Soo Railroad, accordingly the gain on sale was accounted for as if earned by Soo Railroad and is reflected in Interest and Other Income - Net on the Consolidated Statements of Operations. Parent and Soo Railroad are now insured for property and excess liability coverage under CP insurance policies. Prior to 1990, Parent and Soo Railroad maintained separate coverage through third party insurers. Total premiums paid CP in 1990 were \$1.1 million.

During 1990, Soo Railroad paid \$3 million of third party merger related expenses on behalf of CP.

NOTES AND REMARKS FOR SCHEDULES 210 AND 220

Accounting distribution for the 1990 special credit entry:
(cancellation of the anticipated Kansas City Line sale)

DESCRIPTION	INCOME STATEMENT		BALANCE SHEET		
	OPERATING EXPENSE	ACCT. 519	ACCT. 741	OTHER	
				AMOUNT	ACCT.
Road property - net	\$	\$	\$ (80,583)	\$80,583	731/735
Investments		222	(6,914)	6,692	721
Employee and Sale related costs (Sch. 410, Line 618, col.e)	(11,100)			11,100	759/763
Inventory			(317)	317	712
Totals	\$ (11,100)	\$ 222	\$ (87,814)	\$98,692	

229. 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		Balance at beginning of year	\$ 106,058	\$ 21,892	1
2		(601.5) Prior period adjustments to beginning retained earnings			2
		CREDITS			
3	*	(602) Credit balance transferred from income	31,598	973	3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings (A)		5,534	5
6		TOTAL	31,598	6,507	6
		DEBITS			
7	*	(612) Debit balance transferred from income			7
8		(616) Other debits to retained earnings (A)	5,534		8
9		(620) Appropriations for sinking and other funds			9
10		(621) Appropriations for other purposes			10
11		(623) Dividends: Common stock			11
12		Preferred stock ¹			12
13		TOTAL	5,534		13
14		Net increase (decrease) during year (Line 6 minus line 13)	26,064	6,507	14
15	*	Balance at close of year (Lines 1, 2 and 14)	132,122	28,399	15
16	*	Balance from line 15(c)	28,399	N/A	16
17		Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year (798)	\$ 160,521	NA	17
18		(797) Total appropriated retained earnings:			18
19		Credits during year \$ _____			19
20		Debits during year \$ _____			20
21		Balance at Close of year \$ _____			21
22		Amount of assigned Federal income tax consequences: Account 606 \$ _____			22
23		Account 616 \$ _____			23

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

(A) Transfer of one-half of Indiana Harbor Belt Railroad Company undistributed earnings.

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				Block Value at End of Year		Line No
			Authorized (c)	Issued (d)	In Treasury (e)	Outstanding (f)	Outstanding (g)	In Treasury (h)	
1	Common Soo Line Railroad Company	\$ 3-1/3	8,400,000	7,586,283		7,586,283	\$246,176		1
2									2
3									3
4	Preferred								4
5									5
6									6
7									7
8									8
9									9
10	TOTAL		8,400,000	7,586,283		7,586,283	\$246,176		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			7,586,283	\$ 246,176				11
12	Capital Stock Sold ¹								12
13	Capital Stock Reacquired								13
14	Capital Stock Canceled								14
15									15
16									16
17	Balance at close of year			7,586,283	\$ 246,176				17

¹By footnote on page 17 state the purpose of the issue and authority

SOO 1990
3/22/91

240 STATEMENT OF CASH FLOWS

21

Line No.	Description (a)	Current Year (b)	Prior Year (c)	Line No.
CASH FLOWS FROM OPERATING ACTIVITIES				
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			9
RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES				
10	Income from continuing operations	32,571	(15,840)	10
ADJUSTMENTS TO RECONCILE INCOME FROM CONTINUING OPERATIONS TO NET CASH PROVIDED BY OPERATING ACTIVITIES:				
11	Loss (gain) on sale or disposal of tangible property and investments	(7,623)	(9,853)	11
12	Depreciation and amortization expenses	33,405	33,159	12
13	Increase (decrease) in provision for deferred income taxes	21,490	(4,608)	13
14	Net decrease (increase) in undistributed earnings (losses) of affiliates	(974)	(3,297)	14
15	(Increase) decrease in accounts receivable	7,244	7,795	15
16	(Increase) decrease in materials and supplies and other current assets	1,217	3,550	16
17	Increase (decrease) current liabilities other than debt	(9,263)	(2,827)	17
18	Increase (decrease) in other-net	7,379	(1,432)	18
	Payment of accrued employee reduction costs	(5,750)	(13,165)	
	Special charges (credits)	(10,878)	51,736	
	Amortization of discount on accrued liabilities	494	545	
19	Net cash provided from continuing operations	69,312	45,763	19
20	Add (subtract) cash generated (paid) by reason of discontinued operations and extraordinary items			20
21	NET CASH PROVIDED FROM OPERATING ACTIVITIES	69,312	45,763	21
CASH FLOWS FROM INVESTING ACTIVITIES				
22	Proceeds from sale of property	5,823	12,774	22
23	Capital expenditures	(71,264)	(46,988)	23
24	Net change in temporary cash investments not qualifying as cash equivalents			24
25	Proceeds from sale/repayment of investment and advances			25
26	Purchase price of long-term investment and advances			26
27	Net decrease (increase) in sinking and other special funds	1,307	4,088	27
28	Other-net	940	(897)	28
	Advances to Soo Line Corporation	14,871	(14,871)	
29	NET CASH USED IN INVESTING ACTIVITIES	(48,323)	(45,894)	29
CASH FLOWS FROM FINANCING ACTIVITIES				
30	Proceeds from issuance of long-term debt and advances from related parties	124,265	222,620	30
31	Principal payments of long-term debt and advances from related parties	(132,989)	(227,979)	31
32	Proceeds from issuance of capital stock			32
33	Purchase price of acquiring treasury stock			33
34	Cash dividends paid			34
35	Other-net	206	5,421	35
36	NET CASH FROM FINANCING ACTIVITIES	(8,518)	62	36
37	NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	12,471	(69)	37
38	Cash and cash equivalents at beginning of the year	1,899	1,968	38
39	CASH AND CASH EQUIVALENTS AT END OF THE YEAR	14,370	1,899	39
FOOTNOTES TO SCHEDULE 240				
Cash paid during the year for:				
40	Interest (net of amount capitalized)	8,955	11,119	40
	Interest paid to related parties	16,800	21,899	
41	Income taxes (net)	832	915	41

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
CURRENT OPERATING ASSETS				
1	Interline and Other Balances (705)	Schedule 200, line 5, column b	\$ 20,895	1
2	Customers (706)	Schedule 200, line 6, column b	21,711	2
3	Other (707)	Note A	7,441	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2 + 3	50,047	4
OPERATING REVENUE				
5	Railway Operating Revenue	Schedule 210, line 13, column b	593,955	5
6	Rent Income	Note B	25,522	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	619,477	7
8	Average Daily Operating Revenues	Line 7 ÷ 360 days	1,720.77	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 - line 8	29.08	9
10	Revenue Delay Days Plus Buffer	Lines 9 + 15 days	44.08	10
CURRENT OPERATING LIABILITIES				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	11,500	11
12	Audited Accounts and Wages Payable (753)	Note A	13,597	12
13	Accounts Payable—Other (754)	Note A	3,618	13
14	Other Taxes Accrued (761.5)	Note A	8,962	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	37,677	15
OPERATING EXPENSES				
16	Railway Operating Expenses	Schedule 210, line 14, column b	527,330	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	33,405	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	519,447	18
19	Average Daily Expenditures	Line 18 ÷ 360 days	1,442.91	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 - line 19	26.11	20
21	Days of Working Capital Required	Line 10 - line 20 (Note C)	17.97	21
22	Cash Working Capital Required	Line 21 × line 19	25,929	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	14,370	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	14,370	24
MATERIALS AND SUPPLIES				
25	Total Material and Supplies (712)	Note A	37,007	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	-	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	37,007	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	\$ 51,377	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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Re 137700

Duplicate

Road Initials: SOO Year 1990

250—CONSOLIDATED INFORMATION FOR REVENUE ADEQUACY DETERMINATION (Dollars in Thousands)			
Line No.	Item (a)	Beginning of year (b)	End of year (c)
1	Adjusted Net Railway Operating Income For Reporting Entity	N/A	
	Combined/Consolidated Net Railway Operating Income for Reporting Entity		44,952
2	Add: Interest Income from Working Capital Allowance—Cash Portion		603
3	Income Taxes Associated with Non-Rail Income and Deductions		3,679
4	Gain or (loss) from transfer/reclassification to nonrail-status (net of income taxes)		2,264
5	Adjusted Net Railway Operating Income (Lines 1, 2, 3 & 4)		51,498
	Adjusted Investment in Railroad Property for Reporting Entity		
6	Combined Investment in Railroad Property Used in Transportation Service	634,348	745,560
7	Less: Interest During Construction	—	—
8	Other Elements of Investment (if debit balance)	N/A	N/A
9	Add: Net Rail Assets of Rail-Related Affiliates	—	—
10	Working Capital Allowance	30,775	51,377
11	Net Investment Base Before Adjustment for Deferred Taxes (Lines 6 through 10)	665,123	796,937
12	Less: Accumulated Deferred Income Tax Credits	114,917	138,209
13	Net Investment Base (Line 11 - 12)	550,206	658,728

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
Soo Line Railroad 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.

Part I - 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 not 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.....	55,261
- Equity in undistributed earnings, which represents the total of Schedule 210, Line 26 for all railroads in the reporting entity.....	973
- 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).....	2,274
= Adjusted income from continuing operations (before taxes). This represents "A" in item (3) below.....	52,014

(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.....	44,952
+ 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.....	22,690
+ 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.....	603
+ 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.....	-
- 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.....	25,319
- Railroad-related income from affiliates (other than railroads) which was included in consolidated NROI (Schedule 250, Line 1).....	-
= Combined/Consolidated Pre-Tax Adjusted NROI for all railroads. This represents "B" in item (3) below.....	42,926

(3) Calculate the railroad-related tax ratio : "B/A"..... 83%

(4) Compute the nonrailroad-related complement: (1 - Railroad-related income ratio) which equals the Nonrailroad-related tax ratio..... 17%

-) 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.....	<u>204</u>
+ Any non-rail portion of deferred taxes (Account 557) which may exist for all railroads in the reporting entity.....	<u>3,475</u>
Equals Total income taxes on nonrailroad income for all railroads in the reporting entity.....	<u>3,679</u>

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

(6) 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.....

PART 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)....	<u>3,679</u>
+ Total Nonrailroad-related taxes for rail-related affiliates (Item 6 above).....	<u> </u>
Equals Total nonrailroad-related taxes (This amount should be transferred to Schedule 250, Part A, Line 3)...	<u>3,679</u>

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.

SCHEDULE OF CONTROLLED COMPANIES

Name of Controlled Company	Other Controlling Companies
MT Properties, Inc.	CPC*, BN, and C&NW
Belt Railway Company of Chicago	AT&SF, CSXT, Conrail, GTW, ICG, N&W, BN and MP
Lake Superior Terminal and Transfer	C&NW - 16.67%, BN - 66.67%
DRI&NW Railway Company	BN - 50%
Indiana Harbor Belt Railroad Company	Conrail - 51%
Kansas City Terminal Railway Co.	AT&SF, CM&W, C&NW, SSW, MP KCS, MKT, UP, N&W - 8.33% each; BN - 16.67%
Trailer Train	Various others

*Chicago Pacific Corporation

316. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

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

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

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

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

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

Line No.	Account No.	Class No.	Kind of industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of Control	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	A-1	VII	Belt Railway Company of Chicago	8.33%	1
2	721	A-1	VII	Lake Superior Terminal & Transfer Railway Co.	16.67%	2
3	721	A-1	VII	DRI&NW Railway Company	50.00%	3
4	721	A-1	VII	Indiana Harbor Belt Railroad Company	49.00%	4
5	721	A-1	VII	Kansas City Terminal Railway Company	8.33%	5
6	721	A-1	VII	Trailer Train Company	2.70%	6
7						7
8				Total Class A-1		8
9						9
10	721	A-2	VII	Milwaukee Motor Transportation Company	100.00%	10
11	721	A-2	VII	CTH&SE Railway Company	54.02%	11
12						12
13				Total Class A-2		13
14						14
15	721	A-3	VII	Tri-State Land Company	100.00%	15
16	721	A-3	X	MT Properties, Inc.	12.50%	16
17						17
18				Total Class A-3		18
19						19
20				Total Class A		20
21						21
22						22
23						23
24						24
25						25
26	721	E-1	VII	Belt Railway Company of Chicago		26
27	721	E-1	VII	Milwaukee-Kansas City Southern Joint Agency		27
28	721	E-1	VII	DRI&NW Railway Company		28
29	721	E-1	VII	Kansas City Terminal Railway Company		29
30	721	E-1	VII	Western Railroad Association		30
31						31
32				Total Class E-1		32
33						33
34	721	E-2	VII	Milwaukee Motor Transportation Company		34
35						35
36				Total Class E-2		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	\$ 969	\$ -	\$ 709	\$ 260				1
2	74	-	74	-				2
3	-	477*	-	477				3
4	680	679*	-	1,359				4
5	50	-	-	50				5
6	218	-	-	218				6
7								7
8	1,991	1,156	783	2,364				8
9								9
10	-	-	-	-				10
11	-	-	-	-				11
12								12
13								13
14								14
15	900	-	-	900				15
16	91	-	-	91				16
17								17
18	991	-	-	991				18
19								19
20	2,982	1,156	783	3,355				20
21								21
22								22
23								23
24								24
25								25
26	2,564	-	597	1,967				26
27	84	-	95	(11)				27
28	-	-	2	(2)				28
29	1,071	-	3	1,068				29
30	75	-	-	75				30
31								31
32	3,794	-	697	3,097				32
33								33
34	2,237	-	485	1,752				34
35								35
36	\$ 2,237	\$ -	\$ 485	\$ 1,752				36
37								37
38								38
39								39
40								40

* Transferred from Account 741 in conjunction with cancellation of Kansas City Line sale.

