

ANNUAL REPORT 1971 CL. 2

310

BURLINGTON NORTHERN INC.

1 OF 3

310

**Railroad
Annual Report Form A.**

(Class I Line-haul and Switching and Terminal Companies)

ORIGINAL

Budget Bureau No. 60-RO92.21

ADMINISTRATIVE SERVICES
P. 100-1000000

ANNUAL REPORT

OF

BURLINGTON NORTHERN INC.

TO THE

INTERSTATE COMMERCE COMMISSION

FOR THE

YEAR ENDED DECEMBER 31, 1971

310

ANNUAL REPORT

OF

BURLINGTON NORTHERN INC.

TO THE

INTERSTATE COMMERCE COMMISSION

FOR THE

YEAR ENDED DECEMBER 31, 1971

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

(Name) W. N. Ernzen (Title) Vice President and Controller

(Telephone number) 612 227-0911

(Area code) (Telephone number)

(Office address) Room 830 Burlington Northern Building

176 East Fifth Street, St. Paul, Minnesota 55101

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

BURLINGTON NORTHERN INC.

Schedule 562. Compensation of Officers, Directors, etc.
YEAR 1971

Line No.	Name of Person (c)	Title (b)	Salaries per annum as of close of year (see instructions) (c)	Other Compensation During the Year (d)
1.	Louis W. Menk	Chairman & Chief Executive Officer	\$175,000	<u>1/</u> \$ 5,950
2.	Robert W. Downing	President & Chief Operating Officer	150,000	<u>1/</u> 3,512
3.	John M. Budd	Chairman of the Finance Committee	100,000	<u>1/</u> 5,061
4.	Anthony Kane	Vice President-Law	92,500	<u>1/</u> 1,950
5.	N. M. Lorentzen	Executive Vice President	90,000	<u>1/</u> 3,140
6.	Frank H. Coyne	Vice President, Finance	80,000	<u>2/</u> 496
7.	C. R. Binger	Vice President, Resources Development	<u>3/</u> 78,380	<u>2/</u> 843
8.	M. M. Scanlan	Vice President, Marketing	77,000	<u>2/</u> 1,369
9.	I. C. Ethington	Vice President, Operations	75,000	<u>1/</u> 3,171
10.	F. S. Farrell	Vice President & General Counsel	70,000	<u>2/</u> 707
11.	W. N. Erzen	Vice President & Controller	<u>4/</u> 68,000	<u>2/</u> 1,369
12.	T. C. DeButts	Vice President, Labor Relations	60,000	<u>2/</u> 312
13.	W. K. Bush	Vice President, Executive Department	58,000	<u>1/</u> 3,374
14.	C. A. Eckart	Vice President, Executive Department	50,000	<u>2/</u> 978
15.	F. E. Deines	Vice President, Sales & Service	50,000	<u>2/</u> 587
16.	G. F. Defiel	V.P., Indus. & Economic Dev.	<u>5/</u> 50,000	<u>2/</u> 616
17.	T. J. Lamphier	V.P., Management Serv. & Plg.	50,000	<u>2/</u> 228
18.	K. T. Cabbage	Asst.V.P. & General Counsel	<u>6/</u> 50,000	<u>1/</u> 499
19.	A. McEwan, M.D.	Chief Medical Officer	50,000	None

BURLINGTON NORTHERN INC.

Line No.	Name of Person (a)	Title (b)	Salaries per annum as of close of year (see instructions) (c)	Other Compensation During the Year (d)
20.	L. L. Duxbury, Jr.	Vice President-Eastern Counsel	\$48,500	<u>2/</u> \$ 226
21.	W. L. Smith	Vice President, Market Development	48,000	<u>2/</u> 189
22.	D. H. King	Regional Vice President	47,500	<u>1/</u> 2,710
23.	W. R. Allen	Regional Vice President	45,000	<u>2/</u> 299
24.	R. J. Crosby	Vice Pres. & Regional Counsel	45,000	<u>2/</u> 316
25.	C. E. Larsen	Vice President, Pricing	44,000	<u>2/</u> 393
26.	J. C. Ashton	Vice President	43,500	<u>2/</u> 62
27.	R. G. Johnson	Asst. V.P., Transportation	40,100	<u>2/</u> 195
28.	D. J. Wigstrom	Sr. Asst. Vice President	40,000	<u>2/</u> 212
29.	A. E. Egbers	Asst. V.P., Labor Relations	40,000	<u>2/</u> 136
30.	R. P. Tjossem	Asst. V.P.-Regional Counsel	<u>7/</u> 40,000	<u>2/</u> 352
31.	C. F. Hunkins	Asst. V.P., Oil Development	40,000	<u>2/</u> 235
32.	H. J. Suries	Regional Vice President	40,000	<u>2/</u> 157
33.	J. O. Davies	Regional Vice President	40,000	<u>2/</u> 352
34.	R. L. Merklin	Regional Vice President	40,000	<u>2/</u> 88
35.	E. R. Craven	Asst. Vice Pres., Operations	40,000	<u>2/</u> 209
36.	R. E. Taylor	Asst. Vice Pres., Mechanical	39,600	<u>2/</u> 224
37.	J. E. Hamer	Asst. Vice Pres., Operations	39,000	<u>1/</u> 1,148
38.	R. A. Beulke	Regional Vice President	38,500	<u>1/</u> 218
39.	J. D. Nankivell	Vice Pres., Intermodal Sales	38,500	<u>2/</u> 326
40.	B. G. Anderson	Asst. Vice Pres., Engineering	38,100	<u>2/</u> 197

BURLINGTON NORTHERN INC.

Line No.	Name of Person (a)	Title (b)	Salaries per annum as of close of year (see instructions) (c)	Other Compensation During the Year (d)
41.	J. D. Rezner	Asst. Vice Pres., Sales (East)	\$37,400	<u>2/</u> \$ 166
42.	R. E. Skov	Associate General Counsel	37,000	<u>2/</u> 171
43.	J. C. Kenady	Asst. Vice Pres., Indus. & Econ. Dev.	36,000	<u>2/</u> 153
44.	L. J. Meyer	Asst. Vice Pres.-Merger	35,000	<u>2/</u> 196
45.	R. M. O'Kelly	Secretary	<u>8/</u> 35,000	<u>2/</u> 132
46.	H. B. Krengel	Asst. Vice Pres. & Gen. Solicitor	34,500	<u>2/</u> 218
47.	A. M. Rung	Vice Pres., Public Relations & Advt.	34,000	<u>2/</u> 74
48.	T. G. Schuster	Associate General Counsel	34,000	<u>2/</u> 131
49.	J. C. Smith	Associate General Counsel	<u>9/</u> 34,000	<u>2/</u> 26
50.	R. G. Tausch	Chf. Mech. Officer, Locomotives	33,500	<u>2/</u> 107
51.	G. M. deLambert	Vice Pres., Purchasing & Material	33,500	<u>2/</u> 120
52.	R. H. Shober	Asst. Vice Pres., Operations	33,300	<u>1/</u> 916
53.	J. R. Walker	Associate General Counsel	33,000	<u>2/</u> 114
54.	W. L. Taylor	Associate Regional Counsel	33,000	<u>2/</u> 114
55.	W. F. Burke	Director, Passenger Service (Amtrak)	32,580	<u>2/</u> 145
56.	J. R. Grimes	Asst. V.P.-Regional Sales Mgr.	32,500	<u>2/</u> 50
57.	H. H. Holmquist	Vice President, Person.	32,500	<u>2/</u> 11
58.	T. C. Kryzer	Asst. V.P.-Market Development	32,400	<u>2/</u> 46
59.	L. N. Assell	Treasurer	<u>10/</u> 32,000	<u>2/</u> 167
60.	D. W. Johnson	Assistant Regional Counsel	32,000	<u>2/</u> 98
61.	L. A. Harris	Assistant General Counsel	31,500	<u>2/</u> 29
62.	D. E. Engle	Associate General Counsel	31,500	<u>2/</u> 29
63.	H. D. Lear	Asst. Vice Pres.-Executive Dept.	31,000	<u>2/</u> 5

BURLINGTON NORTHERN INC.

4.

Line No.	Name of Person (a)	Title (b)	Salaries per annum as of close of year (see instructions) (c)	Other Compensation During the Year (d)
64.	J. H. Hertog	Asst. Vice Pres., Operations	\$31,000	<u>2/</u> \$ 25
65.	R. F. Garland	Asst. Vice Pres.-Controller's Divn.	<u>11/</u> 30,900	<u>2/</u> 17
66.	G. R. Powe	A.V.P., Sls & Sve. Eng. Mets. & Chem	30,900	<u>2/</u> 101
67.	D. V. Sartore	Chief Engineer-Design	30,600	<u>2/</u> 27
68.	D. V. Hon	Chief Mechanical Officer-Cars	30,600	<u>2/</u> 44
69.	J. W. Wicks	Asst. Vice Pres., Operations	30,600	<u>2/</u> 47
70.	H. W. Hammatt, M.D.	Asst. Chief Medical Officer	30,350	None
71.	D. R. Lamb	A.V.P.-Budgets & Econ. Analysis	30,300	<u>2/</u> 47
72.	R. E. Griffin	Dir. Data Systems & Production	30,300	<u>2/</u> 30
73.	J. K. Cutforth	Asst. Vice Pres.-Sales (West)	30,200	<u>2/</u> 57
74.	O. W. Cobb	Asst. Vice Pres., -Pricing	30,120	<u>2/</u> 45
75.	K. T. Woodruff	Asst. Vice Pres.-Controller's Divn.	30,000	<u>2/</u> 67
76.	W. R. Shannon	Asst. Vice Pres., Operations	30,000	<u>2/</u> 66
77.	W. L. Malone	Asst. Vice Pres., Reg. Sales Mgr.	30,000	<u>2/</u> 65
78.	K. W. Johnson	Director General Claims	30,000	<u>2/</u> 148
79.	L. J. Parsons	Manager of Aviation	30,000	<u>2/</u> 46
80.	G. M. Washington	Vice Pres.-Oil Development-Resigned* *Salary thru February 1971 and severance allowance.	47,202	<u>2/</u> 176

- 1/ Director and Other Fees and Premium for Life Insurance Coverage in Excess of \$50,000
- 2/ Premium for Life Insurance Coverage in Excess of \$50,000
- 3/ Also Received \$1,667 compensation as Vice President, St. Louis and Kansas City Land Company
Also Received \$1,620 compensation as Vice President, Lemhi Telephone Company
- 4/ Also Received \$10,000 compensation as President, St. Louis and Kansas City Land Company
- 5/ Also Received \$1,250 compensation as Vice President, St. Louis and Kansas City Land Company
- 6/ Also Received \$3,333 compensation as Vice President, St. Louis and Kansas City Land Company
- 7/ Also Received \$5,000 compensation as Vice President, Glacier Park Company
- 8/ Also Received \$3,500 compensation as Secretary-Asst. Treasurer, St. Louis and Kansas City Land Co.
- 9/ Also Received \$1,667 compensation as Vice President, St. Louis and Kansas City Land Company
- 10/ Also Received \$3,500 compensation as Treasurer-Asst. Secy., St. Louis and Kansas City Land Company
- 11/ Also Received \$7,500 compensation as Controller, St. Louis and Kansas City Land Company

Salary Changes in 1971

Line No.	Increased		Effective Date
	From	To	
1. Louis W. Menk	\$150,000	\$175,000	May 1, 1971
2. Robert W. Downing	110,000	150,000	May 1, 1971
3. John M. Budd	175,000	100,000 (1)	May 1, 1971
5. N. M. Lorentzen	70,000	90,000	May 1, 1971
6. Frank H. Coyne	70,000	80,000	May 1, 1971
7. C. R. Binger	68,380	78,380	May 1, 1971
8. M. M. Scanlan	70,000	77,000	May 1, 1971
9. I. C. Ethington	60,000	75,000	May 1, 1971
10. F. S. Farrell	65,000	70,000	May 1, 1971
11. W. N. Erzen	65,000	68,000	May 1, 1971
12. T. C. DeButts	52,500	60,000	May 1, 1971
15. F. E. Deines	48,000	50,000	May 1, 1971
16. G. F. Defiel	45,000	50,000	May 1, 1971
17. T. J. Lamphier	46,200	50,000	May 1, 1971
21. W. L. Smith	38,000	48,000	May 1, 1971
22. D. H. King	38,000	47,500	May 1, 1971
23. W. R. Allen	40,000	45,000	May 1, 1971
24. R. J. Crosby	43,000	45,000	May 1, 1971
25. C. E. Larsen	40,000	44,000	May 1, 1971
27. R. G. Johnson	35,700	40,100	May 1, 1971
28. D. J. Wigstrom	38,000	40,000	November 16, 1971
29. A. E. Egbers	37,500	40,000	May 1, 1971
30. R. P. Tjossem	36,500	40,000	July 1, 1971
31. C. F. Hunkins	36,250	40,000	March 1, 1971
32. H. J. Surles	36,000	40,000	May 1, 1971
33. J. O. Davies	35,000	40,000	May 1, 1971
34. R. L. Marklin	30,300	40,000	May 1, 1971
35. E. R. Craven	31,200	40,000	April 1, 1971

Salary Changes in 1971

Line No.		Increased		Effective Date
		From	To	
36.	R. E. Taylor	\$36,000	\$39,600	April 1, 1971
37.	J. E. Hamer	33,900	39,000	May 1, 1971
38.	R. A. Beulke	35,000	38,500	May 1, 1971
39.	J. D. Nankivell	35,000	38,500	May 1, 1971
40.	B. G. Anderson	36,000	38,100	July 1, 1971
41.	J. D. Rezner	35,000	37,400	November 16, 1971
42.	R. E. Skov	34,000	37,000	July 1, 1971
43.	J. C. Kenady	32,800	36,000	July 1, 1971
44.	L. J. Meyer	33,000	35,000	April 1, 1971
45.	R. M. O'Kelly	32,000	35,000	May 1, 1971
46.	H. B. Krengel	32,000	34,500	July 1, 1971
47.	A. M. Rung	30,000	34,000	May 1, 1971
48.	T. G. Schuster	32,000	34,000	July 1, 1971
49.	J. C. Smith	31,000	34,000	July 1, 1971
50.	R. G. Tausch	31,200	33,500	March 1, 1971
51.	G. M. deLambert	30,000	33,500	May 1, 1971
52.	R. H. Shober	30,900	33,300	July 1, 1971
53.	J. R. Walker	31,000	33,000	July 1, 1971
54.	W. L. Taylor	31,000	33,000	July 1, 1971
55.	W. F. Burke	30,180	32,580	February 1, 1971
56.	J. R. Grimes	30,360	32,500	May 1, 1971
57.	H. H. Holmquist	30,000	32,500	May 1, 1971
58.	T. C. Kryzer	29,580	32,400	November 16, 1971
59.	L. N. Assell	30,000	32,000	May 1, 1971
60.	D. W. Johnson	30,000	32,000	July 1, 1971
61.	L. A. Harris	29,000	31,500	July 1, 1971
62.	D. E. Engle	29,000	31,500	July 1, 1971
63.	H. D. Lear	27,300	31,000	March 1, 1971
64.	J. H. Hertog	27,600	31,000	April 1, 1971
65.	R. F. Garland	27,600	30,900	April 1, 1971
66.	G. R. Powe	28,620	30,900	November 16, 1971
67.	D. V. Sartore	27,600	30,600	March 16, 1971
68.	D. V. Hon	27,600	30,600	May 1, 1971
69.	J. W. Wicks	27,600	30,600	April 1, 1971
71.	D. R. Lamb	28,800	30,300	April 1, 1971
72.	R. E. Griffin	27,900	30,300	December 1, 1971
73.	J. K. Cutforth	22,800	24,850	April 1, 1971
	J. K. Cutforth	24,850	30,200	May 1, 1971
74.	O. W. Cobb	27,720	30,120	March 1, 1971

BURLINGTON NORTHERN INC.

7.

Salary Changes in 1971

Line No.		From	To	Effective Date
75.	K. T. Woodruff	\$26,400	\$30,000	April 1, 1971
76.	W. R. Shannon	26,100	30,000	April 1, 1971
77.	W. L. Malone	26,400	28,775	April 1, 1971
	W. L. Malone	28,775	30,000	May 1, 1971
78.	K. W. Johnson	27,560	30,000	July 1, 1971
79.	L. J. Parsons	28,500	30,000	November 16, 1971

(1) Elected Chairman of Finance Committee effective May 1, 1971, formerly Chairman and Chief Executive Officer.

PENSIONERS

Name of Person (a)	Title (b)	Salaries per annum as of Close of Year (see instructions) (c)	Other Compensation During the Year (d)
Robert S. Macfarlane	Chairman Emeritus - Retired		\$ 2,578 (a) 61,935 (b)
E. B. Stanton	Vice President, Exec. Dept. - Retired		37,323 (b)
Eldon M. Martin	Vice President & Gen. Counsel - Retired		35,498 (d)
C. H. Burgess	Vice President, Operating - Retired		31,857 (b)
J. L. Robson	Vice President, Merger Development (Retired March 31, 1971)	\$ 6,042/Mo.	21,145 (c)

(a) Directors and Other Fees

(b) Annual Pension

(c) Pension and Premium for Life Insurance coverage in excess of \$50,000

(d) Annual Pension and Deferred Compensation

DISABILITY LEAVE OF ABSENCE

E. M. Stevenson	Vice President Sales & Service (Disability Leave since October 1, 1970)	\$55,000	2/\$ 1,174
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2/ Premium for Life Insurance Coverage in Excess of \$50,000

NOTICE

1. This Form for annual report should be filled out in triplicate and two copies returned to the Interstate Commerce Commission, Bureau of Accounts, Washington, D.C. 20423, by March 31, of the year following that for which the report is made. Attention is specially directed to the following provisions of Part I of the Interstate Commerce Act:

Sec. 20. (1) The Commission is hereby authorized to require annual, periodical, or special reports from carriers, lessors, * * * (as defined in this section), to prescribe the manner and form in which such reports shall be made, and to require from such carriers, lessors, * * * specific and full, true, and correct answers to all questions upon which the Commission may deem information to be necessary, classifying such carriers, lessors, * * * as it may deem proper for any of these purposes. Such annual reports shall give an account of the affairs of the carrier, lessor, * * * in such form and detail as may be prescribed by the Commission.

(2) Said annual reports shall contain all the required information for the period of twelve months ending on the first day of December in each year, unless the Commission shall specify a different date, and shall be made out under oath and filed with the Commission in its office in Washington within three months after the close of the year for which report is made, unless additional time be granted in any case by the Commission.

(3) (b) Any person who shall knowingly and willfully make, cause to be made, or participate in the making of, any false entry in any annual or other report required under this section to be filed, * * * or shall knowingly or willfully file with the Commission any false report or other document, shall be deemed guilty of a misdemeanor and shall be subject upon conviction in any court of the United States of competent jurisdiction, to a fine of not more than five thousand dollars or imprisonment for not more than two years, or both such fine and imprisonment:

(3) (c) Any carrier or lessor, * * * or any officer, agent, employee, or representative thereof, who shall fail to make and file an annual or other report with the Commission within the time fixed by the Commission, or to make specific and full, true, and correct answer to any question within thirty days from the time it is lawfully required by the Commission so to do, shall forfeit to the United States the sum of one hundred dollars for each and every day it shall continue to be in default with respect thereto.

(8) As used in this section * * * the term "carrier" means a common carrier subject to this part, and includes a receiver or trustee of such carrier; and the term "lessor" means a person owning a railroad, a water line, or a pipe line, leased to and operated by a common carrier subject to this part, and includes a receiver or trustee of such lessor.

The respondent is further required to send to the Bureau of Accounts, immediately upon preparation, two copies of its latest annual report to stockholders. See schedule 108 A, page 105.

2. The instructions in this Form should be carefully observed, and each question should be answered fully and accurately, whether it has been answered in a previous annual report or not. Except in cases where they are specifically authorized, cancellations, arbitrary check marks, and the like should not be used either as partial or as entire answers to inquiries. If any inquiry, based on a preceding inquiry in the present report form is, because of the answer rendered to such preceding inquiry, inapplicable to the person or corporation in whose behalf the report is made, such notation as "Not applicable; see page —, schedule (or line) number —" should be used in answer thereto, giving precise reference to the portion of the report showing the facts which make the inquiry inapplicable. Where the word "none" truly and completely states the fact, it should be given as the answer to any particular inquiry or any particular portion of an inquiry. Where dates are called for, the month and day should be stated as well as the year. Customary abbreviations may be used in stating dates.

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

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

5. All entries should be made in permanent black ink. Those of a contrary character should be indicated in parenthesis. Items of an unusual character should be indicated by appropriate symbol and footnote.

Money items (except averages) throughout this annual report form should be shown in units of dollars adjusted to accord with footings.

6. Each respondent should make its annual report to this Commission in triplicate, retaining one copy in its files for reference in case correspondence with regard to such report becomes necessary. For this reason three copies of the Form are sent to each corporation concerned.

7. Railroad corporations, mainly distinguished as operating companies and lessor companies, are for the purpose of report to the Interstate Commerce Commission divided into classes. An operating company is one whose officers direct the business of transportation and whose books contain operating as well as financial accounts; and, a lessor company, the property of which being leased to and operated by

another company, is one that maintains a separate legal existence and keeps financial but not operating accounts. In making reports, lessor companies use Annual Report Form E.

Operating companies (including switching and terminal) are broadly classified, with respect to their operating revenues, according to the following general definitions:

Class I companies are those having annual operating revenues of \$5,000,000, or more. For this class, Annual Report Form A is provided.

Class II companies are those having annual operating revenues below \$5,000,000. For this class, Annual Report Form C is provided.

In applying this classification to any switching or terminal company which is operated as a joint facility of owning or tenant railroads, the sum of the annual railway operating revenues, the joint facility rent income, and the returns to joint facility credit accounts in operating expenses, shall be used in determining its class.

Switching and terminal companies are further classified as:

Class S1. Exclusively switching. This class of companies includes all those performing switching service only, whether for joint account or for revenue.

Class S2. Exclusively terminal. This class of companies includes all companies furnishing terminal trackage on terminal facilities only, such as union passenger or freight stations, stockyards, etc., for which a charge is made, whether operated for joint account or for revenue. In case a bridge or ferry is a part of the facilities operated by a terminal company, it should be included under this heading.

Class S3. Both switching and terminal. Companies which perform both a switching and a terminal service. This class of companies includes all companies whose operations cover both switching and terminal service, as defined above.

Class S4. Bridge and ferry. This class of companies is confined to those whose operations are limited to bridges and ferries exclusively.

Class S5. Mixed. Companies performing primarily a switching or a terminal service, but which also conduct a regular freight or passenger traffic. The revenues of this class of companies include, in addition to switching or terminal revenues, those derived from local passenger service, local freight service, participation in through movement of freight or passenger traffic, other transportation operations, and operations other than transportation.

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

COMMISSION means the Interstate Commerce Commission. RESPONDENT means the person or corporation in whose behalf the report is made. THE YEAR means the year ended December 31 for which the report is made. THE CLOSE OF THE YEAR means the close of business on December 31 of the year for which the report is made; or, in case the report is made for a shorter period than one year, it means the close of the period covered by the report. THE BEGINNING OF THE YEAR means the beginning of business on January 1 of the year for which the report is made; or, in case the report is made for a shorter period than one year, it means the beginning of the period covered by the report. THE PRECEDING YEAR means the year ended December 31 of the year next preceding the year for which the report is made. THE UNIFORM SYSTEM OF ACCOUNTS FOR RAILROAD COMPANIES means the system of accounts in Part 1201 of Title 49, Code of Federal Regulations, as amended.

9. All companies using this Form should complete all schedules, with the following exceptions, which should severally be completed by the companies to which they are applicable:

Schedules restricted to Switching and Terminal Companies		Schedules restricted to other than Switching and Terminal Companies	
Schedule.....	414	Schedule.....	411
".....	415	".....	412
".....	552		

FOR INDEX SEE BACK OF BOOK

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SPECIAL NOTICE

The attention of the respondent is directed below to certain particulars, if any, in which this report form differs from the corresponding form for the preceding year. It should be understood that mention is not made of necessary substitutions of dates or, in general, such other things as simple modifications intended to make requirements clearer, other minor adjustments, and typographical corrections.

Pages 220 and 221: Schedule 211. Road and Equipment Property

- 224: Schedule 211B. Depreciation Base and Rates -- Road and Equipment Owned and Used and Leased from Others
- 225: Schedule 211C. Depreciation Base and Rates -- Road and Equipment Leased to Others
- 226: Schedule 211D. Depreciation Reserve -- Road and Equipment Owned and Used
- 226A: Schedule 211E. Depreciation Reserve -- Road and Equipment Leased from Others
- 226B: Schedule 211F. Depreciation Reserve -- Road and Equipment Leased to Others
- 227: Schedule 211G. Amortization of Defense Projects -- Road and Equipment Owned and Leased from Others
- 230A: Schedule 211N-2. Investment in Railway Property Used in Transportation Service

Provision has been made for reporting data related to terminal and highway equipment used in TOFC/COFC (piggyback) service by inserting new accounts 25, TOFC/COFC terminals, and 55, Highway revenue equipment.

Reference to account 51, Steam locomotives, has been deleted.

Account 52, Other locomotives, has been retitled "Locomotives".

Page 233: Instructions Concerning Returns to be Made in Schedule 218 on Pages 234, 235, 236, and 237

Instructions have been revised to clarify reporting of debt nominally and actually issued or assumed.

Page 237: Schedule 218. Funded Debt and Other Obligations

Columns reporting securities issued during the year have been amended to include securities assumed during the year.

Page 238: Schedule 219. Equipment Covered by Equipment Obligations

Instructions have been revised to clarify reporting of the contract price of equipment acquired and cash paid on acceptance of equipment.

Page 300: Schedule 300. Income Account for the Year

Account 503, Hire of freight cars -- Credit balance, has been retitled "Hire of freight cars and highway revenue equipment -- Credit balance".

Account 536, Hire of freight cars -- Debit balance, has been retitled "Hire of freight cars and highway revenue equipment -- Debit balance".

Pages 304 -- 311: Schedule 320. Railway Operating Expenses

Provision has been made for reporting expenses related to terminal and highway equipment used in TOFC/COFC (piggyback) service by inserting new accounts 244, TOFC/COFC terminals; 318, Highway revenue equipment -- Repairs; 421, TOFC/COFC terminals; and 422, Other highway transportation expenses.

Accounts 308, Steam locomotives -- Repairs; 385, Water for yard locomotives; 386, Lubricants for yard locomotives; 387, Other supplies for yard locomotives; 397, Water for train locomotives; 398, Lubricants for train locomotives; and 399, Other supplies for train locomotives, are eliminated from this schedule.

Account 311, Other locomotives -- Repairs, has been retitled "Locomotives -- Repairs".

Account 388, Enginehouse expenses -- Yard, has been retitled "Servicing yard locomotives".

Account 400, Enginehouse expenses -- Train, has been retitled "Servicing train locomotives".

Page 312: Schedule 322. Road Property -- Depreciation

Provision has been made for reporting depreciation of TOFC/COFC terminals by inserting new account 25, TOFC/COFC terminals.

Page 314: Schedule 328. Retirements -- Equipment

Reference to account 51, Steam locomotives, has been deleted.

Account 52, Other locomotives, has been retitled "Locomotives".

Provision has been made for reporting retirements of highway revenue equipment by inserting new account 55, Highway revenue equipment.

Continued on following page

SPECIAL NOTICE - Continued

Page 314: Schedule 330: Equipment - Depreciation

References to account 51, Steam locomotives - Yard, and Steam locomotives - Other, respectively, have been deleted.

Titles of account 52, Other locomotives - Yard, and Other locomotives - Other, have been changed to "Locomotives - Yard" and "Locomotives - Other", respectively.

Provision has been made for reporting depreciation of highway revenue equipment by inserting new account 55, Highway revenue equipment.

Page 319: Schedule 376: Hire of Freight Cars

Instructions have been clarified as to reporting TCFC/COFC car-miles and rentals, and car rentals on a combination mileage and per diem basis, respectively.

Provision has been made for reporting car-days paid for unequipped box cars and all other per-diem cars, respectively.

Page 404: Schedule 417: Inventory of Equipment

The term "horsepower" has been redefined as "manufacturers' rated horsepower".

Year groupings, for reporting locomotives by year built, have been redesignated.

Page 408: Schedule 421: Highway Motor Vehicle Operations

Provision has been made for reporting inventory of bogies, chassis and containers; and separation in reporting of semi-trailers and trailers.

101. 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 or 5 on this page have taken place during the year covered by this report, they should be explained in detail on page 530.

1. Give in full the exact name of the respondent. Use the words "The" and "Company" only when they are parts of the corporate name. Be careful to distinguish between *railroad* and *railway*. The corporate name should be given uniformly throughout the report, notably on the cover, on the title page, and in the "Verification" (p. 533). 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.

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

possession began. If a partnership, give date of formation and also names in full of present partners.

3. Give specific reference to laws of each State or Territory under which organized, citing chapter and section. Include all grants of corporate powers by the United States, or by Canada or other foreign country; also, all amendments to charter.

4. Give specific reference to special or general laws under which each consolidation or merger or combination of other form was effected, citing chapter and section. Specify Government, State, or Territory under the laws of which each company consolidated or merged or otherwise combined into the present company was organized; give reference to the charters of each and to all amendments of them.

5. 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 Burlington Northern Inc.
2. Date of incorporation January 12, 1961 - Under the name of Great Northern Pacific and Burlington Lines, Inc.
3. Under laws of what Government, State, or Territory organized? If more than one, name all. Give specific reference to each charter or statute and all amendments thereof, effected during the year. If previously effected, show the year(s) of the report(s) setting forth details. If in bankruptcy, give court of jurisdiction and date of beginning of receivership or trusteeship and of appointment of receivers or trustees. State of Delaware - General Corporation Law. A Certificate of Amendment of Certificate of Incorporation of Great Northern Pacific and Burlington Lines, Inc., dated February 12, 1970 was filed on March 2, 1970 and the name of the company changed to Burlington Northern Inc.

4. If the respondent was formed as the result of a consolidation or merger during the year, name all constituent and all merged companies

Not applicable.

5. If respondent was reorganized during the year, give name of original corporation and state the occasion for the reorganization

Not applicable.

6. State whether or not the respondent during the year conducted any part of its business under a name or names other than that shown in response to inquiry No. 1, above; if so, give full particulars No

7. Class of switching and terminal company
[See section No. 7 on inside of front cover]

Not a switching or terminal company.

1. Give particulars of the various directors and officers of the respondent at the close of the year.

2. State in column (c) of schedule No. 102 and column (d) of schedule No. 103, the number of voting shares of the respondent, other than directors' qualifying shares, that were beneficially owned, directly or indirectly, by each director or principal general officer at the close of the year. This includes shares owned of record, shares owned through holding companies, trusts or other mediums, and shares owned but held in the names of brokers or other nominees. Insert the word "None" where applicable.

3. In schedule No. 103 give the title, name, and address of the principal general officers having system jurisdiction by department's, as follows: Executive, Legal, Fiscal and Accounting, Purchasing, Operating, and Traffic. If there are receivers, trustees, or committees, who are recognized as in the controlling management of the road or of some department of it, give also their names and titles, and the location of their offices, separately grouped and identified.

4. If the duties of an officer extend to more than one department, or if his duties are not in accordance with the customary acceptance of his given title, state briefly the facts in a footnote.

102. DIRECTORS

Line No.	Name of director (a)	Office address (b)	Date of beginning of term (c)	Date of expiration of term (d)	Number of voting shares actually or beneficially owned (e)	Remarks (f)
1	Royal D. Alworth, Jr.	Duluth, Minn.	5-13-71	5-11-72	3,900	
2	Charles H. Bell	Minneapolis, Minn.	5-13-71	5-11-72	840	
3	John M. Budd	St. Paul, Minn.	5-13-71	5-11-72	4,300	
4	John E. Corette	Butte, Mont.	5-13-71	5-11-72	100	
5	Donald C. Dayton	Minneapolis, Minn.	5-13-71	5-11-72	1,500	
6	Charles Devens	Boston, Mass.	5-13-71	5-11-72	100	
7	Cris Dobbins	Denver, Colorado	5-13-71	5-11-72	None	
8	Robert W. Downing	St. Paul, Minn.	5-13-71	5-11-72	2,130	
9	Ronald M. Hubbs	St. Paul, Minn.	5-13-71	5-11-72	100	
10	Robert S. Ingersoll	Chicago, Ill.	5-13-71	5-11-72	100	
11	J. Howard Laeri	New York, N. Y.	5-13-71	5-11-72	100	
12	William H. Lang	St. Paul, Minn.	5-13-71	5-11-72	1,000	
13	W. Wallace McCallum	Chicago, Ill.	5-13-71	5-11-72	None	
14	Louis W. Menk	St. Paul, Minn.	5-13-71	5-11-72	2,833	
15	John M. Meyer, Jr.	New York, N. Y.	5-13-71	5-11-72	200	
16	Philip H. Nason	St. Paul, Minn.	5-13-71	5-11-72	100	
17	James F. Oates, Jr.	Chicago, Ill.	5-13-71	5-11-72	None	
18	William G. Reed	Seattle, Wash.	5-13-71	5-11-72	1,200	
19	Norton Simon	Los Angeles, Cal.	5-13-71	5-11-72	10,000	
20	John F. Smith, Jr.	Northfield, Ill.	5-13-71	5-11-72	200	
	Robert B. Wilson	Portland, Oregon	5-13-71	5-11-72	1,000	

21. Give the names and titles of all officers of the Board of Directors in control of the respondent at the close of the year:

Chairman of board L. W. Menk

Secretary (or clerk) of board R. M. O'Kelly

22. Name the members of the executive committee of the Board of Directors of the respondent at the close of the year (naming first the chairman), and state briefly the powers and duties of that committee: L. W. Menk, Chairman; R. D. Alworth, Jr.; C. H. Bell; J. M. Budd; J. E. Corette; Charles Devens; Cris Dobbins; R. W. Downing; R. M. Hubbs; W. E. Lang; J. M. Meyer, Jr.; and P. H. Nason. All other directors are alternate members.

Unless otherwise provided by resolution of the Board of Directors, the Executive Committee shall have and may exercise the powers of the Board of Directors when not in session, except the powers of the Board with respect to the election of officers or the filling of vacancies in the Board of Directors, the Executive Committee or the Finance Committee, and shall have power to authorize the seal of the corporation to be affixed to all papers which may require it. (Paragraph First, Sec. 1, Art. IV of the By-Laws.)

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1. Give particulars of the various directors and officers of the respondent at the close of the year.

2. State in column (c) of schedule No. 102 and column (d) of schedule No. 103, the number of voting shares of the respondent, other than directors' qualifying shares, that were beneficially owned, directly or indirectly, by each director or principal general officer at the close of the year. This includes shares owned of record, shares owned through holding companies, trusts or other mediums, and shares owned but held in the names of brokers or other nominees. Insert the word "None" where applicable.

3. In schedule No. 103, give the title, name, and address of the principal general officers having system jurisdiction by departments, as follows: Executive, Legal, Fiscal and Accounting, Purchasing, Operating, and Traffic. If there are receivers, trustees, or committees, who are recognized as in the controlling management of the road or of some department of it, give also their names and titles, and the location of their offices, separately grouped and identified.

4. If the duties of an officer extend to more than one department, or if his duties are not in accordance with the customary acceptance of his given title, state briefly the facts in a footnote.

103. PRINCIPAL GENERAL OFFICERS OF CORPORATION, RECEIVER, OR TRUSTEE

Line No.	Title of general officer (a)	Department or departments over which jurisdiction is exercised (b)	Name of person holding office at close of year (c)	Number of voting shares actually or beneficially owned (d)	Office address (e)
	GENERAL OFFICERS OF CORPORATION				
	Chairman and Chief Exec. Officer	Executive	L. W. Menk	2,833	St. Paul, Minn.
21	Pres. and Chief Oper. Officer	Executive	R. W. Downing	2,130	St. Paul, Minn.
22	Chairman of Finance Committee	Executive	J. M. Budd	4,300	St. Paul, Minn.
23	Exec. Vice Pres.	Executive	N. M. Lorentzsen	230	St. Paul, Minn.
24	VP, Finance	Finance	F. H. Coyne	100	St. Paul, Minn.
25	VP-Law	Law	Anthony Kane	450	St. Paul, Minn.
26	VP, Resources Development	Resources Development	C. R. Binger	200	St. Paul, Minn.
27	Secretary	Secretary	R. M. O'Kelly	None	St. Paul, Minn.
28	Treasurer	Finance	L. N. Assell	16	St. Paul, Minn.
29	VP, Exec. Dept.	Executive	W. K. Bush	65	St. Paul, Minn.
30	VP, Exec. Dept.	Executive	C. A. Eckart	800	Seattle, Wash.
31	VP, Operations	Operations	I. C. Ethington	33	St. Paul, Minn.
32	VP, Marketing	Marketing	M. M. Scanlan	110	St. Paul, Minn.
33	VP and Controller	Finance	W. N. Ernzen	170	St. Paul, Minn.
34	VP and Gen. Counsel	Law	F. S. Farrell	1,135	St. Paul, Minn.
35	VP, Ind. & Econ. Dev.	Ind. & Econ. Dev.	G. F. Defiel	None	St. Paul, Minn.
36	VP, Labor Relations	Labor Relations	T. C. DeButts	161	St. Paul, Minn.
37	VP, Mgmt. Serv. and Planning	Management Services	T. J. Lamphier	235	St. Paul, Minn.
38	VP, Personnel	Personnel	H. H. Holmquist	235	St. Paul, Minn.
39	VP, Purch. & Matl.	Purchasing	G. M. deLambert	None	St. Paul, Minn.
40	VP, Pub. Rel. & Advtg.	Pub. Rel. & Advtg.	A. M. Rung	None	St. Paul, Minn.
41	VP, Sales & Serv.	Marketing	F. E. Deines	645	St. Paul, Minn.
42	VP, Pricing	Marketing	C. E. Larsen	33	St. Paul, Minn.
43	VP, Mkt. Devel.	Marketing	W. L. Smith	None	St. Paul, Minn.
44	VP, Intermodal Sales	Marketing	J. D. Nankivell	None	St. Paul, Minn.
45	VP, Eastern Counsel	Law	L. L. Duxbury	36	Washington, D. C.
46	VP	Law	J. C. Ashton	None	Washington, D. C.
47	VP & Reg. Counsel	Law	R. J. Crosby	150	Portland, Oregon
48	Regional VP	Chicago Region	D. H. King	975	Chicago, Ill.
49	Regional VP	Twin Cities Region	W. R. Allen	None	Minneapolis, Minn.
50	Regional VP	Omaha Region	R. A. Beulke	5	Omaha, Nebraska
51	Regional VP	Billings Region	J. O. Davies	14	Billings, Mont.
52	Regional VP	Seattle Region	R. L. Merklin	100	Seattle, Wash.
53	Regional VP	Portland Region	H. J. Surles	850	Portland, Oregon
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1. In schedule No. 104A should be entered the names of all corporations which are controlled either solely or jointly by the respondent carrier, except corporations controlled through title to securities. Enter in column (a), schedule 104B, the names of all corporations indirectly controlled by respondent through one or more intermediaries, whether the intermediary (1) is required to file annual reports with this Commission, or (2) controls the corporation listed in column (a) through ownership of its securities or by any other direct or indirect means. Schedule 205, on pages 210, 211, 212, and 213, provides for corporations controlled by respondent through title to securities.

2. By "control" is meant *ability to determine the action of a corporation*. Attention is specifically directed to Section 1 (3) (b) of Part I of the Interstate Commerce Act which provides that, "For the purposes of sections 5, 12 (1), 20, 204 (a) (7), 219, 220, 304 (b), 310, and 313 of this Act, where reference is made to control (in referring to a relationship between any person or persons and another person or persons), such reference shall be construed to include actual as well as legal control, whether maintained or exercised through or by reason of the method of or circumstances surrounding organization or operation, through or by common directors, officers, or stockholders, a voting trust or trusts, a holding or investment company or

companies, or through or by any other direct or indirect means; and to include the power to exercise control.

3. In column (c) should be entered the names of the corporations or others, if any, that with the respondent corporation jointly control the corporation listed.

4. In column (d) should be shown the form of control exercised. For the purposes of this report, the following are to be considered forms of control:

(a) Right through agreement of some character or through some source other than title to securities, to name the majority of the board of directors, managers, or trustees of the controlled corporation;

(b) Right to foreclose a first lien upon all or a major part in value of the tangible property of the controlled corporation;

(c) Right to secure control in consequence of advances made for construction of the operating property of the controlled corporation;

(d) Right to control only in a specific respect the action of the controlled corporation.

5. A leasehold interest in the property of a corporation is not to be classed as a form of control over the lessor corporation.

6. In column (e) should be shown the extent of the inter-

est of respondent corporation in the controlled corporation.

7. Indirect control is that exercised through an intermediary. When an intermediary is a holding company or any other corporation (or an individual), the names of all its controlled corporations should be entered with the name of such intermediary. For corporations indirectly controlled, the entries in schedule 104B, columns (b), (c), (d), and (e), should show the relationship between the corporation named in column (a) and that named in column (f).

8. Corporations should be grouped in the following order:

1. Transportation companies—active.
2. Transportation companies—inactive.
3. Nontransportation companies—active.
4. Nontransportation companies—inactive.

9. 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. All other corporations are to be regarded as *active*.

104A. CORPORATIONS CONTROLLED BY RESPONDENT OTHER THAN THROUGH TITLE TO SECURITIES

Line No.	Name of corporation controlled (a)	CHARACTER OF CONTROL				Remarks (f)
		Sole or joint (b)	Other parties, if any, to joint agreement for control (c)	How established (d)	Extent (e)	
1	NONE					
2						
3						
4						
5						

104B. CORPORATIONS INDIRECTLY CONTROLLED BY RESPONDENT

Line No.	Name of corporation controlled (a)	CHARACTER OF CONTROL				Name of intermediary through which indirect control exists (f)
		Sole or joint (b)	Other parties, if any, to joint agreement for control (c)	How established (d)	Extent (e)	
21	Transportation - Active					
22	Western Motor Express, Inc.	Sole	NONE	Title to securities	100%	BN Transport Inc.
23	Fort Worth & Denver Railway Company	Sole	NONE	" " "	99.9%	Colorado and Southern Ry. Co.
24	Non-Transportation - Active					
25	Northern Airmotive, Inc.	Sole	NONE	Title to securities	100%	Glacier Park Company
26	Royal Logging Co.	Sole	NONE	" " "	100%	Glacier Park Company
27	Saxony Corporation	Sole	NONE	" " "	100%	St. Louis and Kansas City Land Co.
28						
29	Ksanka Lumber Co., Inc.	Sole	NONE	" " "	100%	Plum Creek Lumber Co.
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103. CORPORATE CONTROL OVER RESPONDENT *

1. Did any corporation or corporations, transportation or other, hold control over the respondent at the close of the year? No

If control was so held, state: (a) The form of control, whether sole or joint

(b) The name of the controlling corporation or corporations

(c) The manner in which control was established

(d) The extent of control

(e) Whether control was direct or indirect

(f) The name of the intermediary through which control, if indirect, was established

2. Did any individual, association, or corporation hold control, as trustee, over the respondent at the close of the year? No

If control was so held, state: (a) The name of the trustee

(b) The name of the beneficiary or beneficiaries for whom the trust was maintained

(c) The purpose of the trust

103A. STOCKHOLDERS REPORTS

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

Check appropriate box:

☒ Two copies are attached to this report.

☐ Two copies will be submitted (date)

☐ No annual report to stockholders is prepared.

109. VOTING POWERS AND ELECTIONS

1. State the par value of each share of stock: Common, \$ NIV per share; first preferred, \$ 10.00 per share; second preferred, \$ None per share; debenture stock, \$ None per share. Voting rights on common stock only.
2. State whether or not each share of stock has the right to one vote; if not, give full particulars in a footnote stock only.
3. Are voting rights proportional to holdings? Yes If not, state in a footnote the relation between holdings and corresponding voting rights.
4. Are voting rights attached to any securities other than stock? No If so, name in a footnote each security, other than stock, to which voting rights are attached (as of the close of the year), and state in detail the relation between holdings and corresponding voting rights, stating whether voting rights are actual or contingent, and if contingent showing the contingency.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method? Common stock only. If so, describe fully in a footnote each such class or issue and give a succinct statement showing clearly the character and extent of such privileges.
6. Give the date of the latest closing of the stock book prior to the actual filing of this report, and state the purpose of such closing January 14, 1972 (Record date of common dividend payable February 11, 1972.)
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. 12,313,612 votes, as of January 14, 1972
8. State the total number of stockholders of record, as of the date shown in answer to inquiry No. 7. (Date) 58,802 stockholders.
9. Give the names of the thirty security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within 1 year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, with respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreements give, as supplemental information on page 202, the names and addresses of the thirty largest holders of the voting trust certificates and the amount of their individual holdings. If the stock book was not closed or the list of stockholders compiled within such year, show such thirty security holders as of the close of the year.

