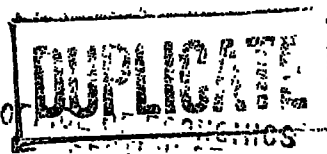


137100



ACAA- R-1

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

annual report

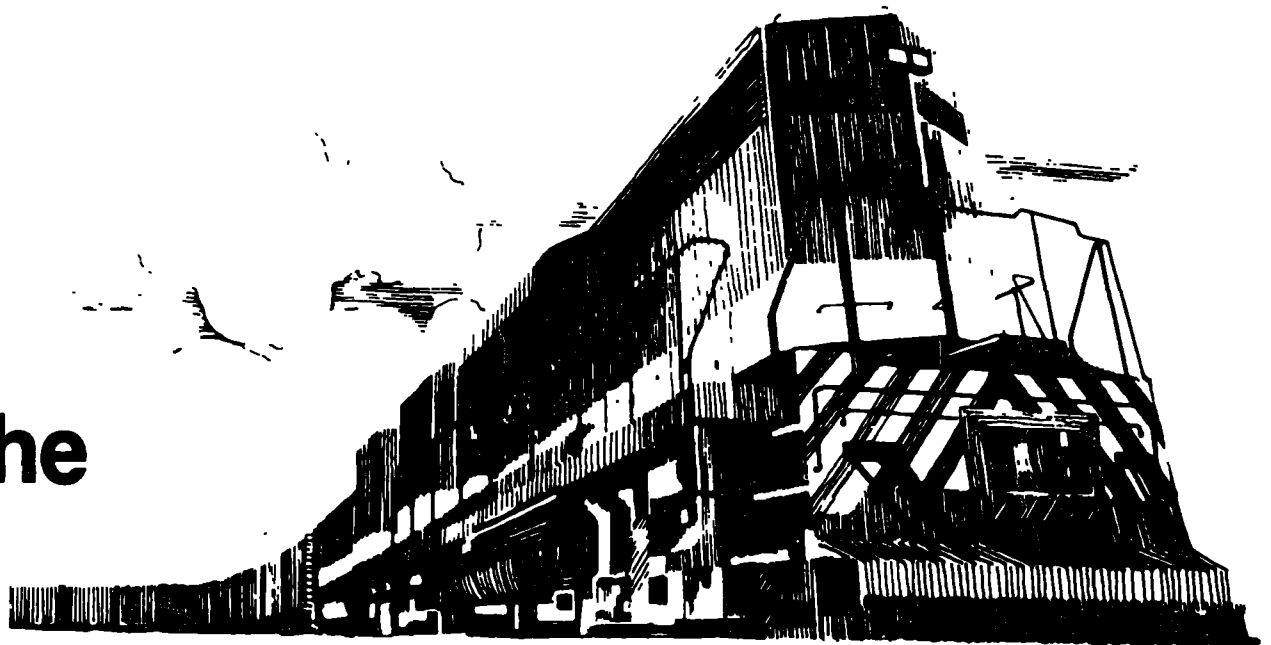
RC000388 SOO LINE 101137700

Soo Line Railroad Company
P.O. Box 530
Minneapolis, MN 55440

Correct name and address if different than shown.

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

to the



Interstate Commerce Commission

FOR THE YEAR ENDED DECEMBER 31, 1992

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)(3) 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. 11901. (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 contrary character should be indicated in parenthesis

6 Money terms, 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.

3 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.

ANNUAL REPORT

OF

SOO LINE RAILROAD COMPANY

TO THE

INTERSTATE COMMERCE COMMISSION

FOR THE

YEAR ENDED DECEMBER 31, 1992

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 & Controller

(Telephone number) (612) 347-8315

(Office address) 105 South Fifth Street, Minneapolis, MN 55402

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

TABLE OF CONTENTS

	SCHEDULE NO	PAGE		SCHEDULE NO	PAGE
Schedules Omitted by Respondent	A	1	Supporting Schedule—Road	416	58
Identity of Respondent	B	2	Specialized Service Subschedule—Transportation	417	60
Voting Powers and Elections	C	3	Supporting Schedule—Capital Leases	418	61
Comparative Statement of Financial Position	200	5	Analysis of Taxes	450	63
Results of Operations	210	16	Items in Selected Income and Retained Earnings		
Retained Earnings—Unappropriated	220	19	Accounts for the Year	460	65
Capital Stock	230	20	Guaranties and Suretyships	501	66
Statement of Changes in Financial Position	240	21	Compensating Balances and Short-Term Borrowing		
Working Capital Information	245	23	Arrangements	502	67
Investments and Advances—Affiliated Companies	310	26	Separation of Debtholdings between Road Property and		
Investments in Common Stocks of Affiliated Companies	310A	40	Equipment	510	69
Road Property and Equipment and Improvements to Leased			Transactions Between Respondent and Companies or		
Property and Equipment	330	12	Persons Affiliated With Respondent for Services		
Depreciation Base and Rates—Road and Equipment			Received or Provided	512	72
Owned and Used and Leased from Others	332	34	Mileage Operated at Close of Year	700	74
Accumulated Depreciation—Road and Equipment			Miles of Road at Close of Year—By States and		
Owned and Used	335	15	Termines (Single Track) (For Other Than Switching and		
Accrued Liability—Leased Property	339	36	Terminal Companies)	702	75
Depreciation Base and Rates—Improvements to Road			Inventory of Equipment	710	78
and Equipment Leased from Others	340	37	Unit Cost of Equipment Installed During the Year	710S	84
Accumulated Depreciation—Improvements to Road and			Track and Traffic Conditions	720	85
Equipment Leased from Others	342	38	Ties Laid in Replacement	721	86
Depreciation Base and Rates—Road and Equipment			Ties Laid in Additional Tracks and in New Lines and		
Leased to Others	350	40	Extensions	722	87
Accumulated Depreciation—Road and Equipment			Rails Laid in Replacement	723	88
Leased to Others	351	41	Rails Laid in Additional Tracks and in New Lines and		
Investment in Railroad Property Used in Transportation			Extensions	724	89
Service (By Company)	352A	42	Weight of Rail	725	90
Investment in Railway Property Used in Transportation			Summary of Track Replacements	726	91
Service (By Property Accounts)	352B	43	Consumption of Fuel by Motive-Power Units	750	91
Railway Operating Expenses	410	45	Railroad Operating Statistics	755	94
Way and Structures	412	52	Verification		98
Rents for Interchanged Freight Train Cars and Other Freight			Memoranda		99
Carrying Equipment	414	53	Index		100
Supporting Schedule—Equipment	415	56			

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

A. SCHEDULES OMITTED BY RESPONDENT

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

Page	Schedule No.	Title
		-None-

B. IDENTITY OF RESPONDENT

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

1 Give in full the exact name of the respondent. Use the words "The" and "Company" only when they are parts of the corporate name. Be careful to distinguish between *railroad* and *railway*. The corporate name should be given uniformly throughout the report, notably on the cover, on the title page, and in the

Verification. If the report is made by receivers, trustees, a committee of bondholders, or individuals otherwise in possession of the property, state names and facts with precision. If the report is for a consolidated group, pursuant to Special Permission from the Commission, Accounting and Valuation Board, indicate such fact on line 1 below and list the consolidated group on page 4.

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

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

- 1 Exact name of common carrier making this report 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 _____

STOCKHOLDERS REPORTS

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

Check appropriate box

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

C. VOTING POWERS AND ELECTIONS

- 1 State the par value of each share of stock Common, 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, 1992

(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
					Stock		
					Common (d)	PREFERRED	
	(a)	(b)	(c)		Second (e)	First (f)	
1	Soo Line Railroad Company Stock						1
2							2
3							3
4	Soo Line Corporation	Soo Line Bldg. Box 530	7,586,283	All			4
5		Mpls., MN					5
6		55440	\$3-1/3	Par value per share			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

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 30, 1992

12 Give the place of such meeting Not applicable*

NOTES AND REMARKS

* This was an Action in Writing by sole shareholder in lieu of Annual Meeting.

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

Line No	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No
Current Assets						
1		701	Cash	\$ 5,781	\$ 7,289	1
2		702	Temporary Cash Investments	21,981	-	2
3		703	Special Deposits	-	-	3
4		704	Accounts Receivable - Loan and Notes	-	-	4
5		705	- Interline and Other Balances	1,746	20,264	5
6		706	- Customers	2,722	25,708	6
7		707	- Other	622	5,795	7
8		709, 708	- Accrued Accounts Receivables	952	20,282	8
9		708 5	- Receivables from Affiliated Companies	-	-	9
10		709 5	- Less Allowance for Uncollectible Accounts	-	-	10
11		710, 711, 714	Working Funds Prepayments Deferred Income Tax Debits	13,354	12,488	11
12		712	Materials and Supplies	27,133	35,811	12
13		713	Other Current Assets	2,332	3,265	13
14			TOTAL CURRENT ASSETS	76,623	130,902	14
Other Assets						
15		715, 716, 717	Special Funds	797	776	15
16		721, 721 5	Investments and Advances Affiliated Companies (Schedule 310 and 310A)	76,427	37,024	16
17		722, 723	Other Investments and Advances	111	112	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) \$ (7)	1,056	1,176	19
20		739, 741	Other Assets	3,423	2,792	20
21		743	Other Deferred Debits	2,558	2,023	21
22		744	Accumulated Deferred Income Tax Debits	-	-	22
23			TOTAL OTHER ASSETS	84,372	43,903	23
Road and Equipment						
24		731, 732	Road (Schedule 330) L-30 Col. h & b	856,494	812,092	24
25		731, 732	Equipment (Schedule 330) L-39 Col. h & b	247,665	251,888	25
26		731, 732	Unallocated Items	5,139	1,745	26
27		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(328,254)	(308,774)	27
28			Net Road and Equipment	781,044	756,951	28
29	*		TOTAL ASSETS	\$ 942,039	\$ 931,756	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 begin- ning of year (c)	Line No
Current Liabilities						
30		751	Loans and Notes Payable	\$ -	\$ -	30
31		752	Accounts Payable, Interline and Other Balances	15,850	14,400	31
32		753	Audited Accounts and Wages	9,977	9,593	32
33		754	Other Accounts Payable	3,672	3,634	33
34		755, 756	Interest and Dividends Payable	773	1,196	34
35		757	Payables to Affiliated Companies	-	-	35
36		759	Accrued Accounts Payable	107,293	92,893	36
37		760, 761, 761 5, 762	Taxes Accrued	14,572	11,254	37
38		763	Other Current Liabilities	65,458	26,785	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	8,343	9,058	39
40			TOTAL CURRENT LIABILITIES	225,938	168,813	40
Non-Current Liabilities						
41		765, 767	Funded Debt Unmatured	3,652	4,216	41
42		766	Equipment Obligations	6,865	11,326	42
43		766 5	Capitalized Lease Obligations	9,540	12,460	43
44		768	Debt in Default	-	-	44
45		769	Accounts payable, Affiliated Companies	91,680	122,272	45
46		770 1, 770 2	Unamortized Debt Premium	-	-	46
47		781	Interest in Default	-	-	47
48		783	Deferred Revenues-Transfers from Government Authorities	5,148	5,431	48
49		786	Accumulated Deferred Income Tax Credits	116,357	130,482	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	132,434	82,554	50
51			TOTAL NONCURRENT LIABILITIES	365,676	368,741	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 220)	104,249	148,026	58
59		798 1	Net Unrealized Loss on Noncurrent Marketable Equity Securities	-	-	59
60		798 5	Less Treasury Stock	-	-	60
61			Net Stockholders Equity	350,425	394,202	61
62	*		TOTAL LIABILITIES AND SHAREHOLDERS EQUITY	\$ 942,039	\$ 931,756	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 \$ 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 \$ *

3 (a) Explain the procedure in accounting for pension funds and recording in the accounts the current and past service pension costs, indicating whether or not consistent with the prior year See Note 9 on Pages 9 through 11.

(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 9 on Pages 9 through 11. \$

(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 Delaware & Hudson Corporation, a common control affiliate, is charged for the increased proportional costs of including its employees in the pension plan.

(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 \$ N/A

(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. \$ N/A

* See Schedule 450 Footnotes, Page 64.

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 or 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.)

See Page 9.

(4) 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

5) 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

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

NOTES TO FINANCIAL STATEMENTS

7. COMMITMENTS AND CONTINGENT LIABILITIES

The Internal Revenue Service (IRS) has challenged certain aspects of Soo Line Corporation's (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 Parent has cumulative federal net operating loss carryforwards in excess of that amount, no cash tax payments would be immediately due by Parent or Soo Line Railroad Company (Soo Railroad) 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 both 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 their respective December 31, 1992 tax accruals are adequate to cover the ultimate resolution of this matter.

8. MARKETABLE EQUITY SECURITIES

Not applicable.

9. 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:

(In Thousands)	<u>1992</u>	<u>1991</u>
Service cost-benefits earned during the year	\$ 595	\$ 446
Interest cost on projected benefit obligation	<u>5,773</u>	<u>5,731</u>
	6,368	6,177
Actual return on plan assets	(3,381)	(7,764)
Net amortization and deferral	<u>367</u>	<u>5,398</u>
Net pension expense	<u>\$3,354</u>	<u>\$3,811</u>

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

NOTES TO FINANCIAL STATEMENTS

9. PENSION AND OTHER EMPLOYEE BENEFITS (Continued)

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

(In Thousands)	December 31,	
	1992	1991
Actuarial present value of benefit obligation:		
Vested benefits	\$66,784	\$60,873
Non-vested benefits	471	362
Accumulated benefit obligation	67,255	61,235
Effect of projected future salary increases	6,733	5,497
Projected benefit obligation	73,988	66,732
Plan assets at fair value	(42,978)	(40,409)
Unfunded status	31,010	26,323
Unrecognized transition liability at January 1, 1987		
being amortized over 17 years	(5,377)	(6,057)
Unrecognized prior service cost	(523)	(585)
Unamortized net gain (loss)	(2,894)	2,839
Additional minimum liability	2,060	-
Accrued pension liability	\$24,276	\$22,520
Assumed future salary increases	5.0%	5.0%
Discount rate	8.5%	9.0%
Asset return rate	9.0%	9.0%

Soo Railroad provides defined contribution savings plans to several groups of employees. Participants are fully vested in the Soo Railroad's contribution.

Participants may contribute certain percents of their annual compensation to the plans and Soo Railroad in some cases will also make a contribution on the participant's behalf. The total annual expense for all such plans for 1992, 1991, and 1990 was \$743,000, \$730,000 and \$727,000, respectively.

Effective in 1992, the majority of Soo Railroad's active and retired employees were converted from multiemployer insured health care and death benefit coverage to Soo Railroad's self-funded coverage. Benefits for retired employees generally include major medical coverage to age 65 and a small lump sum death benefit, both based on certain age and service requirements.

In 1991, Soo Railroad adopted Statement of Financial Accounting Standards No. 106, "Employers' Accounting for Post Retirement Benefits Other than Pensions," and recorded a \$25.5 million pretax charge (\$15.7 million net of tax) for the effect of accruing post retirement benefits over employees' active service period through December 31, 1991. Prior to this, Soo Railroad had accounted for most post retirement benefits on a cash basis; however, \$2.2 million had been previously accrued in conjunction with employee reduction programs. Information related to accounting under this standard is presented on the next page.

