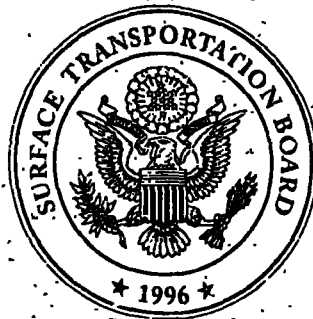


D

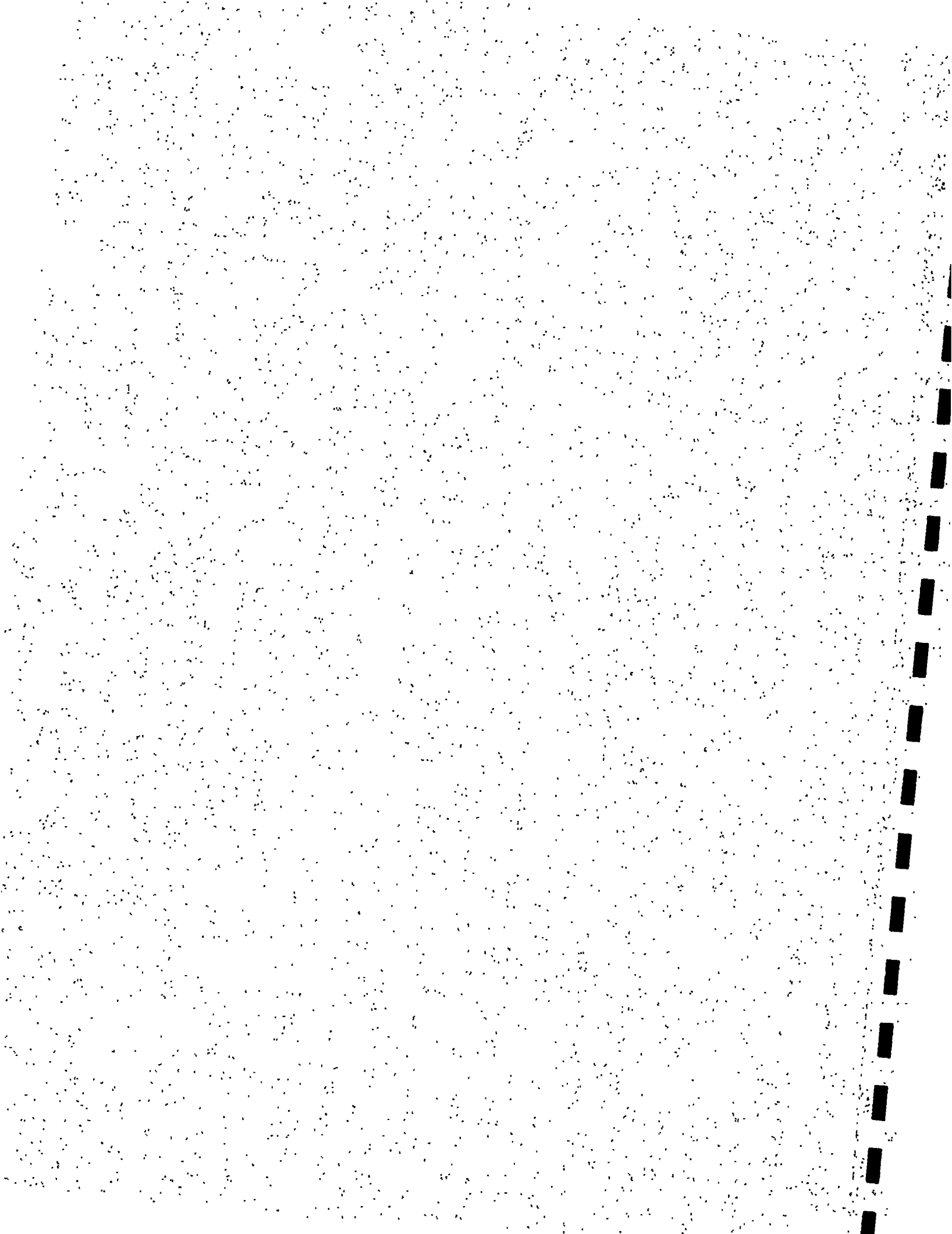
ACAA - R1

Class I Railroad Annual Report

| | |
|--|--|
| | RC000388 SOOLINE 101137700 SOO LINE RAILROAD COMPANY 501 Marquette Avenue MINNEAPOLIS, MN 55402 |
| 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
Surface Transportation Board
For the Year Ending December 31, 2004



NOTICE

1. This report is required for every class I railroad operating within the United States. Three copies of this Annual Report should be completed. Two of the copies must be filed with the Surface Transportation Board, Office of Economics, Environmental Analysis, and Administration, The Mercury Building, 1925 K St. N.W., Suite 500, Washington, DC 20423, by March 31 of the year following that for which the report is made. One copy should be retained by the carrier.
2. Every inquiry must be definitely answered. Where the word "none" truly and completely states the fact, it should be given as the answer. If any inquiry is inapplicable, the words "not applicable" should be used.
3. Wherever the space provided in the schedules is insufficient to permit a full and complete statement of the requested information, inserts should be prepared and appropriately identified by the number of the schedule.
4. All entries should be made in a permanent black ink or typed. Those of a contrary character must be indicated in parenthesis. Items of an unusual character must be indicated by appropriate symbols and explained in footnotes.
5. Money items, except averages, throughout the annual report form should be shown in thousands of dollars adjusted to accord with footings. Totals for amounts reported in subsidiary accounts included in supporting schedules must be in agreement with related primary accounts. For purposes of rounding, amounts of \$500 but less than \$1,000 should be raised to the nearest thousand dollars, and amounts of less than \$500 should be lowered.
6. Except where the context clearly indicates some other meaning, the following terms when used in this Form have the following meanings:
 - (a) Board means *Surface Transportation Board*.
 - (b) Respondent means *the person or corporation in whose behalf the report is made*.
 - (c) Year means *the year ended December 31 for which the report is being made*.
 - (d) Close of the Year means *the close of business on December 31 for the year in which the report is being made*. If the report is made for a shorter period than one year, it means *the close of the period covered by the report*.
 - (e) Beginning of the Year means *the beginning of business on January 1 of the year for which the report is being made*. If the report is made for a shorter period than one year, it means *the beginning of that period*.
 - (f) Preceding Year means *the year ended December 31 of the year preceding the year for which the report is made*.
 - (g) 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*.
7. The ICC Termination Act of 1995 abolished the Interstate Commerce Commission and replaced it with the Surface Transportation Board. Any references to the Interstate Commerce Commission or Commission contained in this report refer to the Surface Transportation Board.
8. Any references to the Bureau of Accounts or the Office of Economics contained in this report refer to the Office of Economics, Environmental Analysis, and Administration of the Surface Transportation Board.
9. NOTE - An additional line has been added to Schedule 755 (Line 134) effective with the 2004 R-1. Also note that the instructions for completion of Schedule 755 now have two additional items (Instructions U and V).

For Index, See Back of Form

ANNUAL REPORT

OF

SOO LINE RAILROAD COMPANY

TO THE

SURFACE TRANSPORTATION BOARD

FOR THE

YEAR ENDED DECEMBER 31, 2004

RECEIVED
SURFACE TRANSPORTATION
BOARD
2005 MAR 31 P 1:08
OFFICE OF THE
CLERK OF THE BOARD
WASHINGTON, D.C.

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) CONTROLLER

(Telephone number)

(612) 851-5629

(area code) (telephone number)

(Office address)

501 MARQUETTE AVENUE, MINNEAPOLIS, MN 55402

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

TABLE OF CONTENTS

| | Schedule | Page |
|--|----------|------|
| Schedules Omitted by Respondent | A | 1 |
| Identity of Respondent | B | 2 |
| Voting Powers and Elections | C | 3 |
| Comparative Statement of Financial Position | 200 | 5 |
| Results of Operations | 210 | 16 |
| Retained Earnings - Unappropriated | 220 | 19 |
| Capital Stock | 230 | 20 |
| Statement of Changes in Financial Position | 240 | 21 |
| Working Capital Information | 245 | 23 |
| Investments and Advances - Affiliated Companies | 310 | 26 |
| Investments in Common Stock of affiliated Companies | 310A | 30 |
| Road Property and Equipment and Improvements to Leased Property and Equipment | 330 | 32 |
| Depreciation Base and Rates - Road and Equipment Owned and Used and Leased from Others | 332 | 34 |
| Accumulated Depreciation - Road and Equipment Owned and Used | 335 | 35 |
| Accrued Liability - Leased Property | 339 | 36 |
| Depreciation Base and Rates - Improvements to Road and Equipment Leased from Others | 340 | 37 |
| Accumulated Depreciation - Improvements to Road and Equipment Leased from Others | 342 | 38 |
| Depreciation Base and Rates - Road and Equipment Leased to Others | 350 | 40 |
| Accumulated Depreciation - Road and Equipment Leased to Others | 351 | 41 |
| Investment in Railroad Property Used in Transportation Service (By Company) | 352A | 42 |
| Investment in Railroad Property Used in Transportation Service (By Property Accounts) | 352B | 43 |
| Railway Operating Expenses | 410 | 45 |
| Way and Structures | 412 | 52 |
| Rent for Interchanged Freight Train Cars and Other Freight Carrying Equipment | 414 | 53 |
| Supporting Schedule - Equipment | 415 | 56 |
| Supporting Schedule - Road | 416 | 58 |
| Specialized Service Subschedule - Transportation | 417 | 60 |
| Supporting Schedule - Capital Leases | 418 | 61 |
| Analysis of Taxes | 450 | 63 |
| Items in Selected Income and Retained Earnings Accounts for the Year | 460 | 65 |
| Guaranties and Suretyships | 501 | 66 |
| Compensating Balances and Short-Term Borrowing Arrangements | 502 | 67 |
| Separation of Debtholdings Between Road Property and Equipment | 510 | 69 |
| Transactions Between Respondent and Companies or Persons Affiliated with Respondent for Services Received or Provided | 512 | 72 |
| Rail Laid in Replacement (Old Schedule) | 515 | 72A |
| Mileage Operated at Close of Year | 700 | 74 |
| Miles of Road at Close of Year - By States and Territories (Single Track) | 702 | 75 |
| Inventory of Equipment | 710 | 78 |
| Unit Cost of Equipment Installed During the Year | 710S | 84 |
| Ties Laid in Replacement | 721 | 86 |
| Ties Laid in Additional Tracks and in New Lines and Extensions | 722 | 87 |
| Rails Laid in Replacement | 723 | 88 |
| Rails Laid in Additional Tracks and in New Lines and Extensions | 724 | 89 |
| Weight of Rail | 725 | 90 |
| Summary of Track Replacements | 726 | 91 |
| Railroad Operating Statistics | 755 | 94 |
| Verification | | 98 |
| Memoranda | | 99 |
| Index | | 100 |

SPECIAL NOTICE

Docket No 38559, Railroad Classification Index, (ICC served January 20, 1983), modified the reporting requirements for Class II, Class III, and Switching and Terminal Companies. These carriers will notify the Board only if the calculation results in a different revenue level than its current classification.

The dark borders on the schedules represent data that are captured by the Board.

It is estimated that an average of 800 burden hours per response are required to complete this collection of information. This estimate includes time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Comments concerning the accuracy of this burden estimate or suggestions for reducing this burden should be directed to the Office of the Secretary, Surface Transportation Board.

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 the pages excluded, as well as 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 the exact name of the respondent in full. 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 Board, indicate such fact on line 1 below and list the consolidated group on page 4.
2. If incorporated under a special charter, give date of passage of the act; if under a general law, give date of filing certificate of organization; if a reorganization has been effected, give date of reorganization. If a receivership or other trust, also give date when 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 and of appointment of receivers or trustees:

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

4. If the respondent was reorganized during the year, involved in a consolidation or merger, or conducted its business under a different name, give full particulars:

On December 31, 2004, Canadian Pacific (U.S.) Finance, Inc., a wholly owned subsidiary whose financial results had been included on a consolidated basis for Surface Transportation Board reporting, was merged into Soo Line Railroad Company.

STOCKHOLDERS' REPORTS

5. The respondent is required to send the Office of Economic and Environmental Analysis, 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 on

(date)

☒ No annual report to stockholders is prepared

C. VOTING POWERS AND ELECTIONS

- 1 State the par value of each share of stock Common \$ 0.01 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 to one vote If not, give full particulars in a footnote Yes
- 3 Are voting rights proportional to holdings. Yes
If no, state in a footnote the relation between holdings and corresponding voting rights
- 4 Are voting rights attached to any securities other than stocks No . If yes, 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, indicating 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 yes, 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 5,000,000 votes as of (date) December 31, 2004.
- 8 State the total number of stockholders of record as of the date shown in answer to inquiry No 7 One (1) stockholder.
- 9 Give the names of the 30 security holders of the respondent who, at the date of the latest closing of the stock book or compilation of the list of stockholders of the respondent (if within one year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each, his or her address, the number of votes he or she 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 or she was entitled, with respect to securities held by him or her, 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 30 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 30 security holders as of the close of the year

| Line No | Name of security holder (a) | Address of security holder (b) | Number of votes to which security holder was entitled (c) | Number of votes, classified with respect to securities on which based | | | Line No. |
|---------|--------------------------------|-----------------------------------|--|---|---------------|--------------|----------|
| | | | | Class A Common (d) | Stock | | |
| | | | | | Second (e) | First (f) | |
| 1 | Soo Line Corporation | 501 Marquette Avenue | 5,000,000 | 5,000,000 | N/A | N/A | 1 |
| 2 | | Suite 800 | | | | | 2 |
| 3 | | Minneapolis, MN 55402 | | | | | 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 |

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: **5,000,000** votes cast.
- 11 Give the date of such meeting: **November 1, 2004**
- 12 Give the place of such meeting: **N/A***

NOTES AND REMARKS

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

Notes to Page 2, Item 1 - List of consolidated companies, subsidiaries and affiliates

Soo Line Railroad Company
Canadian Pacific (U.S.) Finance Company, Inc. (merged into Soo Line Railroad Company December 31, 2004)

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 | 4,536 | 3,585 | 1 |
| 2 | | 702 | Temporary Cash Investments | 2,200 | 3,200 | 2 |
| 3 | | 703 | Special Deposits | 0 | 0 | 3 |
| 4 | | 704 | Accounts Receivable - Loan and Notes | 0 | 0 | 4 |
| 5 | | 705 | - Interline and Other Balances | 12,669 | 12,356 | 5 |
| 6 | | 706 | - Customers | 33,926 | 39,871 | 6 |
| 7 | | 707 | - Other | 9,360 | 11,003 | 7 |
| 8 | | 709, 708 | - Accrued Accounts Receivables | 21,314 | 18,139 | 8 |
| 9 | | 708 5 | - Receivables from Affiliated Companies | 37,934 | 6,750 | 9 |
| 10 | | 709.5 | - Less: Allowance for Uncollectible Accounts | (5,878) | (6,592) | 10 |
| 11 | | 710, 711, 714 | Working Funds, Prepayments & Deferred Income Tax Debits | 31,574 | 32,981 | 11 |
| 12 | | 712 | Materials and Supplies | 12,973 | 10,017 | 12 |
| 13 | | 713 | Other Current Assets | 2,064 | 415 | 13 |
| 14 | | | TOTAL CURRENT ASSETS | 162,672 | 131,725 | 14 |
| Other Assets | | | | | | |
| 15 | | 715, 716, 717 | Special Funds | 0 | 0 | 15 |
| 16 | | 721, 721.5 | Investments and Advances Affiliated Companies (Schedule 310 and 310A) | 87,220 | 146,114 | 16 |
| 17 | | 722, 723 | Other Investments and Advances | 0 | 0 | 17 |
| 18 | | 724 | Allowances for Net Unrealized Loss on Noncurrent Marketable Equity Securities-Cr. | 0 | 0 | 18 |
| 19 | | 737, 738 | Property Used in Other than Carrier Operation (less Depreciation) \$ 0 | 1,338 | 971 | 19 |
| 20 | | 739, 741 | Other Assets | 35,785 | 41,642 | 20 |
| 21 | | 743 | Other Deferred Debits | 5,097 | 3,291 | 21 |
| 22 | | 744 | Accumulated Deferred Income Tax Debits | 0 | 0 | 22 |
| 23 | | | TOTAL OTHER ASSETS | 129,440 | 192,018 | 23 |
| Road and Equipment | | | | | | |
| 24 | | 731, 732 | Road (Schedule 330) L-30 Col. h & b | 1,047,371 | 984,007 | 24 |
| 25 | | 731, 732 | Equipment (Schedule 330) L-39 Col. h & b | 450,689 | 450,714 | 25 |
| 26 | | 731, 732 | Unallocated Items | 11,208 | 18,025 | 26 |
| 27 | | 733, 735 | Accumulated Depreciation and Amortization (Schedules 335, 342, 351) | (458,192) | (438,534) | 27 |
| 28 | | | NET ROAD AND EQUIPMENT | 1,051,076 | 1,014,212 | 28 |
| 29 | | | TOTAL ASSETS | 1,343,188 | 1,337,955 | 29 |

NOTES AND REMARKS

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

| Line No. | Cross Check | Account | Title (a) | Balance at close of year (b) | Balance at beginning of year (c) | Line No |
|--------------------------------|-------------|------------------------------|--|------------------------------|----------------------------------|-----------|
| Current Liabilities | | | | | | |
| 30 | | 751 | Loans and Notes Payable | 0 | 0 | 30 |
| 31 | | 752 | Accounts Payable Interline and Other Balances | 2,434 | 1,396 | 31 |
| 32 | | 753 | Audited Accounts and Wages | 18,838 | 15,978 | 32 |
| 33 | | 754 | Other Accounts Payable | 488 | 626 | 33 |
| 34 | | 755, 756 | Interest and Dividends Payable | 1,224 | 1,297 | 34 |
| 35 | | 757 | Payables to Affiliated Companies | 21,937 | 22,256 | 35 |
| 36 | | 759 | Accrued Accounts Payable | 140,225 | 130,532 | 36 |
| 37 | | 760, 761, 761.5, 762 | Taxes Accrued | 8,964 | 9,574 | 37 |
| 38 | | 763 | Other Current Liabilities | 4,096 | 3,161 | 38 |
| 39 | | 764 | Equipment Obligations and Other Long-Term Debt due Within One Year | 3,560 | 3,205 | 39 |
| 40 | | | TOTAL CURRENT LIABILITIES | 201,766 | 188,025 | 40 |
| Non-Current Liabilities | | | | | | |
| 41 | | 765, 767 | Funded Debt Unmatured | 153 | 306 | 41 |
| 42 | | 766 | Equipment Obligations | 0 | 0 | 42 |
| 43 | | 766.5 | Capitalized Lease Obligations | 38,194 | 41,601 | 43 |
| 44 | | 768 | Debt in Default | 0 | 0 | 44 |
| 45 | | 769 | Accounts Payable: Affiliated Companies | 335,600 | 335,600 | 45 |
| 46 | | 770.1, 770.2 | Unamortized Debt Premium | 0 | 0 | 46 |
| 47 | | 781 | Interest in Default | 0 | 0 | 47 |
| 48 | | 783 | Deferred Revenues-Transfers from Government Authorities | 4,025 | 5,162 | 48 |
| 49 | | 786 | Accumulated Deferred Income Tax Credits | 124,858 | 125,272 | 49 |
| 50 | | 771, 772, 774, 775, 782, 784 | Other Long-Term Liabilities and Deferred Credits | 227,621 | 164,585 | 50 |
| 51 | | | TOTAL NONCURRENT LIABILITIES | 730,451 | 672,526 | 51 |
| Shareholders' Equity | | | | | | |
| 52 | | 791, 792 | Total Capital Stock (Schedule 230) (L53 & 54) | 281,994 | 281,994 | 52 |
| 53 | | | Common Stock | 281,994 | 281,994 | 53 |
| 54 | | | Preferred Stock | 0 | 0 | 54 |
| 55 | | | Discount on Capital Stock | 0 | 0 | 55 |
| 56 | | 794, 795 | Additional Capital (Schedule 230) | 120,626 | 120,626 | 56 |
| 57 | | 797 | Retained Earnings: Appropriated | 0 | 0 | 57 |
| 58 | | 798 | Unappropriated (Schedule 220) | 8,351 | 74,784 | 58 |
| 59 | | 798.1 | Net Unrealized Loss on Noncurrent Marketing Equity Securities | 0 | 0 | 59 |
| 60 | | 798.5 | Less Treasury Stock | 0 | 0 | 60 |
| 61 | | | Net Shareholders' Equity | 410,971 | 477,404 | 61 |
| 62 | | | TOTAL LIABILITIES & SHAREHOLDERS' EQUITY | 1,343,188 | 1,337,955 | 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 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 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: See Schedule 450 Footnotes, Page 64.
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 11 on Pages 9, 10 and 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 11 on Pages 9, 10 and 11.
 - (c) Is any part of pension plan funded? Specify: Yes ☒ No ☐
 - (i) If funding is by insurance, give name of insuring company N/A
 - If funding is by trust agent, list trustee(s) U.S. Bank National Association
 - Date of trust agreement or latest amendment A. February 17, 1988; B. February 6, 1996
 - 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. A. Delaware & Hudson Railway Company, common affiliate, is charged the increased proportional costs of including its respective 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 ☒

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 ☒ No ☐

If yes, who determines how stock is voted? Investment Manager
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 ☒
5.
 - (a) The amount of employers contribution to employee stock ownership plans for the current year was \$ 626
 - (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

Continued on following page

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

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

Disclose the nature and amount of contingency that is material

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

See Footnote 9 on Page 9.

- (a) Changes in Valuation Accounts

N/A

8. Marketable Equity Securities. See Footnote 10 on Page 9.

| | | Cost | Market | Dr (Cr) to Income | Dr (Cr) to Stockholders Equity |
|----------------|----------------------|------|--------|----------------------|--------------------------------------|
| (Current Yr) | Current Portfolio | | | None | N/A |
| as of / / | Noncurrent Portfolio | | | N/A | \$ None |
| (Previous Yr.) | Current Portfolio | | | N/A | N/A |
| as of / / | Noncurrent Portfolio | | | N/A | N/A |

- (b) At 12/31/04, 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 was based on the - (method) cost of all the shares of each security held at time of sale.

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

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

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

NOTES TO FINANCIAL STATEMENTS

9. COMMITMENTS AND CONTINGENT LIABILITIES

Under the requirements of the Federal Comprehensive Environmental Response, Compensation and Liability Act of 1980 ("Superfund") and comparable state laws, SOO is potentially liable for the cleanup cost of various contaminated sites identified by the U.S. Environmental Protection Agency ("EPA") and comparable agencies. SOO has been or could be notified by the EPA and state agencies that it is a Potentially Responsible Party ("PRP") for study and cleanup costs at certain sites. In some of these instances, SOO is one of numerous PRP's. In certain cases, future environmental-related expenditures cannot be quantified due to the uncertainty of the cleanup standards, methods to be used, and the number of other PRP's involved. SOO believes its December 31, 2004 undiscounted accruals are adequate to cover known liabilities which are probable and estimable.

10. PENSION AND OTHER EMPLOYEE BENEFITS

SOO participates in a noncontributory defined benefit plans covering substantially all SOO nonunion employees. Benefits are based on final average pay and years of service. Benefits are funded by SOO contributions and plan earnings consistent with funding requirements of federal law and regulations. Plan assets consist principally of listed equity securities, a listed equities index fund, and U.S. Government obligations.

In addition, SOO has a noncontributory defined benefit retirement plan for eligible United Transportation Union ("UTU") employees who elected a buyout of certain compensation based work rule payments as of December 31, 1995. Under terms of the plan, upon retirement, eligible employees may elect payments in either a lump sum or an annuity. Payment is based on the eligible employee's total Annual Benefit Credits when they terminate employment with SOO and its affiliates. Benefits are funded by SOO contributions and plan earnings consistent with minimum funding requirements of federal law and regulations. Plan assets consist principally of mutual funds and temporary cash investments.

SOO also provides certain post retirement benefits other than pensions for both union and nonunion employees, consisting of major medical coverage to age 65 and life insurance, both based on age and service requirements.

The following illustrates the status of each of these benefit plans as of SOO's December 31 financial statement date. The measurement date for the pension plan information is November 30 and the measurement date for the other post retirement benefits is December 31.

| Change in Benefit Obligation | Management Pension Plan | | UTU Pension Plan | | Postretirement Benefit Plans Other Than Pensions | |
|---|-------------------------|------------------|------------------|----------------|--|-----------------|
| | 2004 | 2003 | 2004 | 2003 | 2004 | 2003 |
| Benefit obligation at beginning of year | \$110,619 | \$101,461 | \$1,725 | \$1,808 | \$50,065 | \$50,105 |
| Service cost | 1,619 | 1,149 | 168 | 181 | 1,463 | 1,718 |
| Interest cost | 6,594 | 6,823 | 101 | 90 | 2,896 | 3,583 |
| Actuarial loss (gain) | 1,821 | 8,264 | 844 | (172) | 2,583 | (2,324) |
| Benefits paid | (7,215) | (7,078) | (330) | (182) | (2,762) | (3,017) |
| Benefit obligation at end of year | <u>\$113,438</u> | <u>\$110,619</u> | <u>\$2,508</u> | <u>\$1,725</u> | <u>\$54,245</u> | <u>\$50,065</u> |

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

NOTES TO FINANCIAL STATEMENTS

11. PENSION AND OTHER EMPLOYEE BENEFITS (Continued)

| | Management Pension Plan | | UTU Pension Plan | | Postretirement Benefit Plans Other Than Pensions | |
|--|----------------------------|------------------|---------------------|------------------|--|-------------------|
| | 2004 | 2003 | 2004 | 2003 | 2004 | 2003 |
| Change in Plan Assets | | | | | | |
| Fair value of plan assets at beginning of year | \$73,930 | \$64,158 | \$1,440 | \$1,344 | \$0 | \$0 |
| Actual return on plan assets | 9,372 | 8,270 | 77 | 64 | 0 | 0 |
| Employer contribution | 9,769 | 8,580 | 181 | 214 | 2,762 | 3,017 |
| Benefits paid | (7,215) | (7,078) | (330) | (182) | (2,762) | (3,017) |
| Fair value of plan assets at end of year | <u>\$85,856</u> | <u>\$73,930</u> | <u>\$1,368</u> | <u>\$1,440</u> | <u>\$0</u> | <u>\$0</u> |
| Funded status | | | | | | |
| Funded status | (\$27,582) | (\$36,690) | (\$1,140) | (\$285) | (\$54,245) | (\$50,065) |
| Unrecognized net actuarial loss (gain) | 30,455 | 34,542 | (655) | (1,618) | 19,175 | 17,563 |
| Unrecognized net transition obligation | 0 | 17 | 0 | 0 | 0 | 0 |
| Unrecognized prior service cost | 909 | 1,072 | 0 | 0 | 0 | 0 |
| Prepaid (accrued) benefit cost | <u>\$3,782</u> | <u>(\$1,059)</u> | <u>(\$1,795)</u> | <u>(\$1,903)</u> | <u>(\$35,070)</u> | <u>(\$32,502)</u> |
| Amounts recognized in the statement of financial position consist of: | | | | | | |
| Prepaid (accrued) benefit cost | \$3,782 | (\$1,059) | \$0 | \$0 | \$0 | \$0 |
| Accrued benefit liability | (23,112) | (27,168) | (1,795) | (1,903) | (35,070) | (32,502) |
| Intangible asset | 908 | 1,089 | 0 | 0 | 0 | 0 |
| Deferred tax benefit | 8,722 | 10,244 | 0 | 0 | 0 | 0 |
| Accumulated other comprehensive income | 13,482 | 15,835 | 0 | 0 | 0 | 0 |
| Net amount recognized | <u>\$3,782</u> | <u>(\$1,059)</u> | <u>(\$1,795)</u> | <u>(\$1,903)</u> | <u>(\$35,070)</u> | <u>(\$32,502)</u> |
| Weighted Average Assumptions used for period end liability | | | | | | |
| Discount rate | 6.00% | 6.25% | 6.00% | 6.25% | 6.00% | 6.25% |
| Expected return on plan assets | 8.50% | 8.50% | 7.00% | 7.00% | N/A | N/A |
| Rate of compensation increase | 3.75% | 4.00% | N/A | N/A | N/A | N/A |
| Components of Net Periodic Benefit Cost | | | | | | |
| Service cost | \$1,619 | \$1,149 | \$168 | \$181 | \$1,463 | \$1,718 |
| Interest cost | 6,594 | 6,823 | 101 | 90 | 2,896 | 3,583 |
| Expected return on plan assets | (5,794) | (4,970) | (44) | (58) | 0 | 0 |
| Recognized net actuarial loss (gain) | 0 | 0 | 0 | 0 | 208 | 0 |
| Amortization of deferred loss (gain) | 2,329 | 2,415 | (153) | (208) | 763 | 1,577 |
| Amortization of transition obligation | 180 | 365 | 0 | 0 | 0 | 0 |
| Net periodic benefit cost | <u>\$4,928</u> | <u>\$5,782</u> | <u>\$72</u> | <u>\$5</u> | <u>\$5,330</u> | <u>\$6,878</u> |

Assumed health care cost trends have a significant effect on the amounts reported for health care plans. The 2005 health care cost inflation rate is estimated to be 10% dropping to 5% by year 2010. A one-percentage point change in assumed health care cost trend rates would have the following effects:

| | 1-PERCENTAGE Point Increase | 1-PERCENTAGE Point Decrease |
|---|--------------------------------|--------------------------------|
| Effect on total of service and interest cost components | \$385 | (\$399) |
| Effect on postretirement benefit obligation | \$3,901 | (\$3,920) |

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

NOTES TO FINANCIAL STATEMENTS

11. PENSION AND OTHER EMPLOYEE BENEFITS (Continued)

Plan assets for the management pension plan at December 31, 2004, were as follows

| | Amount | Percentage Total |
|-----------------------------|-----------------|---------------------|
| Cash and receivables | \$1,807 | 2% |
| U.S. government bonds | 24,791 | 29% |
| Listed equity securities | 35,429 | 41% |
| Listed equities index funds | 23,829 | 28% |
| | <u>\$85,856</u> | <u>100%</u> |

Assets are invested to balance the goals of maximizing long-term return and minimizing risk in a prudent manner. Target asset allocation on a long-term central tendency basis is 60% equities and 40% fixed income.