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

Line No.	Account No.	Class No.	Kind of industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of Control	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	E-3	X	MT Properties		1
2	721	E-3	VI	Shoreham Equitable Insurance Limited	100.00%	2
3	721	E-3	X	Soo Line Corporation		3
4						4
5				Total Class E-3		5
6						6
7				Total Class E		7
8						8
9						9
10				GRAND TOTAL		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

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	\$ 13,171			1
2		3) Grading	35,657			2
3		4) Other right-of-way expenditures	904			3
4		5) Tunnels and subways	1,293			4
5		6) Bridges, restles, and culverts	73,370			5
6		7) Elevated structures	-			6
7		8) Ties	103,078			7
8		9) Rail and other track material	210,395			8
9		(11) Ballast	111,055			9
10		(13) Fences, snowsheds, and signs	3,292			10
11		(16) Station and office buildings	10,480			11
12		(17) Roadway buildings	1,531			12
13		(18) Water stations	106			13
14		(19) Fuel stations	1,002			14
15		(20) Shops and enginehouses	9,199			15
16		(22) Storage warehouses	-			16
17		23) Wharves and docks	1,689			17
18		(24) Coal and ore wharves	-			18
19		(25) TOFC COFC terminals	5,181			19
20		(26) Communication systems	7,674			20
21		(27) Signals and interlockers	26,590			21
22		(29) Power plants	206			22
23		(31) Power-transmission systems	518			23
24		(35) Miscellaneous structures	357			24
25		(37) Roadway machines	22,718			25
26		(39) Public improvements - Construction	7,779			26
27		(41) Shop machinery	6,823			27
28		(45) Power-plant machinery	565			28
29		Other specify and explain	-			29
30		TOTAL EXPENDITURES FOR ROAD	654,633			30
31		(52) Locomotives	84,070			31
32		(53) Freight-train cars	145,452			32
33		(54) Passenger-train cars	-			33
34		(55) Highway revenue equipment	491			34
35		(56) Floating equipment	-			35
36		(57) Work equipment	6,014			36
37		(58) Miscellaneous equipment	2,015			37
38		(59) Computer systems and word processing equipment	15,523			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	253,565			39
40		(76) Interest during construction	-			40
41		(90) Other elements of investment	(1,544)			41
42		(90) Construction in progress	8,611			42
43		GRAND TOTAL	\$ 915,265			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 (a)	Credits for property retired during the year (b)	Net changes during the year (c)	Balance at close of year (d)	Line No.
1		\$ 94	\$ (1,836)	\$ 1,930	\$ 15,101	1
2		303	(1,485)	1,788	37,445	2
3		24	7	17	921	3
4		-	-	-	1,293	4
5		512	(24,204)	24,716	98,086	5
6		-	-	-	-	6
7		14,513	(8,683)	23,196	126,274	7
8		21,878	(19,496)	41,374	251,769	8
9		8,316	(14,044)	22,360	133,415	9
10		1	(630)	631	3,923	10
11		779	(171)	950	11,430	11
12		27	2	25	1,556	12
13		-	2	(2)	104	13
14		47	(106)	153	1,155	14
15		322	(78)	400	9,599	15
16		-	-	-	-	16
17		-	-	-	1,689	17
18		-	-	-	-	18
19		125	(18)	143	5,324	19
20		3,783	(976)	4,759	12,433	20
21		4,398	(933)	5,331	31,921	21
22		-	-	-	206	22
23		2	1	1	519	23
24		5	(8)	13	370	24
25		2,906	-	2,906	25,624	25
26		1,923	(681)	2,604	10,383	26
27		178	(212)	390	7,213	27
28		-	-	-	565	28
29		-	-	-	-	29
30		60,136	(73,549)	133,685	788,318	30
31		5,482	530	4,952	89,022	31
32		4,429	4,603	(174)	145,278	32
33		-	-	-	-	33
34		-	479	(479)	12	34
35		-	-	-	-	35
36		720	(220)	940	6,954	36
37		7	14	(7)	2,008	37
38		1,948	813	1,135	16,658	38
39		12,586	6,219	6,367	259,932	39
40		-	-	-	-	40
41		-	(622)	622	(922)	41
42		(1,458)	237	(1,695)	6,916	42
43		\$ 71,264	\$ (67,715)	\$ 138,979	\$ 1,054,244	43

332. DEPRECIATION BASE AND RATES—ROAD AND EQUIPMENT OWNED AND USED AND LEASED FROM OTHERS

(Dollars in Thousands)

1. Show in columns (b) and (e), for each primary account, the depreciation base used to compute the depreciation charges for the month of January, and in columns (c) and (f) show the depreciation base used to compute the depreciation charges for the month of December; in columns (d) and (g) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 39 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. The depreciation base should not include the cost of equipment used, but not owned, when the rents therefor are included in the rent for equipment and Account Nos. 31-22-00, 31-23-00, 31-25-00, 31-21-00, 35-21-00, 35-23-00, 35-22-00, and 35-25-00. It should include the cost of equipment owned and leased to others when the rents therefor are included in the rent for equipment Accounts Nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00, inclusive. The composite rates used should be those prescribed or otherwise authorized by the Commission, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any changes in rates were effective during the year, give full particulars in a footnote.

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

3. Show in columns (e), (f), and (g) data applicable to 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	\$ 35,657	\$ 37,427	1.04				
2	(4) Other, right-of-way expenditures	904	916	1.01				2
3	(5) Tunnels and subways	1,293	1,293	1.01				3
4	(6) Bridges, trestles, and culverts	73,370	98,057	1.54				4
5	(7) Elevated structures	-	-	-				5
6	(8) Ties	103,078	124,349	4.96				6
7	(9) Rail and other track material	210,395	250,027	3.35				7
8	(11) Ballast	111,055	134,313	2.63				8
9	(13) Fences, snow sheds, and signs	3,292	3,922	3.04				9
10	(16) Station and office buildings	10,480	11,234	2.60				10
11	(17) Roadway buildings	1,531	1,546	3.96				11
12	(18) Water stations	106	103	16.83				12
13	(19) Fuel stations	1,002	1,152	3.96				13
14	(20) Shops and enginehouses	9,199	9,574	1.76				14
15	(22) Storage warehouses	-	-	-				15
16	(23) Wharves and docks	1,689	1,689	3.30				16
17	(24) Coal and ore wharves	-	-	-				17
18	(25) TOFC/COFC terminals	5,181	5,323	3.06				18
19	(26) Communication systems	7,674	11,901	1.56				19
20	(27) Signals and interlockers	26,590	31,762	2.89				20
21	(29) Power plants	206	206	1.06				21
22	(31) Power-transmission systems	518	518	1.70				22
23	(35) Miscellaneous structures	357	370	2.18				23
24	(37) Roadway machines	22,718	24,927	5.58				24
25	(39) Public improvements—Construction	7,779	10,322	2.41				25
26	(44) Shop machinery	6,823	7,179	2.86				26
27	(45) Power-plant machinery	565	565	2.86				27
28	All other road accounts	-	-	-				28
29	Amortization (other than defense projects)	-	-	-				29
30	TOTAL ROAD	641,462	768,675	3.07				30
	EQUIPMENT							
31	(52) Locomotives	84,070	89,005	3.06				31
32	(53) Freight-train cars	145,452	145,594	3.36				32
33	(54) Passenger-train cars	-	-	-				33
34	(55) Highway revenue equipment	491	12	13.07				34
35	(56) Floating equipment	-	-	-				35
36	(57) Work equipment	6,014	6,992	3.01				36
37	(58) Miscellaneous equipment	2,015	2,006	13.19				37
38	(59) Computer systems and word processing equipment	15,523	16,347	15.00				38
39	TOTAL EQUIPMENT	253,565	259,956	4.00				39
40	GRAND TOTAL	\$895,027	\$1,028,631	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 Rentals—Debit—Equipment" accounts 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	\$ 15,942	\$ 394		\$ 1,961		\$ 14,375	1
2		(4) Other, right-of-way expenditures	239	9		48		200	2
3		(5) Tunnels and subways	63	13		-		76	3
4		(6) Bridges, trestles, and culverts	10,305	1,512		(726)		12,543	4
5		(7) Elevated structures	-	-		-		-	5
6		(8) Ties	58,561	5,933		1,588		62,906	6
7		(9) Rail and other track material	58,578	8,187		(4,660)		71,425	7
8		(11) Ballast	8,928	3,474		2,503		9,899	8
9		(13) Fences, snow sheds, and signs	1,678	118		(99)		1,895	9
10		(16) Station and office buildings	1,488	284		(72)		1,844	10
11		(17) Roadway buildings	470	66		136		400	11
12		(18) Water stations	17	17		2		32	12
13		(19) Fuel stations	357	35		(29)		421	13
14		(20) Shops and enginehouses	3,114	166		7		3,273	14
15		(22) Storage warehouses	-	-		-		-	15
16		(23) Wharves and docks	405	56		-		461	16
17		(24) Coal and ore wharves	-	-		-		-	17
18		(25) TOFC/COFC terminals	1,021	160		(2)		1,183	18
19		(26) Communication systems	1,684	163		67		1,780	19
20		(27) Signals and interlockers	3,804	863		524		4,143	20
21		(29) Power plants	71	2		-		73	21
22		(31) Power-transmission systems	196	9		1		204	22
23		(35) Miscellaneous structures	134	8		(1)		143	23
24		(37) Roadway machines	7,271	1,316		19		8,568	24
25		(39) Public improvements—Construction	759	215		115		859	25
26		(44) Shop machinery*	1,489	204		(42)		1,735	26
27		(45) Power-plant machinery	122	16		-		138	27
28		All other road accounts							28
29		Amortization (Adjustments)	(55)	(27)		-		(82)	29
30		TOTAL ROAD	176,641	23,193		1,340		198,494	30
EQUIPMENT									
31	-	(52) Locomotives	43,971	2,676		499		46,148	31
32	-	(53) Freight-train cars	49,442	4,958	186	3,226		51,360	32
33	-	(54) Passenger-train cars	-	-	-	-		-	33
34	-	(55) Highway revenue equipment	60	1		50		11	34
35	-	(56) Floating equipment	-	-	-	-		-	35
36	-	(57) Work equipment	3,356	198		176	186	3,192	36
37	-	(58) Miscellaneous equipment	1,372	267		8		1,631	37
38		(59) Computer systems and word processing equipment	5,898	2,364		544		7,718	38
39	-	Amortization Adjustments	(28)	(13)		-		(41)	39
40		TOTAL EQUIPMENT	104,071	10,441	186	4,503	186	110,009	40
41		GRAND TOTAL	\$280,712	\$ 33,634	\$ 186	\$ 5,843	\$ 186	\$308,503	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 Cross No. Check	Account (a)	Balance at beginning of year (b)	CREDITS TO ACCOUNTS During the year		DEBITS TO ACCOUNTS During the year		Balance at close of year (g)	Line No.
			Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
	ROAD							
1	(3) Grading							1
2	(4) Other, right-of-way expenditures							2
3	(5) Tunnels and subways							3
4	(6) Bridges, trestles, and culverts							4
5	(7) Elevated structures							5
6	(8) Ties							6
7	(9) Rail and other track material							7
8	(11) Ballast							8
9	(13) Fences, snow sheds, and signs							9
10	(16) Station and office buildings							10
11	(17) Roadway buildings							11
12	(18) Water stations							12
13	(19) Fuel stations							13
14	(20) Shops and enginehouses							14
15	(22) Storage warehouses							15
16	(23) Wharves and docks							16
17	(24) Coal and ore wharves							17
18	(25) TOFC COFC terminals							18
19	(26) Communication systems							19
20	(27) Signals and interlockers							20
21	(29) Power plants							21
22	(31) Power-transmission systems							22
23	(35) Miscellaneous structures							23
24	(37) Roadway machines							24
25	(39) Public improvements—Construction							25
26	(44) Shop machinery*							26
27	(45) Power-plant machinery							27
28	All other road accounts							28
29	Amortization (Adjustments)							29
30	TOTAL ROAD							30
	EQUIPMENT							
31	(52) Locomotives							31
32	(53) Freight-train cars							32
33	(54) Passenger-train cars							33
34	(55) Highway revenue equipment							34
35	(56) Floating equipment							35
36	(57) Work equipment							36
37	(58) Miscellaneous equipment							37
38	(59) Computer systems and word processing equipment							38
39	Amortization (Adjustments)							39
40	TOTAL EQUIPMENT							40
41	GRAND TOTAL	None					None	41