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

NOTES TO FINANCIAL STATEMENTS

9. PENSION AND OTHER EMPLOYEE BENEFITS (Continued)

The net periodic cost consists of the following:

(In Thousands)	<u>1992</u>	<u>1991</u>
Service cost - benefits earned during the year	\$ 853	\$ 853
Interest cost on accumulated benefit obligation	<u>2,495</u>	<u>2,612</u>
Net expense	<u>\$ 3,348</u>	<u>\$ 3,465</u>

Accumulated post retirement benefit obligation

(In Thousands)	December 31, <u>1992</u>	<u>1991</u>
Retirees	\$12,709	\$10,782
Fully eligible active plan participants	2,006	2,040
Other active plan participants	19,964	14,895
Net unrecognized gain (loss)	<u>(6,599)</u>	<u>-</u>
Total accumulated post retirement benefit obligation	<u>\$28,080</u>	<u>\$27,717</u>
Next year's expected health care cost trend rate	13.0%	13.5%
Overall expected health care cost trend rate	8.4%	8.4%
Discount rate	8.5%	9.0%

The impact of a 1% increase in the health care cost trend rate would increase the accumulated post retirement benefit obligation by approximately \$2.9 million at year end 1992 and the net periodic cost by approximately \$.4 million for the year.

10. TRANSACTIONS WITH RELATED PARTIES

Advances receivable from Parent totalled \$40.2 million at December 31, 1992. Advances payable to Parent totalled \$68.8 million and \$99.0 million at December 31, 1992 and 1991, respectively.

In December 1992 Soo Railroad sold \$65 million of accounts receivable to Canadian Pacific Securities (Ontario) Limited, a subsidiary of CP, for \$64.7 million. A pretax loss of \$.3 million was recorded in Schedule 210 (the income statement). Soo Railroad will serve as collection agent and remit funds to the purchaser as collected, and will also indemnify any collection losses, for which \$1,600,000 has been reserved as a contingent liability.

11. ACCOUNTS RECEIVABLE

In December 1992 Soo Railroad sold 91% of its accounts receivable (See Note 10). Accounts receivable are presented net of allowances of \$98,000 as of December 31, 1992 and \$1,703,000 as of December 31, 1991.

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

This page intentionally left blank.

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

NOTES TO FINANCIAL STATEMENTS

This page intentionally left blank.

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

This page intentionally left blank.

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

NOTES TO FINANCIAL STATEMENTS

This page intentionally left blank.

210. RESULTS OF OPERATIONS
(Dollars in Thousands)

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

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

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

4 All contra entries hereunder should be indicated in parenthesis

5. Cross-checks

Schedule 210

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

Schedule 210

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

Schedule 410

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

Line 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					
		Railway Operating Income					
1		(101) Freight	\$558,107	\$572,844	\$558,107		1
2		(102) Passenger	-	-	-		2
3		(103) Passenger-Related	-	-	-		3
4		(104) Switching	11,926	11,371	11,926		4
5		(105) Water Transfers	-	-	-		5
6		(106) Demurrage	3,686	3,091	3,686		6
7		(110) Incidental	2,149	1,494	2,149		7
8		(121) Joint Facility-Credit	636	137	636		8
9		(122) Joint Facility-Debit	-	-	-		9
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	576,504	588,937	576,504		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	284	309	284		12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	576,788	589,246	576,788		13
14	*	(531) Railway operating expenses	626,203	562,723	626,203		14
15	*	Net revenue from railway operations	(49,415)	26,523	(49,415)		15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	4	5			16
17		(510) Miscellaneous rent income	3,131	2,760			17
18		(512) Separately operated properties-Profit	-	-			18
19		(513) Dividend Income (cost method)	83	114			19
20		(514) Interest Income	9,391	4,522			20
21		(516) Income from sinking and other funds	29	57			21
22		(517) Release of premiums on funded debt	-	-			22
23		(518) Reimbursements received under contracts and agreements	-	-			23
24		(519) Miscellaneous income	7,404	3,132			24
		Income from affiliated companies: 519					
25		a. Dividends (equity method)	882	1,494			25
26		b. Equity in undistributed earnings (losses)	(999)	774			26
27		TOTAL OTHER INCOME (lines 16-26)	19,925	12,858			27
28		TOTAL INCOME (lines 15, 27)	(29,490)	39,381			27
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	(37)	(22)			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	867	555			34
35		(553) Uncollectible accounts	-	-			35
36		TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-35)	830	533			36
37		Income available for fixed charges (lines 28, 36)	\$ (30,320)	\$ 38,848			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					
38		(546) Interest on funded debt:			
		(a) Fixed interest not in default	\$ 26,334	\$ 31,026	38
39		(b) Interest in default	-	-	39
40		(547) Interest on unfunded debt	1,259	662	40
41		(548) Amortization of discount on funded debt	-	-	41
42		TOTAL FIXED CHARGES (lines 38-41)	27,593	31,688	42
43		Income after fixed charges (lines 37, 42)	(57,913)	7,160	43
OTHER DEDUCTIONS					
44		(546) Interest on funded debt:			
		(c) Contingent interest	-	-	44
UNUSUAL OR INFREQUENT ITEMS					
45		(555) Unusual or infrequent items (debit) credit	-	-	45
46		Income (Loss) from continuing operations (before income taxes)	(57,913)	7,160	46
PROVISIONS FOR INCOME TAXES					
47	*	(556) Income taxes on ordinary income:			
		(a) Federal income taxes	1,100	700	47
48	*	(b) State income taxes	500	700	48
49	*	(c) Other income taxes	-	-	49
50	*	(557) Provision for deferred taxes	(15,736)	1,366	50
51		TOTAL PROVISIONS FOR INCOME TAXES (lines 47-50)	(14,136)	2,766	51
52	*	Income from continuing operations (lines 46-51)	(43,777)	4,394	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)	(43,777)	4,394	55
EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES					
56		(570) Extraordinary items (Net)	-	(1,989)	56
57		(590) Income taxes on extraordinary items	-	800	57
58		(591) Provision for deferred taxes—Extraordinary items	-	-	58
59		TOTAL EXTRAORDINARY ITEMS (lines 56-58)	-	(1,189)	59
60		(592) Cumulative effect of changes in accounting principles (less applicable tax of \$)	-	(15,700)	60
61	*	Net income (Loss) (lines 55 + 59 + 60)	(43,777)	(12,495)	61
Reconciliation of net railway operating income (NROI)					
62	*	Net revenues from railway operations	(49,415)	26,523	62
63	*	(556) Income taxes on ordinary income (—)	1,600	1,400	63
64	*	(557) Provision for deferred income taxes (—)	(15,736)	1,366	64
65		Income from lease of road and equipment (—)	-	(113)	65
66		Rent for leased roads and equipment (+)	1,118	854	66
67		Net railway operating income (loss)	\$(34,161)	\$ 24,724	67

NOTES AND REMARKS FOR SCHEDULES 210 and 220

1. SPECIAL CHARGES AND CREDITS

In 1992, Soo Railroad accrued a \$79.5 million charge to account 616199 in regards to certain labor issues.

On July 26, 1991, Soo Railroad sold its 145 mile rail line from Hopkins to Appleton, Minnesota to Twin Cities and Western Railroad Company. The sale and related transactions resulted in sales proceeds of \$10.4 million and a special charge of \$4.1 million. On December 9, 1991, Soo Railroad sold its 102 mile rail line from Superior to Ladysmith, Wisconsin to Wisconsin Central Ltd. The sale resulted in sales proceeds of \$15.8 million and a special credit of \$9.9 million.

2. TRANSACTIONS WITH RELATED PARTIES

Inasmuch as Soo Railroad is the only active subsidiary of Parent, Soo Railroad is being charged the full impact on Schedule 210 (the income statement) for all transactions affected by Parent. The items pushed down to Soo Railroad earnings for 1992 and 1991 are as follows:

(Dollars in Millions)	<u>1992</u>	<u>1991</u>	<u>1990</u>
Interest expense, net	\$19.0	\$22.5	\$16.8
Pretax gain on sale of RAIL/TRAC stock	-	-	4.0
Extraordinary loss from early debt extinguishment, net of tax	-	1.2	-

220. RETAINED EARNINGS
(Dollars in Thousands)

1. Show below the items of Retained Earnings Accounts of the respondent for the year, classified in accordance with the Uniform System of Accounts for Railroad Companies.

2. All contra entries hereunder should be shown in parentheses.

3. Show under "Remarks" the amount of assigned Federal income tax consequences for Accounts 606 and 616.

4. Segregate in column (c) all amounts applicable to the equity in undistributed earnings (losses) of affiliated companies based on the equity method of accounting.

5. Line 3 (line 7 if debit balance), column (c), should agree with line 26, column (b), Schedule 210. The total of columns (b) and (c), lines 3 and 7, should agree with line 61 column (b), Schedule 210.

6. Include in column (b) only amounts applicable to retained earnings exclusive of any amounts included in column (c).

Line No.	Cross Check	Item (a)	Retained earnings— Unappropriated (b)	Equity in undistributed earnings (losses) of affiliated companies (c)	Line No.
1		Balances at beginning of year	\$ 118,853	\$ 29,173	1
2		(601.5) Prior period adjustments to beginning retained earnings			2
		CREDITS			
3	*	(602) Credit balance transferred from income			3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings			5
6		TOTAL			6
		DEBITS			
7	*	(612) Debit balance transferred from income	42,778	999	7
8		(616) Other debits to retained earnings			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	42,778	999	13
14		Net increase (decrease) during year (Line 6 minus line 13)	(42,778)	(999)	14
15	*	Balances at close of year (Lines 1, 2 and 14)	76,075	28,174	15
16	*	Balances from line 15(c)	28,174	N/A	16
17		Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year (798)	\$ 104,249	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

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 minimally issued with certificates 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 minimally outstanding.

Line No	Class of Stock (a)	Par Value (b)	Number of Shares				Book Value at End of Year		Line No
			Authorized (c)	Issued (d)	In Treasury (e)	Outstanding (f)	Outstanding (g)	In Treasury (h)	
1	Common	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

Line No.	Description (a)	Current Year (b)	Prior Year (c)	Line No.
CASH FLOWS FROM OPERATING ACTIVITIES				
1	Cash received from operating revenues	0	0	1
2	Dividends received from affiliates	0	0	2
3	Interest received	0	0	3
4	Other Income	0	0	4
5	Cash paid for operating expenses	0	0	5
6	Interest paid (net of amounts capitalized)	0	0	6
7	Income taxes paid	0	0	7
8	Other – net	0	0	8
9	NET CASH PROVIDED BY OPERATING ACTIVITIES	0	0	9
RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES				
10	Income from continuing operations	(43,777)	4,394	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	(863)	(2,615)	11
12	Depreciation and amortization expenses	34,298	34,137	12
13	Increase (decrease) in provision for deferred income taxes	(15,736)	1,366	13
14	Net decrease (increase) in undistributed earnings (losses) of affiliates	999	(774)	14
15	(Increase) decrease in accounts receivable (see page 11)	66,007	6,016	15
16	(Increase) decrease in materials and supplies and other current assets	9,745	5,081	16
17	Increase (decrease) current liabilities other than debt	21,617	(8,961)	17
18	Increase (decrease) in other – net	5,175	10,484	18
	Special charges, extraordinary items, and accounting principle changes	79,479	11,073	
19	Net cash provided from continuing operations	156,944	60,201	19
20	Add (subtract) cash generated (paid) by reason of discontinued operations and extraordinary items	0	(16,889)	20
21	NET CASH PROVIDED FROM OPERATING ACTIVITIES	156,944	43,312	21
CASH FLOWS FROM INVESTING ACTIVITIES				
22	Proceeds from sale of property	4,112	28,951	22
23	Capital expenditures	(61,520)	(66,106)	23
24	Net change in temporary cash investments not qualifying as cash equivalents	0	0	24
25	Proceeds from sale/repayment of investment and advances	0	0	25
26	Purchase price of long – term investment and advances	0	0	26
27	Net decrease (increase) in sinking and other special funds	(21)	146	27
28	Other – net	(207)	914	28
29	NET CASH USED IN INVESTING ACTIVITIES	(57,636)	(36,095)	29
CASH FLOWS FROM FINANCING ACTIVITIES				
30	Proceeds from issuance of long – term debt and advances from related parties	280,309	192,344	30
31	Principal payments of long – term debt and advances from related parties	(359,144)	(207,282)	31
32	Proceeds from issuance of capital stock	0	0	32
33	Purchase price of acquiring treasury stock	0	0	33
34	Cash dividends paid	0	0	34
35	Other – net	0	640	35
36	NET CASH FROM FINANCING ACTIVITIES	(78,835)	(14,298)	36
37	NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	20,473	(7,081)	37
38	CASH AND CASH EQUIVALENTS AT BEGINNING OF THE YEAR	7,289	14,370	38
39	CASH AND CASH EQUIVALENTS AT END OF THE YEAR	27,762	7,289	39
FOOTNOTES TO SCHEDULE 240				
Cash paid during the year for:				
40	Interest	5,692	4,303	40
	Interest paid to related parties	23,154	26,873	
41	Income taxes (net)	1,787	608	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	\$ 1,746	1
2	Customers (706)	Schedule 200, line 6, column b	2,722	2
3	Other (707)	Note A	622	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2 + 3	5,090*	4
OPERATING REVENUE				
5	Railway Operating Revenue	Schedule 210, line 13, column b	576,788	5
6	Rent Income	Note B	25,916	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	602,704	7
8	Average Daily Operating Revenues	Line 7 ÷ 360 days	1,674	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 ÷ line 8	3*	9
10	Revenue Delay Days Plus Buffer	Lines 9 + 15 days	18	10
CURRENT OPERATING LIABILITIES				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	15,850	11
12	Audited Accounts and Wages Payable (753)	Note A	9,977	12
13	Accounts Payable—Other (754)	Note A	3,672	13
14	Other Taxes Accrued (761 5)	Note A	13,140	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	42,639	15
OPERATING EXPENSES				
16	Railway Operating Expenses	Schedule 210, line 14, column b	626,203	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	34,298	17
18	Cash Related Operating Expenses	Line 16 + line 17	617,821	18
19	Average Daily Expenditures	Line 18 ÷ 360 days	1,716	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 ÷ line 19	25	20
21	Days of Working Capital Required	Line 10 ÷ line 20 (Note C)	—	21
22	Cash Working Capital Required	Line 21 × line 19	—	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	27,762	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	—	24
MATERIALS AND SUPPLIES				
25	Total Material and Supplies (712)	Note A	27,133	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	27,133	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	\$ 27,133*	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.

* See Schedule 200, Footnotes 10 and 11, regarding accounts receivable sale.

NOTES AND REMARKS

This page intentionally left blank.

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.