Line No.	Name of security holder (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			
				STOCKS			Other securities with voting power (g)
				Common (d)	Second (e)	First (f)	
1	Cudd & Co.	New York, N. Y.	736,733	736,733			
2	Lerche & Co.	New York, N. Y.	643,870	643,870			
3	Merrill Lynch, Pierce Fenner & Smith, Inc.	New York, N. Y.	317,494	317,494			
4	Hemfar & Co.	New York, N. Y.	203,600	203,600			
5	Booth & Co.	Chicago, Ill.	177,800	177,800			
6	Sigler & Co.	New York, N. Y.	136,698	136,698			
7	Pitt & Co.	New York, N. Y.	134,400	134,400			
8	Hunt Foods & Industries Inc.	New York, N. Y.	122,200	122,200			
9	Finman & Co.	New York, N. Y.	120,000	120,000			
10	Equit. Life Assur. Society	New York, N. Y.	103,000	103,000			
11	Bark & Co.	Boston, Mass.	100,000	100,000			
12	Firjer & Co.	Jersey City, N. J.	100,000	100,000			
13	Gerlach & Co.	New York, N. Y.	99,336	99,336			
14	Kane & Co.	New York, N. Y.	95,264	95,264			
15	Lehcor & Co.	New York, N. Y.	90,000	90,000			
16	Way & Co.	New York, N. Y.	85,200	85,200			
17	Sheet & Co.	Boston, Mass.	80,000	80,000			
18	Norton Simon Inc.	Los Angeles, Cal.	78,500	78,500			
19	Touchstone & Co.	Boston, Mass.	73,600	73,600			
20	Atwell & Co.	New York, N. Y.	72,735	72,735			
21	Congen One & Co.	Hartford, Conn.	65,000	65,000			
22	Ince & Co.	New York, N. Y.	58,560	58,560			
23	Boyd & Co.	New York, N. Y.	56,100	56,100			
24	Pendiv & Co.	New York, N. Y.	55,000	55,000			
25	Dietrich & Co.	New York, N. Y.	50,000	50,000			
26	Douglass & Co.	New York, N. Y.	50,000	50,000			
27	Wilkin & Co.	St. Paul, Minn.	50,000	50,000			
28	Paine, Webber, Jackson & Curtis	New York, N. Y.	49,273	49,273			
29	Monvan & Co.	Vancouver, B. C.	46,600	46,600			
30	Hayward & Co.	New York, N. Y.	43,000	43,000			

Note: Cede & Co., the nominee for the Stock Clearing Corporation, acting for members of the New York Stock Exchange, held as of record January 14, 1972, 517,144 shares. Shares held by Cede & Co. have been included in above listing to the extent applicable.

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent. 10,332,938 votes cast.
11. Give the date of such meeting May 13, 1971
12. Give the place of such meeting Saint Paul, Minnesota

110. GUARANTIES AND SURETYSHIPS

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 for each such contract of guaranty or suretyship in effect at the close of the year or entered into and expired

during the year, the particulars called for hereunder.

This inquiry does not cover the case of ordinary commercial paper maturing on demand or not later than 2 years after date of issue.

Line No.	Names of all parties principally and primarily liable (a)	Finance Docket number, title, maturity date and concise description of agreement or obligation (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)
		Series Int. % Due		
1	Belt Railway Co. of Chicago, The	1st Mtge. Bonds A 4-5/8 8-15-87	\$30 545 000	Note 1
2	Butte Pipe Line Co.	Through-put agreement dated Sept. 1, 1970	7 400 000	Joint
3	B. N. Inc.-Shell Oil Co.	between the stockholders of Butte Pipe		and
4	Murphy Oil Corp.-Continental	Line Co., and Butte Pipe Line Co. provides		Several
5	Oil Co.-Western Crude Oil, Inc.	that each stockholder shall ship thru the		
6		pipe line its percentage of the amount of		
7		petroleum which, with amounts shipped by		
8		others, will provide Butte Pipe Line Co.,		
9		at its published tariff rates, a sufficient		
10		amount of gross revenue, with other avail-		
11		able cash resources of Butte Pipe Line Co.,		
12		to discharge all of the company's obliga-		
13		tions during each accounting period;		
14		therefore, the respondent's proportion of		
15		the amount shown in column (c) is not		
16		presently determinable.		
17	Chicago Union Station Co.	1st Mtge. Bonds 4-5/8 6-1-88	29 000 000	Joint
18	B. N. Inc.-C.M.St.P.& P.	1st Mtge. Debentures B 4-3/8 Serially-		and
19	Penn. Cent.-F.D. No. 22587	6-1-69 to 6-1-73	4 000 000	Several
20	Colorado and Southern Ry. Co.	Condl. sale agreements Various	8 692 988	Sole
21	Colorado and Southern Ry. Co.	Equip. Trust of 1971 8 Matures 8-1-86	6 075 000	Sole
22	Illinois Terminal R.R. Co.	1st Mtge. Bonds A 4-5/8 12-1-87	7 083 000	Note 2
23	Kansas City Terminal Ry. Co.	1st Mtge. Bonds. Ser. 10-1-64 to 10-1-74	29 384 000	Note 3
24				
25	Portal Pipe Line Co.	Through-put agreement - Two proprietors	8 078 625	Joint
26	B. N. Inc.-Hunt Oil Co.	have an equal, but several obligation, to		and
27		provide shipments of petroleum sufficient		Several
28		to enable the Pipe Line Co. to satisfy all		
29		of its expenses, liabilities and debt		
30		obligations. If a deficiency occurs, each		
31		of the two proprietors must advance funds		
32		to cover the deficiency based on shipments		
33		it provided; therefore, the respondent's		
34		proportion of the amount shown in column		
35		(c) is not presently determinable.		
36	Rockland Alpha Equipment Corpn.	Equip. obligation matures 7-3-84	3 814 779	Sole
37		(Continued on Page 208)		
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 for each such contract of guaranty or suretyship in effect at the close of the year or entered into and expired during the year, the particulars called for hereunder.

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)
41		NONE		
42				
43				
44				
45				
46				
47				
48				
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50				
51				

200A. COMPARATIVE GENERAL BALANCE SHEET—ASSETS

For instructions covering this schedule, see the text pertaining to General Balance Sheet Accounts in the Uniform System of Accounts for Railroad Corporations. The entries in this balance sheet should be consistent with those in the supporting schedules on the pages indicated. The entries in column (a) should be restated to conform with the account-

ing requirements followed in column (c). The entries in the short column (b₂) should be deducted from those in column (b₁) in order to obtain corresponding entries for column (c). All contra entries hereunder should be indicated in parenthesis.

Line No.	Balance at beginning of year (a)			Account or item (b)	Balance at close of year (c)		
				CURRENT ASSETS			
1	7	643	390	(701) Cash	16	998	661
2	48	461	336	(702) Temporary cash investments (p. 203)	18	037	317
3	2	594	653	(703) Special deposits (p. 203)		833	497
4		223	417	(704) Loans and notes receivable (p. 203)		78	092
5	4	187	070	(705) Traffic and car-service balances—Debit	9	923	351
6	30	853	141	(706) Net balance receivable from agent and conductors	33	570	101
7	25	810	601	(707) Miscellaneous accounts receivable	28	768	192
8	1	488	263	(708) Interest and dividends receivable		575	350
9	54	906	984	(709) Accrued accounts receivable (p. 203)	48	348	197
10		373	161	(710) Working fund advances		609	248
11	1	086	283	(711) Prepayments (p. 203)	2	592	326
12	69	553	252	(712) Material and supplies	78	464	589
13	1	381	799	(713) Other current assets (p. 203)		970	432
14	248	563	350	Total current assets	239	769	353
				SPECIAL FUNDS			
15	1	731		(715) Sinking funds (pp. 206 and 207)		1	183
16	13	650	077	(716) Capital and other reserve funds (pp. 206 and 207)	51	326	437
17	13	972	305	(717) Insurance and other funds (pp. 206 and 207)	14	472	578
18	27	624	113	Total special funds	65	300	198
				INVESTMENTS			
19	221	418	021	(721) Investments in affiliated companies (pp. 210, 211, 212 and 213)	216	650	875
20	16	755	017	(722) Other investments (pp. 217A and 217B)	23	029	846
21	(8)	918	(122)	(723) Reserve for adjustment of investment in securities—(Credit) (p. 209, Instruction 9)	(19)	464	(856)
22	229	254	916	Total investments (accounts 721, 722 and 723)	220	215	865
				PROPERTIES			
23	3133	145	638	(731) Road and equipment property (pp. 220, 221 and 222)	3110	203	861
24				Road	1774	898	499
25				Equipment	1322	525	057
26				General expenditures			
27				Other elements of investment			
28				Construction work in progress	12	780	305
29	3	315	457	(732) Improvements on leased property (pp. 220, 221 and 222)	2	741	774
30				Road		365	702
31				Equipment			
32				General expenditures			
33	3136	461	095	Total transportation property (accounts 731 and 732)	3113	311	337
34	(929)	625	(496)	(735) Accrued depreciation—Road and Equipment (pp. 226 and 226B)	(942)	015	(354)
35	(66)	623	(154)	(736) Amortization of defense projects—Road and Equipment (p. 227)	(62)	955	(067)
36	(996)	248	(650)	Recorded depreciation and amortization (accounts 735 and 736)	(1004)	970	(421)
37	2140	212	445	Total transportation property less recorded depreciation and amortization (line 33 less line 36)	2108	340	916
38	74	541	584	(737) Miscellaneous physical property (pp. 230B and 231)	74	519	497
39	(12)	347	(769)	(738) Accrued depreciation—Miscellaneous physical property (pp. 230B and 231)	(11)	887	(021)
40	62	193	815	Miscellaneous physical property less recorded depreciation (account 737 less 738)	62	632	476
41	2202	406	260	Total properties less recorded depreciation and amortization (line 37 plus line 40)	2170	973	392
				OTHER ASSETS AND DEFERRED CHARGES			
42	9	348	040	(741) Other assets (p. 232)	5	986	696
43	3	686	773	(742) Unamortized discount on long-term debt	4	901	574
44	32	323	999	(743) Other deferred charges (p. 232)	43	640	217
45	45	358	812	Total other assets and deferred charges	54	528	587
46	2753	207	451	TOTAL ASSETS	2751	287	395

NOTE.—See page 202 for explanatory notes, which are an integral part of the Comparative General Balance Sheet.

200L. COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES AND SHAREHOLDERS' EQUITY

For instructions covering this schedule, see the text pertaining to General Balance Sheet Accounts in the Uniform System of Accounts for Railroad Companies. The entries in this balance sheet should be consistent with those in the supporting schedules on the pages indicated. The entries in column (a) should be restated to conform with the accounting requirements followed

in column (c). The entries in short column (b) should reflect total book liability at close of year. The entries in the short column (b) should be deducted from those in column (a) in order to obtain corresponding entries for column (c). All contra entries hereunder should be indicated in parenthesis.

Line No.	Balance at beginning of year (a)	Account or Item (b)	Balance at close of year (c)
CURRENT LIABILITIES			
47		(751) Loans and notes payable (p. 242A)	
48	19 359 656	(752) Traffic and car-service balances—Credit	19 903 304
49	9 461 413	(753) Audited accounts and wages payable	17 128 928
50	1 507 352	(754) Miscellaneous accounts payable	302 352
51	630 911	(755) Interest matured unpaid	599 959
52	10 754 392	(756) Dividends matured unpaid	11 950 398
53	4 616 826	(757) Unmatured interest accrued	5 041 227
54	78 486 608	(758) Unmatured dividends declared	74 654 405
55	9 154 578	(759) Accrued accounts payable (p. 242A)	11 583 978
56	30 704 969	(760) Federal income taxes accrued (p. 242B)	31 518 835
57	15 833 830	(761) Other taxes accrued (p. 242B)	23 586 551
58	180 510 535	(763) Other current liabilities (p. 242A)	196 270 437
59		Total current liabilities (exclusive of long-term debt due within one year)	
LONG-TERM DEBT DUE WITHIN ONE YEAR			
60	47 354 590	(764) Equipment obligations and other debt (pp. 234, 235, 236, 237, 237A thru 237D)	48 206 041
LONG-TERM DEBT DUE AFTER ONE YEAR			
61	470 061 689	(765) Funded debt unmatured	465 341 615
62	305 497 086	(766) Equipment obligations	323 014 112
63		(767) Receivers' and Trustees' securities	
64	42 200 102	(768) Debt in default	
65	817 758 877	(769) Amounts payable to affiliated companies (p. 242)	41 727 983
66		Total long-term debt due after one year	830 083 710
RESERVES			
67	13 345 742	(771) Pension and welfare reserves (p. 243)	12 734 062
68	4 790 900	(772) Insurance reserves (p. 243)	4 834 059
69	20 130 308	(774) Casualty and other reserves (p. 243)	27 334 217
70	38 266 950	Total reserves	44 902 338
OTHER LIABILITIES AND DEFERRED CREDITS			
71	3 279 865	(781) Interest in default (p. 236)	
72		(782) Other liabilities (p. 243)	18 616 038
73	14 104 995	(783) Unamortized premium on long-term debt	15 209 613
74	2 906 939	(784) Other deferred credits (p. 243)	6 024 410
75	20 291 799	(785) Accrued depreciation—Leased property (p. 226A and 226C)	39 850 061
76		Total other liabilities and deferred credits	
SHAREHOLDERS' EQUITY			
<i>Capital stock (Par or stated value)</i>			
77	560 420 916	(791) Capital stock issued—Total	566 957 622
78	530 012 626	Common stock (p. 245)	536 232 262
79	30 408 290	Preferred stock (p. 245)	30 725 360
80	8 568 911	(792) Stock liability for conversion (p. 246)	2 111 203
81	568 989 827	(793) Discount on capital stock	
82		Total capital stock	569 068 825
<i>Capital surplus</i>			
83		(794) Premiums and assessments on capital stock (p. 247)	
84		(795) Paid-in surplus (p. 247)	
85		(796) Other capital surplus (p. 247)	
86		Total capital surplus	
<i>Retained income</i>			
87	49 705 699	(797) Retained income—Appropriated (p. 247)	51 925 490
88	1030 329 174	(798) Retained income—Unappropriated (p. 302)	970 980 493
89	1080 034 873	Total retained income	1022 905 983
90	1649 024 700	Total shareholders' equity	1591 974 808
91	2753 207 451	TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY	2751 237 395

NOTE—See page 202 for explanatory notes, which are an integral part of the Comparative General Balance Sheet.

COMPARATIVE GENERAL BALANCE SHEET—EXPLANATORY NOTES

The notes listed below are provided for the purpose of disclosing supplementary information concerning matters which have an important effect on the financial condition of the carrier. The carrier shall give the particulars called for herein and where there is nothing to report, insert the word, "None"; and in addition thereto shall enter in separate notes with suitable particulars other matters involving material amounts of the character commonly disclosed in financial statements under generally accepted accounting and reporting principles, except as shown in other schedules. This includes explanatory statements explaining (1) the procedure in accounting for pension funds including payments to trustees and recording in the accounts pension costs, indicating whether or not consistent with the prior year, and state the amount, as nearly as practicable, of unfunded past service costs; (2) service interruption insurance policies and indicate 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; (3) particulars concerning obligations for stock purchase options granted to officers and employees; and (4) what entries have been made for net income or retained income restricted under provisions of mortgages and other arrangements.

1. Show hereunder the estimated accumulated tax reductions realized during current and prior years under section 168 (formerly section 124-A) and under section 167 of the Internal Revenue Code because of accelerated amortization of emergency facilities and accelerated depreciation of other facilities and also depreciation deductions resulting from the use of the new guideline lives, since December 31, 1961, pursuant to Revenue Procedure 62-21 in excess of recorded depreciation. The amount to be shown in each case is the net accumulated reductions in taxes realized less subsequent increases in taxes due to expired or lower allowances for amortization or depreciation as a consequence of accelerated allowances in earlier years. Also, show the estimated accumulated net income tax reduction realized since December 31, 1961, because of the investment tax credit authorized in the Revenue Act of 1962. In the event provision has been made in the accounts through appropriations of surplus or otherwise for the contingency of increase in future tax payments, the amounts thereof and the accounting performed should be shown.

(a) Estimated accumulated net reduction in Federal income taxes since December 31, 1949, because of accelerated amortization of emergency facilities in excess of recorded depreciation under section 168 (formerly section 124-A) of the Internal Revenue Code. **\$38,909,625**

(b) Estimated accumulated net reduction in Federal income taxes because of accelerated depreciation of facilities since December 31, 1953, under provisions of section 167 of the Internal Revenue Code and depreciation deductions resulting from the use of the guideline lives, since December 31, 1961, pursuant to Revenue Procedure 62-21 in excess of recorded depreciation. **\$198,218,308**

(c) Estimated accumulated net income tax reduction realized since December 31, 1961, because of the investment tax credit authorized in the Revenue Act of 1962 compared with the income taxes that would otherwise have been payable without such investment tax credit. **\$16,868,716**

(d) Estimated accumulated net reduction in Federal income taxes because of accelerated amortization of certain rolling stock since December 31, 1969, under provisions of Section 184 of the Internal Revenue Code. **None**

(e) Estimated accumulated net reduction in Federal income taxes because of amortization of certain rights-of-way investments since December 31, 1969, under the provisions of Section 185 of the Internal Revenue Code. **None**

2. Amount of accrued contingent interest on funded debt recorded in the balance sheet:

Description of obligation	Year accrued	Account No.	Amount
NONE			\$
			\$

3. As a result of dispute concerning the recent increase in per diem rates for use of freight cars interchanged, settlement of disputed amounts has been deferred awaiting final disposition of the matter. The amounts in dispute for which settlement has been deferred are as follows:

Item	Amount in dispute	As recorded on books		Amount not recorded
		Account Nos.		
		Debit	Credit	
Per diem receivable.....	\$.....			\$.....
Per diem payable.....		NONE		
Net amount.....	\$.....	xxxxxx	xxxxxx	\$.....

4. Amount (estimated, if necessary) of net income or retained income which has to be provided for capital expenditures, and for sinking and other funds pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts. **\$1,125,000***

5. 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. **\$1,775,000**

* Under sinking fund provisions of G. N. General Mortgage Series N, O, P and Q Bonds, respondent is required annually as of December 31 to appropriate (dependent on income for the respective year) this amount, presently, to be paid to the Trustees of the General Mortgage on July 1st in the subsequent year (see Schedule 305, line 7 for 1971 appropriation).

Respondent carries a service interruption policy with the Imperial Insurance Company, Limited, under which it will be entitled to \$1,325,971 daily indemnity for certain work stoppage losses. In the event such losses are sustained by other railroads holding similar policies, respondent may be obligated to pay the maximum amount of twenty times the daily indemnity.

201. ITEMS IN SELECTED CURRENT ASSET ACCOUNTS

Give brief description for each item or class of items of like description in accounts No. 702, "Temporary cash investments"; 703, "Special deposits"; 704, "Loans and notes receivable"; 709, "Accrued accounts receivable"; 711, "Prepayments"; and 713, "Other current assets," at the close of the year. Show description of the temporary cash investments, the names of depositaries for the special deposits, the character of loans and notes, with name of debtor (or class of debtors), dates of issue and maturity, and appropriate description for each class of accrued accounts receivable and for the other current assets. Show each item (or

the aggregate of a class of items of like description) amounting to \$100,000 or more. Each item or class of items of like description amounting to less than \$100,000 may be combined into a single entry designated "Other items, each less than \$100,000." The entries for each account shall be listed and the account number and the total for each account shall be shown corresponding to the amounts in schedule 200A. In case the character of any item is not fully disclosed by the entries in the columns hereunder, make a full explanation in a footnote.

Line No.	Account No. (a)	Item (b)	Amount (c)
1	702	<u>Temporary Cash Investments:</u>	
2		Certificates of deposits - Various dates	5 968 317
3		U. S. Treasury obligations - Various dates	569 000
4		Commercial paper - Various dates	11 500 000
5			18 037 317
6			
7	703	<u>Special Deposits:</u>	
8		Morgan Guaranty Trust Company of New York	
9		Principal and interest payments	
10		R. & I. Mortgage 4½% Series "A" Bonds	206 800
11		Continental Illinois National Bank & Trust	
12		Principal and interest payments	
13		B. N. 1970 Second Equipment Trust	226 053
14		Other items, each less than \$100,000	400 644
15			833 497
16			
17	704	<u>Loans and Notes Receivable:</u>	
18		Other items, each less than \$100,000	75 092
19			
20	709	<u>Accrued Accounts Receivable:</u>	
21		Timber sales	100 000
22		Oil and gas sales	731 000
23		Freight revenue	30 606 441
24		Federal income tax	290 000
25		Transcontinental Divisions Case - Docket 31503	257 287
26		Burlington Equipment Co. - Car repair program	1 372 474
27		Construction expenditures recollectible	1 667 171
28		Bills collectible	1 075 068
29		Amounts due from foreign lines	12 187 060
30		Other items, each less than \$100,000	61 695
31			48 348 197
32			
33	711	<u>Prepayments:</u>	
34		Insurance	231 981
35		Car rental	896 196
36		Locomotive rental	1 463 110
37		Other items, each less than \$100,000	1 039
38			2 592 326
39			
40	713	<u>Other Current Assets:</u>	
41		Advance freight charges	927 467
42		Other items, each less than \$100,000	42 965
43			970 432
44			
45			

200. SINKING, CAPITAL, INSURANCE, AND OTHER RESERVE FUNDS

Give the particulars called for with respect to reserve funds included in accounts Nos. 715, "Sinking funds"; 716, "Capital and other reserve funds"; and 717, "Insurance and other funds."

In column (b) give the name by which the fund is designated in the respondent's records; the kind of fund, such as sinking, capital, property

insurance, pension, and relief; the rate of interest (if any); and the date of maturity.

Insert totals separately for each account. Such totals of columns (g) and (j) should be the same as those stated in short columns (b1) and (b2), respectively, in the comparative general balance sheet statement.

Entries in column (g) should be the sums of corresponding entries in

Line No.	Account No. (a)	Name, kind, and purpose of fund (b)	Interest %	Series	Name of trustee or depository (c)	Balance at beginning of year-book value (d)
1	715	Sinking Fund				\$
2		1st and Refunding Mortgage Bonds	2-7/8	1970	First National City Bank, New York	549
3		" " " " " "	3-1/8	1985	" " " " " "	375
4		" " " " " "	3	1990	" " " " " "	807
5		Total Account 715				1 731
6	716	Capital and Other Reserve Funds			Bankers Trust Company, New York	
7		Bankers Trust Company, net monies				
8		Proceeds of land grant land sold - proportion to be applied to purchase and retirement of N. P. Prior Lien Bonds				575
9		Bankers Trust Company, Trustee "Cash Fund"			Bankers Trust Company, New York	
10		Proportion of proceeds of N. P. land grant lands sold, and proceeds of other N. P. mortgaged property sold available for additions and betterments				81 640
11		N. P., St. Paul-Duluth Division (2)			Morgan Guaranty Trust Company of New York	14 290
12		N. P., St. Paul Duluth R.R. Co. 1st Consolidated Mortgage (2)			First National Bank of St. Paul, Minnesota	1 500
13		N. P., St. Paul Duluth R.R. Co. 1st Consolidated Mortgage (2)			Manufacturers Hanover Trust Company, New York	72 397
14		N. P., Deferred Compensation Fund (2)			First Trust Company of St. Paul, Minnesota	111 096
15		Unapplied proceeds from sale of long-term obligations:				
16		N. P. Equipment Trust of 1969			First Trust Company of St. Paul, Minnesota	61 707
17		B. N. " " " " 1970			Chase Manhattan Bank, New York	2 331 311
18		B. N. " " " " 1970 - 2nd Series			Cont. Illinois Nat'l Bank & Trust Co., Chicago, Illinois	9 823 077
19		B. N. " " " " 1971			First National City Bank, New York	-
20		B. N. " " " " 1971 - 2nd Series			Morgan Guaranty Trust Company, New York	-
21		B. N. " " " " 1971 - 3rd Series			First National City Bank, New York	-
22		Construction Fund - Hawelock Paint Shop			First National Bank & Trust Co. of Lincoln, Lincoln, Nebraska	-
23		For deposit of proceeds from sale of C. B. & Q. mortgage property			First National City Bank, New York	-
24		For deposit of proceeds from sale of S. P. & S. mortgage property			Manufacturers Hanover Trust Company of New York	-
25		Destroyed equipment:				
26		C. B. & Q. - Various trust agreements			Cont. Illinois Nat'l Bank & Trust Co., Chicago, Illinois	13 771
27		C. B. & Q. - " " " "			First National City Bank, New York	128 648
28		G. N. - " " " "			First National City Bank, New York	157 455
29		N. P. - " " " "			First National City Bank, New York	159 397
30		C. B. & Q. - " " " "			Morgan Guaranty Trust Company, New York	90 856
31		N. P. - " " " "			Morgan Guaranty Trust Company, New York	104 679
32		C. B. & Q. - " " " "			Northern Trust Company, Chicago, Illinois	168 679
33		N. P. - " " " "			First Trust Company of St. Paul, Minnesota	154 244
34		C. B. & Q. - " " " "			First National Bank of Oregon, Portland, Oregon	151 916
35		N. P. - " " " "				
36		S. P. & S. - " " " "				
37		Incentive Per Diem			First National Bank of St. Paul	555 339
38						
39		Total Account 716				13 450 077
40	717	Insurance and Other Funds				
41		Self Insurance Fund			First National Bank of Chicago	4 790 906
42		Service Interruption Insurance			Barclay's Bank, LCO, Nassau, Bahamas	1 035 186
43		Other Funds			First National Bank of St. Paul, Minnesota	8 146 219
44		Total account 717				13 972 305
45						
46						
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56		(2) Funds held by Trustee in lieu of mortgaged property sold or destroyed.				
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1 - Includes income of \$61,425 earned on earmarked incentive per diem funds.

Railroad Corporations-Operating-A.

204. SINKING, CAPITAL, INSURANCE, AND OTHER RESERVE FUNDS

columns (d) and (e), less those shown in column (f), and the sum of entries in columns (h), (j), and (l) should equal those in column (g).

All conversions of cash into securities, or vice versa, shall be reported as withdrawals from the fund in column (f) and as additions to the fund in column (e).

Funds representing net credit balances of earmarked incentive per diem

should be reported separately for each year. The amount of income earned on these funds should be reported in accordance to this schedule. Wholly owned Canadian subsidiary lines should subdivide the earmarked funds between monies received from Canadian parent companies as a result of incentive charges and the carrier's own credit balances.

Additions during the year - Book value (e)	Withdrawals during the year - Book value (f)	Balances at close of year - Book value (g)	Cash (h)	Assets in Funds at Close of Year				Line No.
				Securities Issued or Assumed by Respondent		Other Securities and Invested Assets		
				Par value (i)	Book value (j)	Par value (k)	Book value (l)	
\$	\$	\$	\$	\$	\$	\$	\$	1
	549	-	-					2
		375	375					3
		808	808					4
	549	1 183	1 183					5
								6
								7
								8
500 000	468 654	31 921	31 921					9
								10
								11
6 293 101	6 417 700	707 041	707 041					12
		14 290	14 290					13
		4 500	1			4 500	4 499	14
7 211		732 108	9 883			728 000	722 123	15
23 960		134 056	7 416			27 760	126 640	16
	61 707							17
316 135	809 496							18
2 559 090	12 461 176	20 000	192			20 000	19 804	19
11 061 270	11 061 270							20
9 163 325	9 163 315	10	10					21
44 500 000		44 000 000	6 097			44 115 000	43 893 915	22
1 013 016	45 951	970 065				970 065	970 065	23
1 330 856	1 330 856							24
606 875	606 875							25
								26
30 492	23 062	41 201	1 902			39 000	39 299	27
123 957	18 163	238 442	14 629			225 000	223 813	28
490 779	52 807	595 327	135 538			460 500	459 783	29
82 511	120 200	121 609	32 377			89 500	89 232	30
123 721	26 602	187 583	57 487			130 000	130 098	31
110 575	25 062	190 192	45 492			145 000	144 700	32
166 860	25 062	310 677	64 553			249 000	246 124	33
105 393	30 673	228 964	25 118			205 000	203 846	34
17 282	145 780	23 419	16 632			7 375	6 787	35
								36
2 219 791		2 775 030	349 030			2 426 000	2 428 000	37
								38
80 367 77	43 691 411	51 326 437	1 519 681			49 841 700	49 806 756	39
								40
								41
419 296	376 137	4 834 056	17 130			1 524 611	4 816 929	42
293 284		1 328 470	1 328 470					43
6 292 107	6 129 277	8 310 049	49			8 310 000	8 310 000	44
7 005 687	6 503 414	14 472 578	1 345 649			9 634 664	13 126 929	45
								46
								47
								48
								49
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110. GUARANTIES AND SURETYSHIPS (Concluded)

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 for each such contract of guaranty or suretyship in effect at the close of the year or entered into and expired

during the year, the particulars called for hereunder.

This inquiry does not cover the case of ordinary commercial paper maturing on demand or not later than 2 years after date of issue.

Line No.	Names of all parties principally and primarily liable (a)	Finance Docket number, title, maturity date and concise description of agreement or obligation (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)
1		Series Int. % Due		
2	Terminal Railroad Association of St. Louis	Refdg. and Impr. Mtge. Bonds C 4 7-1-2019	\$ 486 692	Note 4
3		Refdg. and Impr. Mtge. Bonds D 2-7/8 10-1-85	29 197 000	Note 4
4	Trailer Train Company	Various Equipment Obligations	39 900 134	Note 5
5				
6				
7				
8				
9	Guaranteed as to principal and interest jointly and severally with the following railroad companies			
10	(1)	(2)	(3)	
11	A T & S F G T W	B & O Miss Valley (IC)	A T & S F M-K-T	
12	C & O I C	C & E Penn Cent	CMStP & P M P	
13	C & E I Monon	C & N W St L-S F	C R I & P C & N W	
14	C R I & P Penn Cent	C R I & P N & W	St L-S F K C S	
15	E-L Soo Line	G M & O	U P G M & O	
16	N & W L & N		N & W	
17				
18				
19	(4) B. N. Inc. is severally liable as guarantor of the Series "C" R. & I. Mortgage Bonds in the amount of 1/16th share along with fourteen other railroad companies and jointly and severally			
20	liable as guarantor of the Series "D" R. & I. Mortgage Bonds in the amount of 1/16th share			
21	along with the same fourteen other railroad companies as follows: B. & O., C.C.C. & St. L.,			
22	C. & E. I., C. R. I. & P., I. C., L. & N., M.-K.-T., M. P. (2/16), P. B. & W., Sou., St. L. & S. F.,			
23	St. L.-S. F., G. M. & O., N. & W.			
24				
25	(5) B. N. Inc. guarantees jointly and severally the payment of principal and interest in proportion to its 7-65/205 ownership of capital stock. The guaranty is shared with 34 other			
26	proprietary companies.			
27				
28				
29				
30	FINANCE DOCKET NUMBER: (1) 22140			
31	(2) 22292			
32	(3) 14637			
33	(4) (C) 14554 (D) 15070			
34	(5) -----			
35				
36				
37				
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 for each such contract of guaranty or suretyship in effect at the close of the year or entered into and expired during the year, the particulars called for hereunder.

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)
41				
42				
43				
44				
45				
46				
47				
48				
49				
50				
51				

GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 205 AND 206

1. Schedules 205 and 206 should give particulars of stocks, bonds, other secured obligations, unsecured notes, and investment advances of affiliated and nonaffiliated companies held by respondent at close of year specifically as investments including obligations of the United States, of a State or local government, or of an individual, so held; investments made, disposed of, or written down during the year; and dividends and interest credited to income. They should exclude securities issued or assumed by respondent. For definition of affiliated companies, see the rules governing account No. 721, "Investments in affiliated companies," in the Uniform System of Accounts for Railroad Companies.

2. These investments should be subdivided to show the par value pledged, unpledged, and held in fund accounts. Under "pledged" include the par value of securities recorded in accounts Nos. 721, "Investments in affiliated companies," and 722, "Other investments," which are deposited with some pledgee or other trustee, or held subject to the lien of a chattel mortgage, or subject to any other restriction or condition which makes them unavailable for general corporate purposes. "Unpledged" should include all securities held by or for the respondent free from any lien or restriction, recorded in the accounts mentioned above. Under "In sinking, insurance, and other funds" include the par value of securities recorded in accounts Nos. 715, "Sinking funds"; 716, "Capital and other reserve funds"; and 717, "Insurance and other funds."

3. 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:

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

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

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

6. By carriers, as the term is here used, 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.

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

8. 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.

9. Any balance in account 722, Reserve for adjustment of investment in securities - Credit, shall be disclosed by footnote to the securities against which such reserves were established.

205. INVESTMENTS IN AFFILIATED COMPANIES

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

2. Entries in this schedule should be made in accordance with the definitions and general instructions given on page 206, 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 en-

umbered, giving names and other important particulars of such obligations in footnotes.

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

5. Entries in column (d) should show date of maturity of bonds and other evidences of indebtedness. In case obligations of the same designation mature serially, the date in column (d) may be reported as "Serially 19__ to 19__." In making entries in this column, abbreviations in common use in standard financial publications may be used where necessary on account of limited space.

Line No.	Acct. No.	Class (a)	Kind of industry (b)	Name of issuing company and description of security held; also lien reference if any (d)	Extent of control (e)	Investment at Close of Year			
						Par Value of Amount Held at Close of Year			
						Pledged (f)	Unpledged (g)	In sinking, insurance and other funds (h)	Total par value (i)
1	721	A 1	VII	Belt Railway of Chicago, The	A	7.6	\$ 239 400	\$ 100	\$ 240 000
2				BN Transport Inc.	(1)	100.00	5 000 shares no par		4 800 000
3				Burlington Northern (Manitoba) Limited		100.00	4 800 000		50 000
4				Cameo Prairie Railroad Co.		50.00	50 000		700 000
5				Chicago Union Stock Yards Co.	A	25.00	700 000		35 886 300
6				Colorado and Southern Railway Co., The	A	74.72	15 856 300	10 000	1 560 000
7				Davenport, Rock Island and Northwestern Ry. Co.	A	50.00	1 499 800	400	
8				Delta Alaska Terminal Ltd.	A	66.67	1 000 shares no par		5 000
9				Denver Union Terminal Railway Co.	A	15.67	5 000		300 000
10				Duluth Union Depot and Transfer Co., The	E	100.00	300 000		18 100
11				Iowa Transfer Railway Co.	A	20.00	15 100		183 333
12				Kansas City Terminal Railway Co.	A & M	8.33	183 333	200	40 000
13				Keweenaw Union Depot Co.	A	40.00	39 800	4 000	339 600
14				Lake Superior Terminal & Transfer Ry. Co., The	F	66.67	335 800	1 000	1 000
15				Longview Switching Co.		33.34			
16				Midland Continental Railroad		50.00	4 500 shares no par		
17				Minneapolis, Anoka & Cuyuna Range R.R. Co.		100.00	395 shares no par		273 900
18				Minnesota Transfer Railway Co., The	C	33.33	273 900		300 000
19				Oregon, California & Eastern Railway Co.		30.00	300 000		1 950 000
20				Oregon Electric Railway Co. - Common	G	100.00	1 947 500	2 500	380 000
21				" " " " - Deferred	G	100.00	380 000	124 500	200 000
22				" " " " - Preferred	G	100.00	9 967 500	2 500	10 000 000
23				Oregon Trunk Railway - Common	G	100.00	9 967 500	2 500	3 333
24				Paducah & Illinois Railroad Co.	A	33.33	3 333		875 000
25				Portage Pipe Line Co.		50.00		875 000	1 300 000
26				Portland Terminal Railroad Co.		40.00		1 300 000	217 330
27				Pullman Company, The		2.97	310 400	217 330	310 800
28				St. Paul Union Depot Co., The	D	37.50	40 000 000		40 000 000
29				Spokane, Portland & Seattle Railway Co.		100.00			
30				Superior Transfer Co.					205 600
31				Terminal Railroad Association of St. Louis	A	6.25	205 400	1 000	1 000
32				Trailer Train Co.		7.32		500 000	500 000
33				Walla Walla Valley Railway Co.		100.00		6 800 000	6 800 000
34				Western Fruit Express Co.		100.00		300	286 700
35				Winona Bridge Ry. Co.	A	66.67	52 636 366	54 888 830	107 525 196
36				Total Class A 1					
37									10 000
38		A 3	VIII	Burlington Data Services Inc.		100.00		10 000	5 000
39			IV	Burlington Equipment Company	(2)	100.00		5 000	1 500 000
40			X	Glacier Park Company		100.00		1 500 000	300 000
41			VII	Leahy Telephone Company		100.00		200 000	678 310
42			I	Plum Creek Lumber Co.		100.00		678 310	
43			I	Royal Logging Co.		100.00			227 100
44			VI	Ruth Realty Company		100.00		227 100	100 000
45			VI	St. Louis and Kansas City Land Company		100.00		100 000	2 720 410
46				Total Class A 3					110 245 608
47				Total Class A					
48									
49									
50		B 1	VII	Spokane, Portland & Seattle Railway Co. 3-1-11 - 3-1-81				42 710 000	42 710 000
51				Total Class B 1				42 710 000	
52									
53		D 1	VII	Delta Alaska Terminal Ltd.				28 180	28 180
54			VII	Duluth Union Depot and Transfer Co. February 1, 1912 Demand				5 000	5 000
55			VII	" " " " August 1, 1914 Demand				1 733 443	1 733 443
56				Glacier Park Company	(5)				
57			VII	Superior Transfer Co.				772 000	772 000
58			VII	Trailer Train Co.				5 536 623	5 536 623
59				Total Class D 1					
60									
61									
62		D 3	VII	Leahy Telephone Company					
63									
64				Total Class D					
65				Totals Forwarded		52 636 366	102 857 863		155 494 229
66									
67				(1) The Burlington Truck Lines, Inc. was merged into the Northern Pacific Transport Company on a pooling of interest basis, and the name of the company was changed to BN Transport Inc. effective October 1, 1971. \$750,000 par value B.T.L. stock changed to no par value.					
68									
69				(2) The Cuyuna Realty Company and Monad Company were merged into Glacier Park Company on a pooling of interest basis effective January 1, 1971.					
70									
71									
72									
73									
74									
75									
76				Explanation of lien references in column (d) - See Page 212.					
77									
78									

205. INVESTMENTS IN AFFILIATED COMPANIES - Continued

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

7. For nonpar stock, show the number of shares in lieu of the par value in columns (f), (g), (h), (i), (k), and (m).

8. In reporting advances, columns (f), (g), (h), (i), (k), and (m) should be left blank. If any advances are pledged, give particulars in a footnote.

9. Particulars of investments made, disposed of, or written down during

the year should be given in columns (k) to (o), inclusive. If the cost of any investment made during the year differs from the book value reported in column (i), explain the matter in a footnote. By "cost" is meant the consideration given minus accrued interest or dividends included therein. If the consideration given or received for such investments was other than cash, describe the transaction in a footnote. Identify all entries in column (n), which represent a reduction in the book value of securities by symbol and give full explanation in a footnote in each case.