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

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

(Dollars in Thousands)

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

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

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

4. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of 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)		
	ROAD				
1	(3) Grading			%	1
2	(4) Other, right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snow sheds, and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings	Total road and equipment leased to others is less than 5% of total owned.			11
12	(18) Water stations				12
13	(19) Fuel stations				13
14	(20) Shops and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC COFC terminals				18
19	(26) Communication systems				19
20	(27) Signals and interlockers				20
21	(29) Power plants				21
22	(31) Power-transmission systems				22
23	(35) Miscellaneous structures				23
24	(37) Roadway machines				24
25	(39) Public improvements—Construction				25
26	(44) Shop machinery*				26
27	(45) Power-plant machinery				27
28	All other road accounts				28
29	Amortization Adjustments				29
30	TOTAL ROAD				30
	EQUIPMENT				
31	(52) Locomotives				31
32	(53) Freight-train cars				32
33	(54) Passenger-train cars				33
34	(55) Highway revenue equipment				34
35	(56) Floating equipment				35
36	(57) Work equipment				36
37	(58) Miscellaneous equipment				37
38	(59) Computer systems and word processing equipment				38
39	Amortization Adjustments				39
40	TOTAL EQUIPMENT				40
41	GRAND TOTAL	\$ 2,873	\$ 4,289		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)		
		ROAD							
1		(3) Grading							1
2		(4) Other, right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snow sheds, and signs							9
10		(16) Station and office buildings							10
11		(17) Roadway buildings	Figures have been incorporated on Schedule 335 per ICC instructions.						11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops and enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals and interlockers							20
21		(29) Power plants							21
22		(31) Power-transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public improvements—Construction							25
26		(44) Shop machinery*							26
27		(45) Power-plant machinery							27
28		All other road accounts							28
29		TOTAL ROAD							29
		EQUIPMENT							
30		(52) Locomotives							30
31		(53) Freight-train cars							31
32		(54) Passenger-train cars							32
33		(55) Highway revenue equipment							33
34		(56) Floating equipment							34
35		(57) Work equipment							35
36		(58) Miscellaneous equipment							36
37		(59) Computer systems and word processing equipment							37
38		TOTAL EQUIPMENT							38
39		GRAND TOTAL							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)		
	ROAD				
1	(3) Grading				1
2	(4) Other, right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snow sheds, and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings				11
12	(18) Water stations				12
13	(19) Fuel stations				13
14	(20) Shops and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC COFC terminals				18
19	(26) Communication systems				19
20	(27) Signals and interlockers				20
21	(29) Power plants				21
22	(31) Power-transmission systems				22
23	(35) Miscellaneous structures				23
24	(37) Roadway machines				24
25	(39) Public improvements—Construction				25
26	(44) Shop machinery				26
27	(45) Power-plant machinery				27
28	All other road accounts				28
29	TOTAL ROAD				29
	EQUIPMENT				
30	(52) Locomotives				30
31	(53) Freight-train cars				31
32	(54) Passenger-train cars				32
33	(55) Highway revenue equipment				33
34	(56) Floating equipment				34
35	(57) Work equipment				35
36	(58) Miscellaneous equipment			N/A	36
37	(59) Computer systems and word processing equipment				37
38	TOTAL EQUIPMENT				38
39	GRAND TOTAL	None	None		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/ Cross No./ 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	(1) Grading							1
2	(2) Other right-of-way expenditures							2
3	(3) Tunnels and subways							3
4	(4) Bridges, trestles, and culverts							4
5	(5) Elevated structures							5
6	(6) Ties							6
7	(7) Rail and other track material							7
8	(8) Ballast							8
9	(9) Fences, snow sheds, and signs							9
10	(10) Station and office buildings							10
11	(11) Roadway buildings							11
12	(12) Water stations							12
13	(13) Fuel stations							13
14	(14) Shops and enginehouses							14
15	(15) Storage warehouses							15
16	(16) Wharves and docks			- None -				16
17	(17) Coal and ore wharves							17
18	(18) TOFC COFC terminals							18
19	(19) Communication systems							19
20	(20) Signals and interlockers							20
21	(21) Power plants							21
22	(22) Power-transmission systems							22
23	(23) Miscellaneous structures							23
24	(24) Roadway machines							24
25	(25) Public improvements—Construction							25
26	(26) Shop machinery*							26
27	(27) Power-plant machinery							27
28	All other road accounts							28
29	TOTAL ROAD							29
	EQUIPMENT							
30	(30) Locomotives							30
31	(31) Freight-train cars							31
32	(32) Passenger-train cars							32
33	(33) Highway revenue equipment							33
34	(34) Floating equipment							34
35	(35) Work equipment							35
36	(36) Miscellaneous equipment							36
37	(37) Computer systems and word processing equipment							37
38	TOTAL EQUIPMENT							38
39	GRAND TOTAL							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 "31 or "32 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 or 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		Soo Line Railroad Company	3,768	\$1,054,244	\$ 308,684	1
2						2
3		Notes:				3
4		Line 1: Amount shown represents the following:				4
5		Account 731		1,049,955	308,390	5
6						6
7						7
8		Account 732				8
9		- Equipment leased from various railway				9
10		equipment leasing companies		3,116	192	10
11		- Property leased from CP Rail		38	28	11
12		- Property leased from K&IT RR - Louisville		6	-	12
13		- Property leased from Rosewood Mgt. Co. - Mpls.		891	74	13
14		- Roadway machines leased from various				14
15		leasing companies		26	-	15
16		- Property leased from Amtrak - Chicago		212	-	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	3,768	\$1,054,244	\$ 308,684	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 respondents and for each group or class of companies and properties on line 44 hereon, should correspond with the amounts for each class of company and properties shown in Schedule 352A. Continuing records shall be maintained by respondent of the primary property accounts separately for each company or property included in the schedule.

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

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

Line No.	Cross Check	Account (a)	Respondent (b)	Lessor railroads (c)	Inactive (proprietary companies) (d)	Other Leased properties (e)	Line No.
1		(2) Land for transportation purposes	\$ 15,101				1
2		(3) Grading	37,445				2
3		(4) Other, right-of-way expenditures	921				3
4		(5) Tunnels and subways	1,293				4
5		(6) Bridges, trestles, and culverts	98,086				5
6		(7) Elevated structures	-				6
7		(8) Ties	126,274				7
8		(9) Rail and other track material	251,769				8
9		(11) Ballast	133,415				9
10		(13) Fences, snow sheds, and signs	3,923				10
11		(16) Station and office buildings	11,430				11
12		(17) Roadway buildings	1,556				12
13		(18) Water stations	104				13
14		(19) Fuel stations	1,155				14
15		(20) Shops and enginehouses	9,599				15
16		(22) Storage warehouses	-				16
17		(23) Wharves and docks	1,689				17
18		(24) Coal and ore wharves	-				18
19		(25) TOFC COFC terminals	5,324				19
20		(26) Communication systems	12,433				20
21		(27) Signals and interlockers	31,921				21
22		(29) Power plants	206				22
23		(31) Power-transmission systems	519				23
24		(35) Miscellaneous structures	370				24
25		(37) Roadway machines	25,624				25
26		(39) Public improvements—Construction	10,383				26
27		(44) Shop machinery	7,213				27
28		(45) Power-plant machinery	565				28
29		Leased property capitalized rentals (explain)	-				29
30		Other (specify and explain)	-				30
31		TOTAL ROAD	788,318				31
32		(52) Locomotives	89,022				32
33		(53) Freight-train cars	145,278				33
34		(54) Passenger-train cars	-				34
35		(55) Highway revenue equipment	12				35
36		(56) Floating equipment	-				36
37		(57) Work equipment	6,954				37
38		(58) Miscellaneous equipment	2,008				38
39		(59) Computer systems and word processing equipment	16,658				39
40		TOTAL EQUIPMENT	259,932				40
41		(76) Interest during construction	-				41
42		(80) Other elements of investment	(922)				42
43		(90) Construction work in progress	6,916				43
44		GRAND TOTAL	\$1,054,244				44

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

Cross-checks

Schedule 410		Schedule 210
Line 620, column (b)	=	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

1990
SCHEDULE 410 RAILWAY OPERATING EXPENSES
(DOLLARS IN THOUSANDS)

LINE NO.	NAME OF RAILWAY OPERATING EXPENSE ACCOUNT	FREIGHT					TOTAL (H)	LINE NO.
		SALARIES & WAGES (B)	MAT'L & OTHER (C)	PURCHASED SERVICES (D)	GENERAL (E)	TOTAL FREIGHT (F)	PASSENGER (G)	
1	WAYS AND STRUCTURE:							
2	ADMINISTRATIVE							
3	TRACK	1,935	26	76	157	2,194		1
4	BRIDGE AND BUILDING	714	15	44	54	827		2
5	SIGNAL	1,035	23	68	88	1,214		3
6	COMMUNICATION	621	14	41	58	734		4
7	OTHER	504	10	42	112	668		5
8	REPAIR AND MAINTENANCE							
9	ROADWAY - RUNNING	2,537	19	829	469	3,854		6
10	ROADWAY - SWITCHING	314	10	32	-	356		7
11	TUNNELS & SUBWAYS - RUNNING	8	-	-	-	8		8
12	TUNNELS & SUBWAYS - SWITCHING	-	-	-	-	-		9
13	BRIDGES & CULVERTS - RUNNING	995	405	38	163	1,601		10
14	BRIDGES & CULVERTS - SWITCHING	100	19	3	-	122		11
15	TIES - RUNNING	829	656	34	7	1,458		12
16	TIES - SWITCHING	451	212	2	-	665		13
17	RAIL & OTH - RUNNING	6,212	1,971	711	568	9,462		14
18	RAIL & OTH - SWITCHING	1,119	385	10	-	1,494		15
19	BALLAST - RUNNING	1,669	465	149	182	1,803		16
20	BALLAST - SWITCHING	150	-	-	-	150		17
21	ROAD PROPERTY DAMAGED - RUNNING	981	378	23	-	1,382		18
22	ROAD PROPERTY DAMAGED - SWITCHING	941	32	-	-	973		19
23	ROAD PROPERTY DAMAGED - OTHER	45	53	277	-	269		20
24	SIGNALS - INTERLOCKERS - RUNNING	3,414	1,743	1,138	374	4,393		21
25	SIGNALS - INTERLOCKERS - SWITCHING	-	-	-	-	-		22
26	COMMUNICATIONS SYSTEMS	1,673	388	19	131	2,173		23
27	POWER SYSTEMS	38	22	53	-	113		24
28	HIGHWAY GRADE CROSSING - RUNNING	350	157	80	-	587		25
29	HIGHWAY GRADE CROSSING - SWITCHING	-	-	-	-	-		26
30	STATION & OFFICE BUILDINGS	630	181	171	11	993		27
31	SHOP BUILDINGS - LOCOMOTIVES	128	94	228	-	450		28
32	SHOP BUILDINGS - FREIGHT CARS	20	8	9	-	37		29
33	SHOP BUILDINGS - OTHER EQUIPMENT	481	97	56	-	634		30