2 1 - DETERMINE TAXES ON NONRAILROAD INCOME FOR ALL COMBINED/CONSOLIDATED RAILROADS
(EXCLUDES ALL RAIL-RELATED AFFILIATES)

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..... (78,637)

- Equity in undistributed earnings, which represents the total of Schedule 210, Line 26 for all railroads in the reporting entity..... (999)

- 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)..... 706

= Adjusted income from continuing operations (before taxes). This represents "A" in item (3) below..... (78,344)

(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..... (60,995)

+ Current Provision for taxes, which represents the consolidated amounts of Schedule 210, Line 51 for all railroads in the reporting entity. (This figure includes both Account 556, Income Taxes on Ordinary Income and Account 557, Provision for Deferred Taxes..... (7,750)

+ 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..... 576

+ 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..... 29,399

- 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..... (33)

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

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

(5) Compute the nonrailroad portion of the total provisions for taxes. This equals:

The Nonrailroad-related tax ratio (item (4) above) times the total current income taxes accrued on ordinary income (Account 556) which represents the consolidated amounts of Schedule 210, Lines 47, 48, and 49 for all railroads in the reporting entity..... 7

Road Initials: SOO Year 1992

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

Line No.	Item (a)	Beginning of year (b)	End of year (c)
	Adjusted Net Railway Operating Income For Reporting Entity		
1	Combined/Consolidated Net Railway Operating Income for Reporting Entity	N/A	(60,995)
2	Add: Interest Income from Working Capital Allowance—Cash Portion		576
3	Income Taxes Associated with Non-Rail Income and Deductions		1,600
4	Gain or (loss) from transfer/reclassification to nonrail-status (net of income taxes)		534
5	Adjusted Net Railway Operating Income (Lines 1, 2, 3 & 4)		(58,285)
	Adjusted Investment in Railroad Property for Reporting Entity		
6	Combined Investment in Railroad Property Used in Transportation Service	806,978	842,20
7	Less: Interest During Construction	—	—
8	Other Elements of Investment (if debit balance)	—	—
9	Add: Net Rail Assets of Rail-Related Affiliates	—	—
10	Working Capital Allowance	46,953	28,420
11	Net Investment Base Before Adjustment for Deferred Taxes (Lines 6 through 10)	853,931	870,62
12	Less: Accumulated Deferred Income Tax Credits	130,482	116,357
13	Net Investment Base (Line 11 - 12)	723,449	754,268

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	Railroad
Delaware & Hudson Railway Company	Railroad
Wilkes Barre Connecting Railroad Co.	Railroad
Northern Coal & Iron Company	Railroad - Leased line
Albany & Vermont Railway Co.	Railroad - Leased line
Saratoga & Schenectary Railroad Co.	Railroad - Leased line

Post-It® brand fax transmittal memo 7671

of pages 1

To	From
Co. 1 C C	Co. 1 C C
Dept.	Phone #
Fax #	Fax # (112) 513-1110

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)....	1,600
+ Total Nonrailroad-related taxes for rail-related affiliates (Item 6 above).....	-
Equals Total nonrailroad-related taxes (This amount should be transferred to Schedule 250, Part A, Line 3)...	1,600

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.	BN-37.78%; CNW-36.72%; Whirlpool-12.75%
Belt Railway Company of Chicago	CSXT-25%; Conrail-16.67%; GTW, ICG, N&W, BN, AT&SF, and MP-8.33% each
DRI&NW Railway Company	BN-50%
Indiana Harbor Belt Railroad Company	Conrail-51%
Kansas City Terminal Railway Company	UP-25%; BN-16.67%; AT&SF, CM&W, C&NW, SSW, KCS, N&W- 8.33% each
Trailer Train	Various others

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

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

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

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

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

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

Line No.	Account No.	Class No.	Kind of industry	Name of issuing company and also lien reference, if any. Include rate for preferred stocks and bonds)	Extent of Control	Line No.
(a)	(b)	(c)	(d)	(e)		
1	721	A-1	VII	Belt Railway Company of Chicago	8.33%	1
2	721	A-1	VII	DRI&NW Railway Company	50.00%	2
3	721	A-1	VII	Indiana Harbor Belt Railroad Company	49.00%	3
4	721	A-1	VII	Kansas City Terminal Railway Company	8.33%	4
5	721	A-1	VII	Trailer Train Company	2.70%	5
6						6
7				Total Class A-1		7
8						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.	12.75%	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	\$ 260	-	-	\$ 260				1
2	477	-	-	477				2
3	1,359	-	-	1,359				3
4	50	-	-	50				4
5	218	-	-	218				5
6								6
7	2,364	-	-	2,364				7
8								8
9								9
10	-	-	-	-				10
11	-	-	-	-				11
12								12
13								13
14								14
15	900	-	-	900				15
16	91	-	-	91			\$ 83	16
17								17
18	991	-	-	991			83	18
19								19
20	3,355	-	-	3,355			83	20
21								21
22								22
23								23
24								24
25								25
26	1,577		\$ (390)	1,187				26
27	4	\$ 19		23				27
28	10	629		639				28
29	1,068		(39)	1,029				29
30	75			75				30
31								31
32	2,734	648	(429)	2,953				32
33								33
34	1,762	-	(12)	1,750				34
35								35
36	1,762	-	(12)	1,750				36
37								37
38								38
39								39
40								40

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	Soo Line Corporation		1
2						2
3				Total Class E-3		3
4						4
5				Total Class E		5
6						6
7				Grand Total		7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

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

Line No	Investments and advances				Disposed of profit (loss)	Adjustments Account 721 5	Dividends or interest credited to income (l)	Line No
	Opening balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (i)				
1	-	\$ 40,195	-	\$ 40,195				1
2								2
3		40,195	-	40,195				3
4								4
5	\$ 4,496	40,195	\$ (441)	44,898				5
6								6
7	\$ 7,851	\$ 40,843	\$ (441)	48,253			\$ 83	7
8								8
9								9
10								10
11								11
12								12
13								13
14								14
15								15
16								16
17								17
18								18
19								19
20								20
21								21
22								22
23								23
24								24
25								25
26								26
27								27
28								28
29								29
30								30
31								31
32								32
33								33
34								34
35								35
36								36
37								37
38								38
39								39
40								40

310A INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES

(Dollars in Thousands)

Unistributed Earnings From Certain Investments in Affiliated Companies

1 Report below the details of all investments in common stocks included in Account 721, Investments and Advances Affiliated Companies

2 Enter in column (c) the amount necessary to retroactively adjust those investments (See instruction 5 2, Uniform System of Accounts)

3 Enter in column (d) the share of undistributed earnings (i.e., less dividends) or losses

4 Enter in column (e) the amortization for the year of the excess of cost over equity in net assets (equity over cost) at date of acquisition

5 For definitions of "carrier" and "noncarrier," see general instructions

Line No	Name of issuing company and description of security held (a)	Balance at beginning of year (b)	Adjustment for investments equity method (c)	Equity in undistributed earnings (losses) during year (d)	Amortization during year (e)	Adjustment for investments disposed of or written down during year (f)	Balance at close of year (g)	Line No
Carriers (List specifics for each company)								
1	Indiana Harbor Belt Railroad Company	\$ 11,607		\$ (1,710)			\$ 9,897	1
2	Milwaukee Motor Transportation Company	(1,097)					(1,097)	2
3								3
4								4
5								5
6								6
7								7
8								8
9								9
10								10
11								11
12								12
13	Total carriers	10,510		(1,710)			8,800	13
Non-carrier (List specifics for each company)								
14	Tri-State Land Company	18,663		711			19,374	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	Total	\$ 29,173		\$ (999)			\$ 28,174	27

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. "31 Road and Equipment Property" and Account No. "32 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 "31" and "32" for the respective period; 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 (e) and (f) 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 \$5,000 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.	Class Check	Account	Balance at beginning of year (b)	Expenditures during the year for original road and equipment ment. and road extensions (c)	Expenditures during the year for purchase of existing lines reorganizations etc (d)	Line No.
1		(1) Land for transportation purposes	\$ 14,748			1
2		(2) Grading	33,525			2
3		(3) Other right-of-way expenditures	679			3
4		(5) Tunnels and subways	1,293			4
5		(6) Bridges, trestles, and culverts	92,749			5
6		(7) Elevated structures	-			6
7		(8) Ties	136,249			7
8		(9) Rail and other track material	266,120			8
9		(11) Ballast	133,169			9
10		(13) Fences, snowsheds, and signs	3,652			10
11		(16) Station and office buildings	11,875			11
12		(17) Roadway buildings	1,584			12
13		(18) Water stations	104			13
14		(19) Fuel stations	1,170			14
15		(20) Shops and enginehouses	9,945			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	5,404			19
20		(26) Communication systems	14,876			20
21		(27) Signals and interlockers	35,408			21
22		(29) Power plants	206			22
23		(31) Power transmission systems	567			23
24		(35) Miscellaneous structures	377			24
25		(37) Roadway machines	27,104			25
26		(39) Public improvements - Construction	11,800			26
27		(44) Shop machinery	7,234			27
28		(45) Power plant machinery	565			28
29		Other (specify and explain)	-			29
30		TOTAL EXPENDITURES FOR ROAD	812,092			30
31		(52) Locomotives	85,738			31
32		(53) Freight-train cars	142,563			32
33		(54) Passenger-train cars	-			33
34		(55) Highway revenue equipment	12			34
35		(56) Floating equipment	-			35
36		(57) Work equipment	6,965			36
37		(58) Miscellaneous equipment	1,892			37
38		(59) Computer systems and word processing equipment	14,718			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	251,888			39
40		(76) Interest during construction	-			40
41		(80) Other elements of investment	(922)			41
42		(90) Construction in progress	2,667			42
43		GRAND TOTAL	\$ 1,065,725			43

330 ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED PROPERTY AND EQUIPMENT — Continued
(Dollars in thousands)

Line No.	Cross Check	Expenditures for additions during the year	Credits for property retired during the year	Net changes during the year	Balance at close of year	Line No.
		(c)	(d)	(e)	(f)	
1		\$ 329	\$ 27	\$ 302	\$ 15,050	1
2		659	42	617	34,142	2
3		14	3	11	690	3
4		1,038	334	704	1,997	4
5		508	-	508	93,257	5
6		-	-	-	-	6
7		16,636	2,726	13,910	150,159	7
8		16,856	2,576	14,280	280,400	8
9		8,184	2,710	5,474	138,643	9
10		40	-	40	3,692	10
11		755	57	698	12,573	11
12		245	111	134	1,718	12
13		-	2	(2)	102	13
14		247	-	247	1,417	14
15		484	64	420	10,365	15
16		-	-	-	-	16
17		-	-	-	1,689	17
18		-	-	-	-	18
19		76	-	76	5,480	19
20		2,541	453	2,088	16,964	20
21		3,383	31	3,352	38,760	21
22		-	-	-	206	22
23		166	1	165	732	23
24		71	-	71	448	24
25		2,082	2,376	(294)	26,810	25
26		1,619	22	1,597	13,397	26
27		66	62	4	7,238	27
28		-	-	-	565	28
29		-	-	-	-	29
30		55,999	11,597	44,402	856,494	30
31		614	1,512	(898)	84,840	31
32		507	4,516	(4,009)	138,554	32
33		-	-	-	-	33
34		-	-	-	12	34
35		-	-	-	-	35
36		-	(1,132)	1,132	8,097	36
37		-	383	(383)	1,509	37
38		1,006	1,071	(65)	14,653	38
39		2,127	6,350	(4,223)	247,665	39
40		-	-	-	-	40
41		-	-	-	(922)	41
42		3,394	-	3,394	6,061	42
43		\$ 61,520	\$ 17,947	\$ 43,573	\$ 1,109,298	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	\$ 33,525	\$ 33,981	.98				1
2	(4) Other, right-of-way expenditures	679	688	1.03				2
3	(5) Tunnels and subways	1,293	1,392	1.01				3
4	(6) Bridges, trestles, and culverts	92,749	93,099	1.54				4
5	(7) Elevated structures	-	-	-				5
6	(8) Ties	136,249	146,503	4.49				6
7	(9) Rail and other track material	266,120	277,010	3.33				7
8	(11) Ballast	133,169	137,066	2.44				8
9	(13) Fences, snow sheds, and signs	3,652	3,670	3.00				9
10	(16) Station and office buildings	11,875	12,069	2.44				10
11	(17) Roadway buildings	1,584	1,545	3.83				11
12	(18) Water stations	104	101	16.20				12
13	(19) Fuel stations	1,170	1,390	3.11				13
14	(20) Shops and enginehouses	9,945	10,338	1.75				14
15	(22) Storage warehouses	-	-	-				15
16	(23) Wharves and docks	1,689	1,689	3.29				16
17	(24) Coal and ore wharves	-	-	-				17
18	(25) TOFC/COFC terminals	5,404	5,429	3.05				18
19	(26) Communication systems	14,876	16,654	1.60				19
20	(27) Signals and interlockers	35,408	38,598	2.79				20
21	(29) Power plants	206	206	1.07				21
22	(31) Power-transmission systems	567	607	1.67				22
23	(35) Miscellaneous structures	377	377	2.18				23
24	(37) Roadway machines	27,104	26,909	5.69				24
25	(39) Public improvements—Construction	11,800	13,127	2.51				25
26	(44) Shop machinery	7,234	7,238	2.83				26
27	(45) Power-plant machinery	565	565	2.71				27
28	All other road accounts	-	-	-				28
29	Amortization (other than defense projects)	-	-	-				29
30	TOTAL ROAD	797,344	830,251	3.05				30
	EQUIPMENT							
31	(52) Locomotives	85,738	84,591	2.73				31
32	(53) Freight-train cars	142,563	138,105	3.52				32
33	(54) Passenger-train cars	-	-	-				33
34	(55) Highway revenue equipment	12	12	-				34
35	(56) Floating equipment	-	-	-				35
36	(57) Work equipment	6,965	8,081	3.04				36
37	(58) Miscellaneous equipment	1,892	1,513	11.22				37
38	(59) Computer systems and word processing equipment	14,718	14,768	15.00				38
39	TOTAL EQUIPMENT	251,888	247,070	3.97				39
40	GRAND TOTAL	\$1,049,232	\$ 1,077,321	NA			NA	40

335. ACCUMULATED DEPRECIATION—ROAD AND EQUIPMENT OWNED AND USED
(Dollars in Thousands)

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

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

3 A debit balance in columns (b) or (g) for any primary account should be designated "Dr."

4 If there is any inconsistency between the credits to the reserve as shown in column (c) and the charges to operating expenses, a full explanation should be given.

5 Enter amounts representing amortization under an authorized amortization program other than for defense projects on lines 29 and 39.

Line No	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
ROAD									
1		(3) Grading	\$ 12,670	\$ 328		\$ 73		\$ 12,925	1
2		(4) Other, right-of-way expenditures	186	7		2		191	2
3		(5) Tunnels and subways	89	13		334		(232)	3
4		(6) Bridges, trestles, and culverts	12,581	1,432		136		13,877	4
5		(7) Elevated structures	-	-		-		-	5
6		(8) Ties	60,812	6,430		4,507		62,735	6
7		(9) Rail and other track material	76,281	9,038		(908)		86,227	7
8		(11) Ballast	5,801	3,336		2,751		6,386	8
9		(13) Fences, snow sheds, and signs	1,891	110		1		2,000	9
10		(16) Station and office buildings	2,130	316		39		2,407	10
11		(17) Roadway buildings	459	60		112		407	11
12		(18) Water stations	49	17		4		62	12
13		(19) Fuel stations	455	62				517	13
14		(20) Shops and enginehouses	3,443	179		63		3,559	14
15		(22) Storage warehouses	-	-		-		-	15
16		(23) Wharves and docks	517	55		-		572	16
17		(24) Coal and ore wharves	-	-		-		-	17
18		(25) TOFC/COFC terminals	1,346	165		-		1,511	18
19		(26) Communication systems	2,065	259		454		1,870	19
20		(27) Signals and interlockers	4,732	1,026		31		5,727	20
21		(29) Power plants	75	2		-		77	21
22		(31) Power-transmission systems	213	10		1		222	22
23		(35) Miscellaneous structures	152	8		-		160	23
24		(37) Roadway machines	9,936	636	\$ 916*	2,313		9,175	24
25		(39) Public improvements—Construction	1,028	308		24		1,312	25
26		(44) Shop machinery*	1,941	207		60		2,088	26
27		(45) Power-plant machinery	153	16		-		169	27
28		All other road accounts	-	-		-		-	28
29		Amortization (Adjustments)	(110)	(29)		-		(139)	29
30		TOTAL ROAD	198,895	23,991	916	9,997		213,805	30
EQUIPMENT									
31	-	(52) Locomotives	43,686	2,425		1,418		44,693	31
32	-	(53) Freight-train cars	54,124	5,219		2,747	\$1,272	55,324	32
33	-	(54) Passenger-train cars	-	-		-		-	33
34	-	(55) Highway revenue equipment	13	(1)		-		12	34
35	-	(56) Floating equipment	-	-		-		-	35
36	-	(57) Work equipment	3,515	231	1,272	138		4,880	36
37	-	(58) Miscellaneous equipment	1,651	206		342		1,515	37
38		(59) Computer systems and word processing equipment	6,773	2,223		1,071		7,925	38
39	-	Amortization Adjustments	(53)	(12)				(65)	39
40		TOTAL EQUIPMENT	109,709	10,291	1,272	5,716	1,272	114,284	40
41		GRAND TOTAL	\$308,604	\$ 34,282	\$ 2,188	\$15,713	\$1,272	\$328,089	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	(50) 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			2	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	(40) 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	\$ 2,834	\$ 2,962		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)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	List No
			Balance at beginning of year (b)	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		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

This page intentionally left blank.