SOO provides defined contribution savings plans to several groups of employees. Participants are fully vested in SOO's contribution. Participants may contribute certain percents of their annual compensation to the plans and SOO in some cases will also make a contribution on the participant's behalf. SOO also participates in certain stock based compensation plans of Canadian Pacific Railway. The total annual expense for all such plans for 2004 and 2003 was \$1,263,000 and \$1,420,000, respectively

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

This page intentionally left blank

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

NOTES TO FINANCIAL STATEMENTS

This page intentionally left blank.

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

210. RESULTS OF OPERATIONS

(Dollars in thousands)

- 1 Disclose requested information for the respondent pertaining to the results of operations for the year.
- 2 Report total operating expenses from Sched 410 Any differences between this schedule and Sched. 410 must be explained on page 18
- 3 List dividends from investments accounted for under the cost method on line No 19, and list dividends accounted for under the equity method on line 25
- 4 All contra entries hereunder should be indicated in parenthesis.

5 Cross-checks

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

Schedule 210
 = Line 62, col (b)
 = Line 63, col (b)
 = Line 64, col (b)

Line 14, column (b)
 Line 14, column (d)
 Line 14, column (c)

Schedule 410
 = Line 620, col (h)
 = Line 620, col (f)
 = Line 620, col (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 | 609,347 | 562,692 | 609,347 | 0 | 1 |
| 2 | | (102) Passenger | 0 | 0 | 0 | 0 | 2 |
| 3 | | (103) Passenger-Related | 0 | 0 | 0 | 0 | 3 |
| 4 | | (104) Switching | 12,308 | 13,070 | 12,308 | 0 | 4 |
| 5 | | (105) Water Transfers | 0 | 0 | 0 | 0 | 5 |
| 6 | | (106) Demurrage | 7,009 | 6,834 | 7,009 | 0 | 6 |
| 7 | | (110) Incidental | 769 | 1,121 | 769 | 0 | 7 |
| 8 | | (121) Joint Facility-Credit | 0 | 0 | 0 | 0 | 8 |
| 9 | | (122) Joint Facility-Debit | 0 | 0 | 0 | 0 | 9 |
| 10 | | (501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9) | 629,433 | 583,717 | 629,433 | 0 | 10 |
| 11 | | (502) Railway operating revenues-Transfers from Government Authorities | 0 | 0 | 0 | 0 | 11 |
| 12 | | (503) Railway operating revenues-Amortization of deferred transfers from Government Authorities | 287 | 287 | 287 | 0 | 12 |
| 13 | | TOTAL RAILWAY OPERATING REVENUES (lines 10-12) | 629,720 | 584,004 | 629,720 | 0 | 13 |
| 14 | | (531) Railway operating expenses | 611,192 | 513,206 | 611,192 | 0 | 14 |
| 15 | | Net revenue from railway operations | 18,528 | 70,798 | 18,528 | 0 | 15 |
| OTHER INCOME | | | | | | | |
| 16 | | (506) Revenue from property used in other than carrier operations | 0 | 0 | | | 16 |
| 17 | | (510) Miscellaneous rent income | 5,674 | 5,014 | | | 17 |
| 18 | | (512) Separately operated properties-Profit | 0 | 0 | | | 18 |
| 19 | | (513) Dividend Income (cost method) | 2 | 2 | | | 19 |
| 20 | | (514) Interest Income | 4,409 | 2,410 | | | 20 |
| 21 | | (516) Income from sinking and other funds | 0 | 0 | | | 21 |
| 22 | | (517) Release of premiums on funded debt | 0 | 0 | | | 22 |
| 23 | | (518) Reimbursements received under contracts and agreements | 0 | 0 | | | 23 |
| 24 | | (519) Miscellaneous income | 4,801 | 4,959 | | | 24 |
| 25 | | Income from affiliated companies: 519 | | | | | |
| 26 | | a Dividends (equity method) | 196 | 147 | | | 25 |
| 27 | | b. Equity in undistributed earnings (losses) | 1,759 | 1,559 | | | 26 |
| 28 | | TOTAL OTHER INCOME (lines 16-26) | 16,841 | 14,091 | | | 27 |
| 29 | | TOTAL INCOME (lines 15, 27) | 35,369 | 84,889 | | | 28 |
| MISCELLANEOUS DEDUCTIONS FROM INCOME | | | | | | | |
| 30 | | (534) Expenses of property used in other than carrier operations | 0 | 0 | | | 29 |
| 31 | | (544) Miscellaneous taxes | 0 | 0 | | | 30 |
| 32 | | (545) Separately operated properties-loss | 0 | 0 | | | 31 |
| 33 | | (549) Maintenance of investment organization | 0 | 0 | | | 32 |
| 34 | | (550) Income Transferred under contracts and agreements | 0 | 0 | | | 33 |
| 35 | | (551) Miscellaneous income charges | 44 | 905 | | | 34 |
| 36 | | (553) Uncollectible accounts | 0 | 0 | | | 35 |
| 37 | | TOTAL MISCELLANEOUS DEDUCTIONS | 44 | 905 | | | 36 |
| | | Income available for fixed charges | 35,325 | 83,984 | | | 37 |

210. RESULTS OF OPERATIONS - Continued

(Dollars in thousands)

| Line No | Cross Check | Item (a) | Amount for current year (b) | Amount for preceding year (c) | Line No. |
|---|-------------|--|-----------------------------|-------------------------------|----------|
| FIXED CHARGES | | | | | |
| | | (546) Interest on funded debt: | | | |
| 38 | | (a) Fixed interest not in default | 17,043 | 7,541 | 38 |
| 39 | | (b) Interest in default | 0 | 0 | 39 |
| 40 | | (547) Interest on unfunded debt | (246) | 1,772 | 40 |
| 41 | | (548) Amortization of discount on funded debt | 0 | 0 | 41 |
| 42 | | TOTAL FIXED CHARGES (lines 38 through 41) | 16,797 | 9,313 | 42 |
| 43 | | Income after fixed charges (lines 37 minus line 42) | 18,528 | 74,671 | 43 |
| OTHER DEDUCTIONS | | | | | |
| | | (546) Interest on funded debt: | | | |
| 44 | | (c) Contingent interest | 0 | 0 | 44 |
| UNUSUAL OR INFREQUENT ITEMS | | | | | |
| 45 | | (555) Unusual or infrequent items (debit) credit | 0 | 0 | 45 |
| 46 | | Income (loss) from continuing operations (before income taxes) | 18,528 | 74,671 | 46 |
| PROVISIONS FOR INCOME TAXES | | | | | |
| | | (556) Income taxes on ordinary income | | | |
| 47 | | (a) Federal income taxes | 3,909 | 7,838 | 47 |
| 48 | | (b) State income taxes | (560) | 691 | 48 |
| 49 | | (c) Other income taxes | 0 | 0 | 49 |
| 50 | | (557) Provision for deferred taxes | 3,965 | 6,439 | 50 |
| 51 | | TOTAL PROVISIONS FOR INCOME TAXES (lines 47 through 50) | 7,314 | 14,968 | 51 |
| 52 | | Income from continuing operations (line 46 minus line 51) | 11,214 | 59,703 | 52 |
| DISCONTINUED OPERATIONS | | | | | |
| 53 | | (560) Income or loss from operations of discontinued segments (less applicable income taxes of \$) | 0 | 0 | 53 |
| 54 | | (562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$) | 0 | 0 | 54 |
| 55 | | Income before extraordinary items (lines 52 through 54) | 11,214 | 59,703 | 55 |
| EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES | | | | | |
| 56 | | (570) Extraordinary items (net) | 0 | 0 | 56 |
| 57 | | (590) Income taxes on extraordinary items | 0 | 0 | 57 |
| 58 | | (591) Provision for deferred taxes-Extraordinary items | 0 | 0 | 58 |
| 59 | | TOTAL EXTRAORDINARY ITEMS (lines 56 through 58) | 0 | 0 | 59 |
| 60 | | (592) Cumulative effect of changes in accounting principles (less applicable tax of \$0) | 0 | 0 | 60 |
| 61 | | Net income (loss) (lines 55 + 59 + 60) | 11,214 | 59,703 | 61 |
| 62 | | Reconciliation of net railway operating income (NROI) | | | |
| | | Net revenues from railway operations | 18,528 | 70,798 | 62 |
| 63 | | (556) Income taxes on ordinary income (-) | 3,349 | 8,529 | 63 |
| 64 | | (557) Provision for deferred income taxes (-) | 3,965 | 6,439 | 64 |
| 65 | | Income from lease of road and equipment (-) | 0 | 1,600 | 65 |
| 66 | | Rent for leased roads and equipment (+) | 135 | 146 | 66 |
| 67 | | Net railway operating income (loss) | 11,349 | 54,376 | 67 |

NOTES AND REMARKS FOR SCHEDULES 210 AND 220

1. SPECIAL CHARGES

Fourth quarter 2004 operating expense, Sch. 210 L.14 & Sch. 410 Way & Structures L. 150, Column E includes a \$76 million environmental-charge for investigation, characterization, remediation and other applicable actions related to environmental contamination at a property in Minnesota, which includes areas previously leased to third parties. SOO is participating in the State of Minnesota's voluntary investigation and clean-up program at the east side of the property. The property is the subject of ongoing fieldwork being undertaken in conjunction with the appropriate state authorities to determine the extent and magnitude of the contamination and the appropriate remediation plan. SOO now has sufficient information to reasonably estimate clean-up costs for the entire property. SOO expects to file with the state in 2005 a response action plan for the east side of the property. SOO has initiated litigation against two former lessees that it believes are responsible for a large portion of the contamination.

During 2004 and 2003, \$15.7 million and \$13.4 million of payments were made relating to previous special charges, respectively.

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 in lines 22 and 23 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 | 74,353 | 431 | 1 |
| 2 | | (601.5) Prior period adjustments to beginning retained earnings | 0 | 0 | 2 |
| | | CREDITS | | | |
| 3 | | (602) Credit balance transferred from income | 9,455 | 1,759 | 3 |
| 4 | | (603) Appropriations released | 0 | 0 | 4 |
| 5 | | (606) Other credits to retained earnings | 2,353 * | 0 | 5 |
| 6 | | TOTAL CREDITS | 11,808 | 1,759 | 6 |
| | | DEBITS | | | |
| 7 | | (612) Debit balance transferred from income | 0 | 0 | 7 |
| 8 | | (616) Other debits to retained earnings | 0 | 0 | 8 |
| 9 | | (620) Appropriations for sinking and other funds | 0 | 0 | 9 |
| 10 | | (621) Appropriations for other purposes | 0 | 0 | 10 |
| 11 | | (623) Dividends. common stock | (80,000) | 0 | 11 |
| 12 | | preferred stock 1 | 0 | 0 | 12 |
| 13 | | TOTAL DEBITS | (80,000) | 0 | 13 |
| 14 | | Net increase (decrease) during year (line 6 minus line 13) | (68,192) | 1,759 | 14 |
| 15 | | Balances at close of year (lines 1, 2 and 14) | 6,161 | 2,190 | 15 |
| 16 | | Balances from line 15(c) | 2,190 | N/A | 16 |
| 17 | | (798) Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year | 8,351 | N/A | 17 |
| 18 | | (797) Total appropriated retained earnings: | | | 18 |
| 19 | | Credits during year---\$ | | | 19 |
| 20 | | Debits during year---\$ | | | 20 |
| 21 | | Balance at close of year-\$ 0 | | | 21 |
| 22 | | Amount of assigned Federal income tax consequences Account 606----\$ 0 | | | 22 |
| 23 | | Account 616----\$ 0 | | | 23 |

* FAS 87 Pension Credit

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

230. CAPITAL STOCK

PART I. CAPITAL STOCK
(Dollars in thousands)

- 1 Disclose in column (a) the particulars of the various issues of capital stock of the respondent, distinguishing separate issues of any general class, if different in any respect.
- 2 Present in column (b) the par or stated value of each issue. If none, so state.
- 3 Disclose in columns (c), (d), (e) and (f) the required information concerning the number of shares authorized, issued, in treasury and outstanding for the various issues.
- 4 For the purposes of this report, capital stock and other securities are considered to be nominally issued when certificates are signed and sealed 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 controls by the respondent. All securities actually issued and not reacquired by or for the respondent are considered to be actually outstanding. If reacquired by or for the respondent, and not canceled or retired, they are considered to be nominally outstanding.

| Line No | Class of Stock (a) | Par Value (b) | Authorized (c) | Issued (d) | In Treasury (e) | Outstanding (f) | Outstanding (g) | In Treasury (h) | Line No |
|---------|--------------------|---------------|----------------|------------|-----------------|-----------------|-----------------|-----------------|---------|
| 1 | Common | \$0.01 | 15,000,000 | 5,000,000 | | 5,000,000 | 281,994 | | 1 |
| 2 | | | | | | | | | 2 |
| 3 | | | | | | | | | 3 |
| 4 | Preferred | | | | | | | | 4 |
| 5 | | | | | | | | | 5 |
| 6 | | | | | | | | | 6 |
| 7 | | | | | | | | | 7 |
| 8 | | | | | | | | | 8 |
| 9 | | | | | | | | | 9 |
| 10 | TOTAL | | 15,000,000 | 5,000,000 | | 5,000,000 | 281,994 | | 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) | Number of Shares (b) | Amount \$ (c) | Number of Shares (d) | Amount \$ (e) | Number of Shares (f) | Amount \$ (g) | Additional Capital \$ (h) | Line No |
|---------|----------------------------------|----------------------|---------------|----------------------|---------------|----------------------|---------------|---------------------------|---------|
| 11 | Balance at beginning of year | | | 5,000,000 | 281,994 | | | 120,626 | 11 |
| 12 | Capital Stock Sold | | | | | | | | 12 |
| 13 | Capital Stock Reacquired | | | | | | | | 13 |
| 14 | Capital Stock Canceled | | | | | | | | 14 |
| 15 | Capital Contribution from Parent | | | | | | | | 15 |
| 16 | Rounding | | | | | | | | 16 |
| 17 | Balance at close of year | | | 5,000,000 | 281,994 | | | 120,626 | 17 |

240. STATEMENT OF CASH FLOWS

(Dollars in thousands)

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

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

Note 1: This page is intentionally left blank because the indirect method of reporting cash flows is used.

240. STATEMENT OF CASH FLOWS - Concluded
(Dollars in thousands)

RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES

| Line No. | Cross Check | Description (a) | Current Year (b) | Prior Year (c) | Line No. |
|----------|-------------|-----------------------------------|---------------------|-------------------|----------|
| 10 | * | Income from continuing operations | 11,214 | 59,703 | 10 |

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

| Line No. | Cross Check | Description (a) | Current Year (b) | Prior Year (c) | Line No. |
|----------|-------------|---|---------------------|-------------------|----------|
| 11 | | Loss (gain) on sale or disposal of tangible property and investments | (4,746) | (4,306) | 11 |
| 12 | | Depreciation and amortization expenses | 45,490 | 43,678 | 12 |
| 13 | | Net increase (decrease) provision for deferred income taxes | 3,965 | 6,439 | 13 |
| 14 | | Net decrease (increase) in undistributed earnings (losses) of affiliates | (1,759) | (1,559) | 14 |
| 15 | | (Increase) decrease in accounts receivable | (1,798) | (3,667) | 15 |
| 16 | | (Increase) decrease in materials and supplies, and other current assets | (8,370) | 148 | 16 |
| 17 | | Increase (decrease) in current liabilities other than debt | 13,387 | 6,083 | 17 |
| 18 | | Increase (decrease) in other-net | 70,844 | (6,389) | 18 |
| 19 | | Net Cash provided from continuing operations (lines 10 through 18) | 128,227 | 100,130 | 19 |
| 20 | | Add (subtract) cash generated (paid) by reason of discontinued operations and extraordinary items | 0 | 0 | 20 |
| 21 | | NET CASH PROVIDED FROM OPERATING ACTIVITIES (lines 19 and 20) | 128,227 | 100,130 | 21 |

CASH FLOWS FROM INVESTING ACTIVITIES

| Line No. | Cross Check | Description (a) | Current Year (b) | Prior Year (c) | Line No. |
|----------|-------------|---|---------------------|-------------------|----------|
| 22 | | Proceeds from sale of property | 6,823 | 3,220 | 22 |
| 23 | | Capital expenditures | (85,141) | (72,339) | 23 |
| 24 | | Net change in temporary cash investments not qualifying as cash equivalents | 0 | 0 | 24 |
| 25 | | Proceeds from sale/repayments of investment and advances | 60,016 | 0 | 25 |
| 26 | | Purchase price of long-term investment and advances | 0 | (48,000) | 26 |
| 27 | | Net decrease (increase) in sinking and other special funds | 0 | 0 | 27 |
| 28 | | Other-net | (26,000) | 5 | 28 |
| 29 | | NET CASH USED IN INVESTING ACTIVITIES (lines 22 through 28) | (44,302) | (117,114) | 29 |

CASH FLOWS FROM FINANCING ACTIVITIES

| Line No. | Cross Check | Description (a) | Current Year (b) | Prior Year (c) | Line No. |
|----------|-------------|---|---------------------|-------------------|----------|
| 30 | | Proceeds from issuance of long-term debt | 773,600 | 165,000 | 30 |
| 31 | | Principal payments of long-term debt | (776,805) | (2,353) | 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 | (80,000) | (159,100) | 34 |
| 35 | | Other-net - | (769) | (35,000) | 35 |
| 36 | | NET CASH FROM FINANCING ACTIVITIES | (83,974) | (31,453) | 36 |
| 37 | | NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (lines 21, 29, 36) | (49) | (48,437) | 37 |
| 38 | * | Cash and cash equivalents at beginning of year | 6,785 | 55,222 | 38 |
| 39 | * | CASH & CASH EQUIVALENTS AT END OF THE YEAR | 6,736 | 6,785 | 39 |

Footnotes to Schedule

| | | | | | |
|----|--|--|--------|--------|----|
| 40 | | Cash paid during the year for: Interest (net of amount capitalized) @ | 17,441 | 9,990 | 40 |
| 41 | | Income taxes (net) @ | 9,189 | 11,333 | 41 |

@ Only applies if indirect method is adopted

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. | R-1 Amount (b) | Line No. |
|--------------------------------------|---|--|-------------------|----------|
| CURRENT OPERATING ASSETS | | | | |
| 1 | Interline and Other Balances | Schedule 200, line 5, column b | 12,669 | 1 |
| 2 | Customers (706) | Schedule 200, line 6, column b | 33,926 | 2 |
| 3 | Other (707) | Note A | 9,360 | 3 |
| 4 | TOTAL CURRENT OPERATING ASSETS | Line 1 + 2 + 3 | 55,955 | 4 |
| OPERATING REVENUE | | | | |
| 5 | Railway Operating Revenue | Schedule 210, line 13, column b | 629,720 | 5 |
| 6 | Rent Income | Note B | 61,222 | 6 |
| 7 | TOTAL OPERATING REVENUES | Lines 5 + 6 | 690,942 | 7 |
| 8 | Average Daily Operating Revenues | Line 7 ÷ 360 days | 1,919 | 8 |
| 9 | Days of Operating Revenue in Current Operating Assets | Line 4 - Line 8 | 29 | 9 |
| 10 | Revenue Delay Days Plus Buffer | Line 9 + 15 days | 44 | 10 |
| CURRENT OPERATING LIABILITIES | | | | |
| 11 | Interline and Other Balances (752) | Schedule 200, line 31, column b | 2,434 | 11 |
| 12 | Audited Accounts and Wages Payable (753) | Note A | 18,838 | 12 |
| 13 | Accounts Payable-Other (754) | Note A | 488 | 13 |
| 14 | Other Taxes Accrued (761.5) | Note A | 8,964 | 14 |
| 15 | TOTAL CURRENT OPERATING LIABILITIES | Sum of lines 11 to 14 | 30,724 | 15 |
| OPERATING EXPENSES | | | | |
| 16 | Railway Operating Expenses | Schedule 210, line 14, column b | 611,192 | 16 |
| 17 | Depreciation | Schedule 410, lines 136, 137, 138, 213, 232, 317, column h | 45,490 | 17 |
| 18 | Cash Related Operating Expenses | Line 16 + line 6 - line 17 | 626,924 | 18 |
| 19 | Average Daily Expenditures | Line 18 ÷ 360 days | 1,741 | 19 |
| 20 | Days of Operating Expenses in Current Operating Liabilities | Line 15 ÷ Line 19 | 18 | 20 |
| 21 | Days of Working Capital Required | Line 10 - line 20 (Note C) | 26 | 21 |
| 22 | Cash Working Capital Required | Line 21 x line 19 | 45,266 | 22 |
| 23 | Cash and Temporary Cash Balances | Schedule 200, line 1 + line 2, column b | 6,736 | 23 |
| 24 | Cash Working Capital Allowed | Lesser line 22 and line 23 | 6,736 | 24 |
| MATERIALS AND SUPPLIES | | | | |
| 25 | Total Materials and Supplies (712) | Note A | 12,973 | 25 |
| 26 | Scrap and Obsolete Material included in Acct 712 | Note A | 0 | 26 |
| 27 | Materials and Supplies held for Common Carrier Purposes | Line 25 - line 26 | 12,973 | 27 |
| 28 | TOTAL WORKING CAPITAL | Line 24 + line 27 | 19,709 | 28 |

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

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

(C) If result is negative, use zero.

NOTES AND REMARKS

This page intentionally left blank.

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 the close of the year. Also, disclose the investments made, disposed of, and written down during the year and the applicable dividends and interest credited to income as a result of those investments. They should exclude securities issued or assumed by respondent. For definition of affiliated companies, see the rules governing Account No. 721, "Investments and Advances, Affiliated Companies", in the Uniform System of Accounts for Railroad Companies.
2. List the investments in the following order and show a total for each group and each class of investments by accounts in numerical order:
 - (A) Stocks
 - (1) Carriers-active
 - (2) Carriers-inactive
 - (3) Noncarriers-active
 - (4) Noncarriers-inactive
 - (B) Bonds (including U.S. Government bonds)
 - (C) Other secured obligations
 - (D) Unsecured notes
 - (E) Investment advances
3. The subclassification of classes (B), (C), (D) and (E) should be the same as that provided for class (A).
4. The kinds of industry represented by respondent's investments in the securities of other companies should be shown by symbol opposite the names of the issuing corporation. The symbols and industrial classification are 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 classified as noncarrier companies, even though the securities held by such companies are largely or entirely 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 account 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 Surface Transportation Board and are jointly owned, disclose in footnotes the name and extent of control of the other controlling entities.

Company NameOther Joint Owners

MT Properties

BNSF - 43.30%, UP - 42.09%;

Belt Railway Company of Chicago

CSXT, NS-25% each; BNSF-16.67%;
CN-16.67%; UP-8.33%.

Indiana Harbor Belt Railroad Company

CSX/NS - 51%

Trailer Train

Various others

Transportation and Railroad Assurance Company, Ltd.