1990
SCHEDULE 410 RAILWAY OPERATING EXPENSES
(DOLLARS IN THOUSANDS)

LINE NO.	NAME OF RAILWAY OPERATING EXPENSE ACCOUNT	FREIGHT					TOTAL	PASSENGER	TOTAL	LINE NO.
		SALARIES & WAGES (B)	MAT'L & OTHER (C)	PURCHASED SERVICES (D)	GENERAL (E)	TOTAL FREIGHT (F)				
134	OTHER RENTS - [CREDIT] - SWITCHING	-	-	-	-	-	-	-	-	134
135	OTHER RENTS - [CREDIT] - OTHER	-	-	-	-	-	-	-	-	135
136	DEPRECIATION - RUNNING	-	-	-	19,414	19,414	-	-	19,414	136
137	DEPRECIATION - SWITCHING	-	-	-	560	560	-	-	560	137
138	DEPRECIATION - OTHER	-	-	-	2,786	2,786	-	-	2,786	138
139	JOINT FACILITY - DEBIT - RUNNING	-	-	8,860	-	8,860	-	-	8,860	139
140	JOINT FACILITY - DEBIT - SWITCHING	-	-	2,335	-	2,335	-	-	2,335	140
141	JOINT FACILITY - DEBIT - OTHER	-	-	77	-	77	-	-	77	141
142	JOINT FACILITY - [CREDIT] - RUNNING	-	-	(5,394)	-	(5,394)	-	-	(5,394)	142
143	JOINT FACILITY - [CREDIT] - SWITCHING	-	-	(94)	-	(94)	-	-	(94)	143
144	JOINT FACILITY - [CREDIT] - OTHER	-	-	(3)	-	(3)	-	-	(3)	144
145	DISMANTLING RETIRED ROAD PROPERTY - RUNNING	(481)	-	1	-	(480)	-	-	(480)	145
146	DISMANTLING RETIRED ROAD PROPERTY - SWITCHING	2	-	-	-	2	-	-	2	146
147	DISMANTLING RETIRED ROAD PROPERTY - OTHER	8	1	33	-	42	-	-	42	147
148	OTHER - RUNNING	248	266	(3)	(7,984)	(7,473)	-	-	(7,473)	148
149	OTHER - SWITCHING	(6)	-	3	-	1	-	-	(2)	149
150	OTHER - OTHER	(18)	-	-	(918)	(936)	-	-	(936)	150
151	TOTAL WAY AND STRUCTURE	29,437	11,212	18,995	40,806	100,450	-	-	100,450	151
EQUIPMENT:										
LOCOMOTIVES										
201	ADMINISTRATIVE	1,151	44	37	48	1,280	-	-	1,280	201
202	REPAIR AND MAINTENANCE	6,476	6,468	2,534	19	15,497	-	-	15,497	202
203	MACHINERY REPAIR	2	2	30	-	34	-	-	34	203
204	EQUIPMENT DAMAGED	94	176	-	88	358	-	-	358	204
205	FRINGE BENEFITS	-	-	-	3,483	3,483	-	-	3,483	205
206	OTHER CASUALTIES & INSURANCE	-	-	-	2,053	2,053	-	-	2,053	206
207	LEASE RENTALS - DEBIT	-	-	8,444	-	8,444	-	-	8,444	207
208	LEASE RENTALS - [CREDIT]	-	-	(34)	-	(34)	-	-	(34)	208
209	JOINT FACILITY RENT - DEBIT	-	-	-	-	-	-	-	-	209
210	JOINT FACILITY RENT - [CREDIT]	-	-	-	-	-	-	-	-	210
211	OTHER RENTS - DEBIT	-	-	(19)	-	(19)	-	-	(19)	211
212	OTHER RENTS - [CREDIT]	-	-	(153)	-	(153)	-	-	(153)	212
213	DEPRECIATION	-	-	-	2,763	2,763	-	-	2,763	213
214	JOINT FACILITY - DEBIT	-	-	626	-	626	-	-	626	214
215	JOINT FACILITY - [CREDIT]	-	-	(1)	-	(1)	-	-	(1)	215
216	REPAIRS BILLED TO OTHERS - [CREDIT]	-	-	(531)	-	(531)	-	-	(531)	216

1990
SCHEDULE 410 RAILWAY OPERATING EXPENSES
(DOLLARS IN THOUSANDS)

LINE NO.	NAME OF RAILWAY OPERATING EXPENSE ACCOUNT	FREIGHT						TOTAL	LINE NO.
		SALARIES & WAGES (B)	MAT'L & OTHER (C)	PURCHASED SERVICES (D)	GENERAL (E)	TOTAL FREIGHT (F)	PASSENGER (G)		
217	DISMANTLING RETIRED PROPERTY	-	-	-	-	-	-		217
218	OTHER	(20)	(460)	-	(12)	(492 )	(	( 492)	218
219	TOTAL LOCOMOTIVE	7,703	6,230	10,933	8,442	33,308		33,308	219
FREIGHT CARS									
220	ADMINISTRATIVE	688	25	49	63	825		825	220
221	REPAIR & MAINTENANCE	6,070	8,865	10,739	37	25,711		25,711	221
222	MACHINERY REPAIR	2	28	133	-	163		163	222
223	EQUIPMENT DAMAGED	137	154	346	-	637		637	223
224	FRINGE BENEFIT	-	-	-	3,139	3,139		3,139	224
225	OTHER CASUALTIES & INSURANCE	-	-	-	1,712	1,712		1,712	225
226	LEASE RENTALS - DEBIT	-	-	28,988	-	28,988		28,988	226
227	LEASE RENTALS - [CREDIT]	-	-	(1,080)	-	(1,080 )	(	( 1,080)	227
228	JOINT FACILITY RENT - DEBIT	-	-	-	-	-		-	228
229	JOINT FACILITY RENT - [CREDIT]	-	-	-	-	-		-	229
230	OTHER RENTS - DEBIT	-	-	60,861	-	60,861		60,861	230
231	OTHER RENTS - [CREDIT]	-	-	(23,119)	-	(23,119 )	(	( 23,119)	231
232	DEPRECIATION	-	-	-	5,044	5,044		5,044	232
233	JOINT FACILITY - DEBIT	-	-	6	-	6		6	233
234	JOINT FACILITY - [CREDIT]	-	-	(13,775)	-	(13,775 )	(	( 13,775)	234
235	REPAIRS BILLED TO OTHERS - [CREDIT]	-	-	-	-	-		-	235
236	DISMANTLING RETIRED PROPERTY	7	-	-	-	7		7	236
237	OTHER	264	14	598	(130)	746		746	237
238	TOTAL FREIGHT CARS	7,168	9,086	63,746	9,865	89,865		89,865	238
OTHER EQUIPMENT									
301	ADMINISTRATIVE	57	2	4	82	145		145	301
302	REPAIR AND MAINTENANCE	60	-	602	-	662		662	302
303	TRUCKS, TRAILERS, CONTAINERS	-	-	-	-	-		-	303
304	FLOATING EQUIPMENT - REVENUE SERVICE	-	-	-	-	-		-	304
305	PASSENGER & OTHER REVENUE SERVICE	-	-	-	-	-		-	305
306	COMPUTERS & DATA PROCESSING SYSTEMS	-	-	-	-	-		-	306
307	MACHINERY	93	156	43	-	292		292	307
308	WORK & OTHER NON-REVENUE EQUIPMENT	183	86	1,360	-	1,629		1,629	308
309	EQUIPMENT DAMAGED	-	-	(28)	-	(28 )	(	( 28)	309
310	FRINGE BENEFITS	-	-	-	245	245		245	310
311	OTHER CASUALTIES & INSURANCE	-	-	-	50	50		50	311
312	LEASE RENTALS - DEBIT	-	-	4,304	-	4,304		4,304	312
312	LEASE RENTALS - [CREDIT]	-	-	-	-	-		-	312

1990
SCHEDULE 410 RAILWAY OPERATING EXPENSES
(DOLLARS IN THOUSANDS)

LINE NO.	NAME OF RAILWAY OPERATING EXPENSE ACCOUNT	FREIGHT					TOTAL	LINE NO.
		SALARIES & WAGES (B)	MAT'L & OTHER (C)	PURCHASED SERVICES (D)	GENERAL (E)	TOTAL FREIGHT (F)	PASSENGER (G)	
313	JOINT FACILITY RENT - DEBIT	-	-	-	-	-	-	313
314	JOINT FACILITY RENT - [CREDIT]	-	-	(6)	-	(6)	(6)	314
315	OTHER RENTS - DEBIT	-	-	2,409	-	2,409	2,409	315
316	OTHER RENTS - [CREDIT]	-	-	(462)	-	(462)	(462)	316
317	DEPRECIATION	-	-	-	2,838	2,838	2,838	317
318	JOINT FACILITY - DEBIT	-	-	281	-	281	281	318
319	JOINT FACILITY - [CREDIT]	-	-	(384)	-	(384)	(384)	319
320	REPAIRS BILLED TO OTHERS - [CREDIT]	-	-	(124)	-	(124)	(124)	320
321	DISMANTLING RETIRED PROPERTY	-	-	-	-	-	-	321
322	OTHER	16	2	1	6	25	25	322
323	TOTAL OTHER EQUIPMENT	409	246	8,000	3,221	11,876	11,876	323
324	TOTAL EQUIPMENT	15,280	15,562	82,679	21,528	135,049	135,049	324
TRANSPORTATION:								
TRAIN OPERATIONS								
401	ADMINISTRATION	12	-	-	-	-	-	401
402	ENGINE CREWS	15,216	1	2,030	459	17,706	17,706	402
403	TRAIN CREWS	30,778	122	3,001	744	34,645	34,645	403
404	DISPATCHING TRAINS	3,051	2	(68)	(46)	3,075	3,075	404
405	OPERATING SIGNALS & INTERLOCKERS	295	12	381	(2)	686	686	405
406	OPERATING DRAWBRIDGES	202	-	11	-	213	213	406
407	HIGHWAY CROSSING PROTECTION	104	4	1	(98)	11	11	407
408	TRAIN INSPECTION & LUBRICATION	4,681	26	549	(373)	4,803	4,803	408
409	LOCOMOTIVE FUEL	386	36,173	4	-	36,563	36,563	409
410	ELECTRIC POWER PURCHASED OR PROD.	-	-	-	-	-	-	410
411	SERVICING LOCOMOTIVES	2,310	1,019	64	(25)	3,368	3,368	411
412	FREIGHT LOST OR DAMAGED-SOLELY R	-	-	-	1,029	1,029	1,029	412
413	CLEARING WRECKS	253	41	2,477	429	3,200	3,200	413
414	FRINGE BENEFITS	-	-	-	20,927	20,927	20,927	414
415	OTHER CASUALTIES & INSURANCE	-	-	-	14,023	14,023	14,023	415
416	JOINT FACILITY-DEBIT	-	-	-	-	8,485	8,485	416
417	JOINT FACILITY-[CREDIT]	-	-	(2,068)	-	(2,068)	(2,068)	417
418	OTHER	1,167	77	507	106	1,857	1,857	418
419	TOTAL TRAIN OPERATIONS	58,455	37,477	15,510	37,173	148,615	148,615	419
YARD OPERATIONS								
420	ADMINISTRATION	2	-	-	-	2	2	420
421	SWITCH CREWS	24,548	-	-	(42)	24,506	24,506	421

1990
SCHEDULE 410 RAILWAY OPERATING EXPENSES
(DOLLARS IN THOUSANDS)

LINE NO.	NAME OF RAILWAY OPERATING EXPENSE ACCOUNT	FREIGHT					TOTAL	LINE NO.
		SALARIES & WAGES (B)	MAT'L & OTHER (C)	PURCHASED SERVICES (D)	GENERAL (E)	TOTAL FREIGHT (F)		
						PASSENGER (G)	(H)	
422	CONTROLLING OPERATIONS	299	-	254	-	553	553	422
423	YARD AND TERMINAL CLERICAL	11,387	141	503	2	12,033	12,033	423
424	OPERATING SWITCHES	27	-	-	-	27	27	424
425	LOCOMOTIVE FUEL	33	3,753	-	-	3,786	3,786	425
426	ELECTRIC POWER PURCHASED OR PRODUCED	-	-	-	-	-	-	426
427	SERVICING LOCOMOTIVES	1,021	254	23	-	1,298	1,298	427
428	FREIGHT LOST OR DAMAGED	-	-	-	-	-	-	428
429	CLEARING WRECKS	112	5	228	85	260	260	429
430	FRINGE BENEFITS	-	-	-	-	-	-	430
431	OTHER CASUALTIES & INSURANCE	-	-	-	14,703	14,703	14,703	431
432	JOINT FACILITY-DEBIT	-	-	-	771	771	771	432
433	JOINT FACILITY-(CREDIT)	-	-	236	-	236	236	433
434	OTHER	406	-	22	-	22	22	434
435	TOTAL YARD OPERATIONS	37,835	4,153	1,289	37	392	392	435
					15,340	58,617	58,617	
501	TRAIN AND YARD OPERATIONS COMMON							
501	CLEANING CAR INTERIORS	19	-	10	-	29	29	501
502	ADJUSTING & TRANSFERRING LOADS	14	1	621	-	634	634	502
503	CAR LOADING DEVICES & GRAIN DOORS	-	-	-	-	-	-	503
504	FREIGHT LOST & DAMAGED - ALL OTHER	-	-	-	1,302	1,302	1,302	504
505	FRINGE BENEFITS	-	-	-	8	8	8	505
506	TOTAL TRAIN & YARD OPERATIONS COMMON	33	1	631	1,310	1,973	1,973	506
507	SPECIALIZED SERVICE OPERATIONS							
507	ADMINISTRATION	855	43	202	69	1,169	1,169	507
508	PICKUP & DELIVERY AND MARINE LINE HAUL	-	-	-	-	-	-	508
509	LOADING & UNLOADING & LOCAL MARINE	200	66	4,529	-	4,795	4,795	509
510	PROTECTIVE SERVICES	5	91	109	193	12	12	510
511	FREIGHT LOST OR DAMAGED-SOLELY RELATED	-	-	-	323	323	323	511
512	FRINGE BENEFITS	-	-	-	520	520	520	512
513	CASUALTIES & INSURANCE	-	-	-	7	7	7	513
514	JOINT FACILITY - DEBIT	-	-	-	-	-	-	514
515	JOINT FACILITY - (CREDIT)	-	-	-	-	-	-	515
516	OTHER	4	1	-	-	3	3	516
517	TOTAL SPECIAL SERVICES OPERATIONS	1,056	201	4,840	712	6,809	6,809	517