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	(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	Total road and equipment leased to others is less than 5% of total owned.			15
16	(16) Wharves and docks				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			N/A	36
37	(37) Computer systems and word processing equipment				37
38	TOTAL EQUIPMENT				38
39	GRAND TOTAL				39

351. ACCUMULATED DEPRECIATION—ROAD AND EQUIPMENT LEASED TO OTHERS

(Dollars in Thousands)

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

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

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

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

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		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		(1) 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							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 expense

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

(Dollars in Thousands)

1. Disclose the investment in railway property used in transportation service at the close of the year. This investment represents the aggregate of property owned or leased by the respondent and used in the respondent's transportation service. Such property includes (a) the investment reported in Accounts 731 "Road and Equipment Property," and 732 "Improvements on Leased Property" of the respondent, less any 731 or 732 property leased to others for their exclusive use of road, track, or bridges (including equipment or other railway property covered by the contract). Equipment leased to others under separate distinct contracts shall not be deducted from the respondent's 731 or 732 property, and (b) the investment of other companies' 731 or 732 property (including operating and lessor railroads) used by the respondent when the lease is for exclusive use or control of roads, tracks, or bridges (including equipment of other railway property covered by the contract). This excludes leased equipment from operating railroads under separate distinct contracts and the investment of other carriers in property jointly used by the respondent.

2. In column (a), classify each company in this schedule as respondent (R), lessor railroad (L), inactive or proprietary company (P), and other leased properties (O).

3. In column (a) to (e), inclusive, first show the data requested for the respondent (R), next the data for companies whose entire properties are used in transportation service of the respondent, divided between lessor (L) and proprietary (P) companies, followed by data for carriers and others (O), portions of whose property are used in transportation service of the respondent. Show a total for each class of company in column (d) and (e). Then show as deductions, data for transportation property leased to carriers and others.

4. In column (c), line-haul carriers report the miles of road used in line-haul service. Report miles in whole numbers.

5. In column (d), show the amount applicable in Accounts 731 and 732 on the books of the companies whose names appear in column (b). Values of property of other carriers segregated by estimate or otherwise should correspond in amount to the deductions made by the owners in their reports. If separate value is not available, explanations should be given. Differences between the amounts in column (d) of this schedule and the amounts shown in column (c), line 24, on the asset side of the comparative general balance sheet of each individual railway, should be explained in a footnote. Book value included in Accounts 731 or 732 of the owner should be reported in column (d) in reference to the investment of the respondent in the securities of the owner unless a good reason can be given for the contrary. Methods of estimating (by capitalizing rentals at 6 percent or otherwise) value of property of private owners, or portions of property of other carriers, should be explained.

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

Line No.	Class (See Ins. 2)	Name of company	Miles of road used (See Ins. 4) (whole number)	Investments in property (See Ins. 5)	Depreciation and amortization of defense projects (See Ins. 6)	Line No.
(a)		(b)	(c)	(d)	(e)	
1	R	Soo Line Railroad Company	3,457	\$1,109,298	\$ 328,254	1
2						2
3		Note:				3
4		Line 1: Amount shown represents the following:				4
5						5
6		Account 731		1,106,229	328,101	6
7						7
8		Account 732				8
9		- Equipment leased from various railway				9
10		equipment leasing companies		1,789	8	10
11		- Property leased from Bldg. Mgt.				11
12		Associates - Mpls.		1,173	145	12
13		- Roadway machines leased from various				13
14		leasing companies		25	-	14
15		- Lease of various road property		82	-	15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31		TOTAL	3,457	\$1,109,298	\$ 328,254	31

352B. INVESTMENT IN RAILWAY PROPERTY USED IN TRANSPORTATION SERVICE

(By Property Accounts)

(Dollars in Thousands)

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

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

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

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

Line No.	Cross Check	Account (a)	Respondent (b)	Lessor railroads (c)	Inactive (proprietary companies) (d)	Other Leased properties (e)	Line No.
1		(2) Land for transportation purposes	\$ 15,050				1
2		(3) Grading	34,142				2
3		(4) Other, right-of-way expenditures	690				3
4		(5) Tunnels and subways	1,997				4
5		(6) Bridges, trestles, and culverts	93,257				5
6		(7) Elevated structures	-				6
7		(8) Ties	150,159				7
8		(9) Rail and other track material	280,400				8
9		(11) Ballast	138,643				9
10		(13) Fences, snow sheds, and signs	3,692				10
11		(16) Station and office buildings	12,573				11
12		(17) Roadway buildings	1,718				12
13		(18) Water stations	102				13
14		(19) Fuel stations	1,417				14
15		(20) Shops and enginehouses	10,365				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	5,480				19
20		(26) Communication systems	16,964				20
21		(27) Signals and interlockers	38,760				21
22		(29) Power plants	206				22
23		(31) Power-transmission systems	732				23
24		(35) Miscellaneous structures	448				24
25		(37) Roadway machines	26,810				25
26		(39) Public improvements—Construction	13,397				26
27		(44) Shop machinery	7,238				27
28		(45) Power-plant machinery	565				28
29		Leased property capitalized rentals (explain)	-				29
30		Other (specify and explain)	-				30
31		TOTAL ROAD	856,494				31
32		(52) Locomotives	84,840				32
33		(53) Freight-train cars	138,554				33
34		(54) Passenger-train cars	-				34
35		(55) Highway revenue equipment	12				35
36		(56) Floating equipment	-				36
37		(57) Work equipment	8,097				37
38		(58) Miscellaneous equipment	1,509				38
39		(59) Computer systems and word processing equipment	14,653				39
40		TOTAL EQUIPMENT	247,665				40
41		(76) Interest during construction	-				41
42		(80) Other elements of investment	(922)				42
43		(90) Construction work in progress	6,061				43
44		GRAND TOTAL	\$1,109,298				44

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

Cross-checks

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

S41092

1992
SCHEDULE 410 RAILWAY OPERATING EXPENSES
(DOLLARS IN THOUSANDS)

3/31/1993

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)
WAYS AND STRUCTURE:								
ADMINISTRATIVE								
1	TRACK	1,911	45	124	250	2,330		1
2	BRIDGE AND BUILDING	628	27	73	105	833		2
3	SIGNAL	915	41	115	174	1,245		3
4	COMMUNICATION	518	25	70	114	727		4
5	OTHER	451	18	59	378	906		5
REPAIR AND MAINTENANCE								
6	ROADWAY - RUNNING	2,647	35	838	549	4,069		6
7	ROADWAY - SWITCHING	318	9	14		341		7
8	TUNNELS & SUBWAYS - RUNNING							8
9	TUNNELS & SUBWAYS - SWITCHING							9
10	BRIDGES & CULVERTS - RUNNING	1,172	408	211	349	2,140		10
11	BRIDGES & CULVERTS - SWITCHING	50	13	69		132		11
12	TIES - RUNNING	1,024	505	96	107	1,732		12
13	TIES - SWITCHING	541	270	17		828		13
14	RAIL & OTH - RUNNING	6,632	2,262	(97)	705	9,502		14
15	RAIL & OTH - SWITCHING	1,396	670			2,066		15
16	BALLAST - RUNNING	1,502	567	(438)		1,631		16
17	BALLAST - SWITCHING	192				192		17
18	ROAD PROPERTY DAMAGED - RUNNING	851	254	17		1,122		18
19	ROAD PROPERTY DAMAGED - SWITCHING	940	65			1,005		19
20	ROAD PROPERTY DAMAGED - OTHER	5	1	40		46		20
21	SIGNALS - INTERLOCKERS - RUNNING	4,166	1,661	(2,266)	680	4,241		21
22	SIGNALS - INTERLOCKERS - SWITCHING							22
23	COMMUNICATIONS SYSTEMS							23
24	POWER SYSTEMS	1,577	619	(71)	142	2,267		24
25	HIGHWAY GRADE CROSSING - RUNNING	77	10	31	(1)	117		25
26	HIGHWAY GRADE CROSSING - SWITCHING	370	220	(371)		219		26
27	STATION & OFFICE BUILDINGS							27
28	SHOP BUILDINGS - LOCOMOTIVES	665	232	(83)	146	1,126	(7)	28
29	SHOP BUILDINGS - FREIGHT CARS	692	176	596		1,464		29
30	SHOP BUILDINGS - OTHER EQUIPMENT	24	5	29	19	77		30
		338	109		42	489		

S41092

1992

3/31/1993

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)		
101	LOCOMOTIVE SERVICING FACILITIES	10	26	48	2	86		86	101
102	MISCELLANEOUS BUILDING & STRUCTURE	160	157	31	13	361		361	102
103	COAL TERMINALS								103
104	ORE TERMINALS								104
105	OTHER MARINE TERMINALS								105
106	TOFC/COFC - TERMINALS	3	69	1,083	70	1,225		1,225	106
107	MOTOR VEHICLE LANDING & DISTRIBUTION FACILITY								107
108	FACILITIES FOR OTHER SPECIAL SERVICE OPERATIONS								108
109	ROADWAY MACHINES	865	1,281	209	203	2,558		2,558	109
110	SMALL TOOLS AND SUPPLIES	30	2,573	45	52	2,700		2,700	110
111	SNOW REMOVAL	432	151	34	5	622		622	111
112	FRINGE BENEFITS - RUNNING								112
113	FRINGE BENEFITS - SWITCHING								113
114	FRINGE BENEFITS - OTHER								114
115	CASUALTIES & INSURANCE - RUNNING								115
116	CASUALTIES & INSURANCE - SWITCHING								116
117	CASUALTIES & INSURANCE - OTHER								117
118	LEASE RENTALS - DEBIT - RUNNING			884	45	45		45	118
119	LEASE RENTALS - DEBIT - SWITCHING			20		20		20	119
120	LEASE RENTALS - DEBIT - OTHER			3,365		3,365		3,365	120
121	LEASE RENTAL - [CREDIT] - RUNNING								121
122	LEASE RENTAL - [CREDIT] - SWITCHING								122
123	LEASE RENTAL - [CREDIT] - OTHER								123
124	JOINT FACILITY RENT - DEBIT - RUNNING			6,475		6,475		6,475	124
125	JOINT FACILITY RENT - DEBIT - SWITCHING			1,002		1,002		1,002	125
126	JOINT FACILITY RENT - DEBIT - OTHER			24		24		24	126
127	JOINT FACILITY RENT - [CREDIT] - RUNNING			(495)		(495)		(495)	127
128	JOINT FACILITY RENT - [CREDIT] - SWITCHING			(1)		(1)		(1)	128
129	JOINT FACILITY RENT - [CREDIT] - OTHER			(73)		(73)		(73)	129
130	OTHER RENTS - DEBIT - RUNNING			53		53		53	130
131	OTHER RENTS - DEBIT - SWITCHING			1		1		1	131
132	OTHER RENTS - DEBIT - OTHER			45		45		45	132
133	OTHER RENTS - [CREDIT] - RUNNING								133

3/31/1993

1992
SCHEDULE 410 RAILWAY OPERATING EXPENSES
(DOLLARS IN THOUSANDS)

S41092

LINE NO.	NAME OF RAILWAY OPERATING EXPENSE ACCOUNT	FREIGHT					PASSENGER		TOTAL	LINE NO.
		SALARIES & WAGES (B)	MAT'L & OTHER (C)	PURCHASED SERVICES (D)	GENERAL (E)	TOTAL FREIGHT (F)	(G)	(H)		
134	OTHER RENTS - [CREDIT] - SWITCHING									134
135	OTHER RENTS - [CREDIT] - OTHER									135
136	DEPRECIATION - RUNNING				20,376	20,376			20,376	136
137	DEPRECIATION - SWITCHING				625	625			625	137
138	DEPRECIATION - OTHER				2,783	2,783			2,783	138
139	JOINT FACILITY - DEBIT - RUNNING			7,969		7,969			7,969	139
140	JOINT FACILITY - DEBIT - SWITCHING			1,610		1,610			1,610	140
141	JOINT FACILITY - DEBIT - OTHER			78		78			78	141
142	JOINT FACILITY - [CREDIT] - RUNNING			(4,853)		(4,853)			(4,853)	142
143	JOINT FACILITY - [CREDIT] - SWITCHING			(45)		(45)			(45)	143
144	JOINT FACILITY - [CREDIT] - OTHER			(55)		(55)			(55)	144
145	DISMANTLING RETIRED ROAD PROPERTY - RUNNING	31				31			31	145
146	DISMANTLING RETIRED ROAD PROPERTY - SWITCHING	2								146
147	DISMANTLING RETIRED ROAD PROPERTY - OTHER	281	960	64	(6,292)	66			66	147
148	OTHER - RUNNING			4		(5,047)			(5,047)	148
149	OTHER - SWITCHING									149
150	OTHER - OTHER	11	(139)	42	(631)	717			(717)	150
151	TOTAL WAY AND STRUCTURE	31,427	13,325	16,796	51,872	113,420			113,420	151
EQUIPMENT:										
LOCOMOTIVES										
201	ADMINISTRATIVE	1,062	47	28	79	1,216			1,216	201
202	REPAIR AND MAINTENANCE	6,801	10,968	3,500	74	21,343			21,343	202
203	MACHINERY REPAIR	2	19	32	12	65			65	203
204	EQUIPMENT DAMAGED	47	(445)	280		(118)			(118)	204
205	FRINGE BENEFITS				3,602	3,602			3,602	205
206	OTHER CASUALTIES & INSURANCE				2,120	2,120			2,120	206
207	LEASE RENTALS - DEBIT			11,140		11,140			11,140	207
208	LEASE RENTALS - [CREDIT]									208
209	JOINT FACILITY RENT - DEBIT			(12)		(12)			(12)	209
210	JOINT FACILITY RENT - [CREDIT]									210
211	OTHER RENTS - DEBIT			(144)		(144)			(144)	211
212	OTHER RENTS - [CREDIT]									212
213	DEPRECIATION				2,549	2,549			2,549	213
214	JOINT FACILITY - DEBIT			691		691			691	214
215	JOINT FACILITY - [CREDIT]									215
216	REPAIRS BILLED TO OTHERS - [CREDIT]			(219)		(219)			(219)	216