Various others

Amtrak

Various others

Arzoon.com

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, from accounts 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 25, 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. Give 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 ____ to ____". Abbreviations in common use in standard financial publications may be used to conserve space.

| Line No | Account No. (a) | Class No. (b) | Kind of industry (c) | Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds) (d) | Extent of control (e) | Line No |
|---------|--------------------|------------------|-------------------------|---|--------------------------|---------|
| 1 | 721 | A-1 | VII | Belt Railway Company of Chicago | 8.330 | 1 |
| 2 | 721 | A-1 | VII | Indiana Harbor Belt Railroad Company | 49.000 | 2 |
| 3 | 721 | A-1 | VII | Trailer Train Company | 1.600 | 3 |
| 4 | 721 | A-1 | VII | Amtrak | N/A | 4 |
| 5 | | | | | | 5 |
| 6 | | | | Total Class A-1 | | 6 |
| 7 | | | | | | 7 |
| 8 | 721 | A-2 | VII | Milwaukee Motor Transportation Company | 100.000 | 8 |
| 9 | 721 | A-2 | VII | CTH&SE Railway Company | 54.020 | 9 |
| 10 | | | | | | 10 |
| 11 | | | | Total Class A-2 | | 11 |
| 12 | | | | | | 12 |
| 13 | 721 | A-4 | VI | Transportation and Railroad Assurance Company, Ltd. | | 13 |
| 14 | 721 | A-3 | X | MT Properties | 14.610 | 14 |
| 15 | 721 | A-3 | VIII | Arzoon.com | | 15 |
| 16 | 721 | A-4 | VII | I & M Rail Link | 33.333 | 16 |
| 17 | | | | | | 17 |
| 18 | | | | Total Class A-3 & A-4 | | 18 |
| 19 | | | | Total Class A | | 19 |
| 20 | | | | | | 20 |
| 21 | 721 | D-1 | VII | Delaware & Hudson Railway Company | | 21 |
| 22 | | | | | | 22 |
| 23 | | | | Total Class D-1 | | 23 |
| 24 | | | | | | 24 |
| 25 | 721 | D-3 | X | Soo Line Corporation | | 25 |
| 26 | | | | | | 26 |
| 27 | | | | Total Class D-3 | | 27 |
| 28 | | | | Total Class D | | 28 |
| 29 | | | | | | 29 |
| 30 | 721 | E-4 | 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 | 721 | E-3 | X | MT Properties | | 38 |
| 39 | | | | | | 39 |
| 40 | | | | Total Class E-3 | | 40 |
| 41 | | | | Total Class E | | 41 |
| 42 | | | | | | 42 |
| 43 | | | | Grand Total | | 43 |
| 44 | | | | | | 44 |

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - Continued

(Dollars in thousands)

6. If any of the companies included in this schedule are controlled by respondent, the percent of control should be shown in column (e). In case any company listed is controlled other than through actual ownership of securities, give particulars in a footnote. In case 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 include 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 Surface Transportation Board and are jointly owned, give names and extent of control by other entities by footnotes.

| Line No | Investments and advances | | | | Disposed of profit (loss) (j) | Adjustments Account 721.5 (k) | 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 | 0 | 0 | 260 | | | | 1 |
| 2 | 1,359 | 0 | 0 | 1,359 | | | | 2 |
| 3 | 218 | 0 | 0 | 218 | | | | 3 |
| 4 | 1 | 0 | 0 | 1 | | | | 4 |
| 5 | | | | | | | | 5 |
| 6 | 1,838 | 0 | 0 | 1,838 | 0 | 0 | 0 | 6 |
| 7 | | | | | | | | 7 |
| 8 | 0 | 0 | 0 | 0 | | | | 8 |
| 9 | 0 | 0 | 0 | 0 | | | | 9 |
| 10 | | | | | | | | 10 |
| 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12 | | | | | | | | 12 |
| 13 | 1 | 0 | 0 | 1 | | | | 13 |
| 14 | 91 | 0 | 0 | 91 | | | 2 | 14 |
| 15 | 1 | 0 | (1) | 0 | | | | 15 |
| 16 | 31,000 | 0 | 0 | 31,000 | | | | 16 |
| 17 | | | | | | | | 17 |
| 18 | 31,093 | 0 | (1) | 31,092 | 0 | 0 | 2 | 18 |
| 19 | 32,931 | 0 | (1) | 32,930 | 0 | 0 | 2 | 19 |
| 20 | | | | | | | | 20 |
| 21 | 121,000 | | (60,000) | 61,000 | | | 3,592 | 21 |
| 22 | | | | | | | | 22 |
| 23 | 121,000 | 0 | (60,000) | 61,000 | 0 | 0 | 3,592 | 23 |
| 24 | | | | | | | | 24 |
| 25 | 0 | 0 | 0 | 0 | | | | 25 |
| 26 | | | | | | | | 26 |
| 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 28 | 121,000 | 0 | (60,000) | 61,000 | 0 | 0 | 3,592 | 28 |
| 29 | | | | | | | | 29 |
| 30 | 1 | 0 | 0 | 1 | | | | 30 |
| 31 | | | | | | | | 31 |
| 32 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 32 |
| 33 | | | | | | | | 33 |
| 34 | 1,745 | 0 | (635) | 1,110 | | | | 34 |
| 35 | | | | | | | | 35 |
| 36 | 1,745 | 0 | (635) | 1,110 | 0 | 0 | 0 | 36 |
| 37 | | | | | | | | 37 |
| 38 | 57 | 0 | (17) | 40 | | | | 38 |
| 39 | | | | | | | | 39 |
| 40 | 57 | 0 | (17) | 40 | 0 | 0 | 0 | 40 |
| 41 | 1,803 | 0 | (652) | 1,151 | 0 | 0 | 0 | 41 |
| 42 | | | | | | | | 42 |
| 43 | 155,734 | 0 | (60,653) | 95,081 | 0 | 0 | 3,594 | 43 |
| 44 | | | | | | | | 44 |

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

| Line No | Account No. (a) | Class No. (b) | Kind of industry (c) | Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds) (d) | Extent of control (e) | Line No |
|------------|-----------------------|---------------------|----------------------------|---|-----------------------------|------------|
| 1 | | | | | | 1 |
| 2 | | | | This page intentionally left blank | | 2 |
| 3 | | | | | | 3 |
| 4 | | | | | | 4 |
| 5 | | | | | | 5 |
| 6 | | | | | | 6 |
| 7 | | | | | | 7 |
| 8 | | | | | | 8 |
| 9 | | | | | | 9 |
| 10 | | | | | | 10 |
| 11 | | | | | | 11 |
| 12 | | | | | | 12 |
| 13 | | | | | | 13 |
| 14 | | | | | | 14 |
| 15 | | | | | | 15 |
| 16 | | | | | | 16 |
| 17 | | | | | | 17 |
| 18 | | | | | | 18 |
| 19 | | | | | | 19 |
| 20 | | | | | | 20 |
| 21 | | | | | | 21 |
| 22 | | | | | | 22 |
| 23 | | | | | | 23 |
| 24 | | | | | | 24 |
| 25 | | | | | | 25 |
| 26 | | | | | | 26 |
| 27 | | | | | | 27 |
| 28 | | | | | | 28 |
| 29 | | | | | | 29 |
| 30 | | | | | | 30 |
| 31 | | | | | | 31 |
| 32 | | | | | | 32 |
| 33 | | | | | | 33 |
| 34 | | | | | | 34 |
| 35 | | | | | | 35 |
| 36 | | | | | | 36 |
| 37 | | | | | | 37 |
| 38 | | | | | | 38 |
| 39 | | | | | | 39 |
| 40 | | | | | | 40 |

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - Continued

(Dollars in thousands)

| Line No | Investments and advances | | | | Disposed of. profit (loss) | Adjustments Account 721 5 | Dividends or interest credited to income | Line No |
|---------|---------------------------|------------------|--|---------------------------|-------------------------------|------------------------------|--|---------|
| | Opening balance (f) | Additions (g) | Deductions (if other than sale, explain) (h) | Closing balance (i) | | | | |
| 1 | | | | | | | | 1 |
| 2 | | | This Page intentionally left blank. | | | | | 2 |
| 3 | | | | | | | | 3 |
| 4 | | | | | | | | 4 |
| 5 | | | | | | | | 5 |
| 6 | | | | | | | | 6 |
| 7 | | | | | | | | 7 |
| 8 | | | | | | | | 8 |
| 9 | | | | | | | | 9 |
| 10 | | | | | | | | 10 |
| 11 | | | | | | | | 11 |
| 12 | | | | | | | | 12 |
| 13 | | | | | | | | 13 |
| 14 | | | | | | | | 14 |
| 15 | | | | | | | | 15 |
| 16 | | | | | | | | 16 |
| 17 | | | | | | | | 17 |
| 18 | | | | | | | | 18 |
| 19 | | | | | | | | 19 |
| 20 | | | | | | | | 20 |
| 21 | | | | | | | | 21 |
| 22 | | | | | | | | 22 |
| 23 | | | | | | | | 23 |
| 24 | | | | | | | | 24 |
| 25 | | | | | | | | 25 |
| 26 | | | | | | | | 26 |
| 27 | | | | | | | | 27 |
| 28 | | | | | | | | 28 |
| 29 | | | | | | | | 29 |
| 30 | | | | | | | | 30 |
| 31 | | | | | | | | 31 |
| 32 | | | | | | | | 32 |
| 33 | | | | | | | | 33 |
| 34 | | | | | | | | 34 |
| 35 | | | | | | | | 35 |
| 36 | | | | | | | | 36 |
| 37 | | | | | | | | 37 |
| 38 | | | | | | | | 38 |
| 39 | | | | | | | | 39 |
| 40 | | | | | | | | 40 |

310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES

(Dollars in thousands)

Undistributed Earnings from Certain Investments in Affiliated Companies

- 1 Report below the details of all investments in common stocks included in Account 721, Investments and Advances Affiliated Companies.
- 2 Enter in column (c) the amount necessary to retroactively adjust those investments. (See instruction 5-2, Uniform System of Accounts)
- 3 Enter in column (d) the share of undistributed earnings (i.e., less dividends) or losses.
- 4 Enter in column (e) the amortization for the year of the excess of cost over equity in net assets (equity over cost) at date of acquisition.
- 5 For definition 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) | Adjustments 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 | 22,478 | 0 | 1,759 | 0 | 0 | 24,237 | 1 |
| 2 | Milwaukee Motor Transportation Company | (1,098) | 0 | 0 | 0 | 0 | (1,098) | 2 |
| 3 | I & M Rail Link | (31,000) | 0 | 0 | 0 | 0 | (31,000) | 3 |
| 4 | | | | | | | | 4 |
| 5 | | | | | | | | 5 |
| 6 | | | | | | | | 6 |
| 7 | | | | | | | | 7 |
| 8 | | | | | | | | 8 |
| 9 | | | | | | | | 9 |
| 10 | | | | | | | | 10 |
| 11 | | | | | | | | 11 |
| 12 | | | | | | | | 12 |
| 13 | | (9,620) | 0 | 1,759 | 0 | 0 | (7,861) | 13 |
| | Noncarrier (List specifics for each company) | | | | | | | |
| 14 | NONE | | | | | | | 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 | Grand Total | (9,620) | 0 | 1,759 | 0 | 0 | (7,861) | 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. 731, "Road and Equipment Property", and Account No. 732, "Improvements on Leased Property", classified by primary accounts in accordance with the Uniform System of Accounts for Railroad Companies. The balances, by primary accounts, should insofar as known, be stated in column (b) and all changes made during the year should be analyzed in columns (c) to (f), inclusive. Column (g) should be the net of the amounts in columns (c) through (f). Column (h) is the aggregate of columns (b) through (f), inclusive. Grand totals of columns (b) and (h) should equal the sum of Accounts 731 and 732 for the respective periods, if not, a full explanation should be made in a footnote.
2. In column (c), show 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", in the Uniform System of Accounts for Railroad Companies for such items.
3. In column (d), show 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. Columns (c) and (e) should include all entries covering expenditures for additions and betterments, as defined, whether or not replacing other property.
5. All credits representing property sold, abandoned, or otherwise retires should be shown in column (f).
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 the cost, location, area, and other details which will identify the property in a footnote.
8. Report on line 29, amounts not included 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 Board 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 Board.
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 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 the amount used in a footnote.

NOTES AND REMARKS

330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED

PROPERTY AND EQUIPMENT

(Dollars in thousands)

| Line No | Cross Check | Account (a) | Balance beginning of year (b) | Expenditures during the year for original road & equipment. & road extensions (c) | Expenditures during the year for purchase of existing lines, re-organizations, etc (d) | Line No. |
|---------|-------------|---|----------------------------------|--|---|----------|
| 1 | | (2) Land for transportation purposes | 8,192 | 0 | 0 | 1 |
| 2 | | (3) Grading | 39,249 | 0 | 0 | 2 |
| 3 | | (4) Other right-of-way expenditures | 1,138 | 0 | 0 | 3 |
| 4 | | (5) Tunnels and subways | 2,969 | 0 | 0 | 4 |
| 5 | | (6) Bridges, trestles, and culverts | 72,170 | 0 | 0 | 5 |
| 6 | | (7) Elevated structures | 0 | 0 | 0 | 6 |
| 7 | | (8) Ties | 196,273 | 0 | 0 | 7 |
| 8 | | (9) Rail and other track material | 330,302 | 0 | 0 | 8 |
| 9 | | (11) Ballast | 125,002 | 0 | 0 | 9 |
| 10 | | (13) Fences, snow sheds, and signs | 1,836 | 0 | 0 | 10 |
| 11 | | (16) Station and office buildings | 16,475 | 0 | 0 | 11 |
| 12 | | (17) Roadway buildings | 2,363 | 0 | 0 | 12 |
| 13 | | (18) Water stations | 79 | 0 | 0 | 13 |
| 14 | | (19) Fuel stations | 7,940 | 0 | 0 | 14 |
| 15 | | (20) Shops and enginehouses | 14,033 | 0 | 0 | 15 |
| 16 | | (22) Storage warehouses | 0 | 0 | 0 | 16 |
| 17 | | (23) Wharves and docks | 1,300 | 0 | 0 | 17 |
| 18 | | (24) Coal and ore wharves | 0 | 0 | 0 | 18 |
| 19 | | (25) TOFC/COFC terminals | 16,786 | 0 | 0 | 19 |
| 20 | | (26) Communication systems | 21,113 | 0 | 0 | 20 |
| 21 | | (27) Signals and interlockers | 54,365 | 0 | 0 | 21 |
| 22 | | (29) Power plants | 65 | 0 | 0 | 22 |
| 23 | | (31) Power-transmission systems | 1,409 | 0 | 0 | 23 |
| 24 | | (35) Miscellaneous structures | 1,657 | 0 | 0 | 24 |
| 25 | | (37) Roadway machines | 41,930 | 0 | 0 | 25 |
| 26 | | (39) Public improvements - Construction | 21,914 | 0 | 0 | 26 |
| 27 | | (44) Shop machinery | 5,012 | 0 | 0 | 27 |
| 28 | | (45) Power-plant machinery | 435 | 0 | 0 | 28 |
| 29 | | Other (specify and explain) | 0 | 0 | 0 | 29 |
| 30 | | TOTAL EXPENDITURES FOR ROAD | 984,007 | 0 | 0 | 30 |
| 31 | | (52) Locomotives | 108,979 | 0 | 0 | 31 |
| 32 | | (53) Freight-train cars | 325,313 | 0 | 0 | 32 |
| 33 | | (54) Passenger-train cars | 0 | 0 | 0 | 33 |
| 34 | | (55) Highway revenue equipment | 371 | 0 | 0 | 34 |
| 35 | | (56) Floating equipment | 0 | 0 | 0 | 35 |
| 36 | | (57) Work equipment | 8,527 | 0 | 0 | 36 |
| 37 | | (58) Miscellaneous equipment | 3,338 | 0 | 0 | 37 |
| 38 | | (59) Computer systems and word processing equipment | 4,186 | 0 | 0 | 38 |
| 39 | | TOTAL EXPENDITURES FOR EQUIPMENT | 450,714 | 0 | 0 | 39 |
| 40 | | (76) Interest during construction | 0 | 0 | 0 | 40 |
| 41 | | (80) Other elements of investment | 1,134 | 0 | 0 | 41 |
| 42 | | (90) Construction in progress | 16,891 | 0 | 0 | 42 |
| 43 | | GRAND TOTAL | 1,452,746 | 0 | 0 | 43 |

330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED

PROPERTY AND EQUIPMENT - Cont'd.

(Dollars in thousands)

| Line No | Cross Check | Expenditures for additions during the year (e) | Credits for property retired during the year (f) | Net changes during the year (g) | Balance at close of year (h) | Line No |
|---------|-------------|---|---|------------------------------------|---------------------------------|---------|
| 1 | | 0 | 216 | (216) | 7,976 | 1 |
| 2 | | 1,146 | 40 | 1,106 | 40,355 | 2 |
| 3 | | 310 | 68 | 242 | 1,380 | 3 |
| 4 | | 0 | 0 | 0 | 2,969 | 4 |
| 5 | | 21,624 | 2,062 | 19,562 | 91,732 | 5 |
| 6 | | 0 | 0 | 0 | 0 | 6 |
| 7 | | 12,378 | 296 | 12,082 | 208,355 | 7 |
| 8 | | 25,693 | 1,924 | 23,769 | 354,071 | 8 |
| 9 | | 5,828 | 1,386 | 4,442 | 129,444 | 9 |
| 10 | | 0 | 3 | (3) | 1,833 | 10 |
| 11 | | 0 | 159 | (159) | 16,316 | 11 |
| 12 | | 18 | 177 | (159) | 2,204 | 12 |
| 13 | | 0 | 11 | (11) | 68 | 13 |
| 14 | | 199 | 250 | (51) | 7,889 | 14 |
| 15 | | 34 | 334 | (300) | 13,733 | 15 |
| 16 | | 0 | 0 | 0 | 0 | 16 |
| 17 | | 0 | 0 | 0 | 1,300 | 17 |
| 18 | | 0 | 0 | 0 | 0 | 18 |
| 19 | | 226 | 1,296 | (1,070) | 15,716 | 19 |
| 20 | | 1,404 | 330 | 1,074 | 22,187 | 20 |
| 21 | | 59 | 1,167 | (1,108) | 53,257 | 21 |
| 22 | | 0 | 0 | 0 | 65 | 22 |
| 23 | | 0 | 0 | 0 | 1,409 | 23 |
| 24 | | 108 | 93 | 15 | 1,672 | 24 |
| 25 | | 2,796 | 411 | 2,385 | 44,315 | 25 |
| 26 | | 2,439 | 627 | 1,812 | 23,726 | 26 |
| 27 | | 111 | 159 | (48) | 4,964 | 27 |
| 28 | | 0 | 0 | 0 | 435 | 28 |
| 29 | | 0 | 0 | 0 | 0 | 29 |
| 30 | | 74,373 | 11,009 | 63,364 | 1,047,371 | 30 |
| 31 | | 16,847 * | 13,838 | 3,009 | 111,988 | 31 |
| 32 | | 0 | 1,868 | (1,868) | 323,445 | 32 |
| 33 | | 0 | 0 | 0 | 0 | 33 |
| 34 | | 578 | 0 | 578 | 949 | 34 |
| 35 | | 0 | 0 | 0 | 0 | 35 |
| 36 | | 0 | 63 | (63) | 8,464 | 36 |
| 37 | | 119 | 510 | (391) | 2,947 | 37 |
| 38 | | 18 | 1,308 | (1,290) | 2,896 | 38 |
| 39 | | 17,562 | 17,587 | (25) | 450,689 | 39 |
| 40 | | 0 | 0 | 0 | 0 | 40 |
| 41 | | 23 | 23 | 0 | 1,134 | 41 |
| 42 | | (6,817) | 0 | (6,817) | 10,074 | 42 |
| 43 | | 85,141 | 28,619 | 56,522 | 1,509,268 | 43 |

* Includes \$13,408 for scheduled major overhauls and upgrades to locomotives under a long-term operating lease, reference STB letter dated December 18, 2004

332. DEPRECIATION BASE AND RATES - ROAD AND EQUIPMENT

OWNED AND USED AND LEASED FROM OTHERS

(Dollars in thousands)

1. Show in columns (b) and (c), for each primary account, the depreciation base used to compute depreciation charges for the month of January, and in columns (c) and (f), the depreciation charges for the month of December. In columns (d) and (g) show the composite rates used in computing depreciation charges for 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 that total 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 are included in 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 cost of equipment owned and leased to others when the rents therefrom are included in the rent for equipment Accounts Nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00, inclusive. Composite rates used should be those prescribed or authorized by the Board, 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 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 effected account(s).

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 | 39,249 | 40,043 | 0.94 | | | | 1 |
| 2 | (4) Other right-of-way expenditures | 1,138 | 1,380 | 1.45 | | | | 2 |
| 3 | (5) Tunnels and subways | 2,969 | 2,969 | 1.16 | | | | 3 |
| 4 | (6) Bridges, trestles, and culverts | 72,170 | 91,952 | 1.71 | | | | 4 |
| 5 | (7) Elevated structures | 0 | 0 | 0.00 | | | | 5 |
| 6 | (8) Ties | 196,273 | 207,464 | 4.55 | | | | 6 |
| 7 | (9) Rail and other track material | 330,302 | 351,144 | 3.34 | | | | 7 |
| 8 | (11) Ballast | 125,002 | 128,964 | 2.41 | | | | 8 |
| 9 | (13) Fences, snowsheds, and signs | 1,836 | 1,832 | 4.16 | | | | 9 |
| 10 | (16) Station and office buildings | 16,475 | 16,316 | 3.78 | | | | 10 |
| 11 | (17) Roadway buildings | 2,363 | 2,204 | 2.66 | | | | 11 |
| 12 | (18) Water stations | 79 | 68 | 2.11 | | | | 12 |
| 13 | (19) Fuel stations | 7,940 | 7,889 | 2.47 | | | | 13 |
| 14 | (20) Shops and enginehouses | 14,033 | 13,778 | 2.37 | | | | 14 |
| 15 | (22) Storage warehouses | 0 | 0 | 0.00 | | | | 15 |
| 16 | (23) Wharves and docks | 1,300 | 1,300 | 3.20 | | | | 16 |
| 17 | (24) Coal and ore wharves | 0 | 0 | 0.00 | | | | 17 |
| 18 | (25) TOFC/COFC terminals | 16,786 | 15,716 | 2.38 | | | | 18 |
| 19 | (26) Communication systems | 21,113 | 22,178 | 3.55 | | | | 19 |
| 20 | (27) Signals and interlockers | 54,365 | 53,255 | 4.50 | | | | 20 |
| 21 | (29) Power plants | 65 | 65 | 1.48 | | | | 21 |
| 22 | (31) Power-transmission systems | 1,409 | 1,409 | 1.30 | | | | 22 |
| 23 | (35) Miscellaneous structures | 1,657 | 1,672 | 2.43 | | | | 23 |
| 24 | (37) Roadway machines | 41,930 | 44,273 | 5.25 | | | | 24 |
| 25 | (39) Public improvements - Construction | 21,914 | 23,540 | 3.32 | | | | 25 |
| 26 | (44) Shop machinery | 5,012 | 4,965 | 2.06 | | | | 26 |
| 27 | (45) Power-plant machinery | 435 | 435 | 3.28 | | | | 27 |
| 28 | All other road accounts | 0 | 0 | 0.00 | | | | 28 |
| 29 | Amortization (other than defense projects) | 0 | 0 | 0.00 | | | | 29 |
| 30 | TOTAL ROAD | 975,815 | 1,034,811 | 3.34 | 0 | 0 | | 30 |
| | EQUIPMENT | | | | | | | |
| 31 | (52) Locomotives | 108,979 | 124,330 | 4.50 | | | | 31 |
| 32 | (53) Freight-train cars | 325,313 | 323,572 | 2.62 | | | | 32 |
| 33 | (54) Passenger-train cars | 0 | 0 | 0.00 | | | | 33 |
| 34 | (55) Highway revenue equipment | 371 | 949 | 12.86 | | | | 34 |
| 35 | (56) Floating equipment | 0 | 0 | 0.00 | | | | 35 |
| 36 | (57) Work equipment | 8,527 | 8,464 | 4.12 | | | | 36 |
| 37 | (58) Miscellaneous equipment | 3,338 | 2,947 | 12.25 | | | | 37 |
| 38 | (59) Computer systems and word processing equipment | 4,186 | 2,896 | 12.27 | | | | 38 |
| 39 | TOTAL EQUIPMENT | 450,714 | 463,158 | 3.28 | 0 | 0 | | 39 |
| 40 | GRAND TOTAL | 1,426,529 | 1,497,969 | N/A | 0 | 0 | N/A | 40 |

335. ACCUMULATED DEPRECIATION- ROAD AND EQUIPMENT OWNED AND USED
(Dollars in Thousand)

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 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 of 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 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 debts (f) See note below | | |
| | | ROAD | | | | | | | |
| 1 | | (3) Grading | 11,244 | 368 | 0 | 40 | 0 | 11,572 | 1 |
| 2 | | Other right-of-way expenditures | 42 | 17 | 0 | 67 | 0 | (8) | 2 |
| 3 | | (5) Tunnels and subways | 282 | 34 | 0 | 0 | 0 | 316 | 3 |
| 4 | | (6) Bridges, trestles, and culverts | 9,416 | 1,307 | 0 | 2,062 | 0 | 8,661 | 4 |
| 5 | | (7) Elevated structures | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6 | | (8) Ties | 55,397 | 9,000 | 0 | 2,622 | 0 | 61,775 | 6 |
| 7 | | (9) Rail and other track material | 87,632 | 10,971 | 0 | 1,225 | 0 | 97,378 | 7 |
| 8 | | (11) Ballast | 22,316 | 2,945 | 0 | 1,387 | 0 | 23,874 | 8 |
| 9 | | (13) Fences, snowsheds, and signs | 1,414 | 71 | 0 | 2 | 0 | 1,483 | 9 |
| 10 | | (16) Station and office buildings | 3,387 | 623 | 0 | 158 | 0 | 3,852 | 10 |
| 11 | | (17) Roadway buildings | 846 | 62 | 0 | 177 | 0 | 731 | 11 |
| 12 | | (18) Water stations | 71 | 2 | 0 | 10 | 0 | 63 | 12 |
| 13 | | (19) Fuel stations | 1,267 | 203 | 0 | 250 | 0 | 1,220 | 13 |
| 14 | | (20) Shops and enginehouses | 1,872 | 333 | 0 | 334 | 0 | 1,871 | 14 |
| 15 | | (22) Storage warehouses | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16 | | (23) Wharves and docks | 531 | 42 | 0 | 0 | 0 | 573 | 16 |
| 17 | | (24) Coal and ore wharves | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18 | | (25) TOFC/COFC terminals | 2,882 | 316 | 0 | 1,185 | 0 | 2,013 | 18 |
| 19 | | (26) Communication systems | 5,431 | 750 | 0 | 329 | 0 | 5,852 | 19 |
| 20 | | (27) Signals and interlockers | 20,028 | 2,461 | 0 | 1,167 | 0 | 21,322 | 20 |
| 21 | | (29) Power plants | (209) | 1 | 0 | 0 | 0 | (208) | 21 |
| 22 | | (31) Power-transmission systems | 20 | 19 | 0 | 0 | 0 | 39 | 22 |
| 23 | | (35) Miscellaneous structures | 249 | 40 | 0 | 94 | 0 | 195 | 23 |
| 24 | | (37) Roadway machines | 20,203 | 977 | 1,228 @ | 375 | 0 | 22,033 | 24 |
| 25 | | (39) Public improvements-Const. | 3,751 | 713 | 0 | 628 | 0 | 3,836 | 25 |
| 26 | * | (44) Shop machinery | (1,079) | 101 | 0 | 146 | 0 | (1,124) | 26 |
| 27 | | (45) Power-plant machinery | 341 | 14 | 0 | 0 | 0 | 355 | 27 |
| 28 | | All other road accounts | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 29 | | Amortization (Adjustments) | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 30 | | TOTAL ROAD | 247,334 | 31,370 | 1,228 | 12,258 | 0 | 267,674 | 30 |
| | | EQUIPMENT | | | | | | | |
| 31 | * | (52) Locomotives | 46,329 | 4,134 | 0 | 11,584 | 0 | 38,879 | 31 |
| 32 | * | (53) Freight-train cars | 133,970 | 8,596 | 0 | 1,369 | 0 | 141,197 | 32 |
| 33 | * | (54) Passenger-train cars | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 34 | * | (55) Highway revenue equipment | 12 | 86 | 0 | 0 | 0 | 98 | 34 |
| 35 | * | (56) Floating equipment | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 36 | * | (57) Work equipment | 6,452 | 351 | 0 | 36 | 0 | 6,767 | 36 |
| 37 | * | (58) Miscellaneous equipment | 2,915 | 409 | 0 | 505 | 0 | 2,819 | 37 |
| 38 | | (59) Computer systems and word processing equipment | 1,522 | 544 | 0 | 1,308 | 0 | 758 | 38 |
| 39 | * | Amortization (Adjustments) | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 40 | | TOTAL EQUIPMENT | 191,200 | 14,120 | 0 | 14,802 | 0 | 190,518 | 40 |
| 41 | | GRAND TOTAL | 438,534 | 45,490 | 1,228 | 27,060 | 0 | 458,192 | 41 |

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

@ Capitalized Roadway Machine depreciation

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 772 are made by the accounting company, show in column (c) the charges to operating expenses, and in column (f) show payments made to the lessor in settlement thereof.

| Line No. | Cross Check | Account (a) | Balance at beginning of year (b) | CREDITS TO ACCOUNTS During the year | | DEBITS TO ACCOUNTS During the year | | Balance at close of year (g) | Line No |
|----------|-------------|---|-------------------------------------|--|----------------------|---------------------------------------|---------------------|---------------------------------|---------|
| | | | | Charges to operating expenses (c) | Other credits (d) | Retire-ments (e) | Other debits (f) | | |
| | | ROAD | | | | | | | |
| 1 | | (3) Grading | | | | | | | 1 |
| 2 | | (4) Other right-of-way expenditures | | | | | | | 2 |
| 3 | | (5) Tunnels and subways | | | | | | | 3 |
| 4 | | (6) Bridges, trestles & culverts | | | | | | | 4 |
| 5 | | (7) Elevated structures | | | | | | | 5 |
| 6 | | (8) Ties | | | | | | | 6 |
| 7 | | (9) Rail & other track material | | | | | | | 7 |
| 8 | | (11) Ballast | | | | | | | 8 |
| 9 | | (13) Fences snow sheds & signs | | | | | | | 9 |
| 10 | | (16) Station & office buildings | | | | | | | 10 |
| 11 | | (17) Roadway buildings | | | | | | | 11 |
| 12 | | (18) Water stations | | | | | | | 12 |
| 13 | | (19) Fuel stations | | | | | | | 13 |
| 14 | | (20) Shops & enginehouses | | | | | | | 14 |
| 15 | | (22) Storage warehouses | | | | | | | 15 |
| 16 | | (23) Wharves & docks | | | | | | | 16 |
| 17 | | (24) Coal & ore wharves | | | | | | | 17 |
| 18 | | (25) TOFC/COFC terminals | | | | | | | 18 |
| 19 | | (26) Communication systems | | | | | | | 19 |
| 20 | | (27) Signals & interlockers | | | | | | | 20 |
| 21 | | (29) Power plants | | | | | | | 21 |
| 22 | | (31) Power-transmission systems | | | | | | | 22 |
| 23 | | (35) Miscellaneous structures | | | | | | | 23 |
| 24 | | (37) Roadway machines | | | | | | | 24 |
| 25 | | (39) Public improvements-const | | | | | | | 25 |
| 26 | | (44) Shop machinery* | | | | | | | 26 |
| 27 | | (45) Power-plant machinery | | | | | | | 27 |
| 28 | | All other road accounts | | | | | | | 28 |
| 29 | | Amortization (Adjustments) | | | | | | | 29 |
| 30 | | TOTAL ROAD | | | | | | | 30 |
| | | EQUIPMENT | | | | | | | |
| 31 | | (52) Locomotives | | | | | | | 31 |
| 32 | | (53) Freight-train cars | | | | | | | 32 |
| 33 | | (54) Passenger-train cars | | | | | | | 33 |
| 34 | | (55) Highway revenue equipment | | | | | | | 34 |
| 35 | | (56) Floating equipment | | | | | | | 35 |
| 36 | | (57) Work equipment | | | | | | | 36 |
| 37 | | (58) Miscellaneous equipment | | | | | | | 37 |
| 38 | | (59) Computer systems and word processing equipment | | | | | | | 38 |
| 39 | | Amortization Adjustment | | | | | | | 39 |
| 40 | | TOTAL EQUIPMENT | | | | | | | 40 |
| 41 | | GRAND TOTAL | NONE | NONE | NONE | NONE | NONE | NONE | 41 |

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

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 to compute the depreciation charges for 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 Board, 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 property 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 effected account(s).