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

Investments at Close of Year	Investments Made during Year		Investments Disposed of or Written Down during Year			Dividends or Interest during Year		Line No.
Total book value (j)	Par value (k)	Book value (l)	Par value (m)	Book value (n)	Selling price (o)	Rate (p)	Amount credited to income (q)	
\$ 240 000								1
3 022 861 #								2
4 800 000								3
50 000								4
22 172 276 *								5
1 748 182						(a)	367 830	6
8 060								7
3 000								8
300 000								9
16 100								10
100 000								11
8 024								12
339 600								13
1 000	1 000	1 000						14
1								15
80 637								16
273 900								17
319 801								18
19 374 236 #								19
430 292 #								20
127 639 #								21
18 584 368								22
3 333								23
875 000						7	31 250	24
1 379 320								25
608 324								26
391 425 #						4	6 216	27
40 000 000								28
			35 000	31 734	31 734			29
243 075								30
144 687								31
6 500 000								32
300								33
122 956 801	1 000	1 000	35 000	31 734	31 734		435 398	34
10 000								35
5 000								36
12 188 046		188 621						37
85 643						12.50	25 000	38
6 055 516			100 000	284 160	284 160			39
101 329				214 604	214 604			40
100 000								41
18 545 536		188 621	100 000	498 764	498 764		25 000	42
141 502 337	1 000	189 621	195 000	530 498	530 498		430 298	43
								44
29 897 000								45
29 897 000								46
								47
144 444				22 223	22 223	5	7 963	48
28 180								49
5 000								50
1 733 443			41 787	41 787	41 787	7	126 597	51
			5 000	5 000	5 000			52
772 000						8	51 708	53
2 683 067			66 787	69 010	69 010		186 268	54
								55
			65 000	65 000	65 000	5	3 142	56
								57
			65 000	65 000	65 000		3 142	58
174 082 404	1 000	189 621	246 787	664 575	664 575		648 706	59
								60
(a) 4% on preferred \$296,709 - 4.5% on common \$71,121								61
* Common \$16,176,460, 1st preferred \$962,853, 2nd preferred \$5,032 963								62
# Account 223 Reserved for adjustment of investment in securities - Credit								63
Oregon Truck Railway - Common stock \$ 1,967,776								64
Oregon Electric Railway Company - Common stock 6,924,346								65
St. Paul Union Depot Company - Common stock 254,607								66
St. Paul Union Depot Company - Investment advance 2,711,264								67
St. Paul Union Depot Company - Common stock 124,144								68
St. Paul Union Depot Company - Common stock \$12,032,137								69

Railroad Corporations-Operating-A

205. INVESTMENTS IN AFFILIATED COMPANIES - Continued

Line No.	Acct. No. (a)	Class No. (b)	Kind of industry (c)	Name of issuing company and description of security held; also lien reference if any (d)	Extent of control (e)	Investment at Close of Year			
						Par Value of Amount Held at Close of Year			
						Pledged (f)	Unpledged (g)	In sinking, insurance and other funds (h)	Total par value (i)
79	721			Totals brought forward		\$32 636 366	\$ 102 857 863	\$	\$ 135 494 229
80									
81		E 1	VII	Belt Railway Company of Chicago, The	H				
82			VII	BN Transport Inc.					
83			VII	Canas Prairie Railroad Company					
84			VII	Chicago Union Station Company	H				
85			VII	Davenport, Rock Island and North Western Railway Company	H				
86			X	Denver Market & Produce Terminal, Inc., The					
87			VII	Denver Union Terminal Railway Company	H				
88			VII	Duluth Union Depot and Transfer Company					
89			VII	Illinois Northern Railway Company					
90			VII	Kansas City Terminal Railway Company	H				
91			VII	Keokuk Union Depot Company	H				
92			VII	Lake Superior Terminal and Transfer Railway Company, The					
93			VII	Longview Switching Company					
94			VII	Burlington Northern (Manitoba) Limited					
95			VII	Minnesota Transfer Railway Company, The	H				
96			VII	Oregon, California & Eastern Railway Company					
97			VII	Oregon Electric Railway Company	H				
98			VII	Paducah & Illinois Railroad Company					
99			VII	Spokane, Portland and Seattle Railway Company	H				
100			VII	St. Paul Union Depot Company, The					
101			VII	Superior Transfer Company					
102			VII	Walla Walla Valley Railway Company					
103									
104				Total Class E 1					
105									
106									
107									
108									
109		E 3	VIII	Burlington Data Services, Inc.					
110			IV	Burlington Equipment Company					
111			X	Clacier Park Company					
112			VI	Ruth Realty Company					
113			VI	St. Louis and Kansas City Land Company					
114									
115									
116				Total Class E 3					
117				Total Class E					
118						\$2 636 366	\$ 102 857 863		\$ 135 494 229
119				Grand Total Account 721					
120									
121				Obligations in Support of Which Any Security is Pledged, Mortgaged, Etc.:					
122	Footnote A			Pledged under C. B. & Q. First and Refunding Mortgage, G. N. General Gold Bond Mortgage, and B. N. Inc. Consolidated Mortgage.					
123									
124	Footnote B			Pledged under C. B. & Q. First and Refunding Mortgage subject to Stock Trust Agreement of 6-12-09 under which 1,825-1/3 shares are held by the First Natl. Bank of Kansas City, Trustee, and 5 shares are held by First Natl. City Bank of New York Trustee. Also subject to G. N. General					
125				Gold Bond Mortgage and B. N. Inc. Consolidated Mortgage.					
126	Footnote C			\$91,300 is subject to N. P. Prior Lien Mortgage and the N. P. General Lien Mortgage and to the B. N. Inc. Consolidated Mortgage. \$91,300 is subject to the G. N. General					
127				Refunding Mortgage, the G. N. General Gold Bond Mortgage, and the B. N. Inc. Consolidated Mortgage.					
128	Footnote D			\$43,750 is subject to the N. P. Prior Lien Mortgage, the N. P. General Lien Mortgage, and to the B. N. Inc. Consolidated Mortgage. \$59,850 is subject to the B. N. Inc. Consolidated Mortgage.					
129				\$103,600 is subject to the G. N. General Gold Bond Mortgage and to the B. N. Inc. Consolidated Mortgage. \$103,600 is subject to the C. B. & Q. First and Refunding Mortgage, the G. N. General Gold Bond Mortgage, and the B. N. Inc. Consolidated Mortgage.					
130	Footnote E			\$159,000 is pledged under the N. P. Prior Lien Mortgage, the N. P. General Lien Mortgage, and the B. N. Inc. Consolidated Mortgage. \$25,000 is subject to the N. P. St. Paul-Duluth Division Mortgage and to the mortgages underlying said mortgage, and to the B. N. Inc. Consolidated Mortgage.					
131				\$125,000 is pledged under the St. Paul & Duluth Railway Company First and Second Mortgages and the B. N. Inc. Consolidated Mortgage.					
132	Footnote F			\$167,800 is pledged under the G. N. General Gold Bond Mortgage and the B. N. Inc. Consolidated Mortgage. \$167,800 is pledged under the B. N. Inc. Consolidated Mortgage.					
133									
134	Footnote G			\$1,947,500, \$380,000, \$75,500 and \$9,997,500 pledged under the S. P. & S. Railway First Mortgage.					
135									
136	Footnote H			Pledged under C. B. & Q. First and Refunding Mortgage, G. N. General Gold Bond Mortgage, and B. N. Inc. Consolidated Mortgage. The following amounts are pledged:					
137				Name of Company		Amount			
138				The Belt Railway Company of Chicago		\$ 434,691			
139				Chicago Union Station		6,795,937			
140				Davenport, Rock Island and North Western Railway Company		1,237,536			
141				The Denver Union Terminal Railway Company		682,252			
142				Kansas City Terminal Railway Company		1,256,682			
143				Keokuk Union Depot Company		3,972			
144				Minnesota Transfer Railway Company		353,014			
145				Paducah & Illinois Railroad Company		1,516,461			
146				The St. Paul Union Depot Company		234,88			
147									
148									
149									
150									
151									
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161									
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164									
165									
166									

205. INVESTMENTS IN AFFILIATED COMPANIES - Continued

Investments at Close of Year	Investments Made during Year		Investments Disposed of or Written Down during Year			Dividends or Interest during Year		Line No.
Total book value (j)	Par value (k)	Book value (l)	Par value (m)	Book value (n)	Selling price (o)	Rate (p)	Amount credited to income (q)	
\$ 174 162 404	\$ 1 000	\$ 189 621	\$ 246 787	\$ 664 508	\$ 664 509	%	\$ 649 708	79
								80
584 660		74 127				6	33 222	81
2 800 000				1 105 729	1 105 729			82
286 967		2 513		1 959	1 959	6	13 646	83
7 938 079		777 838		242 286	242 286			84
1 337 336		7 070						85
3 000								86
682 232				13 000	13 000			87
217 531		1 085		6 491	6 491			88
		103 945		228 945	228 945			89
1 357 036		78 326		77 847	77 847			90
3 972								91
222 088				20 000	20 000	1	9 350	92
38 476		35 476						93
				3 099	3 099	3	12 855	94
993 619		13 534						95
799 738				149 558	149 668			96
				1 281	1 281			97
1 518 468				44 823	44 823	4-1/2	68 040	98
2 851 759		1 714 499		895 797	895 797			99
3 729 446		3 186 375				3-1/8	9 137	100
				43 979	43 979			101
				75 000	75 000			102
								103
								104
25 937 717		6 002 768		2 910 004	2 910 004		146 520	105
								106
								107
20 000				20 000	20 000			108
100 000		400 000		800 000	800 000			109
3 150 254		530 844		1 910 867	1 910 867	4-1/2	4 199	110
2 145 000		415 000						111
11 211 900				6 000 000	6 000 000			112
								113
								114
								115
16 650 754		1 345 844		8 730 867	8 730 867		4 199	116
42 568 471		7 348 612		11 640 871	11 640 871		190 719	117
								118
211 650 875	1 000	7 538 233	246 787	12 305 379	12 305 379		800 425	119
								120
PARTICULARS OF JOINT CONTROL - PAGE 210								
CORPORATION CONTROLLED			HOW ESTABLISHED		OTHER PARTIES			
Belt Railway Company of Chicago			Ownership of Stock		E. L., Monon, C. R. I. & P., G. T. W., I. C., Penn Cent., N. & W., C. & O., Soo Line, A. T. & S. F., C. & E. I., L. & N.			
Cass Prairie Railroad Company			Ownership of Stock		Union Pacific #			
Chicago Union Station			Ownership of Stock		C. M. St. P. & P., Penn Cent.			
Davenport, Rock Island and North Western Railway Company			Ownership of Stock		C. M. St. P. & P.			
Delta Alaska Terminal Ltd.			Ownership of Stock		Alaska Transship Corp., Spokane Internatl. R.R. Co., C. M. St. P. & P.			
Denver Union Terminal Railway Company			Ownership of Stock		Union Pacific, A. T. & S. F., C. R. I. & P., C. & S., D. & R. G. W.			
Iowa Transfer Railway Company			Ownership of Stock		C. R. I. & P., C. & N. W., D. M. U., D. M. W.			
Kansas City Terminal Railway Company			Ownership of Stock		Missouri Pac., C. M. St. P. & P., C. N. W., E. C. S., C. M. & O., M. & T., S. L. & S. F., N. & W., A. T. & S. F., C. R. I. & P., Union Pac.			
Keokuk Union Depot Company			Ownership of Stock		N. & W., C. R. I. & P., T. P. & W.			
Lake Superior Terminal and Transfer Railway Company			Ownership of Stock		Soo Line, C. N. W.			
Midland Continental Railroad			Ownership of Stock		Soo Line			
Minnesota Transfer Railway Company			Ownership of Stock		Soo Line, C. N. W., C. R. I. & P., C. M. St. P. & P.			
Oregon, California & Eastern Railway Company			Ownership of Stock		Southern Pacific			
Paducah & Illinois Railroad Company			Ownership of Stock		Louisville & Nashville R.R., Illinois Central R.R. Co.			
Portland Terminal Railroad Company			Ownership of Stock		Southern Pacific, Union Pacific #			
Pullman Company			Ownership of Stock		Various Railroad Companies			
St. Paul Union Depot Company			Ownership of Stock		Soo Line, C. M. St. P. & P., C. N. W., C. R. I. & P.			
Terminal Railroad Association of St. Louis			Ownership of Stock		B. & O., C. & E. I., C. M. St. P. & P., I. C., L. & N., M. & T., G. M. & O., S. L. & S. F., St. L. & S. W., Southern R.R., N. & W., Penn Central, M. P., P. B. & W.			
Trailer Train Company			Ownership of Stock		34 Other Railroad Companies			
Winona Bridge Railway Company			Ownership of Stock		Green Bay & Western Ry. Co.			
Longview Switching Company			Ownership of Stock		C. M. St. P. & P., Union Pac. #			
# Oregon - Washington Railroad and Navigation Company								

Railroad Corporations - Operating-A

206. OTHER INVESTMENT

1. Give particulars of investment in stocks, bonds, other secured obligations, unsecured notes, and investment advances of others then affiliated companies, included in account Nos. 715, "Sinking funds"; 716, "Capital and other reserve funds"; 722, "Other investments"; and 717, "Insurance and other funds."

2. Entries in this schedule should be made in accordance with the definitions and general instructions given on page 209, classifying the investments by means of letters, figures, and symbols in columns (a), (b), and (c). Investment in U. S. Treasury obligations may be reported as one item.

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

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

5. Entries in column (d) should show date of maturity of bonds and other evidences of indebtedness. In case obligations of the same designation mature serially, the date in column (d) may be reported as "Serially."

Line No.	Acct. No. (a)	Class No. (b)	Kind of Investment (c)	Name of issuing company or government and description of security held; also lien reference, if any (d)	Investments at Close of Year			
					Par Value of Amount Held at Close of Year			
					Pledged (e)	Unpledged (f)	In sinking, insurance, and other funds (g)	Total par value (h)
1	716	B 3	X	U. S. Treasury Obligations (various mat.)			\$ 21 142 375	\$ 21 142 375
2		A 1	VII	B. S. Inc. - stock			500 No. par	500 Shs. No. par
3		A 3	IV	Archda National Corp. - Stock				
4			IV	Kasman Kewak - stock			375	375
5			IV	First Union National Bancorp. - Stock			725	725
6			IV	I.S.M. - Stock			500	500
7			IV	Maryland National Corp. - Stock			1 000	1 000
8			IV	Schering-Plough - Stock			60	60
9			IV	Xerox Corp. - Stock			100	100
10		B 3	IV	Miscellaneous Municipal Bonds			15 000	15 000
11			IV	Control Data Corp.				
12			VI	C.I.T. Financial Corp.			2 355 000	2 355 000
13			IV	Ford Motor Company			3 142 000	3 142 000
14			IV	General Motors			8 000 000	8 000 000
15			V	J. C. Penney			2 560 000	2 560 000
16			V	Montgomery Ward			2 055 000	2 055 000
17			V	Sears Roebuck & Co.			3 919 000	3 919 000
18			X	Union Oil Company Calif.			5 000	5 000
19		C 3	VI	First National City Bank, New York			1 175 000	1 175 000
20			VI	First National Bank, St. Paul			2 500 500	2 500 500
21			VI	First National Bank & Trust Co. of Lincoln			970 085	970 085
22				Total Account 716			46 941 700	46 941 700
23								
24								
25	717	A 1	VII	Southern Railway Company Preferred			10 000	10 000
26				Total Class A-1			10 000	10 000
27								
28	717	A 3	VII	Baltimore Gas & Electric Co. Preferred				
29			VII	Boston Edison Co.			50 000	50 000
30			VII	Commonwealth Edison Co.			1 500	1 500
31			V	Dart Industries Inc.			5 000	5 000
32			VII	General Telephone of Calif.			6 000	6 000
33			VII	General Telephone of Calif.			10 000	10 000
34			VII	Georgia Power Co.			500	500
35			VII	Georgia Power Co.			100	100
36			IV	Kaiser Aluminum & Chemical Corp.			10 000	10 000
37			VII	Louisiana Power & Light Co.			50 000	50 000
38			VII	New England Power Co.			50 000	50 000
39			VII	Northern States Power Co.			10 000	10 000
40			VII	Pacific Lighting Corp.			100	100
41			VII	West Penn. Power Co.			50 000	50 000
42			IV	Allied Chemical Corp. Common			14 400	14 400
43			IV	American Hospital Supply Corp.			3 000	3 000
44			VII	American Natural Gas				
45			IV	American Tobacco Co.			1 600	1 600
46			V	Broadway Hale Stores, Inc.			800	800
47			VI	Chase Manhattan Bank, National Assn.			2 000	2 000
48			VII	Cleveland Electric Illuminating				
49			VII	Commonwealth Edison Co.			6 550	6 550
50			VII	Commonwealth Edison Co.			1 000	1 000
51			V	Consolidated Foods Corp.				
52			IV	First Bank System, Inc.			10 000	10 000
53			IV	First Bank System, Inc.			1 000	1 000
54			IV	Ford Motor Company			2 000	2 000
55			V	General Electric Company			2 000	2 000
56			IV	General Motors Corp.			332	332
57			IV	General Motors Corp.			700	700
58			IV	General Tire & Rubber Co., The				
59			V	Great Atlantic & Pacific Tea Co.				
60			VII	Gulf Oil Corp.			4 400	4 400
61			VII	Gulf States Utilities Corp.			4 000	4 000
62			VII	Houston Lighting & Power Co.			1 200	1 200
63			VII	International Business Machines Corp.			1 200	1 200
64			IV	International Multitools Corp.				
65			VII	Iowa-Illinois Gas & Electric				
66			IV	Jonathan Logan Inc.				
67			V	Kraftco Corporation			2 000	2 000
68			VII	Long Island Lighting Co.			1 500	1 500
69				Magnavox Company, The			2 000	2 000
70			IV	Minnesota Mining & Manufacturing Co.			1 500	1 500
71			VII	Minnesota Power & Light				
72			V	Monsanto Company			1 316	1 316
73			VII	Montana Power Co., The			1 800	1 800
74			VI	North Carolina National Bank			2 400	2 400
75			IV	Northern National Gas				
76			VII	Northern States Power Co.				
77			VI	Northeast Bancorporation				
78			VII	Panhandle Eastern Pipe Line Co.			3 330	3 330
							2 000	2 000

206. OTHER INVESTMENTS - Continued

19 to 19 . In making entries in this column, abbreviations in common use in standard financial publications may be used where necessary on account of limited space.

6. For nonpar stock, show the number of shares in lieu of the par value in columns (e), (f), (g), (h), (i), and (j).

7. In reporting advances, columns (e), (f), (g), (h), (i), and (j) should be left blank. If any advances are pledged, give particulars in a footnote.

8. Particulars of investments made, disposed of, or written down during the

year should be given in columns (j) to (n), inclusive. If the cost of any investment made during the year differs from the book value reported in column (k), explain the matter in a footnote. By "cost" is meant the consideration given minus accrued interest or dividends included therein. If the consideration given or received for such investments was other than cash, describe the transaction in a footnote. Identify all entries in column (n) which represent a reduction in the book value of securities by symbol and give full explanation in a footnote in each case.

Investments at Close of Year	Investments Made during Year		Investments Disposed of or Written Down during Year			Dividends or Interest during Year		Line No.
Total book value (i)	Par value (j)	Book value (k)	Par value (l)	Book value (m)	Selling price (n)	Rate (o)	Amount credited to income (p)	
\$ 21 128 776	\$ 66 415 000	\$ 69 186 494	\$ 59 859 500	\$ 59 527 367	\$ 59 924 104	Various	\$ 384 191	1
26 817			25	3 000	2 275		750	2
11 042	72	2 301					7	3
6 344	725	6 344					174	4
31 603	150	9 860					87	5
11 137	790	9 090					488	6
4 984	60	4 984					211	7
9 983	17	1 872					14	8
14 736							73	9
							675	10
							108	11
2 346 264	2 706 000	2 697 364	351 000	351 000	343 871		2 957	12
3 128 510	3 172 000	3 128 510					563	13
7 930 137	8 000 000	7 950 137					8 831	14
2 551 264	3 436 000	3 427 264					1 303	15
2 046 607	2 441 000	2 432 007					15 574	16
3 908 567	6 914 000	6 903 573	3 000 000	3 000 000	3 052 585		336	17
5 000								18
3 175 000	3 175 000	3 175 000					20	19
2 500 500	2 500 847	2 500 847	347	347	367		21 617	20
970 063	2 927 316	2 927 316	1 957 251	1 957 251	1 970 267			21
							490 036	22
49 806 736	104 638 977	104 322 883	66 436 122	66 109 523	66 188 151			23
								24
10 463						3.00	125	25
10 493							125	26
						5.40	427	27
44 500						4.78	2 390	28
53 048						\$1.425	2 138	29
39 311						\$2.00	2 600	30
6 073						4.50	270	31
9 673						5.00	500	32
30 780						\$6.48	3 240	33
10 132						\$4.60	460	34
10 306						4.75	475	35
50 706						6.44	3 220	36
30 666						6.58	3 040	37
9 450						\$4.10	410	38
5 900						\$4.40	440	39
50 900						\$7.00	3 500	40
27 790						\$1.20	1 440	41
103 094	Shs. 1 000	32 727	3 000	13 775	10 762	\$ 1.26	1 440	42
						\$2.175	715	43
25 275						\$2.20	488	44
27 042						\$2.20	2 680	45
91 584	Shs. 800	41 430	Shs. 500	16 449	19 250	\$1.00	905	46
						\$2.00	4 000	47
25 944						\$2.24	280	48
33 734						\$2.20	1 966	49
						\$2.20	2 200	50
45 279	5 000	1 000 Shs.-Stock split				\$1.20	145	51
29 000	500 Shs.-Stock split					\$1.20	2 400	52
120 860	Shs. 2 000	120 980				\$1.20	1 200	53
68 607	1 000 Shs.-Stock split					\$2.50	3 175	54
16 522						\$1.40	2 700	55
59 320						\$3.40	510	56
						\$3.40	2 380	57
						\$1.00	1 334	58
						\$1.30	292	59
						\$1.90	3 225	60
133 783	Shs. 3 000	85 831				\$1.44	1 040	61
83 072	Shs. 4 000	83 072				\$1.29	1 548	62
49 829						\$5.20	3 900	63
368 026	Shs. 720	228 349	1 800	42 147	48 437	\$1.20	1 620	64
			400	11 589	8 846			65
	250 Shs.-Stock split		Shs. 1 250	57 861	71 824	\$ 1.80	750	66
74 230						\$1.70	3 400	67
43 862						\$1.37	2 055	68
82 090	Shs. 2 000	82 090				\$1.20	1 800	69
150 890	Shs. 500	60 643				\$1.85	2 081	70
						\$1.30	485	71
57 972						\$1.80	2 369	72
55 236						\$1.68	3 024	73
41 625						\$ 1.84	2 016	74
						\$2.60	650	75
			5 000	28 724	24 188	\$1.70	1 222	76
			4 910	33 321	25 410	\$1.40	700	77
36 231						\$1.80	1 800	78
72 212	Shs. 2 000	72 212						79

Railroad Corporations - Operating-A

206. OTHER INVESTMENTS - Continued

Line No.	Acct. No.	Class No.	Industry	Kind of security held; also lien reference, if any	Investments at Close of Year			
					Par Value of Amount Held at Close of Year			
					Pledged	Unpledged	In sinking, insurance, and other funds	Total par value
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
79	717	A 3	VII	Pennsylvania Power & Light	Common	\$	\$	\$
80			V	Phillips Petroleum Co.	"			
81			IV	Pittman-Bowes Inc.	"		Shs. 3 000	Shs. 2 000
82			VII	Public Service Electric & Gas	"		Shs. 5 000	Shs. 5 000
83			VII	REA Corporation	"		Shs. 4 500	Shs. 4 500
84			IV	R. J. Reynolds Industries	"		Shs. 600	Shs. 300
85			IV	R. J. Reynolds Industries	"		Shs. 1 000	Shs. 1 000
86			X	Richardson-Merrill Inc.	"			
87			VII	Southern California Edison	"		Shs. 2 000	Shs. 2 000
88			VII	Southern Company, The	"		Shs. 1 000	Shs. 1 000
89			VII	Southern Natural Gas Co.	"		Shs. 1 300	Shs. 1 300
90			VI	Southwestern Life Insurance	"			
91			IV	Standard Oil of California	"		Shs. 6 552	Shs. 6 552
92			IV	Standard Oil of New Jersey	"		Shs. 1 100	Shs. 1 100
93			IV	Standard Oil of New Jersey	"		Shs. 2 000	Shs. 2 000
94			IV	Tenneco Inc.	"			
95			IV	Tektrol Inc.	"			
96			IV	Union Carbide	"			
97			VII	Union Electric Co.	"		Shs. 2 000	Shs. 2 000
98			IV	U. S. Plywood-Champion Papers Inc.	"		Shs. 4 000	Shs. 4 000
99			IV	Texasco Inc.	"		Shs. 1 850	Shs. 1 850
100			IV	Weyerhaeuser Co.	"			
101			VII	Wisconsin Power & Light	"		Shs. 1 500	Shs. 1 500
102			IV	Xerox Corp.	"			
103				Total Class A-3			286 664	286 664
104								
105	717	B 3	IX	State of Alabama	4-1-78			
106			IX	Alexandria, Minnesota	3-1-86			
107			IX	Anoka County, Minnesota	4-1-83			
108			IX	Atlanta, Georgia	12-1-74			
109			IX	Baltimore County, Maryland	11-1-73			
110			IX	Burnsville, Minnesota	Various maturities			
111			IX	Caledonia, Minnesota	Various maturities			
112			IX	Chicago, Illinois	1-1-76			
113			IX	State of Connecticut	1-1-76			
114			IX	Cook County, Illinois	12-1-76			
115			IX	Coon Rapids, Minnesota	1-1-82			
116			IX	Corpus Christi, Texas	3-1-78			
117			IX	Crookston, Minnesota	5-1-78			
118			IX	Everett, Washington	12-1-87			
119			IX	Fargo, North Dakota	4-1-78			
120			IX	Forest Lake, Minnesota	Various maturities			
121			IX	Fort Worth, Texas	Various maturities			
122			IX	Georgia Port Authority	12-1-79			
123			IX	Glendale, Wisconsin	Various maturities			
124			IX	Grand Forks, North Dakota	5-1-80			
125			IX	Hawaii County, Hawaii	11-1-80			
126			IX	Inver Grove, Minnesota	Various maturities			
127			IX	Jenyon, Minnesota	Various maturities			
128			IX	Madalia, Minnesota	1-1-80			
129			IX	State of Massachusetts	6-1-77			
130			IX	State of Missouri	3-1-75			
131			IX	Nassau County, New York	12-1-77			
132			IX	North St. Paul - Maplewood, Minnesota	Various maturities			
133			IX	Oakland County, Michigan	5-1-75			
134			IX	State of Oregon	4-13-77			
135			IX	Pima County, Arizona	1-1-75			
136			IX	Rapid City, South Dakota	1-1-85			
137			IX	Reno, Nevada	9-1-82			
138			IX	St. Cloud, Minnesota	2-1-79			
139			IX	Seattle, Washington	1-1-80			
140			IX	Spencer, Iowa	7-1-81			
141			IX	Tacoma, Washington	7-1-88			
142			IX	Wabasha, Minnesota	2-1-78			
143			IX	Columbia Heights, Minnesota	4-1-84			
144			IX	U. S. Treasury Obligations				
145				Total Class B 3			13 000	13 000
146	717	C 1	VII	Santa Fe Industries Inc. Debentures due 1998			13 000	13 000
147				Total Class C 1				
148								
149	717	D 3	VI	Allis-Chalmers Credit Corp.			651 000	651 000
150			VI	Associates Corp. of North America			114 000	114 000
151			VI	Commercial Credit Company			3 135 000	3 135 000
152			VI	CIT Financial Corp.				
153			VI	Ford Motor Credit Corp.			48 000	48 000
154			VI	General Finance Corp.				
155			VII	Hertz Corporation			321 000	321 000
156			VI	Household Finance Corp.			6 000	6 000
157			VI	International Harvester Credit Corp.			3 001 000	3 001 000
158			VI	Sears, Roebuck Acceptance Corp.				
159			VI	Standard Oil Company of Indiana			74 000	74 000
160			V	Walter E. Heller & Company				
161			VI	First National Bank of St. Paul			2 175 000	2 175 000
162			VI	J. C. Penney Financial Corp.				
163			VI	Montgomery Ward Credit Corp.				
164								
165				Total Class D 3			9 525 000	9 525 000
166				Total Account 717			9 834 664	9 834 664

306. OTHER INVESTMENTS - Continued

Investments at Close of Year	Investments Made during Year		Investments Disposed of or Written Down during Year			Dividends or Interest during Year		Line No.
Total book value (i)	Par value (j)	Book value (k)	Par value (l)	Book value (m)	Selling price (n)	Rate (o)	Amount credited to income (p)	
\$	\$	\$	\$	\$	\$	\$	\$	
			315	30 419	7 718	\$1.60	126	79
87 070	Shs. 3 000	87 070	Shs. 1 600	48 123	50 600	\$1.30	1 580	80
116 737	Shs. 3 200	107 761	Shs. 400	15 185	10 750	\$1.64	1 530	81
37 365						\$1.00	164	82
25 696						\$2.40	2 950	83
54 334						\$2.40	2 160	84
61 434			2 499	9 856	8 775	\$1.60	1 440	85
50 114						\$1.50	1 000	86
54 375	Shs. 1 500	54 375				\$1.26	337	87
72 692			1 969	19 975	17 128	\$1.26	2 520	88
76 946	Shs. 800	57 183				\$1.40	1 400	89
34 379						\$1.60	1 125	90
(11 983)	Shs. 1 000	26 446	Shs. 3 000	94 452	94 452	-	-	91
16 822	Shs. 2 000	66 822	405	4 742	4 350	\$1.29	441	92
116 804	Shs. 4 000	138 804	4 000	20 439	14 452	\$3.70	3 667	93
84 156	Shs. 1 200	65 438				\$1.32	1 870	94
146 248	Shs. 500	60 270	2 500	11 713	11 795	\$1.40	2 540	95
3 577 096	5 000	1 474 605	26 778	540 350	530 668	\$.80	350	96
							900	101
							118 020	102
								103
			30 000	51 486	44 620	3.20	1 440	104
			40 000	46 000	30 750	4.00	1 307	105
			13 000	15 099	11 636	3.60	486	106
			30 000	30 328	48 750	3.25	1 102	107
			30 000	31 316	49 153	3.25	1 327	108
			35 000	34 882	31 598	Various	1 759	109
			25 000	25 101	20 973	Various	1 110	110
			30 000	30 000	46 025	3.125	1 797	111
			30 000	31 613	30 360	4.50	1 552	112
			23 000	23 322	23 953	3.75	687	113
			20 000	20 000	15 447	3.60	828	114
			23 000	24 653	22 833	3.50	880	115
			25 000	25 346	24 813	3.80	776	116
			40 000	34 029	29 208	3.90	1 144	117
			25 000	25 000	23 493	3.80	852	118
			40 000	40 000	28 875	3.50	1 536	119
			30 000	30 031	29 648	3.25	715	120
			70 000	70 454	64 519	3.70	1 899	121
			30 000	29 387	25 575	3.50	1 770	122
			20 000	19 732	17 704	3.60	598	123
			30 000	29 596	26 226	3.875	849	124
			30 000	29 643	29 521	3.80	836	125
			35 000	34 759	4 608	3.50	2 112	126
			15 000	15 000	12 364	3.30	566	127
			23 000	25 727	22 308	3.00	650	128
			30 000	45 754	46 815	2.375	1 168	129
			25 000	25 113	22 815	3.50	642	130
			30 000	49 828	42 702	4.70	1 542	131
			30 000	30 171	30 045	4.25	1 041	132
			25 000	23 562	21 455	2.50	538	133
			25 000	25 000	24 355	3.50	1 008	134
			25 000	25 000	20 640	3.70	1 064	135
			30 000	30 000	43 786	4.50	2 213	136
			20 000	19 855	16 695	3.30	704	137
			25 000	25 000	21 388	3.70	1 064	138
			33 000	24 625	39 324	3.625	1 452	139
			25 000	25 930	18 235	3.75	1 078	140
			30 000	30 000	24 860	3.75	1 200	141
			15 000	15 000	11 342	3.60	486	142
	3 133 000	3 080 846	3 133 000	3 080 846	3 127 333			143
	3 133 000	3 080 846	3 435 000	4 378 375	4 251 790		42 800	144
14 370						6.25	813	145
14 370							81	146
								147
	90 000	90 000	90 000	90 000	90 000	Various	93	148
651 000	783 000	783 000	184 000	184 000	184 000	Various	10 356	149
114 000	456 000	456 000	484 000	484 000	404 000	Various	6 178	150
3 133 000	6 174 000	6 174 000	3 049 000	3 049 000	3 075 052	Various	728	151
	400 000	400 000	400 000	400 000	400 000	Various	25 125	152
48 000	459 000	459 000	314 000	314 000	314 000	Various	1 259	153
	72 000	72 000	72 000	72 000	72 000	Various	833	154
321 000	314 000	314 000	83 000	83 000	83 000	Various	3 610	155
6 000	1 406 000	1 406 000	1 400 000	1 400 000	1 400 000	Various	2 214	156
3 001 000	14 001 000	14 001 000	11 000 000	11 000 000	11 139 038	Various	13	157
	182 000	182 000	571 000	571 000	571 000	Various	7 174	158
74 000	74 000	74 000				Various	1 113	159
	3 295 000	3 295 000	13 641 000	13 641 000	13 631 216		-	160
2 175 000	4 335 000	4 335 000	2 160 000	2 160 000	2 169 153		-	161
	80 000	80 000	80 000	80 000	80 683	Various	683	162
9 525 000	34 101 000	34 099 000	33 528 000	33 526 000	33 893 344		25 420	163
13 126 929	37 241 000	36 634 451	37 589 778	38 444 900	38 705 802		221 227	164

206. OTHER INVESTMENTS - Continued

Line No.	Acct. No.	Class No.	Kind of Industry (c)	Name of issuing company or government and description of security held; also lien reference, if any (d)	Investments at Close of Year			
					Par Value of Amount Held at Close of Year			
					Pledged (e)	Unpledged (f)	In sinking, insurance, and other funds (g)	Total par value (h)
167	722	A 1	VII	Butte Pipe Line	\$	\$ 1 800	Shares No par	\$
168		A 1	VII	Western Pacific Industries Inc. - Common		183 750	Shares No par	
169		A 1	VII	National Railroad Passenger Corporation		7 432 720		7 432 720
170				Total Class A 1		7 432 720		7 432 720
171		A 3	VIII	Canyon Creek Ditch Co.		140		140
172			IV	Chicago Pottery Co.		1 141		1 141
173			X	Capilano Golf and Country Club				
174			II	Coal Systems Inc.		25 000		25 000
175			X	Farmers Union Central Exchange, Inc.				
176			VIII	Fruitvale Schanno Irrigation		8		8
177				Happy Hollow Holding Co.		500		500
178			VII	Lewiston Terminal Co.		345		345
179			II	Montana Coal & Iron Co.		62 200		62 200
180			X	Rainier Golf & Country Club				
181			VI	Wenoka Credit Corp.		14 260		14 260
182			X	Development Credit Corporation of Montana		25 000		25 000
183			X	Minor Investments - Various Co-ops., etc.		12 155		12 155
184				Total Class A 3		140 748		140 748
185				Total Class A		7 573 468		7 573 468
186		B 3	X	Capilano Golf and Country Club		300		300
187			X	Olympic Club of San Francisco				
188			VI	SPM Hotel Company		90 000		90 000
189			X	Scottsbluff Country Club		750		750
190				Total Class B		91 050		91 050
191		C 3	X	Agriculture Chemical Inc.				
192			X	Contract for Sale of Land Grant Lands		81 317		81 317
193			X	Contract for Sale of Other Property		8 794 133		8 794 133
194			X	J. O. and Mary Lou Smithpeter				
195			VII	Terminal Transfer				
196			X	Miscellaneous Notes				
197				Total Class C		8 875 450		8 875 450
198		D 3	X	American By-Products		1 193		1 193
199			VII	ABC Freight Fwd. Corp., St. Louis				
200			X	Blaine Com. Health Center		1 000		1 000
201			X	Community Development Corp.		23 750		23 750
202			X	Canadian Cedar Inc.		39 600		39 600
203			X	Enonclau Lumber Company		1 246		1 246
204			X	E. L. Mett		322		322
205			X	Lampson Railroad Contractors		7 338		7 338
206			X	Local Development Corp. of Greater Yakima		29 294		29 294
207			IV	McGrath Manufacturing Co.		8		8
208			X	John McAlpine		28 487		28 487
209			X	Miller Builders Inc.		35 907		35 907
210			X	Missouri River Terminal Co.		500		500
211			X	Quality Plus Distributors Inc.		10 833		10 833
212			VII	Railway Express Company		1 590 354		1 590 354
213			IV	Rocky Mountain Phosphate		11 412		11 412
214			X	Sterling Refrigerator Engineering Co.		109 662		109 662
215			VII	Tomco Railway Car Co.		67 623		67 623
216			X	United Steel & Metal Corp.		11 967		11 967
217			I	Versapanel Inc.		2 665		2 665
218			X	Arthur W. Werner		1 834		1 834
219			I	Wyoming Sawmills Inc.		2 790		2 790
220			X	Memberships in Clubs, etc.		759		759
221				Total Class D		1 978 384		1 978 384
222								
223				Total Account 722		18 516 353		18 516 353
224								
225								
226								
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228								
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206. OTHER INVESTMENTS - Concluded

Investments at Close of Year	Investments Made during Year		Investments Disposed of or Written Down during Year			Dividends or Interest during Year		Line No.
Total book value (i)	Par value (j)	Book value (k)	Par value (l)	Book value (m)	Selling price (n)	Rate (o)	Amount credited to income (p)	
\$ 180 000						\$42.05 per share	\$ 75 690	167
4 390 837								168
7 432 720	7 432 720 #	7 432 720 #						169
12 063 557	7 432 720 #	7 432 720 #					75 690	170
								171
700								172
1 141								173
600								174
25 000								175
			16 619	2 276	2 276			176
8	1	1						177
500								178
1								179
13 000								180
			400	400	400	3%	428	181
14 260	25 000	25 000						182
25 000								183
1 195								184
81 425	25 001	25 001	17 015	2 676	2 676		428	185
12 084 982	7 457 721	7 457 721	17 015	2 676	2 676		75 118	186
								187
300			250	250	250	3%	8	188
80 000								189
750								190
91 050			250	250	250		8	191
								192
			12 400	12 400	12 400	8%	15 443	193
81 317	21 280	21 290	4 637	4 637	4 637	Various	4 541	194
8 794 133	1 477 605	1 477 606	1 559 894	1 559 894	1 559 894	Various	607 366	195
			1 124	1 124	1 124			196
			754 740	754 740	754 740	7%	12 097	197
			111 355	111 355	111 355	Various	6 532	198
8 875 450	1 501 826	1 501 896	1 889 410	2 444 130	2 444 130		983 579	199
1 193			750	750	750	9%	50	200
			285 000	285 000	285 000			201
1 000								202
23 750			625	625	625	3%	187	203
39 600	39 600	39 600						204
1 246	1 549	1 549	303	303	303	3%	48	205
1 322			117	117	117	2%	6	206
7 338	12 000	12 000	4 662	4 662	4 662	8%	338	207
29 294			415	415	415	8%	2 364	208
8						3%		209
28 487						6%		210
35 907			38 339	38 339	38 339	3%	2 778	211
500			500	500	500	7%	47	212
10 813	10 853	10 853				8%		213
1 590 394						1%	79 518	214
11 412			12 846	12 846	12 846	6%	2 652	215
109 662						7%	16 632	216
67 623	40 823	40 823				Various	705	217
11 967						6%		218
2 665	6 788	6 788	4 123	4 123	4 123	9%	735	219
1 654			1 023	1 023	1 023	6%	177	220
2 790			620	620	620	6%	188	221
759								222
								223
1 978 384	111 613	111 613	349 325	349 325	349 325		106 448	224
								225
								226
								227
								228
23 029 846	9 071 230	9 071 230	2 056 004	2 796 401	2 796 401		866 553	229
								230
								231
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								255

Account 723 Reserve for adjustments of investments in securities - Credit
National Railroad Passenger Corporation - Common stock \$7,432,719

209. SECURITIES, ADVANCES, AND OTHER INTANGIBLES OWNED OR CONTROLLED THROUGH NONREPORTING CARRIER AND NONCARRIER SUBSIDIARIES

1. Give particulars of investments represented by securities and advances (including securities issued or assumed by respondent), and of other intangible property, indirectly owned or controlled by respondent through any subsidiary which does not report to the Commission under

the provisions of Part 1 of the Interstate Commerce Act, without regard to any question of whether the company issuing the securities, or the obligor, is controlled by the subsidiary.

2. This schedule should include all securities, open account advances, and other intangible

Line No.	Class No.	Name of issuing company and security or other intangible thing in which investment is made	INVESTMENTS AT CLOSE OF YEAR				INVESTMENTS MADE DURING YEAR			
			Total par value (c)		Total book value (d)		Par value (e)		Book value (f)	
	(a)	(b)	\$		\$		\$		\$	
1	C-3	U. S. Treasury Bills					279 056		279 056	
2	B-3	Federal Intermediate Credit Bank					26 163		26 163	
3	D-3	C.I.T. Financial Corp.					85 000		85 000	
4	D-3	Ford Motor Credit Corp.					100 000		100 000	
5	D-3	General Motors Acceptance Corp.	100 000		100 000		100 000		100 000	
6	A-1	B. N. Inc. - Common Stock	No par		24 090					
7	A-3	General Motors Corp.	834		41 436					
8	A-3	Inland Steel Company	No par		17 595					
9	A-3	Libbey Owens Ford Glass	2 500		26 033					
10	A-3	Gulf & Western Industries	500		12 968					
11	A-3	Kaiser Aluminum	33		3 575					
12	A-3	Northwest Industries	No par		19 909					
13	A-3	Occidental Petroleum	160		31 782					
14	A-3	Reserve Oil & Gas	561		6 838					
15	A-3	Union Carbide	10		4 203					
16	C-3	Federal Home Loans	200 000		200 000					
17	C-3	U. S. Treasury Bills								
18	C-3	Commercial Paper PUTS	1 500 000		1 500 000		1 500 000		1 500 000	
19	D-3	Royal Logging Co.	15 279		15 279		15 279		15 279	
20	C-3	Ksanka Lumber Co., Inc.	1 139 585		1 139 585		1 139 585		1 139 585	
21	A-1	Illinois Northern Railway Company	125 000		165 540					
22	A-1	Illinois Terminal Railroad Company	1 818		1 818					
23	A-1	Packers Car Line Company								
24	A-1	Pullman Company	176 720		489 868					
25	A-1	Rio Grande Industries, Inc.								
26	A-1	Trailer Train Company	500		50 000					
27	A-1	Western Fruit Express	200 000		100 000					
28	A-3	Big Sky of Montana, Inc.	57 004		83 017		39 000		65 013	
29	A-3	Denver Market & Produce Terminal, Inc.	50 000		50 000					
30	A-3	Great Midwest Corporation	406 900		3 018 606		11 000		2 226 806	
31	A-3	Saxony Corporation	100		15 243					
32	A-3	Wenoka Credit Corporation	14 260		14 260					
33	B-1	Fort Worth & Denver Railway Company	350 000		298 013					
34	B-1	Missouri-Kansas-Texas Railroad Company	20 677 000		6 855 932					
35	C-3	Space Center Kansas City, Inc.	390 000		390 000					
36	D-1	Trailer Train Company	466 000		466 000					
37	D-3	Big Sky of Montana, Inc.	498 000		498 000		390 000		390 000	
38	D-3	Great Midwest Corporation								
39	D-3	Underground Storage, Inc.	500 000		500 000					
40	E-3	Denver Market & Produce Terminal, Inc.	186 659		186 659					
41	C-1	Missouri-Kansas-Texas Railroad Company								
42	A-1	B. N. Inc. - Common Stock - 3,789 Shares	18 945		110 513					
43	A-3	Crows Nest Industries - 12,763 Common Shs.	102 104		223 633		* 1 008			
44	A-3	Georgia-Pacific Corp. - 150,823 Comm. Shs.	120 658		101 193		* 2 378		#37	
45	A-3	Hoerner Waldorf Corp. - 27,800 Common Shs.	13 900		618 725					
46	A-3	Northern Airmotive - 1,000 Common Shares	No par		1 000 000					
47	A-3	Royal Logging Company - 2,000 Common Shs.	200 000		603 152		(a) 200 000		(a) 603 152	
48	B-1	B. N. Inc. Collateral Trust Bonds	188 000		179 181					
49	B-1	B. N. Inc. St. Paul & Duluth Divn. Bonds	7 000		4 740					
50	B-3	U. S. Treasury Obligations								
51	C-3	Land Sale Contracts	495 246		495 246		57 500		57 500	
52	D-3	Lemhi Telephone Company	201 164		201 164					
53	D-3	Northern Airmotive	1 153 279		1 153 279					
54	E-1	Burlington Northern Inc.	3 748 934		3 748 934		715 653		715 653	
55										
56	*	Stock Dividend								
57	#	Purchase Fractional Share								
58										

209. SECURITIES, ADVANCES, AND OTHER INTANGIBLES OWNED OR CONTROLLED THROUGH NONREPORTING CARRIER AND NONCARRIER SUBSIDIARIES—Continued

property owned or controlled by nonreporting companies shown in schedules 104A, 104B, and 205, as well as those owned or controlled by any other organization or individual whose action respondent is able to determine.

3. Investments in U.S. Treasury obligations may be combined in a single item.

4. Column (a), Class No., should show classifications as provided in instructions 3 and 4, page 209.

INVESTMENTS DISPOSED OF OR WRITTEN DOWN DURING YEAR						Names of subsidiaries in connection with things owned or controlled through them	Line No.
Par value (g)		Book value (h)		Selling price (i)		(j)	
\$		\$		\$			
363	346	363	346	363	346	Lemhi Telephone Company	1
26	163	26	163	26	163	Lemhi Telephone Company	2
85	000	85	000	85	000	Lemhi Telephone Company	3
100	000	100	000	100	000	Lemhi Telephone Company	4
						Lemhi Telephone Company	5
						Plum Creek Lumber Co.	6
						Plum Creek Lumber Co.	7
						Plum Creek Lumber Co.	8
						Plum Creek Lumber Co.	9
						Plum Creek Lumber Co.	10
						Plum Creek Lumber Co.	11
						Plum Creek Lumber Co.	12
						Plum Creek Lumber Co.	13
						Plum Creek Lumber Co.	14
						Plum Creek Lumber Co.	15
300	000	300	000	300	000	Plum Creek Lumber Co.	16
393	901	398	901	398	901	Plum Creek Lumber Co.	17
						Plum Creek Lumber Co.	18
						Plum Creek Lumber Co.	19
						Plum Creek Lumber Co.	20
		85	400			St. Louis & Kansas City Land Company	21
						St. Louis & Kansas City Land Company	22
6	140	6	140	522	859	St. Louis & Kansas City Land Company	23
						St. Louis & Kansas City Land Company	24
223	480	4	381 802	4	972 415	St. Louis & Kansas City Land Company	25
						St. Louis & Kansas City Land Company	26
						St. Louis & Kansas City Land Company	27
						St. Louis & Kansas City Land Company	28
						St. Louis & Kansas City Land Company	29
						St. Louis & Kansas City Land Company	30
						St. Louis & Kansas City Land Company	31
						St. Louis & Kansas City Land Company	32
						St. Louis & Kansas City Land Company	33
						St. Louis & Kansas City Land Company	34
						St. Louis & Kansas City Land Company	35
						St. Louis & Kansas City Land Company	36
						St. Louis & Kansas City Land Company	37
2	114 000	2	114 000			St. Louis & Kansas City Land Company	38
	125 000		125 000			St. Louis & Kansas City Land Company	39
	5 140		5 140			St. Louis & Kansas City Land Company	40
	200 160		200 160			St. Louis & Kansas City Land Company	41
	71 055		414 487			St. Louis & Kansas City Land Company	42
			14		14	Glacier Park Company	43
					29	Glacier Park Company	44
	1					Glacier Park Company	45
						Glacier Park Company	46
						Glacier Park Company	47
						Glacier Park Company	48
						Glacier Park Company	49
233	037	233	037	233	037	Glacier Park Company	50
103	407	103	407	103	407	Glacier Park Company	51
	7 459		7 459		7 459	Glacier Park Company	52
	34 721		34 721		34 721	Glacier Park Company	53
						Glacier Park Company	54
						Par	55
						Value	56
						Value	57
(a)	Exchange of 14,211 Shs. B.N.Com.Stock for - 1,000 \$100,000 \$414,487						58
	Capital contribution from B. N. Inc. - 1,000 100,000 188,665						59

BURLINGTON NORTHERN, INC.