S41092

1992

3/31/1993

**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	22	382		38	442		218
219	TOTAL LOCOMOTIVE	7,934	10,971	15,296	8,474	42,675		219
FREIGHT CARS								
220	ADMINISTRATIVE	623	55	55	121	854		220
221	REPAIR & MAINTENANCE	5,207	8,168	13,614	91	27,080		221
222	MACHINERY REPAIR	92	32	112	11	247		222
223	EQUIPMENT DAMAGED	7	(1,141)	2,226	(11)	1,081		223
224	FRINGE BENEFIT				2,890	2,890		224
225	OTHER CASUALTIES & INSURANCE				883	883		225
226	LEASE RENTALS - DEBIT			27,026		27,026		226
227	LEASE RENTALS - [CREDIT]			(971)		(971)		227
228	JOINT FACILITY RENT - DEBIT			12		12		228
229	JOINT FACILITY RENT - [CREDIT]							229
230	OTHER RENTS - DEBIT			55,455		55,455		230
231	OTHER RENTS - [CREDIT]			(23,832)		(23,832)		231
232	DEPRECIATION			10	5,275	5,275		232
233	JOINT FACILITY - DEBIT					10		233
234	JOINT FACILITY - [CREDIT]							234
235	REPAIRS BILLED TO OTHERS - [CREDIT]			(12,136)		(12,136)		235
236	DISMANTLING RETIRED PROPERTY							236
237	OTHER	4	155		1	160		237
238	TOTAL FREIGHT CARS	5,933	7,269	61,571	9,261	84,034		238
OTHER EQUIPMENT								
301	ADMINISTRATIVE	37	3	4	363	407		301
302	REPAIR AND MAINTENANCE							302
303	TRUCKS, TRAILERS, CONTAINERS	27	31	1,128	1	1,187		303
304	FLOATING EQUIPMENT - REVENUE SERVICE							304
305	PASSENGER & OTHER REVENUE SERVICE							305
306	COMPUTERS & DATA PROCESSING SYSTEMS							306
307	MACHINERY	79	68	22	11	180		307
308	WORK & OTHER NON-REVENUE EQUIPMENT	106	38	1,532	1	1,677		308
309	EQUIPMENT DAMAGED				37	37		309
310	FRINGE BENEFITS				166	166		310
311	OTHER CASUALTIES & INSURANCE				51	51		311
312	LEASE RENTALS - DEBIT							312
312	LEASE RENTALS - [CREDIT]			4,213		4,213		312

1992
SCHEDULE 410 RAILWAY OPERATING EXPENSES
(DOLLARS IN THOUSANDS)
3/31/1993

S41092

LINE NO.	NAME OF RAILWAY OPERATING EXPENSE ACCOUNT	FREIGHT					PASSENGER		TOTAL	LINE NO.
		SALARIES & WAGES (B)	MAT'L & OTHER (C)	PURCHASED SERVICES (D)	GENERAL (E)	TOTAL FREIGHT (F)	(G)	(H)		
313	JOINT FACILITY RENT - DEBIT			5		5			5	313
314	JOINT FACILITY RENT - [CREDIT]									314
315	OTHER RENTS - DEBIT			2,109		2,109			2,109	315
316	OTHER RENTS - [CREDIT]			(388)		(388)			(388)	316
317	DEPRECIATION				2,690	2,690			2,690	317
318	JOINT FACILITY - DEBIT			270		270			270	318
319	JOINT FACILITY - [CREDIT]			(372)		(372)			(372)	319
320	REPAIRS BILLED TO OTHERS - [CREDIT]			(203)		(203)			(203)	320
321	DISMANTLING RETIRED PROPERTY									321
322	OTHER	25 (	9)						14	322
323	TOTAL OTHER EQUIPMENT	274	131	8,320	3,318	12,043			12,043	323
324	TOTAL EQUIPMENT	14,141	18,371	85,187	21,053	138,752			138,752	324
TRANSPORTATION:										
TRAIN OPERATIONS										
401	ADMINISTRATION	12		2,451	749	12			12	401
402	ENGINE CREWS	15,165	3	3,596	1,525	18,368			18,368	402
403	TRAIN CREWS	30,521	117	71 (	65)	35,759			35,759	403
404	DISPATCHING TRAINS	2,783	22	417	1	2,789			2,789	404
405	OPERATING SIGNALS & INTERLOCKERS	204		8		644			644	405
406	OPERATING DRAWBRIDGES	186		1		194			194	406
407	HIGHWAY CROSSING PROTECTION	3	1	1	112)	107)			107)	407
408	TRAIN INSPECTION & LUBRICATION	3,864	27	635 (	304)	4,222			4,222	408
409	LOCOMOTIVE FUEL	332	29,627	4		29,963			29,963	409
410	ELECTRIC POWER PURCHASED OR PROD.	2,295	1,750	368 (	6)	4,407			4,407	410
411	SERVICING LOCOMOTIVES				290	290			290	411
412	FREIGHT LOST OR DAMAGED-SOLELY R	126	10	1,726 (	18)	1,844			1,844	412
413	CLEARING WRECKS				22,033	22,033			22,033	413
414	FRINGE BENEFITS				17,922	17,922			17,922	414
415	OTHER CASUALTIES & INSURANCE			8,530		8,530			8,530	415
416	JOINT FACILITY-DEBIT			(1,869)		(1,869)			(1,869)	416
417	JOINT FACILITY-[CREDIT]			586	85	2,301			2,301	417
418	OTHER	1,558	.72							418
419	TOTAL TRAIN OPERATIONS	57,049	31,629	16,524	42,100	147,302			147,302	419
YARD OPERATIONS										
420	ADMINISTRATION	5				5			5	420
421	SWITCH CREWS	23,576			882)	22,694			22,694	421

S41092

1992

3/31/1993

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)				
422	CONTROLLING OPERATIONS	594	6		1	601			601	422
423	YARD AND TERMINAL CLERICAL	10,380	19	590	13	11,002			11,002	423
424	OPERATING SWITCHES	11	4	1	2	18			18	424
425	LOCOMOTIVE FUEL	19	2,930			2,949			2,949	425
426	ELECTRIC POWER PURCHASED OR PRODUCED									426
427	SERVICING LOCOMOTIVES	895	343	63	5	1,306			1,306	427
428	FREIGHT LOST OR DAMAGED				144	144			144	428
429	CLEARING WRECK	45	2	98	20	125			125	429
430	FRINGE BENEFITS				14,843	14,843			14,843	430
431	OTHER CASUALTIES & INSURANCE				391	391			391	431
432	JOINT FACILITY-DEBIT			553		553			553	432
433	JOINT FACILITY-(CREDIT)			18		18			18	433
434	OTHER	742		44	14	772			772	434
435	TOTAL YARD OPERATIONS	36,267	3,304	1,367	14,483	55,421			55,421	435
TRAIN AND YARD OPERATIONS COMMON										
501	CLEANING CAR INTERIORS	17		17		34			34	501
502	ADJUSTING & TRANSFERRING LOADS	25		331		356			356	502
503	CAR LOADING DEVICES & GRAIN DOORS									503
504	FREIGHT LOST & DAMAGED - ALL OTHER				1,126	1,126			1,126	504
505	FRINGE BENEFITS				4	4			4	505
506	TOTAL TRAIN & YARD OPERATIONS COMMON	42		348	1,130	1,520			1,520	506
SPECIALIZED SERVICE OPERATIONS										
507	ADMINISTRATION	1,178	93	286	95	1,652			1,652	507
508	PICKUP & DELIVERY AND MARINE LINE HAUL									508
509	LOADING & UNLOADING & LOCAL MARINE	157	3	4,669	49	4,878			4,878	509
510	PROTECTIVE SERVICES	4	34	134	149	23			23	510
511	FREIGHT LOST OR DAMAGED-SOLELY RELATED				123	123			123	511
512	FRINGE BENEFITS				507	507			507	512
513	CASUALTIES & INSURANCE				88	88			88	513
514	JOINT FACILITY - DEBIT									514
515	JOINT FACILITY - (CREDIT)									515
516	OTHER	1,339	29			29			29	516
517	TOTAL SPECIAL SERVICES OPERATIONS		159	5,089	713	7,300			7,300	517

3/31/1993

1992
SCHEDULE 410 RAILWAY OPERATING EXPENSES
(DOLLARS IN THOUSANDS)

S41092

LINE NO.	NAME OF RAILWAY OPERATING EXPENSE ACCOUNT	FREIGHT					PASSENGER	TOTAL	LINE NO.
		SALARIES & WAGES (B)	MAT'L & OTHER (C)	PURCHASED SERVICES (D)	GENERAL (E)	TOTAL FREIGHT (F)			
ADMINISTRATIVE SUPPORT OPERATIONS									
518	ADMINISTRATION	5,449	389	2,302	1,835	9,975		9,975	518
519	EMPLOYEES PERFORMING CLERICAL FUNCTIONS	3,067	701	738	(280)	4,226		4,226	519
520	COMMUNICATION SYSTEMS OPERATION		10	25	(1)	34		34	520
521	LOSS & DAMAGE CLAIMS PROCESSING	169				169		169	521
522	FRINGE BENEFITS				4,271	4,271		4,271	522
523	CASUALTIES & INSURANCE				33	33		33	523
524	JOINT FACILITY - DEBIT					61		61	524
525	JOINT FACILITY - [CREDIT]			61					525
526	OTHER	264	68	212	67	611		611	526
527	TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	8,949	1,168	3,338	5,925	19,380		19,380	527
528	TOTAL TRANSPORTATION	103,646	36,260	26,666	64,351	230,923		230,923	528
GENERAL AND ADMINISTRATIVE									
601	OFFICERS - GENERAL ADMINISTRATIVE	2,050	442	1,542	4,142	8,176		8,176	601
602	ACCT'G, AUDITING, AND FINANCE	5,511	172	742	(150)	6,275		6,275	602
603	MANAGEMENT SERVICES AND DATA PROCESSING	1,126	108	11,055	(132)	12,157		12,157	603
604	MARKETING	2,691	94	1,008	841	4,634		4,634	604
605	SALES	2,177	11	355	235	2,778		2,778	605
606	INDUSTRIAL DEVELOPMENT	517	11	216	9	753		753	606
607	PERSONNEL & LABOR RELATIONS	2,483	137	574	517	3,711		3,711	607
608	LEGAL AND SECRETARIAL	2,196	46	3,234	272	5,748		5,748	608
609	PUBLIC RELATIONS & ADVERTISING	79	63	68	9	219		219	609
610	RESEARCH AND DEVELOPMENT	483			1	484		484	610
611	FRINGE BENEFITS				12,602	12,602		12,602	611
612	CASUALTIES & INSURANCE				623	623		623	612
613	WRITEDOWN OF UNCOLLECTIBLE ACCOUNTS				101	101		101	613
614	PROPERTY TAXES				5,151	5,151		5,151	614
615	OTHER TAXES EXCEPT ON CORPORATE				6,415	6,415		6,415	615
616	JOINT FACILITY - DEBIT			249		249		249	616
617	JOINT FACILITY - [CREDIT]			(1)		(1)		(1)	617
618	OTHER	1,210	65	8	71,750	73,033		73,033	618
619	TOTAL GENERAL AND ADMINISTRATIVE	20,523	1,149	19,050	102,386	143,108		143,108	619
620	TOTAL CARRIER OPERATING EXPENSES	169,737	69,105	147,699	239,662	626,203		626,203	620

412. WAY AND STRUCTURES
(Dollars in Thousands)

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

Line No.	Cross Check	Property Account	Category (a)	Depreciation (b)	Lease Rentals (net) (c)	Amortization adjustment during year (d)	Line No.
1		2	Land for transportation purposes	N/A	\$ 26	-	1
2		3	Grading	\$ 328	58	-	2
3		4	Other right-of-way expenditures	7	1	-	3
4		5	Tunnels and subways	13	-	-	4
5		6	Bridges, trestles and culverts	1,430	4	\$ (2)	5
6		7	Elevated structures	-	-	-	6
7		8	Ties	6,421	255	(9)	7
8		9	Rail and other track material	9,026	482	(12)	8
9		11	Ballast	3,331	235	(5)	9
10		13	Fences, snowsheds and signs	110	1	-	10
11		16	Station and office buildings	316	3,108	-	11
12		17	Roadway buildings	60	1	-	12
13		18	Water stations	17	-	-	13
14		19	Fuel stations	62	-	-	14
15		20	Shops and enginehouses	179	15	-	15
16		22	Storage warehouses	-	-	-	16
17		23	Wharves and docks	55	-	-	17
18		24	Coal and ore wharves	-	-	-	18
19		25	TOFC COFC terminals	165	5	-	19
20		26	Communications systems	259	8	-	20
21		27	Signals and interlockers	1,026	69	-	21
22		29	Power plants	2	-	-	22
23		31	Power transmission systems	10	4	-	23
24		35	Miscellaneous structures	8	-	-	24
25		37	Roadway machines	635	69	(1)	25
26		39	Public improvements, construction	308	17	-	26
27		45	Power plant machines	16	10	-	27
28		-	Other lease/rentals	N/A	-	N/A	28
29	-	-	TOTAL	\$ 23,784	\$ 4,368	\$ (29)	29

414. RENTS FOR INTERCHANGED FREIGHT TRAIN CARS AND OTHER FREIGHT-CARRYING EQUIPMENT
(Dollars in Thousands)

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

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

Line No	Cross Check	Type of equipment (a)	GROSS AMOUNTS RECEIVABLE Per diem basis			GROSS AMOUNTS PAYABLE Per diem basis			Line No
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)	
CAR TYPES									
1		Box-Plain 40 Foot		\$ -	\$ -	\$ -	1 \$	13	1
2		Box-Plain 50 Foot and Longer		359	897	2,037	1,239	2,120	2
3		Box-Equipped		556	1,652	-	2,522	3,617	3
4		Gondola-Plain		751	2,205	177	302	1,266	4
5		Gondola-Equipped		177	548	-	195	575	5
6		Hopper-Covered		3,567	6,571	6,266	2,004	6,319	6
7		Hopper-Open Top-General Service		854	1,558	-	31	627	7
8		Hopper-Open Top-Special Service		-	-	-	-	-	8
9		Refrigerator-Mechanical		-	-	-	94	205	9
10		Refrigerator-Non-Mechanical		184	328	87	342	1,179	10
11		Flat TOP/COFC		21	106	3,721	410	2,580	11
12		Flat Multi-Level		-	-	2,693	226	314	12
13		Flat-General Service		3	8	-	23	43	13
14		Flat-Other		354	711	1,541	1,640	1,597	14
15		Tank-Under 22,000 Gallons		-	-	3,358	-	-	15
16		Tank-22,000 Gallons and Over		-	-	2,661	-	-	16
17		All Other Freight Cars		21	208	378	443	608	17
18		Auto Racks		-	2,193	1,535	-	466	18
19		TOTAL FREIGHT TRAIN CARS		6,847	16,985	24,454	9,472	21,529	19
OTHER FREIGHT-CARRYING EQUIPMENT									
20		Refrigerated Trailers			-	-	-	-	20
21		Other Trailers			387	1,232	-	876	21
22		Refrigerated Containers			-	-	-	-	22
23		Other Containers			-	-	-	-	23
24	*	TOTAL TRAILERS AND CONTAINERS			387	1,232	-	876	24
25		GRAND TOTAL (LINES 19 AND 24)		\$ 6,847	\$ 17,372	\$ 25,686	\$ 9,472	\$ 22,405	25

NOTES AND REMARKS

This page intentionally left blank.