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

| Line No. | Cross Check | Account (a) | Depreciation base | | Annual composite rate (percent) (d) | Line No. |
|----------|-------------|---|-----------------------------|-------------------------|--|----------|
| | | | At beginning of year (b) | At close of year (c) | | |
| | | ROAD | | | | |
| 1 | | (3) Grading | 506 | 506 | 0.94 | 1 |
| 2 | | (4) Other right-of-way expenditures | 0 | 0 | N/A | 2 |
| 3 | | (5) Tunnels and subways | 0 | 0 | N/A | 3 |
| 4 | | (6) Bridges, trestles & culverts | 174 | 176 | 1.71 | 4 |
| 5 | | (7) Elevated structures | 0 | 0 | N/A | 5 |
| 6 | | (8) Ties | 5,062 | 5,169 | 4.55 | 6 |
| 7 | | (9) Rail & other track material | 10,783 | 10,907 | 3.34 | 7 |
| 8 | | (11) Ballast | 2,322 | 2,765 | 2.41 | 8 |
| 9 | | (13) Fences snow sheds & signs | 0 | 0 | N/A | 9 |
| 10 | | (16) Station & office buildings | 1,546 | 1,546 | 3.78 | 10 |
| 11 | | (17) Roadway buildings | 0 | 0 | N/A | 11 |
| 12 | | (18) Water stations | 0 | 0 | N/A | 12 |
| 13 | | (19) Fuel stations | 0 | 0 | N/A | 13 |
| 14 | | (20) Shops & enginehouses | 0 | 0 | N/A | 14 |
| 15 | | (22) Storage warehouses | 0 | 0 | N/A | 15 |
| 16 | | (23) Wharves & docks | 0 | 0 | N/A | 16 |
| 17 | | (24) Coal & ore wharves | 0 | 0 | N/A | 17 |
| 18 | | (25) TOFC/COFC terminals | 5,840 | 5,847 | 2.38 | 18 |
| 19 | | (26) Communication systems | 0 | 0 | N/A | 19 |
| 20 | | (27) Signals & interlockers | 1,078 | 1,078 | 4.50 | 20 |
| 21 | | (29) Power plants- | 0 | 0 | N/A | 21 |
| 22 | | (31) Power-transmission systems | 0 | 0 | N/A | 22 |
| 23 | | (35) Miscellaneous structures | 207 | 207 | 2.43 | 23 |
| 24 | | (37) Roadway machines | 0 | 0 | N/A | 24 |
| 25 | | (39) Public improvements-const. | 303 | 303 | 3.32 | 25 |
| 26 | | (44) Shop machinery * | 0 | 0 | N/A | 26 |
| 27 | | (45) Power-plant machinery | 0 | 0 | N/A | 27 |
| 28 | | All other road accounts | 0 | 0 | N/A | 28 |
| 29 | | Amortization (Adjustments) | 0 | 0 | N/A | 29 |
| 30 | | TOTAL ROAD | 27,821 | 28,504 | N/A | 30 |
| | | EQUIPMENT | | | | |
| 31 | | (52) Locomotives | 482 | 13,890 ** | 13.74 | 31 |
| 32 | | (53) Freight-train cars | 3,629 | 3,704 | 2.62 | 32 |
| 33 | | (54) Passenger-train cars | 0 | 0 | N/A | 33 |
| 34 | | (55) Highway revenue equipment | 0 | 0 | N/A | 34 |
| 35 | | (56) Floating equipment | 0 | 0 | N/A | 35 |
| 36 | | (57) Work equipment | 0 | 0 | N/A | 36 |
| 37 | | (58) Miscellaneous equipment | 0 | 0 | N/A | 37 |
| 38 | | (59) Computer systems and word processing equipment | 0 | 0 | N/A | 38 |
| 39 | | Amortization Adjustment | 0 | 0 | N/A | 39 |
| 40 | | TOTAL EQUIPMENT | 4,111 | 17,594 | N/A | 40 |
| 41 | | GRAND TOTAL b(Note 1) | 31,932 | 46,098 | N/A | 41 |

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

** Includes \$13,408 for scheduled major overhauls and upgrades to locomotives under a long-term operating lease, reference STB letter dated December 18, 2004

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 39. 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 39.

4. Show in column (e) the debits to the reserve arising from retirements. These debits should not exceed investment, etc.

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. However, line 39 Grand Total, should be completed.

| Line No. | Cross Check | Account (a) | Balance at beginning of year (b) | CREDITS TO RESERVE During the year | | DEBITS TO RESERVE During the year | | Balance at close of year (g) | Line No |
|----------|-------------|---|-------------------------------------|---------------------------------------|----------------------|--------------------------------------|---------------------|---------------------------------|---------|
| | | | | Charges to operating expenses (c) | Other credits (d) | Retire-ments (e) | Other debits (f) | | |
| | | ROAD | | | | | | | |
| 1 | | (3) Grading | | | | | | | 1 |
| 2 | | (4) Other right-of-way expenditures | | | | | | | 2 |
| 3 | | (5) Tunnels and subways | | | | | | | 3 |
| 4 | | (6) Bridges, trestles & culverts | | | | | | | 4 |
| 5 | | (7) Elevated structures | | | | | | | 5 |
| 6 | | (8) Ties | | | | | | | 6 |
| 7 | | (9) Rail & other track material | | | | | | | 7 |
| 8 | | (11) Ballast | | | | | | | 8 |
| 9 | | (13) Fences snow sheds & signs | | | | | | | 9 |
| 10 | | (16) Station & office buildings | | | | | | | 10 |
| 11 | | (17) Roadway buildings | | | | | | | 11 |
| 12 | | (18) Water stations | | | | | | | 12 |
| 13 | | (19) Fuel stations | | | | | | | 13 |
| 14 | | (20) Shops & enginehouses | | | | | | | 14 |
| 15 | | (22) Storage warehouses | | | | | | | 15 |
| 16 | | (23) Wharves & docks | | | | | | | 16 |
| 17 | | (24) Coal & ore wharves | | | | | | | 17 |
| 18 | | (25) TOFC/COFC terminals | | | | | | | 18 |
| 19 | | (26) Communication systems | | | | | | | 19 |
| 20 | | (27) Signals & interlockers | | | | | | | 20 |
| 21 | | (29) Power plants | | | | | | | 21 |
| 22 | | (31) Power-transmission systems | | | | | | | 22 |
| 23 | | (35) Miscellaneous structures | | | | | | | 23 |
| 24 | | (37) Roadway machines | | | | | | | 24 |
| 25 | | (39) Public improvements-const | | | | | | | 25 |
| 26 | | (44) Shop machinery b* | | | | | | | 26 |
| 27 | | (45) Power-plant machinery | | | | | | | 27 |
| 28 | | All other road accounts | | | | | | | 28 |
| 29 | | TOTAL ROAD | | See Note 1. | | | | | 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 | | See Note 1. | | | | | 38 |
| 39 | | GRAND TOTAL | 6,527 | 1,845 | 0 | 31 | 0 | 8,341 | 39 |

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

Note 1: Figures have been incorporated on Schedule 335 per Surface Transportation Board instructions.

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 Board's Office of Economic and Environmental Analysis, brought to a current date by the respondent from its Order No. 3 records and accounts, or is other than ledger value for equipment, a full explanation should be given.

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

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

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

Note 1: Total road and equipment leased to others is less than 5% of total owned.

351. ACCUMULATED DEPRECIATION - 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 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 included 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 column (d) "Other credits", or column (f) "Other debits", state the facts occasioning such entries on page 39. A debit balance in columns (b) or (g) for any primary account should be shown in parenthesis or designated "Dr"

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

| Line No. | Cross Check | Account (a) | Balance at beginning of year (b) | CREDITS TO RESERVE During the year | | DEBITS TO RESERVE During the year | | Balance at close of year (g) | Line No. |
|----------|-------------|---|-------------------------------------|---------------------------------------|----------------------|--------------------------------------|---------------------|---------------------------------|----------|
| | | | | Charges to operating expenses (c) | Other credits (d) | Retire-ments (e) | Other debits (f) | | |
| | | ROAD | | | | | | | |
| 1 | | (3) Grading | | | | | | | 1 |
| 2 | | (4) Other right-of-way expenditures | | | | | | | 2 |
| 3 | | (5) Tunnels and subways | | | | | | | 3 |
| 4 | | (6) Bridges, trestles & culverts | | | | | | | 4 |
| 5 | | (7) Elevated structures | | | | | | | 5 |
| 6 | | (8) Ties | | | | | | | 6 |
| 7 | | (9) Rail & other track material | | | | | | | 7 |
| 8 | | (11) Ballast | | | | | | | 8 |
| 9 | | (13) Fences snow sheds & signs | | | | | | | 9 |
| 10 | | (16) Station & office buildings | | | | | | | 10 |
| 11 | | (17) Roadway buildings | | | | | | | 11 |
| 12 | | (18) Water stations | | | | | | | 12 |
| 13 | | (19) Fuel stations | | | | | | | 13 |
| 14 | | (20) Shops & enginehouses | | | | | | | 14 |
| 15 | | (22) Storage warehouses | | | | | | | 15 |
| 16 | | (23) Wharves & docks | | | | | | | 16 |
| 17 | | (24) Coal & ore wharves | | | | | | | 17 |
| 18 | | (25) TOFC/COFC terminals | | | | | | | 18 |
| 19 | | (26) Communication systems | | | | | | | 19 |
| 20 | | (27) Signals & interlockers | | | | | | | 20 |
| 21 | | (29) Power plants | | | | | | | 21 |
| 22 | | (31) Power-transmission systems | | | | | | | 22 |
| 23 | | (35) Miscellaneous structures | | | | | | | 23 |
| 24 | | (37) Roadway machines | | | | | | | 24 |
| 25 | | (39) Public improvements-const | | | | | | | 25 |
| 26 | | (44) Shop machinery b* | | | | | | | 26 |
| 27 | | (45) Power-plant machinery | | | | | | | 27 |
| 28 | | All other road accounts | | | | | | | 28 |
| 29 | | TOTAL ROAD | | See Note 1. | | | | | 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 | | See Note 1. | | | | | 38 |
| 39 | | GRAND TOTAL | | See Note 1. | | | | | 39 |

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

Note 1: Total road and equipment leased to others is less than 5% of total owned.

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 the property owned or leased by respondent and used in respondent's transportation service. Such property includes (a) investment reported in Accounts 731, "Road and Equipment Property", and 732, "Improvements on leased property", of 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 respondent's 731 or 732 property, and (b) the investment of other companies' 731 or 732 property (including operating and lessor railroads) used by 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 respondent.

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

3. In columns (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 deductions made by the owners in their reports. If separate value is not available, an explanation should be provided. Differences between amounts shown in column (d) of this schedule and column (c), line 24, on the asset side of the general balance sheet of each individual railway should be explained in a footnote. Book values included in Accounts 731 and 732 of the owner should be reported in column (d) in reference to the investment of the respondent in the securities of the owner unless a good reason can be given for the contrary. Methods of estimating (by capitalizing rentals at 6 percent or otherwise) value of property of private owners, or portions of property of other carriers, should be explained.

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

| Line No | Class (See ins. 2) (a) | Name of company (b) | Miles of road (see ins. 4) (whole number) (c) | Investments in property (see ins. 5) (d) | Depreciation & amortization of defense projects (see ins. 6) (e) | Line No |
|---------|------------------------|---------------------------|---|--|--|---------|
| 1 | R | Soo Line Railroad Company | 1,652 | | | 1 |
| 2 | | | | | | 2 |
| 3 | | Account 731 | | 1,462,667 | 449,851 | 3 |
| 4 | | | | | | 4 |
| 5 | | Account 732 | | 46,601 | 8,341 | 5 |
| 6 | | | | | | 6 |
| 7 | | | | | | 7 |
| 8 | | | | | | 8 |
| 9 | | | | | | 9 |
| 10 | | | | | | 10 |
| 11 | | | | | | 11 |
| 12 | | | | | | 12 |
| 13 | | | | | | 13 |
| 14 | | | | | | 14 |
| 15 | | | | | | 15 |
| 16 | | | | | | 16 |
| 17 | | | | | | 17 |
| 18 | | | | | | 18 |
| 19 | | | | | | 19 |
| 20 | | | | | | 20 |
| 21 | | | | | | 21 |
| 22 | | | | | | 22 |
| 23 | | | | | | 23 |
| 24 | | | | | | 24 |
| 25 | | | | | | 25 |
| 26 | | | | | | 26 |
| 27 | | | | | | 27 |
| 28 | | | | | | 28 |
| 29 | | | | | | 29 |
| 30 | | | | | | 30 |
| 31 | | TOTAL | 1,652 | 1,509,268 | 458,192 | 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 property 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 39 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 on line 29. The items included should be briefly identified and explained. Also include here those items after permission is obtained from the Board 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 Board.

| 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 | 7,976 | 0 | 0 | 0 | 1 |
| 2 | | (3) Grading | 40,355 | 0 | 0 | 0 | 2 |
| 3 | | (4) Other right-of-way expenditures | 1,380 | 0 | 0 | 0 | 3 |
| 4 | | (5) Tunnels and subways | 2,969 | 0 | 0 | 0 | 4 |
| 5 | | (6) Bridges, trestles, and culverts | 91,732 | 0 | 0 | 0 | 5 |
| 6 | | (7) Elevated structures | 0 | 0 | 0 | 0 | 6 |
| 7 | | (8) Ties | 208,355 | 0 | 0 | 0 | 7 |
| 8 | | (9) Rail and other track material | 354,071 | 0 | 0 | 0 | 8 |
| 9 | | (11) Ballast | 129,444 | 0 | 0 | 0 | 9 |
| 10 | | (13) Fences, snow sheds, and signs | 1,833 | 0 | 0 | 0 | 10 |
| 11 | | (16) Station and office buildings | 16,316 | 0 | 0 | 0 | 11 |
| 12 | | (17) Roadway buildings | 2,204 | 0 | 0 | 0 | 12 |
| 13 | | (18) Water stations | 68 | 0 | 0 | 0 | 13 |
| 14 | | (19) Fuel stations | 7,889 | 0 | 0 | 0 | 14 |
| 15 | | (20) Shops and enginehouses | 13,733 | 0 | 0 | 0 | 15 |
| 16 | | (22) Storage warehouses | 0 | 0 | 0 | 0 | 16 |
| 17 | | (23) Wharves and docks | 1,300 | 0 | 0 | 0 | 17 |
| 18 | | (24) Coal and ore wharves | 0 | 0 | 0 | 0 | 18 |
| 19 | | (25) TOFC/COFC terminals | 15,716 | 0 | 0 | 0 | 19 |
| 20 | | (26) Communication systems | 22,187 | 0 | 0 | 0 | 20 |
| 21 | | (27) Signals and interlockers | 53,257 | 0 | 0 | 0 | 21 |
| 22 | | (29) Power plants | 65 | 0 | 0 | 0 | 22 |
| 23 | | (31) Power-transmission systems | 1,409 | 0 | 0 | 0 | 23 |
| 24 | | (35) Miscellaneous structures | 1,672 | 0 | 0 | 0 | 24 |
| 25 | | (37) Roadway machines | 44,315 | 0 | 0 | 0 | 25 |
| 26 | | (39) Public improvements - Construction | 23,726 | 0 | 0 | 0 | 26 |
| 27 | | (44) Shop machinery | 4,964 | 0 | 0 | 0 | 27 |
| 28 | | (45) Power-plant machinery | 435 | 0 | 0 | 0 | 28 |
| 29 | | Leased property capitalized rentals (explain) | 0 | 0 | 0 | 0 | 29 |
| 30 | | Other (specify and explain) | | 0 | 0 | 0 | 30 |
| 31 | | TOTAL ROAD | 1,047,371 | 0 | 0 | 0 | 31 |
| 32 | | (52) Locomotives | 111,988 | 0 | 0 | 0 | 32 |
| 33 | | (53) Freight-train cars | 323,445 | 0 | 0 | 0 | 33 |
| 34 | | (54) Passenger-train cars | 0 | 0 | 0 | 0 | 34 |
| 35 | | (55) Highway revenue equipment | 949 | 0 | 0 | 0 | 35 |
| 36 | | (56) Floating equipment | 0 | 0 | 0 | 0 | 36 |
| 37 | | (57) Work equipment | 8,464 | 0 | 0 | 0 | 37 |
| 38 | | (58) Miscellaneous equipment | 2,947 | 0 | 0 | 0 | 38 |
| 39 | | (59) Computer systems and word processing equipment | 2,896 | 0 | 0 | 0 | 39 |
| 40 | | TOTAL EQUIPMENT | 450,689 | 0 | 0 | 0 | 40 |
| 41 | | (76) Interest during construction | 0 | 0 | 0 | 0 | 41 |
| 42 | | (80) Other elements of investment | 1,134 | 0 | 0 | 0 | 42 |
| 43 | | (90) Construction in progress | 10,074 | 0 | 0 | 0 | 43 |
| 44 | | GRAND TOTAL | 1,509,268 | 0 | 0 | 0 | 44 |

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

CROSS-CHECKS

SCHEDULE 410

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

SCHEDULE 210

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

SCHEDULE 412

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

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

SCHEDULE 414

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

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

SCHEDULE 415

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

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

AND

SCHEDULE 414

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

SCHEDULE 415

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

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

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

Lines 5, 38, column (b)

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

Lines 24, 39, column (b)

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

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

SCHEDULE 417

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

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

SCHEDULE 450

Line 4 column b

SCHEDULE 210

= Line 47 column b

SCHEDULE 410 RAILWAY OPERATING EXPENSES (DOLLARS IN THOUSANDS)

8 0 0 2 0 0 4

FREIGHT

| Line No. | Cross Check | Name Of Railway Operating Expense Account (A) | Salaries & Wages (B) | Material & Other (C) | Purchased Services (D) | General (E) | Total Freight (F) | Passenger (G) | Total (H) | Line No. |
|----------|-------------|---|----------------------|----------------------|------------------------|-------------|-------------------|---------------|-----------|----------|
|----------|-------------|---|----------------------|----------------------|------------------------|-------------|-------------------|---------------|-----------|----------|

WAY AND STRUCTURES:

ADMINISTRATION

| | | | | | | | | | | |
|---|--|-------------------|-------|-----|-----|-----|-------|---|-------|---|
| 1 | | Track | 2,628 | 106 | 503 | 424 | 3,661 | 0 | 3,661 | 1 |
| 2 | | Bridge & Building | 594 | 66 | 195 | 117 | 972 | 0 | 972 | 2 |
| 3 | | Signal | 450 | 45 | 68 | 70 | 633 | 0 | 633 | 3 |
| 4 | | Communication | 398 | 38 | 71 | 61 | 568 | 0 | 568 | 4 |
| 5 | | Other | 824 | 54 | 100 | 74 | 1,052 | 0 | 1,052 | 5 |

REPAIR AND MAINTENANCE

| | | | | | | | | | | |
|----|--|--|-------|-----|-------|-----|-------|---|-------|----|
| 6 | | Roadway And Track Laying & Surfacing-Running | 2,984 | 430 | 1,605 | 435 | 5,454 | 0 | 5,454 | 6 |
| 7 | | Roadway And Track Laying & Surfacing-Switching | 497 | 173 | 108 | 121 | 899 | 0 | 899 | 7 |
| 8 | | Tunnels & Subways-Running | 4 | 1 | 0 | 1 | 6 | 0 | 6 | 8 |
| 9 | | Tunnels & Subways-Switching | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10 | | Bridges & Culverts-Running | 1,017 | 311 | 591 | 167 | 2,086 | 0 | 2,086 | 10 |
| 11 | | Bridges & Culverts-Switching | 71 | 22 | 31 | 13 | 137 | 0 | 137 | 11 |
| 12 | | Ties-Running | 221 | 176 | 44 | 26 | 467 | 0 | 467 | 12 |
| 13 | | Ties-Switching | 267 | 115 | 9 | 54 | 445 | 0 | 445 | 13 |
| 14 | | Rail & Other Track Material-Running | 2,716 | 936 | 1,101 | 551 | 5,304 | 0 | 5,304 | 14 |
| 15 | | Rail & Other Track Material-Switching | 2,216 | 760 | 439 | 180 | 3,595 | 0 | 3,595 | 15 |
| 16 | | Ballast-Running | 227 | 98 | 93 | 36 | 454 | 0 | 454 | 16 |
| 17 | | Ballast-Switching | 122 | 60 | 13 | 69 | 264 | 0 | 264 | 17 |
| 18 | | Road Property Damaged-Running | 69 | 29 | 36 | 18 | 152 | 0 | 152 | 18 |
| 19 | | Road Property Damaged-Switching | 33 | 5 | 26 | 15 | 79 | 0 | 79 | 19 |
| 20 | | Road Property Damaged-Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 21 | | Signals & Interlockers-Running | 1,466 | 452 | 633 | 37 | 2,588 | 0 | 2,588 | 21 |
| 22 | | Signals & Interlockers-Switching | 283 | 115 | 181 | 31 | 610 | 0 | 610 | 22 |
| 23 | | Communications Systems | 1,486 | 508 | 1,691 | 97 | 3,782 | 0 | 3,782 | 23 |
| 24 | | Electric Power Systems | 15 | 3 | 2 | 2 | 22 | 0 | 22 | 24 |
| 25 | | Highway Grade Crossings-Running | 766 | 36 | 50 | 18 | 870 | 0 | 870 | 25 |
| 26 | | Highway Grade Crossings-Switching | 68 | 16 | 7 | 10 | 101 | 0 | 101 | 26 |
| 27 | | Station & Office Buildings | 383 | 93 | 46 | 82 | 604 | 0 | 604 | 27 |
| 28 | | Shop Buildings-Locomotives | 45 | 11 | 241 | 9 | 306 | 0 | 306 | 28 |
| 29 | | Shop Buildings-Freight Cars | 10 | 2 | 251 | 2 | 265 | 0 | 265 | 29 |
| 30 | | Shop Buildings-Other Equipment | 196 | 68 | 280 | 38 | 582 | 0 | 582 | 30 |

4 5

SCHEDULE 410 RAILWAY OPERATING EXPENSES
(DOLLARS IN THOUSANDS)

FREIGHT

| Line No | Cross Check | Name Of Railway Operating Expense Account (A) | Salaries & Wages (B) | Material & Other (C) | Purchased Services (D) | General (E) | Total Freight (F) | Passenger (G) | Total (H) | Line No. |
|---------|-------------|---|----------------------|----------------------|------------------------|-------------|-------------------|---------------|-----------|----------|
| 101 | | Locomotive Servicing Facilities | 32 | 7 | 229 | 6 | 274 | 0 | 274 | 101 |
| 102 | | Miscellaneous Buildings & Structures | 5 | 26 | 612 | 1 | 644 | 0 | 644 | 102 |
| 103 | | Coal Terminals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 104 | | Ore Terminals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 105 | | Other Marine Terminals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 106 | | TOFC/COFC-Terminals | 93 | 27 | 1,689 | 117 | 1,926 | 0 | 1,926 | 106 |
| 107 | | Motor Vehicle Loading & Distribution Facilities | 10 | 2 | 1 | 2 | 15 | 0 | 15 | 107 |
| 108 | | Facilities For Other Specialized Service Operations | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 108 |
| 109 | | Roadway Machines | 474 | 756 | 122 | 173 | 1,525 | 0 | 1,525 | 109 |
| 110 | | Small Tools And Supplies | 89 | 236 | 22 | 15 | 362 | 0 | 362 | 110 |
| 111 | | Snow Removal | 754 | 113 | 95 | 108 | 1,070 | 0 | 1,070 | 111 |
| 112 | | Fringe Benefits-Running | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 113 | | Fringe Benefits-Switching | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 114 | | Fringe Benefits-Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 115 | | Casualties & Insurance-Running | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 116 | | Casualties & Insurance-Switching | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 117 | | Casualties & Insurance-Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 118 | * | Lease Rentals-Debit-Running | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 119 | * | Lease Rentals-Debit-Switching | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 120 | * | Lease Rentals-Debit-Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 121 | * | Lease Rentals-(Credit)-Running | 0 | 0 | 2,385 | 0 | 2,385 | 0 | 2,385 | 121 |
| 122 | * | Lease Rentals-(Credit)-Switching | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 123 | * | Lease Rentals-(Credit)-Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 124 | | Joint Facility Rent-Debit-Running | 0 | 0 | 12,325 | 0 | 12,325 | 0 | 12,325 | 124 |
| 125 | | Joint Facility Rent-Debit-Switching | 0 | 0 | 1,680 | 0 | 1,680 | 0 | 1,680 | 125 |
| 126 | | Joint Facility Rent-Debit-Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| 127 | | Joint Facility Rent-(Credit)-Running | 0 | 0 | (1,196) | 0 | (1,196) | 0 | (1,196) | 127 |
| 128 | | Joint Facility Rent-(Credit)-Switching | 0 | 0 | (63) | 0 | (63) | 0 | (63) | 128 |
| 129 | | Joint Facility Rent-(Credit)-Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 130 | * | Other Rents-Debit-Running | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 131 | * | Other Rents-Debit-Switching | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 132 | * | Other Rents-Debit-Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 133 | * | Other Rents-(Credit)-Running | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |

SCHEDULE 410 RAILWAY OPERATING EXPENSES
(DOLLARS IN THOUSANDS)

FREIGHT

| Line No. | Cross Check | Name Of Railway Operating Expense Account (A) | Salaries & Wages (B) | Material & Other (C) | Purchased Services (D) | General (E) | Total Freight (F) | Passenger (G) | Total (H) | Line No. |
|----------|-------------|---|----------------------|----------------------|------------------------|-------------|-------------------|---------------|-----------|----------|
| 134 | * | Other Rents-(Credit)-Switching | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 135 | * | Other Rents-(Credit)-Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 136 | * | Depreciation-Running | 0 | 0 | 0 | 24,239 | 24,239 | 0 | 24,239 | 136 |
| 137 | * | Depreciation-Switching | 0 | 0 | 0 | 1,653 | 1,653 | 0 | 1,653 | 137 |
| 138 | * | Depreciation-Other | 0 | 0 | 0 | 5,377 | 5,377 | 0 | 5,377 | 138 |
| 139 | | Joint Facility-Debit-Running | 0 | 0 | 12,983 | 0 | 12,983 | 0 | 12,983 | 139 |
| 140 | | Joint Facility-Debit-Switching | 0 | 0 | 1,443 | 0 | 1,443 | 0 | 1,443 | 140 |
| 141 | | Joint Facility-Debit-Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 142 | | Joint Facility-(Credit)-Running | 0 | 0 | (2,066) | 0 | (2,066) | 0 | (2,066) | 142 |
| 143 | | Joint Facility-(Credit)-Switching | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| 144 | | Joint Facility-(Credit)-Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| 145 | | Dismantling Retired Road Property-Running | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 146 | | Dismantling Retired Road Property-Switching | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| 147 | | Dismantling Retired Road Property-Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 148 | | Other-Running | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| 149 | | Other-Switching | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 149 |
| 150 | | Other-Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| 151 | | TOTAL WAY AND STRUCTURES | 21,513 | 5,897 | 38,676 | 78,738 | 78,738 | 0 | 78,738 | 151 |
| | | | | | | 125,380 | 191,466 | 0 | 191,466 | |

EQUIPMENT:

LOCOMOTIVES

| | | | | | | | | | | |
|-----|---|-----------------------------------|-------|--------|---------|-------|---------|---|---------|-----|
| 201 | | Administration | 991 | 50 | 143 | 216 | 1,400 | 0 | 1,400 | 201 |
| 202 | * | Repair And Maintenance | 7,292 | 15,807 | 5,358 | 137 | 28,594 | 0 | 28,594 | 202 |
| 203 | * | Machinery Repair | 30 | 0 | 172 | 0 | 202 | 0 | 202 | 203 |
| 204 | | Equipment Damaged | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 204 |
| 205 | | Fringe Benefits | 0 | 0 | 0 | 3,556 | 3,556 | 0 | 3,556 | 205 |
| 206 | | Other Casualties And Insurance | 0 | 0 | 0 | 112 | 112 | 0 | 112 | 206 |
| 207 | * | Lease Rentals-Debit | 0 | 0 | 22,812 | 0 | 22,812 | 0 | 22,812 | 207 |
| 208 | * | Lease Rentals-(Credit) | 0 | 0 | (226) | 0 | (226) | 0 | (226) | 208 |
| 209 | | Joint Facility Rent-Debit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 209 |
| 210 | | Joint Facility Rent-(Credit) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 210 |
| 211 | * | Other Rents-Debit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 211 |
| 212 | * | Other Rents-(Credit) | 0 | 0 | (3,012) | 0 | (3,012) | 0 | (3,012) | 212 |
| 213 | * | Depreciation | 0 | 0 | 0 | 4,193 | 4,193 | 0 | 4,193 | 213 |
| 214 | | Joint Facility-Debit | 0 | 0 | 480 | 0 | 480 | 0 | 480 | 214 |
| 215 | | Joint Facility-(Credit) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 |
| 216 | * | Repairs Billed To Others-(Credit) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 |