1990
SCHEDULE 410 RAILWAY OPERATING EXPENSES
(DOLLARS IN THOUSANDS)

LINE NO.	NAME OF RAILWAY OPERATING EXPENSE ACCOUNT	FREIGHT					TOTAL	LINE NO.
		SALARIES & WAGES (B)	MAT'L & OTHER (C)	PURCHASED SERVICES (D)	GENERAL (E)	TOTAL FREIGHT (F)		
							PASSENGER (G)	(H)
ADMINISTRATIVE SUPPORT OPERATIONS								
518	ADMINISTRATION	5,864	222	1,713	799	8,598		8,598
519	EMPLOYEES PERFORMING CLERICAL FUNCTIONS	3,930	717	859	(128)	5,378		5,378
520	COMMUNICATION SYSTEMS OPERATION	116	10	27	32	185		185
521	LOSS & DAMAGE CLAIMS PROCESSING	235	2	-	-	237		237
522	FRINGE BENEFITS	-	-	-	4,305	4,305		4,305
523	CASUALTIES & INSURANCE	-	-	-	(6)	(6)		(6)
524	JOINT FACILITY - DEBIT	-	-	50	-	50		50
525	JOINT FACILITY - (CREDIT)	-	-	-	-	-		-
526	OTHER	508	25	410	16	959		959
527	TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	10,653	976	3,059	5,018	19,706		19,706
528	TOTAL TRANSPORTATION	108,032	42,806	25,329	59,553	235,720		235,720
GENERAL AND ADMINISTRATIVE								
601	OFFICERS - GENERAL ADMINISTRATIVE	1,651	127	1,828	2,278	5,884		5,884
602	ACCOUNTING, AUDITING, AND FINANCE	6,334	130	1,187	(56)	7,595		7,595
603	MANAGEMENT SERVICES AND DATA PROCESSING	2,119	124	8,573	62	10,878		10,878
604	MARKETING	2,888	102	954	797	4,741		4,741
605	SALES	2,672	33	274	374	3,353		3,353
606	INDUSTRIAL DEVELOPMENT	551	10	47	-	608		608
607	PERSONNEL & LABOR RELATIONS	2,584	44	558	255	3,441		3,441
608	LEGAL AND SECRETARIAL	2,171	27	2,805	85	5,088		5,088
609	PUBLIC RELATIONS & ADVERTISING	72	14	87	56	229		229
610	RESEARCH AND DEVELOPMENT	704	-	-	-	704		704
611	FRINGE BENEFITS	-	-	-	12,749	12,749		12,749
612	CASUALTIES & INSURANCE	-	-	-	376	376		376
613	WRITE-DOWN OF UNCOLLECTIBLE ACCOUNTS	-	-	-	975	975		975
614	PROPERTY TAXES	-	-	-	4,258	4,258		4,258
615	OTHER TAXES EXCEPT ON CORPORATE	-	-	-	2,527	2,527		2,527
616	JOINT FACILITY - DEBIT	-	-	228	-	228		228
617	JOINT FACILITY - (CREDIT)	-	-	(1)	-	(1)		(1)
618	OTHER	1,873	15	5	(9,415)	(7,522)		(7,522)
619	TOTAL GENERAL AND ADMINISTRATIVE	23,619	626	16,545	15,321	56,111		56,111
620	TOTAL CARRIER OPERATING EXPENSES	176,368	70,206	143,548	137,208	527,330		527,330

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.	Class 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	\$ 24	\$ -	1
2		3	Grading	\$ 394	59	-	2
3		4	Other right-of-way expenditures	9	2	-	3
4		5	Tunnels and subways	13	-	-	4
5		6	Bridges, trestles and culverts	1,512	6	(2)	5
6		7	Elevated structures	-	-	-	6
7		8	Ties	5,933	200	(8)	7
8		9	Rail and other track material	8,187	406	(11)	8
9		11	Ballast	3,474	211	(4)	9
10		13	Fences, snowsheds and signs	118	1	-	10
11		16	Station and office buildings	284	3,303	-	11
12		17	Roadway buildings	66	2	-	12
13		18	Water stations	17	-	-	13
14		19	Fuel stations	35	-	-	14
15		20	Shops and enginehouses	166	7	-	15
16		22	Storage warehouses	-	-	-	16
17		23	Wharves and docks	56	-	-	17
18		24	Coal and ore wharves	-	-	-	18
19		25	TOFC COFC terminals	160	10	-	19
20		26	Communications systems	163	28	-	20
21		27	Signals and interlockers	863	53	-	21
22		29	Power plants	2	-	-	22
23		31	Power transmission systems	9	9	-	23
24		35	Miscellaneous structures	8	2	-	24
25		37	Roadway machines	1,087	44	(2)	25
26		39	Public improvements, construction	215	3	-	26
27		45	Power plant machines	16	3	-	27
28		-	Other lease/rentals	N/A	-	N/A	28
29	*	-	TOTAL	\$ 22,797	\$ 4,373	\$ (27)	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 requesting 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), and 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 rentals 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. Rate No. 334, for which rentals are settled on a combination mileage and time basis (basis 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	Type of equipment (a)	GROSS AMOUNTS RECEIVABLE Per diem basis			GROSS AMOUNTS PAYABLE Per diem basis			Line No
		Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)	
	CAR TYPES							
1	Box-Plain 40 Foot		\$ 1	\$ 2	\$ -	\$ 14	\$ 19	1
2	Box-Plain 50 Foot and Longer		328	1,130	927	1,897	3,289	2
3	Box-Equipped		482	2,044	-	1,939	3,487	3
4	Giandola-Plain		317	1,767	80	269	1,214	4
5	Giandola Equipped		127	516	9	169	551	5
6	Hopper Covered		3,105	6,646	5,894	1,679	5,789	6
7	Hopper-Open Top-General Service		291	1,206	-	619	1,285	7
8	Hopper Open Top-Special Service		1	10	-	197	329	8
9	Refrigerator-Mechanical		-	-	-	80	199	9
10	Refrigerator-Non Mechanical		132	368	87	232	827	10
11	Flat TOP/CC/PC		30	649	8,061	835	2,130	11
12	Flat Multi Level		-	-	3,058	186	373	12
13	Flat General Service		6	40	-	73	108	13
14	Flat-Other		430	1,126	12	1,484	1,826	14
15	Tank Under 22,000 Gallons		-	-	5,399	-	-	15
16	Tank - 22,000 Gallons and Over		-	-	2,858	-	-	16
17	All Other Freight Cars		60	156	302	79	171	17
18	Auto Racks		-	2,149	2,648	-	177	18
19	TOTAL FREIGHT TRAIN CARS		5,310	17,809	29,335	9,752	21,774	19
	OTHER FREIGHT CARRYING EQUIPMENT							
20	Refrigerated Trailers		-	24	-	-	-	20
21	Other Trailers		-	438	1,345	-	1,064	21
22	Refrigerated Containers		-	-	-	-	-	22
23	Other Containers		-	-	-	-	-	23
24	TOTAL TRAILERS AND CONTAINERS		-	462	1,345	-	1,064	24
25	GRAND TOTAL (LINES 19 AND 24)		\$ 5,310	\$18,271	\$30,680	\$9,752	\$22,838	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 38, column (c), of Schedule 335.

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

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

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

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

7. 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 or equipment (a)	Repairs (net expense) (b)	Depreciation		Amortization Adjustment net during year (e)	Line No.
				Owned (c)	Capitalized lease (d)		
1		LOCOMOTIVES					
1		Diesel Locomotive-Yard	\$ 1,413	\$ 221	\$ 655		1
2		Diesel Locomotive-Road	13,553	1,629	171		2
3		Other Locomotive-Yard	-	-	-		3
4		Other Locomotive-Road	-	-	-		4
5	*	TOTAL	14,966	1,850	826		5
6		FREIGHT TRAIN CARS					
6		Box-Plain 40 Foot	1	2	-		6
7		Box-Plain 50 Foot and Longer	419	394	6		7
8		Box-Equipped	314	144	87		8
9		Gondola-Plain	435	452	188		9
10		Gondola-Equipped	65	46	49		10
11		Hopper-Covered	7,994	2,260	-		11
12		Hopper-Open Top-General Service	865	379	51		12
13		Hopper-Open Top-Special Service	-	-	-		13
14		Refrigerator-Mechanical	-	-	-		14
15		Refrigerator-Nonmechanical	320	151	-		15
16		Flat TOFC/COFC	1,305	27	-		16
17		Flat Multi-level	-	-	-		17
18		Flat-General Service	12	12	-		18
19		Flat-Other	189	262	113		19
20		All Other Freight Cars	-	4	-		20
21		Caboose	-	97	-		21
22		Auto Racks	17	215	-		22
23		Miscellaneous Accessories	-	19	-		23
24	*	TOTAL FREIGHT TRAIN CARS	11,936	4,464	494		24
25		OTHER EQUIPMENT-REVENUE FREIGHT HIGHWAY EQUIPMENT					
25		Refrigerated Trailers	-	-	-		25
26		Other Trailers	602	-	-		26
27		Refrigerated Containers	-	-	-		27
28		Other Containers	-	-	-		28
29		Bogies	-	-	-		29
30		Chassis	60	1	-		30
31		Other Highway Equipment (Freight)	-	-	-		31
32	*	TOTAL HIGHWAY EQUIPMENT	662	1	-		32
33		FLOATING EQUIPMENT-REVENUE SERVICE					
33		Marine Line-Haul	-	-	-		33
34		Local Marine	-	-	-		34
35	*	TOTAL FLOATING EQUIPMENT	-	-	-		35
36		OTHER EQUIPMENT					
36	*	Passenger and Other Revenue Equipment (Freight Portion)	-	-	-		36
37	*	Computer systems and word processing equip.	-	2,364	-		37
38	*	Machinery-Locomotives	34	87	-		38
39	*	Machinery-Freight Cars	163	99	-		39
40	*	Machinery-Other Equipment	292	18	-		40
41	*	Work and Other Non-revenue Equipment	1,629	455	-		41
42		TOTAL OTHER EQUIPMENT	2,118	3,023	-		42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	\$ 29,682	\$ 9,338	\$ 1,320		43

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.

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.

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.

NOTE: Schedule 415 does not reflect amortization of \$(13) charged to depr. expense.

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			\$ 4,774	\$ 4,710	\$ 695	\$ 4,710	1
2		\$ 8,238	79,538	-	40,743	-	2
3		-	-	-	-	-	3
4		-	-	-	-	-	4
5		8,238	84,312	4,710	41,438	4,710	5
6		-	147	-	22	-	6
7		810	11,251	35	4,339	35	7
8		937	4,940	754	568	506	8
9		867	14,043	2,628	5,947	1,303	9
10		-	1,518	281	448	281	10
11		18,699	73,547	-	27,181	-	11
12		4,569	10,845	363	3,889	295	12
13		-	-	-	-	-	13
14		-	-	-	-	-	14
15		-	4,978	-	1,285	-	15
16		-	680	-	494	-	16
17		-	-	-	-	-	17
18		460	307	-	117	-	18
19		-	7,742	917	2,206	660	19
20		11	30	-	28	-	20
21		-	3,843	-	1,957	-	21
22		1,555	6,407	-	(215)	-	22
23		-	22	-	14	-	23
24		27,908	140,300	4,978	48,280	3,080	24
25		-	-	-	-	-	25
26		677	-	-	-	-	26
27		-	-	-	-	-	27
28		-	-	-	-	-	28
29		-	-	-	-	-	29
30		63	12	-	11	-	30
31		-	-	-	-	-	31
32		740	12	-	11	-	32
33		-	-	-	-	-	33
34		-	-	-	-	-	34
35		-	-	-	-	-	35
36		-	-	-	-	-	36
37		2,204	16,658	-	7,718	-	37
38		-	3,075	-	740	-	38
39		-	3,517	-	946	-	39
40		-	621	-	149	-	40
41		1,360	8,962	-	4,813	-	41
42		3,564	32,833	-	14,266	-	42
43		\$ 32,212	\$ 257,457	\$ 9,688	\$ 103,995	\$ 7,790	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 (i) 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 (j). This calculation should equal the amount shown in column (i), Schedule 335.