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

415. SUPPORTING SCHEDULE—EQUIPMENT (Dollars in Thousands)						
Line No	Cross Check	Types of equipment (a)	Repairs (net expense) (b)	Depreciation		Amortization Adjustment net during year (e)
				Owned (c)	Capitalized lease (d)	
1		LOCOMOTIVES				
		Diesel Locomotive-Yard	\$ 1,979	\$ 191		\$ (1)
2		Diesel Locomotive-Road	19,145	2,234		(5)
3		Other Locomotive-Yard				
4		Other Locomotive-Road				
5	*	TOTAL	21,124	2,425		(6)
6		FREIGHT TRAIN CARS				
		Box-Plain 40 Foot		8		
7		Box-Plain 50 Foot and Longer	359	626		
8		Box-Equipped	255	248	\$ 80	(1)
9		Gondola-Plain	508	459	188	
10		Gondola-Equipped	104	93		
11		Hopper-Covered	9,279	2,160		(2)
12		Hopper-Open Top-General Service	1,449	334	17	
13		Hopper-Open Top-Special Service				
14		Refrigerator-Mechanical				
15		Refrigerator-Nonmechanical	329	239		
16		Flat TOFC/COFC	2,182	19		
17		Flat Multi-level				
18		Flat-General Service	45	6		
19		Flat-Other	344	279	15	
20		All Other Freight Cars		12		
21		Cabooses		128		
22		Auto Racks	90	312		(1)
23		Miscellaneous Accessories				
24	*	TOTAL FREIGHT TRAIN CARS	14,944	4,923	300	(4)
25		OTHER EQUIPMENT-REVENUE FREIGHT HIGHWAY EQUIPMENT				
		Refrigerated Trailers				
26		Other Trailers	957			
27		Refrigerated Containers				
28		Other Containers		(1)		
29		Bogies				
30		Chassis	27			
31		Other Highway Equipment (Freight)				
32	*	TOTAL HIGHWAY EQUIPMENT	984	(1)		
33		FLOATING EQUIPMENT-REVENUE SERVICE				
		Marine Line-Haul				
34		Local Marine				
35	*	TOTAL FLOATING EQUIPMENT				
36	*	OTHER EQUIPMENT Passenger and Other Revenue Equipment (Freight Portion)				
37	*	Computer systems and word processing equip.		2,223		
38	*	Machinery-Locomotives ¹	65	124		
39	*	Machinery-Freight Cars ²	247	52		
40	*	Machinery-Other Equipment ³	180	31		
41	*	Work and Other Non-revenue Equipment	1,677	437		(2)
42		TOTAL OTHER EQUIPMENT	2,169	2,867		(2)
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	\$ 39,221	\$ 10,214	\$ 300	\$ (12)

¹The 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.

²The 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.

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

415. SUPPORTING SCHEDULE—EQUIPMENT—Continued

Line No	Cross Check	Lease and rentals (net) (f)	Investment base as of 12/31		Accumulated depreciation as of 12/31		Line No
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1			\$ 4,792		\$ 1,048		1
2		\$ 10,996	80,048		43,645		2
3							3
4							4
5		10,996	84,840		44,693		5
6			39		(55)		6
7		1,729	9,918		4,279		7
8		660	4,069	\$ 619	338	\$ 526	8
9		850	14,001	2,628	6,747	1,555	9
10			1,670		691		10
11		16,576	71,596		30,637		11
12		4,674	10,430		4,206		12
13			1		2		13
14							14
15			4,595		1,347		15
16			607		436		16
17							17
18		190	252		8		18
19			7,632		2,492		19
20		16	28		40		20
21		7	3,432		2,345		21
22		1,353	7,037		(270)		22
23							23
24		26,055	135,307	3,247	53,243	2,081	24
25							25
26		273					26
27							27
28							28
29							29
30		57	12		12		30
31							31
32		330	12		12		32
33							33
34							34
35							35
36							36
37		549	14,653		7,925		37
38			4,343		1,253		38
39			1,810		522		39
40			1,085		313		40
41		3,334	9,606		6,395		41
42		3,883	31,497		16,408		42
43		\$ 41,264	\$ 251,656	\$ 3,247	\$ 114,356	\$ 2,081	43

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

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

416 SUPPORTING SCHEDULE - ROAD
(Dollars In Thousands)

Road Initials: Soo

Year 92

Line No	Density category (Class)	Account No (b)	Owned and used			Improvements to leased property			Capitalized leases				TOTAL		Line No
			Inv Base (c)	Accum. depr (d)	Depr rate % (e)	Inv Base (f)	Accum depr (g)	Depr rate % (h)	Inv Base (i)	Current year Amort (j)	Accum Amort (k)	Inv Base (l)	Accum depr & Amort (m)		
1	I	3	\$ 9,560	\$ 3,619	.98							\$ 9,560	\$ 3,619	1	
2		8	22,391	9,410	3.88							22,391	9,410	2	
3		9	55,848	17,254	5.25							55,848	17,254	3	
4		11	27,556	1,277	1.82							27,556	1,277	4	
5	SUB-TOTAL		115,355	31,560	-							115,355	31,560	5	
6	II	3	17,071	6,463	.98							17,071	6,463	6	
7		8	112,666	47,051	3.70							112,666	47,051	7	
8		9	198,945	61,249	2.64							198,945	61,249	8	
9		11	105,485	4,853	1.63							105,485	4,853	9	
10	SUB-TOTAL		434,167	119,616	-							434,167	119,616	10	
11	III	3	-	N/A	N/A		N/A	N/A		N/A	N/A	-	-	11	
12		8	-	N/A	N/A		N/A	N/A		N/A	N/A	-	-	12	
13		9	-	N/A	N/A		N/A	N/A		N/A	N/A	-	-	13	
14		11	-	N/A	N/A		N/A	N/A		N/A	N/A	-	-	14	
15	SUB-TOTAL		-	N/A	N/A		N/A	N/A		N/A	N/A	-	-	15	
16	IV	3	7,511	2,843	.98							7,511	2,843	16	
17		8	15,102	6,274	2.67							15,102	6,274	17	
18		9	25,607	7,724	1.88							25,607	7,724	18	
19		11	5,602	256	1.25							5,602	256	19	
20	SUB-TOTAL		53,822	17,097	-							53,822	17,097	20	
21	V	3												21	
22		8												22	
23		9												23	
24		11												24	
25	SUB-TOTAL													25	
26	GRAND TOTAL		\$ 603,344	\$168,273	N/A			N/A				\$ 603,344	\$168,273	26	

(1) Columns (c) + (f) + (i) = Column 12
Columns (d) + (g) + (k) = Column 13

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

NOTES AND REMARKS

This page intentionally left blank.

417 SPECIALIZED SERVICE SUBSCHEDULE — TRANSPORTATION
(Dollars in thousands)

1 Report freight expenses only

2 Report in lines 1, 2, 3, 4, and 10 the total of those natural expenses (salaries and wages, material, tools, supplies, fuels and lubricants, purchased services, and general) incurred in the operation of each type of specialized service facility. This schedule does not include switching services performed by train and yard crews in connection with or within specialized service facilities.

3 When it is necessary to apportion expenses, such as administrative expenses to two or more services, they shall be apportioned on the most equitable basis available to the respondent and only to the services they support. The total expenses in column (j) should balance with the respective line items in Schedule 410 Railway Operating Expenses.

4 Report in column (b), line 2, the expenses incurred in highway movements of trailers and containers performed at the expense of the reporting railroad within a terminal area for the purpose of pick-up, delivery or highway interchange service. Report in column (b), line 3, the expenses incurred in operating facilities for handling trailers and/or containers including storage expenses. See schedule 755, note R.

5 The operation of floating equipment in line haul service (between distinct terminals) should be reported in column (c) on line 2. Loading operations conducted within a general terminal or harbor area should be reported in column (c), line 3.

6 Report in column (g), line 1, the expenses incurred by the railroad in loading and unloading automobiles, trucks, etc., to and from bi-level and tri-level auto rack cars. Report on line 2, column (g), the expense incurred by the railroad in moving automobiles, etc., between bi-level and tri-level loading and unloading facilities over the highway to shippers, receivers or connecting carriers. Report in column (i) 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 TOU/COCU/C trailers and containers (total debits and credits). The expenses on line 4, column (b), relate to refrigerator cars only.

8 Report in column (i) total expenses incurred in performing rail substitute service, other highway revenue service, LCL terminal operations, warehouse operations, freight car transloading, grain elevator terminal operations and livestock feeding operations only.

Line No	Cross Check	Items (a)	TOU/COCU/C terminal (b)	Floating equipment (c)	Coal marine terminal (d)	One marine terminal (e)	Other marine terminal (f)	Motor vehicle load and distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b-i)	Line No
1	*	Administration	\$1,605						\$ 8	\$ 39	\$ 1,652	1
2	*	Pick up and delivery marine line haul							N/A			2
3	*	Loading and unloading and local marine	4,511					\$ 367	N/A		4,878	3
4	*	Protective services total debit and credits							23		23	4
5	*	Freight lost or damaged-solely related	123								123	5
6	*	Fringe benefits	492						2	13	507	6
7	*	Casualty and insurance	3							85	88	7
8	*	Joint facility - Debit										8
9	*	Joint facility - Credit										9
10	*	Other								29	29	10
11	*	TOTAL	\$6,734					\$ 367	\$ 33	\$ 166	\$ 7,300	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

[illegible]

NOTES AND REMARKS

This page intentionally left blank.

450. ANALYSIS OF TAXES (Dollars in Thousands)

A Railway Taxes.

Line No.	Cross Check	Kind of tax (a)	Amount (b)	Line No.
1		Other than U.S. Government Taxes	\$ 10,740	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	26,063	5
6		Hospital Insurance	2,749	6
7		Supplemental Annuities	2,690	7
8		Unemployment Insurance	3,061	8
9		All Other United States Taxes	1,275	9
10		Total - U.S. Government Taxes	36,938	10
11		Total - Railway Taxes	\$ 47,678	11

B Adjustments to Federal Income Taxes

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

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

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

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

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

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

Line No.	Particulars (a)	Beginning of year balance (b)	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No.
1	Accelerated depreciation, Sec. 167 I.R.C. Guideline lives pursuant to Rev. Proc. 62-21	\$ 193,989	\$ 809	-	\$ 194,798	1
2	Accelerated amortization of facilities, Sec. 168 I.R.C.	1,705	(39)	-	1,666	2
3	Accelerated amortization of rolling stock, Sec. 184 I.R.C.	-	-	-	-	3
4	Amortization of rights of way, Sec. 185 I.R.C.	-	-	-	-	4
5	Other (Specify)	-	-	-	-	5
6	NOL carryforwards used (generated)	(57,779)	19,275	-	(38,504)	6
7	Excess of capital lease payments					7
8	deducted over book amortization	15,220	610	-	15,830	8
9	Accrued employee and equipment re-					9
10	duction costs deducted when paid	14,150	(30,440)	-	(16,290)	10
11	Expense accrual not deductible					11
12	until paid	(23,933)	(4,180)	-	(28,113)	12
13	Dividend income not currently taxable	1,105	-	-	1,105	13
14	Impact of major line sales	(7,043)	(60)	-	(7,103)	14
15	Other	2,268	(1,100)	-	1,168	15
16	Accrued post retirement benefits					16
17	deductible when paid	(9,800)	-	-	(9,800)	17
18	Investment tax credit*	(10,000)		-	(10,000)	18
19	TOTALS	\$ 119,882	\$ (15,125)	-	\$ 104,757	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 \$ 0
 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 \$ _____

Soo Railroad is included in a federal consolidated tax return with Parent. As of December 31, 1992, Parent and subsidiaries had investment and other tax credits and federal tax net operating loss carryforwards (a significant part of which were derived from Soo Railroad) for tax return purposes expiring as follows:

(In Thousands)

<u>Year of expiration</u>	<u>Investment and Other Tax Credits</u>	<u>Federal Net Operating Losses</u>	
		<u>Total</u>	<u>Using Alternative Minimum Tax Laws</u>
1993	\$ 100	\$ -	\$ -
1997	1,900	-	-
1998	1,500	-	-
1999	1,800	-	-
2000	1,900	-	-
2001	100	23,000	23,000
2002	-	-	-
2003	-	97,000	34,000
2004	-	63,000	46,000
Total	<u>\$7,300</u>	<u>\$183,000</u>	<u>\$103,000</u>

The tax benefits of all of the investment and other tax credit carryforwards and \$164 million of 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 of Soo Line Corporation and Subsidiaries (including those of Soo Railroad).

In 1993, Soo Railroad expects to adopt the liability method under the provisions of Financial Accounting Standards No. 109 and record a cumulative adjustment. Although Soo Railroad is still finalizing its assessment of the impact of the new standard, it presently estimates a one-time favorable adjustment in the range of \$10-\$15 million.

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	Miscellaneous Income:			1
2		Contract cancellation payment received from major customer		\$ 6,000	2
3		Land sales		863	3
4		Adjustment of reserve for unclaimed property under			4
5		applicable state escheat laws		284	5
6		Other		257	6
7					7
8		Total		\$ 7,404	8
9					9
10	551	Miscellaneous Income Charges:			10
11		(Total does not exceed 10% of net income)	N/A		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.

Soo Railroad has a \$5 million bank credit line, which remained unused throughout 1992.

NOTES AND REMARKS

This page intentionally left blank.

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	8,343
3	765/767	Funded Debt Unmatured	Sch. 200, L. 41	3,652
4	766	Equipment Obligations	Sch. 200, L. 42	6,865
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 43	9,540
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	28,400
9		Debt Directly Related to Road Property	Note 1.	4,645
10		Debt Directly Related to Equipment	Note 1.	23,755
11		Total Debt Directly Related to Road & Equipment	Sum L. 9 and 10	28,400
12		Percent Directly Related to Road	L. 9 ÷ L. 11 (2 decimals)	16.36%
13		Percent Directly Related to Equipment	L. 10 ÷ L. 11 (2 decimals)	83.64%
14		Debt Not Directly Related to Road or Equipment	L. 8 minus L. 11	0
15		Road Property Debt	(L. 12 × L. 14) plus L. 9	4,645
16		Equipment Debt	(L. 13 × L. 14) plus L. 10	23,755

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	27,593
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	27,593
21		Interest Affiliated Company Debt	Note 2.	23,154*
22		Net Interest Expense	L. 20 minus L. 21	4,439
23		Interest Directly Related to Road Property Debt	Note 3.	165
24		Interest Directly Related to Equipment Debt	Note 3.	3,015
25		Interest Not Directly Related to Road or Equipment Property Debt	L. 22 - (L. 23 + L. 24)	1,259
26		Interest Road Property Debt	L. 23 + (L. 25 × L. 12)	371
27		Interest Equipment Debt	L. 24 + (L. 25 × L. 13)	4,068

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.

* Affiliated Company Debt represents advances from Parent which are used for the Company's transportation activities.

NOTES AND REMARKS

This page intentionally left blank.

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 K-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 (e).

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

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (d)	Amount due from or to related parties (e)	Line No
1	Canadian Pacific Limited		Controlled	Computer services	\$ 10,513(P)	\$ 3,507(P)	1
2				Legal services	53(R)		2
3				Internal audit fees	357(R)	45(R)	3
4				Insurance coverage	1,187(P)		4
5				Management services		96(P)	5
6				Boxcar leases	874(P)	70(P)	6
7				Covered hopper leases	1,059(P)	811(P)	7
8				Caboose leases	7(P)	3(P)	8
9					13,230(P)	4,123(P)	9
10							10
11	CanPac Car Inc.		Common	Locomotive leases	1,061(P)	90(P)	11
12				Locomotive purchase		750(P)	12
13							13
14	Canadian Pacific (U.S.) Finance Inc.		Common	Administrative services	125(R)	37(R)	14
15							15
16	Soo Line Corporation		Controlled	Interest expense, net	18,945(P)		16
17							17
18							18
19	Delaware and Hudson Railway Company		Common	Legal services	80(R)		19
20				Administrative services		4(R)	20
21							21
22	Tri-State Land Company		Direct	Administrative services		34(R)	22
23				Advances payable		160(P)	23
24							24
25							25

SIS. RAILS LAID IN REPLACEMENT

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

7 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. 15 and 16 and the related charge to investment account No. 9, should be explained in a footnote.