3 0 0 2 0 0 4

4 7

SCHEDULE 410 RAILWAY OPERATING EXPENSES
(DOLLARS IN THOUSANDS)

FREIGHT

| Line No | Cross Check | Name Of Railway Operating Expense Account (A) | Salaries & Wages (B) | Material & Other (C) | Purchased Services (D) | General (E) | Total Freight (F) | Passenger (G) | Total (H) | Line No. |
|----------------------------------|-------------|---|----------------------|----------------------|------------------------|-------------|-------------------|---------------|-----------|----------|
| 217 | | Dismantling Retired Property | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 217 |
| 218 | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 218 |
| 219 | | TOTAL LOCOMOTIVES | 8,313 | 15,857 | 25,727 | 8,214 | 58,111 | 0 | 58,111 | 219 |
| FREIGHT CARS | | | | | | | | | | |
| 220 | | Administration | 558 | 24 | 113 | 115 | 810 | 0 | 810 | 220 |
| 221 | * | Repair & Maintenance | 4,329 | 8,483 | 11,883 | 231 | 24,926 | 0 | 24,926 | 221 |
| 222 | * | Machinery Repair | 30 | 0 | 356 | 0 | 386 | 0 | 386 | 222 |
| 223 | | Equipment Damaged | 0 | 34 | 668 | 0 | 702 | 0 | 702 | 223 |
| 224 | | Fringe Benefits | 0 | 0 | 0 | 2,090 | 2,090 | 0 | 2,090 | 224 |
| 225 | | Other Casualties & Insurance | 0 | 0 | 0 | 214 | 214 | 0 | 214 | 225 |
| 226 | * | Lease Rentals-Debit | 0 | 0 | 35,749 | 0 | 35,749 | 0 | 35,749 | 226 |
| 227 | * | Lease Rentals-(Credit) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 227 |
| 228 | | Joint Facility Rent-Debit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 228 |
| 229 | | Joint Facility Rent-(Credit) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 229 |
| 230 | * | Other Rents-Debit | 0 | 0 | 42,987 | 0 | 42,987 | 0 | 42,987 | 230 |
| 231 | * | Other Rents-(Credit) | 0 | 0 | (56,725) | 0 | (56,725) | 0 | (56,725) | 231 |
| 232 | * | Depreciation | 0 | 0 | 0 | 8,622 | 8,622 | 0 | 8,622 | 232 |
| 233 | | Joint Facility-Debit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 233 |
| 234 | | Joint Facility-(Credit) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 234 |
| 235 | * | Repairs Billed To Others-(Credit) | 0 | 0 | (11,509) | 0 | (11,509) | 0 | (11,509) | 235 |
| 236 | | Dismantling Retired Property | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 236 |
| 237 | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 237 |
| 238 | | TOTAL FREIGHT CARS | 4,917 | 8,541 | 23,522 | 11,272 | 48,252 | 0 | 48,252 | 238 |
| OTHER EQUIPMENT | | | | | | | | | | |
| 301 | | Administrative | 6 | 0 | 10 | 0 | 16 | 0 | 16 | 301 |
| Repairs & Maintenance | | | | | | | | | | |
| 302 | | Trucks, Trailers, Containers | 55 | 0 | 1,376 | 0 | 1,431 | 0 | 1,431 | 302 |
| 303 | * | Floating Equipment - Revenue Services | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 303 |
| 304 | * | Passenger & Other Revenue Service | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 304 |
| 305 | * | Computers & Data Processing Systems | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 305 |
| 306 | * | Machinery | 92 | 16 | 42 | 3 | 153 | 0 | 153 | 306 |
| 307 | * | Work & Other Non-Revenue Equipment | 45 | 0 | 311 | 0 | 356 | 0 | 356 | 307 |
| 308 | | Equipment Damaged | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 308 |
| 309 | | Fringe Benefits | 0 | 0 | 0 | 84 | 84 | 0 | 84 | 309 |
| 310 | | Other Casualties & Insurance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 310 |
| 311 | * | Lease Rentals - Debit | 0 | 0 | 843 | 0 | 843 | 0 | 843 | 311 |
| 312 | * | Lease Rentals - (Credit) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 312 |

SCHEDULE 410 RAILWAY OPERATING EXPENSES
(DOLLARS IN THOUSANDS)

FREIGHT

| Line No | Cross Check | Name Of Railway Operating Expense Account (A) | Salaries & Wages (B) | Material & Other (C) | Purchased Services (D) | General (E) | Total Freight (F) | Passenger (G) | Total (H) | Line No. |
|---------|-------------|---|----------------------|----------------------|------------------------|-------------|-------------------|---------------|-----------|----------|
| 313 | | Joint Facility Rent - Debit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 313 |
| 314 | | Joint Facility Rent - (Credit) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 314 |
| 315 | * | Other Rents - Debit | 0 | 0 | 234 | 0 | 234 | 0 | 234 | 315 |
| 316 | * | Other Rents - (Credit) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 316 |
| 317 | * | Depreciation | 0 | 0 | 0 | 1,406 | 1,406 | 0 | 1,406 | 317 |
| 318 | | Joint facility - Debit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 318 |
| 319 | | Joint facility - (Credit) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 319 |
| 320 | * | Repairs Billed to Others - (Credit) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 320 |
| 321 | | Dismantling Retired Property | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 321 |
| 322 | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 322 |
| 323 | | TOTAL OTHER EQUIPMENT | 198 | 16 | 2,816 | 1,493 | 4,523 | 0 | 4,523 | 323 |
| 324 | | TOTAL EQUIPMENT | 13,428 | 24,414 | 52,065 | 20,979 | 110,886 | 0 | 110,886 | 324 |

TRANSPORTATION:

TRAIN OPERATIONS

| | | | | | | | | | | |
|-----|--|---|--------|--------|---------|--------|---------|---|---------|-----|
| 401 | | Administration | 3,605 | 256 | 1,552 | 354 | 5,767 | 0 | 5,767 | 401 |
| 402 | | Engine Crews | 21,024 | 118 | 6,246 | 539 | 27,927 | 0 | 27,927 | 402 |
| 403 | | Train Crews | 21,885 | 123 | 6,482 | 562 | 29,052 | 0 | 29,052 | 403 |
| 404 | | Dispatching Trains | 3,096 | 26 | (821) | 352 | 2,653 | 0 | 2,653 | 404 |
| 405 | | Operating Signals & Interlockers | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 405 |
| 406 | | Operating Drawbridges | 406 | 0 | 0 | 0 | 406 | 0 | 406 | 406 |
| 407 | | Highway Crossing Protection | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 407 |
| 408 | | Train Inspection & Lubrication | 4,174 | 123 | 215 | 16 | 4,528 | 0 | 4,528 | 408 |
| 409 | | Locomotive Fuel | 62 | 57,421 | 489 | 2 | 57,974 | 0 | 57,974 | 409 |
| 410 | | Electric Power Purchased or Produced for Motive Power | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 410 |
| 411 | | Servicing Locomotives | 1,147 | 945 | 63 | (2) | 2,153 | 0 | 2,153 | 411 |
| 412 | | Freight Lost or Damaged - Solely Related | 0 | 0 | 0 | 1,603 | 1,603 | 0 | 1,603 | 412 |
| 413 | | Clearing Wrecks | 151 | 0 | 2,119 | (21) | 2,249 | 0 | 2,249 | 413 |
| 414 | | Fringe Benefits | 0 | 0 | 0 | 28,464 | 28,464 | 0 | 28,464 | 414 |
| 415 | | Other Casualties and Insurance | 0 | 0 | 0 | 6,467 | 6,467 | 0 | 6,467 | 415 |
| 416 | | Joint Facilities - Debit | 0 | 0 | 9,429 | 0 | 9,429 | 0 | 9,429 | 416 |
| 417 | | Joint Facilities - (Credit) | 0 | 0 | (1,999) | 0 | (1,999) | 0 | (1,999) | 417 |
| 418 | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 418 |
| 419 | | TOTAL TRAIN OPERATIONS | 55,550 | 59,012 | 23,775 | 38,336 | 176,673 | 0 | 176,673 | 419 |

YARD OPERATIONS

| | | | | | | | | | | |
|-----|--|----------------|--------|-----|-------|-----|--------|---|--------|-----|
| 420 | | Administration | 2,790 | 153 | 799 | 191 | 3,933 | 0 | 3,933 | 420 |
| 421 | | Switch Crews | 23,403 | 67 | 1,205 | 303 | 24,978 | 0 | 24,978 | 421 |

SCHEDULE 410 RAILWAY OPERATING EXPENSES
(DOLLARS IN THOUSANDS)

FREIGHT

| Line No. | Cross Check | Name Of Railway Operating Expense Account (A) | Salaries & Wages (B) | Material & Other (C) | Purchased Services (D) | General (E) | Total Freight (F) | Passenger (G) | Total (H) | Line No. |
|---|-------------|---|----------------------|----------------------|------------------------|-------------|-------------------|---------------|-----------|----------|
| 422 | | Controlling Operations | 2,354 | 12 | 349 | 142 | 2,857 | 0 | 2,857 | 422 |
| 423 | | Yard And Terminal Clerical | 1,809 | 9 | 211 | 31 | 2,060 | 0 | 2,060 | 423 |
| 424 | | Operating Switches, Signals Retarders & Humps | 199 | 0 | 350 | 0 | 549 | 0 | 549 | 424 |
| 425 | | Locomotive Fuel | 6 | 5,303 | 0 | 0 | 5,309 | 0 | 5,309 | 425 |
| 426 | | Electric Power Purchased Or Produced For Motive Power | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 426 |
| 427 | | Servicing Locomotives | 674 | 547 | 24 | (1) | 1,244 | 0 | 1,244 | 427 |
| 428 | | Freight Lost Or Damaged-Solely Related | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 428 |
| 429 | | Clearing Wrecks | 19 | 0 | 0 | 0 | 19 | 0 | 19 | 429 |
| 430 | | Fringe Benefits | 0 | 0 | 0 | 15,846 | 15,846 | 0 | 15,846 | 430 |
| 431 | | Other Casualties & Insurance | 0 | 0 | 0 | 1,003 | 1,003 | 0 | 1,003 | 431 |
| 432 | | Joint Facility-Debit | 0 | 0 | 1,664 | 0 | 1,664 | 0 | 1,664 | 432 |
| 433 | | Joint Facility-(Credit) | 0 | 0 | (500) | 0 | (500) | 0 | (500) | 433 |
| 434 | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 434 |
| 435 | | TOTAL YARD OPERATIONS | 31,254 | 6,091 | 4,102 | 17,515 | 58,962 | 0 | 58,962 | 435 |
| TRAIN AND YARD OPERATIONS COMMON | | | | | | | | | | |
| 501 | | Cleaning Car Interiors | 71 | 0 | 18 | 0 | 89 | 0 | 89 | 501 |
| 502 | | Adjusting & Transferring Loads | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 502 |
| 503 | | Car Loading Devices & Grain Doors | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 503 |
| 504 | | Freight Lost & Damaged - All Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 504 |
| 505 | | Fringe Benefits | 0 | 0 | 0 | 36 | 36 | 0 | 36 | 505 |
| 506 | | TOTAL TRAIN AND YARD OPERATIONS COMMON | 71 | 0 | 18 | 36 | 125 | 0 | 125 | 506 |
| SPECIALIZED SERVICE OPERATIONS | | | | | | | | | | |
| 507 | * | Administration | 1,382 | 74 | 244 | 112 | 1,812 | 0 | 1,812 | 507 |
| 508 | * | Pickup & Delivery & Marine Line Haul | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 508 |
| 509 | * | Loading & Unloading & Local Marine | 851 | 154 | 8,240 | 278 | 9,523 | 0 | 9,523 | 509 |
| 510 | * | Protection Services | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 510 |
| 511 | * | Freight Lost Or Damaged-Solely Related | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 511 |
| 512 | * | Fringe Benefits | 0 | 0 | 0 | 1,036 | 1,036 | 0 | 1,036 | 512 |
| 513 | * | Casualties & Insurance | 0 | 0 | 0 | 63 | 63 | 0 | 63 | 513 |
| 514 | * | Joint Facility-Debit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 514 |
| 515 | * | Joint Facility-(Credit) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 515 |
| 516 | * | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 516 |
| 517 | * | TOTAL SPECIALIZED SERVICES OPERATIONS | 2,233 | 228 | 8,484 | 1,489 | 12,434 | 0 | 12,434 | 517 |

SCHEDULE 410 RAILWAY OPERATING EXPENSES
(DOLLARS IN THOUSANDS)

FREIGHT

| Line No. | Cross Check | Name Of Railway Operating Expense Account (A) | Salaries & Wages (B) | Material & Other (C) | Purchased Services (D) | General (E) | Total Freight (F) | Passenger (G) | Total (H) | Line No. |
|---|-------------|--|----------------------|----------------------|------------------------|---------------|-------------------|---------------|----------------|----------|
| <u>ADMINISTRATIVE SUPPORT OPERATIONS</u> | | | | | | | | | | |
| 518 | | Administration | 3,920 | 66 | 2,990 | 232 | 7,208 | 0 | 7,208 | 518 |
| 519 | | Employees Performing Clerical Functions | 4,530 | 9 | (323) | 19 | 4,235 | 0 | 4,235 | 519 |
| 520 | | Communication Systems Operation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 520 |
| 521 | | Loss & Damage Claims Processing | 127 | 1 | 2 | 9 | 139 | 0 | 139 | 521 |
| 522 | | Fringe Benefits | 0 | 0 | 0 | 3,978 | 3,978 | 0 | 3,978 | 522 |
| 523 | | Casualties & Insurance | 0 | 0 | 0 | 184 | 184 | 0 | 184 | 523 |
| 524 | | Joint Facility - Debit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 524 |
| 525 | | Joint Facility - (Credit) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 525 |
| 526 | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 526 |
| 527 | | TOTAL ADMINISTRATIVE SUPPORT OPERATIONS | 8,577 | 76 | 2,669 | 4,422 | 15,744 | 0 | 15,744 | 527 |
| 528 | | TOTAL TRANSPORTATION | 97,685 | 65,407 | 39,048 | 61,798 | 263,938 | 0 | 263,938 | 528 |

GENERAL AND ADMINISTRATIVE

| | | | | | | | | | | |
|-----|---|--|----------------|---------------|----------------|----------------|----------------|----------|----------------|-----|
| 601 | | Officers-General Administration | 696 | 90 | 1,245 | 120 | 2,151 | 0 | 2,151 | 601 |
| 602 | | Accounting, Auditing & Finance | 3,417 | 101 | 865 | 82 | 4,465 | 0 | 4,465 | 602 |
| 603 | | Management Services And Data Processing | 0 | 0 | 4,539 | 0 | 4,539 | 0 | 4,539 | 603 |
| 604 | | Marketing | 1,284 | 7 | 750 | 203 | 2,244 | 0 | 2,244 | 604 |
| 605 | | Sales | 1,223 | 10 | 547 | 137 | 1,917 | 0 | 1,917 | 605 |
| 606 | | Industrial Development | 210 | 4 | 102 | 13 | 329 | 0 | 329 | 606 |
| 607 | | Personnel & Labor Relations | 2,374 | 117 | 770 | 179 | 3,440 | 0 | 3,440 | 607 |
| 608 | | Legal And Secretarial | 1,699 | 179 | 6,144 | 920 | 8,942 | 0 | 8,942 | 608 |
| 609 | | Public Relations And Advertising | 211 | 7 | 437 | 555 | 1,210 | 0 | 1,210 | 609 |
| 610 | | Research And Development | 357 | 1 | 11 | 41 | 410 | 0 | 410 | 610 |
| 611 | | Fringe Benefits | 0 | 0 | 0 | 5,419 | 5,419 | 0 | 5,419 | 611 |
| 612 | | Casualties & Insurance | 0 | 0 | 0 | 593 | 593 | 0 | 593 | 612 |
| 613 | | Writedown Of Uncollectible Accounts | 0 | 0 | 0 | (156) | (156) | 0 | (156) | 613 |
| 614 | | Property Taxes | 0 | 0 | 0 | 7,256 | 7,256 | 0 | 7,256 | 614 |
| 615 | | Other Taxes Except On Corporate Income Or Payrolls | 0 | 0 | 0 | 2,832 | 2,832 | 0 | 2,832 | 615 |
| 616 | | Joint Facility-Debit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 616 |
| 617 | | Joint Facility-(Credit) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 617 |
| 618 | | Other | 1,437 | 86 | 67 | (2,279) | (689) | 0 | (689) | 618 |
| 619 | | TOTAL GENERAL AND ADMINISTRATIVE | 12,908 | 602 | 15,477 | 15,915 | 44,902 | 0 | 44,902 | 619 |
| 620 | * | TOTAL CARRIER OPERATING EXPENSES | 145,534 | 96,320 | 145,266 | 224,072 | 611,192 | 0 | 611,192 | 620 |

412. WAY AND STRUCTURES
(Dollars in thousands)

- 1 Report freight expenses only
- 2 The total depreciation expense reported in column (b), line 29, should balance to the sum of the depreciation expense reported in schedule 410, column (f) lines, 136, 137 and 138
- 3 Report in column (c) the lease/rentals for the various property categories of Way and Structures. The total net lease/rentals reported in column (c), line 29, should balance the net amount reported in schedule 410, column (f), lines 118 through 123, plus lines 130 through 135
- If an entire road or segment of track is leased and if the actual breakdown of lease/rentals by property category is not known, apportion the lease/rentals based on the percentage of the categories' depreciation bases for all categories of depreciable leased property. Use schedule 352B of this report to obtain 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 in any category listed on lines 1 through 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 | 0 | 0 | 1 |
| 2 | | 3 | Grading | 368 | 1 | 0 | 2 |
| 3 | | 4 | Other right-of-way expenditures | 17 | 0 | 0 | 3 |
| 4 | | 5 | Tunnels and subways | 34 | 0 | 0 | 4 |
| 5 | | 6 | Bridges, trestles and culverts | 1,307 | 2 | 0 | 5 |
| 6 | | 7 | Elevated structures | 0 | 0 | 0 | 6 |
| 7 | | 8 | Ties | 9,000 | 5 | 0 | 7 |
| 8 | | 9 | Rail and other track material | 10,971 | 8 | 0 | 8 |
| 9 | | 11 | Ballast | 2,945 | 3 | 0 | 9 |
| 10 | | 13 | Fences, snowsheds and signs | 71 | 0 | 0 | 10 |
| 11 | | 16 | Station and office buildings | 623 | 2,363 | 0 | 11 |
| 12 | | 17 | Roadway buildings | 62 | 0 | 0 | 12 |
| 13 | | 18 | Water stations | 2 | 0 | 0 | 13 |
| 14 | | 19 | Fuel stations | 203 | 0 | 0 | 14 |
| 15 | | 20 | Shops and enginehouses | 333 | 0 | 0 | 15 |
| 16 | | 22 | Storage warehouses | 0 | 0 | 0 | 16 |
| 17 | | 23 | Wharves and docks | 42 | 0 | 0 | 17 |
| 18 | | 24 | Coal and ore wharves | 0 | 0 | 0 | 18 |
| 19 | | 25 | TOFC/COFC terminals | 316 | 0 | 0 | 19 |
| 20 | | 26 | Communications systems | 750 | 1 | 0 | 20 |
| 21 | | 27 | Signals and interlockers | 2,461 | 1 | 0 | 21 |
| 22 | | 29 | Power plants | 1 | 0 | 0 | 22 |
| 23 | | 31 | Power transmission systems | 19 | 0 | 0 | 23 |
| 24 | | 35 | Miscellaneous structures | 40 | 0 | 0 | 24 |
| 25 | | 37 | Roadway machines | 977 | 0 | 0 | 25 |
| 26 | | 39 | Public improvements: construction | 713 | 1 | 0 | 26 |
| 27 | | 45 | Power plant machines | 14 | 0 | 0 | 27 |
| 28 | | -- | Other lease/rentals | N/A | 0 | N/A | 28 |
| 29 | | -- | TOTAL | 31,269 | 2,385 | 0 | 29 |

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

- 1 Report freight expenses only.
- 2 Report in this supporting schedule rental information by car type and other freight-carrying equipment relating to the interchange of railroad owned or leased equipment and privately owned equipment. (Reporting for leased equipment covers equipment that carrier on railroad markings)
- 3 The gross amounts receivable and payable for freight-train cars (line 19, columns (b) through (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 (c). The balancing of schedule 410, 414 and 415 "Other Equipment" is outlined in note 6 to Schedule 415
4. Report in columns (b) and (c) rentals for private-line cars (whether under railroad control or not) and shipper-owned cars
- 5 Report in columns (c), (d), (f) and (g) rentals for railroad owned cars prescribed by the Board in EX Parte no. 334, for which rentals are settled on a combination mileage and time basis (basic per diem). Include railroad owned per diem tank cars on line 17.

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

| Line No | Cross Check | Type of equipment (a) | GROSS AMOUNTS RECEIVABLE Per diem basis | | | GROSS AMOUNTS PAYABLE Per diem basis | | | Line No. |
|---------|-------------|----------------------------------|--|----------------|-------------|---|----------------|-------------|----------|
| | | | Private line cars (b) | Mileage (c) | Time (d) | Private line cars (e) | Mileage (f) | Time (g) | |
| | | CAR TYPES | | | | | | | |
| 1 | | Box-Plain 40 Foot | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2 | | Box-Plain 50 Foot and Longer | 0 | 83 | 276 | 439 | 101 | 237 | 2 |
| 3 | | Box-Equipped | 0 | 485 | 1,692 | 320 | 2,222 | 4,660 | 3 |
| 4 | | Gondola-Plain | 0 | 0 | 1 | 164 | 114 | 163 | 4 |
| 5 | | Gondola-Equipped | 0 | 575 | 1,227 | 0 | 1,016 | 1,843 | 5 |
| 6 | | Hopper-Covered | 0 | 12,639 | 27,407 | 1,818 | 2,030 | 4,626 | 6 |
| 7 | | Hopper-Open Top-General Service | 0 | 883 | 2,623 | 0 | 220 | 535 | 7 |
| 8 | | Hopper-Open Top-Special Service | 0 | 0 | 0 | 0 | 10 | 32 | 8 |
| 9 | | Refrigerator-Mechanical | 0 | 79 | 449 | 0 | 28 | 82 | 9 |
| 10 | | Refrigerator-Non-Mechanical | 0 | 6 | 26 | 4 | 83 | 450 | 10 |
| 11 | | Flat TOFC/COFC | 0 | 530 | 1,611 | 4,985 | 744 | 3,386 | 11 |
| 12 | | Flat Multi-Level | 0 | 867 | 1,572 | 3,162 | 271 | 58 | 12 |
| 13 | | Flat-General Service | 0 | 2 | 2 | 1 | 18 | 20 | 13 |
| 14 | | Flat-Other | 0 | 769 | 1,817 | 2,164 | 1,035 | 2,451 | 14 |
| 15 | | Tank-Under 22,000 Gallons | 0 | 0 | 0 | 613 | 0 | 0 | 15 |
| 16 | | Tank-22,000 Gallons and Over | 0 | 0 | 0 | 321 | 0 | 0 | 16 |
| 17 | | All Other Freight Cars | 0 | 3 | 165 | 1 | 9 | 260 | 17 |
| 18 | | Auto Racks | 0 | 0 | 936 | 2,291 | 0 | 0 | 18 |
| 19 | | TOTAL FREIGHT TRAIN CARS | 0 | 16,921 | 39,804 | 16,283 | 7,901 | 18,803 | 19 |
| | | OTHER FREIGHT-CARRYING EQUIPMENT | | | | | | | |
| 20 | | Refrigerated Trailers | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 21 | | Other Trailers | 0 | 0 | 0 | 63 | 0 | 171 | 21 |
| 22 | | Refrigerated Containers | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 23 | | Other Containers | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 24 | * | TOTAL TRAILERS AND CONTAINERS | 0 | 0 | 0 | 63 | 0 | 171 | 24 |
| 25 | | GRAND TOTAL (LINES 19 AND 24) | 0 | 16,921 | 39,804 | 16,346 | 7,901 | 18,974 | 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), and work and other non-revenue equipment (line 41) compared to Schedule 410, the sum of lines 302 through 307, 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 expenses 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 and 38, compared to Schedule 410, line 213.

(b) Freight Cars, line 24 and 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 and 38, compared with Schedule 410, lines 207, 208, 211 and 212

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

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

- 7 Investment base by types of equipment shall be reported in columns (g) and (h) and should not include the cost of equipment used but not owned when the rents therefore are included in the rent for equipment and Account Nos. 31-21-00, 31-22-00, 31-23-00, 35-21-00, 35-22-00 and 35-23-00. It should include the cost of equipment owned and leased to others when the rents are included in the rent for Equipment Account Nos. 32-21-00, 32-22-00, 32-23-00, 36-21-00, 36-22-00, and 36-23-00.

Property used but not owned should also be included when the rent is included in Account Nos. 31-12-00, 31-13-00, 31-21-00, 31-22-00 and 31-23-00, inclusive

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

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

415. SUPPORTING SCHEDULE - EQUIPMENT
(Dollars in thousands)

| Line No. | Cross Check | Types of equipment | Repairs (net expense) (b) | Depreciation | | Amortization Adjustment net during year (e) | Line No. |
|----------|-------------|--|---------------------------------|---------------|-----------------------------|--|-----------|
| | | | | Owned (c) | Capitalized lease (d) | | |
| | | LOCOMOTIVES | | | | | |
| 1 | | Diesel Locomotive-Yard | 2,888 | 68 | 0 | 0 | 1 |
| 2 | | Diesel Locomotive-Road | 25,706 | 2,236 | 1,830 | 0 | 2 |
| 3 | | Other Locomotive-Yard | 0 | 0 | 0 | 0 | 3 |
| 4 | | Other Locomotive-Road | 0 | 0 | 0 | 0 | 4 |
| 5 | * | TOTAL | 28,594 | 2,304 | 1,830 | 0 | 5 |
| | | FREIGHT TRAIN CARS | | | | | |
| 6 | | Box-Plain 40 Foot | 0 | 0 | 0 | 0 | 6 |
| 7 | | Box-Plain 50 Foot and Longer | 220 | 21 | 0 | 0 | 7 |
| 8 | | Box-Equipped | 874 | 294 | 0 | 0 | 8 |
| 9 | | Gondola-Plain | 87 | 0 | 0 | 0 | 9 |
| 10 | | Gondola-Equipped | 674 | 133 | 0 | 0 | 10 |
| 11 | | Hopper-Covered | 8,127 | 6,397 | 0 | 0 | 11 |
| 12 | | Hopper-Open Top-General Service | 742 | 233 | 0 | 0 | 12 |
| 13 | | Hopper-Open Top-Special Service | 101 | 0 | 0 | 0 | 13 |
| 14 | | Refrigerator-Mechanical | 21 | 0 | 0 | 0 | 14 |
| 15 | | Refrigerator-Nonmechanical | 31 | (198) | 0 | 0 | 15 |
| 16 | | Flat TOFC/COFC | 533 | 2 | 0 | 0 | 16 |
| 17 | | Flat Multi-level | 841 | 0 | 0 | 0 | 17 |
| 18 | | Flat-General Service | 5 | (12) | 0 | 0 | 18 |
| 19 | | Flat-Other | 839 | 132 | 0 | 0 | 19 |
| 20 | | All Other Freight Cars | 5 | 0 | 0 | 0 | 20 |
| 21 | | Cabooses | 19 | 42 | 0 | 0 | 21 |
| 22 | | Auto Racks | 298 | 1,552 | 0 | 0 | 22 |
| 23 | | Miscellaneous Accessories | 0 | 0 | 0 | 0 | 23 |
| 24 | * | TOTAL FREIGHT TRAIN CARS | 13,417 | 8,596 | 0 | 0 | 24 |
| | | OTHER EQUIPMENT-REVENUE | | | | | |
| 25 | | Refrigerated Trailers | 0 | 0 | 0 | 0 | 25 |
| 26 | | Other Trailers | 1,431 | 0 | 0 | 0 | 26 |
| 27 | | Refrigerated Containers | 0 | 0 | 0 | 0 | 27 |
| 28 | | Other Containers | 0 | 0 | 0 | 0 | 28 |
| 29 | | Bogies | 0 | 0 | 0 | 0 | 29 |
| 30 | | Chassis | 0 | 86 | 0 | 0 | 30 |
| 31 | | Other Highway Equipment (Freight) | 0 | 0 | 0 | 0 | 31 |
| 32 | * | TOTAL HIGHWAY EQUIPMENT | 1,431 | 86 | 0 | 0 | 32 |
| | | FLOATING EQUIPMENT-REVENUE | | | | | |
| 33 | | Marine Line-Haul | 0 | 0 | 0 | 0 | 33 |
| 34 | | Local Marine | 0 | 0 | 0 | 0 | 34 |
| 35 | * | TOTAL FLOATING EQUIPMENT | 0 | 0 | 0 | 0 | 35 |
| | | OTHER EQUIPMENT | | | | | |
| 36 | * | Passenger and Other Revenue Equipment (Freight Portion) | 0 | 0 | 0 | 0 | 36 |
| 37 | * | Computer systems and word processing equipment | 0 | 544 | 0 | 0 | 37 |
| 38 | * | Machinery-Locomotives ¹ | 202 | 59 | 0 | 0 | 38 |
| 39 | * | Machinery-Freight Cars ² | 386 | 26 | 0 | 0 | 39 |
| 40 | * | Machinery-Other Equipment ³ | 153 | 16 | 0 | 0 | 40 |
| 41 | * | Work and Other Non-revenue Equipment | 356 | 760 | 0 | 0 | 41 |
| 42 | | TOTAL OTHER EQUIPMENT | 1,097 | 1,405 | 0 | 0 | 42 |
| 43 | | TOTAL ALL EQUIPMENT (FREIGHT PORTION) | 44,539 | 12,391 | 1,830 | 0 | 43 |

- 1 The data to be reported on line 38 in column (b) is the amount reported in Schedule 410, column (f), line 203, reduced by the allocable portion of line 216.
- 2 The data to be reported on line 39 in column (b) is the amount reported in Schedule 410, column (f), line 222, reduced by the allocable portion of line 235.
- 3 The data to be reported on line 40 in column (b) is the amount reported in Schedule 410, column (f), lines 302 through 306, reduced by the allocable portion of line 320.