416. SUPPORTING SCHEDULE - ROAD
(Dollars in Thousands)

Road Initials: Soo

Year 1990

Line No	Identify category (Class)	Owned and used		Improvements to leased property		Capitalized leases			TOTAL		Line No
		Inv Base (a)	Accum depr (b)	Depr rate % (c)	Inv Base (d)	Accum depr (e)	Depr rate % (f)	Inv Base (g)	Current year Amort (h)	Accum Amort (i)	
1	I	\$ 6,602	\$ 2,534	.91				\$ 6,602		\$ 2,534	1
2		18,722	9,327	3.88				18,722		9,327	2
3		44,391	12,593	4.45				44,391		12,593	3
4		26,784	1,987	1.82				26,784		1,987	4
5	SUB TOTAL	96,499	26,441	-				96,499		26,441	5
6	II	28,025	10,759	.91				28,025		10,759	6
7		89,902	44,787	3.70				89,902		44,787	7
8		188,436	53,458	2.89				188,436		53,458	8
9		99,094	7,160	1.63				99,094		7,160	9
10	SUB TOTAL	405,457	116,164	-				405,457		116,164	10
11	III	-	N/A	N/A		N/A	N/A	-	N/A	N/A	11
12	Subject to	-	N/A	N/A		N/A	N/A	-	N/A	N/A	12
13	abandonments	-	N/A	N/A		N/A	N/A	-	N/A	N/A	13
14		-	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	2,592	995	.91				2,592		995	16
17	Way/Yard	16,238	8,089	2.67				16,238		8,089	17
18	Switch	17,429	4,944	1.88				17,429		4,944	18
19		6,935	515	1.25				6,935		515	19
20	SUB-TOTAL	43,194	14,543	-				43,194		14,543	20
21	V	226	87	.91				226		87	21
22	Electron	1,412	703	2.67				1,412		703	22
23	Yards	1,513	430	1.88				1,513		430	23
24		602	237	1.25				602		237	24
25	SUB TOTAL	3,753	1,457	-				3,753		1,457	25
26	GRAND TOTAL	\$548,903	\$158,605	N/A				\$ 548,903		\$158,605	26

(1) Columns (c) + (f) + (i) - Column 12
Columns (d) + (g) + (h) - Column 13

(2) The base grand total for owned and used, improvements to leased property and capitalized leases should equal the sum of Accounts 1, 8, 9 and 11 shown at year end on Schedule 310 and Schedule 310A

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 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 (g) 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 K.
- 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 in level auto rack cars. Report on line 2, column (g), the expense incurred by the railroad in moving automobiles, etc., between bi-level and in 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/UFC trailers and containers (total debits and credits). The expenses on line 4, column (b), relate to refrigerator cars only.
- 8 Report in column (f) 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/UFC 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) (u)	Line No.
1	•	Administration	\$1,171					\$ -	\$ -	\$ (3)	\$ 1,169	1
2	•	Pick up and delivery, marine line haul	-					-	N/A	-	-	2
3	•	Loading and unloading and local marine	4,419					376	N/A	-	4,795	3
4	•	Protective services, total debit and credits	-					-	12	-	12	4
5	•	Freight lost or damaged solely related	323					-	-	-	323	5
6	•	Franchise benefits	521					-	1	(2)	520	6
7	•	Casualty and insurance	10					-	-	(17)	(7)	7
8	•	Joint facility Debit	-					-	-	-	-	8
9	•	Joint facility Credit	(-)					(-)	(-)	(-)	(-)	9
10	•	Other	(3)					-	-	-	(3)	10
11	•	TOTAL	\$6,441					\$ 376	\$ 14	\$ (22)	\$ 6,809	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	\$ 6,884	1
		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax and Surtax	1,100	2
3		Excess Profits	-	3
4	*	Total - Income Taxes L 2 - 3	1,100	4
5		Railroad Retirement	34,388	5
6		Hospital Insurance	2,647	6
7		Supplemental Annuities	2,367	7
8		Unemployment Insurance	4,923	8
9		All Other United States Taxes	-	9
10		Total - U.S. Government Taxes	45,425	10
11		Total - Railway Taxes	52,309	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 restate 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. *	\$ 194,415	\$ (1,521)		\$ 192,894	1
2	Accelerated amortization of facilities, Sec. 168 I.R.C.	1,783	(39)		1,744	2
3	Accelerated amortization of rolling stock, Sec. 184 I.R.C.	-	-		-	3
4	Amortization of rights of way, Sec. 185 I.R.C.	(74)	40		(34)	4
5	Other (Specify)	-	-		-	5
6	NOL carryforwards used (generated)	(94,324)	23,892		(70,432)	6
7	Excess of capital lease payments					7
8	deducted over book amortization	12,590	1,700		14,290	8
9	Accrued employee and equipment re-					9
10	duction costs deducted when paid	16,280	(310)		15,970	10
11	Expense accrual not deductible					11
12	until paid	(17,823)	(3,140)		(20,963)	12
13	Dividend income not currently taxable	1,105	-		1,105	13
14	Selected KC Line/LSTD sale impacts	(2,063)	2,500		437	14
15	Other	3,228	370		3,598	15
16						16
17						17
18	Investment tax credit*	(10,000)	-		(10,000)	18
19	TOTALS	\$ 105,117	\$ 23,492		\$ 128,609	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 \$ N/A
 (2) Deduct amount of current year's credit applied to reduction of tax liability but deferred for accounting purposes \$ N/A
 (3) Balance of current year's credit used to reduce current year's tax accrual \$ N/A
 (4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accrual \$ N/A
 (5) Total decrease in current year's tax accrual resulting from use of investment tax credits \$ N/A
2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made \$ _____

As of December 31, 1990, Soo Line Railroad's allocation of Soo Line Corporation's investment tax credits and federal tax net operating loss carryforwards were as follows:

<u>Year of expiration for tax return purposes</u>	<u>Investment Tax Credit</u>	<u>Federal Net Operating Losses</u>	
		<u>Total</u>	<u>Using Alternative Minimum Tax Limits</u>
		<u>(In Thousands)</u>	
1997	\$ 1,800	\$ -	\$ -
1998	1,400	-	-
1999	1,700	-	-
2000	1,600	-	-
2001	-	35,000	49,000
2002	-	-	-
2003	-	81,000	17,000
2004	-	44,000	28,000
Total	\$ <u>6,500</u>	<u>\$160,000</u>	\$ <u>94,000</u>

The tax benefits of the investment tax credit carryforwards and the federal net operating loss carryforwards have been recorded for accounting purposes and were used in reduction of deferred federal income taxes in the financial statements.

Soo Line Railroad Company is included in Soo Line Corporation's consolidated tax return. However, for accounting purposes, Soo Line Railroad records tax expenses as if it were a separate entity.

In 1992, Soo Line Railroad expects to adopt the liability method under the provisions of Financial Accounting Standard No. 96 and record a cumulative adjustment. Due to the complexity and continuing development of implementation guidelines for this new standard, the adjustment has not yet been estimated.

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	519	Land sales		\$ 3,657	1
2		RAIL/TRAC stock sale		3,966	2
3		Other		46	3
4		Total		\$ 7,669	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

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					1
2					2
3					3
4		-None-			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

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

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

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

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS

(Dollars in Thousands)

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

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

During 1989, Soo Line Railroad entered into a five-year \$200 million credit and commercial paper agreement (Agreement). At December 31, 1989, commercial paper maturities were classified as long-term debt since they were backed by the Agreement and since Soo Line Railroad intended to refinance these obligations by issuance of additional commercial paper. During 1990, all borrowings under the Agreement were repaid with advances received from Soo Line Corporation. Soo Line Railroad has reduced the available credit under the Agreement to \$25 million. Floating interest rates and outstanding balances under the Agreement, including commercial paper, were as follows:

(Dollars in Thousands)	1990*
Period end interest rate	8.4%
Average interest rate during period	8.7%
Maximum outstanding balance	\$118,000
Average outstanding balance	\$ 91,000

*Through May 4, 1990

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	\$ -
2	764	Equipment Obligations and Other Long Term Debt due Within One Year	Sch. 200, L. 39	10,590
3	765/767	Funded Debt Unamortized	Sch. 200, L. 41	4,819
4	766	Equipment Obligations	Sch. 200, L. 42	16,573
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 43	15,399
6	768	Debt in Default	Sch. 200, L. 44	-
7	770.1/770.2	Unamortized Debt Premium	Sch. 200, L. 46	-
8		Total Debt	Sum L. 1-7	47,381
9		Debt Directly Related to Road Property	Note 1.	5,524
10		Debt Directly Related to Equipment	Note 1.	41,857
11		Total Debt Directly Related to Road & Equipment	Sum L. 9 and 10	47,381
12		Percent Directly Related to Road	L. 9 - L. 11 (2 decimals)	11.66%
13		Percent Directly Related to Equipment	L. 10 - L. 11 (2 decimals)	88.34%
14		Debt Not Directly Related to Road or Equipment	L. 8 minus L. 11	0
15		Road Property Debt	(L. 12 x L. 14) plus L. 9	5,524
16		Equipment Debt	(L. 13 x L. 14) plus L. 10	\$ 41,857

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	\$ 25,319
18	546	Contingent Interest on Funded Debt	Sch. 210, L. 44	-
19	517	Release of Premiums on Funded Debt	Sch. 210, L. 22	-
20		Total Interest	Sum of Lines (17 + 18) less 19	25,319
21		Interest Affiliated Company Debt	Note 2.	-
22		Net Interest Expense	L. 20 minus L. 21	25,319
23		Interest Directly Related to Road Property Debt	Note 3.	280
24		Interest Directly Related to Equipment Debt	Note 3.	5,185
25		Interest Not Directly Related to Road or Equipment Property Debt	L. 22 - (L. 23 + L. 24)	19,854
26		Interest Road Property Debt	L. 23 + (L. 25 x L. 12)	2,595
27		Interest Equipment Debt	L. 24 + (L. 25 x L. 13)	\$ 22,724

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 (c).

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 (c).

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)	%	Name of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (d)	Amount due from or to related parties (e)	Line No
1	Canadian Pacific Limited		Controlled	Computer services	\$7,845 (P)	\$1,965 (P)	1
2				Train detouring	1,145 (P)	-	2
3				Insurance coverage	658 (P)	-	3
4				Legal services	(32)(R)	-	4
5					\$9,616 (P)	\$1,965 (P)	5
6							6
7							7
8	Millwaukee Motor Transportation Company		Direct	Trailer repairs/intermodal services			8
9				Property leases	-	\$1,752 (R)	9
10					(5)(R)	-	10
11					\$ (5)(R)	\$1,752 (R)	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

515. RAILS LAID IN REPLACEMENT

Give particulars of all rails applied during the year in connection with replacement of rails in previously constructed tracks maintained by the respondent.

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

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

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

The returns in columns (d) and (h) should include the cost of loading at the point of purchase ready for shipment, the freight charges paid foreign

lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines, and placing the rails in tracks, and of train service in connection with the distribution of the rails, should not be included in this schedule. In these columns, "total cost" is to be reported in thousands.

The sum of entries on lines 22, 23, and 24 should equal the total of columns (d) and (h).

Any material difference between the return on line 23 and the charge to operating expense account No. 214, or between the sum of charges to additions and betterments shown in schedules Nos. 515 and 516 and the related charge to investment account No. 9, should be explained in a footnote.

Line No.	Class of rail (a)	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS			
		Weight of Rail		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year (d)	Average cost per ton (2,000 lb.) (e)	Weight of Rail		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year (h)	Average cost per ton (2,000 lb.) (i)
		Pounds per yard of rail (b)	Number of tons (2,000 lb.) (c)			Pounds per yard of rail (f)	Number of tons (2,000 lb.) (g)		
1	NEW		12,288.5				9.7		
2									
3									
4	RELAY		24,183.8				1,655.2		
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20	Total	XXXX	36,472.3			XXXX	1,664.9		

(Dollars in thousands)

21	Number of tons (2,000 lb.) of relays and scrap rail taken up	_____
22	Salvage value of rails released	\$ _____
23	Amount chargeable to operating expenses	\$ _____
24	Amount chargeable to additions and betterments	\$ _____
25	Miles of new rails laid in replacement (all classes of tracks) *	_____ (rail-miles)
26	Miles of new and second-hand rails laid in replacement (all classes of tracks) :	_____ (rail-miles)
27	Average weight per yard of new rails laid in replacement (running, passing, and cross-over tracks, etc.) *	_____ (pounds)
28	Tons of rail sold as scrap and amount received	_____ tons of 2,000 lb. : \$ _____
29	Track-miles of welded rail installed this year	_____ total to date

* Classes 1, 2, and 3 rails — Reduce weight in columns (b) and (f) to pounds and divide each result by the respective pounds per yard to obtain the number of yards of each weight of new rail laid in all classes of tracks. Divide the total number of yards of new rails laid in all classes of tracks by 1,760 to obtain the quotient with two decimal places.

† Classes 1, 2, 3, and 4 rails — Reduce weight in columns (b) and (f) to pounds and divide each result by the respective pounds per yard to obtain the number of yards of each weight of new and second-hand rail laid in all classes of tracks. Divide the total number of yards of new and second-hand rails laid in all classes of tracks by 1,760 to obtain the quotient with two decimal places.

‡ Classes 1, 2, and 3 rails — Reduce weight in column (c) to pounds. Divide each result by the respective pounds per yard to obtain the number of yards of each weight of new rail laid in running, passing, and cross-over tracks, etc. Divide the total number of pounds of new rails laid in running tracks, etc. by the total number of yards of new rails laid in such tracks.

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 clearing account and which are used in getting out material for the respondent's use, should not be included.

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

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

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

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

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

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

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

700. MILEAGE OPERATED AT CLOSE OF YEAR										
Line No.	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%	3,724	281	11	306	388	762	5,472	1
2										2
3	J-1	50%	86	6	-	10	28	85	215	3
4										4
5	5		1,483	244	30	94	67	143	2,061	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
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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	5,293	531	41	410	483	990	7,748	57
58		Miles of electrified road or track included in preceding grand total	N/A							58

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

Give particulars, as of the close of the year, of all road operated and of all owned but not operated. The respondent's 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.