1971 Annual Report Form A

211. ROAD AND EQUIPMENT PROPERTY (See Instructions page 222)

Line No.	Account (a)	Balance at beginning of year (b)	Expenditures during the year for original road and equipment, and road extension (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc. (d)
1	(1) Engineering.....	43 652 875		
2	(2) Land for transportation purposes.....	89 568 594		
3	(2½) Other right-of-way expenditures.....	1 024 545		
4	(3) Grading.....	364 514 495		
5	(5) Tunnels and subways.....	36 817 466		
6	(6) Bridges, trestles, and culverts.....	179 974 766		
7	(7) Elevated structures.....	185 687		
8	(8) Ties.....	95 621 039		
9	(9) Rails.....	173 084 037		
10	(10) Other track material.....	144 155 024		
11	(11) Ballast.....	84 666 773		
12	(12) Track laying and surfacing.....	91 619 779		
13	(13) Fences, snowsheds, and signs.....	12 571 910		
14	(16) Station and office buildings.....	99 410 477		
15	(17) Roadway buildings.....	5 102 603		
16	(18) Water stations.....	4 024 738		
17	(19) Fuel stations.....	2 942 120		
18	(20) Shops and enginehouses.....	59 237 211		
19	(21) Grain elevators.....			
20	(2½) Storage warehouses.....			
21	(23) Wharves and docks.....	2 070 137		
22	(24) Coal and ore wharves.....	20 106 139		
23	(25) TOFC/COFC terminals.....			
24	(26) Communication systems.....	40 139 947		
25	(27) Signals and interlockers.....	86 760 072		
26	(29) Power plants.....	1 328 582		
27	(31) Power-transmission systems.....	4 442 924		
28	(35) Miscellaneous structures.....	2 889 965		
29	(37) Roadway machines.....	33 381 466		
30	(38) Roadway small tools.....	684 317		
31	(39) Public improvements—Construction.....	40 068 145		
32	(43) Other expenditures—Road.....	44 044		
33	(44) Shop machinery.....	26 837 018		
34	(45) Power-plant machinery.....	4 024 072		
35	Other (specify and explain).....			
36	Total expenditures for road.....	1755 951 017		
37	(52) Locomotives.....	313 395 089		
38	(53) Freight-train cars.....	887 159 531		
39	(54) Passenger-train cars.....	100 011 359		
40	(55) Highway revenue equipment.....			
41	(56) Floating equipment.....			
42	(57) Work equipment.....	33 416 964		
43	(58) Miscellaneous equipment.....	33 131 313		
44	Total expenditures for equipment.....	1367 114 256		
45	(71) Organization expenses.....			
46	(76) Interest during construction.....			
47	(77) Other expenditures—General.....			
48	Total general expenditures.....			
49	TOTAL.....	3123 065 273		
50	(80) Other elements of investment (p. 223).....			
51	(90) Construction work in progress.....	13 395 822		
52	GRAND TOTAL.....	3136 461 095		

BURLINGTON NORTHERN, INC

1971 Annual Report Form A

221

211. ROAD AND EQUIPMENT PROPERTY (See Instructions page 222)

211. ROAD AND EQUIPMENT PROPERTY (See Instructions page 222)												
EXPENDITURES FOR ADDITIONS AND RETIREMENTS DURING THE YEAR				CREDITS FOR PROPERTY RETIRED DURING THE YEAR				Net changes during the year	Balance at close of year			Line No.
Made on owned property (e)		Made on leased property (f)		Owned property (g)		Leased property (h)	(i)					
	387 063 ✓				162 211 ✓				224 852	43 877	727	1
	(55 886) ✓	(2 060)		1	554 850 ✓		(4)	(1 612 792)	87 955	802		2
	7 539 ✓				2 473 ✓			5 066	1 029	511		3
1	722 383 ✓	(901)			803 404 ✓		48	918 030	365 432	525		4
	(37 347) ✓				(4) ✓			(37 343)	36 780	123		5
1	740 382 ✓	(26)			563 144 ✓			1 177 212	181 151	978		6
									185	687		7
	556 539 ✓	(2 079)			291 393 ✓	1 386		261 681	95 882	720		8
1	977 633 ✓	(2 060)			390 299 ✓	680		1 584 594	179 668	631		9
2	441 040 ✓	(5 180)			706 857 ✓	1 086		1 727 917	145 882	941		10
	402 680 ✓	(2 470)			155 723 ✓			244 487	84 911	260		11
1	043 872 ✓	(6 414)			297 656 ✓	917		738 883	92 358	664		12
	31 187 ✓				18 243 ✓			12 944	12 584	854		13
5	522 354 ✓	56 332		1	689 417 ✓	289 060		3 600 202	103 010	686		14
	195 999 ✓				115 061 ✓			80 938	5 183	541		15
	56 354 ✓	1 073			99 291 ✓	7 069		(48 933)	3 975	805		16
	55 066 ✓				25 872 ✓	4 142		25 052	2 967	172		17
	884 882 ✓				411 236 ✓			473 646	59 710	857		18
												19
	(230) ✓				(230) ✓				2 070	137		20
	139 349 ✓				8 909 ✓			130 440	20 236	629		21
3	029 422 ✓				3 255 ✓			3 026 167	3 026	167		22
2	587 584 ✓				125 322 ✓			2 462 262	42 602	209		23
5	299 043 ✓				555 528 ✓			4 743 515	91 503	587		24
	548 ✓				155 113 ✓			(154 565)	1 174	017		25
	68 916 ✓				42 057 ✓	1 996		24 863	4 467	787		26
	18 326 ✓				15 846 ✓			2 480	2 892	445		27
1	712 686 ✓				295 564 ✓			1 417 122	34 798	568		28
					968 ✓			(968)	683	349		29
	730 402 ✓				245 318 ✓			485 084	40 553	229		30
									44	044		31
1	171 875				670 776			501 099	27 338	117		32
	25 559				350 247			(324 688)	3 395	384		33
												34
31	715 220	36 215		9	755 799	306 380	21	689 256	1777 640	273		35
2	300 213	62 472		9	892 979	288	(7	530 582)	305 864	507		36
35	107 501			31	054 467		4	053 034	891 212	565		37
	31 558			38	699 133		(38	667 575)	61 343	774		38
12	798 771						12	798 771	12 798	771		39
												40
	571 775				902 266			(330 491)	33 086	473		41
(11	315 937)			3	230 717		(14	546 654)	18 584	659		42
39	493 881	62 472		83	779 562	288	(44	223 497)	1322 890	759		43
												44
												45
												46
												47
71	209 101	98 687		93	535 361	306 668	(22	534 241)	3100 531	032		48
												49
	(615 517)						(615	517)	12 780	305		50
70	593 584	98 687		93	535 361	306 668	(23	149 758)	3113 311	337		51
												52

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 211 ON PAGES 220 and 221

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 (h), inclusive. Column (j) is the aggregate of columns (b) to (h), inclusive. Grand totals of columns (b) and (j) should equal the sum of accounts 731 and 732 for the respective periods; if not, full explanation should be made in a footnote.

2. In column (c) are to be shown disbursements made for the specific purpose of purchasing, constructing, and equipping new lines, and for the extension of old lines, as provided for in Instruction 2-1, "Items to be charged," of the Uniform System of Accounts for Railroad Companies, for such items.

3. In column (d) is to be shown the cost of a railway or portion thereof, acquired as an operating entity or system by purchase, merger, consolidation, reorganization, receivership sale or transfer, or otherwise.

4. In columns (e) and (f), should be included all entries covering expenditures for additions and betterments, as defined, whether replacing other property or not.

5. In column (f) show particulars for improvements made on property held under lease or other form of long-term contract and not charged to the owning company.

6. In columns (g) and (h) should be entered all credits representing property sold, abandoned, or otherwise retired.

7. 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.

8. If during the year an individual charge of \$100,000 or more was made to account No. 2, "Land for transportation purposes," state in a footnote the cost, location, area, and other details which will identify the property.

9. Report on line 35 amounts not includible in the primary road accounts. The items reported should be briefly identified and explained under "Notes and Remarks," below. Amounts should be reported on this line only under special circumstances, usually after permission is obtained from the Commission for exceptions to prescribed accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Commission.

10. If during the year a segment of transportation property was acquired, state in a footnote the name of the vendor, the mileage acquired, and the date of acquisition, giving termini and the cost of the property to the respondent. Also furnish a statement of the amount included in each primary account representing such property acquired, referring to the column or columns in which the entries appear.

11. If an amount of less than \$500 is used as the minimum debit or credit for additions and betterments to property investment accounts as provided for in Instruction 2-2, of the Uniform System of Accounts for Railroad Companies, state in a footnote the amount used.

NOTES AND REMARKS

Instruction
Reference

7

Column (e) includes following adjustments made in accordance with I.C.C. order served December 29, 1970 which established investment accounts 25 and 55:

(1) Transfer \$3,024,517 to account 25 with offsets to account 16 in the amount of \$2,991,508, to account 20 in the amount of \$26,732, and to account 31 in the amount of \$6,277.

(2) Transfer \$12,735,921 to account 55 with offset to account 58.

211A. OTHER ELEMENTS OF INVESTMENT

1. Give particulars and explanation of all entries in account No. 80, "Other elements of investment," during the year.

2. In column (b) show the account number to which the entries in column (c) were credited and the account number to which the entries in

column (d) were charged. If more than one contra account is involved in an item, the amount applicable to each account and total for the item should be shown.

Line No.	Item (a)	Contra account number (b)	Charges during the year		Credits during the year	
			(c)		(d)	
1			\$		\$	
2						
3						
4						
5						
6						
7						
8						
9						
10	NONE					
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
26						
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41						
42						
43						
44						
45						
46						
47						
48						
49						
50						
51						
52						
53						
TOTALS.....		X X X				
NET CHANGES.....		X X X				

211B. DEPRECIATION BASE AND RATES—ROAD AND EQUIPMENT OWNED AND USED AND LEASED FROM OTHERS

1. Show in columns (b) and (e), for each primary account, the depreciation base used in computing the depreciation charges for the month of January and in columns (c) and (f) show the depreciation base used in computing the depreciation charges for the month of December; in columns (d) and (g) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 39 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. The depreciation base should not include the cost of equipment, used but not owned, when the rents therefor are included in the rent for equipment accounts Nos. 536 to 540, inclusive. It should include the cost of equipment owned and leased to others when the rents therefrom are included in the rent for equipment accounts Nos. 503 to 507, inclusive. The composite rates used should be those prescribed or otherwise authorized by the Commission, except that where the use of component rates has been authorized, the composite rates to be

shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any changes in rates were effective during the year, give full particulars in a footnote.

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

3. Show in columns (e), (f), and (g), data applicable to property, used but not owned, when the rent therefor is included in account 542. Report data applicable to improvements to such property, the cost of which is included in account 732, in columns (b), (c) and (d).

4. If the depreciation base for accounts 1, 2 1/2, 3, 5, and 39 includes nondepreciable property, a statement to that effect should be made in a footnote.

5. 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.

Line No.	Account (a)	OWNED AND USED						LEASED FROM OTHERS					
		DEPRECIATION BASE			Annual composite rate (percent)			DEPRECIATION BASE			Annual composite rate (percent)		
		At beginning of year (b)		At close of year (c)		(d)		At beginning of year (e)		At close of year (f)		(g)	
		\$		\$		%		\$		\$		%	
1	ROAD												
2	(1) Engineering	29	443 423	29	549 492	0.77		1	986 734	1	995 765	0.40	
3	(2) Other right-of-way expenditures		493 437		493 437	2.37			59 426		59 047	0.65	
4	(3) Grading	26	163 714	26	317 381	1.26		31	125 901	31	160 356	0.05	
5	(5) Tunnels and subways	32	238 394	32	241 291	0.83		2	523 644	2	523 644	0.75	
6	(6) Bridges, trestles, and culverts	180	310 937	181	077 255	1.91		8	654 441	8	690 427	2.41	
7	(7) Elevated structures												
8	(13) Fences, snowsheds, and signs	12	519 564	12	519 168	3.45			218 033		218 033	4.56	
9	(16) Station and office buildings	96	858 457	96	514 190	2.13		1	317 076	1	397 056	2.16	
10	(17) Roadway buildings	5	104 385	5	064 055	2.32			509 882		509 940	2.36	
11	(18) Water stations	4	117 767	4	102 401	2.67							
12	(19) Fuel stations	2	730 873	2	745 529	2.82			105 857		105 857	2.50	
13	(21) Shops and enginehouses	55	732 279	55	071 083	1.76		1	644 293	1	648 601	2.43	
14	(21) Grain elevators												
15	(22) Storage warehouses												
16	(23) Wharves and docks	1	979 241	1	979 241	2.61							
17	(24) Coal and ore wharves	20	020 404	20	136 389	1.72							
18	(25) TOFC/COFC terminals				1 487 470	2.13					4 818	2.16	
19	(26) Communication systems	32	799 164	33	191 262	3.92			805 497		832 378	3.09	
20	(27) Signals and interlockers	75	095 835	77	315 371	2.82		2	405 756	2	635 807	2.96	
21	(29) Power plants	1	381 016	1	259 306	1.53			1 190		1 190	1.50	
22	(31) Power transmission systems	4	269 859	4	288 728	3.22			87 894		87 894	4.11	
23	(35) Miscellaneous structures	2	703 270	2	712 890	2.15			12 018		12 376	2.35	
24	(37) Roadway machines	33	042 471	34	072 163	5.56		1	374 311	1	405 721	7.87	
25	(39) Public improvements—Construction	19	942 906	20	190 135	1.87			552 135		547 410	1.75	
26	(44) Shop machinery	26	496 354	26	916 270	2.85			933 762		928 612	2.20	
27	(45) Power-plant machinery	4	088 680	3	946 402	2.88			12 642		12 642	2.80	
28	All other road accounts												
29	Amortization (other than defense projects)												
30	Total road	667	532 430	674	196 909	2.15		54	330 492	54	777 574	1.09	
31	EQUIPMENT												
32	(52) Locomotives	303	977 164	296	716 624	4.52		19	641 628	17	653 844	4.17	
33	(53) Freight-train cars	838	000 948	844	289 534	2.86		26	697 212	24	768 566	2.95	
34	(54) Passenger-train cars	98	859 481	68	429 891	3.01		3	319 867	3	319 868	2.38	
35	(55) Highway revenue equipment			12	614 738	11.17							
36	(56) Floating equipment												
37	(57) Work equipment	31	506 305	31	249 760	3.92		1	092 946	1	048 717	2.95	
38	(58) Miscellaneous equipment	33	141 704	18	681 268	11.17			498 672		488 991	9.61	
39	Total equipment	1305	485 602	1271	981 815	3.11		51	250 325	47	279 986	3.38	
40	GRAND TOTAL	1973	018 032	1946	178 724	3.11		105	580 817	102	057 560	3.11	

Effective May 1, 1971 depreciation accruals were terminated on \$4,845,805 of road base and on \$46,768,647 of equipment base due to creation of related N.R.P.C. reserve pursuant to Accounting Series Circular No. 146.

211C. DEPRECIATION BASE AND RATES—ROAD AND EQUIPMENT LEASED TO OTHERS

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 account No. 509.

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

3. In column (d) show the composite rates used in computing the depreciation for the month of December and on line 29 and 39 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 in computing the depreciation for December and dividing the total so computed by the depreciation base.

4. If the depreciation base for accounts 1, 2½, 3, 5, and 39 includes nondepreciable property, a statement to that effect should be made in a footnote.

5. 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.

Line No.	Account (a)	DEPRECIATION BASE						Annual com- posite rate (percent) (d)
		Beginning of year (b)			Close of year (c)			
		\$			\$			
1	ROAD							%
2	(1) Engineering							
3	(2½) Other right-of-way expenditures							
4	(3) Grading							
5	(5) Tunnels and subways							
6	(6) Bridges, trestles, and culverts							
7	(7) Elevated structures							
8	(13) Fences, snowsheds, and signs							
9	(16) Station and office buildings							
10	(17) Roadway buildings							
11	(18) Water stations							
12	(19) Fuel stations							
13	(20) Shops and enginehouses							
14	(21) Grain elevators							
15	(22) Storage warehouses							
16	(23) Wharves and docks							
17	(24) Coal and ore wharves							
18	(25) TOFC/COFC terminals							
19	(26) Communication systems							
20	(27) Signals and interlockers	NONE						
21	(29) Power plants							
22	(31) Power transmission systems							
23	(35) Miscellaneous structures							
24	(37) Roadway machinery							
25	(39) Public improvements—Construction							
26	(44) Shop machinery							
27	(45) Power-plant machinery							
28	All other road accounts							
29	Total road							
30	EQUIPMENT							
31	(52) Locomotives							
32	(53) Freight-train cars							
33	(54) Passenger-train cars							
34	(55) Highway revenue equipment							
35	(56) Floating equipment	NONE						
36	(57) Work equipment							
37	(58) Miscellaneous equipment							
38	Total equipment							
39	GRAND TOTAL							

BURLINGTON NORTHERN, INC.

1971 Annual Report Form A

211D. DEPRECIATION RESERVE—ROAD AND EQUIPMENT OWNED AND USED

1. Give the particulars called for hereunder with respect to credits and debits to account No. 735, "Accrued depreciation—Road and Equipment," during the year relating to road and equipment owned and used. This schedule should not include any entries for depreciation of equipment, used but not owned, when the rents therefor are included in the rent for equipment accounts Nos. 536 to 540 inclusive. It should include entries for depreciation of equipment owned but not used when the rents therefrom are included in the rent for equipment accounts Nos. 503 to 507, inclusive. (See schedule 211F for the reserve relating to road and equipment owned but not used by the respondent.) If any

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

2. 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.

3. All credits or debits to the reserve representing amortization other than for defense projects, if a general amortization program has been authorized, should be entered on line 29.

Line No.	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)				
					Charges to operating expenses (c)		Other credits (d)		Retirements (e)		Other debits (f)						
		\$			\$			\$			\$			\$			
1	ROAD																
2	(1) Engineering	5	804	246		227	029		34	167		137	610		5	927	832
3	(2) Other right-of-way expenditures		354	627		11	674					1	485			364	836
4	(3) Grading	14	789	787		329	940					38	785		15	080	942
5	(5) Tunnels and subways	11	494	705		267	708					(4)			11	762	417
6	(6) Bridges, trestles, and culverts	127	048	384	3	440	658		969		507	673		129	982	338	
7	(7) Elevated structures																
8	(13) Fences, snow sheds, and signs	12	182	478							18	389		12	164	089	
9	(16) Station and office buildings	53	933	638	1	975	082		46	601	1	247	607		54	707	714
10	(17) Roadway buildings	2	884	800		117	844		2	483		115	034		2	890	043
11	(18) Water stations	3	359	883		109	350		19	019		98	432		3	389	820
12	(19) Fuel stations	1	583	296		76	699					23	219		1	636	776
13	(20) Shops and enginehouses	29	136	427		984	134	1	150	910		412	268		30	859	203
14	(21) Grain elevators																
15	(22) Storage warehouses																
16	(23) Wharves and docks	1	897	730		18	045					(50)	230		1	966	005
17	(24) Coal and ore wharves	10	364	820		345	150					865			10	709	105
18	(25) TOFC/COFC terminals					31	653		833	047		3	177			861	523
19	(26) Communication systems	19	179	147	1	290	662					(45)	127		20	514	936
20	(27) Signals and interlockers	41	210	668	2	136	446					416	620		42	330	494
21	(29) Power plants		695	872		20	232					155	113			560	991
22	(31) Power-transmission systems	2	848	498		137	933		(4)	253		40	913		2	941	265
23	(35) Miscellaneous structures	1	609	736		58	259					15	858		1	652	137
24	(37) Roadway machines	18	470	023	1	865	473					217	823		20	117	668
25	(39) Public improvements—Construction	13	495	563		374	429					136	925		13	733	067
26	(44) Shop Machinery*	17	108	740		532	658		205	667		332	250		17	514	815
27	(45) Power-plant machinery*	2	702	015		115	877					350	250		2	467	642
28	All other road accounts	21	686	913					286	856	1	123	733		20	844	046
29	Amortization (other than defense projects)																
30	Total road	413	841	996	14	466	955	2	569	476	5	298	723		425	579	704
31	EQUIPMENT																
32	(52) Locomotives	186	462	488	13	490	624		350	205	8	901	736		191	401	581
33	(53) Freight-train cars	240	942	434	24	115	957				23	429	880		241	628	511
34	(54) Passenger-train cars	54	951	459	2	074	669	27	530	235	36	646	123		47	910	240
35	(55) Highway revenue equipment				1	419	294	6	197	620					7	616	914
36	(56) Floating equipment																
37	(57) Worn equipment	17	191	848	1	234	309					584	537		17	841	620
38	(58) Miscellaneous equipment	16	235	271	2	193	600	(6)	197	620	2	194	467		10	036	784
39	Total equipment	515	783	500	44	528	453	27	880	440	71	756	743		516	435	650
40	GRAND TOTAL	929	625	496	58	995	408	30	449	916	77	055	466		942	015	354

*Chargeable to account 305.

Instruction Reference - 1. Column (d) includes the following:

- (1) Transfer of \$833,047 to account 25 with offsets to account 16 in the amount of \$814,778, to account 20 in the amount of \$14,016, and to account 31 in the amount of \$4,253, made in accordance with I.C.C. order served December 29, 1970.
- (2) Transfer of \$6,197,620 to account 53 from account 58 in accordance with same order.
- (3) Credits totaling \$30,449,916 in connection with establishment of N.R.P.C. reserve for retirement losses pursuant to Accounting Series Circular No. 146.

2. Credits to Reserve

Debits for depreciation on property of respondent lines 30 and 39(c)	\$14,466 955	\$44,528 453
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The difference between the charges to oper. exps. on Sch. 211D and the total of accts. 266, 305 and 331 on Schs. 322, 326 and 330 is as follows:

(Continued on Page 226-A)

BURLINGTON NORTHERN, INC
1971 Annual Report Form A
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226-A

211-D-1. DEPRECIATION RESERVE - IMPROVEMENTS ON LEASED PROPERTY

1. Give the particulars called for hereunder with respect to credits and debits to account No. 785 "Accrued depreciation—Leased property" during the year relating to road and equipment owned and used. This schedule should not include any entries for depreciation of equipment, used but not owned, when the rents therefor are included in the rent for equipment accounts Nos. 536 to 540, inclusive. It should include entries for depreciation of equipment owned but not used when the rents therefrom are included in the rent for equipment accounts Nos. 503 to 507, inclusive. (See schedule 211F for the reserve relating to road and equipment owned but not used by the respondent.) If any

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

2. 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.

3. All credits or debits to the reserve representing amortization other than for defense projects, if a general amortization program has been authorized, should be entered on line 29.

Line No.	Account	Balance at beginning of year			CREDITS TO RESERVE DURING THE YEAR				DEBITS TO RESERVE DURING THE YEAR				Balance at close of year		
					Charges to operating expenses		Other credits		Retirements		Other debits				
		(a)	(b)		(c)		(d)		(e)		(f)		(g)		
		\$		\$		\$		\$		\$		\$		\$	
1	ROAD														
2	(1) Engineering		589		40										629
3	(2½) Other right-of-way expenditures														
4	(3) Grading		9 301		254										9 555
5	(5) Tunnels and subways														
6	(6) Bridges, trestles, and culverts		186 855		12 650										199 505
7	(7) Elevated structures														
8	(13) Fences, snow sheds, and signs		14 974												14 974
9	(16) Station and office buildings		259 530		9 713			289 060							(19 817)
10	(17) Roadway buildings		(11 322)		611										(10 711)
11	(18) Water stations		8 311		166			5 268							3 209
12	(19) Fuel stations		1 829		97			3 192							(1 266)
13	(20) Shops and enginehouses		(711)		42										(669)
14	(21) Grain elevators														
15	(22) Storage warehouses														
16	(23) Wharves and docks														
17	(24) Coal and ore wharves														
18	(25) TOFC/COFC terminals														
19	(26) Communication systems		45 387		2 802										48 189
20	(27) Signals and interlockers		239 770		13 035										252 805
21	(29) Power plants														
22	(31) Power-transmission systems		(1 393)		41			1 996							(3 348)
23	(35) Miscellaneous structures		409		33										442
24	(37) Roadway machines		80		3										83
25	(39) Public improvements—Construction		4 069		553										4 622
26	(44) Shop Machinery *		396		19										415
27	(45) Power-plant machinery *														
28	All other road accounts														
29	Amortization (other than defense project)														
30	Total road		758 074		40 059			299 516							498 617
31	EQUIPMENT														
32	(52) Locomotives		18 034		15 137			288							32 883
33	(53) Freight-train cars		1 662		1 349										3 011
34	(54) Passenger-train cars														
35	(55) Highway revenue equipment														
36	(56) Floating equipment														
37	(57) Work equipment														
38	(58) Miscellaneous equipment														
39	Total equipment		19 696		16 486			288							35 894
40	GRAND TOTAL		777 770		56 545			299 804							534 511

*Chargeable to account 305.

Credits to Reserve - Continued from Page 226

	Road	Equipment
Depreciation on property of Burlington Northern (Manitoba) Limited	\$ 31,071	\$ 9,433
Depreciation on improvements of property leased from others (Schedule 211D-1)	40,659	16,486
Depreciation on property leased from others (Schedule 211E)	591,720	1,722,827
Adjustments relative to N.R.P.C.		(1,168,646)
Adjustments relative to Montana highway equipment		(49,360)
Miscellaneous adjustments	255	(1,849)
	\$15,130,060	\$45,057,344

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211E. DEPRECIATION RESERVE—ROAD AND EQUIPMENT LEASED FROM OTHERS

1. Give full particulars called for hereunder with respect to credits and debits to account No. 785, "Accrued depreciation—Leased property," during the year relating to road and equipment leased from others, the depreciation charges for which are includible in operating expenses of the respondent.

2. Show in column (c) amounts which were charged to operating expenses, and in column (f) show payments made to the lessor in settlement thereof. A full explanation should be given of all entries in columns (d) and (f).

3. Any inconsistency between the credits to the reserve as shown in column (c) and the charges to operating expenses should be fully explained.

4. Show in column (e) the debits to the reserve arising from retirements.

5. If settlement for depreciation is made currently between lessee and lessor, and no debits or credits to account No. 785 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.	Account	Balance at beginning of year			CREDITS TO RESERVE DURING THE YEAR						DEBITS TO RESERVE DURING THE YEAR						Balance at close of year		
					Charges to operating expenses			Other credits			Retirements			Other debits					
(a)	(b)	(c)	(d)	(e)	(f)	(g)													
		\$		\$		\$		\$		\$		\$		\$		\$			
1	ROAD																		
2	(1) Engineering		9 175		8036						10						17 201		
3	(2) Other right-of-way expenditures		322		385												707		
4	(3) Graveling		22 277		15 818												38 095		
5	(5) Tunnels and subways		15 473		12 927												34 700		
6	(6) Bridges, trestles, and culverts		412 976		225 375						(3925)						642 376		
7	(7) Elevated structures																		
8	(13) Fences, snow sheds, and signs		33 106		9952												43 058		
9	(16) Station and office buildings		276 412		38 365						289 560						25 717		
10	(17) Roadway buildings		(3 118)		12 751												9 633		
11	(18) Water stations		8 311		166						5 268						3 209		
12	(19) Fuel stations		4 034		2 744						3 192						3 586		
13	(20) Shops and enginehouses		32 588		40 214												72 802		
14	(21) Grain elevators																		
15	(22) Storage warehouses																		
16	(23) Wharves and docks																		
17	(24) Coal and ore wharves																		
18	(25) TOFC/COFC terminals																		
19	(26) Communication systems		65 997		27 627												93 624		
20	(27) Signals and interlockers		309 878		87 712						3 199						394 391		
21	(29) Power plants		15		18												33		
22	(31) Power-transmission systems		1 612		3 653						1 996						3 269		
23	(35) Miscellaneous structures		644		317												961		
24	(37) Roadway machines		90 068		108 402												198 470		
25	(39) Public improvements—Construction		12 120		10 153												22 273		
26	(44) Shop machinery*		17 513		20 782												38 295		
27	(45) Power-plant machinery*		295		354												649		
28	All other road accounts		52 728											52 728					
29	Total road		1 362 748		631 779						278 800			52 728			1 642 999		
30	EQUIPMENT																		
31	(52) Locomotives		780 229		821 257			150 550			227						1 811 750		
32	(53) Freight-train cars		654 493		782 241						(6 285)						1 446 319		
33	(54) Passenger-train cars		66 833		26 347			941 361									1 033 941		
34	(55) Highway revenue equipment																		
35	(56) Floating equipment																		
36	(57) Work equipment																		
37	(58) Miscellaneous equipment		34 935		49 467												89 401		
38	Total equipment		1 544 190		1 739 313			1 091 911			(5 977)						4 381 411		
39	GRAND TOTAL		2 906 938		2 371 092			1 091 911			278 802			52 728			6 024 410		

*Chargeable to account 305.

211E DEPRECIATION RESERVE—ROAD AND EQUIPMENT LEASED TO OTHERS

1. This schedule is to be used in cases where the depreciation reserve is carried in the accounts of the respondent, and the rent therefrom is included in account No. 509.

2. Give the particulars called for hereunder with respect to credits and debits to account No. 735, "Accrued depreciation—Road and Equipment," during the year relating to road and equipment leased to others, the depreciation charges for which are not includible in operating expenses

of the respondent. (See schedule 211D for the reserve relating to road and equipment owned and used by the respondent.)

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

Line No.	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)
			Charges to others (c)	Other credits (d)	Retirements (e)	Other debits (f)	
1	ROAD						
2	(1) Engineering						
3	(2) Other right-of-way expenditures						
4	(3) Grading						
5	(5) Tunnels and subways						
6	(6) Bridges, trestles, and culverts						
7	(7) Elevated structures						
8	(13) Fences, snow sheds, and signs						
9	(16) Station and office buildings						
10	(17) Roadway buildings						
11	(18) Water stations						
12	(19) Fuel stations						
13	(20) Shops and enginehouses						
14	(21) Grain elevators						
15	(22) Storage warehouses						
16	(23) Wharves and docks						
17	(24) Coal and ore wharves						
18	(25) TOFC/COFC terminals						
19	(26) Communication systems						
20	(27) Signals and interlockers						
21	(29) Power plants						
22	(31) Power transmission systems						
23	(35) Miscellaneous structures						
24	(37) Roadway machines						
25	(39) Public improvements—Construction						
26	(44) Shop machinery						
27	(45) Power-plant machinery						
28	All other road accounts						
29	Total road						
30	EQUIPMENT						
31	(52) Locomotives						
32	(53) Freight-train cars						
33	(54) Passenger-train cars						
34	(55) Highway revenue equipment						
35	(56) Floating equipment						
36	(57) Work equipment						
37	(58) Miscellaneous equipment						
38	Total equipment						
39	GRAND TOTAL						

Do not punch

211E. DEPRECIATION RESERVE—ROAD AND EQUIPMENT LEASED FROM OTHERS

1. Give full particulars called for hereunder with respect to credits and debits to account No. 785, "Accrued depreciation—Leased property," during the year relating to road and equipment leased from others, the depreciation charges for which are includible in operating expenses of the respondent.

2. Show in column (c) amounts which were charged to operating expenses, and in column (f) show payments made to the lessor in settlement thereof. A full explanation should be given of all entries in columns (d) and (f).

3. Any inconsistency between the credits to the reserve as shown in column (c) and the charges to operating expenses should be fully explained.

4. Show in column (e) the debits to the reserve arising from retirements.

5. If settlement for depreciation is made currently between lessee and lessor, and no debits or credits to account No. 785 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.	Account	Balance at beginning of year			CREDITS TO RESERVE DURING THE YEAR						DEBITS TO RESERVE DURING THE YEAR						Balance at close of year		
					Charges to operating expenses			Other credits			Retirements			Other debits					
		(b)			(c)			(d)			(e)			(f)			(g)		
		\$	XX	XX	\$	XX	XX	\$	XX	XX	\$	XX	XX	\$	XX	XX	\$	XX	XX
1	ROAD																		
2	(1) Engineering		8	586		7	996						10					16	572
3	(2) Other right-of-way expenditures			322			385												707
4	(3) Grading		12	976		15	564											28	540
5	(5) Tunnels and subways		15	773		18	927											34	700
6	(6) Bridges, trestles, and culverts		226	141		212	725					(3	925)					442	791
7	(7) Elevated structures																		
8	(13) Fences, snow sheds, and signs		18	132		9	952											28	084
9	(16) Station and office buildings		16	882		28	652											45	534
10	(17) Roadway buildings		8	204		12	140											20	344
11	(18) Water stations																		
12	(19) Fuel stations		2	205		2	647											4	852
13	(20) Shops and enginehouses		33	299		40	172											73	471
14	(21) Grain elevators																		
15	(22) Storage warehouses																		
16	(23) Wharves and docks																		
17	(24) Coal and ore wharves																		
18	(25) TOFC/COFC terminals																		
19	(26) Communication systems		20	610		24	855											45	465
20	(27) Signals and interlockers		70	108		74	677					3	193					141	586
21	(29) Power plants			15			18												33
22	(31) Power-transmission systems		3	005		3	612											6	617
23	(35) Miscellaneous structures			235			284												519
24	(37) Roadway machines		89	988		108	399											198	387
25	(39) Public improvements—Construction		8	051		9	600											17	651
26	(44) Shop machinery*		17	119		20	761											37	880
27	(45) Power-plant machinery*			295			354												643
28	All other road accounts		52	728											52	728			
29	Total road		604	674		591	720					(716)			52	728		1	144
30	EQUIPMENT																		
31	(52) Locomotives		762	195		866	122		150	550								1	778
32	(53) Freight-train cars		656	131		780	892					(6	285)					1	443
33	(54) Passenger-train cars		66	233		26	347		941	361								1	033
34	(55) Highway revenue equipment																		
35	(56) Floating equipment																		
36	(57) Work equipment																		
37	(58) Miscellaneous equipment		39	935		49	466											89	401
38	Total equipment		1	524	494	1	722	827	1	091	911	(6	285)					4	345
39	GRAND TOTAL		2	129	168	2	314	547	1	091	911	(7	001)		52	728		5	489

*Chargeable to account 305.

Column (d) reflects establishment of N.R.P.C. reserve for retirement losses on equipment leased from Spokane, Portland & Seattle Railway Company pursuant to Accounting Series Circular No. 146.

Column (f) reflects transfer from account 785 to account 782 of depreciation accrued on account 737 property leased from Spokane, Portland & Seattle Railway Company.

211F. DEPRECIATION RESERVE—ROAD AND EQUIPMENT LEASED TO OTHERS

1. This schedule is to be used in cases where the depreciation reserve is carried in the accounts of the respondent, and the rent therefrom is included in account No. 509.

2. Give the particulars called for hereunder with respect to credits and debits to account No. 735, "Accrued depreciation—Road and Equipment," during the year relating to road and equipment leased to others, the depreciation charges for which are not includible in operating expenses

of the respondent. (See schedule 211D for the reserve relating to road and equipment owned and used by the respondent.)

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

Line No.	Account	Balance at beginning of year			CREDITS TO RESERVE DURING THE YEAR						DEBITS TO RESERVE DURING THE YEAR						Balance at close of year		
					Charges to others			Other credits			Retirements			Other debits					
	(a)	(b)			(c)			(d)			(e)			(f)			(g)		
		\$			\$			\$			\$			\$			\$		
1	ROAD																		
2	(1) Engineering																		
3	(2) Other right-of-way expenditures																		
4	(3) Grading																		
5	(5) Tunnels and subways																		
6	(6) Bridges, trestles, and culverts																		
7	(7) Elevated structures																		
8	(13) Fences, snow sheds, and signs																		
9	(16) Station and office buildings																		
10	(17) Roadway buildings																		
11	(18) Water stations																		
12	(19) Fuel stations																		
13	(20) Shops and enginehouses																		
14	(21) Grain elevators								NONE										
15	(22) Storage warehouses																		
16	(23) Wharves and docks																		
17	(24) Coal and ore wharves																		
18	(25) TOFC/COFC terminals																		
19	(26) Communication systems																		
20	(27) Signals and interlockers																		
21	(29) Power plants																		
22	(31) Power-transmission systems																		
23	(35) Miscellaneous structures																		
24	(37) Roadway machines																		
25	(39) Public improvements—Construction																		
26	(44) Shop machinery																		
27	(45) Power-plant machinery																		
28	All other road accounts																		
29	Total road																		
30	EQUIPMENT																		
31	(52) Locomotives																		
32	(53) Freight-train cars																		
33	(54) Passenger-train cars																		
34	(55) Highway revenue equipment								NONE										
35	(56) Floating equipment																		
36	(57) Work equipment																		
37	(58) Miscellaneous equipment																		
38	Total equipment																		
39	GRAND TOTAL																		

RAILROAD CORPORATIONS—OPERATING—A

year and all credits and debits during the year in reserve account No. 736, "Accrued amortization of defense projects—Road and Equipment."

3. The information requested for "Road" by columns (b) through (i) may be shown by project amounting to \$100,000 or more, or by single entries as "Total road" in line 28. If

reported by projects, each project should be briefly described, stating kind, location, and authorization date and number. Projects amounting to less than \$100,000 should be combined in a single entry designated "Minor items, each less than \$100,000."

4. Any amounts included in columns (b) and (f), and in column (h) affecting operating expenses, should be fully explained.

Line No.	Description of property or account	BASE											RESERVE												
		Debits during year (b)			Credits during year (c)			Adjustments (d)			Balance at close of year (e)			Credits during year (f)			Debits during year (g)			Adjustments (h)			Balance at close of year (i)		
		\$			\$			\$			\$			\$			\$			\$			\$		
1	ROAD:	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									
13																									
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15																									
16																									
17																									
18																									
19																									
20																									
21																									
22																									
23																									
24																									
25																									
26																									
27																									
28	TOTAL ROAD					51	013				16	626	942					51	013				16	626	942
29	EQUIPMENT:	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
30	(52) Locomotives					362	305				6	568	575					362	305				6	568	575
31	(53) Freight-train cars					3	118	145			37	194	220					3	118	145			37	194	220
32	(54) Passenger-train cars			13	670						1	144	083			13	670					1	144	083	
33	(55) Highway revenue equipment																								
34	(56) Floating equipment																								
35	(57) Work equipment					150	294				1	421	247					150	294				1	421	247
36	(58) Miscellaneous equipment																								
37	TOTAL EQUIPMENT			13	670	3	630	744			46	328	125			13	670	3	630	744			46	328	125
38	GRAND TOTAL			13	670	3	681	757			62	955	067			13	670	3	681	757			62	955	067

BURLINGTON NORTHERN, INC.
1971 Annual Report Form A

NOTES AND REMARKS

Schedule 2111 - Continued from Page 229

REBUILT UNITS

Line No.	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (d)		Method of acquisition (see instructions) (e)
				\$		
1	Freight Equipment - 1967 Report					
2	Log Flat Cars <i>TDV</i> F 080	50	855	40	641	S
3	Flat Cars <i>open</i> F 191	21	552	175	644	S
4	Work Equipment - 1967 Report					
5	Electrified Rotary Snow Plow MWK	1	105	87	329	S
6	Outfit Water Cars	7	298	11	776	S
7	Freight Equipment - 1968 Report					
8	Box Cars <i>open - wood frame</i> B 105	550	12 678	1 064	391	P
9	Covered Hopper Cars L 151	200	5 060	404	432	P
10						
11	Work Equipment - 1968 Report					
12	Outfit Water Cars	1	43	1	682	S
13	Outfit Water Cars	8	341	14	391	S
14	Work Equipment - 1968 Report					
15	Scale Test Car	1	42	3	241	S
16	Outfit Water Cars	4	170	11	240	S
17						
18	Equipment installed for which final costs not completed:					
19	Freight Equipment - 1968 Report					
20	6 Box Cars <i>open</i> B 105					
21	5 Gondola Cars <i>open</i> G 412					
22	TOTAL	843	X X X X	1 814	767	X X X X
23	GRAND TOTAL	3 898	X X X X	58 222	994	X X X X

2111. UNIT COST OF EQUIPMENT INSTALLED DURING THE YEAR

1. Give particulars as requested, separately, for the various classes of new units and rebuilt units of equipment installed by respondent during the year. If information regarding the cost of any units installed is not complete at time of filing of report, the units should be omitted, but reference to the number of units omitted should be given in a footnote, the details as to cost to be given in the report of the following year. The cost of units under construction at the close of the year should not be reflected in this schedule even though part of the cost appears in the property account for the year. Indicate in column (a) 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).

2. In column (a) list each class or type of locomotive unit or car 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 417; locomotive units should be identified as to power source, wheel arrangement, and horsepower per unit; and cars should be identified as to special construction or service characteristics, such as Multiple purpose diesel locomotive A

units (B-B), 2500 HP; Aluminum covered hopper cars, L.O; Steel boxcars—special service, XAP, etc.

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 reportable in columns (c) and (e) of schedule 417, showing returns for new units in the upper section of this schedule and showing returns for rebuilt units acquired and rebuilt units rewritten into respondent's property investment account in the lower section. The term "new" as used herein shall refer to and mean a unit or units placed in service for the first time on any railroad.

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

NEW UNITS

Line No.	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (d)	Method of acquisition (see instructions) (e)
1	Other Locomotives - 1970 Report				
2	Diesel road locomotives 3300-3600 HP	6	1 327	1 755 779	P
3	Diesel switch locomotives 1000 HP	11	1 365	1 690 200	P
4	Other Locomotives - 1971 Report				
5	Diesel switch locomotives 1000 HP	12	1 480	1 802 237	P
6	Freight Equipment - 1970 Report				
7	Box cars <i>gen. equip.</i> ✓ A 230	700	24 250	12 144 732	P
8	Box cars <i>gen. equip.</i> ✓ A 430	7	356	259 651	P
9	Flat cars <i>gen. equip.</i> ✓ F 112	50	1 750	835 593	P
10	Flat cars <i>gen. equip.</i> ✓ F 113	50	1 788	946 000	P
11	Flat cars <i>gen. equip.</i> ✓ F 212	50	2 168	1 292 957	P
12	Flat cars <i>gen. equip.</i> ✓ F 213	50	1 738	942 986	P
13	Open top hopper cars <i>gen. equip.</i> ✓ H 350	200	6 200	2 734 993	P
14	Covered hopper cars L 153	751	33 948	12 401 202	P
15	Covered hopper cars L 651	3	82	62 477	P
16	(Of 10 reported last year, 7 were transferred to S. P. & S. investment account.)				
17	Covered hopper cars L 453	25	863	549 149	P
18	Gondola cars <i>gen. equip.</i> ✓ G 312	200	5 870	2 452 025	P
19	Caboose cars N 100	25	668	742 706	P
20	Box cars <i>gen. equip.</i> ✓ R 206	100	3 900	2 366 843	P
21	Freight Equipment - 1971 Report				
22	Box cars <i>gen. equip.</i> ✓ A 330	8	340	200 496	P
23	Box cars <i>gen. equip.</i> ✓ B 209	450	14 243	7 424 524	P
24	Woodchip cars <i>gen. equip.</i> ✓ L 024	150	5 025	2 400 584	P
25	Covered hopper cars L 152	200	6 200	2 839 611	P
26	Work Equipment - 1969 Report				
27	Diesel electric crane pile driver ✓	1	63	124 438	P
28	Work Equipment - 1970 Report				
29	Steel dozers <i>clerk's report</i> ✓	4	210	240 700	S
30	Jordan spreaders <i>clerk's report</i> ✓	2	125	198 344	P
31	Equipment installed for which final costs not completed:				
32	Other Locomotives - 1971 Report				
33	25 SD 40 diesel locomotives				
34	25 SD 45 diesel locomotives				
35	Freight Equipment - 1970 Report				
36	211 Gondola cars <i>gen. equip.</i> ✓ G 092				
37	25 Caboose cars N 100				
38	Freight Equipment - 1971 Report				
39	50 Flat cars F 111				
40	24 Gondola cars <i>spec.</i> ✓ G 092				
41	300 Open top hopper cars H 350				
42	47 Caboose cars N 100				
43	907 Covered hopper cars L 153				
44	65 Covered hopper cars L 453				
45					
46					
47	TOTAL	3 055	XX XX	56 408 227	XXXX

211N-1. INVESTMENT IN RAILWAY PROPERTY USED IN TRANSPORTATION SERVICE (SEE INSTRUCTION 2)

1. Give particulars, as requested, of the investment in transportation property at the close of the year, as related to "Net railway operating income," of the respondent for the year.

2. The term "investment in railway property used in transportation service" means the aggregate of property owned, and property not owned but used by the respondent, in transportation service, (a) the investment in which is represented in accounts 731 and 732 of the respondent, including operating, lessor, and tractive railroads, (b) road and equipment property used to or from others, the rentals of which are included in accounts 509 and 542, (c) equipment owned or leased, the lease-rental from which is included in accounts 503 to 507, inclusive, of the respondent, minus (d) investment in property leased to others the lease-rental from which is included in account 509. It does not include investment of others in equipment used by the respondent, rent for which is included in accounts 536 to 540, inclusive, nor does it include investment of other carriers in property jointly used by the respondent, such as trackage rights, rent for which is included in account 541 of the respondent. In column (a), classify each company in this schedule as respondent (R), lessor railroad (L), inactive or proprietary company (P), and other leased properties (O).

3. In column (a) to (c), 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. Then show, as deductions, data for transportation property leased to carriers and others, rentals from which are included in account 509.

4. In column (c) line-haul carriers should report the miles of road used in line-haul service, and switching and terminal companies should report the miles of all tracks owned.