415. SUPPORTING SCHEDULE - EQUIPMENT - Continued
(Dollars in thousands)

| 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 | | 492 | 2,556 | 0 | 2,079 | 0 | 1 |
| 2 | | 19,082 | 68,665 | 40,767 | 30,088 | 6,712 | 2 |
| 3 | | 0 | 0 | 0 | 0 | 0 | 3 |
| 4 | | 0 | 0 | 0 | 0 | 0 | 4 |
| 5 | | 19,574 | 71,221 | 40,767 | 32,167 | 6,712 | 5 |
| 6 | | 0 | 8 | 0 | (5) | 0 | 6 |
| 7 | | 1,900 | 4,735 | 0 | 5,821 | 0 | 7 |
| 8 | | 102 | 5,995 | 0 | 2,889 | 0 | 8 |
| 9 | | 0 | 0 | 0 | 0 | 0 | 9 |
| 10 | | 1,005 | 10,971 | 0 | 9,199 | 0 | 10 |
| 11 | | 16,335 | 258,352 | 0 | 98,847 | 0 | 11 |
| 12 | | 4,584 | 9,590 | 0 | 7,047 | 0 | 12 |
| 13 | | 0 | 0 | 0 | 0 | 0 | 13 |
| 14 | | 0 | 0 | 0 | 0 | 0 | 14 |
| 15 | | 0 | 901 | 0 | 1,145 | 0 | 15 |
| 16 | | 2,131 | 250 | 0 | 304 | 0 | 16 |
| 17 | | 0 | 0 | 0 | 0 | 0 | 17 |
| 18 | | 0 | 45 | 0 | 25 | 0 | 18 |
| 19 | | 4,012 | 5,043 | 0 | 2,310 | 0 | 19 |
| 20 | | 0 | 0 | 0 | 285 | 0 | 20 |
| 21 | | 0 | 977 | 0 | 1,367 | 0 | 21 |
| 22 | | 5,680 | 26,578 | 0 | 11,963 | 0 | 22 |
| 23 | | 0 | 0 | 0 | 0 | 0 | 23 |
| 24 | | 35,749 | 323,445 | 0 | 141,197 | 0 | 24 |
| 25 | | 0 | 0 | 0 | 0 | 0 | 25 |
| 26 | | 0 | 0 | 0 | 0 | 0 | 26 |
| 27 | | 0 | 0 | 0 | 0 | 0 | 27 |
| 28 | | 758 | 0 | 0 | 0 | 0 | 28 |
| 29 | | 0 | 0 | 0 | 0 | 0 | 29 |
| 30 | | 0 | 949 | 0 | 98 | 0 | 30 |
| 31 | | 0 | 0 | 0 | 0 | 0 | 31 |
| 32 | | 758 | 949 | 0 | 98 | 0 | 32 |
| 33 | | 0 | 0 | 0 | 0 | 0 | 33 |
| 34 | | 0 | 0 | 0 | 0 | 0 | 34 |
| 35 | | 0 | 0 | 0 | 0 | 0 | 35 |
| 36 | | 0 | 0 | 0 | 0 | 0 | 36 |
| 37 | | 0 | 2,896 | 0 | 758 | 0 | 37 |
| 38 | | 0 | 2,879 | 0 | (652) | 0 | 38 |
| 39 | | 0 | 1,291 | 0 | (292) | 0 | 39 |
| 40 | | 0 | 794 | 0 | (180) | 0 | 40 |
| 41 | | 85 | 11,411 | 0 | 9,586 | 0 | 41 |
| 42 | | 85 | 19,271 | 0 | 9,220 | 0 | 42 |
| 43 | | 56,166 | 414,886 | 40,767 | 182,682 | 6,712 | 43 |

- 1 The data to be reported on lines 38, 39 and 40 in columns (g) and (h) is the investment recorded in Property Account 44, allocated to Locomotives, Freight Cars, and Other Equipment
- 2 The depreciation to be reported on lines 38, 39 and 40 in column (i) is calculated by multiplying the investment in each element by the effective composite rate for Property Account 44, and then adding or subtracting the adjustment reported in column (j). This calculation should equal the amount shown in column (i), Schedule 335

416. SUPPORTING SCHEDULE - ROAD
(Dollars in thousands)

| Line No | Density category (Class) (a) | Account No. (b) | Owned and used | | | Improvements to leased property | | | Capitalized leases | | | TOTAL | | Line No |
|---------|------------------------------|-----------------|----------------|-----------------|-----------------|---------------------------------|-----------------|-----------------|--------------------|-------------------------|------------------|--------------|-------------------------|---------|
| | | | Inv Base (c) | Accum depr. (d) | Depr rate % (e) | Inv. Base (f) | Accum depr. (g) | Depr rate % (h) | Inv. Base (i) | Current year Amort. (j) | Accum Amort. (k) | Inv Base (l) | Accum Depr & Amort. (m) | |
| 1 | I | 3 | 11,158 | 3,235 | 0.94 | 142 | 5 | 0.94 | 0 | 0 | 0 | 11,300 | 3,240 | 1 |
| 2 | | 8 | 109,049 | 26,951 | 4.70 | 2,227 | 424 | 4.70 | 0 | 0 | 0 | 111,276 | 27,375 | 2 |
| 3 | | 9 | 212,877 | 54,919 | 3.81 | 4,322 | 819 | 3.81 | 0 | 0 | 0 | 217,199 | 55,738 | 3 |
| 4 | | 11 | 77,939 | 15,812 | 2.50 | 439 | 57 | 2.50 | 0 | 0 | 0 | 78,378 | 15,869 | 4 |
| 5 | Sub-Total | | 411,023 | 100,917 | | 7,130 | 1,305 | | 0 | 0 | 0 | 418,153 | 102,222 | 5 |
| 6 | II | 3 | 19,924 | 5,777 | 0.94 | 253 | 9 | 0.94 | 0 | 0 | 0 | 20,177 | 5,786 | 6 |
| 7 | | 8 | 58,157 | 20,967 | 3.68 | 3,298 | 987 | 3.68 | 0 | 0 | 0 | 61,455 | 21,954 | 7 |
| 8 | | 9 | 57,715 | 18,512 | 2.53 | 5,643 | 631 | 2.53 | 0 | 0 | 0 | 63,358 | 19,143 | 8 |
| 9 | | 11 | 36,955 | 4,587 | 1.64 | 2,459 | 201 | 1.64 | 0 | 0 | 0 | 39,414 | 4,788 | 9 |
| 10 | Sub-Total | | 172,751 | 49,843 | | 11,653 | 1,828 | | 0 | 0 | 0 | 184,404 | 51,671 | 10 |
| 11 | III | 3 | 0 | N/A | N/A | 0 | N/A | N/A | 0 | N/A | N/A | 0 | 0 | 11 |
| 12 | | 8 | 0 | N/A | N/A | 0 | N/A | N/A | 0 | N/A | N/A | 0 | 0 | 12 |
| 13 | | 9 | 0 | N/A | N/A | 0 | N/A | N/A | 0 | N/A | N/A | 0 | 0 | 13 |
| 14 | | 11 | 0 | N/A | N/A | 0 | N/A | N/A | 0 | N/A | N/A | 0 | 0 | 14 |
| 15 | Sub-Total | | 0 | N/A | N/A | 0 | N/A | N/A | 0 | N/A | N/A | 0 | 0 | 15 |
| 16 | IV | 3 | 8,767 | 2,542 | 0.94 | 111 | 4 | 0.94 | 0 | 0 | 0 | 8,878 | 2,546 | 16 |
| 17 | | 8 | 34,749 | 12,395 | 2.42 | 875 | 51 | 2.42 | 0 | 0 | 0 | 35,624 | 12,446 | 17 |
| 18 | | 9 | 72,695 | 22,416 | 1.83 | 819 | 81 | 1.83 | 0 | 0 | 0 | 73,514 | 22,497 | 18 |
| 19 | | 11 | 11,651 | 3,217 | 1.18 | 1 | 0 | 1.18 | 0 | 0 | 0 | 11,652 | 3,217 | 19 |
| 20 | Sub-Total | | 127,862 | 40,570 | | 1,806 | 136 | | 0 | 0 | 0 | 129,668 | 40,706 | 20 |
| 21 | V | 3 | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0 | 0 | 21 |
| 22 | | 8 | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0 | 0 | 22 |
| 23 | | 9 | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0 | 0 | 23 |
| 24 | | 11 | 0 | 0 | 0.00 | 0 | 0 | 0.00 | 0 | 0 | 0 | 0 | 0 | 24 |
| 25 | Sub-Total | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 25 |
| 26 | GRAND TOTAL | | 711,636 | 191,330 | 0 | 20,589 | 3,269 | N/A | 0 | 0 | 0 | 732,225 | 194,599 | 26 |

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

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

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

NOTES AND REMARKS

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 necessary to apportion expenses, such as administrative expenses to two or more services, they shall be apportioned on the most equitable basis available to the respondent and only to the services they support. The total expenses in column (j) should balance with the respective line items in Schedule 410 Railway Operating Expenses.
- 4 Report in column (b), line 2, the expenses incurred in highway movements of trailers and containers performed at the expense of the reporting railroad within a terminal area for the purpose of pick-up, delivery or highway interchange service. Report in column (b), line 3, the expenses incurred in operating facilities for handling trailers and/or containers, including storage expenses. See schedule 755, note R.
- 5 The operation of floating equipment in line-haul service (between distinct terminals) should be reported in column (c) on line 2. Floating operations conducted within a general terminal or harbor area should be reported in column (c), line 3.
6. Report in column (g), line 3, the expenses incurred by the railroad in loading and unloading automobiles, trucks, etc., to and from bi-level and tri-level auto rack cars. Report on line 2, column (g), the expense incurred by the railroad in moving automobiles, etc., between bi-level and tri-level loading and unloading facilities over the highway to shippers, receivers or connecting carriers. Report in column (f) operating expenses for land facilities in support of floating operations, including the operation of docks and wharves.
- 7 Report on line 4, column (b), the expenses related to heating and refrigeration of TOFC/COFC trailers and containers (total debits and credits). The expenses on line 4, column (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) | TOFC/COFC terminal (b) | Floating equipment (c) | Coal marine terminal (d) | Ore marine terminal (e) | Other marine terminal (f) | Motor vehicle load and distribution (g) | Protective services refrigerator car (h) | Other special services (i) | Total columns (b - i) (j) | Line No. |
|----------|-------------|---|------------------------|------------------------|--------------------------|-------------------------|---------------------------|---|--|----------------------------|---------------------------|----------|
| 1 * | | Administration | 1,812 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,812 | 1 |
| 2 * | | Pick up and delivery, marine line haul | 0 | 0 | 0 | 0 | 0 | 0 | N/A | 0 | 0 | 2 |
| 3 * | | Loading and unloading and local marine | 8,841 | 0 | 0 | 0 | 0 | 682 | N/A | 0 | 9,523 | 3 |
| 4 * | | Protective services, total debits and credits | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5 * | | Freight lost or damaged -solely related | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6 * | | Fringe benefits | 1,036 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,036 | 6 |
| 7 * | | Casualty and insurance | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 7 |
| 8 * | | Joint facility - Debit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 9 * | | Joint facility - Credit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 10 * | | Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11 * | | TOTAL | 11,752 | 0 | 0 | 0 | 0 | 682 | 0 | 0 | 12,434 | 11 |

Schedule 418

Instruction.

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

Column

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

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

| Primary Account Number And Title (a) | Total Investment At End Of Year (b) | Capital Leases | | |
|--|---|--|--|------------------------------------|
| | | Investment At End Of Year (c) | Current Year Amortization (d) | Accumulated Amortization (e) |
| (16) Stat & Off Bldgs | 0 | 0 | 0 | 0 |
| (20) Shops & Enginehouses | 0 | 0 | 0 | 0 |
| (25) TOFC COFC Terminals | 0 | 0 | 0 | 0 |
| (26) Communication System | 0 | 0 | 0 | 0 |
| (37) Roadway Machines | 0 | 0 | 0 | 0 |
| Total Road | 0 | 0 | 0 | 0 |
| (52) Locomotives | 111,988 | 40,767 | 1,830 | 6,712 |
| (53) Freight Train Cars | 0 | 0 | 0 | 0 |
| (55) Highway Revenue Equipmt | 0 | 0 | 0 | 0 |
| (57) Work Equipment | 0 | 0 | 0 | 0 |
| (58) Miscellaneous Equipment | 0 | 0 | 0 | 0 |
| (59) Computer & Word Processing | 0 | 0 | 0 | 0 |
| Total Equipment | 111,988 | 40,767 | 1,830 | 6,712 |
| GRAND TOTAL | 111,988 | 40,767 | 1,830 | 6,712 |

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 | 10,732 | 1 |
| | | U.S. Government Taxes | | |
| | | Income Taxes | | |
| 2 | | Normal Tax & Surtax | 3,909 | 2 |
| 3 | | Excess Profits | 0 | 3 |
| 4 | * | Total Income Taxes (ln 2 + 3) | 3,909 | 4 |
| 5 | | Railroad Retirement | 28,370 | 5 |
| 6 | | Hospital Insurance | 2,260 | 6 |
| 7 | | Supplemental Annuities | 0 | 7 |
| 8 | | Unemployment Insurance | 1,683 | 8 |
| 9 | | All Other United States Taxes | 2,116 | 9 |
| 10 | | Total - U.S. Government Taxes | 38,338 | 10 |
| 11 | | Total Railway Taxes | 49,070 | 11 |

B. Adjustments to Federal Income Taxes

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

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

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

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

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

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

| Line No. | Particulars (a) | Beginning of year balance (b) | Net credits (charges) for current year (c) | Adjustments (d) | End of year balance (e) | Line No. |
|----------|---|-------------------------------|--|-----------------|-------------------------|-----------|
| 1 | Accelerated depreciation, Sec. 167 I.R.C. : Guideline lives pursuant to Rev. Proc. 62-21 | 189,664 | 24,792 | 0 | 214,456 | 1 |
| 2 | Accelerated amortization of facilities, Sec. 168 I.R.C. | (2,059) | 176 | 0 | (1,883) | 2 |
| 3 | Accelerated amortization of rolling stock, Sec. 184 I.R.C. | 0 | 0 | 0 | 0 | 3 |
| 4 | Amortization of rights of way, Sec. 185 I.R.C. | 0 | 0 | 0 | 0 | 4 |
| 5 | Undistributed earnings from affiliates | 8,356 | 297 | 0 | 8,653 | 5 |
| 6 | Gross deferred tax liabilities | 195,961 | 25,265 | 0 | 221,226 | 6 |
| 7 | Capital leases | (3,443) | 479 | 0 | (2,964) | 7 |
| 8 | Post retirement benefits | (12,766) | (1,009) | 0 | (13,775) | 8 |
| 9 | Reserves for employee severance | (17,158) | 3,054 | 0 | (14,104) | 9 |
| 10 | Expense reserves & environmental remediation | (26,544) | (24,348) | 0 | (50,892) | 10 |
| 11 | Other items | (21,285) | 5,840 | 0 | (15,445) | 11 |
| 12 | Net operating loss carryforwards | (10,668) | (4,746) | 0 | (15,414) | 12 |
| 13 | ITC/other credit carryforwards | 0 | 0 | 0 | 0 | 13 |
| 14 | Minimum tax credit carryforwards | (7,757) | 223 | 0 | (7,534) | 14 |
| 15 | Gross deferred tax assets | (99,621) | (20,507) | 0 | (120,128) | 15 |
| 16 | Deferred tax assets valuation allowance | 0 | 0 | 0 | 0 | 16 |
| 17 | | | | | | 17 |
| 18 | NET DEFERRED TAX LIABILITIES | 96,340 | 4,758 | 0 | 101,098 | 18 |

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 \$ N/A
- 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 a 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 \$ N/A

The computation of deferred taxes under FAS 109 provides for the inclusion of judgments about future taxable income, other than temporary item reversals, in the determination of the valuation allowance required

SOO is included in a federal consolidated tax return with Parent. As of December 31, 2004, SOO had federal tax operating loss carryforwards as allocated under Internal Revenue Service rules expiring as follows (In Thousands):

| <u>Year of Expiration</u> | <u>Federal Net Operating Losses</u> | |
|---------------------------|-------------------------------------|--|
| | <u>Total</u> | <u>Using Alternatives Minimum Tax Laws</u> |
| 2007 | 1,715 | 0 |
| 2008 | 29,380 | |
| 2018 | 7,579 | |
| 2019 | 357 | |
| 2020 | 47 | |
| 2022 | 163 | 0 |
| Total | <u>\$39,241</u> | <u>\$0</u> |

As of December 31, 2004, SOO had federal and state minimum tax credit carryforwards in the amount of \$7.5 million. These credits are available to be carried forward indefinitely without expiration

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 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 | 606 | Other Credits to Retained Earnings: | | | 1 |
| 2 | | FAS 87 "Employers Accounting for Pensions" | | 2,353 | 2 |
| 3 | | | | | 3 |
| 4 | | | | | 4 |
| 5 | | | | | 5 |
| 6 | | | | | 6 |
| 7 | 519 | Miscellaneous Income: | | | 7 |
| 8 | | Land Sale - Franklin Park, IL | | 1,659 | 8 |
| 9 | | Land Sale - Minneapolis, MN - HCCRA | | 969 | 9 |
| 10 | | Land Sale - City of Milwaukee | | 508 | 10 |
| 11 | | | | | 11 |
| 12 | | | | | 12 |
| 13 | | | | | 13 |
| 14 | | | | | 14 |
| 15 | | | | | 15 |
| 16 | | | | | 16 |
| 17 | | | | | 17 |
| 18 | | | | | 18 |
| 19 | | | | | 19 |
| 20 | | | | | 20 |
| 21 | | | | | 21 |
| 22 | | | | | 22 |
| 23 | | | | | 23 |
| 24 | | | | | 24 |
| 25 | | | | | 25 |
| 26 | | | | | 26 |
| 27 | | | | | 27 |
| 28 | | | | | 28 |
| 29 | | | | | 29 |
| 30 | | | | | 30 |

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

501. GUARANTIES AND SURETYSHIPS
(Dollars in thousands)

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

This inquiry does not cover the case of ordinary commercial paper maturing on demand or not later than two 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 | | NONE | | | 3 |
| 4 | | | | | 4 |
| 5 | | | | | 5 |
| 6 | | | | | 6 |
| 7 | | | | | 7 |
| 8 | | | | | 8 |
| 9 | | | | | 9 |
| 10 | | | | | 10 |
| 11 | | | | | 11 |
| 12 | | | | | 12 |
| 13 | | | | | 13 |
| 14 | | | | | 14 |
| 15 | | | | | 15 |
| 16 | | | | | 16 |
| 17 | | | | | 17 |
| 18 | | | | | 18 |
| 19 | | | | | 19 |
| 20 | | | | | 20 |
| 21 | | | | | 21 |
| 22 | | | | | 22 |
| 23 | | | | | 23 |
| 24 | | | | | 24 |
| 25 | | | | | 25 |
| 26 | | | | | 26 |
| 27 | | | | | 27 |
| 28 | | | | | 28 |
| 29 | | | | | 29 |
| 30 | | | | | 30 |
| 31 | | | | | 31 |
| 32 | | | | | 32 |
| 33 | | | | | 33 |
| 34 | | | | | 34 |
| 35 | | | | | 35 |
| 36 | | | | | 36 |
| 37 | | | | | 37 |
| 38 | | | | | 38 |

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 of 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 agreements. 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 that are 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% or more of liquid assets (current cash balances, restricted and unrestricted plus marketable securities).

6 When a carrier is not in compliance with a compensating balance requirement, that fact should be disclosed, along with stated and possible sanctions, whenever such possible sanctions may be immediate (not vague or unpredictable) and material.

NONE

NOTES AND REMARKS

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 rate of debt capital

I Debt Outstanding at End of Year

| Line # | Account No | Title | Source | Balance at Close of year |
|--------|---------------|--|----------------------------|--------------------------|
| 1 | 751 | Loans and Notes Payable | Sch 200, L. 30 | 0 |
| 2 | 764 | Equipment Obligations and Other Long Term Debt due Within One Year | Sch. 200, L. 39 | 3,560 |
| 3 | 765 / 767 | Funded Debt Unmatured | Sch 200, L. 41 | 153 |
| 4 | 766 | Equipment Obligations | Sch 200, L. 42 | 0 |
| 5 | 766.5 | Capitalized Lease Obligations | Sch. 200, L. 43 | 38,194 |
| 6 | 768 | Debt in Default | Sch 200, L. 44 | 0 |
| 7 | 769 | Accounts Payable Affiliated Companies | Sch. 200, L. 45 | 335,600 |
| 8 | 770.1 / 770.2 | Unamortized Debt Premium | Sch 200, L. 46 | 0 |
| 9 | | Total Debt | Sum L. 1-8 | 377,507 |
| 10 | | Debt Directly Related to Road Property | Note 1. | 306 |
| 11 | | Debt Directly Related to Equipment | Note 1. | 41,601 |
| 12 | | Total Debt Directly Related to Road and Equipment | Sum L. 10 and 11 | 41,907 |
| 13 | | Percent Directly Related to Road | L.10/L.12 (2 decimals) | 0.73% |
| 14 | | Percent Directly Related to Equipment | L.11/L.12 (2 decimals) | 99.27% |
| 15 | | Debt Not Directly Related to Road or Equipment | L.9 minus L.12 | 335,600 |
| 16 | | Road Property Debt (Note 2) | (L.13 x L.15) plus L.10 | 2,756 |
| 17 | | Equipment Debt (Note 2) | (L.14 x L.15) plus L.11 | 374,751 |

II. Interest Accrued During Year:

| Line # | Account No. | Title | Source | Balance at Close of year |
|--------|-------------|--|-------------------------------|--------------------------|
| 18 | 546-548 | Total Interest and Amortization (Fixed Charges) | Sch. 210, L. 42 | 16,797 |
| 19 | 546 | Contingent Interest On Funded Debt | Sch. 210, L. 44 | 0 |
| 20 | 517 | Release of Premiums on Funded Debt | Sch. 210, L. 22 | 0 |
| 21 | | Total Interest (Note 3) | Sum of Lines 18+19 less 20 | 16,797 |
| 22 | | Interest Directly Related to Road Property Debt | Note 4 | 16 |
| 23 | | Interest Directly Related to Equipment Debt | Note 4. | 3,201 |
| 24 | | Interest Not Directly Related to Road and Equipment Debt | L.21-(L.22+L.23) | 13,580 |
| 25 | | Interest Road Property Debt (Note 5) | L.22+(L.24xL.13) | 115 |
| 26 | | Interest Equipment Debt (Note 5) | L.23+(L.24xL.14) | 16,682 |
| 27 | | Embedded Rate of Debt Capital-Road Property | L.25/ L.16 | 4.17% |
| 28 | | Embedded Rate of Debt Capital-Equipment | L.26/ L.17 | 4.45% |

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

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

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

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

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

NOTES AND REMARKS

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 during 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 the respondent

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

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

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

- (a) If respondent directly controls affiliate, insert 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 provide a footnote to describe such arrangements.

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

5. In column (d), report the dollar amounts of the transactions 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 |
|---------|---|---|----------------------------|-----------------------------------|------------------------------------|---------|---|---------|---------|
| | | | | | Receivable | Payable | Receivable | Payable | |
| 1 | | | | | | | | | 1 |
| 2 | | | | | | | | | 2 |
| 3 | Canadian Pacific Railway | | Common | Asset Purchase/Sale | 2,727 | 2,538 | 2,300 | | 3 |
| 4 | | | | Data Processing Services | | 6,606 | | 655 | 4 |
| 5 | | | | Equipment Repairs | 5,050 | 2,842 | 1,122 | 383 | 5 |
| 6 | | | | Fuel Equalization | 1,758 | 624 | 266 | 229 | 6 |
| 7 | | | | Joint Operating Activities | 343 | 0 | 131 | | 7 |
| 8 | | | | Lease Rentals | 253 | 968 | 112 | 370 | 8 |
| 9 | | | | Locomotive HPH Equalization | 4,388 | 90 | 109 | | 9 |
| 10 | | | | Management Services | 13 | 5,005 | | 483 | 10 |
| 11 | | | | Materials Purchased | 478 | 1,434 | 199 | 42 | 11 |
| 12 | | | | Track Repairs & Projects | 673 | 1,174 | 184 | 9 | 12 |
| 13 | | | | Interest Expense | | 13,765 | | 112 | 13 |
| 14 | | | | | | | | 14 | 14 |
| 15 | | | | | | | | | 15 |
| 16 | | | | | | | | | 16 |
| 17 | | | | | | | | | 17 |
| 18 | | | | | | | | | 18 |
| 19 | | | | | | | | | 19 |
| 20 | | | | | | | | | 20 |
| 21 | Delaware & Hudson Railway Company | | Common | Asset Purchase/Sale | 90 | 750 | | | 21 |
| 22 | | | | Management Services | 1,996 | 144 | 218 | | 22 |
| 23 | | | | Materials Purchased | 38 | 2 | | | 23 |
| 24 | | | | Locomotive Repairs | 0 | 13 | | | 24 |
| 25 | | | | Interest Income | 3,542 | | 20 | | 25 |
| 26 | | | | Locomotive HPH Equalization | 685 | 68 | 247 | | 26 |
| 27 | | | | Track Repairs & Projects | 7 | 36 | | | 27 |
| 28 | | | | | | | | | 28 |
| 29 | | | | | | | | | 29 |
| 30 | Soo Line Corporation | | Common | Short Term Note Payable-Principal | 26,000 | | 26,000 | | 30 |
| 31 | | | | Short Term Note Payable-Interest | 6 | | 6 | | 31 |
| 32 | | | | | | | | | 32 |
| 33 | | | | | | | | | 33 |
| 34 | | | | | | | | | 34 |
| 35 | | | | | | | | | 35 |
| 36 | CPRLEC | | Common | Lease Rentals | | 12,467 | | 4,120 | 36 |
| 37 | | | | | | | | | 37 |
| 38 | | | | | | | | | 38 |

515. RAILS LAID IN REPLACEMENT

(Dollars in thousands)

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

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

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

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

| 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 | NEW | | 8,317 | | | 474 | | | 1 | |
| 2 | | | | | | | | | 2 | |
| 3 | | | | | | | | | 3 | |
| 4 | RELAY | | 11,399 | | | 1,097 | | | 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 | | 19,716 | | | 1,571 | | | 20 | |

NOTES AND REMARKS

This page intentionally left blank.