MILES OF ROAD OPERATED BY RESPONDENT											
Line No	Cross Check	State or territory (a)	Line owned (b)	Line of proprietary companies (c)	Line operated under lease (d)	Line operated under contract, etc. (e)	Line operated under trackage rights (f)	Total mileage operated (g)	Line owned, not operated by respondent (h)	New line constructed during year (i)	Line No
1		Montana	-				-	-	57		1
2		Michigan	-				262	262	-		2
3		South Dakota	33				12	45	-		3
4		North Dakota	957				17	974	271		4
5		Minnesota	1,284				433	1,717	-		5
6		Wisconsin	480				182	662	-		6
7		Illinois	165				354	519	-		7
8		Indiana	94				167	261	-		8
9		Iowa	620				69	689	-		9
10		Kansas	-				7	7	-		10
11		Kentucky	-				1	1	-		11
12		Missouri	135				21	156	-		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
TOTAL, MILLAGE (single track)			3,768				1,525	5,293	328		

NOTES AND REMARKS

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

Instructions for reporting locomotive and passenger train car data

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

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

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

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

9 Cross-checks

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

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

When data appear in columns (k) or (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	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 loaned from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)								
1	Locomotive Units											(H P)		1
2	Diesel freight units													2
3	Diesel passenger units													3
4	Diesel multiple purpose units	300	-	-				2	221	77	298	822,650		4
5	Diesel switching units	93	3	3				-	96	3	99	140,700		5
6	TOTAL (lines 1 to 4) units	393	3	3				2	317	80	397	963,350		6
7	Electric locomotives	-	-	-				-	-	-	-	-		7
8	Other self powered units	-	-	-				-	-	-	-	-		8
9	TOTAL (lines 5, 6 and 7) units	393	3	3				2	317	80	397	963,350		9
10	Auxiliary units	-	-	-				-	-	-	-	N/A		10
	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	393	3	3				2	317	80	397	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)	During Calendar Year										Line No	
			Before Jan 1, 1966 (b)	Between Jan 1, 1966 and Dec 31, 1970 (c)	Between Jan 1, 1971 and Dec 31, 1975 (d)	Between Jan 1, 1976 and Dec 31, 1980 (e)	Between Jan 1, 1981 and Dec 31, 1985 (f)	1986 (g)	1987 (h)	1988 (i)	1989 (j)	1990 (k)		TOTAL (l)
11	•	Diesel	73	67	80	89	19	-	21	-	42	6	397	11
12	•	Electric	-	-	-	-	-	-	-	-	-	-	-	12
13	•	Other self powered units	-	-	-	-	-	-	-	-	-	-	-	13
14	•	TOTAL (lines 11 to 13)	73	67	80	89	19	-	21	-	42	6	397	14
15	•	Auxiliary units	-	-	-	-	-	-	-	-	-	-	-	15
16	•	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	73	67	80	89	19	-	21	-	42	N/A	397	16

710. INVENTORY OF EQUIPMENT—continued

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

Line No	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year				Line No
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)		Owned and used (h)	Leased from others (i)	Total in service of respondent (col (h)+(i))	Aggregate capacity of units reported in col (j) (see ins 7)	
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, PWS)											21
22		Dining, grill and tavern cars											22
23		[All class D, PD]											23
24		Non-passenger carrying cars										N/A	24
25		[All class B, CSB, M, PSA, IA]										N/A	25
26		TOTAL (lines 17 to 23)											26
27		Self Propelled											27
28		Electric passenger cars											28
29		[EP, ET]											29
30		Electric combined cars [EC]											30
31		[ED, EU]											31
32		Internal combustion rail motor cars											32
33		Other self propelled cars											33
34		(Specify types)											34
35		TOTAL (lines 24 to 27)											35
36		TOTAL (lines 23 and 28)											36
37		COMPANY SERVICE CARS											37
38		Business cars [BV]											38
39		Board outfit cars [MWX]	37					10	27		27	N/A	39
40		Derrick and snow removal cars											40
41		[MWU, MWV, MWV, MWK]	20						20		20	N/A	41
42		Dump and ballast cars [MWB, MWD]	83					1	82		82	N/A	42
43		Other maintenance and service equipment cars	954				80	161	873	1	874	N/A	43
44		TOTAL (lines 30 to 34)	1,094				80	172	1,002	1	1,003	N/A	44

710. INVENTORY OF EQUIPMENT — Continued

Instructions for reporting freight-train car data.

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

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

Line No.	Cross Check	Class of equipment and car designations	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Time-mileage cars	All others	Units installed				
					New units purchased or built	New or rebuilt units leased from others	Rebuilt units acquired and rebuilt units rewritten into property accounts	All other units, including reclassification and second hand units purchased or leased from others	
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	
FREIGHT TRAIN CARS									
36		Plain box cars - 40' (B1_ B2_)	39	-	-	-	-	-	36
37		Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5_ B6_ B7_ B8_)	677	-	-	-	-	4	37
38		Equipped box cars (All Code A, Except A_5_)	673	-	-	-	-	152	38
39		Plain gondola cars (All Codes G & J_1_ J_2_ J_3_ J_4_)	1,157	-	-	-	-	-	39
40		Equipped gondola cars (All Code E)	173	-	-	-	-	53	40
41		Covered hopper cars (C_1_ C_2_ C_3_ C_4_)	6,773	-	-	-	-	436	41
42		Open top hopper cars—general service (All Code H)	1,534	-	36	94	-	94	42
43		Open top hopper cars—special service (J_0_ and All Code K)	-	-	-	115	-	-	43
44		Refrigerator cars—mechanical (R_5_ R_6_ R_7_ R_8_ R_9_)	-	-	-	-	-	-	44
45		Refrigerator cars—non-mechanical (R_0_ R_1_ R_2_)	472	-	-	-	-	-	45
46		Flat cars—TOFC/COFC (All Code P, Q and S, Except Q8_)	543	-	-	-	-	-	46
47		Flat cars—multi-level (All Code V)	-	-	-	-	-	-	47
48		Flat cars—general service (F10_ F20_ F30_)	94	-	-	-	-	-	48
49		Flat cars—other (F_1_ F_2_ F_3_ F_4_ F_5_ F_6_ F_8_ F40_)	497	-	-	-	-	-	49
50		Tank cars—under 22,000 gallons (T_0_ T_1_ T_2_ T_3_ T_4_ T_5_ Except T000)	-	-	-	-	-	-	50
51		Tank cars—22,000 gallons and over (T_6_ T_7_ T_8_ T_9_)	-	-	-	-	-	-	51
52		All other freight cars (A_5_ F_7_ All Code L and Q8_)	41	-	-	-	-	-	52
53		TOTAL (lines 36 to 52)	12,673	-	36	209	-	739	53
54		Caboose (All Code M-930)	N/A	148	-	-	-	-	54
55		TOTAL (lines 53, 54)	12,673	148	36	209	-	739	55

710. INVENTORY OF EQUIPMENT - Continued

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

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

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification	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		10	29	-	29	-	1,590	-	36
37		113	502	66	568	-	43,769	-	37
38		282	515	28	543	-	40,064	-	38
39		15	996	146	1,142	-	112,646	-	39
40		10	101	115	216	-	20,540	-	40
41		511	3,013	3,685	6,698	-	664,666	-	41
42		300	702	756	1,458	-	144,632	-	42
43		-	-	115	115	-	11,500	-	43
44		-	-	-	-	-	-	-	44
45		124	289	59	348	-	24,406	-	45
46		189	43	311	354	-	26,229	-	46
47		-	-	-	-	-	-	-	47
48		35	59	-	59	-	4,529	-	48
49		19	478	-	478	-	41,232	-	49
50		-	-	-	-	-	-	-	50
51		-	-	-	-	-	-	-	51
52		6	35	-	35	-	2,403	-	52
53		1,608	6,762	5,281	12,043	-	1,138,206	-	53
54		10	138	-	N/A	138	N/A	-	54
55		1,618	6,900	5,281	12,043	138	1,138,206	-	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		2					59
60		Dry van U2, Z, Z6, 1-6							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 U0, U6							66
67		Other trailer and container (Special equipped dry van U9, Z8, Z9)							67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 to 69)		2					70

NOTES AND REMARKS

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

716. 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									60
61									61
62									62
63									63
64									64
65									65
66									66
67									67
68									68
69									69
70									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	Locomotives - GP30 2,000 hp diesel	3	388	\$ 2,550	P	2
3						3
4	Open top hoppers - general service	36	1,105	1,440	P	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	TOTAL	39	N/A	\$ 3,990	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:

- 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 F unless there is dedicated entirely to passenger service F.

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

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

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

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

720. TRACK AND TRAFFIC CONDITIONS

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

Line No.	Track category (a)	Mileage 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 order at end of period (e)	Line No.
1	A	848	22.56	41.59	10	1
2	B	1,709	11.22	36.44	21	2
3	C	758	2.25	30.11	0	3
4	D	1,239	.28	24.66	0	4
5	E	1,133	XXXXXXX	XXXXX		5
6	TOTAL	5,687	8.81	32.89	31	6
7	Potential abandonments	636	XXXXXXXX	XXXXX	10	7
8		249			-	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 (h) means repairs to track components during routing inspection, 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 ties, 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 hump, 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										Switch and bridge ties (board feet) (j)	Total (i)	Crassies switch and bridge ties Percent of spot maintenance (k)	Line No
		New ties				Second-hand ties									
		Wooden		Concrete (d)	Other (e)	Wooden		Other (h)							
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)								
1	A	123,543				336					123,879	313,056	3.1%	1	
2	B	209,160				-					209,160	307,221	8.3%	2	
3	C	79,104				825					79,929	89,535	4.4%	3	
4	D	12,676				35					12,711	53,562	44.0%	4	
5	E	37,087				1,688					38,775	299,186	30.0%	5	
6	TOTAL	461,570				2,884					464,454	1,062,560	7.6%	6	
7	F	122,343				-					122,343	307,088	2.5%	7	
8	Potential abandonment	361				-					361	1,135	100.0%	8	

9. Average cost per crassie \$ 16.77 and switch line (INBM) \$ 478.59

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 columns (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 resawing 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)	CROSS TIES			SWITCH AND BRIDGE TIES			Remarks (h)	Line No
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of cross ties laid in new tracks during year (d)	Number of feet (board measure) laid in tracks (e)	Average cost per M feet (board measure) (f)	Total cost of switch and bridge ties laid in new tracks during year (g)		
1	T	6,078	\$ 15.43	\$ 94	66,700	\$ 493.07	\$ 33	New cross and switch ties	1
2	T	3,770	3.19	12				Secondhand cross ties	2
3									3
4									4
5									5
6									6
7									7
8									8
9									9
10									10
11									11
12									12
13									13
14									14
15									15
16									16
17									17
18									18
19									19
20	TOTAL	9,848	\$ 10.76	\$ 106	66,700	\$ 493.07	\$ 33		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 (b)	Line No
		New rail		Relay rail		Bolted rail (g)	Welded rail (f)				
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)						
1	A	102.99	.91	45.06		48.36	148.05	49.27	24.5%	1	
2	B	2.19	.03	87.95		27.34	90.14	27.37	19.4%	2	
3	C	.16	.01	3.82		6.46	3.98	6.47	59.1%	3	
4	D	.03	-	1.05		10.04	1.08	10.04	83.7%	4	
5	E	.09	.01	4.42		13.73	4.51	13.74	49.8%	5	
6	TOTAL	105.46	.96	142.30		105.93	247.76	106.89	27.0%	6	
7	F	100.72	.83	42.83		47.47	143.55	48.30	24.2%	7	
8	Potential Abandonments	-	-	-		.17	-	.17	100.0%	8	
9	Average cost of new and relay rail laid in replacement per gross ton \$ 494 New \$ 250 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	4	115	40.4	\$ 9	\$223.00	115	100.0	\$ 15	\$ 150.00	1	
2	4	-	-	-	-	100	273.3	89	325.00	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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16										16	
17										17	
18										18	
19										19	
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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	40.4	\$ 9	\$223.00	N/A	373.3	\$ 104	\$ 278.00	33	
34	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid									.2	34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid									2.02	35
36	Track-miles of welded rail installed on system this year _____, total to date _____										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	132	496.62			1
2	131	348.67			2
3	130	13.32			3
4	119	7.00			4
5	115	1,007.41			5
6	112	347.85			6
7	100	369.87			7
8	90	585.39			8
9	85	168.66			9
10	80	666.47			10
11	75	9.65			11
12	72	6.61			12
13	70	1.36			13
14	65	3.18			14
15	60	30.40			15
16					16
17		4,062.46			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
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31					31
32					32
33					33
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36					36
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40					40
41					41
42					42
43					43
44					44
45					45
46					46
47					47
48					48

724. SUMMARY OF TRACK REPLACEMENTS

1. Furnish the requested information concerning the summary of track replacements.

2. In columns (d), (e), (f), and (g) 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 (g)		Miles surfaced (i)	Percent surfaced (j)	
		Cross-ties (b)	Switch and bridge ties (board feet) (c)	Cross-tie (d)	Switch and bridge ties (board feet) (e) *						
1	A	123,879	313,056	4.5		197.32	23.3	329,816	324.7	38	1
2	B	209,160	307,221	3.8		117.51	6.9	176,192	336.8	20	2
3	C	79,929	89,535	3.5		10.45	1.4	84,720	116.9	15	3
4	D	12,711	53,562	.3		11.12	.9	12,449	62.0	5	4
5	E	38,775	299,186	1.0		18.25	1.5	24,904	17.0	1	5
6	TOTAL	464,454	1,062,560	2.7		354.65	6.2	628,081	857.4	15	6
7	F	122,343	307,088	5.9		191.85	30.2				7
8	Potential abandonments	361	1,135	-		.17	.1				8
* Information not available											

* Information not available

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	51,897,220	1
2	Passenger	-	2
3	Yard switching	5,384,480	3
4	TOTAL	57,281,700	4
5	COST OF FUEL, \$ (000)	40,349	5
6	Work Train	846,411	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 mills, 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 L.C.L. shipment of freight handled in mixed baggage express cars. Total Ton-Miles Revenue Freight should correspond to the Ton-Miles reported on Form CBS.