5. In column (d) show the amount applicable to accounts 731 and 732 on the books of the companies whose names appear in column (b). Values of property of other carriers segregated by estimate or otherwise should correspond in amount to the deductions made by the owners in their reports. If separate value is not available, explanation should be given. Differences between the amounts in column (d) of this schedule and the amounts shown in column (c), line 33, on the asset side of the comparative general balance sheet of each individual railway should be explained in a footnote. Book value included in accounts 731 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 735, 736 and 785 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 owned (See Ins. 4) (c)			Investment in property (See Ins. 5) (d)			Depreciation and amortization of defense projects (See Ins. 6) (e)		
						\$			\$		
1	R	Burlington Northern Inc.	21	814	92	3	113	311	337	1	005 012 545
2		Add-Entire property leased from others									
3	L	Spokane, Portland and Seattle Railway Company	x	529	27	131	747	713	40	571	778
4		Add-Leased from others									
5	O	C.&S.Ry.Co.-Orin Jct.-Wendover-Main line	30	92		1	485	618	61	436	
6	O	C.&N.W.Ry.Co.-Leavenworth, Kansas-Yard tracks				36	270		9	342	
7	O	D.M.&I.R.Ry.Co.-Albany Mine tracks, Minn.				3	307				
8	O	" " " " -Sliver Branch, Virginia, Minn.-Tracks				1	679				
9	O	" " " " -Ruby Jct. to Hibbing, Minn.-Tracks				5	543				
10	O	" " " " -Holman to Coleraine, Minn.-Tracks				9	363				
11	O	Southern Pac.Transport Co.-Klamath Falls,Ore.-Trks.		08		4	819				
12	O	" " " " -Chemult, Ore.-Tracks				3	780				
13	O	C.M.St.P.&P.R.R.Co.-Seattle, Wash.-Tracks				37	223		1	486	
14	O	U.P.R.R.Co.-Garrison to Butte, Mont., Main Line	52	02		1	354	163	#	492	387
15	O	U. S. Govt. R.R.-Shelton to Bangor and Bremerton Wash.-Main Line	48	40					*		
16	O	Burlington Northern (Manitoba) Limited	5	64		4	332	981		730	289
17		Total	137	06		7	274	746		1	294 940
18		Deduct - Leased to others									
19	O	I. N. Ry. Co.-Chicago, Illinois Yard tracks				86	703		18	143	
20	O	I. C. R.R. Co.-West Frankfort, Ill. " "				1	054				
21	O	C.M.St.P.&P.R.R.Co.-Council Bluffs, Iowa " "				12	404		2	465	
22	O	S.O.T.Ry.Co.-So. Omaha, Nebraska " "				3	779				
23	O	C.&N.W.Ry.Co.-Leavenworth, Kansas Land				14	819				
24	O	" " " " -Minneapolis, Minnesota Trackage				11	723			24	
25	O	" " " " -Minneapolis, Minnesota Trackage				9	175				
26	O	D.M.&I.R.Ry.Co.-Buhl, Minnesota Turnouts				15	185				
27	O	" " " " - Chisholm, Minnesota " "				1	265			694	
28	O	" " " " - Hibbing, Minnesota " "				5	122			3	615
29		Total				161	229			24	941
30		Deduct-Rented to others									
31	O	R. E. A. - Chicago, Illinois Building and land				5	330	369	2	650	784
32											
33											
34											
35											
36											
37											
38											
39											
40											
41											
42											
43		# Investment of lessor company									
44		* Investment not available to respondent									
45		x Lease became effective March 2, 1970									
46											
47											
48											
49											
50		TOTAL	22	481	25	3	246	842	198	1	044 203 538

211N-2. INVESTMENT IN RAILWAY PROPERTY

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 13 herein, should correspond with the amount for respondent and with the aggregate amounts for each class of company and properties shown in schedule 211N-1 on page 230. Continuing records shall be maintained by respondent of the primary property accounts separately for each company or property included in this schedule.

3. Report on line 35 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

USED IN TRANSPORTATION SERVICE—Continued

leased from other carriers is not ascertainable. Identify non-carrier owners, and briefly explain methods of estimating value of property of non-carriers or property of other carriers under "Notes and Remarks," page 228.

4. Report on line 36 amounts not includable in the accounts shown, or in line 35. The items reported should be briefly identified and explained under "Notes and Remarks," page 228. Amounts should be reported on this line only under special circumstances, usually after permission is obtained from the Commission for exceptions to prescribed accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Commission.

Line No.	Account (a)	Respondent (b)	Lessor railroads (c)	Inactive (proprietary) companies (d)	Other leased properties (e)
1	(1) Engineering.....	\$ 43 877 727	\$ 2 049 139		\$ 7 887
2	(2) Land for transportation purposes.....	87 955 802	5 450 153		1 024 116
3	(24) Other right-of-way expenditures.....	1 029 611	24 288		267
4	(3) Grading.....	365 432 525	30 741 499		618 191
5	(5) Tunnels and subways.....	36 780 123	2 623 135		
6	(6) Bridges, trestles, and culverts.....	181 151 978	8 494 933		447 415
7	(7) Elevated structures.....	185 687			
8	(8) Piers.....	95 882 720	2 322 424		431 378
9	(9) Rails.....	179 668 631	5 772 190		753 894
10	(10) Other track material.....	145 882 941	4 914 858		320 601
11	(11) Ballast.....	84 911 260	2 600 703		185 029
12	(12) Track laying and surfacing.....	92 358 664	2 414 054		296 832
13	(13) Fences, snowsheds, and signs.....	12 584 854	224 473		14 805
14	(16) Station and office buildings.....	103 010 686	1 532 671		(4 086 474)
15	(17) Roadway buildings.....	5 183 541	490 120		15 512
16	(18) Water stations.....	3 975 805	8		23 695
17	(19) Fuel stations.....	2 967 172	111 652		10 130
18	(20) Shops and enginehouses.....	59 710 857	1 930 410		107 773
19	(21) Grain elevators.....				
20	(22) Storage warehouses.....				
21	(23) Wharves and docks.....	2 070 137			
22	(24) Coal and ore wharves.....	20 236 629			
23	(25) TOFC/COFC terminals.....	3 026 167			
24	(26) Communication systems.....	42 602 209	941 241		4 167
25	(27) Signals and interlockers.....	91 503 587	2 718 378		15 161
26	(29) Power plants.....	1 174 017			
27	(31) Power-transmission systems.....	4 467 787	88 436		(2 919)
28	(35) Miscellaneous structures.....	2 892 145	26 054		363 125
29	(37) Roadway machines.....	34 798 538	1 396 114		22 788
30	(38) Roadway small tools.....	683 349	28 035		220
31	(39) Public improvements—Construction.....	40 553 229	930 503		212 390
32	(43) Other expenditures—Road.....	44 044			77 334
33	(44) Shop machinery.....	27 338 117	945 604		14 760
34	(45) Power-plant machinery.....	3 699 384	7 172		
35	Leased property capitalized rentals (explain).....				
36	Other (specify & explain).....				
37	Total expenditures for road.....	1 777 640 273	78 778 257		878 077
38	(52) Locomotives.....	305 864 507	18 088 968		202 477
39	(53) Freight-train cars.....	891 212 565	25 144 392		1 918
40	(54) Passenger-train cars.....	61 343 784	2 360 212		
41	(55) Highway revenue equipment.....	12 798 771			
42	(56) Floating equipment.....				
43	(57) Work equipment.....	33 086 473	1 078 579		5 728
44	(58) Miscellaneous equipment.....	18 584 659	493 149		
45	Total expenditures for equipment.....	1 322 890 759	47 165 300		210 123
46	(71) Organization expenses.....				6 434
47	(75) Interest during construction.....		3 440 731		826 950
48	(77) Other expenditures—General.....		622 284		18 133
49	Total general expenditures.....		4 063 015		851 517
50	TOTAL.....	3 100 531 032	130 006 572		1 939 717
51	(90) Other elements of investment.....				(156 569)
52	(90) Construction work in progress.....	12 780 305	1 741 141		
53	GRAND TOTAL.....	3 113 311 337	131 747 713		1 783 148

214. MISCELLANEOUS PHYSICAL PROPERTY

1. Give particulars of all investments of the respondent in physical property includible in account No. 737, "Miscellaneous physical property," together with the revenue, income, expenses, taxes, and depreciation data on such property, as requested.

2. Show in column (a) a description and location of the physical property, and, if operated, the kind of business in which engaged, stating whether the respondent's title is that of ownership or whether the property is held under lease or other incomplete title. All peculiarities of title should be explained. Each item of property investment amounting to \$1,000,000 or more should be separately stated and each item whose net profit or net loss for the year (as per column (f), regardless of amount of investment) is \$50,000 or more should also be separately stated. All other items may be combined in a single entry designated "All other items."

3. If any of the individual items of property shown in column (a) were acquired in consideration of stocks, or of bonds or other evidence of debt, or in exchange for other property, enter in column (c) only, the amount at which carried in respondent's books and in a footnote give a full description of the consideration actually paid. Also if the actual money cost to respondent is different from that shown in column (c), give particulars in a footnote.

4. If any property investment includible in this schedule, amounting to \$250,000 or more, was disposed of during the year, give particulars in a footnote.

Line No.	ITEM (Kind and location of property, and nature of business, if any) (a)	A. INVESTMENT (ACCOUNT 737)			
		Year of acquisition (b)	Charges during the year (c)	Credits during the year (d)	Balance at close of year (See line 3) (e)
1	Oil Department operations	Various	431 036	307 778	8 502 149
2	Granted land unsold acquired through reorganization	1896		15 717	2 892 043
3	Grain elevator, Vancouver, Washington (b)				
4	Grain Elevator "S" and annexes, Superior, Wis. (a)	1902-1930	21 170		3 649 100
5	Grain Elevator "X", Superior, Wis. (a)	1946	8 701		1 873 998
6	Duluth-Superior Interstate Bridge	1963		1 362 185	
7	Highway Freight Center, Chicago, Illinois *	1969			1 778 584
8	Tie Plant, Galesburg, Illinois *	1910			1 483 442
9	Land and other facilities, Naperville, Ill. *	1960-1967	(240 433)		1 589 906
10	Land, Riverside, Missouri *	1964-1937			1 297 561
11	Freight House No. 7, Chicago, Illinois *	1965			2 114 672
12	All other items *		1 859 532	416 413	49 328 042
13					
14					
15					
16					
17					
18					
19	* Owned not operated				
20	(a) Owned - Leased to Archer Daniels Midland Co.				
21	(b) Owned - Leased to United Grain Corporation				
22		TOTAL	2 080 006	2 102 093	74 519 497

NOTES AND REMARKS

214. MISCELLANEOUS PHYSICAL PROPERTY—Continued

5. In section B include in column (f) the gross amount of revenue or income included in accounts 502 and 511, in column (g) the gross amount of expenses (including depreciation) charged to accounts 511 and 534, in column (h) the amount of taxes charged to accounts 535 and 544 for the year, and in column (i) the net profit or loss of columns (f) minus (g) and (h).

6. Any differences between the total of column (h) and the totals of accounts 535 and 544, and differences between the total of column (i) and the net total of accounts 502, 511, 534, 535, and 544, of such accounts in Schedule 300, "Income Account for the Year," should be explained in a footnote.

7. In section C give an analysis of account 738, "Accrued depreciation—Miscellaneous physical property," for each item shown in column (a). Show in column (a) the percentage or composite rate used by the respondent for computing the amount of depreciation credited to the account during the year. Any adjustments of importance included in columns (j) and (k) should be fully explained in a footnote.

8. The word "item" as herein used means a unit or composite of an investment in or operation of property such as a powerplant, a mine, an amusement park, etc., together with ancillary property or operations.

B. REVENUE, INCOME, EXPENSES AND TAXES CREDITED AND DEBITED TO ACCOUNTS 502, 511, 534, 535 AND 544 DURING THE YEAR				C. DEPRECIATION RESERVE (ACCOUNT 738)					Line No.
Revenue or income (f)	Expenses (g)	Taxes (h)	Net profit for year after taxes (L loss) (i)	Credits during the year (j)	Debits during the year (k)	Balance at close of year (l)	Rate (m)	Rate (n)	
9 189 637	3 706 658	54 120	5 428 859	653 225	139 805	5 666 377	8 238 764	7.93	1
									2
									3
101 054	70 118		30 936						4
286 672	17 742	132 163	136 767						5
									6
	189		(189)		1 362 169				7
90 381	20 255		70 126	20 194		53 547	1 198 655	1.70	8
112 500	21 112		91 388	21 112		829 932	1 241 865	1.70	9
	18 759	16 500	(35 259)	18 759		63 373	1 103 458	1.70	10
9 588			9 588						11
49 797	29 450		20 347	29 450		51 480	1 732 360	1.70	12
16 672 427	6 715 763	3 106 933	6 849 731	315 869	17 383	5 222 312	17 237 520	1.70	13
									14
									15
									16
									17
									18
									19
									20
									21
26 512 056	10 600 046	3 309 716	12 602 294	1 058 609	1 519 357	11 887 021	30 752 622	XXXX	22

NOTES AND REMARKS

216. OTHER ASSETS AND DEFERRED CHARGES

Give description and particulars for each item or class of items of like description in accounts Nos. 741, "Other assets," and 743, "Other deferred charges," at the close of the year. Show debtor (or class of debtors) for deferred assets and appropriate description for items or class of items of deferred charges. Show each item (or the aggregate of a class of items of like description) amounting to \$100,000 or more. Each item or class of items of like description amounting to less than \$100,000 may be

combined into a single entry designated "Other items, each less than \$100,000." The entries for each account shall be listed and the account number and the total for each account shall be shown corresponding to the amounts in Schedule 200A. In case the character of any item is not fully disclosed by the entries in the columns hereunder, make a full explanation in a footnote.

Line No.	Account No. (a)	Item (b)	Amount (c)
1	741	<u>Other Assets</u>	
2		Accounts receivable - Not current	1 038 972
3		Percentage retained on contracts	546 368
4		Expenses incurred in train accident at Montgomery, Illinois	113 367
5		Law Department suspense	2 496 276
6		Property sales	249 168
7		Receivership and bankruptcy	555 426
8		Salvage to be recovered	591 605
9		Track material loaned to U. S. Government	176 446
10		Other items, each less than \$100,000	219 068
11			
12		Total Account 741	5 986 696
13			
14			
15	743	<u>Other Deferred Charges</u>	
16		A.F.E. suspense	3 396 733
17		AMTRAK - Ticket agency suspense	162 234
18		Deferred reduction in federal income tax liability - Merger	7 773 251
19		Deferred reduction in federal income tax liability - N.R.P.C.	12 059 355
20		Equipment lease rental suspense - Debit	344 477
21		Estimated salvage to be recovered from the Midland Continental Railroad	174 870
22		Deferred reduction in federal income tax liability - Pension Reserve	6 282 005
23		Freight accounting, overcharge and reparation claim suspense	1 568 575
24		Freight accounting relief claims suspense	1 604 726
25		Land and miscellaneous physical property suspense - Merger	5 000 000
26		Loss and damage freight claims suspense	2 077 945
27		Material suspense	176 759
28		Operation of gravel pits and quarries	709 916
29		Federal income tax adjustment suspense	490 570
30		Unaudited freight claims paid	399 385
31		Unaudited vouchers paid	138 861
32		Miscellaneous items in suspense	1 084 287
33		Other items, each less than \$100,000	196 265
34			
35		Total Account 743	43 640 217
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 218 ON PAGES 234, 235, 236, AND 237

Give particulars of the various issues of securities in accounts Nos. 765, "Funded debt unmatured," 768, "Debt in default," 767, "Receivers' and trustees' securities," 766, "Equipment obligations," and 764, "Equipment obligations and other debt due within 1 year," at the close of the year, together with interest accrued and interest paid during the year and total amount of matured interest in default. Include receipts outstanding for funded debt with their respective issues. List entries under captions of account numbers and titles, and insert total for each account.

In column (a) show the symbol and name, and account number of each bond or other obligation according to the following designations in the numerical order given, and give a total for each such numerical alphabetical and each numerical group and for each account:

- (1) MORTGAGE BONDS:
 - (a) With fixed interest.
 - (b) With contingent interest.
- (2) COLLATERAL TRUST BONDS:
 - (a) With fixed interest.
 - (b) With contingent interest.
- (3) UNSECURED BONDS (Debentures):
 - (a) With fixed interest.
 - (b) With contingent interest.
- (4) EQUIPMENT OBLIGATIONS:
 - (a) Equipment securities (Corporation).
 - (b) Equipment securities (Receivers' and Trustees').
 - (c) Conditional or deferred payment contracts.
- (5) MISCELLANEOUS OBLIGATIONS.
- (6) RECEIVERS' AND TRUSTEES' SECURITIES (Other than equipment obligations).
- (7) SHORT-TERM NOTES IN DEFAULT.

Columns (f), (g), (h), (i), and (j) are intended further to classify the obligations of the company and are to be answered "yes" or "no."

If an issue is a serial issue, the last date of maturity should be shown in column (e) preceded by the letter "S." If the payments required in the contracts for equipment obligations are unequal in amount (except for the last payment) or are to be made at irregular intervals, show a symbol against the entry made in column (e) opposite the name of such obligations and give particulars in a footnote.

If the issue is an income bond, the entry in column (d) should be the annual maximum rate of interest specified by the indenture. In column (k) show the approximate number of miles of road on which the mortgage is a direct first lien and in column (l) the approximate number of miles of road on which the mortgage is a direct junior lien. Do not consider any road or other property indirectly subject to either a first or junior lien through the pledge of collateral, leaseholds, or other contractual rights in making the returns required in columns (i), (j), (k), and (l).

In column (m) enter the amount of debt both nominally and actually issued up to the date of the report and not the amount authorized. In the event debt is assumed, column (m) should include the amount of debt issued by the original debtor.

In column (n) enter the amount of bonds both nominally and actually issued up to the date of the report and not the amount authorized.

No entries shall be made in this schedule with respect to issues of matured obligations nominally issued or nominally outstanding when no parts of such issues are actually outstanding.

For definitions of "nominally issued," "nominally outstanding," "actually issued," and "actually outstanding," see schedule 228.

Entries in columns (e) and (w) should include interest accrued on funded debt reacquired, matured during the year, even though no portion of the issue is outstanding at the close of the year.

In column (y) enter the total in account No. 781, "Interest in default," at the close of the year.

The grand totals of columns (n) and (r), when combined, should equal the sum of the amounts stated in short column (b) for accounts Nos. 764, 765, 766, 767, and 768 in schedule 2001, "Comparative General Balance Sheet—Liabilities and Shareholders' Equity."

On page 237, give particulars of changes during the year in funded debt and other obligations. In column (z), state whether issued for construction of new properties, for additions and betterments, for purchase of railroad or other property, for conversion, for acquisition of securities, for reorganization, or for other corporate purposes. Also, give the number and date of authorization by the public authority under whose control such issue was made, naming such authority. For nominally issued securities, show returns in columns (z) and (aa) only.

For each class of securities actually issued, the sum of the entries in columns (bb) and (cc), plus discounts or less premiums, such discounts or premiums to be shown in a footnote applicable to each issue, should equal the entry in column (aa). For definition of expense, reportable in column (cc), see Definition 10 in the Uniform System of Accounts for Railroad Companies.

For each class of securities actually issued or assumed, the sum of the entries in columns (bb) and (cc), plus discounts or less premiums, such discounts or premiums to be shown in a footnote applicable to each issue, should equal the entry in column (aa). For definition of expense, reportable in column (cc), see Definition 10 in the Uniform System of Accounts for Railroad Companies.

Particulars concerning the reacquisition of securities that were actually outstanding should be reported on pages 236 and 237, columns (a), (dd), and (ee). Include those securities that have been called for payment during the year for which liability has been transferred to account No. 763, "Other current liabilities."

NOTES AND REMARKS

218. FUNDED DEBT AND OTHER OBLIGATIONS

Line No.	Name and character of obligations (a)	Nominal date of issue (b)	Date of maturity (c)	Interest Provisions		Does Obligation Provide for - (Answer "Yes" or "No")			Is Other Property (Real or Personal or Leasehold) Subject to Lien of This Obligation? (Answer "Yes" or "No")	
				Rate percent per annum (current year) (d)	Dates due (e)	Conversion (f)	Call prior to maturity, other than sinking fund (g)	Sinking fund (h)	First lien (i)	Junior to first lien (j)
1	Accounts 764 and 765 Funded Debt Unmatured									
2	(1) Mortgage Bonds (a) With Fixed Interest									
3	B. N. Consol. Mtge. Series A	3-2-70	10-1-84	4	A & O	No	Yes	No	Yes	Yes
4	B. N. Consol. Mtge. Series B (Modified-Int. 8%, mature 7-1-87, MD26933)	7-1-70	7-1-87	8	J & J	No	Yes	No	Yes	Yes
5	B. N. Consol. Mtge. Series C	5-1-71	5-1-96	8-1/2	M & N	No	Yes	Yes	Yes	Yes
6	C. B. & Q. 1st and Refunding Series 1978	2-1-58	2-1-78	4-3/8	F & A	No	Yes	Yes	Yes	No
7	C. B. & Q. 1st and Refunding Series 1985	8-1-45	8-1-85	3-1/8	F & A	No	Yes	Yes	Yes	No
8	C. B. & Q. 1st and Refunding Series 1990	3-1-50	2-1-90	3	F & A	No	Yes	Yes	Yes	No
9	C. B. & Q. 1st and Refunding Series 2010	3-2-70	8-1-2010	4	F & A	No	Yes	No	Yes	No
10	G. N. Gen. Mtge. Series C	1-1-23	1-1-73	5	J & J	No	No	No	No	No
11	G. N. Gen. Mtge. Series D	7-1-28	7-1-78	4-1/2	J & J	No	No	No	No	No
12	G. N. Gen. Mtge. Series H	7-1-45	1-1-90	3-1/8	J & J	No	Yes	Yes	Yes	No
13	G. N. Gen. Mtge. Series M	7-1-45	1-1-2000	3-1/8	J & J	No	Yes	Yes	No	No
14	G. N. Gen. Mtge. Series P	1-1-46	1-1-82	2-3/4	J & J	No	Yes	Yes	No	No
15	G. N. Gen. Mtge. Series Q	1-1-46	1-1-2010	2-5/8	J & J	No	Yes	Yes	No	No
16	G. N. Gen. Mtge. Series S	7-1-70	1-1-2010	8-1/2	J & J	No	Yes	No	No	No
17	G. N. Gen. Mtge. Series T	1-1-71	1-1-2010	8-1/2	J & J	No	Yes	No	No	No
18	N. P. Prior Lien	1-1-1897	1-1-97	4	Qtr. Jan.	No	No	No	Yes	No
19	N. P. General Lien	1-1-1897	1-1-2047	3	Qtr. Feb.	No	No	No	No	Yes
20	N. P. St. Paul-Duluth Division	8-1-1900	12-1-96	4	J & D	No	No	No	No	Yes
21	Total Mortgage Bonds (1)(a)									
22	(2) Collateral Trust Bonds (a) With Fixed Interest									
23	N. P. Collateral Trust Bonds	10-1-54	10-1-84	4	A & O	No	Yes	Yes		
24	Total									
25	(5) Miscellaneous Obligations									
26	1970 Credit Agreement	7-27-70	7-31-72	Various	Quarterly	No	Yes	No		
27	1970 Credit Agreement	7-27-70	7-31-72	Various	Quarterly	No	Yes	No		
28	St. Louis & Kansas City Land Co.	10-1-68	2-1-72	6-3/4	Monthly	No	No	No		
29	1st Natl. Bank of St. Paul - Note	5-1-70	5-1-72	Various	Monthly	No	Yes	No		
30	1st Natl. Bank of St. Paul - Note	9-15-71	2-15-73	Various	Quarterly	No	No	No		
31	Gail Steenstrup	9-1-69	9-1-71	6	Sept. 1	No	No	No		
32	Minot Federal Savings & Loan Ass'n	9-1-69	9-1-83	6	Monthly	No	Yes	No		
33	David C. Hunter, et al.	2-28-69	2-28-80	7	Feb. 28	No	No	No		
34	Nicholas Mulder - Executor	7-14-69	7-14-83	7	July 14	No	No	No		
35	W. D. Knowlton	1-23-70	1-25-73	6	Jan. 23	No	No	No		
36	1st National Bank & Trust Co. of Lincoln									
37	Total Miscellaneous Obligations									
38	Total 764 and 765 Funded Debt Unmatured									
39	Accounts 764 and 766 Equipment Obligations									
40	(4) Equipment Obligations (a) Equipment Securities									
41			Serially							
42	B. N. Inc. Equipment Trust Cert.: 1970	8-1-70	8-1-85	Various	F & A	No	No	Yes	Yes	No
43	1970 - 2nd Series	12-15-70	12-15-85	Various	J & D	No	No	No	Yes	No
44	1971	3-1-71	3-1-86	7-1/4	M & S	No	No	No	Yes	No
45	1971 - 2nd Series	6-1-71	6-1-86	7-3/4	J & D	No	No	No	Yes	No
46	1971 - 3rd Series	12-1-71	12-1-86	Various	J & D	No	No	Yes	Yes	No
47	C. B. & Q. Equipment Trust Cert.: 1956	2-1-56	2-1-71	3-1/8	A & F	No	No	No	Yes	No
48	1956 - 2nd Series	11-1-56	11-1-71	3-7/8	M & N	No	No	No	Yes	No
49	1957	3-1-57	3-1-72	3-3/4	S & M	No	No	No	Yes	No
50	1958	2-1-58	2-1-73	3-1/2	A & F	No	No	No	Yes	No
51	1958 - 2nd Series	4-1-58	4-1-73	3-1/2	O & A	No	No	No	Yes	No
52	1958 - 3rd Series	7-1-58	7-1-73	3-3/8	J & J	No	No	No	Yes	No
53	1959	2-1-59	2-1-74	4-3/8	A & F	No	No	No	Yes	No
54	1959 - 2nd Series	7-1-59	7-1-74	4-5/8	J & J	No	No	No	Yes	No
55	1959 - 3rd Series	9-1-59	9-1-74	5	M & S	No	No	No	Yes	No
56	1960	7-1-60	7-1-75	4-5/8	A & F	No	No	No	Yes	No
57	1961	2-1-61	2-1-76	4-1/4	A & F	No	No	No	Yes	No
58	1961 - 2nd Series	6-1-61	6-1-76	4-1/8	D & J	No	No	No	Yes	No
59	1961 - 3rd Series	11-1-61	11-1-76	4-1/8	J & M	No	No	No	Yes	No
60	1962	3-1-62	3-1-77	4-3/8	S & M	No	No	No	Yes	No
61	1962 - 2nd Series	6-1-62	6-1-77	4	D & J	No	No	No	Yes	No
62	1963	2-1-63	2-1-78	4	A & F	No	No	No	Yes	No
63	1963 - 2nd Series	6-1-63	6-1-78	3-7/8	J & J	No	No	No	Yes	No
64	1963 - 3rd Series	7-15-63	7-15-78	4	J & J	No	No	No	Yes	No
65	1963 - 4th Series	12-1-63	12-1-78	4-1/8	J & D	No	No	No	Yes	No
66	1964	3-1-64	3-1-79	4-1/8	S & M	No	No	No	Yes	No
67	1964 - 2nd Series	6-1-64	6-1-79	4-1/8	D & J	No	No	No	Yes	No
68	1964 - 3rd Series	10-1-64	10-1-79	4-1/4	A & O	No	No	No	Yes	No
69	1964 - 4th Series	12-1-64	12-1-79	4-1/8	J & D	No	No	No	Yes	No
70	1965	3-1-65	3-1-80	4-1/8	S & M	No	No	No	Yes	No
71	1965 - 2nd Series	7-1-65	7-1-80	4-3/8	J & J	No	No	No	Yes	No
72	1965 - 3rd Series	12-1-65	12-1-80	4-1/2	J & D	No	No	No	Yes	No
73	1966	3-15-66	3-15-81	4-7/8	S & M	No	No	No	Yes	No
74	1966 - 2nd Series	10-15-66	10-15-81	5-3/4	A & O	No	No	No	Yes	No
75	1967	1-1-67	1-1-82	5-5/8	J & J	No	No	No	Yes	No
76	1967 - 2nd Series	4-1-67	4-1-82	5-1/4	A & O	No	No	No	Yes	No
77	G. N. Equipment Trust Cert.: 1956	4-1-56	4-1-71	3-3/8	O & A	No	No	No	Yes	No
78	1957	3-1-57	3-1-72	3-3/4	S & M	No	No	No	Yes	No
79	1957 - 2nd Series	8-1-57	8-1-72	4-1/4	F & A	No	No	No	Yes	No
80	1958	2-1-58	2-1-73	3-1/2	A & F	No	No	No	Yes	No
81	1958 - 2nd Series	9-1-58	9-1-73	4	M & S	No	No	No	Yes	No
82	1958 - 3rd Series	12-1-58	12-1-73	4-1/8	J & D	No	No	No	Yes	No
83	1959	5-1-59	5-1-74	4-1/2	M & N	No	No	No	Yes	No

(Continued on Page 237-A)

218. FUNDED DEBT AND OTHER OBLIGATIONS

Approximate Number of Miles of Line Directly Subject to -		Amount Nominally Issued and -			Amount Recquired and -			Total Amount Actually Outstanding			Line No.
First lien (k)	Junior to first lien (l)	Total amount nominally and actually issued (m)	Held in special funds or in treasury or pledged (Identify securities by symbol "p"; matured by symbol "m") (n)	Canceled (o)	Total amount actually issued (p)	Canceled through sinking fund or otherwise canceled (Identify canceled through sinking fund by symbol "s") (q)	Held in special funds or in treasury or pledged (Identify securities by symbol "r"; matured by symbol "m") (r)	Unmatured (accounts 765, 766, and 767) (s)	Unmatured (account 764) (t)	Matured and no provision made for payment (account 765) (u)	
1 420	19 974	38 500 000 60 000 000 24 300 000	P 54 560 000 P 60 000 000	3 640 000	60 000 000			60 000 000			1
7 785		65 000 000 25 000 000 70 000 000 15 000 000	P 70 000 000		24 300 000 65 000 000 25 000 000 15 000 000	7 461 000 44 036 000 3 965 000	71 000 2 023 000 166 000	16 468 000 16 580 000 18 619 000	300 000 2 341 000 250 000		2 3 4 5
7 240	7 785	15 000 000 37 500 000 37 500 000 40 000 000 35 000 000			15 000 000 37 500 000 37 500 000 40 000 000 35 000 000	845 100 492 000		14 154 900 14 508 000			6 7 8 9 10
4 766	4 766 182	60 000 000 121 650 000 60 000 000 10 419 000	P 60 000 000 P 60 000 000		60 000 000 121 650 000 60 000 000 10 419 000	32 099 200 859 100 10 167 000		89 550 800 53 585 000 252 000			11 12 13 14 15
		555 069 000	304 860 000	3 640 000	546 569 000	101 944 400	7 815 000	433 18 600	3 091 000		16
		52 000 000			52 000 000	23 110 000	388 000	26 632 000	1 820 000	(2)	17
		907 089 000	304 860 000	3 640 000	598 569 000	125 034 470	8 203 000	460 370 600	4 911 000		18
		60 000 000 9 000 000 1 160 000 4 170 000 1 600 000			60 000 000 9 000 000 1 160 000 4 170 000 1 600 000	60 000 000 9 000 000 253 802 1 220 500 1 200 000		804 421 2 015 500 80 000	101 777 834 070 320 000		19 20 21 22 23
		17 734 32 852 145 000 1 243 482 40 000			17 784 32 852 145 000 1 243 482 40 000	17 784 2 923 20 390 244 051 20 000		28 371 113 333 919 390 10 000	1 558 11 277 80 040 10 000		24 25 26 27 28
		1 000 000 78 409 116 985 478 118			1 000 000 78 409 118 676 978 118	1 000 000 72 079 451		1 000 000 4 971 015			29 30 31
			304 860 000	3 640 000	676 978 118	197 163 851	8 203 000	465 341 615	6 269 652	(5)	32 33 34 35 36 37 38 39 40
		20 000 000 9 900 000 8 610 000 7 125 000 50 000 000	6 300 000		20 000 000 9 900 000 8 610 000 7 125 000 44 000 000	1 334 000 660 000		17 332 000 8 580 000 8 036 000 6 650 000 40 800 000	1 334 000 560 000 574 000 475 000 3 200 000		41 42 43 44 45 46 47 48 49 50
		7 800 000 3 600 000 7 500 000 4 500 000 4 800 000			7 800 000 3 600 000 7 500 000 4 500 000 4 800 000	7 800 000 3 600 000 7 250 000 4 050 000		150 000 160 000 410 000 420 000 940 000	300 000 320 000 410 000 280 000 470 000		51 52 53 54 55
		3 150 000 2 500 000 8 550 000 4 800 000 2 400 000			3 150 000 2 500 000 8 550 000 4 800 000 2 400 000	2 520 000 1 870 000 5 985 000 3 360 000 1 600 000		420 000 510 000 1 995 000 1 120 000 640 000	210 000 170 000 370 000 320 000 160 000		56 57 58 59 60
		6 450 000 3 150 000 6 300 000 5 400 000 5 250 000			6 450 000 3 150 000 6 300 000 5 400 000 5 250 000	4 085 000 1 995 000 3 570 000 3 050 000 2 800 000		1 935 000 945 000 3 310 000 1 985 000 2 100 000	430 000 210 000 420 000 360 000 250 000		61 62 63 64 65
		5 100 000 7 200 000 6 000 000 6 900 000 4 800 000			5 100 000 7 200 000 6 000 000 6 900 000 4 800 000	2 720 000 3 690 000 3 000 000 3 220 000 2 240 000		2 040 000 3 120 000 2 400 000 3 120 000 2 140 000	340 000 480 000 400 000 460 000 320 000		66 67 68 69 70
		5 700 000 6 150 000 8 100 000 8 250 000 8 900 000			5 700 000 6 150 000 8 100 000 8 250 000 6 900 000	2 470 000 2 460 000 3 240 000 3 025 000 2 300 000		2 150 000 3 190 000 4 320 000 4 675 000 4 140 000	380 000 410 000 540 000 550 000 460 000		71 72 73 74 75
		7 950 000 6 000 000 6 600 000 4 140 000 4 950 000			7 950 000 6 000 000 6 600 000 4 140 000 4 950 000	2 385 000 1 800 000 6 600 000 4 002 000 4 620 000		5 035 000 3 800 000	530 000 400 000		76 77 78 79 80
		5 700 000 2 610 000 3 390 000 4 590 000			5 700 000 2 610 000 3 390 000 4 590 000	5 130 000 2 262 000 2 938 000 3 825 000		190 000 174 000 226 000 459 000	380 000 174 000 226 000 306 000		81 82 83 84

(Continued on Page 237-B)

(Continued on Page 237-B)

218. FUNDED DEBT AND OTHER OBLIGATIONS - Continued

Line No.	Name and character of obligation (List on same lines and in same order as on page) (a)	Amount of Interest Accrued during Year		Amount of interest paid during year (x)	Total amount of interest in default (y)
		Charges to income (v)	Charges to investment accounts (w)		
1	Accounts 764 and 765 Funded Debt Unmatured				
2	(1) Mortgage Bonds (n) With Fixed Interest				
3	B. N. Consol. Mortgage - Series A				
4	B. N. Consol. Mortgage - Series B (Modified - Int. 8% - Mature July 1, 1987 FD 28933)				
5	B. N. Consol. Mortgage - Series C	3 315 000		2 580 000	
6	C. B. & Q. 1st and Refunding Series - 1978	729 230		754 393	
7	C. B. & Q. 1st and Refunding Series - 1985	615 438		624 506	
8	C. B. & Q. 1st and Refunding Series - 1990	567 477		577 659	
9	C. B. & Q. 1st and Refunding Series - 2010				
10	G. N. General Mortgage - Series C	707 745		707 745	
11	G. N. General Mortgage - Series D	652 860		652 860	
12	G. N. General Mortgage - Series N	1 171 875		1 171 875	
13	G. N. General Mortgage - Series O	1 171 875		1 171 875	
14	G. N. General Mortgage - Series P	1 100 000		1 100 000	
15	G. N. General Mortgage - Series Q	918 750		918 750	
16	G. N. General Mortgage - Series S				
17	G. N. General Mortgage - Series T				
18	N. P. Prior Lien	3 598 171		2 699 354	
19	N. P. General Lien	1 607 577		1 607 577	
20	N. P. St. Paul-Duluth Division	10 080		10 080	
21	Total Mortgage Bonds	18 196 058		14 946 674	
22	(2) Collateral Trust Bonds (1)(a)				
23	N. P. Collateral Trust Bonds	1 177 221		1 178 416	
24	Total	17 373 319		15 725 090	
25	(5) Miscellaneous Obligations				
26	1970 Credit Agreement	1 233 769		1 944 191	
27	1970 Credit Agreement	140 343		140 343	
28	St. Louis & Kansas City Land Company	64 148		64 683	
29	1st National Bank of St. Paul - Note	196 012		204 394	
30	1st National Bank of St. Paul - Note	43 654		47 758	
31	Gail Steenstrup	358		533	
32	Minot Federal Savings & Loan Ass'n	1 848		1 848	
33	David C. Hunter, et al.	8 271		9 451	
34	Nicholas Mulder - Executor	74 643		78 467	
35	M. D. Knowlton	1 220		1 800	
36	1st National Bank & Trust Company of Lincoln	25 463		35 463	
37	Total Miscellaneous Obligations	1 799 727		2 528 941	
38	Total 764 and 765 Funded Debt Unmatured	19 173 046		18 254 031	
39	Accounts 764 and 766 Equipment Obligations				
40	(4) Equipment Obligations (a) Equipment Securities				
41	Serially				
42	B. N. Inc. Equipment Trust Cert.: 1970	1 757 833		1 801 971	
43	1970 - 2nd Series	839 163		841 500	
44	1971	480 306		312 112	
45	1971 - 2nd Series	299 102		276 004	
46	1971 - 3rd Series	120 458			
47	C. B. & Q. Equipment Trust Cert.: 1956	677		4 064	
48	1956 - 2nd Series	5 425		6 974	
49	1957	17 188		23 437	
50	1958	19 250		23 625	
51	1958 - 2nd Series	32 400		25 200	
52	1958 - 3rd Series	31 135		38 052	
53	1959	34 708		39 413	
54	1959 - 2nd Series	70 648		81 814	
55	1959 - 3rd Series	35 875		39 375	
56	1960	33 416		37 346	
57	1961	117 088		127 181	
58	1961 - 2nd Series	68 201		69 301	
59	1961 - 3rd Series	36 830		37 950	
60	1962	111 307		117 577	
61	1962 - 2nd Series	91 800		92 500	
62	1963	114 800		121 800	
63	1963 - 2nd Series	99 974		101 137	
64	1963 - 3rd Series	102 083		108 500	
65	1963 - 4th Series	107 525		108 695	
66	1964	156 746		163 344	
67	1964 - 2nd Series	134 749		136 124	
68	1964 - 3rd Series	166 175		171 062	
69	1964 - 4th Series	114 401		115 501	
70	1965	139 769		144 993	
71	1965 - 2nd Series	165 921		174 892	
72	1965 - 3rd Series	234 900		236 925	
73	1966	267 008		274 827	
74	1966 - 2nd Series	278 827		284 338	
75	1967	320 486		330 389	
76	1967 - 2nd Series	231 000		236 250	
77	G. N. Equipment Trust Cert.: 1956	1 356		3 711	
78	1957	9 487		12 937	
79	1957 - 2nd Series	18 700		24 544	
80	1958	24 383		29 925	
81	1958 - 2nd Series	16 820		15 140	
82	1958 - 3rd Series	24 860		25 627	
83	1959	42 457		44 753	

(Continued on Page 237-C)

Railroad Corporations - Operating-A

ANNUAL REPORT 1971 CL.2

310

BURLINGTON NORTHERN INC.