	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS			
Class of rail	Weight of Rail		Total cost of rail applied in running tracks, pass- ing tracks, cross-overs, etc., during year	Average cost per ton (= 2000 lb.)	Weight of Rail		Total cost of rail applied in yard, station, team in- dustry and other switch- ing tracks during year	Average cost per ton (= 2000 lb.)
	Pounds per yard of rail	Number of tons (= 2000 lb.)			Pounds per yard of rail	Number of tons (= 2000 lb.)		
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
NEW		4,322.4		\$		48.4		\$
RELAY		14,004.9				1,345.6		
Total	x x x x	18,327.3			x x x x	1,394.0		

(Dollars) in thousands.

- | | | |
|----|--|----------|
| 21 | Number of tons (2,000 lb.) of relay 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 rail classes of tracks: _____ (rail-miles) | |
| 26 | Miles of new and second-hand rails laid in replacement rail classes of tracks: _____ (rail-miles) | |
| 27 | Average weight per yard of new rails laid in replacement (running, passing, and cross-over track, 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 _____ | |

~~1. The above information is being furnished to you for your information only. It is not to be used for any other purpose. The information is being furnished to you for your information only. It is not to be used for any other purpose. The information is being furnished to you for your information only. It is not to be used for any other purpose.~~

~~Section 1. The United States hereby grants to the Government of the Republic of Cuba the right to use the property of the United States in the Republic of Cuba for the purpose of the defense of the United States and the Republic of Cuba and for the purpose of the defense of the United States and the Republic of Cuba and for the purpose of the defense of the United States and the Republic of Cuba.~~

¹ Cases 1, 2, and 3 are reduced to the same form by dividing each column by the respective number of yards in which the number of yards of each weight of new rail laid in running track, 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 (c) and (d) 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

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
2	1	100%	3,414	201	11	273	320	733	4,952	2
3										3
4	J-1	50%	86	6	-	9	28	85	214	4
5										5
6	5		1,533	244	30	94	62	143	2,106	6
7										7
8										8
9										9
10										10
11										11
12										12
13										13
14										14
15										15
16										16
17										17
18										18
19										19
20										20
21										21
22										22
23										23
24										24
25										25
26										26
27										27
28										28
29										29
30										30
31										31
32										32
33										33
34										34
35										35
36										36
37										37
38										38
39										39
40										40
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	5,033	451	41	376	410	961	7,272	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.

Line No	Cross Check	State or territory (a)	MILES OF ROAD OPERATED BY RESPONDENT								Line No
			Line owned (b)	Line of proprietary companies (c)	Line operated under lease (d)	Line operated under contract, etc. (e)	Line operated under trackage rights (f)	Total mileage operated (g)	Line owned, not operated by respondent (h)	New line constructed during year (i)	
1		Montana							57		1
2		Michigan					262	262			2
3		South Dakota	34					34			3
4		North Dakota	916				17	933	271		4
5		Minnesota	1,118				495	1,613			5
6		Wisconsin	375				182	557			6
7		Illinois	165				411	576			7
8		Indiana	94				111	205			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 MILEAGE (single track)			3,457				1,576	5,033	328		

NOTES AND REMARKS

This page intentionally left blank.

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 (i).
- 4 For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to an "A" unit but not equipped for use singly or as a lead locomotive unit. A "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. Unit, other than diesel-electric, e.g., diesel hydraulic, should be identified in a footnote giving the number and a brief description. An electric unit includes all units which receive electric power from an overhead contact wire or a third rail and use the power to drive one or more electric motors that propel the vehicle. An other self-powered unit includes all units other than diesel or electric, e.g., steam, gas turbine. Show the type of unit, service, and number, if appropriate, in a brief description sufficient for positive identification. An auxiliary unit includes all units used in conjunction with locomotives, but which draw their power from the mother unit, e.g.,

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

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

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

9 Cross-checks

Schedule 710	Schedule 710
Line 5 column (p)	Line 11 column (f)
Line 6 column (q)	Line 12 column (f)
Line 7 column (q)	Line 13 column (f)
Line 8 column (q)	Line 14 column (f)
Line 9 column (q)	Line 15 column (f)
Line 10 column (q)	Line 16 column (f)

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

When data appear in columns (k) or (f) lines 9 thru 13, and 15, 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 in cluding re- classification (g)	Units at Close of Year				Line No	
			Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h) & (i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)		Leased to others (l)
			New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including re- classification and second hand units purchased from or leased from others (f)							
1	Locomotive Units										(H P)		1
2	Diesel-freight units												2
3	Diesel passenger units	298			9	11	21	231	66	297	809,250		3
4	Diesel multiple purpose units	76						32	44	76	107,450		4
5	Diesel switching units	374			9	11	21	263	110	373	916,700		5
6	TOTAL (lines 1 to 4)												6
7	Electric locomotives												7
8	Other self-powered units												8
9	TOTAL (lines 5, 6 and 7)	374			9	11	21	263	110	373	916,700	N/A	9
	Auxiliary units												10
	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	374			9	11	21	263	110	373	N/A		

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

Line No	Cross Check	Type or design of units (a)	Before Jan 1, 1970 (b)	Between Jan 1, 1970 and Dec. 31, 1974 (c)	Between Jan 1, 1975 and Dec. 31, 1979 (d)	Between Jan 1, 1980 and Dec. 31, 1984 (e)	Between Jan. 1, 1985 and Dec. 31, 1989 (f)	During Calendar Year					TOTAL (h)	Line No
								1990 (g)	1991 (h)	1992 (i)	1993 (j)	1994 (k)		
11	•	Diesel	118	67	72	38	63	5	10				373	11
12	•	Electric												12
13	•	Other self powered units												13
14	•	TOTAL (lines 11 to 13)	118	67	72	38	63	5	10				373	14
15	•	Auxiliary units												15
16	•	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	118	67	72	38	63	5	10				N/A	16

Road Initials: Soo

Year 19 92

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 its classification (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)) (j)	Aggregate capacity of units repaired in col (j) (see ins 7) (k)	
17		PASSENGER-TRAIN CARS Non Self Propelled Coaches (PA, PB, PHO)											17
18		Combined cars [All class C, except (SB)]											18
19		Parlor cars (PBC, PC, PL, PO)											19
20		Sleeping cars (PS, PT, PAS, PDS)											20
21		Dining, grill and tavern cars [All class D, PD]											21
22		Non-passenger carrying cars [All class B, CSB, M, PSA, 1A]										N/A	22
23		TOTAL (lines 17 to 22)											23
24		Self Propelled Electric passenger cars [EP, ET]											24
25		Electric combined cars [EC]											25
26		Internal combustion rail motor cars [ED, EG]											26
27		Other self-propelled cars (Specify types)											27
28		TOTAL (lines 24 to 27)											28
29		TOTAL (lines 23 and 28)											29
30		COMPANY SERVICE CARS Business cars [PV]										N/A	30
31		Board outfit cars [MWX]	22				6	5	23		23	N/A	31
32		Derrick and snow removal cars [MWU, MWV, MWV, MWK]	25				11	1	35		35	N/A	32
33		Dump and ballast cars [MWB, MWD]	81				6	1	86		86	N/A	33
34		Other maintenance and service equipment cars	836				78	56	857	1	858	N/A	34
35		TOTAL (lines 30 to 34)	964				101	63	1,001	1	1,002	N/A	35

710. INVENTORY OF EQUIPMENT — Continued

Instructions for reporting freight-train car data.

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

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Time-mileage cars (b)	All others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, including reclassification and second hand units purchased or leased from others (g)	
36		FREIGHT TRAIN CARS Plain box cars - 40' (B1_, B2_)	12					-	36
37		Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5_, B6_, B7_, B8_)	503					81	37
38		Equipped box cars (All Code A, Except A_5_)	496					109	38
39		Plain gondola cars (All Codes G & J_1_, J_2_, J_3_, J_4_)	1,139					-	39
40		Equipped gondola cars (All Code E)	153					2	40
41		Covered hopper cars (C_1_, C_2_, C_3_, C_4_)	6,418					870	41
42		Open top hopper cars—general service (All Code H)	1,361					-	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_)	324					-	45
46		Flat cars—TOFC/COFC (All Code P, Q and S, Except Q8_)	530					-	46
47		Flat cars—multi-level (All Code V)	-					-	47
48		Flat cars—general service (F10_, F20_, F30_)	55					-	48
49		Flat cars—other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F40_)	473					69	49
50		Tank cars—under 22,000 gallons (T_0_0, T_1_1, T_2_2, T_3_3, T_4_4, T_5_5)	-					-	50
51		Tank cars—22,000 gallons and over (T_6_6, T_7_7, T_8_8, T_9_9)	-					-	51
52		All other freight cars (A_5_, F_7_, All Code L and Q8_)	35					-	52
53		TOTAL (lines 36 to 52)	11,614					1,131	53
54		Caboose (All Code M-930)	N/A	135				-	54
55		TOTAL (lines 53, 54)	11,614	135				1,131	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	Charges during year (concluded)	Units at close of year						Line No
		Units retired from service of respondent whether owned or leased, including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col (i) & (j))		Aggregate capacity of units reported in col (k) & (l) (see ins 4) (m)	Leased to others (n)	
					Time-mileage cars (k)	All other (l)			
36		4	8	-	8		440		36
37		17	503	64	567		44,034		37
38		72	440	93	533		38,785		38
39		148	988	3	991		98,488		39
40		72	44	39	83		7,875		40
41		370	2,818	4,100	6,918		690,046		41
42		142	469	750	1,219		121,900		42
43		-	-	115	115		11,500		43
44		-	-	-	-		-		44
45		17	255	52	307		21,428		45
46		5	34	491	525		36,650		46
47		-	-	-	-		-		47
48		8	47	-	47		3,612		48
49		191	282	69	351		28,040		49
50		-	-	-	-		-		50
51		-	-	-	-		-		51
52		4	31	-	31		2,130		52
53		1,050	5,919	5,776	11,695		1,104,928		53
54		9	126	-	N/A	126	N/A		54
55		1,059	6,045	5,776	11,695	126	1,104,928		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 Z0_., U6_.							66
67		Other trailer and container (Special equipped dry van U9_., Z8_., Z9_.)							67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 to 69)		2					70

NOTES AND REMARKS

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

710. INVENTORY OF EQUIPMENT - Concluded

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

Line No	Cross Check	Changes during year (concluded)	Units at close of year						Line No
		Units retired from service of respondent whether owned or leased, including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins 4) (m)	Leased to others (n)	
					Per diem (k)	All other (l) -			
56					N/A				56
57					N/A				57
58					N/A				58
59			2			2	44		59
60									60
61									61
62									62
63									63
64									64
65									65
66									66
67									67
68									68
69									69
70			2			2	44		70

NOTES AND REMARKS

710S. UNIT COST OF EQUIPMENT INSTALLED DURING THE YEAR

(Dollars in Thousands)

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

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

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

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

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

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

NEW UNITS

Line No	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (d)	Method of acquisition (see instructions) (e)	Line No
1						1
2						2
3						3
4						4
5						5
6						6
7						7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25	TOTAL		N/A		N/A	25

REBUILT UNITS

26	Locomotives - GP 7 1500 HP diesel	1	130	\$ 83,333		26
27	Locomotives - GP 9 1750 HP diesel	2	260	166,667		27
28	Locomotives - GP38 2000 HP diesel	6	786	500,000		28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38	TOTAL	9	N/A	750,000	N/A	38
39	GRAND TOTAL	9	N/A	\$750,000	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 category¹

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

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

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

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

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

720. TRACK AND TRAFFIC CONDITIONS

1 Disclose the requested information pertaining to track and traffic conditions

Line No.	Track category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (e)	Line No.
1	A	825	25.52	44.13	2.4	1
2	B	1,629	11.10	36.34	37.8	2
3	C	564	1.63	26.50	3.0	3
4	D	1,045	.33	22.74	0.1	4
5	E	1,103	XXXXXXX	XXXXX	-	5
6	TOTAL	5,166	9.66	32.89	43.3	6
7	F	636	XXXXXXXX	XXXXX	2.4	7
8	Potential abandonments	49				8

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

721 TIES LAID IN REPLACEMENT

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

Line No	Track category (a)	Number of cross-ties laid in replacement										Total (i)	Switch and bridge ties (board feet) (j)	Cross-ties switch and bridge ties		Line No
		New ties			Second hand ties				Percent of spot maintenance (k)							
		Wooden		Concrete	Other	Wooden		Other								
		Treated (b)	Untreated (c)	(d)	(e)	Treated (f)	Untreated (g)	(h)								
1	A	89,298				6			89,304	366,111	7.6%	1				
2	B	256,475				-			256,475	303,589	5.0	2				
3	C	5,026				-			5,026	34,009	45.8%	3				
4	D	21,999				700			22,699	82,272	24.5%	4				
5	E	56,777				955			57,732	632,707	34.9%	5				
6	TOTAL	429,575				1,661			431,236	1,418,688	11.5%	6				
7	F	79,387				-			79,387	277,365	6.5%	7				
8	Potential abandonments	-				-			-	-	-	8				

9. Average cost per cross-tie \$ 16.45 and switch-tie (MBM) \$ 451.13

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

Give particulars of ties laid during the year in new construction during the year
In column (a) classify the ties as follows

U — Wooden ties untreated when applied

T — Wooden ties treated before application

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

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

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

Line No	Class of ties (a)	CROSS-TIES			SWITCH AND BRIDGE TIES			Remarks (h)	Line No
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of new cross-ties laid in year (d)	Number of feet laid in tracks (board measure) (e)	Average cost per M feet (board measure) (f)	Total cost of switch and bridge ties laid in new tracks during year (g)		
1									1
2									2
3									3
4									4
5									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			None			None		20
21	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid None								21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid None								22

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 of train service in connection with the distribution of rails should not be included in this schedule.

Line No.	Track category (a)	Miles of rail laid in replacement (rail-miles)				Total		Percent of spot maintenance (h)	Line No
		New rail		Relay rail		Welded rail (f)	Boiled rail (g)		
		Welded rail (b)	Boiled rail (c)	Welded rail (d)	Boiled rail (e)				
1 A		17.95	.06	1.86	10.55	19.81	10.61	31.07%	1
2 B		15.45	.61	94.24	15.80	109.69	16.41	20.43%	2
3 C		3.89	-	.82	6.42	4.71	6.42	52.74%	3
4 D		2.80	-	1.41	7.51	4.21	7.51	88.57%	4
5 E		.46	-	2.36	13.63	2.82	13.63	80.43%	5
6 TOTAL		40.55	.67	100.69	53.91	141.24	54.58	33.06%	6
7 F		8.96	.06	.91	6.17	9.87	6.23	42.73%	7
8 Potential Abandonments		-	-	-	.02	-	.02	100.00%	8
9 Average cost of new and relay rail laid in replacement per gross ton \$ 6.79		New \$ 240 relay							9

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

(Dollars in Thousands)

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

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

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

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

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

Line No	Class of rail	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS				Line No
		Weight of rail		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year	Average cost per ton (2,000 lb)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year	Average cost per ton (2,000 lb)	
		Pounds per yard of rail	Number of tons (2,000 lb)			Pounds per yard of rail	Number of tons (2,000 lb)			
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)		
1									1	
2									2	
3									3	
4									4	
5									5	
6									6	
7									7	
8									8	
9									9	
10									10	
11									11	
12									12	
13									13	
14									14	
15									15	
16									16	
17									17	
18									18	
19									19	
20									20	
21									21	
22									22	
23									23	
24									24	
25									25	
26									26	
27									27	
28									28	
29									29	
30									30	
31									31	
32									32	
33	TOTAL	N/A		None		N/A		None	33	
34	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid								None	34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid								None	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	136	38.27			1
2	132	468.99			2
3	131	321.75			3
4	130	10.28			4
5	119	7.00			5
6	115	893.49			6
7	112	237.84			7
8	100	297.31			8
9	90	551.10			9
10	85	168.66			10
11	80	625.64			11
12	75	9.65			12
13	72	6.61			13
14	70	1.36			14
15	65	3.18			15
16	60	30.40			16
17					17
18		3,671.53			18
19					19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38
39					39
40					40
41					41
42					42
43					43
44					44
45					45
46					46
47					47
48					48

726. SUMMARY OF TRACK REPLACEMENTS

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

Line No	Track category	Ties				Rail		Ballast	Track surfacing		Line No
		Number of ties replaced		Percent replaced		Miles of rail replaced (rail-miles)	Percent replaced (g)		Miles surfaced (i)	Percent surfaced (j)	
		Crossties (b)	Switch and bridge ties (board feet) (c)	Crosstie (d)	Switch and bridge ties (board feet) (e) *						
1	A	89,304	366,111	4.8	30.42	1.8	90,389	278.9	34	1	
2	B	256,475	303,589	4.9	126.10	3.9	170,688	485.1	30	2	
3	C	5,026	34,009	.4	11.13	1.0	23,143	51.0	9	3	
4	D	22,699	82,272	.6	11.72	.5	25,993	79.4	7	4	
5	E	57,732	632,707	2.3	16.45	.8	67,726	41.8	4	5	
6	TOTAL	431,236	1,418,688	3.0	195.82	1.9	377,939	936.2	18	6	
7	F	79,387	277,365	5.7	16.10	1.3	-	-	-	7	
8	Potential abandonments	-	-	.5	.02	-	-	-	-	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	48,709,000	1
2	Passenger	—	2
3	Yard switching	4,772,000	3
4	TOTAL	53,481,000	4
5	COST OF FUEL¹ \$(000)	32,912	5
6	Work Train	463,000	6

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

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

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

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

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

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

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

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

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

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

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

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

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

(L) From conductors' train reports or other appropriate source, compute ton-miles of freight. Ton-miles represent the number of tons of revenue and non-revenue freight moved one mile in transportation train. Include net ton-miles in motorcar trains. Exclude i.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 switching and transfer service in connection with the transportation of revenue and incidentally of company freight. Hours in yard switching are independent of the number of locomotives used.