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 or 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 above list of classifications

In Column (b) give the various proportions of each class owned or leased by respondent, listing each proportion once in any grouping. Canadian mileage should be segregated and identified on separate lines in the various groupings. For each listing, in Column (d) give its entire length (the distance between terminals 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 - Yard where separate switching services are maintained, including classification, house, team, industry and other tracks switched by yard locomotives.

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

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

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

Class (2) includes each line, full title to which is in an inactive proprietary corporation of the respondent (i.e. one all of whose outstanding stocks or obligations are held by or for the respondent, and which is operated by the respondent or an affiliated system corporation without any accounting to the said proprietary corporation). It may also include such line when the actual title to all of the outstanding stocks or obligations rests in a corporation controlled by or controlling the respondent. But in the case of any such inclusion, the facts of the relationship 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 some 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, on main tracks, industrial tracks and sidings owned by noncarrier companies and individuals when the respondent operates over them but does not have exclusive possession of them

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

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

700. MILEAGE OPERATED AT CLOSE OF YEAR

| Line No | Class | Proportion owned or leased by respondent (b) | Running tracks, passing tracks, cross-overs, etc | | | | Miles of way switching tracks (g) | Miles of yard switching tracks (h) | TOTAL (i) | Line No. |
|---------|--|--|--|--------------------------------|------------------------------------|-----------------------------|-----------------------------------|------------------------------------|-----------|----------|
| | | | Miles of road (c) | Miles of second main track (d) | Miles of all other main tracks (e) | Miles of running tracks (f) | | | | |
| 1 | (a) | | | | | | | | | 1 |
| 2 | 1 | 100.00% | 1,623 | 133 | 11 | 185 | 174 | 502 | 2,628 | 2 |
| 3 | | | | | | | | | | 3 |
| 4 | J-1 | 50.00% | 57 | 2 | 0 | 6 | 19 | 15 | 99 | 4 |
| 5 | | | | | | | | | | 5 |
| 6 | 5 | | 1,571 | 189 | 16 | 76 | 59 | 80 | 1,991 | 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 | | 3,251 | 324 | 27 | 267 | 252 | 597 | 4,718 | 57 |
| 58 | Miles of electrified road or track included in preceding grand total | N/A | | | | | | | | 58 |

* Miles of Passing Tracks, Crossovers and Turnouts

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 but not operated should be shown in column (h), as 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 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 1 | |
| 2 | | Michigan | 0 | 0 | 0 | 0 | 262 | 262 | 0 | 0 | 2 | |
| 3 | | South Dakota | 6 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 3 | |
| 4 | | North Dakota | 474 | 0 | 0 | 0 | 8 | 482 | 665 | 0 | 4 | |
| 5 | | Minnesota | 749 | 0 | 0 | 0 | 490 | 1,239 | 53 | 0 | 5 | |
| 6 | | Wisconsin | 307 | 0 | 0 | 0 | 307 | 614 | 0 | 0 | 6 | |
| 7 | | Illinois | 22 | 0 | 0 | 0 | 334 | 356 | 0 | 0 | 7 | |
| 8 | | Indiana | 94 | 0 | 0 | 0 | 197 | 291 | 0 | 0 | 8 | |
| 9 | | Kentucky | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 9 | |
| 10 | | | | | | | | | | | 10 | |
| 11 | | | | | | | | | | | 11 | |
| 12 | | | | | | | | | | | 12 | |
| 13 | | | | | | | | | | | 13 | |
| 14 | | | | | | | | | | | 14 | |
| 15 | | | | | | | | | | | 15 | |
| 16 | | | | | | | | | | | 16 | |
| 17 | | | | | | | | | | | 17 | |
| 18 | | | | | | | | | | | 18 | |
| 19 | | | | | | | | | | | 19 | |
| 20 | | | | | | | | | | | 20 | |
| 21 | | | | | | | | | | | 21 | |
| 22 | | | | | | | | | | | 22 | |
| 23 | | | | | | | | | | | 23 | |
| 24 | | | | | | | | | | | 24 | |
| 25 | | | | | | | | | | | 25 | |
| 26 | | | | | | | | | | | 26 | |
| 27 | | | | | | | | | | | 27 | |
| 28 | | | | | | | | | | | 28 | |
| 29 | | | | | | | | | | | 29 | |
| 30 | | | | | | | | | | | 30 | |
| 31 | | | | | | | | | | | 31 | |
| 32 | | Total Mileage (single track) | 1,652 | 0 | 0 | 0 | 1,599 | 3,251 | 775 | 0 | 32 | |

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 (l) Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h). Units rented from others for a period less than one year should not be included in column (i).
- 4 For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to an "A" unit but it is not equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operation at terminals
5. A "self-propelled car" is a rail motor car propelled by electric motors receiving power from a third rail or overhead, or internal combustion engines located on the car itself. Trailers equipped for use only in trains of cars that are self-propelled are to be included as self-propelled equipment.
- 6 A "diesel" unit includes all units propelled by diesel internal combustion engines regardless of final drive or whether power may at times be supplied from an external conductor. Units other than diesel-electric, e.g., diesel-hydraulic, should be identified in a footnote giving the number and a brief description. An "electric" unit includes all units which receive electric power from a third rail or overhead contact wire, and use the power to drive one or more electric motors that propel the vehicle. An "other self-powered unit" includes all units other than diesel or electric, e.g., steam, gas turbine. Show the type of unit, service and number, as appropriate, in a brief description sufficient for positive identification. An "auxiliary unit" includes all units used in conjunction with locomotives, but which draw their power from the "mother" unit, e.g., boosters, slugs, etc. For reporting purposes, indicate radio-controlled self-powered diesel units on lines 1 through 8, as appropriate. Radio-controlled units that are not self-powered, i.e., those without a diesel, should be reported on line 13 under "auxiliary units"
7. Column (k) should show aggregate capacity for all units reported in column (j), as follows: For locomotive units, report the manufacturers' rated horsepower (the maximum continuous power output from the diesel engine or engines delivered to the main generator or generators for tractive purposes) Exclude capacity data for steam locomotives. For passenger-train cars report the number of passenger seats available for revenue service, counting one passenger to each berth in sleeping cars
- 8 Passenger-train car types and service equipment car types correspond to AAR Mechanical Division designations. Descriptions of car codes and designations are published in The Official Railway Equipment Register.

9. Cross-checks

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

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

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

| 710. INVENTORY OF EQUIPMENT - Continued UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS | | | | | | | | | | | | | |
|--|-------------|--|---|------------------------------|------------------------------|---|--|--|------------------------|--------------------|--|--|---------|
| Line No | Cross Check | Type or design of units | Units in service of respondent at beginning of year | Changes During the Year | | | | Units retired from service of respondent whether owned or leased, including reclassification | Units at Close of Year | | | | Line No |
| | | | | New units purchased or built | New units leased from others | Rebuilt units acquired & rebuilt units rewritten into property accounts | All other units including reclassification & second hand units purchased or leased from others | | Owned and used | Leased from others | Total in service of respondent col (h) & (i) | Aggregate capacity of units reported in col (j) (see ins. 7) | |
| | | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | (l) |
| | | PASSENGER-TRAIN CARS | | | | | | | | | | | |
| 17 | | Non-Self-Propelled Coaches [PA, PB, PBO] | | | | | | | | | 0 | | |
| 18 | | Combined cars | | | | | | | | | | | |
| 19 | | [All class C, except CSB] | | | | | | | | | 0 | | |
| 20 | | Parlor cars [PBC, PC, PL, PO] | | | | | | | | | 0 | | |
| 21 | | Sleeping cars [PS,PT,PAS,PDS] | | | | | | | | | 0 | | |
| | | Dining, grill & lavem cars | | | | | | | | | | | |
| | | [All class D, PD] | | | | | | | | | 0 | N/A | |
| 22 | | Non-passenger-carrying cars | | | | | | | | | | | |
| 23 | | [All class B,CSB,M,PSA,IA] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N/A | |
| | | TOTAL (lines 17 to 22) | | | | | | | | | | 0 | |
| 24 | | Self-Propelled Electric passenger cars | | | | | | | | | | | |
| | | [EP, ET] | | | | | | | | | 0 | | |
| 25 | | Electric combined cars [EC] | | | | | | | | | 0 | | |
| 26 | | Internal combustion rail motorcars [ED, EG] | | | | | | | | | | | |
| 27 | | Other self-propelled cars (Specify types) | | | | | | | | | 0 | | |
| 28 | | TOTAL (lines 24 to 27) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 29 | | TOTAL (lines 23 and 28) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | COMPANY SERVICE CARS | | | | | | | | | | | |
| 30 | | Business cars [PV] | | | | | | | | | 0 | N/A | |
| 31 | | Board outfit cars [MWX] | 15 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | N/A | 0 |
| 32 | | Derrick & snow removal cars | | | | | | | | | | | |
| | | [MWU,MVV,MWV,MWK] | 37 | 0 | 0 | 0 | 0 | 2 | 35 | 0 | 35 | N/A | 0 |
| 33 | | Dump and ballast cars | | | | | | | | | | | |
| | | [MWB, MWD] | 76 | 0 | 0 | 0 | 0 | 1 | 75 | 0 | 75 | N/A | 0 |
| 34 | | Other maintenance and service equipment cars | 395 | 0 | 0 | 0 | 0 | 14 | 380 | 1 | 381 | N/A | 0 |
| 35 | | TOTAL (lines 30 to 34) | 523 | 0 | 0 | 0 | 0 | 17 | 505 | 1 | 506 | N/A | 0 |

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 (i).

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

| Line No. | Cross Check | Class of equipment and car designations | Units in service of respondent at beginning of year | | Changes during the year | | | | Line No. |
|----------|-------------|--|---|------------|------------------------------|---|---|---|----------|
| | | | Time-mileage cars | All others | Units installed | | | | |
| | | | | | New units purchased or built | New or rebuilt units leased from others | Rebuilt units acquired and rebuilt units rewritten into property accounts | All other units, incl. reclassification and second hand units purchased or leased from others | |
| | | (a) | (b) | (c) | (d) | (e) | (f) | (g) | |
| 36 | | FREIGHT TRAIN CARS Plain box cars - 40' (B100 - B287) | 2 | 0 | 0 | 0 | 0 | 0 | 36 |
| 37 | | Plain box cars - 50' and longer (B300 - B887) | 248 | 0 | 0 | 0 | 0 | 0 | 37 |
| 38 | | Equipped box cars (All code A) Except A 5 | 456 | 0 | 0 | 0 | 0 | 183 | 38 |
| 39 | | Plain gondola cars (All codes G & J-1,J-2,J-3 & J-4) | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 40 | | Equipped gondola cars (All code E) | 420 | 0 | 0 | 0 | 0 | 569 | 40 |
| 41 | | Covered hopper cars (All code C 1 C 2) | 9,240 | 56 | 0 | 0 | 0 | 1,041 | 41 |
| 42 | | Open top hopper cars-general service (All code H) | 896 | 200 | 0 | 0 | 0 | 123 | 42 |
| 43 | | Open top hopper cars-special service (All codes K,J-0) | 184 | 0 | 0 | 0 | 0 | 0 | 43 |
| 44 | | Refrigerator cars-mechanical R 5 , R 6 , R 7 , R 8 , R 9 | 0 | 0 | 0 | 0 | 0 | 33 | 44 |
| 45 | | Refrigerator cars-non-mechanical R 0 , R 1 , R 2 | 70 | 0 | 0 | 0 | 0 | 0 | 45 |
| 46 | | Flat cars - TOFC/COFC (All code P & Q & S) except Q8- | 311 | 0 | 0 | 0 | 0 | 15 | 46 |
| 47 | | Flat cars - multi-level (All code V) | 125 | 0 | 0 | 0 | 0 | 0 | 47 |
| 48 | | Flat cars-general service F10 , F20 , F30 | 5 | 0 | 0 | 0 | 0 | 0 | 48 |
| 49 | | Flat cars-other F 1 , F 2 , F 3 , F 4 , F 5 , F 6 , F 7 , F 8 , F40 | 848 | 0 | 0 | 315 | 0 | 163 | 49 |
| 50 | | Tank cars-under 22,000 ga. (T-0,T-1,T-2,T-3,T-4, T-5) | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 51 | | Tank cars-22,000 ga. & over (T-6,T-7,T-8,T-9) | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 52 | | All other freight cars A 5 (All code L & Q8) | 2 | 0 | 0 | 0 | 0 | 0 | 52 |
| 53 | | TOTAL (lines 36 to 52) | 12,807 | 256 | 0 | 315 | 0 | 2,127 | 53 |
| 54 | | Caboose (All code M-930) | N/A | 42 | 0 | 0 | 0 | 0 | 54 |
| 55 | | TOTAL (lines 53 & 54) | 12,807 | 298 | 0 | 315 | 0 | 2,127 | 55 |

710. INVENTORY OF EQUIPMENT - Continued

4. Column (m) should show the 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 refer 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 TO OTHERS

| Line No | Cross Check | Changes during year (concluded) | Units at close of year | | | | | | Line No |
|---------|-------------|--|------------------------|--------------------|--|-----------|--|------------------|---------|
| | | Units retired from service of respondent whether owned or leased, including reclassification | Owned and used | Leased from others | Total in service of respondent (col (i) & (j)) | | Aggregate capacity of units reported in columns (k) & (l) (see ins. 4) | Leased to others | |
| | | | | | Time-mileage cars | All other | | | |
| | | (h) | (i) | (j) | (k) | (l) | (m) | (n) | |
| 36 | | 0 | 2 | 0 | 2 | 0 | 106 | 0 | 36 |
| 37 | | 16 | 232 | 0 | 232 | 0 | 17,362 | 0 | 37 |
| 38 | | 79 | 354 | 206 | 560 | 0 | 42,000 | 0 | 38 |
| 39 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 40 | | 22 | 668 | 299 | 907 | 60 | 99,311 | 270 | 40 |
| 41 | | 18 | 5,622 | 4,697 | 9,804 | 515 | 1,121,472 | 0 | 41 |
| 42 | | 105 | 422 | 692 | 791 | 323 | 112,514 | 0 | 42 |
| 43 | | 0 | 0 | 184 | 184 | 0 | 18,492 | 0 | 43 |
| 44 | | 0 | 0 | 33 | 33 | 0 | 3,036 | 0 | 44 |
| 45 | | 35 | 35 | 0 | 35 | 0 | 3,360 | 0 | 45 |
| 46 | | 176 | 13 | 137 | 150 | 0 | 9,750 | 0 | 46 |
| 47 | | 3 | 122 | 0 | 122 | 0 | 6,710 | 0 | 47 |
| 48 | | 0 | 5 | 0 | 5 | 0 | 385 | 0 | 48 |
| 49 | | 2 | 146 | 1,178 | 1,324 | 0 | 136,768 | 0 | 49 |
| 50 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 51 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 52 | | 0 | 2 | 0 | 2 | 0 | 138 | 0 | 52 |
| 53 | | 456 | 7,623 | 7,426 | 14,151 | 898 | 1,571,404 | 270 | 53 |
| 54 | | 7 | 35 | 0 | N/A | 35 | N/A | 0 | 54 |
| 55 | | 463 | 7,658 | 7,426 | 14,151 | 933 | 1,571,404 | 270 | 55 |

710. INVENTORY OF EQUIPMENT - Continued

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

| Line No. | Cross Check | Class of equipment and car designations | Units in service of respondent at beginning of year | | Changes during the year | | | | Line No. |
|----------|-------------|---|---|------------|------------------------------|---|---|---|----------|
| | | | Per diem | All others | Units installed | | | | |
| | | | | | New units purchased or built | New or rebuilt units leased from others | Rebuilt units acquired and rebuilt units rewritten into property accounts (f) | All other units, incl. reclassification and second hand units purchased or leased from others (g) | |
| | | (a) | (b) | (c) | (d) | (e) | (f) | (g) | |
| 56 | | FLOATING EQUIPMENT Self-propelled vessels [Tugboats, car ferries, etc.] | N/A | | | | | | 56 |
| 57 | | Non-self-propelled vessels [Car floats, lighters, etc.] | N/A | | | | | | 57 |
| 58 | | TOTAL (lines 56 & 57) | N/A | 0 | 0 | 0 | 0 | 0 | 58 |
| 59 | | HIGHWAY REVENUE EQUIPMENT Bogie-chassis Z1_, Z67_, Z68_, Z69_ | 60 | 0 | 0 | 0 | 0 | 60 | 59 |
| 60 | | Dry van U2_, Z2_, Z6_, 1-6 | 0 | 600 | 0 | 0 | 0 | 0 | 60 |
| 61 | | Flat bed U3_, Z3_ | | | | | | | 61 |
| 62 | | Open top U4_, Z4_ | | | | | | | 62 |
| 63 | | Mechanical refrigerator U5_, Z5_ | | | | | | | 63 |
| 64 | | Bulk U0_ & Z0_ | | | | | | | 64 |
| 65 | | Insulated U7_, Z7_ | | | | | | | 65 |
| 66 | | Tank u1 Z0_, U6_ | | | | | | | 66 |
| 67 | | Other trailer and container (Special Equipped Dry Van U9_, Z8_ & Z9_) | 0 | 3 | | | | 0 | 67 |
| 68 | | Tractor | | | | | | | 68 |
| 69 | | Truck | | | | | | | 69 |
| 70 | | TOTAL (lines 59 to 60) | 60 | 603 | 0 | 0 | 0 | 60 | 70 |

NOTES AND REMARKS

Note. Line 66 (Tank) must have fitting code "CN" to qualify as a 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 | Owned and used | Leased from others | Total in service of respondent (col (i) & (j)) | | Aggregate capacity of units reported in columns (k) & (l) (see ins 4) | Leased to others | |
| | | | | | Per diem | All other | | | |
| | | (h) | (i) | (j) | (k) | (l) | (m) | (n) | |
| 56 | | | | | N/A | | | | 56 |
| 57 | | | | | N/A | | | | 57 |
| 58 | | 0 | 0 | 0 | N/A | 0 | 0 | 0 | 58 |
| 59 | | 0 | 120 | 0 | 120 | | 4,500 | 0 | 59 |
| 60 | | 0 | 0 | 600 | 0 | 600 | 20,160 | | 60 |
| 61 | | | | | | | | | 61 |
| 62 | | | | | | | | | 62 |
| 63 | | | | | | | | | 63 |
| 64 | | | | | | | | | 64 |
| 65 | | | | | | | | | 65 |
| 66 | | | | | | | | | 66 |
| 67 | | 0 | 3 | 0 | 0 | 3 | 113 | 0 | 67 |
| 68 | | | | | | | | | 68 |
| 69 | | | | | | | | | 69 |
| 70 | | 0 | 123 | 600 | 120 | 603 | 24,773 | 0 | 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 this 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. Disclose rebuilt units acquired or rewritten into the respondent's accounts in the lower section. The term "new" as used herein shall mean a unit or units placed in service for the first time on any railroad.

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

NEW UNITS

| Line No. | Class of equipment (a) | Number of units (b) | Total weight (tons) (c) | Total cost (d) | Method of acquisition (see instructions) (e) | Line No. |
|----------------------|---------------------------------|------------------------|----------------------------|-------------------|--|-----------|
| 1 | | | | | | 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 | 0 | N/A | \$0 | N/A | 25 |
| REBUILT UNITS | | | | | | |
| 26 | Locomotive Diesel - Road GP38-2 | 5 | 624 | \$3,000 | P | 26 |
| 27 | | | | | | 27 |
| 28 | | | | | | 28 |
| 29 | | | | | | 29 |
| 30 | | | | | | 30 |
| 31 | | | | | | 31 |
| 32 | | | | | | 32 |
| 33 | | | | | | 33 |
| 34 | | | | | | 34 |
| 35 | | | | | | 35 |
| 36 | | | | | | 36 |
| 37 | | | | | | 37 |
| 38 | TOTAL | 5 | N/A | \$3,000 | N/A | 38 |
| 39 | TOTAL | 5 | N/A | \$3,000 | 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

- 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 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 10903 of the Interstate Commerce Act of 1995.

- 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 | 1,200 | 33.15 | 46.45 | 3.30 | 1 |
| 2 | B | 381 | 8.79 | 35.52 | 0.00 | 2 |
| 3 | C | 156 | 3.33 | 22.45 | 0.00 | 3 |
| 4 | D | 243 | 0.41 | 27.12 | 0.00 | 4 |
| 5 | E | 680 | XXXXXXXX | XXXXXXXX | 0.00 | 5 |
| 6 | TOTAL (1) | 2,660 | 21.89 | 39.66 | 3.30 | 6 |
| 7 | F | 386 | XXXXXXXX | XXXXXXXX | 0.00 | 7 |
| 8 | Potential abandonments | 66 | N/A | N/A | 0.00 | 8 |

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

- (1) Total excludes 67 miles of Class 1 and J-1 track that is maintained by others.

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 or board feet laid in replacement considered to be spot maintenance.
4. In line 9, the average cost per tie should include transportation charges on foreign lines, tie trains, loading, inspection and the cost of handling ties in general supply storage and seasoning yards, and in the case of treated ties, also the cost of handling at treating plants and the cost of treatment. The cost of unloading, hauling over carrier's own lines, and placing the ties in tracks and of train service other than that necessary in connection with loading or treatment should not be included in this schedule.

| Line No | Track category | Number of cross-ties laid in replacement | | | | | | | | | | Switch and bridge ties (board feet) | Cross-ties switch and bridge ties | | Line No |
|---------|------------------------|--|-----------|----------|------------------|--------|---------|-----------|---------|---------------------------------|------|-------------------------------------|-----------------------------------|--|---------|
| | | New ties | | | Second-hand ties | | | | Total | Percent of spot maintenance (k) | | | | | |
| | | Wooden | | Concrete | Other | Wooden | | Other | | | | | | | |
| | | Treated | Untreated | (c) | (d) | (e) | Treated | Untreated | | | (g) | | (h) | | |
| (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | | | | | |
| 1 | A | 72,129 | 0 | 0 | 0 | 0 | 0 | 0 | 72,129 | 331,202 | 1.7 | 1 | | | |
| 2 | B | 28,323 | 0 | 0 | 0 | 90 | 0 | 0 | 28,413 | 61,110 | 1.8 | 2 | | | |
| 3 | C | 7,412 | 0 | 0 | 0 | 0 | 0 | 0 | 7,412 | 56,296 | 1.1 | 3 | | | |
| 4 | D | 9,443 | 0 | 0 | 0 | 0 | 0 | 0 | 9,443 | 4,295 | 2.5 | 4 | | | |
| 5 | E | 14,856 | 0 | 0 | 0 | 4 | 0 | 0 | 14,860 | 68,970 | 19.1 | 5 | | | |
| 6 | TOTAL | 132,163 | 0 | 0 | 0 | 94 | 0 | 0 | 132,257 | 521,873 | 3.8 | 6 | | | |
| 7 | F | 64,487 | 0 | 0 | 0 | 0 | 0 | 0 | 64,487 | 238,697 | 0.9 | 7 | | | |
| 8 | Potential abandonments | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 8 | | | |

9 Average cost per cross-tie \$ 32.79 and switch-tie (MBM) \$ 838.29

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

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

In column (a) classify the ties as follows:

U - Wooden ties untreated when applied

T - Wooden ties treated before application.

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

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

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

| Line No. | Class of ties (a) | CROSSTIES | | | SWITCH AND BRIDGE TIES | | | Remarks (h) | Line No |
|----------|--|----------------------------------|--------------------------|--|---|---|---|-------------|---------|
| | | Total number of ties applied (b) | Average cost per tie (c) | Total cost of crossties laid in new tracks during year (d) | Number of feet (board measure) laid in tracks (e) | Average cost per M feet (board measure) (f) | Total cost of switch & bridge ties laid in new tracks during year (g) | | |
| 1 | T | 0 | | \$0 | 0 | | \$0 | | 1 |
| 2 | S | 0 | | 0 | 0 | | 0 | | 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 | 0 | \$0.00 | \$0 | 0 | \$0.00 | \$0 | | 20 |
| 21 | Number of miles of new running tracks, passing tracks, crossovers, etc., in which ties were laid | | | | | | | | 21 |
| 22 | Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid | | | | | | | | 22 |

723. RAILS LAID IN REPLACEMENT

1 Furnish the requested information concerning rails laid in replacement

2 The term "spot maintenance" in column (h) means repairs to track components during routine inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks "Percent of spot maintenance" refers to the percentage of total rails laid in replacement considered to be spot maintenance

3 In line 9, 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 on foreign lines and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines and placing the rails in tracks and of train service in connection with the distribution of rails should not be included in this schedule

| Line No | Track category | Miles of rail laid in replacement (rail-miles) | | | | | | Total | | Percent of spot maintenance | Line No |
|---------|------------------------|--|-------------|-------------|-------------|-------------|-------------|--------|-----|-----------------------------|---------|
| | | New rail | | Relay rail | | Welded rail | Bolted rail | | | | |
| | | Welded rail | Bolted rail | Welded rail | Bolted rail | | | (f) | (g) | | |
| 1 | A | 72.43 | 1.12 | 7.44 | 21.39 | 79.87 | 22.51 | 5.25% | 1 | | |
| 2 | B | 0.00 | 0.67 | 0.00 | 53.79 | 0.00 | 54.46 | 7.31% | 2 | | |
| 3 | C | 0.00 | 0.19 | 0.95 | 5.33 | 0.95 | 5.52 | 24.70% | 3 | | |
| 4 | D | 0.03 | 0.37 | 6.39 | 22.90 | 6.42 | 23.27 | 2.71% | 4 | | |
| 5 | E | 0.21 | 0.49 | 5.16 | 5.81 | 5.37 | 6.30 | 34.05% | 5 | | |
| 6 | TOTAL | 72.67 | 2.84 | 19.94 | 109.22 | 92.61 | 112.06 | 7.69% | 6 | | |
| 7 | F | 11.96 | 0.59 | 1.43 | 2.81 | 13.39 | 3.40 | 17.91% | 7 | | |
| 8 | Potential abandonments | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00% | 8 | | |

9 Average cost of new and relay rail laid in replacement per gross ton New \$ 550.16 Relay \$ 133.76

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 as well as train service in connection with 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 | | | | | NONE | | | | | 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 | 0 | \$0 | | N/A | 0 | \$0 | | 33 | |
| 34 | Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid | | | | | | | | | 0 00 | 34 |
| 35 | Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid. | | | | | | | | | 0.00 | 35 |
| 36 | Track-miles of welded rail installed on system this year 0 00 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 rights 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 (pounds) (a) | Line-haul companies (miles of main track) (b) | Switching and terminal companies (miles of all tracks) (c) | Remarks (d) | Line No |
|---------|--|--|---|----------------|---------|
| 1 | 136 | 236.76 | 0.00 | NONE | 1 |
| 2 | 132 | 323.46 | 0.00 | NONE | 2 |
| 3 | 131 | 122.01 | 0.00 | NONE | 3 |
| 4 | 130 | 3.29 | 0.00 | NONE | 4 |
| 5 | 115 | 654.77 | 0.00 | NONE | 5 |
| 6 | 112 | 65.96 | 0.00 | NONE | 6 |
| 7 | 100 | 74.18 | 0.00 | NONE | 7 |
| 8 | 90 | 153.73 | 0.00 | NONE | 8 |
| 9 | 85 | 114.88 | 0.00 | NONE | 9 |
| 10 | 80 | 41.28 | 0.00 | NONE | 10 |
| 11 | 75 | 0.00 | 0.00 | NONE | 11 |
| 12 | 72 | 4.23 | 0.00 | NONE | 12 |
| 13 | 70 | 0.11 | 0.00 | NONE | 13 |
| 14 | 65 | 0.00 | 0.00 | NONE | 14 |
| 15 | 60 | 1.18 | 0.00 | NONE | 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 | TOTAL | 1,795.84 | N/A | N/A | 48 |

726. SUMMARY OF TRACK REPLACEMENTS

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

| Line No. | Track category (a) | Ties | | | Rail | | Ballast | Track surfacing | | Line No. |
|----------|------------------------|-------------------------|---|------------------|---|----------------------|---------|--------------------|----------------------|----------|
| | | Number of ties replaced | | Percent replaced | Miles of rail replaced (rail-miles) (f) | Percent replaced (g) | | Miles surfaced (i) | Percent surfaced (j) | |
| | | Crossties (b) | Switch and Bridge ties (board feet) (c) | Crossties (d) | Switch and Bridge ties (board feet) (e) | | | | | |
| 1 | A | 72,129 | 331,202 | 2.0 | * | 4.3 | 103,941 | 190.0 | 16 | 1 |
| 2 | B | 28,413 | 61,110 | 2.5 | * | 7.1 | 24,215 | 37.3 | 10 | 2 |
| 3 | C | 7,412 | 56,296 | 1.6 | * | 2.1 | 5,253 | 8.8 | 6 | 3 |
| 4 | D | 9,443 | 4,295 | 1.3 | * | 6.1 | 11,865 | 29.6 | 12 | 4 |
| 5 | E | 14,860 | 68,970 | 0.7 | * | 0.9 | 15,540 | 10.4 | 2 | 5 |
| 6 | TOTAL | 132,257 | 521,873 | 1.7 | * | 3.8 | 160,814 | 276.1 | 10 | 6 |
| 7 | F | 64,487 | 238,697 | 5.6 | * | 2.2 | 63,016 | 96.9 | 25 | 7 |
| 8 | Potential abandonments | 0 | 0 | 0.0 | * | 0.0 | 66 | 0.0 | 0 | 8 |

* This information is not available.