2 OF 3

218. FUNDED DEBT AND OTHER OBLIGATIONS - Continued

Securities Issued or Assumed during Year				Securities Rescquired during Year		Line No.
				Amount Rescquired		
Purpose of the issue and authority (a)	Par value (aa)	Net proceeds received for issue (cash or its equivalent) (ab)	Expense of issuing securities (ac)	Par value (ad)	Purchase price (ae)	
	\$	\$	\$	\$	\$	
Repayment of bank loans outstanding under 1970 Credit Agreement F.D. 26601	60 000 000	58 825 982	(A) 184 018	338 000	278 360	1
				1 093 000	841 908	2
				404 000	328 438	3
						4
						5
						6
						7
						8
						9
						10
						11
						12
						13
						14
						15
Pledged under B. N. Inc. Consol. Mortgage - Series C F.D. 26601	60 000 000	60 000 000		861 000	463 355	16
						17
						18
						19
						20
						21
						22
						23
						24
						25
For corporate purposes	9 000 000	9 000 000		60 000 000	60 000 000	26
				9 000 000	9 000 000	27
				95 152	95 152	28
				834 000	834 000	29
				320 000	320 000	30
				8 892	8 892	31
				1 591	1 591	32
				10 540	10 540	33
				121 459	121 459	34
				10 000	10 000	35
						36
To construct Havelock Paint Shop	1 000 000	970 052	(B) 9 948	70 401 634	70 401 634	37
						38
						39
						40
						41
						42
						43
						44
						45
						46
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						80
						81
						82
						83
						84
(A) Discount \$990 000						
(B) Discount 20 000						
(C) Premium 88 106						
(D) Premium 73 174						
(E) Discount 600 000						

(A) Discount \$990 000 ✓
 (B) Discount 20 000 ✓
 (C) Premium 88 106
 (D) Premium 73 174
 (E) Discount 400 000

(Continued on Page 237-D)

216. FUNDED DEBT AND OTHER OBLIGATIONS - Continued

Line No.	Name and character of obligations (a)	Nominal date of issue (b)	Date of maturity (c)	Interest Provisions		Does Obligation Provide for - (Answer "Yes" or "No")			Is Other Property (Real or Personal or Leasehold) Subject to Lien of This Obligation? (Answer "Yes" or "No")	
				Rate percent per annum (current year) (d)	Dates due (e)	Conversion (f)	Call prior to maturity, other than for sinking fund (g)	Sinking fund (h)	First lien (i)	Junior to first lien (j)
85	Accounts 764 and 765 Equipment Obligations - Continued									
86	(4) Equipment Obligations (a) Equipment Securities (Corporation)		Serially							
87	G. N. Equipment Trust Cert. (continued) 1960	2-1-60	2-1-75	3	A & F	No	No	No	Yes	No
88	1960 - 2nd Series	3-1-60	3-1-75	4-7/8	S & M	No	No	No	Yes	No
89	1961	3-1-61	3-1-76	4	S & M	No	No	No	Yes	No
90	1962	5-1-62	5-1-77	4	N & M	No	No	No	Yes	No
91	1963	3-1-63	3-1-78	4-1/8	S & M	No	No	No	Yes	No
92	1963 - 2nd Series	6-1-63	6-1-78	4	D & J	No	No	No	Yes	No
93	1964	3-1-64	3-1-79	4-1/8	S & M	No	No	No	Yes	No
94	1964 - 2nd Series	3-1-64	3-1-79	4-1/4	N & M	No	No	No	Yes	No
95	1965	2-1-65	2-1-80	4-1/8	A & W	No	No	No	Yes	No
96	1965 - 2nd Series	4-15-65	4-15-80	4-1/4	O & A	No	No	No	Yes	No
97	1965 - 3rd Series	6-15-65	6-15-80	4-1/4	D & J	No	No	No	Yes	No
98	1966	1-1-66	1-1-81	4-3/8	J & J	No	No	No	Yes	No
99	1966 - 2nd Series	4-1-66	4-1-81	5-1/4	O & A	No	No	No	Yes	No
100	1967	3-1-77	3-1-82	5	S & M	No	No	No	Yes	No
101	1967 - 2nd Series	7-1-67	7-1-82	5-1/2	J & J	No	No	No	Yes	No
102	1967 - 3rd Series	8-1-67	8-1-82	5-7/8	F & A	No	No	No	Yes	No
103	1968	3-1-68	3-1-83	6	S & M	No	No	No	Yes	No
104	1968 - 2nd Series	10-1-68	10-1-83	6	A & O	No	No	No	Yes	No
105	1968 - 3rd Series	12-1-68	12-1-83	6-1/2	J & D	No	No	No	Yes	No
106	1969	9-1-69	9-1-84	7-1/2	M & S	No	No	No	Yes	No
107	1970	2-1-70	2-1-85	8-1/2	F & A	No	No	No	Yes	No
108	F. P. Equipment Trust Cert.:	2-16-56	2-16-71	3-1/8	F & A	No	No	No	Yes	No
109	1956 - 2nd Series	7-12-56	7-12-71	3-1/2	J & J	No	No	No	Yes	No
110	1957	1-17-57	1-17-72	4-3/8	J & J	No	No	No	Yes	No
111	1957 - 2nd Series	6-1-57	6-12-72	4-1/2	J & D	No	No	No	Yes	No
112	1958	1-9-58	1-9-73	3-7/8	J & J	No	No	No	Yes	No
113	1958 - 2nd Series	3-8-58	3-8-73	3-3/8	M & N	No	No	No	Yes	No
114	1959	3-12-59	3-12-74	4-3/8	N & S	No	No	No	Yes	No
115	1959 - 2nd Series	7-30-59	7-30-74	4-3/4	J & J	No	No	No	Yes	No
116	1960	1-7-60	1-7-75	4-7/8	J & J	No	No	No	Yes	No
117	1960 - 2nd Series	4-28-60	4-28-75	4-1/4	A & O	No	No	No	Yes	No
118	1960 - 3rd Series	8-15-60	8-15-75	3-7/8	M & S	No	No	No	Yes	No
119	1961	8-23-61	8-23-76	4-1/4	F & A	No	No	No	Yes	No
120	1962	6-14-62	6-14-77	3-7/8	J & D	No	No	No	Yes	No
121	1963	1-10-63	1-10-78	3-7/8	J & J	No	No	No	Yes	No
122	1964	1-9-64	1-9-79	4-1/8	J & J	No	No	No	Yes	No
123	1964 - 2nd Series	6-11-64	6-11-79	4-1/4	J & D	No	No	No	Yes	No
124	1965	3-18-65	3-18-80	4-1/8	M & S	No	No	No	Yes	No
125	1965 - 2nd Series	6-23-65	6-23-80	4-3/8	J & D	No	No	No	Yes	No
126	1966	3-3-66	3-3-81	5	M & S	No	No	No	Yes	No
127	1966 - 2nd Series	6-23-66	6-23-81	5-1/4	J & D	No	No	No	Yes	No
128	1966 - 3rd Series	10-6-66	10-6-81	5-3/4	A & O	No	No	No	Yes	No
129	1968	5-9-68	5-9-83	6-1/4	N & N	No	No	No	Yes	No
130	1968 - 2nd Series	10-17-68	10-17-83	8	A & O	No	No	No	Yes	No
131	1969	4-24-69	4-24-84	7-1/8	A & O	No	No	No	Yes	No
132	Total Equipment Obligations (4)(a)									
133	(c) Conditional or Deferred Payment Contracts									
134	B. H. Inc. - Chase Manhattan Bank of New York	4-1-70	10-1-87	8-5/8	Oct.	No	No	No	Yes	Yes
135	C. B. & Q. - 1st National Bank, Chicago	10-1-63	9-1-73	4-1/2	Monthly	No	No	No	Yes	Yes
136	1st National Bank, Chicago	2-15-66	3-1-76	5	Monthly	No	No	No	Yes	Yes
137	1st National Bank, Chicago	3-1-66	3-1-74	5	Monthly	No	No	No	Yes	Yes
138	Cont. Ill. Natl. Bank & Trust, Chicago	6-1-66	8-1-74	5-1/2	Monthly	No	No	No	Yes	Yes
139	Cont. Ill. Natl. Bank & Trust, Chicago	12-1-66	1-1-72	6-1/8	Quarterly	No	No	No	Yes	Yes
140	Cont. Ill. Natl. Bank & Trust, Chicago	9-1-67	9-1-75	3-3/4	Quarterly	No	No	No	Yes	Yes
141	Northern Trust Company, Chicago	5-1-65	3-1-75	4-1/2	Quarterly	No	No	No	Yes	Yes
142	Northern Trust Company, Chicago	1-15-68	1-15-75	5-3/8	Quarterly	No	No	No	Yes	Yes
143	Northern Trust Company, Chicago	2-1-68	2-1-75	6-3/8	Quarterly	No	No	No	Yes	Yes
144	Norris Trust & Savings, Chicago	4-1-68	4-1-76	6-3/8	Quarterly	No	No	No	Yes	Yes
145	U. S. Bank of Omaha	7-1-63	7-1-75	6-3/4	Quarterly	No	No	No	Yes	Yes
146	Mercantile Trust Company, St. Louis	7-15-68	7-15-75	6-1/2	Quarterly	No	No	No	Yes	Yes
147	1st National Bank, Omaha	1-1-69	12-1-76	6-1/2	Quarterly	No	No	No	Yes	Yes
148	1st National Bank, Kansas City	2-1-69	2-1-76	6-1/2	Quarterly	No	No	No	Yes	Yes
149	Northern Trust Company, Chicago	6-1-69	6-1-76	7-3/4	Quarterly	No	No	No	Yes	Yes
150	Morgan Guaranty Trust Company, New York	12-15-65	12-15-80	4-7/8	Semi-annual	No	No	No	Yes	Yes
151	Morgan Guaranty Trust Company, New York	4-1-66	4-1-81	3-1/2	Semi-annual	No	No	No	Yes	Yes
152	Morgan Guaranty Trust Company, New York	7-1-67	7-1-82	5-3/4 & 6	Semi-annual	No	No	No	Yes	Yes
153	Morgan Guaranty Trust Company, New York	11-1-67	11-1-82	5-3/4 & 6	Semi-annual	No	No	No	Yes	Yes
154	1st National City Bank, New York	8-1-67	8-1-82	5-3/4 & 6-3/8	Semi-annual	No	No	No	Yes	Yes
155	1st National City Bank, New York	1-15-68	1-15-83	Various	Semi-annual	No	No	No	Yes	Yes
156	G. N. - First Trust Company, St. Paul	6-1-68	6-1-83	7	D & J	No	No	No	Yes	Yes
157	H. P. - 1st National Bank, Oregon	11-1-65	12-15-73	4-3/4	Qtr. Mar.	No	No	No	Yes	Yes
158	U. S. National Bank, Oregon	5-1-66	7-1-71	5-1/4	Qtr. Oct.	No	No	No	Yes	Yes
159	1st National Bank, St. Paul	1-5-67	1-5-72	8	Jan.	No	No	No	Yes	Yes
160	Morgan Guaranty Trust Company, New York	2-1-67	3-1-82	5-1/2	M & S	No	No	No	Yes	Yes
161	Morgan Guaranty Trust Company, New York	5-1-67	5-1-82	5-1/2	J & J	No	No	No	Yes	Yes
162	The First Penn. Banking & Trust Company	9-1-67	9-1-82	6-1/2	J & D	No	No	No	Yes	Yes
163	1st National Bank, Chicago	1-3-68	2-1-83	6-5/8	Feb.	No	No	No	Yes	Yes
164	First Trust Company of St. Paul	1-1-69	11-1-84	8	Nov.	No	No	No	Yes	Yes
165	Total Conditional Sale Contracts (4)(c)									
166	Total Equipment Obligations (4)(a) and Cond'l Sale Contracts (4)(c)									
167	Grand Total									

218. FUNDED DEBT AND OTHER OBLIGATIONS

Approximate Number of Miles of Line Directly Subject to -		Amount Nominally Issued and -			Amount Recquired and -			Total Amount Actually Outstanding			Line No.
First lien (k)	Junior to first lien (l)	Total amount nominally and actually issued (m)	Held in special funds or in treasury or pledged securities by symbol "P"; matured by symbol "M" (n)	Canceled (o)	Total amount actually issued (p)	Canceled through sinking fund or otherwise canceled (Identify canceled through sinking fund by symbol "S") (q)	Held in special funds or in treasury or pledged securities by symbol "P"; matured by symbol "M" (r)	Unmatured (accounts 765, 766, and 767) (s)	Unmatured (account 764) (t)	Matured and no provision made for payment (account 768) (u)	
		\$	\$	\$	\$	\$	\$	\$	\$	\$	
		4 140 000			4 140 000	3 174 000		690 000	276 000		85
		4 740 000			4 740 000	3 634 000		790 000	316 000		86
		5 100 000			5 100 000	3 570 000		1 190 000	340 000		87
		1 395 000			1 395 000	837 000		465 000	93 000		88
		5 250 000			5 250 000	2 800 000		2 100 000	330 000		89
		6 600 000			6 600 000	3 520 000		2 640 000	440 000		90
		5 400 000			5 400 000	2 530 000		2 520 000	360 000		91
		3 300 000			3 300 000	1 540 000		1 540 000	220 000		92
		7 005 000			7 005 000	2 402 000		3 738 000	467 000		93
		6 975 000			6 975 000	2 790 000		3 720 000	465 000		94
		5 400 000			5 400 000	2 160 000		2 880 000	360 000		95
		2 145 000			2 145 000	715 000		1 287 000	143 000		96
		9 000 000			9 000 000	3 000 000		5 400 000	600 000		97
		8 490 000			8 490 000	2 264 000		5 660 000	596 000		98
		5 550 000			5 550 000	1 480 000		3 700 000	370 000		99
		4 695 000			4 695 000	1 252 000		3 130 000	313 000		100
		4 695 000			4 695 000	939 000		3 443 000	313 000		101
		2 130 000			2 130 000	426 000		1 162 000	142 000		102
		3 375 000			3 375 000	675 000		2 475 000	225 000		103
		8 355 000			8 355 000	1 114 000		6 884 000	557 000		104
		7 320 000			7 320 000	488 000		6 344 000	488 000		105
		6 060 000			6 060 000	6 060 000					106
		7 725 000			7 725 000	7 725 000					107
		7 740 000			7 740 000	7 224 000			516 000		108
		6 420 000			6 420 000	5 992 000			428 000		109
		3 705 000			3 705 000	3 211 000		247 000	247 000		110
		7 515 000			7 515 000	6 513 000		501 000	501 000		111
		4 740 000			4 740 000	3 792 000		732 000	316 000		112
		6 015 000			6 015 000	4 812 000		802 000	401 000		113
		3 420 000			3 420 000	2 508 000		684 000	228 000		114
		6 495 000			6 495 000	4 763 000		1 299 000	633 000		115
		6 270 000			6 270 000	4 588 000		1 254 000	418 000		116
		6 885 000			6 885 000	4 590 000		1 836 000	459 000		117
		4 035 000			4 035 000	2 421 000		1 345 000	269 000		118
		6 645 000			6 645 000	3 544 000		2 658 000	443 000		119
		6 840 000			6 840 000	3 192 000		3 192 000	456 000		120
		6 435 000			6 435 000	3 005 000		3 005 000	428 000		121
		6 390 000			6 390 000	2 555 000		3 435 000	426 000		122
		5 850 000			5 850 000	2 340 000		3 120 000	390 000		123
		7 020 000			7 020 000	2 340 000		4 212 000	468 000		124
		6 690 000			6 690 000	2 230 000		4 014 000	446 000		125
		7 350 000			7 350 000	2 450 000		4 410 000	490 000		126
		2 610 000			2 610 000	322 000		1 914 000	174 000		127
		1 650 000			1 650 000	330 000		1 210 000	110 000		128
		5 640 000			5 640 000	752 000		4 512 000	576 000		129
		551 470 000	6 000 000		545 470 000	265 334 000		246 011 000	34 121 000	(42)	130
		16 500 000			16 500 000			16 500 000			131
		2 596 000			2 596 000	2 105 269		166 231	324 500		132
		1 329 262			1 329 262	764 325		432 011	132 926		133
		2 217 000			2 217 000	1 634 294		305 381	277 125		134
		1 875 000			1 875 000	1 264 973		375 652	234 373		135
		905 000			905 000	871 247			33 753		136
		1 577 510			1 577 510	772 397		589 329	215 784		137
		7 777 468			7 777 468	5 249 791		1 749 930	777 747		138
		222 550			222 550	119 223		71 534	31 793		139
		463 600			463 600	248 357		149 014	66 229		140
		1 095 195			1 095 195	494 861		463 435	126 899		141
		854 000			854 000	396 500		335 500	122 000		142
		407 800			407 800	201 924		147 615	58 257		143
		577 500			577 500	216 562		288 750	72 188		144
		685 500			685 500	286 328		301 243	97 929		145
		368 095			368 095	131 463		184 047	52 585		146
		4 798 042			4 798 042	2 022 718		2 455 455	319 869		147
		12 000 000			12 000 000	4 456 604		6 743 386	800 000		148
		6 098 821			6 098 821	1 626 352		4 065 881	406 586		149
		5 383 630			5 383 630	1 435 634		3 589 087	358 909		150
		3 150 000			3 150 000	832 000		2 090 000	206 000		151
		15 097 500			15 097 500	3 522 750		10 568 250	1 008 500		152
		2 317 751			2 317 751	463 550		1 699 684	154 517		153
		4 559 000			4 559 000	3 419 250		569 875	569 875		154
		4 500 000			4 500 000	4 500 000					155
		1 140 000			1 140 000	1 140 000					156
		8 925 000			8 925 000	2 677 500		5 632 500	593 000		157
		4 110 000			4 110 000	1 096 000		2 740 000	274 000		158
		9 700 000			9 700 000	441 261		9 258 739			159
		6 150 000			6 150 000	1 619 366		4 159 373	371 041		160
		1 700 000			1 700 000	226 000		1 361 000	113 000		161
		129 051 224			129 051 224	44 236 713		77 003 112	7 811 389		162
		680 521 224	6 000 000		674 521 224	309 570 723		323 014 112	41 636 329		163
		1665 999 342	310 860 000	3 640 000	1351 499 342	508 734 574	8 203 000	788 355 727	48 206 041		164
											165
											166
											167
											168

218. FUNDED DEBT AND OTHER OBLIGATIONS - Continued

Line No.	Name and character of obligation (List on sale lines and in same order as on page) (a)	Amount of Interest Accrued during Year		Amount of interest paid during year (z)	Total amount of interest in default (y)
		Charges to income (v)	Charges to investment accounts (w)		
85	Accounts 764 and 766 Equipment Obligations - Continued	\$	\$	\$	\$
86	(4) Equipment Obligations (c) Equipment Securities (Corporation)				
87	G. N. Equipment Trust Cert. (continued): 1960	52 900		38 650	
88	1960 - 2nd Series	60 337		65 470	
89	1961	66 867		71 400	
90	1962	23 560		24 800	
91	1963	103 468		108 280	
92	1963 - 2nd Series	130 333		132 000	
93	1964	131 274		126 223	
94	1964 - 2nd Series	77 917		70 475	
95	1965	174 979		183 003	
96	1965 - 2nd Series	183 626		187 744	
97	1965 - 3rd Series	151 688		145 350	
98	1966	66 145		69 452	
99	1966 - 2nd Series	322 875		330 750	
100	1967	316 017		325 450	
101	1967 - 2nd Series	234 025		244 200	
102	1967 - 3rd Series	213 002		220 665	
103	1968	228 490		234 750	
104	1968 - 2nd Series	108 630		110 760	
105	1968 - 3rd Series	188 906		190 125	
106	1969	370 925		384 850	
107	1970	504 177		601 460	
108	N. P. Equipment Trust Cert.: 1956	1 578		6 310	
109	1956 - 2nd Series	9 784		18 025	
110	1957	23 515		33 860	
111	1957 - 2nd Series	28 087		28 890	
112	1958	19 408		23 927	
113	1958 - 2nd Series	42 879		45 401	
114	1959	44 355		48 386	
115	1959 - 2nd Series	66 254		76 180	
116	1960	44 759		50 016	
117	1960 - 2nd Series	79 744		82 311	
118	1960 - 3rd Series	76 262		80 987	
119	1961	110 542		117 645	
120	1962	67 319		67 753	
121	1963	120 640		128 743	
122	1964	150 935		159 883	
123	1964 - 2nd Series	154 014		154 876	
124	1965	161 959		165 937	
125	1965 - 2nd Series	161 760		162 062	
126	1966	238 095		245 700	
127	1966 - 2nd Series	245 402		245 857	
128	1966 - 3rd Series	303 429		309 925	
129	1968	134 388		130 938	
130	1968 - 2nd Series	84 462		85 800	
131	1969	356 752		361 663	
132	Total Equipment Obligations (4)(a)	13 633 910		13 761 564	
133	(c) Conditional or Deferred Payment Contracts				
134	B. N. Inc. - Chase Manhattan Bank of New York	1 588 125		1 588 125	
135	C. B. & Q. - 1st National Bank, Chicago	29 425		30 723	
136	1st National Bank, Chicago	31 293		31 847	
137	1st National Bank, Chicago	35 475		36 637	
138	Cont. Illinois Nat'l Bank & Trust, Chicago	39 460		40 534	
139	Cont. Illinois Nat'l Bank & Trust, Chicago	6 235		8 996	
140	Cont. Illinois Nat'l Bank & Trust, Chicago	53 271		54 303	
141	Northern Trust Company, Chicago	126 870		135 620	
142	Northern Trust Company, Chicago	7 432		7 854	
143	Northern Trust Company, Chicago	15 657		16 361	
144	Harris Trust & Savings Bank, Chicago	41 931		44 216	
145	U. S. Bank of Omaha	33 969		36 028	
146	Mercantile Trust Company, St. Louis	15 487		15 965	
147	1st National Bank, Omaha	25 905		26 394	
148	1st National Bank, Kansas City	30 293		31 395	
149	Northern Trust Company, Chicago	20 546		20 888	
150	Morgan Guaranty Trust Company, New York	146 343		146 992	
151	Morgan Guaranty Trust Company, New York	436 368		447 387	
152	Morgan Guaranty Trust Company, New York	265 966		269 406	
153	Morgan Guaranty Trust Company, New York	279 021		290 710	
154	1st National City Bank, New York	148 547		153 530	
155	1st National City Bank, New York	925 251		960 898	
156	G. N. - First Trust Company, St. Paul	134 301		135 202	
157	N. P. - 1st National Bank, Oregon	71 046		71 056	
158	U. S. National Bank, Oregon	8 859		17 719	
159	First National Bank, St. Paul	8 046		35 150	
160	Morgan Guaranty Trust Company, New York	357 348		368 156	
161	Morgan Guaranty Trust Company, New York	173 305		180 840	
162	The First Penn. Banking & Trust Company	696 818		301 818	
163	1st National Bank, Chicago	302 189		312 431	
164	First Trust Company of St. Paul	141 135		142 830	
165	Total Conditional Sale Contracts (4)(c)	4 000 787		6 180 509	
166	Total Equipment Obligations (4)(a) and Conditional Sale Contracts (4)(c)	19 634 597		19 921 873	
167	Grand Total	38 607 643		38 175 904	

218. FUNDED DEBT AND OTHER OBLIGATIONS - Concluded

218. FUNDED DEBT AND OTHER OBLIGATIONS - Concluded				Securities Resquired during Year		Line No.
Securities Issued or Assumed during Year				Amount Resquired		
Purpose of the issue and authority (a)	Par value (aa)	Net proceeds received for issue (cash or its equivalent) (bb)	Expense of issuing securities (cc)	Par value (dd)	Purchase price (ee)	
	\$	\$	\$	\$	\$	85
				276 000	276 000	86
				316 000	316 000	87
				340 000	340 000	88
				93 000	13 000	89
				350 000	350 000	90
				440 000	440 000	91
				360 000	360 000	92
				220 000	220 000	93
				467 000	467 000	94
				463 000	463 000	95
				360 000	360 000	96
				143 000	143 000	97
				600 000	600 000	98
				566 000	566 000	99
				370 000	370 000	100
				313 000	313 000	101
				313 000	313 000	102
				142 000	142 000	103
				223 000	223 000	104
				557 000	557 000	105
				488 000	488 000	106
				404 000	404 000	107
				513 000	513 000	108
				516 000	516 000	109
				428 000	428 000	110
				247 000	247 000	111
				501 000	501 000	112
				316 000	316 000	113
				401 000	401 000	114
				228 000	228 000	115
				433 000	433 000	116
				418 000	418 000	117
				439 000	439 000	118
				269 000	269 000	119
				443 000	443 000	120
				456 000	456 000	121
				429 000	429 000	122
				426 000	426 000	123
				390 000	390 000	124
				468 000	468 000	125
				446 000	446 000	126
				490 000	490 000	127
				174 000	174 000	128
				110 000	110 000	129
				376 000	376 000	130
	59 735 000	59 255 059	41 221	31 903 000	31 903 000	131
						132
						133
						134
				347 755	347 755	135
				132 926	132 926	136
				277 125	277 125	137
				234 375	234 375	138
				181 000	181 000	139
				221 474	221 474	140
				777 747	777 747	141
				31 793	31 793	142
				66 228	66 228	143
				146 204	146 204	144
				120 346	120 346	145
				67 353	67 353	146
				72 187	72 187	147
				107 365	107 365	148
				52 583	52 583	149
				319 870	319 870	150
				800 000	800 000	151
				406 588	406 588	152
				358 909	358 909	153
				208 000	208 000	154
				1 006 500	1 006 500	155
				154 517	154 517	156
				569 875	569 875	157
				675 000	675 000	158
				456 000	456 000	159
				595 000	595 000	160
				274 000	274 000	161
						162
				371 041	371 041	163
				113 000	113 000	164
				9 144 983	9 144 983	165
	59 735 000	59 255 059	41 221	41 047 983	41 047 983	166
	189 735 000	188 051 083	235 187	116 086 597	114 853 113	167
						168

* Discount 438,720

219. EQUIPMENT COVERED BY EQUIPMENT OBLIGATIONS

Give the particulars called for regarding the equipment obligations included in Schedule 218, "Funded Debt and Other Obligations" (accounts Nos. 764, "Equipment obligations and other debt due within 1 year" and 766, "Equipment obligations") at the close of the year. In column (a) show the name by which the equipment obligation is designated and in column (b) show

the classes of equipment and the number of units covered by the obligation. In column (c) show the contract price to the original debtor; in column (d) show the cash paid on acceptance of equipment by the original debtor; do not report the price paid on a subsequent sale and assumption of balance of debt.

Line No.	Designation of equipment obligation (List names in the same order as in Schedule 218) (a)	Description of equipment covered (b)	Contract price of equipment acquired (c)	Cash paid on acceptance of equipment (d)
1	Equipment Trust Certificates:			
2	<u>Burlington Northern Inc.</u> 1970	700 Cov. & 100 open top hopper cars-25 airslide cov. hopper cars-300 box cars-50 flat cars-50 cabooses-15 1000 HP and 6 3600 HP diesel loco. units		
3		235 Gondola coal cars-450 box cars-8 1000 HP diesel loco. units	25 237 732	5 237 732
4	1970 - 2nd series		12 353 442	2 453 442
5				
6	1971	200 Cov. & 300 open top hopper cars-150 woodchip cars-47 cabooses	10 933 282	2 323 282
7				
8	1971 - 2nd series	410 Cov. hopper-65 airslide cov. hopper-50 bulkhead flat cars	9 067 134	1 942 134
9				
10	1971 - 3rd series	500 Cov. & 400 open top hopper cars-300 box cars-150 woodchip cars-300 gondola cars-50 cabooses cars-25 3600 HP diesel loco. units-75 3000 HP diesel loco. units 15 1000 HP loco. units	62 717 370	12 717 370
11				
12	<u>Chicago, Burlington & Quincy</u>			
13				
14				
15				
16	1957	300 Box cars-100 D.F. box cars-50 airslide cov. hopper cars-50 flat cars-600 gondola cars	9 904 064	2 404 064
17			6 156 420	1 656 420
18	1958	750 Box cars		
19	1958 - 2nd series	750 Box cars-20 airslide cov. hopper cars (Suppl. Agreement dated 3-1-59)	6 027 161	1 227 161
20				
21	1958 - 3rd series	50 Gondola cars-10 flat cars-450 cov. & 125 airslide cov. hopper cars-100 D.F. box cars	7 738 361	1 588 361
22			5 333 606	1 133 606
23	1959	16 2400 HP diesel loco. units-100 cov. hopper cars		
24	1959 - 2nd series	600 Box cars-40 flat cars-100 cov. gondola cars-100 D.F. box cars	9 354 198	2 304 193
25			4 020 625	870 625
26	1959 - 3rd series	500 Hopper cars		
27	1960	100 Dry-flo cov. hop. cars-100 D.F. box cars-50 airslide cov. hopper cars	3 275 982	725 982
28				
29	1961	50 Airslide cov. & 350 cov. hopper cars-36 2000 HP diesel loco. units	10 773 422	2 223 422
30			5 955 000	1 155 000
31	1961 - 2nd series	100 Flat cars-50 D.F. and 250 D.F. insul. box cars	3 009 900	609 900
32	1961 - 3rd series	288 Box cars	8 225 497	1 775 497
33			4 458 799	1 308 799
34	1962	30 2250 HP diesel loco. units-150 flat cars-100 gondola cars	7 882 236	1 582 236
35	1962 - 2nd series	50 Gondola cars-92 cov. cars-50 D.F. & 125 insul. box cars	6 773 089	1 373 089
36	1963	150 Insul. & 198 std. box cars-12 2250 HP diesel loco. units		
37	1963 - 2nd series	100 Refr. cars-200 cov. and 100 open top hopper cars	6 438 226	1 338 226
38	1963 - 3rd series	353 Box cars-100 open top hopper cars-25 D.F. and 318 std. box cars		
39			8 993 992	1 793 992
40	1963 - 4th series	150 flat cars, 32 cabooses	8 993 992	1 793 992
41			7 606 280	1 606 280
42	1964	225 Box cars-150 hopper cars-50 tank cars-6 2500 HP diesel loco. units	9 234 806	2 334 806
43			8 330 365	1 530 365
44	1964 - 2nd series	50 D.F. and 75 std. box cars-250 cov. hopper cars		
45	1964 - 3rd series	158 Box cars-50 hopper cars-200 flat cars-6 1200 HP diesel loco. units	7 272 336	1 572 336
46				
47	1965	107 Box cars-139 hopper cars-100 gondola cars-6 1200 HP diesel loco. units	7 830 698	1 680 698
48	1965 - 2nd series	100 Box cars-200 refrig. cars-150 hopper cars	10 305 705	2 205 705
49				
50	1966	200 Box cars-100 open top and 250 cov. hopper cars-13 2800 HP diesel loco. units	10 725 017	2 475 017
51			8 914 693	2 014 693
52	1966 - 2nd series	200 Flat cars-190 box cars-190 gondola cars-250 hopper cars	10 251 503	2 301 503
53	1967	100 Flat cars-400 hopper cars	7 568 090	1 568 090
54				
55	<u>Great Northern</u>			
56				
57	1957	28 Diesel loco. units-25 tank cars	5 258 993	1 118 993
58	1957 - 2nd series	500 Box cars-200 gondola cars-40 airslide cov. hopper cars	6 296 811	1 346 811
59	1958	13 Diesel loco. units-150 hopper cars-250 box cars	7 490 673	1 700 673
60	1958 - 2nd series	250 Box cars-30 flat cars-20 rack cars-7 hopper cars	3 267 351	657 351
61	1958 - 3rd series	500 Box cars-8 hopper cars	4 268 403	878 403
62	1959	500 Box cars	5 846 043	1 256 043
63	1960	75 Cov. and 100 open top hopper cars-23 flat cars-250 box cars-25 gondola cars	5 223 748	1 083 748
64			5 969 480	1 229 480
65	1960 - 2nd series	500 Box cars-7 flat cars-14 airslide cov. hopper cars	6 487 639	1 387 639
66	1961	550 Box cars-1 hopper car	1 756 162	361 162
67	1962	50 Covered hopper cars-50 tank cars	6 575 886	1 325 886
68			8 364 832	1 826 758
69	1963	17 Diesel loco. units-20 airslide cov. hop. cars-250 box cars	6 800 684	1 400 684
70	1963 - 2nd series	500 Box cars-40 flat cars-45 hopper cars	4 181 079	881 079
71	1964	18 Diesel loco. units-200 box cars-2 flat cars	8 771 140	1 766 140
72	1964 - 2nd series	50 Tank cars-100 cov. hopper cars-25 flat cars-100 gond. cars		
73	1965	503 Box cars-100 cov. hopper cars-15 diesel loco. units	8 818 506	1 846 948
74	1965 - 2nd series	100 Box cars-15 diesel loco. units-200 cov. hopper cars-50 woodchip cars-10 flat cars	8 776 747	1 376 747
75			2 748 593	403 793
76	1965 - 3rd series	100 Gondola cars-303 flat cars-75 box cars		
77	1966	25 Covered hopper cars-150 woodchip cars	11 289 737	2 209 737
78	1966 - 1st series	200 Cov. hopper cars-300 box cars-12 diesel loco. units-52 gondola cars		
79			10 626 348	2 134 348
80	1967	10 Diesel loco. units-100 gondola cars-100 flat cars-300 box cars	6 952 989	1 402 989
81			5 961 225	1 266 225
82	1967 - 2nd series	8 Diesel loco. units-300 hopper cars-1 flat car	5 906 970	1 211 970
83	1967 - 3rd series	20 Diesel loco. units-300 hopper cars	2 732 819	602 819
84	1968	215 Hopper cars-150 flat cars	4 236 293	861 293
85	1968 - 2nd series	150 Box cars	10 093 240	2 018 648
86	1968 - 3rd series	200 Covered hopper cars-2 flat cars	8 212 961	1 692 961
87	1969	150 Box cars-125 woodchip cars-200 mech. refrig. cars		
88	1970	500 Box cars-50 flat cars		

(Continued on page 238-A)

Railroad Corporations - Operating - A

219. EQUIPMENT COVERED BY EQUIPMENT OBLIGATIONS

Give the particulars called for regarding the equipment obligations included in Schedule 218, "Funded Debt and Other Obligations" (accounts Nos. 764, "Equipment obligations and other debt due within 1 year" and 766, "Equipment obligations") at the close of the year. In column (a) show the name by which the equipment obligation is designated and in column (b) show

the classes of equipment and the number of units covered by the obligation. In column (c) show the contract price to the original debtor; in column (d) show the cash paid on acceptance of equipment by the original debtor; do not report the price paid on a subsequent sale and assumption of balance of debt.

Line No.	Designation of equipment obligation (List names in the same order as in Schedule 218) (a)	Description of equipment covered (b)	Contract price of equipment acquired (c)	Cash paid on acceptance of equipment (d)
1	Equipment Trust Certificates - (continued):			
2	Northern Pacific		\$	\$
3				
4	1957	40 Diesel loco. units-100 cov. hopper cars-200 steel ore cars	9 792 451	2 052 451
5	1957 - 2nd series	40 Diesel loco. units-100 cov. hopper cars-55 tank cars	8 047 529	1 527 529
6	1958	30 Diesel loco. units	4 844 744	939 744
7	1958 - 2nd series	28 Diesel loco. units-25 mech. refig. cars-450 box cars	9 632 419	3 117 419
8	1959	400 Box cars-100 refig. cars-50 mech. refig. cars	6 189 225	1 449 225
9	1959 - 2nd series	817 Box cars	7 540 032	1 525 032
10	1960	400 Box cars	4 445 736	1 025 736
11	1960 - 2nd series	100 Refig. cars-100 mech. refig. cars-75 flat cars-25 gondola cars-4 cov. hopper cars-15 diesel loco. units	8 104 868	1 609 868
12		566 Box cars-150 refig. cars	7 650 300	1 580 300
13	1960 - 3rd series	200 Refig. cars-401 box cars-50 mech. refig. cars-40 cov. hopper cars	8 867 412	1 782 412
14	1961			
15				
16	1962	156 Box cars-124 refig. cars-50 mech. refig. cars-25 flat cars	5 114 305	1 079 305
17				
18	1963	461 Box cars-100 refig. cars-25 mech. refig. cars-40 cov. hopper cars-25 flat cars	8 360 800	1 715 800
19				
20	1964	170 Cov. hopper cars-75 mech. refig. cars-50 flat cars-50 box cars-12 diesel loco. units	8 555 760	1 722 947
21				
22	1964 - 2nd series	100 hbl refig. cars-200 open top hopper cars-250 box cars-3 diesel loco. units	8 101 652	1 666 652
23				
24	1965	15 Diesel loco. units-50 cov. and 150 open top hopper cars-100 flat cars-25 gondola cars	8 014 481	1 624 481
25				
26	1965 - 2nd series	50 Cov. hopper cars-100 mech. refig. cars-200 RBL refig. cars	7 324 339	1 474 339
27	1966	400 Box cars-100 flat cars-5 diesel loco. units-22 stk. cars	8 807 042	1 787 042
28	1966 - 2nd series	2 Diesel loco. units-50 woodchip cars-125 mech. refig. cars-132 cov. and 100 open top hopper cars	8 459 856	1 769 856
29				
30	1966 - 3rd series	300 Woodchip cars-400 box cars	9 451 261	2 101 261
31	1968	10 Diesel loco. units-45 open top hopper cars-1 woodchip car	3 329 635	719 635
32	1968 - 2nd series	150 Woodchip cars	2 092 973	442 973
33	1969	150 Box cars-150 flat cars-50 mech. refig. cars	6 984 535	1 406 242
34	Conditional Sale Contracts:			
35	Burlington Northern Inc.			
36	Chase Manhattan Bank of N. Y.	4-1-70		
37		200 Gondola cars-100 bulkhead flat cars-500 cov. hopper cars-300 open top hopper cars	16 594 292	94 292
38	Chicago, Burlington & Quincy			
39	1st National Bank, Chicago	10-1-65	860 Rebuilt box cars	2 660 800
40	1st National Bank, Chicago	2-15-66	1 Gulfstream aircraft	1 329 262
41	1st National Bank, Chicago	3-1-66	739 Rebuilt hopper cars	2 644 365
42	Cont. Illinois Natl. Bank, Chicago	8-1-66	150 Box cars	1 959 016
43	Cont. Illinois Natl. Bank, Chicago	12-1-66	200 Dry van trailers	1 072 800
44	Cont. Illinois Natl. Bank, Chicago	9-1-67	650 Rebuilt box cars	2 004 000
45	Northern Trust Co., Chicago	3-1-65	34 Gallery type passenger cars	7 838 376
46	Northern Trust Co., Chicago	1-15-68	50 Flexi-vans	235 846
47	Northern Trust Co., Chicago	2-1-68	25 Flat cars	463 600
48	Harris Trust & Savings Bank, Chicago	4-1-68	550 Box cars	1 064 391
49	U. S. Bank of Omaha	7-1-68	70 Hopper cars	854 000
50	Mercantile Trust Co., St. Louis, Mo.	7-15-68	200 Hopper cars	404 432
51	1st National Bank, Omaha	1-1-69	21 High cube box cars	661 470
52	1st National Bank, Kansas City	2-1-69	303 Hopper cars	612 195
53	Northern Trust Co., Chicago	6-1-69	25 Caboose	368 318
54	Morgan Guaranty Trust Co., N. Y.	12-15-65	300 Hopper cars - 3 diesel loco. units	4 849 441
55	Morgan Guaranty Trust Co., N. Y.	4-1-66	450 Box cars-350 hopper cars-12 diesel loco. units	12 305 105
56	Morgan Guaranty Trust Co., N. Y.	7-1-67	150 Box cars-150 hopper cars-38 caboose	6 138 129
57	Morgan Guaranty Trust Co., N. Y.	11-1-67	50 Box cars - 250 gondola cars - 70 hopper cars	5 899 208
58	1st National City Bank, N. Y.	8-1-67	200 Box cars	3 149 570
59	U. S. National City Bank, N. Y.	1-15-68	25 Diesel loco. units - 700 hopper cars	13 200 486
60				
61	Great Northern			
62	1st Trust Co. of St. Paul	6-1-68	100 Woodchip cars - 20 flat cars - 20 cabooses	2 317 751
63				
64	Northern Pacific			
65	1st National Bank of Oregon	11-1-65	100 Flat cars-100 woodchip cars-20 gond. cars-10 baggage cars	4 559 088
66				68
67	1st National Bank of Oregon	5-1-66	9 Diesel loco. units-6 cov. and 41 open top hopper cars-50 woodchip cars-25 mech. refig. cars	4 590 003
68				90 003
69				
70	Morgan Guaranty Trust Co., N. Y.	3-1-67	16 Diesel loco. units - 318 cov. hopper cars	9 020 142
71	Morgan Guaranty Trust Co., N. Y.	5-1-67	100 Mech. refig. cars - 50 dump cars	4 143 824
72	1st Penn. Banking & Trust Co.	9-1-67	100 Mech. refig. cars-6 "high cube" box cars-25 drop and gondola cars-100 cov. hopper cars-100 flat cars-200 RBL refig. cars-200 steel box cars	10 425 471
73			150 Box cars - 200 flat cars	3 682 498
74			51 Mech. refig. conditinaire cars	1 711 106
75	1st National Bank, Chicago	1-3-68		
76	1st Trust Co. of St. Paul	11-1-69		
77				
78				
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220. INTEREST ON INCOME BONDS

1. Give particulars concerning interest payable, accrued, paid, and accumulated and unpaid on the securities having contingent interest provisions classified as (1) Mortgage Bonds, (2) Collateral Trust Bonds, and (3) Unsecured Bonds (Debentures), in schedule 218, "Funded Debt and Other Obligations."

2. In columns (a), (b), and (c) state the name, amount, and nominal rate of interest shown in columns (a), (v), and (d), respectively, in schedule 218, for each security of the kind indicated. List the names of such securities in the same order as in schedule 218.

3. In column (d) show the amount of interest payable for the year at the nominal rate, if earned, on all of the bonds outstanding at the close of the year plus those retired during the year.

4. In column (e) show the amount of interest charged to the income account for the year.

5. In column (f) show the difference between columns (d) and (e).

6. In columns (h), (i), and (j) show the amounts of interest actually paid during the year, segregated in columns (h) and (i) between payments applicable to the current year's accruals, and those applicable to past accruals.

7. In column (k) enter the maximum accumulation of unpaid interest as provided for in the bonds.

8. In column (l) show the sum of unearned interest accumulated under the provisions of the security plus the earned interest unpaid at the close of the year.

9. In the second section of this schedule show the particulars of the several items on the same line and in the same order as in the first section.

Line No.	Name of issue (from schedule 218)	Amount actually outstanding (from schedule 218)	Nominal rate of interest (from schedule 218)	AMOUNT OF INTEREST			
				Maximum amount payable, if earned		Amount actually payable under contingent interest provisions, charged to income for the year	
	(a)	(b)	(c)	(d)		(e)	
1	NONE			\$		\$	
2							
3							
4							
5							
6							
7							
8							
9							
10							

AMOUNT OF INTEREST—Concluded

Line No.	DIFFERENCE BETWEEN MAXIMUM PAYABLE IF EARNED AND AMOUNT ACTUALLY PAYABLE		TOTAL PAID WITHIN YEAR				Maximum period or percentage, for which cumulative, if any	Total accumulated unearned interest plus earned interest unpaid at the close of year
	Current year (f)	All years to date (g)	On account of current year (h)	On account of prior years (i)	Total (j)			
	(f)	(g)	(h)	(i)	(j)	(k)	(l)	
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								

222. AMOUNTS PAYABLE TO AFFILIATED COMPANIES

Give full particulars of amounts payable by the respondent to affiliated companies, as defined in connection with account No. 769, "Amounts payable to affiliated companies," in the Uniform System of Accounts for Railroad Companies. If any such amounts are evidenced by notes, each note should be separately shown in column (a). Entries in columns (e) and (f) should include interest accruals and interest payments on debt retired during the year, even though no portion of the debt remained outstanding at the close of the year. Show, also, in a footnote, particulars of interest charged to cost of property.

Line No.	Name of creditor company (a)	Rate of interest (b)	Balance at beginning of year (c)	Balance at close of year (d)	Interest accrued during year (e)	Interest paid during year (f)
1	Glacier Park Company (1) *	None %	\$ 5 033 281	\$ 3 748 935		
2	Burlington Northern (Manitoba)					
3	Limited (2) *	None	1 010 370	1 551 870		
4	Spokane, Portland and Seattle					
5	Railway Company *	None	38 156 451	36 360 503		
6	Winona Bridge Railway					
7	Company *	None	-	66 675		
8						
9						
10	TOTAL		42 200 102	41 727 983		

NOTES AND REMARKS

- (1) Cuyuna Realty Company and Monad Company merged into Glacier Park Company effective January 1, 1971.
- (2) Formerly The Midland Railway Company of Manitoba - name changed effective July 27, 1971.
- * Open accounts not subject to current settlement.

223. ITEMS IN SELECTED CURRENT LIABILITY ACCOUNTS

Give description and particulars for each item or class of items of like description in accounts Nos. 751, "Loans and notes payable"; 759, "Accrued accounts payable"; and 763, "Other current liabilities," at the close of the year. Show character of loans and notes, with name of creditor (or class of creditors), dates of issue and maturity, and appropriate description for each class of accrued accounts payable and for the other current liabilities. Show each item (or the aggregate of a class of items of like description) amounting to \$100,000 or more. Each item or class

of items of like description amounting to less than \$100,000 may be combined into a single entry designated "Other items, each less than \$100,000." The entries for each account shall be listed and the account number and the total for each account shall be shown corresponding to the amounts in Schedule 2001L. In case the character of any item is not fully disclosed by the entries in the columns hereunder, make a full explanation in a footnote.

Line No.	Account No. (a)	Item (b)	Amount (c)	
			\$	None
1	751	<u>Loans and Notes Payable</u>		
2				
3	759	<u>Accrued Accounts Payable</u>		
4		Accrued car lease payments	941	498
5		Accrued charges handling TOFC	493	197
6		Anticipated payrolls and vouchers	13 761	970
7		Burlington Equipment Company - Car repair programs	356	356
8		Foreign line car repairs	2 088	628
9		Loss and damage, personal injury and overcharge claims	16 078	599
10		Oil and gas expenses	711	000
11		Per diem due foreign lines	8 898	982
12		Rockland Alpha Equipment Corporation	233	544
13		Severance liability - Pullman Company	542	000
14		Vacation pay	29 800	000
15		Other items, each less than \$100,000	748	631
16				
17		Total Account 759	74 634	405
18				
19	763	<u>Other Current Liabilities</u>		
20		Contractors retained percentages	1 190	791
21		Deposits for track	632	060
22		Equipment trust maturities	233	000
23		Incentive per diem payable	359	989
24		Mortgage bonds called	241	536
25		National Railroad Passenger Corporation	11 944	596
26		Prepaid freight charges	8 520	253
27		Other items, each less than \$100,000	464	326
28				
29		Total Account 763	23 586	551
30				
31				
32				
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34				
35				
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224. FEDERAL INCOME AND OTHER TAXES ACCRUED

Give the particulars called for with respect to the balances at close of year in accounts Nos. 760, "Federal income taxes accrued" and 761, "Other taxes accrued."

Line No.	Kind of tax (a)	Previous year (b)			Current year (c)			Balance at close of year (d)		
		\$			\$			\$		
1	Federal income taxes.....	10	74	457		834	521	11	583	976
	TOTAL (account 760).....									
2	Railway property State and local taxes (532).....				20	017	401	20	017	401
3	Old-age retirement (532).....				5	814	923	5	814	923
4	Unemployment insurance (532).....				2	824	462	2	824	462
5	Miscellaneous operating property (535).....				2	857	208	2	857	208
6	Miscellaneous tax accruals (544).....									
7	All other taxes.....					4	841		4	841
8	TOTAL (account 761).....				31	518	835	31	518	835

NOTES AND REMARKS

225. ITEMS IN SELECTED RESERVE AND OTHER LIABILITY ACCOUNTS

Give description and particulars for each item or class of items of like description in accounts Nos. 771, "Pension and welfare reserves"; 772, "Insurance reserves"; 774, "Casualty and other reserves"; 782, "Other liabilities"; and 784, "Other deferred credits," at the close of the year. Show creditor (or class of creditors) for deferred liabilities, and appropriate description of each class of operating reserve and for items of deferred credits. Show each item (or the aggregate of a class

of items of like description) amounting to \$100,000 or more. Each item or class of items of like description amounting to less than \$100,000 may be combined into a single entry designated "Other items, each less than \$100,000." The entries for each account shall be listed and the account number and the total for each account shall be shown corresponding to the amounts in Schedule 200L. In case the character of any item is not fully disclosed by the entries in the columns hereunder, make a full explanation in a footnote.