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

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755—Concluded

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

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

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

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

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

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

(T) Report the total number of foreign per diem cars on line at end of year. Foreign Per Diem Cars refers to freight cars other than cabooses owned by other railroads, whose interline rental is settled on a per diem basis under the code of per diem rules.

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

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

755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
-----	-----	-----	-----	-----	-----
1		1. MILES OF ROAD OPERATED (A)	5,293	xxxxx	1
		2. TRAIN MILES - RUNNING (B)			
2		2-01 Unit Trains	915,110	xxxxx	2
3		2-02 Way Trains	2,650,739	xxxxx	3
4		2-03 Through Trains	4,181,184	xxxxx	4
5		2-04 TOTAL TRAIN MILES (Lines 2-4)	7,747,033	xxxxx	5
6		2-05 Motorcars (C)	--	xxxxx	6
7		2-06 TOTAL ALL TRAINS (Lines 5,6)	7,747,033	xxxxx	7
		3. LOCOMOTIVE UNIT MILES (D)			
		ROAD SERVICE (E)			
8		3-01 Unit Trains	2,664,693	xxxxx	8
9		3-02 Way Trains	5,867,179	xxxxx	9
10		3-03 Through Trains	8,615,507	xxxxx	10
11		3-04 TOTAL (Lines 8-10)	17,147,379	xxxxx	11
12		3-11 Train Switching (F)	1,634,730	xxxxx	12
13		3-21 Yard Switching (G)	1,958,370	xxxxx	13
14		3-31 TOTAL ALL SERVICES (Lines 11,12,13)	20,740,479	xxxxx	14
		4. FREIGHT CAR - MILES (thousands) (H)			
		4-01 RR OWNED AND LEASED CARS - LOADED			
15		4-010 Box-Plain 40-Foot	24	xxxxx	15
16		4-011 Box-Plain 50-Foot and Longer	19,903	xxxxx	16
17		4-012 Box-Equipped	22,018	xxxxx	17
18		4-013 Gondola-Plain	5,820	xxxxx	18
19		4-014 Gondola-Equipped	1,840	xxxxx	19
20		4-015 Hopper-Covered	56,353	xxxxx	20
21		4-016 Hopper-Open Top-General Service	16,011	xxxxx	21
22		4-017 Hopper-Open Top-Special Service	3,161	xxxxx	22
23		4-018 Refrigerator-Mechanical	834	xxxxx	23
24		4-019 Refrigerator-Non-Mechanical	4,334	xxxxx	24
25		4-020 Flat-TOFC/COFC	16,189	xxxxx	25
26		4-021 Flat-Multi-Level	2,260	xxxxx	26
27		4-022 Flat-General Service	512	xxxxx	27
28		4-023 Flat-All Other	8,090	xxxxx	28
29		4-024 All Other Car Types-Total	10,920	xxxxx	29
30		4-025 TOTAL (Lines 15-29)	168,269	xxxxx	30

755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
-----	-----	-----	-----	-----	-----
		4-11 RR OWNED AND LEASED CARS-EMPTY			
31		4-110 Box-Plain 40-Foot	23	XXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	14,746	XXXXX	32
33		4-112 Box-Equipped	15,511	XXXXX	33
34		4-113 Gondola-Plain	4,784	XXXXX	34
35		4-114 Gondola-Equipped	1,544	XXXXX	35
36		4-115 Hopper-Covered	56,195	XXXXX	36
37		4-116 Hopper-Open Top-General Service	16,524	XXXXX	37
38		4-117 Hopper-Open Top-Special Service	3,244	XXXXX	38
39		4-118 Refrigerator-Mechanical	598	XXXXX	39
40		4-119 Refrigerator-Non-Mechanical	3,315	XXXXX	40
41		4-120 Flat-TOFC/COFC	1,574	XXXXX	41
42		4-121 Flat-Multi-Level	1,125	XXXXX	42
43		4-123 Flat-General Service	570	XXXXX	43
44		4-123 Flat-All Other	6,847	XXXXX	44
45		4-124 All Other Car Types	9,827	XXXXX	45
46		4-125 TOTAL (lines 31-45)	136,427	XXXXX	46
		4-13 PRIVATE LINE CARS - LOADED (H)			
47		4-130 Box-Plain 40-Foot	--	XXXXX	47
48		4-131 Box-Plain 50-Foot and Longer	3,836	XXXXX	48
49		4-132 Box-Equipped	80	XXXXX	49
50		4-133 Gondola-Plain	213	XXXXX	50
51		4-134 Gondola-Equipped	43	XXXXX	51
52		4-135 Hopper-Covered	28,972	XXXXX	52
53		4-136 Hopper-Open Top-General Service	465	XXXXX	53
54		4-137 Hopper-Open Top-Special Service	2,027	XXXXX	54
55		4-138 Refrigerator-Mechanical	17	XXXXX	55
56		4-139 Refrigerator-Non-Mechanical	344	XXXXX	56
57		4-140 Flat-TOFC/COFC	26,509	XXXXX	57
58		4-141 Flat-Multi-Level	15,267	XXXXX	58
59		4-142 Flat-General Service	4	XXXXX	59
60		4-143 Flat-All Other	2,897	XXXXX	60
61		4-144 Tank Under 22,000 Gallons	11,132	XXXXX	61
62		4-145 Tank-22,000 Gallons and Over	4,598	XXXXX	62
63		4-146 All Other Car Types	1,368	XXXXX	63
64		4-147 TOTAL (lines 47-63)	97,772	XXXXX	64

755. RAILROAD OPERATING STATISTICS

Line No. -----	Cross Check -----	Item Description (a) -----	Freight Train (b) -----	Passenger Train (c) -----	Line No. -----
		4-15 PRIVATE LINE CARS - EMPTY (H)			
65		4-150 Box-Plain 40-Foot	--	xxxxx	65
66		4-151 Box-Plain 50-Foot and Longer	1,034	xxxxx	66
67		4-152 Box-Equipped	47	xxxxx	67
68		4-153 Gondola-Plain	221	xxxxx	68
69		4-154 Gondola-Equipped	2	xxxxx	69
70		4-155 Hopper-Covered	29,538	xxxxx	70
71		4-156 Hopper-Open Top-General Service	604	xxxxx	71
72		4-157 Hopper-Open Top-Special Service	2,139	xxxxx	72
73		4-158 Refrigerator-Mechanical	7	xxxxx	73
74		4-159 Refrigerator-Non-Mechanical	339	xxxxx	74
75		4-160 Flat-TOFC/COFC	1,494	xxxxx	75
76		4-161 Flat-Multi-Level	7,104	xxxxx	76
77		4-162 Flat-General Service	4	xxxxx	77
78		4-163 Flat-All Other	2,714	xxxxx	78
79		4-164 Tank Under 22,000 Gallons	11,170	xxxxx	79
80		4-165 Tank-22,000 Gallons and Over	4,538	xxxxx	80
81		4-166 All Other Car Types	594	xxxxx	81
82		4-167 TOTAL (lines 65-81)	61,549	xxxxx	82
83		4-17 Work Equipment and Company Freight Car-Miles	95	xxxxx	83
84		4-18 No Payment Car-Miles	92,836	xxxxx	84
		4-19 TOTAL CAR - MILES BY TRAIN TYPE			
85		4-191 Unit Trains	86,793	xxxxx	85
86		4-192 Way Trains	161,704	xxxxx	86
87		4-193 Through Trains	308,356	xxxxx	87
88		4-194 TOTAL (lines 85-87)	556,853	xxxxx	88
89		4-20 Caboose Miles	6,530	xxxxx	89
		5. PASSENGER CAR - MILES (thousands) (J)			
90		5-01 Coaches	--	xxxxx	90
91		5-02 Combination, Passenger Cars	--	xxxxx	91
92		5-03 Sleeping and Parlor Cars	--	xxxxx	92
93		5-04 Dining, Grill and Tavern Cars	--	xxxxx	93
95		5-06 TOTAL (lines 90-94)	--	xxxxx	95
96		5-07 Business Cars	--	xxxxx	96
97		5-08 Crew Cars (Other than Cabooes)	--	xxxxx	97

755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
6. GROSS TON - MILES (thousands) (K)					
98		6-01 Road Locomotives	3,042,541	xxxxx	98
		6-02 Freight Trains, Crs., Cnts., & Caboose	--	xxxxx	
99		6-020 Unit Trains	6,801,905	xxxxx	99
100		6-021 Way Trains	11,581,917	xxxxx	100
101		6-022 Through Trains	22,280,590	xxxxx	101
102		6-03 Passenger Trains, Crs., and Cnts.	--	xxxxx	102
103		6-04 Non-Revenue	--	xxxxx	103
104		6-05 TOTAL (lines 98-103)	43,706,953	xxxxx	104
7. TONS OF FREIGHT (thousands)					
105		7-01 Revenue	55,121	xxxxx	105
106		7-02 Non-Revenue	651	xxxxx	106
107		7-03 TOTAL (lines 105,106)	55,772	xxxxx	107
8. TON-MILES OF FREIGHT (thousands) (L)					
108		8-01 Revenue-Road Service	22,928,304	xxxxx	108
109		8-02 Revenue-Lake Transfer Service	--	xxxxx	109
110		8-03 TOTAL (lines 108,109)	22,928,304	xxxxx	110
111		8-04 Non-Revenue-Road Service	191,549	xxxxx	111
112		8-05 Non-Revenue-Lake Transfer Service	--	xxxxx	112
113		8-06 TOTAL (lines 111,112)	191,549	xxxxx	113
114		8-07 TOTAL-REVENUE AND NON-REVENUE (lines 110,113)	23,119,853	xxxxx	114
9. TRAIN HOURS (M)					
115		9-01 Road Service	367,243	xxxxx	115
116		9-02 Train Switching	123,283	xxxxx	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	326,395	xxxxx	117
11. TRAIN-MILES WORK TRAINS (O)					
118		11-01 Locomotives	2,172	xxxxx	118
119		11-02 Motorcars	--	xxxxx	119
12. NUMBER OF LOADED FREIGHT CARS (P)					
120		12-01 Unit Trains	141,402	xxxxx	120
121		12-02 Way Trains	808,405	xxxxx	121
122		12-03 Through Trains	1,672,451	xxxxx	122
123		13. TOFC/COFC - No. of Rev. Trailers and Containers Loaded and Unloaded (Q)	287,706	xxxxx	123
124		14. MULTI-LEVEL CARS - No. of Motor Vehicles Loaded and Unloaded (Q)	280,974	xxxxx	124
125		15. TOFC/COFC - No. of Rev. Trailers Picked Up and Delivered (R)	--	xxxxx	125
16. REVENUE TONS - MARINE TERMINALS (S)					
126		16-01 Marine Terminals-Coal	--	xxxxx	126
127		16-02 Marine Terminals-Ore	--	xxxxx	127
128		16-03 Marine Terminals-Other	--	xxxxx	128
129		16-04 TOTAL (lines 126-128)	--	xxxxx	129
17. NUMBER OF FOREIGN PER DIEM CARS ON LINE (T)					
130		17-01 Serviceable	4,951	xxxxx	130
131		17-02 Unserviceable	123	xxxxx	131
132		17-03 Surplus	--	xxxxx	132
133		17-04 TOTAL (lines 130-132)	5,074	xxxxx	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 Minnesota

County of Hennepin

John C. Miller

(Insert here name of the affiant)

makes oath and says that he is Vice President and Controller

(Insert here the official title of the affiant)

Of Soo Line 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

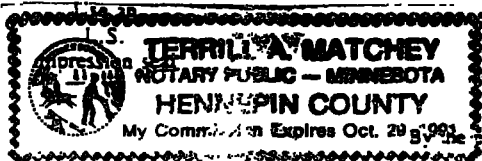
January 1, 19 90 to and including December 31, 19 90

(Signature of affiant)

Subscribed and sworn to before me, a Notary Public

in and for the State and country above named, this 1st day of April, 19 91

My commission expires October 29, 1991



Terrill A. Matchey

(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH *

(To be made by the president or other chief officer of the respondent)

State of _____

County of _____

_____ makes oath and says that he is _____

(Insert here name of the affiant)

(Insert here the official title of the affiant)

Of _____

(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

_____ 19 _____ to and including _____ 19 _____

(Signature of affiant)

Subscribed and sworn to before me, a _____ in and for the State and

country above named, this _____ day of _____, 19 _____

My commission expires _____

Use an
L.S.

impression seal

(Signature of officer authorized to administer oaths)

Railroad Annual Report R-1 * Under the organization of this Company, the Controller has full and direct charge of the accounts of the Company and is responsible for the correctness and preservation of the Company's books and accounts and for the correctness of such reports as may be required by law, and therefore the supplemental oath is not executed.

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

[illegible]

CORRECTIONS

[illegible]

EXPLANATORY REMARKS

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