750. CONSUMPTION OF DIESEL FUEL
(Dollars in thousands)

| LOCOMOTIVES | | | | |
|-------------|----------------------------|--------|-----------------------------|---------|
| Line No. | Kind of locomotive service | Diesel | | Line No |
| | | (a) | Diesel oil (gallons) (b) | |
| 1 | Freight | | 45,216,000 | 1 |
| 2 | Passenger | | 0 | 2 |
| 3 | Yard switching | | 4,198,000 | 3 |
| 4 | TOTAL | | 49,414,000 | 4 |
| 5 | COST OF FUEL \$(000) * | | 63,283 | 5 |
| 6 | Work Train | | 394,000 | 6 |

* Show cost of fuel charged to train and yard service (function 67-Loco Fuels) The cost stated for diesel fuel should be the total charges in the accounts specified, including freight charges and handling expenses Fuel consumed by mixed and special trains that are predominantly freight should be included in freight service, but where the service of mixed or special trains is predominantly passenger, the fuel should be included in passenger service.

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 one mile. In computing train-miles, fractions representing less than one-half mile shall be disregarded and other fractions considered as one mile. Train Miles-Running shall be based on the actual distance run between terminals and/or stations and shall be computed from the official time tables or distance tables. Train-miles shall not be increased to cover the running of locomotives from shops to terminals, doubling hills, switching, or other work at way stations, or for the service of helper or pusher locomotives or of extra locomotives on double-head or triple-head trains. When the carrier's trains are detoured over foreign roads, the miles shall be computed on the basis of the miles actually run and in accordance with the service performed. Train-miles shall be kept separately for trains hauled by locomotives and trains moved by motorcars.
- (C) A motorcar is a self-propelled unit of equipment designed to carry freight or passenger traffic, and is not considered a locomotive.
- (D) A locomotive is a self-propelled unit of equipment designed solely for moving other equipment. A locomotive unit-mile is a movement of a locomotive unit a distance of one mile under its own power. Include miles made by all locomotive units. Exclude miles made by motorcars. Miles of locomotives in helper service shall be computed on the basis of actual distance run in such service.
- (E) All locomotives unit-miles in road service shall be based on the actual distance run between terminals and/or stations. Follow instructions (B) regarding fractions and official time tables for computing locomotive-miles.
- (F) Train switching locomotive-miles shall be computed at the rate of six miles per hour for the time actually engaged in such service. Include miles allowed train locomotives for performing switching service at terminals and way stations.
- (G) Yard switching locomotive-miles shall be computed at the rate of six miles per hour for the time actually engaged in yard switching service. Include miles allowed for yard locomotives for switching service in yards where regular switching service is maintained and in terminal switching and transfer service.
- (H) A car-mile is a movement of a unit of car equipment a distance of one mile. Use car designations shown in Schedule 710. Under Railroad Owned and Leased Cars, Items 4-01 and 4-11, report both foreign cars and respondent's own cars while on the line of the respondent railroad. In Items 4-13 and 4-15, report private-line cars and shipper owned cars. Loaded and empty miles should be reported whether or not the railroad reimbursed the owner on a loaded and/or empty mile basis. Report miles made by flatcars carrying empty highway trailers that are not moving under revenue billings as empty freight car-miles. Do not report miles made by motorcars or business cars.
- (I) Exclude from Item 4-01, 4-11, 4-13, and 4-5 car-miles of work equipment, cars carrying company freight, and non-revenue private line cars moving in transportation trains. Include such car-miles in Items 4-17, 4-18, and 4-19. If private line cars move in revenue service, the loaded and empty miles should not be considered no-payment or non-revenue 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 conductor's or dispatcher's train reports or other appropriate source's, compute weight in tons (2,000 lbs). Item 6-01 includes weight of all locomotive units moved one mile in transportation trains. Ton-miles of motorcars should be excluded. Items 6-02 and 6-03 represent tons behind locomotive units (cars and contents, cabooses) moved one mile in transportation trains (excluding non-revenue gross ton-miles). Non-revenue gross ton-miles in transportation trains include work equipment and cars carrying company freight (and their contents). Use 150 lbs as the average weight per passenger, and four tons as the average weight of contents of each head-end car.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755 - Concluded

- (L) From conductor's train reports or other appropriate sources, 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 local shipment of freight handled in mixed baggage express cars. Total ton-miles of 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 final terminals, including trains switching at way stations and delays on road as shown by conductors' or dispatchers' train reports. Include time of motorcar service performed by train locomotives at terminals and way stations. Report in Item 9-02 train switching hours included in Item 9-01. Train switching is the time spent by the train while performing switching service at terminals and way stations where no regular yard service is maintained. A train hour is independent of the number of locomotives in the train.
- (N) Yard switching hours are hours expended in switching service performed by yard crews in yards where regular switching service is maintained, including switching and transfer service in connection with the transportation of revenue and incidentally of company freight. Hours in yard switching are independent of the number of locomotives used.
- (O) Work-train miles include the miles run by trains engaged in company service such as official inspection, inspection trains for railway commissioners for which no revenue is received, trains running special with fire apparatus to save carrier's property from destruction, trains run for transporting the carrier's employees to and from work when no transportation charge is made, wrecking trains, trains run solely for the purpose of transporting company material, trains run for distributing material and supplies for use in connection with operations, and all other trains used in work-train services. Exclude miles run by locomotives which engaged incidentally in switching company materials in company shops or material yards in connection with regular yard switching service or in switching equipment for repairs between yards and shops.
- (P) The number of loaded freight cars shall be obtained from the conductors' wheel report and shall be the sum of all loaded cars handled by each train. For example, if a car moves loaded (1) in a way train from the origination points, (2) in two through trains, and (3) in a way train to the destination point, the total count of loaded cars would be four: two counts for the movements in the way trains and two counts for the movements in through trains. Therefore, each car originated or received from a connecting carrier receives an initial count, plus one count for each subsequent physical transfer between trains on respondent's 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 railroad's expense. (Performed at railroad's expense means that railroad employees perform the service or that the railroad hires a subsidiary or outside contractor to perform the service.) Do not include those trailers/containers which are picked up or delivered by a shipper or motor carrier, etc., when a tariff provision requires the shipper or motor carrier, etc., and not the railroad, perform that service. Note: The count should reflect the trailer/containers for which expenses are reported in Schedule 417 line 2 column (b).
- (S) Report under Marine Terminals, Item 16, the tons loaded onto and unloaded from marine vessels at the expense of the reporting railroad.
- (T) Report the total number of foreign railroad cars on line at the end of the year (except surplus cars, see below). Foreign railroad cars refers to freight cars owned by other railroads, whose interline rental is settled on time (by hour) and actual line-haul mileage charges under the Code of Car Hire Rules.

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

Surplus cars are cars which are in serviceable condition available for loading on the last day of the year, but have not been placed for loading within 48 hours. This count can be an annual average based on weekly count of cars that have not been placed for loading within 48 hours.
- (U) Flat-TOFC/COFC Car-miles reported in lines 25 (4-020), 41 (4-120), 57 (4-140), and 75 (4-160) will be computed using cars rather than constructed container platforms. For example, an articulated car consisting of five platforms moved one mile will be counted as one car-mile, not five car-miles.
- (V) The intermodal Load Factor reported on Line 134 will be calculated for the average number of intermodal (TOFC/COFC) units loaded on the average intermodal car. Units are to be calculated in the same manner as Line 123 (13 TOFC/COFC - No. of Revenue Trailers & Containers Loaded and Unloaded (Q)). Intermodal cars will be calculated in accordance with instruction U for reporting Flat-TOFC/COFC Car-miles. Both intermodal (TOFC/COFC) units and intermodal cars are to be calculated using actual units and not constructed intermodal (TOFC/COFC) units or cars.

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) | 3,251 | XXXXXX | 1 |
| | | 2 Train Miles - Running (B) | XXXXXX | XXXXXX | |
| 2 | | 2-01 Unit Trains | 2,065,435 | XXXXXX | 2 |
| 3 | | 2-02 Way Trains | 626,442 | XXXXXX | 3 |
| 4 | | 2-03 Through Trains | 5,576,668 | XXXXXX | 4 |
| 5 | | 2-04 TOTAL TRAIN MILES (lines 2-4) | 8,268,545 | XXXXXX | 5 |
| 6 | | 2-05 Motorcars (C) | 0 | XXXXXX | 6 |
| 7 | | 2-06 TOTAL ALL TRAINS (lines 5, 6) | 8,268,545 | XXXXXX | 7 |
| | | 3 Locomotive Unit Miles (D) | XXXXXX | XXXXXX | |
| | | Road Service (E) | XXXXXX | XXXXXX | |
| 8 | | 3-01 Unit Trains | 4,366,553 | XXXXXX | 8 |
| 9 | | 3-02 Way Trains | 998,468 | XXXXXX | 9 |
| 10 | | 3-03 Through Trains | 11,143,351 | XXXXXX | 10 |
| 11 | | 3-04 TOTAL (lines 8-10) | 16,508,372 | XXXXXX | 11 |
| 12 | | 3-11 Train Switching (F) | 1,615,789 | XXXXXX | 12 |
| 13 | | 3-21 Yard Switching (G) | 2,036,394 | XXXXXX | 13 |
| 14 | | 3-31 TOTAL ALL SERVICES (lines 11, 12, 13) | 20,160,555 | XXXXXX | 14 |
| | | 4 Freight Car-Miles (thousands) (H) | XXXXXX | XXXXXX | |
| | | 4-01 RR Owned and Leased Cars - Loaded | XXXXXX | XXXXXX | |
| 15 | | 4-010 Box-Plain 40-Foot | 0 | XXXXXX | 15 |
| 16 | | 4-011 Box-Plain 50-Foot and Longer | 1,092 | XXXXXX | 16 |
| 17 | | 4-012 Box-Equipped | 18,285 | XXXXXX | 17 |
| 18 | | 4-013 Gondola-Plain | 2,174 | XXXXXX | 18 |
| 19 | | 4-014 Gondola-Equipped | 8,108 | XXXXXX | 19 |
| 20 | | 4-015 Hopper-Covered | 58,117 | XXXXXX | 20 |
| 21 | | 4-016 Hopper-Open Top-General Service | 8,510 | XXXXXX | 21 |
| 22 | | 4-017 Hopper-Open Top-Special Service | 1,342 | XXXXXX | 22 |
| 23 | | 4-018 Refrigerator-Mechanical | 358 | XXXXXX | 23 |
| 24 | | 4-019 Refrigerator-Non-Mechanical | 361 | XXXXXX | 24 |
| 25 | | 4-020 Flat-TOFC/COFC | 18,566 | XXXXXX | 25 |
| 26 | | 4-021 Flat-Multi-Level | 3,132 | XXXXXX | 26 |
| 27 | | 4-022 Flat-General Service | 84 | XXXXXX | 27 |
| 28 | | 4-023 Flat-All Other | 11,184 | XXXXXX | 28 |
| 29 | | 4-024 All Other Car Types-Total | 103 | XXXXXX | 29 |
| 30 | | 4-025 TOTAL (lines 15-29) | 131,416 | XXXXXX | 30 |

755. RAILROAD OPERATING STATISTICS - Continued

| Line No | Cross Check | Item description (a) | Freight train (b) | Passenger train (c) | Line No |
|---------|-------------|---------------------------------------|----------------------|------------------------|---------|
| | | 4-11 RR Owned and Leased Cars-Empty | XXXXXX | XXXXXX | |
| 31 | | 4-110 Box-Plain 40-Foot | 0 | XXXXXX | 31 |
| 32 | | 4-111 Box-Plain 50-Foot and Longer | 1,096 | XXXXXX | 32 |
| 33 | | 4-112 Box-Equipped | 14,247 | XXXXXX | 33 |
| 34 | | 4-113 Gondola-Plain | 2,063 | XXXXXX | 34 |
| 35 | | 4-114 Gondola-Equipped | 7,320 | XXXXXX | 35 |
| 36 | | 4-115 Hopper-Covered | 52,582 | XXXXXX | 36 |
| 37 | | 4-116 Hopper-Open Top-General Service | 8,788 | XXXXXX | 37 |
| 38 | | 4-117 Hopper-Open Top-Special Service | 1,399 | XXXXXX | 38 |
| 39 | | 4-118 Refrigerator-Mechanical | 248 | XXXXXX | 39 |
| 40 | | 4-119 Refrigerator-Non-Mechanical | 258 | XXXXXX | 40 |
| 41 | | 4-120 Flat-TOFC/COFC | 1,520 | XXXXXX | 41 |
| 42 | | 4-121 Flat-Multi-level | 1,461 | XXXXXX | 42 |
| 43 | | 4-122 Flat-General Service | 108 | XXXXXX | 43 |
| 44 | | 4-123 Flat-All Other | 11,276 | XXXXXX | 44 |
| 45 | | 4-124 All Other Car Types | 124 | XXXXXX | 45 |
| 46 | | 4-125 TOTAL (lines 31-45) | 102,490 | XXXXXX | 46 |
| | | 4-13 Private Line Cars - Loaded (H) | XXXXXX | XXXXXX | |
| 47 | | 4-130 Box-Plain 40-Foot | 0 | XXXXXX | 47 |
| 48 | | 4-131 Box-Plain 50-Foot and Longer | 783 | XXXXXX | 48 |
| 49 | | 4-132 Box-Equipped | 2,165 | XXXXXX | 49 |
| 50 | | 4-133 Gondola-Plain | 853 | XXXXXX | 50 |
| 51 | | 4-134 Gondola-Equipped | 46 | XXXXXX | 51 |
| 52 | | 4-135 Hopper-Covered | 9,501 | XXXXXX | 52 |
| 53 | | 4-136 Hopper-Open Top-General Service | 2,110 | XXXXXX | 53 |
| 54 | | 4-137 Hopper-Open Top-Special Service | 606 | XXXXXX | 54 |
| 55 | | 4-138 Refrigerator-Mechanical | 306 | XXXXXX | 55 |
| 56 | | 4-139 Refrigerator-Non-Mechanical | 301 | XXXXXX | 56 |
| 57 | | 4-140 Flat-TOFC/COFC | 40,231 | XXXXXX | 57 |
| 58 | | 4-141 Flat-Multi-level | 28,412 | XXXXXX | 58 |
| 59 | | 4-142 Flat-General Service | 14 | XXXXXX | 59 |
| 60 | | 4-143 Flat-All Other | 10,502 | XXXXXX | 60 |
| 61 | | 4-144 Tank Under 22,000 Gallons | 448 | XXXXXX | 61 |
| 62 | | 4-145 Tank-22,000 Gallons and Over | 657 | XXXXXX | 62 |
| 63 | | 4-146 All Other Car Types | 47 | XXXXXX | 63 |
| 64 | | 4-147 TOTAL (lines 47-63) | 96,982 | XXXXXX | 64 |

755. RAILROAD OPERATING STATISTICS - Continued

| Line No | Cross Check | Item description (a) | Freight train (b) | Passenger train (c) | Line No |
|---------|-------------|---|----------------------|------------------------|---------|
| | | 4-15 Private Line Cars - Empty (H) | XXXXXX | XXXXXX | |
| 65 | | 4-150 Box-Plain 40-Foot | 0 | XXXXXX | 65 |
| 66 | | 4-151 Box-Plain 50-Foot and Longer | 227 | XXXXXX | 66 |
| 67 | | 4-152 Box-Equipped | 2,167 | XXXXXX | 67 |
| 68 | | 4-153 Gondola-Plain | 250 | XXXXXX | 68 |
| 69 | | 4-154 Gondola-Equipped | 329 | XXXXXX | 69 |
| 70 | | 4-155 Hopper-Covered | 749 | XXXXXX | 70 |
| 71 | | 4-156 Hopper-Open Top-General Service | 2,223 | XXXXXX | 71 |
| 72 | | 4-157 Hopper-Open Top-Special Service | 725 | XXXXXX | 72 |
| 73 | | 4-158 Refrigerator-Mechanical | 211 | XXXXXX | 73 |
| 74 | | 4-159 Refrigerator-Non-Mechanical | 196 | XXXXXX | 74 |
| 75 | | 4-160 Flat-TOFC/COFC | 2,341 | XXXXXX | 75 |
| 76 | | 4-161 Flat-Multi-level | 10,149 | XXXXXX | 76 |
| 77 | | 4-162 Flat-General Service | 11 | XXXXXX | 77 |
| 78 | | 4-163 Flat-All Other | 8,791 | XXXXXX | 78 |
| 79 | | 4-164 Tank Under 22,000 Gallons | 267 | XXXXXX | 79 |
| 80 | | 4-165 Tank-22,000 Gallons and Over | 380 | XXXXXX | 80 |
| 81 | | 4-166 All Other Car Types | 23 | XXXXXX | 81 |
| 82 | | 4-167 TOTAL (lines 65-81) | 29,039 | XXXXXX | 82 |
| 83 | | 4-17 Work Equipment and Company Freight Car-Miles | 5,348 | XXXXXX | 83 |
| 84 | | 4-18 No Payment Car-Miles (I) 1 | 220,367 | XXXXXX | 84 |
| | | 4-19 Total Car-Miles by Train Type (Note) | XXXXXX | XXXXXX | |
| 85 | | 4-191 Unit-Trains | 193,776 | XXXXXX | 85 |
| 86 | | 4-192 Way-Trains | 17,906 | XXXXXX | 86 |
| 87 | | 4-193 Through Trains | 373,960 | XXXXXX | 87 |
| 88 | | 4-194 TOTAL (lines 85-87) | 585,642 | XXXXXX | 88 |
| 89 | | 4-20 Caboose Miles | 63 | XXXXXX | 89 |

1 Total number of loaded miles 0 and empty miles 0 by roadrailer reported above.

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

755. RAILROAD OPERATING STATISTICS - Concluded

| Line No | Cross Check | Item description (a) | Freight train (b) | Passenger train (c) | Line No |
|---------|-------------|--|----------------------|------------------------|---------|
| | | 6 Gross Ton-Miles (thousands) (K) | XXXXXX | XXXXXX | |
| 98 | | 6-01 Road Locomotives | 3,232,378 | XXXXXX | 98 |
| | | 6-02 Freight Trains, Crs, Cnts., and Caboose | XXXXXX | XXXXXX | |
| 99 | | 6-020 Unit Trains | 17,073,781 | XXXXXX | 99 |
| 100 | | 6-021 Way Trains | 1,420,466 | XXXXXX | 100 |
| 101 | | 6-022 Through Trains | 28,218,088 | XXXXXX | 101 |
| 102 | | 6-03 Passenger-Trains, Crs., Cnts., and Caboose | 0 | XXXXXX | 102 |
| 103 | | 6-04 Non-Revenue | 0 | XXXXXX | 103 |
| 104 | | 6-05 TOTAL (lines 98-103) | 49,944,713 | XXXXXX | 104 |
| | | 7. Tons of Freight (thousands) | XXXXXX | XXXXXX | |
| 105 | | 7-01 Revenue | 58,557 | XXXXXX | 105 |
| 106 | | 7-02 Non-Revenue | 179 | XXXXXX | 106 |
| 107 | | 7-03 TOTAL (lines 105,106) | 58,736 | XXXXXX | 107 |
| | | 8 Ton-Miles of Freight (thousands) (L) | XXXXXX | XXXXXX | |
| 108 | | 8-01 Revenue-Road Service | 24,522,273 | XXXXXX | 108 |
| 109 | | 8-02 Revenue-Lake Transfer Service | 0 | XXXXXX | 109 |
| 110 | | 8-03 TOTAL (lines 108,109) | 24,522,273 | XXXXXX | 110 |
| 111 | | 8-04 Non-Revenue-Road Service | 177,324 | XXXXXX | 111 |
| 112 | | 8-05 Non-Revenue-Lake Transfer Service | 0 | XXXXXX | 112 |
| 113 | | 8-06 TOTAL (lines 111,112) | 177,324 | XXXXXX | 113 |
| 114 | | 8-07 TOTAL-Revenue & Non-Revenue (lines 110,113) | 24,699,597 | XXXXXX | 114 |
| | | 9. Train Hours (M) | XXXXXX | XXXXXX | |
| 115 | | 9-01 Road Service | 402,726 | XXXXXX | 115 |
| 116 | | 9-02 Train Switching | 134,088 | XXXXXX | 116 |
| 117 | | 10 TOTAL YARD-SWITCHING HOURS (N) | 308,888 | XXXXXX | 117 |
| | | 11 Train-Miles Work Trains (O) | XXXXXX | XXXXXX | |
| 118 | | 11-01 Locomotives | 29,913 | XXXXXX | 118 |
| 119 | | 11-02 Motorcars | 0 | XXXXXX | 119 |
| | | 12. Number of Loaded Freight Cars (P) | XXXXXX | XXXXXX | |
| 120 | | 12-01 Unit Trains | 295,141 | XXXXXX | 120 |
| 121 | | 12-02 Way Trains | 315,238 | XXXXXX | 121 |
| 122 | | 12-03 Through Trains | 623,120 | XXXXXX | 122 |
| 123 | | 13 TOFC/COFC-No. of Rev. Trlrs & Cntrs Lded & Unlded (Q) | 399,412 | XXXXXX | 123 |
| 124 | | 14. Multi-level Cars-No. of Motor Vehicles Lded & Unlded | 300,250 | XXXXXX | 124 |
| 125 | | 15 TOFC/COFC-No. of Rev. Trailers Picked Up & Delivered | 0 | XXXXXX | 125 |
| | | 16. Revenue Tons-Marine Terminal (S) | XXXXXX | XXXXXX | |
| 126 | | 16-01 Marine Terminals-Coal | 0 | XXXXXX | 126 |
| 127 | | 16-02 Marine Terminals-Ore | 0 | XXXXXX | 127 |
| 128 | | 16-03 Marine Terminals-Other | 0 | XXXXXX | 128 |
| 129 | | 16-04 TOTAL (lines 126-128) | 0 | XXXXXX | 129 |
| | | 17. Number of Foreign Per Diem Cars on Line (T) | XXXXXX | XXXXXX | |
| 130 | | 17-01 Serviceable | 1,587 | XXXXXX | 130 |
| 131 | | 17-02 Unserviceable | 108 | XXXXXX | 131 |
| 132 | | 17-03 Surplus | 0 | XXXXXX | 132 |
| 133 | | 17-04 TOTAL (lines 130-132) | 1,695 | XXXXXX | 133 |
| 134 | | TOFC/COFC - Average No. of Units Loaded Per Car | 2.36 | XXXXXX | 134 |

NOTES AND REMARKS

This page intentionally left blank.

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)

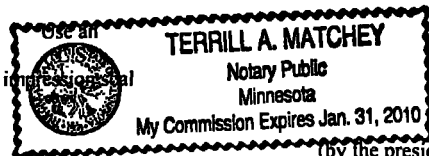
State of **Minnesota**
County of **Hennepin**

John C. Miller makes oath and says that he is **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 the Surface Transportation Board; 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, 2004** to and including **December 31, 2004**

John C. Miller
(signature of affiant)

Subscribed and sworn to before me, a **Notary Public** in and for the State and County above named; this
30th day of **March, 2005** My commission expires **January 31, 2010.**



Terrill A. Matchey
(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 _____, _____, to and including _____

(signature of affiant)

Subscribed and sworn to before me, a _____, in and for the State and County above named, this
day of _____, My commission expires _____

Use an
L.S.
impression seal

(signature of officer authorized to administer oaths)

* Under the Company's delegation of authority, the Controller has authorization to execute reports required by the Surface Transportation Board; therefore, the Supplemental Oath is not required.

NOTES AND REMARKS

This page intentionally left blank.

Answer

CORRECTIONS

EXPLANATORY REMARKS

INDEX

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

INDEX

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

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 | 33,726 |
| 2 | Add: Interest Income from Working Capital Allowance-Cash Portion | | 347 |
| 3 | Income Taxes Associated with Non-Rail Income and Deductions | | (316) |
| 4 | Gain or (loss) from transfer/reclassification to nonrail-status (net of income taxes) | | 3,095 |
| 5 | Adjusted Net Railway Operating Income (Lines 1, 2, 3 & 4) | | 36,852 |
| | Adjusted Investment in Railroad Property for Reporting Entity | | |
| 6 | Combined Investment in Railroad Property Used in Transportation Service | 1,205,789 | 1,250,722 |
| 7 | Less: Interest During Construction | 0 | 0 |
| 8 | Other Elements of Investment (if debit balance) | 1,134 | 1,134 |
| 9 | Add: Net Rail Assets of Rail-Related Affiliates | 0 | 0 |
| 10 | Working Capital Allowance | 19,299 | 22,939 |
| 11 | Net Investment Base Before Adjustment for Deferred Taxes (Lines 6 through 10) | 1,223,954 | 1,272,527 |
| 12 | Less: Accumulated Deferred Income Tax Credits | 121,665 | 126,973 |
| 13 | Net Investment Base (Line 11-12) | 1,102,289 | 1,145,554 |

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 Company | Railroad |
| Northern Coal & Iron Company | Railroad - Leased Line |
| Albany & Vermont Railway Company | Railroad - Leased Line |
| Saratoga & Schenectary Railroad Company | Railroad - Leased Line |

250. PART B
Determination of Nonrail Taxes
(Dollars in Thousands)

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

Part I- DETERMINE TAXES ON NONRAILROAD INCOME FOR ALL COMBINED/CONSOLIDATED RAILROADS (EXCLUDES ALL RAIL-RELATED AFFILIATES).

| | | |
|-------|---|---------------|
| (1) | Determine Combined/Consolidated Adjusted income from continuing operations (before taxes) for all affiliated railroads (all classes). Do not include rail-related affiliates that are not railroads in this part. This represents the total combined/consolidated amounts for all items listed below for all railroads in the reporting entity. | |
| | Income from continuing operations (before taxes) should be the equivalent of the numbers contained in the R-1 Schedule 210, Line 46, adjusted to include all railroads in the reporting entity. | <u>35,780</u> |
| - | Equity in undistributed earnings, which represents the total of Schedule 210, Line 26, for all railroads in the reporting entity. | <u>1,724</u> |
| - | 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) | <u>196</u> |
| = | Adjusted income from continuing operations (before taxes) This represents "A" in Item (3) below | <u>33,860</u> |
| (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. | <u>33,726</u> |
| + | 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.) | <u>14,185</u> |
| + | 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. | <u>347</u> |
| + | 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. | <u>0</u> |
| - | 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. | <u>25,950</u> |
| - | Railroad-related income from affiliates (other than railroads) which was included in consolidated NROI (Schedule 250, Line 1) | <u>0</u> |
| = | Combined/Consolidated Pre-Tax Adjusted NROI for all railroads This represents "B" in Item (3) below | <u>22,308</u> |
| (3) * | Calculate the railroad-related tax ratio. "B/A" | <u>66%</u> |
| (4) * | Compute the nonrailroad-related complement (1-Railroad-related income ratio) which equals the Nonrailroad-related tax ratio | <u>34%</u> |
| (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 | <u>(316)</u> |

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

| | | |
|-----|---|----------|
| (6) | This is calculated by dividing the nonrailroad-related income for combined rail-related affiliates by the total pre-tax net income for all combined rail-related affiliates and multiplying this result by the total taxes (current provision plus deferred) This equals the taxes on nonrailroad income for all affiliated companies | <u>0</u> |
|-----|---|----------|

Part III- DETERMINE TOTAL NONRAILROAD-RELATED TAXES

| | | |
|-----|---|--------------|
| (7) | This is determined as follows | |
| | Total income taxes on nonrailroad-related income for all railroads in the reporting entity (Item 5 above) | <u>(316)</u> |
| + | Total Nonrailroad-related taxes for rail-related affiliates (Item 6 above) | <u>0</u> |
| = | Total nonrailroad-related taxes (This amount should be transferred to Schedule 250, Part A, Line 3) | <u>(316)</u> |