Line No.	Account No. (a)	Item (b)	Amount (c)		
1	771	Pension and Welfare Reserves	\$	12	734 062
2					
3	772	Insurance Reserves			
4		Self insurance reserve		4	834 059
5					
6	774	Casualty and Other Reserves			
7		Loss and damage, personal injury and overcharge claims		6	872 240
8		Merger expense - Dismantle depreciable property		4	658 320
9		Merger expense - Furloughed employees		7	167 044
10		Payments under joint facility agreement - N.R.P.C.		1	319 880
11		Severance and protective payments to employees - N.R.P.C.		7	316 733
12					
13		Total Account 774		27	334 217
14					
15	782	Other Liabilities			
16		Davenport, Rock Island & No. Western Ry. Co. road and equipment depreciation		235	440
17		Deferred compensation		134	056
18		Deferred installments and special assessments		686	546
19		Deposit for construction of side tracks		2	364 290
20		National Railroad Passenger Corporation		14	865 391
21		Vancouver, Washington, elevator - Nonoperating property depreciation		116	002
22		Other minor items, each less than \$100,000		213	313
23					
24		Total Account 782		18	616 038
25					
26	784	Other Deferred Credits			
27		A.F.E. suspense		1	915 228
28		Equipment lease rental suspense - Credit		1	303 467
29		Federal income tax refunds suspense		869	132
30		Freight accounting suspense		893	693
31		Freight claims - Sales suspense		229	404
32		Passenger accounting suspense		195	263
33		Per diem payable		133	531
34		Track amortization suspense		9	092 285
35		Other minor items, each less than \$100,000		577	610
36					
37		Total Account 784		15	209 615
38					
39					
40					
41					
42					
43					
44					
45					

NOTES AND REMARKS

228. CAPITAL STOCK

Give particulars of the various issues of capital stock of the respondent, distinguishing separate issues of any general class, if different in any respect.

In the second section list particulars of the various issues on the same lines and in the same order as in the first section.

Identify the entries in columns (m) to (s), inclusive, in a manner which will indicate whether par value or the number of shares is shown.

In stating the date of an authorization the date of the latest assent or ratification necessary to its validity should be shown; e. g., in case an authorization is required to be ratified by stockholders after action by the board of directors, but is not required to be approved by any State or other governmental board or officer, give the date of approval by stockholders; if the assent

of a State railroad commission or other public board or officer is necessary, give the date of such assent, or if subsequent to such assent notice has to be filed with a secretary of state or other public officer and a tax or other fee has to be paid as a *condition precedent* to the validity of the issue, give the date of such payment. In case some *condition precedent* has to be complied with after the approval and ratification of the stockholders has been obtained, state, in a footnote, the particulars of such condition and of the respondent's compliance therewith.

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 for a valuable consideration, and such purchaser holds them free from control by the respondent. All securities actually issued and not reacquired by or for the respondent are considered to be *actually outstanding*. If reacquired by or for the respondent under such circumstances as require them to be considered as held alive, and not canceled or retired, they are considered to be *nominally outstanding*.

Column (d) refers to the initial preference dividend payable before any common dividend; columns (k) and (l) to participations in excess of initial preference dividend; at a specified percentage or amount (nonpar stock) (column (k)) or a percentage or proportion of the profits (column (l)).

Line No.	Class of stock	Date issue was authorized	Par value per share (if non-par, so state)	PREFERRED STOCK									
				Dividend rate specified in contract	Total amount of accumulated dividends		CUMULATIVE		Noncumulative ("Yes" or "No")	OTHER PROVISIONS OF CONTRACT			
							To extent earned ("Yes" or "No")	Fixed \$ rate or percent specified by contract		Convertible ("Yes" or "No")	Callable or redeemable ("Yes" or "No")	PARTICIPATING DIVIDENDS	
												Fixed amount or percent (Specify)	Fixed ratio with common (Specify)
(a)	(b)	(c)	(d)	(e)		(f)	(g)	(h)	(i)	(j)	(k)	(l)	
		\$		\$									
1	Common												
2	Full share certificates	*3-2-70	No par	XXXXX	XX	XX	XXXXX	XXXXXXXX	XXXXX	XXXXX	XXXXXXXX	XXXXXX	XXXXXX
3				XXXXX	XX	XX	XXXXX	XXXXXXXX	XXXXX	XXXXX	XXXXXXXX	XXXXXX	XXXXXX
4				XXXXX	XX	XX	XXXXX	XXXXXXXX	XXXXX	XXXXX	XXXXXXXX	XXXXXX	XXXXXX
5	Preferred			XXXXX	XX	XX	XXXXX	XXXXXXXX	XXXXX	XXXXX	XXXXXXXX	XXXXXX	XXXXXX
6	Cumulative	*3-2-70	10	5-1/2%	None		(See note)	None	No	No	Yes	None	None
7													
8	Debtenture	Note:	The holders of Preferred Stock shall be entitled to receive fully cumulative dividends at										
9			the rate of 5 1/2% of the par value per share, and no more, per annum when and as declared										
10	Receipts outstanding for installments paid*		by the Board of Directors of the Corporation out of funds legally available therefor.										
11													
12	* Date of filing with Secretary of the State of Delaware of Certificate of Amendment of Certificate of Incorporation.												
13	TOTAL		XXXXX	XXXXXX			XXXXX	XXXXXXXX	XXXXX	XXXXXX	XXXXXXXX	XXXXXX	XXXXXX

Line No.	PAR VALUE OF PAR-VALUE STOCK OR NUMBER OF SHARES OF NONPAR STOCK										STOCK ACTUALLY OUTSTANDING AT CLOSE OF YEAR					
	Authorized		Authenticated		NOMINALLY ISSUED AND		Actually issued		REACQUIRED AND		Number of shares		Par value of par-value stock		Book value of stock without par value	
	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)	(x)	(y)	(z)	(aa)	(ab)
1	Shares	Shares					Shares									
2	17 500 000	12 267 202					12 267 202				12 267 202				536 232 262	437127
3																
4	Par	Par					Par									
5	31 023 330	30 725 360					30 725 360				3 072 536		30 725 360			
6																
7																
8																
9																
10																
11																
12																
13	XX	XX	XX	XX	XX	XX	XX	XX	XX	XX	15 339 738		30 725 360		536 232 262	245

*State the class of capital stock covered by the receipts.

229. CAPITAL STOCK CHANGES DURING THE YEAR

Give full particulars of stocks actually or nominally issued (either original issues or reissues) and of stocks reacquired or canceled during the year.

In the second section of the schedule show the particulars of the several issues on the same lines and in the same order as in the first section.

In column (c) state whether issued for construction of new properties, for additions and betterments, for purchase of railroad or other property, for conversion, for acquisition of securities, for reorganization, or for other corporate purposes. If an issue of securities was authorized for more than one purpose, state amount applicable to each purpose. Also

give the number and date of the authorization by the public authority under whose control such issue was made, naming such authority. In column (e) include as cash all money, checks, drafts, bills of exchange and other commercial paper payable at par on demand. For nominally issued stock, show returns in columns (a), (b), (c), and (d) only. For each class of stock actually issued, the sum of the entries in columns (e), (f), and (h), plus discounts or less premiums in column (g), should equal the total par value or the book value represented by the total number of shares reported in column (d).

Particulars concerning the reacquirement of stock that was actually outstanding should be given in columns (a), (i), and (j).

Line No.	Class of stock	Date of issue	Purpose of the issue and authority	STOCKS ISSUED DURING YEAR			Net proceeds received for issue (cash or its equivalent)		
				(a)	(b)	(c)	(d)	(e)	(f)
1	Common No Par	Various	Conversion of shares of predecessor cos. Shs.				140 460	6 141	138
2	Cumulative 5½% Pref.	"	Conversion of shares of predecessor cos. Par				316 570	316 570	
3									
4	Common No Par	Various	Stock Purchase Plan I.C.C. F. Dockets						
5			18556, 19221, 17570, 24857 Shs.				2 075	78 498	
6	Cumulative 5½% Pref.	June 9, 1971	Stock Purchase Plan I.C.C. F. Docket						
7			17570 Par				500	500	
8									
9									
10									
11									
12									
13									
14									
15	Total Account 791		TOTAL				6 536 706		

Net. 6,536,706

Line No.	STOCKS ISSUED DURING YEAR—Concluded			STOCKS REACQUIRED DURING YEAR			Remarks
	Cash value of other property acquired or services received as consideration for issue	Net total discounts (in black) or premiums (in red). Excludes entries in column (a)	Expense of issuing capital stock	Par value (For nonpar stock show the number of shares)	Purchase price		
	(f)	(g)	(h)	(i)	(j)		(k)
1	\$	\$	\$	\$	\$		
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
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14							
15							

230. STOCK LIABILITY FOR CONVERSION OF SECURITIES OF OTHER COMPANIES

If at the close of the year respondent was subject to any liability to issue its own capital stock in exchange for outstanding securities of constituent of other companies, give full particulars thereof hereunder, including names of parties to contracts and abstracts of terms of contracts whereunder such liability exists.

46 410 Shares Burlington Northern Inc. common stock	\$2 027 633
357 Shares Burlington Northern Inc. preferred stock	83 570
	\$2 111 203

231. CAPITAL SURPLUS

Give an analysis in the form called for below of capital surplus accounts. In column (a) give a brief description of the item added or deducted and in column (b) insert the contra account number to which the amount stated in column (c), (d) or (e) was charged or credited.

Line No.	Item (a)	Contra account number (b)	ACCOUNT NO.								
			794. Premiums and Assessments on Capital Stock (c)			795. Paid-In Surplus (d)			796. Other Capital Surplus (e)		
			\$			\$			\$		
1	Balance at beginning of year.....	X X X									
2	Additions during the year (describe):										
3											
4	NONE										
5											
6											
7	Total additions during the year.....	X X X									
8	Deductions during the year (describe):										
9											
10											
11											
12	Total deductions.....	X X X									
13	Balance at close of year.....	X X X									

232. RETAINED INCOME—APPROPRIATED

Give an analysis in the form called for below of account No. 797, "Retained income—Appropriated."

Line No.	Class of appropriation (a)	Credits during year (b)			Debits during year (c)			Balance at close of year (d)		
		\$			\$			\$		
31	Additions to property through retained income.....							48	024	860
32	Funded debt retired through retained income.....							1	125	600
33	Sinking fund reserves.....	1	125	000	1	125	000			
34	Incentive per diem funds.....									
35	Miscellaneous fund reserves.....									
36	Retained income—Appropriated not specifically invested.....									
	Other appropriations (specify):									
37	Incentive per diem.....	2	219	791				2	775	030
38										
39										
40										
41										
42										
43										
44										
45										
46	TOTAL.....	3	344	791	1	125	000	51	925	490

233. CONTINGENT ASSETS AND LIABILITIES

1. Give particulars with respect to contingent assets and liabilities at the close of the year, in accordance with Instruction 6-6 in the Uniform System of Accounts for Railroad Companies, that are not reflected in the accounts of the respondent and the value of the item amounts to \$100,000 or more. If an actual monetary amount is not known and an estimate of the amount of any item involved is not feasible, disclosure should be made describing the contingency and explaining why an estimate is not determinable.

Examples of contingent liabilities are items which may become obligations as a result of pending or threatened litigation, assessments or possi-

ble assessments of additional taxes, and agreements or obligations to repurchase securities or property.

2. Information concerning the guaranties and suretyships are to be shown in other schedules provide for those items and not in this schedule.

3. In column (a) give a description of each item of contingent assets and liabilities under an inserted caption "CONTINGENT ASSETS" or "CONTINGENT LIABILITIES," as appropriate, and in column (b) show the amount of each item.

Line No.	Item (a)	Amount (b)
1	Contingent Liabilities	
2	At December 31, 1971 the respondent was liable as guarantor, individually	
3	or jointly with others, of certain obligations of affiliated companies amounting	
4	to \$163,757,084. In addition, the respondent is contingently liable as guarantor	
5	together with other participating companies, of certain obligations of Trailer	
6	Train Company. At December 31, 1971 such obligations aggregated approximately	
7	\$39,900,134.	
8		
9	The respondent carries a service interruption policy with the Imperial	
10	Insurance Company, Limited under which it will be entitled to indemnity for cer-	
11	tain work-stoppage losses. In the event such losses are sustained by other	
12	railroads holding similar policies, the respondent may be obligated to pay	
13	additional premiums.	
14		
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300. INCOME ACCOUNT FOR THE YEAR

1. Give the Income Account of the respondent for the year in accordance with the rules prescribed in the Uniform System of Accounts for Railroad Companies.

2. In column (d) show against the appropriate account the amount of income that is offset by deductions in other income accounts of respondent so far as they relate to companies the operations of which are covered by this operating report, the amount of such deductions or dispositions to be also shown against appropriate accounts. For example, road (A) operates road (B) under lease for a

rental of \$1,000,000, but road (A) owns 50 percent of the stock of road (B) on which it receives \$250,000 in dividends. The entries in column (d) should be: Account No. 513, "Dividend income," \$250,000; Account No. 542, "Rent for leased roads and equipment," \$250,000. Again, if road (C) has issued its own securities to acquire a part or all of the securities of road (D), a separately operated carrier, no entries should be made in column (d) by road (C) even though dividends or interest be received on such securities held by road (C). But if road (D) is a

Line No.	Item (a)	Amount for current year (b)			Amount for preceding year (c)			Offsetting debits and credits for current year (d)		
		\$	xx	xx	\$	xx	xx	\$	xx	xx
1	ORDINARY ITEMS									
2	OPERATING INCOME									
3	RAILWAY OPERATING INCOME									
4	(501) Railway operating revenues (p. 303)	940	162	148	870	453	337			
5	(531) Railway operating expenses (p. 310)	778	535	507	734	426	360			
6	Net revenue from railway operations	161	626	641	136	026	977			
7	(532) Railway tax accruals (p. 316)	80	318	082	81	791	933			
8	Railway operating income	81	308	559	54	235	044			
9	RENT INCOME									
10	(503) Hire of freight cars and highway revenue equipment— Credit balance (p. 319)	2	075	218	1	031	234			
11	(504) Rent from locomotives (p. 320)		151	529		255	233			
12	(505) Rent from passenger-train cars (p. 320)									
13	(506) Rent from floating equipment		183	107		119	511			
14	(507) Rent from work equipment	4	423	692	3	856	774			
15	(508) Joint facility rent income	6	833	546	5	262	752			
16	Total rent income									
17	RENTS PAYABLE									
18	(536) Hire of freight cars and highway revenue equipment—Debit balance (p. 319)	30	348	064	14	160	414			
19	(537) Rent for locomotives (p. 320)	5	199	720	2	620	945			
20	(538) Rent for passenger-train cars (p. 320)		19	247		195	701			
21	(539) Rent for floating equipment									
22	(540) Rent for work equipment		13	038		35	493			
23	(541) Joint facility rents	3	847	886	4	105	226			
24	Total rents payable	39	427	955	21	117	779			
25	Net rents (lines 15, 23)	(32)	594	409	(15)	855	027			
26	Net railway operating income (lines 7, 24)	48	714	150	38	380	017			
27	OTHER INCOME									
28	(502) Revenues from miscellaneous operations (p. 231)					10	408			
29	(509) Income from lease of road and equipment (p. 317)		24	535		27	574			
30	(510) Miscellaneous rent income (p. 317)	5	857	446	5	277	006			
31	(511) Income from nonoperating property (p. 231)	15	912	010	13	798	465			
32	(512) Separately operated properties—Profit (p. 318)					19	944			
33	(513) Dividend income		536	413	1	195	011			
34	(514) Interest income	3	008	467	6	007	115			
35	(516) Income from sinking and other reserve funds		647	066	1	438	533			
36	(517) Release of premiums on funded debt									
37	(518) Contributions from other companies									
38	(519) Miscellaneous income (p. 323)	10	064	864	12	255	172			
39	Total other income	36	050	801	40	029	228			
40	Total income (lines 25, 38)	84	764	951	78	409	245			
41	MISCELLANEOUS DEDUCTIONS FROM INCOME									
42	(534) Expenses of miscellaneous operations (p. 231)					38	784			
43	(535) Taxes on miscellaneous operating property (p. 231)									
44	(543) Miscellaneous rents (p. 322)		94	334		142	504			
45	(544) Miscellaneous tax accruals (p. 231)	3	309	716	2	610	513			
46	(545) Separately operated properties—Loss (p. 318)		149	668						
47	(549) Maintenance of investment organization									
48	(550) Income transferred to other companies									
49	(551) Miscellaneous income charges (p. 323)	9	841	829	3	696	652			
50	Total miscellaneous deductions	13	395	547	6	488	453			
51	Income available for fixed charges (lines 39, 49)	71	369	404	71	920	792			

300. INCOME ACCOUNT FOR THE YEAR—Continued

"proprietary" company for which no separate operating report is rendered, appropriate entries in column (d) should be made by road (C). If a leased road is assigned to another company for operation, the rent paid should be offset by the rent received. The examples indicated should not be taken to exclude others of a similar nature.

3. Returns for the year reported on lines 1 to 25, inclusive, should be analyzed in columns (e) to (k) in accordance with the Commission's rules governing the separation of operating

expenses between freight and passenger service; railroads.

4. Any unusual accruals involving substantial amounts included in column (h) on lines 5 to 63, inclusive, should be fully explained in a footnote.

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

RAIL-LINE, INCLUDING WATER TRANSFERS

Related solely to freight service (e)			Apportioned to freight service (f)			Total freight service (g)			Related solely to passenger and allied services (h)			Apportioned to passenger and allied services (i)			Total passenger service (j)			Other items not related to either freight or to passenger and allied services (k)			Line No.
\$			\$			\$			\$			\$			\$			\$			
xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	1
xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	2
922	622	559	xx	xx	xx	922	622	559	17	539	589	xx	xx	xx	17	539	589	xx	xx	xx	3
482	811	742	246	794	289	729	606	031	34	796	691	14	132	785	48	929	476				4
xx	xx	xx	xx	xx	xx	193	016	528	xx	xx	xx	xx	xx	xx	(31)	389	887				5
51	723	883	23	742	874	75	466	757	3	477	147	1	374	178	4	851	325				6
xx	xx	xx	xx	xx	xx	117	549	771	xx	xx	xx	xx	xx	xx	(36)	241	212				7
xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	8
1	808	343				1	808	343	266	875					266	875					9
									151	529					151	529					10
	17	359		159	321		176	680		330		6	097		6	427					11
2	507	361	1	849	943	4	357	304	19	926		46	462		66	388					12
xx	xx	xx	xx	xx	xx	6	342	327	xx	xx	xx	xx	xx	xx	491	219					13
xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	14
30	348	064				30	348	064	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	15
5	198	993				5	198	993		727						727					16
									19	247					19	247					17
	1	236		11	344		12	580		24			434			458					18
2	542	375		197	199	2	739	574	1	042	052	66	260		1	108	312				19
xx	xx	xx	xx	xx	xx	38	299	211	xx	xx	xx	xx	xx	xx	1	128	744				20
xx	xx	xx	xx	xx	xx	(31)	956	884	xx	xx	xx	xx	xx	xx	(637)	525					21
xx	xx	xx	xx	xx	xx	85	592	887	xx	xx	xx	xx	xx	xx	(36)	878	737				22

If this report is made for a system, list hereunder the names of all companies included in the system returns:

300. INCOME ACCOUNT FOR THE YEAR—Concluded

Line No.	Item (a)	Amount for current year (b)			Amount for preceding year (c)			Offsetting debits and credits for current year (d)		
		\$	xx	xx	\$	xx	xx	\$	xx	xx
51	FIXED CHARGES	xx	xx	xx	xx	xx	xx	xx	xx	xx
52	(542) Rent for leased roads and equipment (p. 321)	1	081	170	1	728	158			
53	(546) Interest on funded debt:	xx	xx	xx	xx	xx	xx	xx	xx	xx
54	(a) Fixed interest not in default	38	807	643	35	944	325			
55	(b) Interest in default									
56	(547) Interest on unfunded debt		63	175		747	806			
57	(548) Amortization of discount on funded debt		482	995		500	136			
58	Total fixed charges	40	434	983	38	920	425			
59	Income after fixed charges (lines 50, 58)	30	934	421	33	000	367			
60	OTHER DEDUCTIONS	xx	xx	xx	xx	xx	xx	xx	xx	xx
61	(546) Interest on funded debt:	xx	xx	xx	xx	xx	xx	xx	xx	xx
62	(c) Contingent interest									
63	Ordinary income (lines 59, 62)	30	934	421	33	000	367			
64	EXTRAORDINARY AND PRIOR PERIOD ITEMS	xx	xx	xx	xx	xx	xx	xx	xx	xx
65	(570) Extraordinary items — Net Credit (Debit)(p. 323)	(80)	681	714						
66	(580) Prior period items — Net Credit (Debit)(p. 323)									
67	(590) Federal income taxes on extraordinary and prior period items— Debit (Credit)(p. 323)	(13)	205	646						
68	Total extraordinary and prior period items — Credit (Debit)	(67)	476	068						
69	Net income transferred to Retained Income-Unappropriated (lines 63, 68)	(36)	541	647	33	000	367			

NOTE —See page 301B for explanatory notes, which are an integral part of the Income Account for the Year.

NOTES AND REMARKS

INCOME ACCOUNT FOR THE YEAR—EXPLANATORY NOTES

The space below is provided for the purpose of disclosing additional information concerning items of income for the current year. Each carrier shall give the particulars of items herein. Enter in separate notes with suitable explanation, amounts included in income accounts in connection with any unusual and material accrual or changeover in accounting practice, and other matters of the character commonly disclosed in financial statements under generally accepted accounting and reporting principles. Minor items which have no consequential

effect on net income for the year need not be reported. If carrier has nothing to report, insert the word "None". The tax consequences of use of accelerated depreciation and tax guideline service lives, the investment tax credit, as well as other unusual and significant tax items and matters, are to be disclosed in Schedule 350, under Section C pertaining to analysis of Federal income taxes. The explanation of items included in accounts 570, "Extraordinary items"; 580, "Prior period items"; and 590, "Federal income taxes on extraordinary and prior period items" are to be disclosed in Schedule 396, page 323.

The extraordinary charge of \$80,681,714 recorded in Account 570 and the related deferred Federal income tax credit of \$13,205,646 recorded in Account 590 during 1971 represent estimated current and future losses arising from retirement of passenger equipment, physical facilities, certain investments and advances and related items, for all required payments to acquire stock in National Railroad Passenger Corporation, including relocation costs for passenger service employees whose positions are protected.

The reporting carrier's share of the accumulated earnings and losses, since acquisition of majority-owned subsidiaries not consolidated in this report, amounted to \$104,610,277. This amount is included in the consolidated financial statements which are a part of the Burlington Northern Inc. annual report to stockholders for the year 1971.

305. RETAINED INCOME—UNAPPROPRIATED

1. Show hereunder the items of the Retained Income 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 indicated in parentheses.
3. Indicate under "Remarks" the amount of assigned Federal income tax consequences, accounts 606 and 616.

Line No.	Item (a)	Amount (b)	Remarks (c)
	CREDITS		
1	(602) Credit balance transferred from Income (p. 301A) -----	\$ (36 541 647)	
2	(606) Other credits to retained income -----		Net of Federal income taxes ----- \$ <u>None</u>
3	(622) Appropriations released -----	1 125 000	
4	Total -----	(35 416 647)	
	DEBITS		
5	(612) Debit balance transferred from Income (p. 301A) -----	36 541 647	
6	(616) Other debits to retained income -----		Net of Federal income taxes ----- \$ <u>None</u>
7	(620) Appropriations for sinking and other reserve funds -----	1 125 000	
8	(621) Appropriations for other purposes -----	2 219 791	
9	(623) Dividends (p. 302) -----	20 587 243	
10	Total -----	60 973 681	
11	Net increase during year* -----	(59 348 681)	
12	Balance at beginning of year (p. 201)* -----	1030 329 174	
13	Balance at end of year (carried to p. 201)* -----	970 980 493	

* Amount in parentheses indicates debit balance.

Note.—See p. 323, schedule 396, for analysis of Retained Income accounts.

308. DIVIDEND APPROPRIATIONS

1. Give particulars of each dividend declared. For par value or nonpar stock, show in column (d) the respective total par value or total number of shares on which dividend was declared and the corresponding rate percent or per share in column (b) or (c). If any such dividend was payable in anything other than cash, explain the matter fully in a footnote.
2. If an obligation of any character has been incurred for the purpose of procuring funds for the payment of any dividend or for the purpose of

replenishing the treasury of the respondent after payment of any dividend, give full particulars in a footnote. If any class of stock received a return not reportable in this schedule, state the particulars of the case in a footnote.

3. The sum of the dividends stated in column (e) should equal the amount shown in schedule No. 305.

Line No.	Name of security on which dividend was declared (a)	Rate percent (par value stock) or rate per share (nonpar stock)		Total par value of stock or total number of shares of nonpar stock on which dividend was declared (d)	Dividends (account 623) (e)	DATES	
		Regular (b)	Extra (c)			Declared (f)	Payable (g)
				Shares			
41	Preferred stock	\$.1375		3 080 843	423 616	1-29-71	3-13-71
42	Common "	.375		12 311 757	4 616 909	3-23-71	5-12-71
43	Preferred "	.1375		3 080 893	423 623	5-13-71	6-30-71
44	Common "	.375		12 312 047	4 617 018	7- 8-71	8-12-71
45	Preferred "	.1375		3 080 893	423 623	7- 8-71	9-30-71
46	Common "	.375		12 313 612	4 617 604	10-15-71	11-11-71
47	Preferred "	.1375		3 080 893	423 623	10-15-71	12-31-71
48	Common "	.375		12 313 612	4 617 605	12- 7-71	2-11-72
49	Preferred "	.1375		3 080 893	423 622	12- 7-71	3-31-72
50							
51				2 27 848 30 808 830	2 118 107		
52				150 Com 12 312 757 2 538 223 853	18 469 136		
53				TOTAL	20 587 243		

310. RAILWAY OPERATING REVENUES

1. State the railway operating revenues of the respondent for the year classifying them in accordance with the Uniform System of Accounts for Railroad Companies and distribute the amounts among the classes of service as indicated. In the absence of records separating revenues between freight and passenger trains, the distribution should be estimated on the basis of the best data available.

2. Assign rail-line revenues, including revenues from water transfers and highway motor vehicle operations, to "Freight service" or to "Passenger and allied services" according to the type of train (or other equipment) by which the traffic moved.

3. Incidental revenues should be assigned as provided for in the schedule.

4. Revenues which are not assignable to freight service or to passenger and allied services are includible in column (e) only in cases where the related operating expenses are reportable in column (i) of schedule No. 320. If the expenses are assigned to the class of service mentioned, the revenues, likewise, should be distributed on an equitable basis.

5. Any unusual accruals involving substantial amounts included in column (b) should be fully explained in a footnote.

Line No.		Class of railway operating revenues			Amount of revenue for the year			RAIL-LINE REVENUES, INCLUDING WATER TRANSFERS				Other revenues not assign- able to freight or to passenger and allied services			Remarks
		(a)			(b)			Assignable to freight service (c)		Assignable to passenger and allied services (d)		(e)			(f)
					\$			\$			\$				
		TRANSPORTATION--RAIL LINE			#	887	664 857	887	162 279		502 578				
1	(101) Freight*		11	457 388					32	11	457 856				
2	(102) Passenger*			65 591							65 591				
3	(103) Baggage			304 343							304 343				
4	(104) Sleeping car			6 028							6 028				
5	(105) Parlor and chair car		15	995 361		12	847 592		3	148 369					
6	(106) Mail		1	383 683		1	383 683								
7	(107) Express			85 203							85 203				
8	(108) Other passenger-train†			18 761			3 049			15	712				
9	(109) Milk		8	911 662		8	911 662								
10	(110) Switching*														
11	(113) Water transfers														
12	Total rail-line transportation revenue		925	893 977		910	308 297		15	585 680					
		INCIDENTAL													
13	(131) Dining and buffet			740 990							740 990				
14	(132) Hotel and restaurant			378 822			119 935			258 887					
15	(133) Station, train, and boat privileges			69 548						69 548					
16	(135) Storage--Freight			120 104			120 104								
17	(137) Demurrage		6	604 493		6	604 493								
18	(138) Communication			49 239			45 590			3 649					
19	(139) Grain elevator														
20	(141) Power														
21	(142) Rents of buildings and other property		1	446 011		1	377 503			68 508					
22	(143) Miscellaneous		3	490 850		3	478 507			12 343					
23	Total incidental operating revenue		12	903 057		11	746 132		1	153 925					
		JOINT FACILITY													
24	(151) Joint facility--Cr.		1	382 428			581 016			801 412					
25	(152) Joint facility--Dr.)			114 314			12 886			1 428					
26	Total joint facility operating revenue		1	368 114			568 130			799 984					
27	Total railway operating revenues		940	162 148		922	622 559		17	539 589					

*Report hereunder the charges to these accounts representing:

A. Payments made to others for--

- Terminal collection and delivery services when performed in connection with line-haul transportation of freight on the basis of freight tariff rates: \$ 4,182,931
 (a) Of the amount reported for item A.1, 46% (to nearest whole number) represents payments for collection and delivery of L.C.I. freight either in TOFC trailers or otherwise. The percentage reported is (check one):
 Actual: ☐ Estimated: ☒
- Switching services when performed in connection with line-haul transportation of freight on the basis of switching tariffs and allowances out of freight rates, including the switching of empty cars in connection with a revenue movement: \$ 13,002,221
- Substitute highway motor service in lieu of line-haul rail service performed under tariffs published by rail carriers (does not include traffic moved on joint rail-motor rates): \$ 90,091
 (e) Payments for transportation of persons: \$ 1,461,096
 (b) Payments for transportation of freight shipments: \$

† Governmental aid for providing passenger, commuter or other passenger-train service included in account 108, as provided in item (d) of that account. \$ None

NOTE--Gross charges for protective services to perishable freight, without deduction for any proportion thereof credited to account No. 101, "Freight" (not required from switching and terminal companies):

- Charges for service for the protection against heat: \$ 3,336,296
- Charges for service for the protection against cold: \$ 246,229

Account 101-Freight revenue includes \$703,070, representing respondent's proportion of revenue derived from local traffic handled on the Camas Prairie Railroad Company, for which the ton and ton-mile statistics are reported in Annual Report Form C of the operating company.

320. RAILWAY OPERATING EXPENSES

State the railway operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies, and analyzing them in accordance with the Commission's rules governing the separation of operating expenses between freight and passenger service; railroads. The returns to accounts 202-221 should be classified as provided for by instructions pertaining to those accounts in the effective rules. The designations shown in column (a) for these accounts are defined as follows:

Line No.	Name of railway operating expense account (a)	Amount of operating expenses for the year (b)		
		\$	xx	xx
1	MAINTENANCE OF WAY AND STRUCTURES			
2	(201) Superintendence.....		13	835 273
3	(202) Roadway maintenance—Yard switching tracks.....	(	1	566 952
4	Roadway maintenance—Way switching tracks.....	10,260,727	(	270 616
5	Roadway maintenance—Running tracks.....	(	8	423 159
6	(206) Tunnels and subway—Yard switching tracks.....	(		
7	Tunnels and subway—Way switching tracks.....	451,980	(	
8	Tunnels and subway—Running tracks.....	(		451 980
9	(208) Bridges, trestles, and culverts—Yard switching tracks.....	(		226 786
10	Bridges, trestles, and culverts—Way switching tracks.....	5,547,529	(	22 020
11	Bridges, trestles, and culverts—Running tracks.....	(	5	238 733
12	(210) Elevated structures—Yard switching tracks.....			
13	Elevated structures—Way switching tracks.....			
14	Elevated structures—Running tracks.....			
15	(212) Ties—Yard switching tracks.....	(		729 023
16	Ties—Way switching tracks.....	8,979,700	(	100 731
17	Ties—Running tracks.....	(	8	146 946
18	(214) Rails—Yard switching tracks.....	(		590 679
19	Rails—Way switching tracks.....	5,239,142	(	93 310
20	Rails—Running tracks.....	(	4	555 153
21	(216) Other track material—Yard switching tracks.....	(	1	231 840
22	Other track material—Way switching tracks.....	8,524,007	(	43 188
23	Other track material—Running tracks.....	(	7	248 979
24	(218) Ballast—Yard switching tracks.....	(		157 106
25	Ballast—Way switching tracks.....	2,141,789	(	30 008
26	Ballast—Running tracks.....	(	1	953 975
27	(220) Track laying and surfacing—Yard switching tracks.....	(	4	343 009
28	Track laying and surfacing—Way switching tracks.....	31,416,792	(	255 423
29	Track laying and surfacing—Running tracks.....	(	26	818 360
30	(221) Fences, snow sheds, and signs—Yard switching tracks.....	(		52 534
31	Fences, snow sheds, and signs—Way switching tracks.....	701,124	(	7 921
32	Fences, snow sheds, and signs—Running tracks.....	(		640 669
33	(227) Station and office buildings.....		4	678 742
34	(229) Roadway buildings.....		21	010
35	(231) Water stations.....			213 348
36	(233) Fuel stations.....			117 898
37	(235) Shops and engine houses.....		2	836 481
38	(237) Grain elevators.....			2 341
39	(239) Storage warehouses.....			
40	(241) Wharves and docks.....			73 165
41	(243) Coal and ore wharves.....			424 239
42	(244) TOFC/COFC terminals.....			95 980
43	(247) Communication systems.....		4	551 994
44	(249) Signals and interlockers.....		6	700 738
45	(253) Power plants.....			17 706
46	(257) Power-transmission systems.....			344 643
47	(265) Miscellaneous structures.....			43 303
48	(266) Road property—Depreciation (p. 312).....		14	460 159
49	(267) Retirements—Road (p. 312).....			956 782
50	(269) Roadway machines.....		5	218 234
51				
52				
53				

320. RAILWAY OPERATING EXPENSES—Continued

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

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

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

Any unusual accruals involving substantial amounts included in column (b) should be fully explained in a footnote.

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS																					
Expenses related solely to freight service			Common expenses apportioned to freight service			Total freight expense			Related solely to passenger and allied services			Common expenses apportioned to passenger and allied services			Total passenger expense			Other expenses not related to either freight or to passenger and allied services			Line No.
(c)			(d)			(e)			(f)			(g)			(h)			(i)			
\$	XX	XX	\$	XX	XX	\$	XX	XX	\$	XX	XX	\$	XX	XX	\$	XX	XX	\$	XX	XX	
97	934		13	274	758	13	372	692	18	177		444	404		462	581					1
791	389			744	854	1	536	243	2	22		27	787		30	709					2
251	182			18	301		269	487				1	129		1	129					3
3	191	362	5	039	044	8	230	406	7	238		185	515		192	753					4
																					5
																					6
																					7
48	641			390	685		439	326		118		12	536		12	654					8
108	033			183	556		291	589	(12	000)		7	197		(4	803)					9
15	415			6	222		21	637					383			383					10
2	337	572	2	789	849	5	127	421	12	211		99	101		111	312					11
																					12
																					13
416	542			301	195		717	737	1	496		9	790		11	286					14
97	209			3	317		100	526					205			205					15
2	388	694	5	596	110	7	984	804	(4)			165	146		165	142					16
112	857			460	728		573	585		820		16	274		17	094					17
77	410			14	976		92	386					924			924					18
100	651		4	314	614	4	415	265		896		138	992		139	853					19
641	358			565	224	1	206	582	1	468		23	790		25	258					20
39	074			3	875		42	949					239			239					21
1	242	098	5	812	493	7	054	591	6	741		187	647		194	388					22
70	936			83	548		154	484		14		2	608		2	622					23
28	809			1	129		29	938					70			70					24
331	221		1	572	894	1	904	115				49	860		49	860					25
3	091	518	1	170	259	4	261	777	28	694		52	538		81	232					26
188	987			62	462		251	449		121		3	853		3	974					27
14	040	567	12	325	960	26	366	527	14	734		437	099		451	833					28
31	560			20	176		51	735					798			798					29
7	921						7	921													30
312	497			315	224		627	721				12	948		12	948					31
1	452	493	2	709	726	4	162	219	182	519		334	004		516	523					32
59	829			148	499		208	328		423		3	259		3	682					33
55	349			150	513		205	862		590		6	896		7	486					34
30	142			75	817		105	959	1	840		10	099		11	939					35
642	574		1	892	625	2	535	199	9	054		292	228		301	282					36
2	341						2	341													37
																					38
73	165						73	165													39
424	239						424	239													40
95	989						95	989													41
646	991		3	575	366	4	222	357		395		329	242		329	637					42
1	381	308	4	718	926	6	109	234	5	323		595	181		600	504					43
2	846			36	988		39	834	2	134		5	738		7	872					44
91	364			211	891		303	255	10	170		31	218		41	388					45
9	386			28	538		37	924	1	066		4	313		5	379					46
2	459	041	11	146	482	13	605	523	134	120		720	516		854	636					47
431	812			509	999		941	811	1	843		13	128		14	971					48
164	270		4	939	577	5	103	847	(487)			114	874		114	387					49
																					50
																					51
																					52
																					53

320. RAILWAY OPERATING EXPENSES—Continued

Line No.	Name of railway operating expense account (a)	Amount of operating expenses for the year (b)		
MAINTENANCE OF WAY AND STRUCTURES—Continued				
54	(270) Dismantling retired road property.....		572	552
55	(271) Small tools and supplies.....	4	182	176
56	(272) Removing snow, ice, and sand.....	3	678	672
57	(273) Public improvements—Maintenance.....	1	377	342
58	(274) Injuries to persons.....	2	033	530
59	(275) Insurance.....		40	041
60	(276) Stationery and printing.....		541	703
61	(277) Employees' health and welfare benefits.....	4	478	970
62	(281) Right-of-way expenses.....		3	203
63	(282) Other expenses.....		613	976
64	(278) Maintaining joint tracks, yards, and other facilities—Dr.....	3	503	734
65	(279) Maintaining joint tracks, yards, and other facilities—(Cr).....	(3	020	696)
66	Total—All road property depreciation (account 266).....	14	460	159
67	Total—All other maintenance of way and structures accounts.....	1	620	689
68	Total maintenance of way and structures.....	146	080	646
MAINTENANCE OF EQUIPMENT				
69	(301) Superintendence.....	8	434	615
70	(302) Shop machinery.....	2	275	357
71	(304) Power-plant machinery.....		195	386
72	(303) Shop and power-plant machinery—Depreciation (p. 314).....		668	901
73	(306) Dismantling retired shop and power-plant machinery.....		10	400
74	(311) Locomotives—Repairs, Diesel locomotives—Yard.....	4	521	235
75	Locomotives—Repairs, Diesel locomotives—Other.....	41, 409,526 (	36	888 291
76	Locomotives—Repairs, Other than Diesel—Yard.....			
77	Locomotives—Repairs, Other than Diesel—Other.....			
78	(314) Freight-train cars—Repairs*.....	55	234	242
79	(317) Passenger-train cars—Repairs.....	4	488	883
80	(318) Highway revenue equipment—Repairs.....	1	673	395
81	(323) Floating equipment—Repairs.....	1	352	249
82	(326) Work equipment—Repairs.....	1	959	644
83	(328) Miscellaneous equipment—Repairs.....		98	625
84	(329) Dismantling retired equipment.....	(1	040	851)
85	(330) Retirements—Equipment (p. 314).....	45	057	344
86	(331) Equipment—Depreciation (p. 314).....	1	039	746
87	(332) Injuries to persons.....		73	729
88	(333) Insurance.....		367	958
89	(334) Stationery and printing.....	4	608	738
90	(335) Employees' health and welfare benefits.....		404	518
91	(339) Other expenses.....		563	309
92	(336) Joint maintenance of equipment expenses—Dr.....		424	491)
93	(337) Joint maintenance of equipment expenses—(Cr).....	45	727	245
94	Total—All equipment depreciation (accounts 305 and 331).....	122	724	978
95	Total—All other maintenance of equipment accounts.....	168	452	223
96	Total maintenance of equipment.....			
TRAFFIC				
97	(351) Superintendence.....	10	260	426
98	(352) Outside agencies.....	9	255	743
99	(353) Advertising**.....		920	975
100	(354) Traffic associations.....	1	217	466
101	(355) Fast freight lines.....			
102	(356) Industrial and immigration bureaus.....		260	033
103	(357) Insurance.....		13	518
104	(358) Stationery and printing.....	1	369	903
105	(359) Employees' health and welfare benefits.....	1	032	431
106	(360) Other expenses.....		16	083
107	Total traffic.....	24	346	578
108	*Includes debits of \$15,640,189 for charges on account of work done by others and includes credits of \$14,674,839 on account of work charged to others.			
109	**Value of transportation issued in exchange for advertising, \$ None			

320. RAILWAY OPERATING EXPENSES—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS																					
Expenses related solely to freight service (c)			Common expenses apportioned to freight service (d)			Total freight expense (e)			Related solely to passenger and allied services (f)			Common expenses apportioned to passenger and allied services (g)			Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)			Line No.
xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	
	280	613		281	928		562	541		1	557		8	454		10	011			54	
	426	081	3	666	127	4	092	208		2	599		87	969		90	568			55	
1	592	213	2	015	185	3	607	398		11	239		59	435		70	674			56	
	107	648	1	243	063	1	350	711			786		26	345		27	131			57	
1	274	556		700	641	1	975	197		29	351		28	982		58	333			58	
		229		37	920		38	149			12		1	880		1	892			59	
	5	398		518	711		524	109					17	594		17	594			60	
1	413	597	2	926	904	4	340	501	49	690		83	779		138	469				61	
	(582)			3	695		3	113				447.995	90			90				62	
	26	471		570	777		597	248		10			16	718		16	728			63	
2	650	056		136	890	2	786	946	677	226		39	562		716	788				64	
(2	128	125)		(832	891)	(2	961	016)		(21	889)		(37	791)		(59	680)			65	
2	459	041	11	146	482	13	605	523		134	120		720	516		854	636			66	
41	273	594	85	338	868	126	612	562	1	049	097	3	959	030	5	008	127			67	
43	732	735	96	485	350	140	218	085	1	183	217	4	379	545	5	382	763			68	
xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx		
	117	972	7	714	135	7	832	107		17	681		584	827		602	508			69	
	353	436	1	713	785	2	067	221		19	527		188	609		208	136			70	
	8	213		157	366		165	579		2	140		27	667		29	807			71	
	151	604		415	144		565	748		40	505		62	648		103	153			72	
	2	838		4	416		7	254		2	505			641		3	146			73	
2	845	031	1	453	755	4	298	786		201	041		21	408		222	449			74	
33	518	720		527	321	34	046	041	2	813	510		20	740	2	842	250			75	
																				76	
																				77	
55	234	242				55	234	242												78	
	94	239					94	239	4	394	644				4	394	644			79	
1	673	395				1	673	395												80	
																				81	
	123	150	1	176	647	1	304	737		2	401		45	051		47	452			82	
	865	356	1	003	301	1	868	657		3	722		87	265		90	987			83	
	77	075		20	625		97	700			55			870			925			84	
(1	040	851)				(1	040	851)												85	
38	989	246	3	873	349	42	862	595	1	969	586		225	163	2	194	749			86	
	816	835		93	596		910	431		114	339		14	976		129	315			87	
				67	822		67	822					5	907		5	907			88	
	2	917		341	916		344	833		(311)			23	436		23	125			89	
4	059	819		218	822	4	278	641		309	115		20	982		330	097			90	
(820)				378	764		377	944			556		26	018		26	574			91	
	508	109		18	796		526	905		34	812		1	592		36	404			92	
(372	864)			(46	220)		(419	084)		(1	580)		(3	827)		(5	407)			93	
39	140	850	4	288	493	43	429	343	2	010	091		287	811	2	297	902			94	
98	891	812	14	844	847	113	736	659	7	914	157		1	074	162	8	988	319		95	
138	032	662	19	133	340	157	166	002	9	924	248		1	361	973	11	286	221		96	
xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx		
7	578	321	1	833	019	9	411	340		667	019		182	067		849	086			97	
6	018	760	2	095	991	8	114	751		940	959		200	033	1	140	992			98	
	769	144		68	758		837	902		60	688		22	385		83	073			99	
1	200	773				1	200	773		16	693					16	693			100	
																				101	
	196	279		54	194		250	473		4	230		5	330		9	560			102	
		860		11	253		12	113					1	405		1	405			103	
	579	423		664	624	1	244	047		53	897		71	959		125	856			104	
	721	745		271	561		993	306		16	199		22	926		39	125			105	
		598		14	224		14	822					1	261		1	261			106	
17	065	903	5	013	624	22	079	527	1	759	685		507	366	2	267	051			107	