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

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

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

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

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

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

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

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

755. RAILROAD OPERATING STATISTICS

Line No. -----	Cross Check -----	Item Description (a) -----	Freight Train (b) -----	Passenger Train (c) -----	Line No. -----
1		1. MILES OF ROAD OPERATED (A)	5,033	xxxxx	1
		2. TRAIN MILES - RUNNING (B)			
2		2-01 Unit Trains	763,198	xxxxx	2
3		2-02 Way Trains	2,185,737	xxxxx	3
4		2-03 Through Trains	5,533,045	xxxxx	4
5		2-04 TOTAL TRAIN MILES (Lines 2-4)	8,481,980	xxxxx	5
6		2-05 Motorcars (C)	--	xxxxx	6
7		2-06 TOTAL ALL TRAINS (Lines 5,6)	8,481,980	xxxxx	7
		3. LOCOMOTIVE UNIT MILES (D)			
		ROAD SERVICE (E)			
8		3-01 Unit Trains	2,208,685	xxxxx	8
9		3-02 Way Trains	4,554,073	xxxxx	9
10		3-03 Through Trains	10,909,797	xxxxx	10
11		3-04 TOTAL (Lines 8-10)	17,672,555	xxxxx	11
12		3-11 Train Switching (F)	1,692,209	xxxxx	12
13		3-21 Yard Switching (G)	2,001,708	xxxxx	13
14		3-31 TOTAL ALL SERVICES (Lines 11,12,13)	21,366,472	xxxxx	14
		4. FREIGHT CAR - MILES (thousands) (H)			
		4-01 RR OWNED AND LEASED CARS - LOADED			
15		4-010 Box-Plain 40-Foot	16	xxxxx	15
16		4-011 Box-Plain 50-Foot and Longer	11,959	xxxxx	16
17		4-012 Box-Equipped	23,294	xxxxx	17
18		4-013 Gondola-Plain	5,005	xxxxx	18
19		4-014 Gondola-Equipped	2,056	xxxxx	19
20		4-015 Hopper-Covered	55,256	xxxxx	20
21		4-016 Hopper-Open Top-General Service	10,843	xxxxx	21
22		4-017 Hopper-Open Top-Special Service	1,428	xxxxx	22
23		4-018 Refrigerator-Mechanical	718	xxxxx	23
24		4-019 Refrigerator-Non-Mechanical	3,770	xxxxx	24
25		4-020 Flat-TOFC/COFC	19,632	xxxxx	25
26		4-021 Flat-Multi-Level	2,471	xxxxx	26
27		4-022 Flat-General Service	227	xxxxx	27
28		4-023 Flat-All Other	6,464	xxxxx	28
29		4-024 All Other Car Types-Total	11,192	xxxxx	29
30		4-025 TOTAL (Lines 15-29)	154,331	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	11	xxxxx	31
32		4-111 Box-Plain 50-Foot and Longer	9,116	xxxxx	32
33		4-112 Box-Equipped	18,657	xxxxx	33
34		4-113 Gondola-Plain	4,915	xxxxx	34
35		4-114 Gondola-Equipped	1,558	xxxxx	35
36		4-115 Hopper-Covered	54,051	xxxxx	36
37		4-116 Hopper-Open Top-General Service	11,626	xxxxx	37
38		4-117 Hopper-Open Top-Special Service	1,611	xxxxx	38
39		4-118 Refrigerator-Mechanical	638	xxxxx	39
40		4-119 Refrigerator-Non-Mechanical	2,700	xxxxx	40
41		4-120 Flat-TOFC/COFC	1,625	xxxxx	41
42		4-121 Flat-Multi-Level	899	xxxxx	42
43		4-123 Flat-General Service	222	xxxxx	43
44		4-123 Flat-All Other	6,483	xxxxx	44
45		4-124 All Other Car Types	10,844	xxxxx	45
46		4-125 TOTAL (lines 31-45)	124,956	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	3,293	xxxxx	48
49		4-132 Box-Equipped	--	xxxxx	49
50		4-133 Gondola-Plain	763	xxxxx	50
51		4-134 Gondola-Equipped	--	xxxxx	51
52		4-135 Hopper-Covered	25,285	xxxxx	52
53		4-136 Hopper-Open Top-General Service	--	xxxxx	53
54		4-137 Hopper-Open Top-Special Service	--	xxxxx	54
55		4-138 Refrigerator-Mechanical	--	xxxxx	55
56		4-139 Refrigerator-Non-Mechanical	201	xxxxx	56
57		4-140 Flat-TOFC/COFC	22,330	xxxxx	57
58		4-141 Flat-Multi-Level	12,171	xxxxx	58
59		4-142 Flat-General Service	4	xxxxx	59
60		4-143 Flat-All Other	2,053	xxxxx	60
61		4-144 Tank Under 22,000 Gallons	7,181	xxxxx	61
62		4-145 Tank-22,000 Gallons and Over	5,161	xxxxx	62
63		4-146 All Other Car Types	2,387	xxxxx	63
64		4-147 TOTAL (lines 47-63)	80,829	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	1,169	xxxxx	66
67		4-152 Box-Equipped	--	xxxxx	67
68		4-153 Gondola-Plain	682	xxxxx	68
69		4-154 Gondola-Equipped	1	xxxxx	69
70		4-155 Hopper-Covered	25,376	xxxxx	70
71		4-156 Hopper-Open Top-General Service	--	xxxxx	71
72		4-157 Hopper-Open Top-Special Service	--	xxxxx	72
73		4-158 Refrigerator-Mechanical	--	xxxxx	73
74		4-159 Refrigerator-Non-Mechanical	197	xxxxx	74
75		4-160 Flat-TOFC/COFC	1,311	xxxxx	75
76		4-161 Flat-Multi-Level	4,569	xxxxx	76
77		4-162 Flat-General Service	5	xxxxx	77
78		4-163 Flat-All Other	2,802	xxxxx	78
79		4-164 Tank Under 22,000 Gallons	7,398	xxxxx	79
80		4-165 Tank-22,000 Gallons and Over	5,321	xxxxx	80
81		4-166 All Other Car Types	1,197	xxxxx	81
82		4-167 TOTAL (lines 65-81)	50,028	xxxxx	82
83		4-17 Work Equipment and Company Freight Car-Miles	522	xxxxx	83
84		4-18 No Payment Car-Miles	135,616	xxxxx	84
		4-19 TOTAL CAR - MILES BY TRAIN TYPE			
85		4-191 Unit Trains	71,352	xxxxx	85
86		4-192 Way Trains	108,849	xxxxx	86
87		4-193 Through Trains	366,081	xxxxx	87
88		4-194 TOTAL (lines 85-87)	546,282	xxxxx	88
89		4-20 Caboose Miles	7,616	xxxxx	89

755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
98		6. GROSS TON - MILES (thousands) (K)			
		6-01 Road Locomotives	3,126,771	XXXXX	98
		6-02 Freight Trains, Crs., Cnts., & Caboose	--	XXXXX	
99		6-020 Unit Trains	5,575,766	XXXXX	99
100		6-021 Way Trains	8,084,485	XXXXX	100
101		6-022 Through Trains	26,769,082	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)	43,556,104	XXXXX	104
105		7. TONS OF FREIGHT (thousands)			
		7-01 Revenue	61,323	XXXXX	105
106		7-02 Non-Revenue	224	XXXXX	106
107		7-03 TOTAL (lines 105,106)	61,547	XXXXX	107
108		8. TON-MILES OF FREIGHT (thousands) (L)			
		8-01 Revenue-Road Service	22,905,393	XXXXX	108
109		8-02 Revenue-Lake Transfer Service	--	XXXXX	109
110		8-03 TOTAL (lines 108,109)	22,905,393	XXXXX	110
111		8-04 Non-Revenue-Road Service	61,441	XXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service	--	XXXXX	112
113		8-06 TOTAL (lines 111,112)	61,441	XXXXX	113
114		8-07 TOTAL-REVENUE AND NON-REVENUE (lines 110,113)	22,966,834	XXXXX	114
115		9. TRAIN HOURS (M)			
		9-01 Road Service	388,160	XXXXX	115
116		9-02 Train Switching	135,594	XXXXX	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	321,607	XXXXX	117
118		11. TRAIN-MILES WORK TRAINS(O)			
		11-01 Locomotives	16,817	XXXXX	118
119		11-02 Motorcars	--	XXXXX	119
120		12. NUMBER OF LOADED FREIGHT CARS (P)			
		12-01 Unit Trains	152,152	XXXXX	120
121		12-02 Way Trains	668,757	XXXXX	121
122		12-03 Through Trains	1,918,035	XXXXX	122
123		13. TOFC/COFC - No. of Rev. Trailers and Containers Loaded and Unloaded (Q)	274,068	XXXXX	123
124		14. MULTI-LEVEL CARS - No. of Motor Vehicles Loaded and Unloaded (Q)	215,995	XXXXX	124
125		15. TOFC/COFC - No. of Rev. Trailers Picked Up and Delivered (R)	--	XXXXX	125
126		16. REVENUE TONS - MARINE TERMINALS (S)			
		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
130		17. NUMBER OF FOREIGN PER DIEM CARS ON LINE (T)			
		17-01 Serviceable	4,459	XXXXX	130
131		17-02 Unserviceable	69	XXXXX	131
132		17-03 Surplus	211	XXXXX	132
133		17-04 TOTAL (lines 130-132)	4,739	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 makes oath and says that he is Vice President and Controller
(Insert here name of the affiant) (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 92 to and including December 31, 19 92.

John C. Miller
(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 93.

My commission expires December 9, 1997.

 RUTH D. NELSON
NOTARY PUBLIC-MINNESOTA
HENNEPIN COUNTY
My Commission Expires Dec. 9, 1997

Ruth D. Nelson
(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH *
(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 Vice President and 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

INDEX

	Page No		Page No
Accumulated depreciation		Leases	61
Road and equipment leased		Locomotive equipment	78
From others	38	Electric and other	78
Improvements to	38	Consumption of fuel diesel	91
To others	41	Locomotive unit miles	94
Owned and used	35	Mileage-Average of road operated	85
Accruals-Railway tax	63	Of main tracks	
Analysis of taxes	63	Of new tracks in which rails were laid	88
Application of funds-Source	21	Of new tracks in which ties were laid	87
Balance sheet	5-9	Miscellaneous items in retained income accounts for the	
Capital stock	20	year	65
Car, locomotive, and floating equipment-Classification	78-83	Motorcar car miles	94
Changes in financial position	21-22	Motor rail cars owned or leased	79
Company service equipment	79	Net income	17
Compensating balances and short-term borrowing		Oath	98
arrangements	67	Operating expenses (see Expenses)	
Consumption of fuel by motive-power units	91	Revenues (see Revenues)	
Contingent assets and liabilities	8	Statistics (See Statistics)	
Crossties (see Ties)		Ordinary income	16
Debt holdings	69	Private line cars loaded	95
Depreciation base and rates		Private line cars empty	95
Road and equipment leased		Rails	
From others	34	Laid in replacement	88
Improvements to	32-33	Charges to operating expenses	45
To others	40	Additional tracks, new lines, and extensions	89
Owned and used	34	Miles of new track in which rails were laid	88
Electric locomotive equipment at close of year	68	Weight of	89
Equipment-classified	78-83	Railway-Operating expenses	45-53
Company service	79	Railway-Operating revenues	16
Floating	82-83	Results of Operations	16-17
Freight-train cars	80-81	Retained income unappropriated	19
Highway revenue equipment	82-83	Miscellaneous items in accounts for year	65
Passenger-train cars	78-79	Revenues	
Inventory	78-83	Freight	16
Owned-Not in service of respondent	78	Passenger	6
Equipment-Leased, depreciation base and rate		Road and equipment-Investment in	32-33
From others	34	Improvements to leased property	32-33
Improvements to	37	Reserve	38
Reserve	38	Leased to others-Depreciation base and rates	40
To others	40	Reserve	41
Reserve	41	Owned-Depreciation base and rates	34
Equipment-Owned, depreciation base rates	34	Reserve	35
Reserve	35	Used-Depreciation base and rates	34
Expenses-railway operating	45-53	Reserve	35
Extraordinary items	17	Road-Mileage operated at close of year	74
Federal income taxes	63	By States and Territories	75
Financial position-Changes in	21-22	Securities (see Investments)	
Floating equipment	82-83	Short-term borrowing arrangements-Compensating	
Freight cars loaded	94	balances and	67
Freight-train cars	80-81	Sinking funds	7
Freight car-miles	94	Source and application of working capital	21-22
Fuel consumed diesel	91	Specialized service subschedule	60
Cost	91	Statement of changes in financial position	21-22
Funded debt (see Debt holdings)		Stock outstanding	20
Guaranties and suretyships	66	Changes during year	20
Identity of respondent	2	Number of security holders	3
Items in selected income and retained earnings accounts	65	Total voting power	3-4
Investments in common stocks of affiliated companies	30	Value per share	3
Investments and advances of affiliated companies	26-29	Voting rights	3
Railway property used in transportation service	42-43	Supporting schedule-Road	56-57
Road and equipment	32-33	Suretyships-Guaranties and	66
Changes during year	32-33	Ties laid in replacement	86
Leased property-improvements made during the		Ties-Additional tracks, new lines, and extensions	87
year	32-33	Tracks operated at close of year	74

INDEX - Continued

	Page No		Page No.
Miles of, at close of year	75	Ton-miles of freight	97
Track and traffic conditions	85	TOFC/COFC number of revenue trailers and containers	
Train hours, yard switching	97	loaded and unloaded	97
Train miles	94	Voting powers and elections	3
Tons of freight	97	Weight of rail	90