320. RAILWAY OPERATING EXPENSES—Continued

Line No.	Name of railway operating expense account	Amount of operating expenses for the year		
	(a)	(b)		
	TRANSPORTATION—RAIL LINE			
110	(371) Superintendence	\$ 13	098	317
111	(372) Dispatching trains	5	889	262
112	(373) Station employees	38	132	111
113	(374) Weighing, inspection, and demurrage bureaus	1	781	203
114	(375) Coal and ore wharves	1	707	611
115	(376) Station supplies and expenses	4	949	893
116	(377) Yardmasters and yard clerks	21	464	588
117	(378) Yard conductors and brakemen	42	335	721
118	(379) Yard switch and signal tenders	1	582	612
119	(380) Yard engine men	19	529	427
120	(382) Yard switching fuel	3	942	303
121	(383) Yard switching power produced			
122	(384) Yard switching power purchased			
123	(388) Servicing yard locomotives	1	424	543
124	(389) Yard supplies and expenses	3	223	117
125	(392) Train engine men	35	530	428
126	(394) Train fuel	28	162	342
127	(395) Train power produced			
128	(396) Train power purchased			
129	(400) Servicing train locomotives	11	139	166
130	(401) Trainmen	56	374	569
131	(402) Train supplies and expenses*	25	614	536
132	(403) Operating sleeping cars		722	187
133	(404) Signal and interlocker operation	4	130	586
134	(405) Crossing protection		754	963
135	(406) Drawbridge operation		804	502
136	(407) Communication system operation	5	326	344
137	(408) Operating floating equipment			
138	(409) Employees' health and welfare benefits	9	850	688
139	(410) Stationery and printing	2	425	635
140	(411) Other expenses		625	629
141	(414) Insurance		582	626
142	(415) Clearing wrecks	2	949	632
143	(416) Damage to property		529	551
144	(417) Damage to livestock on right of way		143	969
145	(418) Loss and damage—Freight	21	064	565
146	(419) Loss and damage—Baggage		4	640
147	(420) Injuries to persons	8	874	694
148	(421) TOFC/COFC terminals	2	100	864
149	(422) Other highway transportation expenses	1	208	313
150	(390) Operating joint yards and terminals—Dr.	7	340	962
151	(391) Operating joint yards and terminals—(Cr.)	(3)	038	866)
152	(412) Operating joint tracks and facilities—Dr.		977	185
153	(413) Operating joint tracks and facilities—(Cr.)	(1)	836	045)
154	Total transportation—Rail line	381	424	353
	*Includes gross charges and credits for heater and refrigerator service as follows:			
155	Freight train cars: Refrigerator—Charges	10	670	801
156	—Credits	6	104	443
157	Heater—Charges	1	219	465
158	—Credits		455	270
159	TOFC trailers: Refrigerator—Charges		234	553
160	—Credits		19	184
161	Heater—Charges		1	815
162	—Credits			

320. RAILWAY OPERATING EXPENSES—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSPORT																	Other expenses not related to either freight or to passenger and allied services	Line No.		
Expenses related solely to freight service			Common expenses apportioned to freight service			Total freight expense			Related solely to passenger and allied services			Common expenses apportioned to passenger and allied services			Total passenger expense					
(c)			(d)			(e)			(f)			(g)			(h)				(i)	
\$	2	280 634	\$	9	832 071	\$	12	112 705	\$		173 297		812 315	\$		985 612				110
		437 095		5	018 364		5	455 459			42 597		390 906			433 803				111
	28	252 445		6	792 961		35	045 406		2	450 895		635 810		3	086 705				112
	1	781 203					1	781 203												113
	1	707 611					1	707 611												114
	2	222 427		1	902 509		4	124 936			423 428		401 529			824 957				115
	10	825 873		10	322 802		21	148 675			14 429		301 484			315 913				116
	22	453 631		19	208 628		41	662 759			215 782		457 680			673 462				117
		691 362			656 992		1	548 354			9 038		25 220			34 258				118
	10	466 143		8	790 957		19	257 100			48 029		224 298			272 327				119
		931 557		2	958 256		2	889 813			13 057		39 433			52 490				120
																				121
		262 496		1	145 157		1	407 653			2 094		14 796			16 290				122
	1	207 338		1	987 274		3	194 612			1 553		26 952			28 505				123
	32	151 550					32	151 550		3	378 878				3	378 878				124
	25	986 152					25	986 152		2	176 190				2	176 190				125
																				126
																				127
	9	794 702					9	794 702		1	344 464				1	344 464				128
	52	319 617					52	319 617		4	054 952				4	054 952				129
	23	079 504			773 191		23	857 795		1	653 162		103 572		1	756 741				130
											722 187					722 187				131
		578 429		2	884 636		3	763 065			637		366 864			367 501				132
		141 030			551 652			692 682					62 281			62 281				133
		436 135			341 410			777 545					26 957			26 957				134
		496 003		4	435 631		4	931 634			224		394 486			394 486				135
																				136
	6	886 719		2	419 331		9	306 050			411 004		133 634			544 633				137
		329 813		1	928 729		2	258 542			(824)		167 917			167 093				138
		367 494			227 590			595 084			16 734		13 811			30 545				139
		98 695			21 232			119 927			391 286		71 413			462 699				140
	2	179 743			752 822		2	932 565			13 321		3 746			17 067				141
		439 118			97 480			536 598			(8 499)		1 452			(7 047)				142
		124 933			13 302			138 235			5 160		574			5 734				143
	21	064 565					21	064 565												144
											4 640					4 640				145
	9	036 553			(747 003)		8	289 550			710 719		(125 575)			585 144				146
	2	100 864					2	100 864												147
	1	208 313					1	208 313												148
	4	977 467			190 324		5	167 791		2	058 364		114 807		2	173 171				149
	(2	862 512)			(113 323)		(2	975 835)			(51 693)		(11 338)			(63 031)				150
		832 935			126 027			958 962			15 053		3 170			18 223				151
		(863 856)			(898 407)		(1	762 263)			2 474		(76 256)			(73 782)				152
																				153
	274	923 881		81	625 595		356	549 476		20	292 932		4 581 945		24	874 877				154

320. RAILWAY OPERATING EXPENSES--Continued

Line No.	Name of railway operating expense account	Amount of operating expenses for the year		
		(a)	(b)	
	MISCELLANEOUS OPERATIONS			
163	(441) Dining and buffet service.....		1	236 542
164	(442) Hotels and restaurants.....			520 902
165	(443) Grain elevators.....			
166	(445) Producing power sold.....			
167	(446) Other miscellaneous operations.....			
168	(449) Employees' health and welfare benefits.....			175 492
169	(447) Operating joint miscellaneous facilities—Dr.....			181 065
170	(448) Operating joint miscellaneous facilities—(Cr.).....			(232)
171	Total miscellaneous operations.....		2	113 769
	GENERAL			
172	(451) Salaries and expenses of general officers.....		5	479 144
173	(452) Salaries and expenses of clerks and attendants.....		27	390 300
174	(453) General office supplies and expenses.....		7	609 229
175	(454) Law expenses.....		3	125 098
176	(455) Insurance.....			72 090
177	(456) Employees' health and welfare benefits.....		1	422 364
178	(457) Pensions.....		6	289 753
179	(458) Stationery and printing.....		1	871 981
180	(460) Other expenses*(1).....		2	408 833
181	(461) General joint facilities—Dr.....			567 167
182	(462) General joint facilities—(Cr.).....			(118 223)
183	Total general expenses.....		56	117 736
184	Grand total railway operating expenses.....		778	535 507
185	Operating ratio (ratio of operating expenses to operating revenues) 82.81 percent. (Two decimal places required).....			

186 Amount of employee compensation† (applicable to the current year) chargeable to operating expenses: \$450,117,696

*Give description and amount of charges to account No. 460, "Other expenses," for severance payments made to employees. This includes payments made as a result of agreements with employee organizations and awards pursuant to decisions of arbitration boards or by specific orders of this Commission or by voluntary action on the part of respondent. This also includes severance payments in cases relating to mergers and situations involving reduction in employees because of abandonment or consolidation of facilities.

Description of payments	Amount
Severance allowance to employees account consolidation.....	168,690
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	168,690

†Includes "straight time paid for" in train and engine service, and "time actually worked and paid for at straight time rates" in other services; all overtime in train and engine service, and overtime paid for at punitive rates in other services; and "constructive allowances, including vacations and holidays" in train and engine service and "vacations, holidays, and other allowances" in other services. (Compensation chargeable to operating expenses applicable to prior years, which was paid or is payable under labor awards of the current year or for other reasons, should be shown in Schedule 501C and not included in this return.)

(1) includes credit of \$886,151, N.R.P.C. 5 percent avoidable cost remuneration - Col. (f).

320. RAILWAY OPERATING EXPENSES—Concluded

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS

Expenses related solely to freight service (c)			Common expenses apportioned to freight service (d)			Total freight expense (e)			Related solely to passenger and allied services (f)			Common expenses apportioned to passenger and allied services (g)			Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)			Line No.
\$			\$			\$			\$			\$			\$			\$			
1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	163
									1	236	542				1	236	542				164
																					165
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322. ROAD PROPERTY—DEPRECIATION

Give the particulars called for with respect to the amount charged to account 266, "Road property—Depreciation," for the year.

Line No.	Subaccount (a)	Amount of operating expenses for the year (b)	
		\$	
301	(1) Engineering.....	235	064
302	(2½) Other right-of-way expenditures.....	12	079
303	(3) Grading.....	346	196
304	(5) Tunnels and subways.....	286	636
305	(6) Bridges, trestles, and culverts.....	3 666	759
306	(7) Elevated structures.....		
307	(13) Fences, snowsheds, and signs.....	9	969
308	(16) Station and office buildings.....	2 029	282
309	(17) Roadway buildings.....	130	645
310	(18) Water stations.....	109	500
311	(19) Fuel stations.....	79	832
312	(20) Shops and enginehouses.....	1 026	041
313	(21) Grain elevators.....		
314	(22) Storage warehouses.....		
315	(23) Wharves and docks.....	18	045
316	(24) Coal and ore wharves.....	345	150
317	(25) TOFC/COFC terminals.....	31	653
318	(26) Communication systems.....	1 318	383
319	(27) Signals and interlockers.....	2 224	619
320	(29) Power plants.....	20	250
321	(31) Power-transmission systems.....	141	578
322	(35) Miscellaneous structures.....	67	222
323	(37) Roadway machines.....	1 974	615
324	(39) Public improvements—Construction.....	386	641
325	All other road accounts.....		
326	Total (account 266).....	14 460	159

324. RETIREMENTS—ROAD

Give the particulars called for with respect to the amount included in account 267, "Retirements—Road," for the year.

Line No.	Subaccount (a)	Amount of operating expenses for the year (b)	
		\$	
341	(1) Engineering.....	89	344
342	(2½) Other right-of-way expenditures.....		
343	(3) Grading.....	148	337
344	(5) Tunnels and subways.....		
345	(8) Ties.....	169	271
346	(9) Rails.....	105	166
347	(10) Other track material.....	291	008
348	(11) Ballast.....	60	920
349	(12) Track laying and surfacing.....	71	041
350	(38) Roadway small tools.....		67
351	(39) Public improvements—Construction.....	31	634
352	(43) Other expenditures—Road.....		
353	(76) Interest during construction.....		
354	(77) Other expenditures—General.....		
355	(80) Other elements of investment.....		
356	All other road accounts.....	(10)	000
357	Total (account 267).....	956	782

322. ROAD PROPERTY—DEPRECIATION

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS											Line No.			
Expenses related solely to freight service			Common expenses apportioned to freight service		Total freight expense		Related solely to passenger and allied services		Common expenses apportioned to passenger and allied services			Total passenger expense		Other expenses not related to either freight or to passenger and allied services
(c)			(d)		(e)		(f)		(g)			(h)		
\$			\$		\$		\$		\$			\$		
	41	814		181 264		223 078		2 546		9 440		11 986		
	4	241		7 059		11 300		411		368		776		
	53	666		285 172		338 838		726		6 632		7 358		
	41	958		226 068		268 026		11 402		7 208		18 610		
	695	129	2	900 179	3	595 308		11 675		59 776		71 451		
	1	369		8 441		9 810				159		159		
	338	771	1	458 191	1	796 962		45 639		186 681		232 320		
	18	193		110 349		128 542				2 103		2 103		
	35	328		65 779		101 107		6 176		2 217		8 393		
	21	772		49 053		70 825		2 393		6 614		9 007		
	199	989		692 731		892 720		35 855		97 466		133 321		
	18	045				18 045								
	345	150				345 150								
	31	652				31 653								
	123	626	1	101 603	1	225 229				93 154		93 154		
	171	672	1	868 756	2	040 428		4 085		180 106		184 191		
	3	959		13 315		17 274		327		2 849		2 976		
	29	449		91 616		121 065		7 734		12 779		20 513		
	12	775		47 720		59 795		416		7 011		7 427		
	234	630	1	700 642	1	935 322				39 293		39 293		
	36	502		338 544		375 046		4 735		6 860		11 595		
	2	459 041	11	146 482	13	605 523		134 120		720 516		854 636		

324. RETIREMENTS—ROAD

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS											Line No.			
Expenses related solely to freight service		Common expenses apportioned to freight service		Total freight expense		Related solely to passenger and allied services		Common expenses apportioned to passenger and allied services		Total passenger expense		Other expenses not related to either freight or to passenger and allied services		
(c)		(d)		(e)		(f)		(g)		(h)		(i)		
\$		\$		\$		\$		\$		\$			\$	
	42 780		45 955		88 735		(103)		712		609			341
	71 601		75 347		146 948				1 389		1 339			342
	78 375		88 771		167 146		(13)		2 138		2 125			343
	43 676		58 668		102 344		340		2 476		2 816			344
	129 861		154 824		284 685		1 818		4 505		6 324			345
	29 157		31 040		60 197		(43)		766		743			346
	31 180		39 190		70 370		(156)		827		771			347
	33		33		66				1		1			348
	15 149		16 171		31 320				314		314			349
														350
														351
														352
														353
														354
														355
	(10 000)				(10 000)									356
	431 812		509 999		941 811		1 843		13 128		14 971			357

326. SHOP AND POWER-PLANT MACHINERY—DEPRECIATION

Give the particulars called for with respect to the amount charged to account 305, "Shop and power-plant machinery—Depreciation," for the year.

Line No.	Subaccount (a)	Amount of operating expenses for the year (b)	
		\$	
391	(44) Shop machinery.....	553	670
392	(45) Power-plant machinery.....	116	231
393	Total (account 305).....	669	901

328. RETIREMENTS—EQUIPMENT

Give the particulars called for with respect to the amount included in account 330, "Retirements—Equipment," for the year.

Line No.	Subaccount (a)	Amount of operating expenses for the year (b)	
		\$	
401	(52) Locomotives.....	(195	579)
402	(53) Freight-train cars.....	(833	847)
403	(54) Passenger-train cars.....		
404	(55) Highway revenue equipment.....		
405	(56) Floating equipment.....		
406	(57) Work equipment.....	(11	425)
407	(58) Miscellaneous equipment.....		
408	(76) Interest during construction.....		
409	(77) Other expenditures—General.....		
410	(80) Other elements of investment.....		
411	Total (account 330).....	(1	040 851)

330. EQUIPMENT—DEPRECIATION

Give the particulars called for with respect to the amount charged to account 331, "Equipment—Depreciation," for the year.

Line No.	Subaccount (a)	Amount of operating expenses for the year (b)	
		\$	
431	(52) Locomotives—Yard.....	1	666 698
432	(52) Locomotives—Other.....	12	262 953
433	(53) Freight-train cars.....	24	897 802
434	(54) Passenger-train cars.....	1	380 134
435	(55) Highway revenue equipment.....	1	419 294
436	(56) Floating equipment.....		
437	(57) Work equipment.....	1	234 483
438	(58) Miscellaneous equipment.....	2	195 970
439	Total (account 331).....	45	057 344

326. SHOP AND POWER-PLANT MACHINERY—DEPRECIATION—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS												Other expenses not related to either freight or to passenger and allied services	Line No.
Expenses related solely to freight service (c)		Common expenses apportioned to freight service (d)		Total freight expense (e)		Related solely to passenger and allied services (f)		Common expenses apportioned to passenger and allied services (g)		Total passenger expense (h)			
\$		\$		\$		\$		\$		\$			
	136 259		331 217		467 476		38 603		47 591		86 194		391
	15 345		83 927		99 272		1 902		15 057		16 959		392
	151 604		415 144		566 748		40 505		62 648		103 153		393

328. RETIREMENTS—EQUIPMENT—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS													Line No.				
Expenses related solely to freight service (c)			Common expenses apportioned to freight service (d)			Total freight expense (e)		Related solely to passenger and allied services (f)		Common expenses apportioned to passenger and allied services (g)		Total passenger expense (h)		Other expenses not related to either freight or to passenger and allied services (i)			
\$			\$			\$			\$			\$			\$		
	(195	579)					(195	579)									401
	(833	847)					(833	847)									402
																	403
																	404
																	405
	(11	425)					(11	425)									406
																	407
																	408
																	409
																	410
	(1	040 851)					(1	040 851)									411

336. EQUIPMENT—DEPRECIATION—Continued

RAIL-LINE EXPENSES, INCLUDING WATER TRANSFERS														Line No.				
Expenses related solely to freight service (c)			Common expenses apportioned to freight service (d)			Total freight expense (e)		Related solely to passenger and allied services (f)		Common expenses apportioned to passenger and allied services (g)		Total passenger expense (h)			Other expenses not related to either freight or to passenger and allied services (i)			
\$			\$			\$		\$		\$		\$		\$				
	949	183		704	783	1	653	966			12	732	12	732		431		
11	673	501				11	673	501	589	452		589	452			432		
24	897	802				24	897	802								433		
									1	380	134		1	380	134	434		
1	419	294				1	419	294								435		
																436		
				1	191	683	1	191	683		42	810	42	810		437		
	45	466		1	976	883	2	026	349		169	621	169	621		438		
38	989	246		3	873	349	42	862	595	1	969	586	225	163	2	194	749	439

350. RAILWAY TAX ACCRUALS

1. In Sections A and B show the particulars called for with respect to net accruals of taxes on railroad property, and U.S. Government taxes charged to account 532, "Railway tax accruals" of the re-

spondent's Income account for the year.

2. In Section C show an analysis and distribution of Federal income taxes.

A. Other Than U.S. Government Taxes				B. U.S. Government Taxes				
Line No.	State (a)	Amount (b)		Kind of tax (c)	Amount (d)			Line No.
1	Alabama	\$	10	Income taxes:	\$			
2	Alaska		70	Normal tax and surtax	(1)	707	018	58
3	Arizona		447	Excess profits				59
4	Arkansas		7	TOTAL—Income taxes	(1)	707	018	60
5	California		57 975	Old-age retirement*	38	921	555	61
6	Colorado		361 873	Unemployment insurance	8	415	798	62
7	Connecticut		2	All other United States taxes		211	581	63
8	Delaware		48 948	TOTAL—U.S. Government taxes	45	839	916	64
9	Florida		132	GRAND TOTAL—Railway Tax Accruals	80	318	082	65
10	Georgia		189	(account 532)				
11	Hawaii			C. Analysis of Federal Income Taxes				
12	Idaho		447 000	Provision for income taxes based on taxable net income recorded in the accounts for the year	\$	(26)	715 372	66
13	Illinois		3 385 921	Net decrease (or increase) because of use of accelerated depreciation under section 167 of the Internal Revenue Code and guideline lives pursuant to Revenue Procedure 62-21 and different basis used for book depreciation		137	455	67
14	Indiana		107	Net increase (or decrease) because of accelerated amortization of facilities under section 168 of the Internal Revenue Code for tax purposes and different basis used for book depreciation	6	410	277	68
15	Iowa		1 622 669	Net decrease (or increase) because of investment tax credit authorized in Revenue Act of 1952	(10)	958	764	69
16	Kansas		73 766	Net decrease (or increase) because of accelerated amortization of certain rolling stock under section 184 of the Internal Revenue Code and basis used for book depreciation				70
17	Kentucky		743	Net decrease (or increase) because of amortization of certain rights-of-way investment under section 185 of the Internal Revenue Code	4	718	860	71
18	Louisiana		3 275	Other, decrease (increase)				72
19	Maine		1	Note: Above includes effect of N.R.P.C. entries				73
20	Maryland		299	Net applicable to the current year	(14)	202	646	74
21	Massachusetts		369	Adjustment applicable to previous years (net debit or credit), except carry-backs and carry-overs	(710)	018		75
22	Michigan		7 219 192	Adjustments for carry-backs				76
23	Minnesota		1 738 994	Adjustments for carry-overs	(14)	912	664	77
24	Mississippi		6 149 603	Total				78
25	Missouri		1 890 386	Distribution:				79
26	Montana			Account 532	(1)	707	018	80
27	Nebraska			Account 590	(13)	205	646	81
28	Nevada			Other (Specify)				82
29	New Hampshire			Total	(14)	912	664	83
30	New Jersey							84
31	New Mexico		1 593					85
32	New York		44					86
33	North Carolina		2 998 873					87
34	North Dakota		1 242					88
35	Ohio		121					89
36	Oklahoma		593 659					90
37	Oregon		100					91
38	Pennsylvania							92
39	Rhode Island							93
40	South Carolina		118 392					94
41	South Dakota		69					95
42	Tennessee		4 208					96
43	Texas		47					97
44	Utah							98
45	Vermont							99
46	Virginia		130					100
47	Washington		5 312 920					
48	West Virginia							
49	Wisconsin		1 120 904					
50	Wyoming		736 606					
51	District of Columbia		558					
52	OTHER	X X	X X X X					
53	Canada		535 815					
54	Mexico		50 907					
55	Puerto Rico							
56								
57	TOTAL—Other than U.S. Government taxes		34 478 166					

Note.—The amount shown on line 60 should equal line 83; the amount shown on line 82 should equal line 87.

*Includes taxes for hospital insurance (Medicare) and supplemental annuities as follows:

Hospital insurance	\$ 2 100 253
Supplemental annuities	5 478 034

371. INCOME FROM LEASE OF ROAD AND EQUIPMENT

1. Give particulars called for with respect to road and equipment leased to others during the year, the rent of which is includible in account No. 509, "Income from lease of road and equipment."

2. If the respondent leased to others during all or any part of the year any road and equipment upon which no rent receivable accrued, give particulars in a footnote. Properties leasing at less than \$100,000 per annum may be combined under a single entry designated, "Minor items, each less than \$100,000 per annum."

Line No.	Description of property (a)	Name of lessee (b)	Total rent accrued during year (account 509) (c)
1	Minor items, each less than \$100,000 per annum		\$ 24 535
2			
3			
4			
5		Total	24 535

371A. ABSTRACT OF TERMS AND CONDITIONS OF LEASES

Give brief abstracts of the terms and conditions of the leases under which the above-stated rents are derived, showing particularly (1) the date of the grant, (2) the chain of title (in case of assignment or subletting) and dates of transfer connecting the original parties with the present parties, (3) the basis on which the amount of the annual rent is determined, and (4) the date when the lease will terminate, or, if the date of termination has not yet been fixed, the provisions governing the termination of the lease. Also give reference to the Interstate Commerce Commission's authority for the lease, if any. If none, state the reasons therefor.

Copies of leases may be filed in lieu of abstracts above called for. References to copies filed in prior years should be specific.

If the respondent has any reversionary interest in railroad property from which it derives no rent, give the particulars hereunder; if it has no such reversionary interest, state that fact.

NOTE.—Only changes during the year are required.—Indicate the year in which reference was made to the original lease, and also the year or years in which any change in lease was mentioned.

No changes during the year.

372. MISCELLANEOUS RENT INCOME

Give particulars of rents receivable accrued for use of all properties not otherwise specified under rents receivable. This account is for rent income from property not operated by the respondent but the cost of which is properly included in cost of road and equipment. It should not be confused with operating revenue account No. 142, "Rents of buildings and other property", which is for rent revenue from operated property

in road and equipment the cost of operation of which cannot be separately stated.

Properties renting at less than \$100,000 per annum may be combined under a single entry designated "Minor items, each less than \$100,000 per annum."

Line No.	Description of Property		Name of lessee (c)	Amount of rent (d)	
	Name (a)	Location (b)			
31	Building and Land	Kent, Washington	Tradewell Stores, Inc.	\$ 134	491
32	Building and Land	Chicago, Illinois	Railway Express Agency	236	100
33	Minor items, each less than \$100,000 per annum			5 483	855
34					
35					
36					
37					
38					
39					
40					
41					
42					
43					
44					
45			TOTAL	5 857	446

375. SEPARATELY OPERATED PROPERTIES—PROFIT OR LOSS

Give particulars of the several separately operated properties of companies having a corporate existence separate and distinct from that of the respondent, the profits or losses resulting from the operation of which are receivable or payable in whole or in part by the respondent, and for each such separately operated property state the amount of such profits or losses accrued to the respondent during the year. Separately operated prop-

erties, each having a profit or loss accrued to respondent of less than \$100,000 during the year, may be combined under a single entry designated "Minor items, each less than \$100,000."

No dividends or other returns on securities held by or for the respondent should be shown hereunder nor any interest or construction advances or other loans.

Line No.	Description of property operated (a)	Location of property (b)	Name of operator (c)	ACCRUED TO RESPONDENT			
				Profit (d)		Loss (e)	
1	Railway		Oregon, California &	\$		\$	
2			Eastern Ry. Co.				149 668
3							
4							
5							
6							
7							
8							
9							
10			TOTAL				149 668

376. HIRE OF FREIGHT CARS

1. Show a recapitulation of the total amounts credited and charged during the year to hire of freight cars on account of freight cars leased, freight cars interchanged, private and individual cars, auto racks and highway trailers. The difference between the total amount receivable and the total amount payable should be entered as a balance, receivable or payable as the case may be, and should be consistent with the entry for hire of freight cars in the Income Account, on page 300.

2. In column (b) show the total car-miles, both loaded and empty whether paid for on loaded and empty basis or loaded basis only. Car-miles, loaded and empty, reported in column (b), lines 1 through 4, relate to total car-miles incurred on lines of respondent by cars rented on a mileage basis, for which payments are reported in columns (d) and (f). Exclude from lines 1 through 4, data applicable to TOFC and COFC cars and cars rented on a combination mileage and per diem* basis. These exclusions should be reported in lines 5 and 6 through 16.

3. On line 5, column (b), enter the total miles, loaded plus empty, incurred on lines of respondent by TOFC and COFC cars for which payments are reported in columns (d) and (f). In columns (c) through (f), as applicable, enter the rentals paid for TOFC and COFC cars regardless of basis for charges.

4. On lines 6, 7, and 8 report data applicable to all cars the rentals for which are charged only on a combination mileage and per diem* basis. Car-miles loaded and empty, reported in column (b), lines 6, 7, and 8, relate to total car-miles incurred on lines of respondent by cars rented on a combination mileage and time basis* for which payments are reported in columns (d) and (f). Exclude from lines 6, 7, and 8, data reported on lines 1 through 5 and 9 through 16.

5. On lines 9 through 14 report the per diem (time portion) charges applicable to cars rented on a combination mileage and per diem* basis for which the mileage portion was reported on lines 6, 7, and 8. Report on line 15, columns (c) and (d), the car-days paid for and for which payments were received applicable to the unequipped boxcar charges reported on lines 9 through 12. Report on line 16, columns (c) and (d), the car-days paid for and for which payments were received applicable to cars, other than unequipped box cars, for which charges are reported on line 13.

6. Amounts payable to insurance companies and to other non-carrier companies for lease rental of cars should be included on line 17, column (f). Amounts receivable from railroads or other carriers for per diem rental of these cars should be reported on lines 6 through 16, column (c).

7. Line 21 refers to the auto racks separate and apart from the cars on which the racks are installed.

*Combination mileage and per diem refers to cars moving at rates per mile and per day prescribed by the Commission in Docket No. 31353 or updated computations thereof.

Line No.	Item	Car-miles (loaded and empty) See Instructions 2, 3, and 4	CARS OF RESPONDENT OR OTHER CARRIERS (Excluding cars of private car lines)		CARS OF INDIVIDUALS AND COMPANIES NOT CARRIERS (Including cars of private car lines)	
			Gross amount receivable (c)	Gross amount payable (d)	Gross amount receivable (e)	Gross amount payable (f)
	FREIGHT CARS					
	<u>Mileage Basis:</u>					
1	Tank cars-----	110 627 709				\$ 6 678 787
2	Refrigerator cars-----	236 372 989	560 147	314 165		12 204 630
3	All other cars-----	46 879 412				2 575 668
4	Total (Lines 1-3)-----	393 880 110	560 147	314 165		21 459 405
5	TOFC and/or COFC Cars-----	121 549 000	205 559	385 459		4 852 223
	<u>Combination Mileage and</u>					
	<u>Per Diem Basis:</u>					
	<u>Mileage Portion:</u>					
6	Unequipped box cars-----	236 822 059	8 489 784	4 762 199		
7	All other per diem cars-----	339 579 420	8 307 382	8 371 711		
8	Total (Lines 6 and 7)-----	576 401 479	16 797 166	13 133 910		
	<u>Per Diem Portion:</u>					
	<u>Unequipped Box Cars:</u>					
	<u>U.S. Ownership:</u>					
9	Basic-----		13 279 461	5 963 728		
10	Incentive-----		6 273 748	3 203 202		
	<u>Canadian Ownership:</u>					
11	Basic-----		368 125	580 392		
12	Incentive-----		154 468	286 395		
13	All Other Per Diem Cars-----		23 165 422	26 305 801		
14	Total Per Diem Portion (Lines 9-13)-----		43 241 224	36 339 518		
15	Car-days Paid For Unequipped Box Cars-----		7 169 480	3 139 047		
16	Car-days Paid For, All Other Per Diem Cars-----		7 041 129	8 291 698		
17	Leased Rental-Railroad, Insurance and Other Companies-----				\$ 3 418 237	\$ 10 723 819
18	Other Basis-----					1 530 096
	OTHER FREIGHT CARRYING EQUIPMENT					
19	Refrigerated Highway Trailers-----		586 422	1 061 583		1 070 866
20	Other Highway Trailers-----		856 017	1 540 640		4 383 528
21	Auto Racks-----		3 055 792	2 184 250		89 175
22	GRAND TOTAL (Lines 4, 5, 8, 14 & 17-21)-----		65 302 327	54 959 516	3 418 237	44 109 112
23	NET BALANCE CARRIED TO INCOME ACCOUNT. CREDIT \$----- or DEBIT \$ 30,348,064					
	Net Balance of Unequipped box car rentals included in Line 23:					
24	Basic----- Credit \$ 7,103,466----- or Debit \$-----					
25	Incentive----- Credit \$ 2,938,619----- or Debit \$-----					

377. LOCOMOTIVE RENTALS

Give an analysis as requested of amounts credited to account 504, "Rent from locomotives," and amounts charged to account 537, "Rent for locomotives," on account of locomotives leased or otherwise rented.

Line No.	Item (a)	Amount receivable (b)			Amount payable (c)			Remarks (d)
		\$			\$			
1	Locomotives of respondent or other carriers:	x x	x x	x x	x x	x x	x x	
2	Mileage basis	1	109	283			689	
3	Per diem basis		595	749		39	000	
4	Other basis		201	542		44	194	
5	Locomotives of individuals and companies not carriers:	x x	x x	x x	x x	x x	x x	
6	Mileage basis			444				
7	Per diem basis		45	322				
8	Lease rental—insurance and other companies		15	480	5	115	837	
9	Other basis		107	398				
10	Total		2	075 218	5	199 720		

378. PASSENGER-TRAIN CAR RENTALS

Show a recapitulation of the total amounts credited to account 505, "Rent from passenger-train cars," and amounts charged to account 538, "Rent for passenger-train cars," on account of passenger cars leased, passenger cars interchanged, and private or individual cars.

Line No.	Item (a)	Amount receivable (b)			Amount payable (c)			Remarks (d)
		\$			\$			
1	Cars of respondent or other carriers:	x x	x x	x x	x x	x x	x x	
2	Mileage basis		13	147			(543)	
3	Per diem basis		(6	632)		19	790	
4	Other basis		107	927				
5	Cars of individuals and companies not carriers:	x x	x x	x x	x x	x x	x x	
6	Mileage basis			508				
7	Per diem basis		35	328				
8	Lease rental—insurance and other companies							
9	Other basis		1	251				
10	Total		151	529		19	247	

383. RENT FOR LEASED ROADS AND EQUIPMENT

1. Give particulars called for with respect to roads and equipment leased from others during the year, the rent for which is includible in account No. 542, "Rent for leased roads and equipment."

2. Rents payable which are not classifiable under one of the three heads provided should be explained in a footnote.

3. If the respondent held under lease during all or any part of the

year any road upon which no rent payable accrued, or if any portion of the charge shown hereunder is for construction on a line in which the respondent's leasehold interest will soon expire, give full particulars in a footnote.

4. Properties rented for less than \$100,000 per annum may be combined under a single entry designated, "Minor items, each less than \$100,000 per annum."

Line No.	Name of lessor or reversioner and description of property	Total rent accrued during year (Acct. 542)		CLASSIFICATION OF AMOUNT IN COLUMN (b)					
				Interest on bonds		Dividends on stocks		Cash	
	(a)	(b)		(c)		(d)		(e)	
1	Lease of Spokane, Portland & Seattle								
2	Railway Company	963	050					963	050
3									
4									
5									
6									
7	Minor items, each less than \$100,000								
8	per annum	118	120					118	120
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20	TOTAL	1	081 170					1	081 170

383A. ABSTRACTS OF LEASEHOLD CONTRACTS

1. Give brief abstracts of the terms and conditions of the leases under which the respondent holds the properties above named, showing particularly (1) the date of the lease, (2) the chain of title and dates of transfers connecting the original lessee with the respondent in case of assignment or subletting, (3) the basis on which the amount of the annual rent is determined, and (4) the date when the lease is to terminate, or, if such

date has not yet been determined, the provisions governing its determination. Also give reference to the Interstate Commerce Commission's authority for the lease, if any. If none, state the reasons therefor.

2. In lieu of the abstracts here called for, the respondent may file copies of lease agreements and give specific references to copies heretofore filed with the Commission.

NOTE.—Only changes during the year are required.

NONE

384. MISCELLANEOUS RENTS

Give particulars of all properties the rents on which were charged by the respondent during the year to Income, under the head "Miscellaneous rents," showing for each item the total charge therefor to Income. Items amounting to less than \$100,000 for the year may be combined into a single entry designated "Minor items, each less than \$100,000"

Line No.	DESCRIPTION OF PROPERTY		Name of Owner (c)	Amount charged to Income (d)	
	Name (a)	Location (b)		\$	
31	Minor items, each less than \$100,000				94 334
32					
33					
34					
35					
36					
37					
38					
39					
40			TOTAL		94 334

396. ITEMS IN SELECTED INCOME AND RETAINED INCOME ACCOUNTS FOR THE YEAR

Give a brief description for all items, regardless of amount, included during the year in accounts 570, "Extraordinary items"; 580, "Prior period items"; 590, "Federal income taxes on extraordinary and prior period items"; 606, "Other credits to retained income"; 616, "Other debits to retained income"; 620, "Appropriations for sinking and other reserve funds"; 631, "Appropriations for other purposes"; and 622, "Appropriations released". Give brief description of each item amounting to \$100,000 or more included during the year in accounts 519,

"Miscellaneous income", and 551, "Miscellaneous income charges"; items less than \$100,000 may be combined into a single entry designated "Other items, each less than \$100,000." The entries for each account shall be listed and the total for each account shall be shown corresponding to the amounts in Schedules 300 and 305, as appropriate. In case the character of any item is not fully disclosed by the entries in the columns hereunder, make a full explanation in a footnote.

Line No.	Account No. (a)	Item (b)	Debits (c)			Credits (d)		
			\$			\$		
1	570	Reserve for N.R.P.C. costs and expenses:						
2		Severance and protective payments to employees	10	150	000			
3		Retirement of non-depreciable property		280	866			
4		Protection payments under joint facility agreements	1	350	000			
5		Loss on surplus or obsolete material and supplies	1	196	827			
6		Unrecovered cost of depreciable road and equipment property	31	260	960			
7		Reduction in value of N.R.P.C. stock	33	447	190			
8		Loss on investment in St. Paul Union Depot Company	2	995	871			
9			80	681	714			
10	590	Federal income taxes on extraordinary and prior period items:						
11		Severance and protective payments to employees				2	436	000
12		Retirement of non-depreciable property					67	408
13		Protection payments under joint facility agreements					324	000
14		Loss on surplus or obsolete material and supplies					287	238
15		Unrecovered cost of depreciable road and equipment property				1	341	000
16		Reduction in value of N.R.P.C. stock				8	030	000
17		Loss on investment in St. Paul Union Depot Company					720	000
18						13	205	646
19	620	Appropriation for sinking and other reserve funds:						
20		Appropriations from 1971 income for sinking fund requirements payable July 1, 1972, G. N. General Mortgage Bonds Series N, O, P and Q	1	125	000			
21	621	Appropriations for other purposes:						
22		Incentive per diem	2	219	791			
23	622	Appropriations released:						
24		Amount appropriated from income in 1970 for sinking fund requirements under G. N. General Mortgage Bonds Series N, O, P and Q as bonds theretofore acquired from funds derived from income were used for the requirement, payable July 1, 1971				1	125	000
25								
26								
27								
28								
29								
30								
31	519	Miscellaneous income:						
32		Profit on sale of land				8	246	234
33		Discount on bonds				1	227	558
34		Unclaimed wages, etc., written off					206	922
35		Other items, each less than \$100,000					384	150
36						10	064	864
37								
38	551	Miscellaneous income charges:						
39		Commitment fees		192	598			
40		Fees and expenses of Trustees		152	229			
41		Interest on overcharge claims		105	959			
42		Interest on tax deficiencies		736	920			
43		Investment advances to Illinois Northern Ry. written off		228	945			
44		Uncollectible Penn Central balances written off	3	083	121			
45		Service interruption payments	4	342	800			
46		Other items, each less than \$100,000		999	257			
47			9	841	829			
48								
49								
50								
51								
52								
53								
54								
55								

INSTRUCTIONS CONCERNING RETURNS IN SCHEDULE 411

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 should be stated to the nearest hundredth of a mile.

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

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

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

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

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

The returns in columns (h) and (i) should include tracks serving industries, such as mines, mills, smelters, factories, etc., not classifiable under "branch lines" as defined below. 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.

In classifying line between main and branch (column (c)), use the distinction usually followed by respondent. Branch lines are distinguished from industrial tracks or yard tracks and sidings in that branch lines serve one or more stations beyond the point of junction with the main line or another branch line and to or from which stations train service, or its equivalent, is performed.

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 relation to the respondent of the corporation holding the securities should be fully set forth in a footnote. An inactive corporation is one which has been practically absorbed in a controlling corporation, and which neither operates property nor administers its financial affairs; if it maintains an organization it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises.

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

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

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

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

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

411. MILEAGE OPERATED AT CLOSE OF YEAR
(For other than switching and terminal companies)

Line No.	Class	Proportion owned or leased by respondent	Main (M) or branch (B) line	RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				Miles of way switching tracks	Miles of yard switching tracks	Total
				Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, and turn-outs			
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1	1	100	M	11 514 57	1 611 18	72 13	1 811 10	1 262 48	3 693 55	19 965 01
2	1J	3/4	M						6 07	6 07
3	1J	2/3	M					36	20 02	20 38
4	1J	1/2	M	35 71	62		4 40	11 61	109 88	162 22
5	1J	1/3	M	5 42	5 32		90	4 39	16 61	32 64
6	1J	1/4	M						10 62	10 62
7	1J	1/5	M						11 96	11 96
8	1J	1/6	M				03		78	81
9	1J	1/12	M						80	80
10	Total Class 1J Main			41 13	5 94		5 33	16 36	176 74	245 50
11	Total Class 1 & 1J Main			11 555 70	1 617 12	72 13	1 816 43	1 278 84	3 870 29	20 210 51
12	1	100	B	10 213 06	6 67		376 02	944 59	293 50	11 834 44
13	1J	2/3	B					02	16	18
14	1J	1/2	B	133 58			10 90	47 12	19 63	211 23
15	1J	1/3	B	67			21	2 83	7 42	11 13
16	1J	1/4	B						36 32	36 32
17	1J	1/5	B						1 19	1 19
18	Total Class 1J Branch			134 25			11 11	43 97	64 72	260 05
19	Total Class 1 & 1J Branch			10 347 91	6 67		387 13	994 56	358 22	12 094 49
20	Total Main & Branch Lines			21 903 61	1 623 79	72 13	2 203 56	2 273 40	4 228 51	32 305 00
21	3E	100	M	83 02	75		6 73	3 67	12 02	106 19
22	3B	100	B	48 40			4 20	5 01	37	57 98
23	Total Main & Branch Lines			131 42	75		10 93	8 68	12 39	164 17
24	4A	100	M	444 99	1 03		76 15	30 95	95 36	648 48
25	4AJ	1/2	M						1 48	1 48
26	Total Class 4A & 4AJ Main			444 99	1 03		76 15	30 95	96 84	649 96
27	4A	100	B	84 28			2 69	5 90	1 53	94 40
28	Total Main & Branch Lines			529 27	1 03		78 84	36 85	98 37	744 36
29	5	100	M	374 75	87 17	1 52	55 88	35 34	124 05	678 71
30	5	100	B	584 18	24 92		69 21	22 41	34 74	735 46
31	Total Main & Branch Lines			958 93	112 09	1 52	125 09	57 75	158 79	1 414 17
32	Total Main Line			12 458 46	1 706 07	73 65	1 955 19	1 348 80	4 103 20	21 645 37
33	Total Branch Line			11 064 77	31 59		463 23	1 027 88	394 86	12 982 33
34	Grand Total			23 523 23	1 737 66	73 65	2 418 42	2 376 68	4 498 06	34 627 70
35	CANADIAN MILEAGE INCLUDED ABOVE									
36	1	100	M	33 81	7 07		4 64	81	28 76	75 09
37	1	100	B	89 11			1 79	5 42	2 92	99 24
38	1J	1/2	B	3 68					20	3 88
39	Total 1 & 1J Branch			92 79			1 79	5 42	3 12	103 12
40	Total Main & Branch Lines			126 60	7 07		6 43	6 23	31 88	178 21
41	5	100	M	68 07	2 38		5 32	4 79		80 56
42	5	100	B	15 08			4 07	1 72	19 06	39 93
43	Total Main & Branch Lines			83 15	2 38		9 39	6 51	19 06	120 49
44	Grand Total Canadian			209 75	9 45		15 82	12 74	50 94	298 70
45	Mileage									
46	TOTAL MAIN LINE									
47	TOTAL BRANCH LINES									
48	GRAND TOTAL									
49	Miles of road or track electrified (included in preceding grand total)									

411-A. MILEAGE OWNED BUT NOT OPERATED BY RESPONDENT AT CLOSE OF YEAR

If any of the tracks returned in this schedule are operated by other than the respondent, the name of the company or individual operating them and the conditions under which they are held for operation should be shown in a footnote. Tracks which have been permanently abandoned should not be included in this schedule.

Line No.	Class	Name of road or track	Main (M) or branch (B) line	RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.						Miles of way switching tracks	Miles of yard switching tracks		Total
				Miles of road	Miles of second main track	Miles of all other main tracks		Miles of passing tracks, cross-overs, and turn-outs	Miles of yard switching tracks				
	(a)	(b)	(c)	(d)	(e)	(f)		(g)	(h)	(i)		(j)	
1	1	Coach Tracks	M								22	22	
2	1J	Line "D" ($\frac{1}{2}$ ownership)	M					02		1	22	1 24	
3	1	Spur	M							1	92	1 92	
4	1J	Inter-change Tracks											
5		($\frac{1}{2}$ ownership)									17	17	
6	1	C.M.St.P.&P. R.R. Co.	M					02				02	
7	1J	Connections	B					07				07	
8	1J	Connections	B					08				08	
9	1J	C.M.St.P.&P. R.R. Co.	B					01				01	
10	1J	C.M.St.P.&P. R.R. Co.	B					01				01	
11	1J	C.M.St.P.&P. R.R. Co.	B					01				01	
12	1	Ill. Northern Ry. Co.	M								57	57	
13	1	Ill. Central Ry. Co.	B								07	07	
14	1	C.M.St.P.&P. R.R. Co.	M								71	71	
15	1	So.Omaha Term. Ry. Co.	M								27	27	
16		TOTAL						22		5	15	5 37	

Lines

1. Leased to and operated by Duluth Union Depot Co., which company pays rental and maintains property in Duluth, Minnesota.
2. Joint ownership with Soo Line R.R. Co., which company operates and maintains property on Line "D" in Minneapolis, Minnesota.
3. Leased to and operated by Union Pacific R.R. Co., which company pays taxes and maintains property in Spokane, Washington.
4. Joint ownership with Union Pacific R.R. Co. and C. M. St. P. & P. R.R. Co. C. M. St. P. & P. R.R. Co. operates and maintains property in Seattle, Washington.
6. Leased to C. M. St. P. & P. R.R. Co., rental 2 $\frac{1}{2}$ % per annum on valuation at Choteau, Montana.
7. Joint owned with Union Pacific R.R. Co., which company operates trackage between Waitsburg Jct. and Dayton, Washington.
8. Joint owned with Union Pacific R.R. Co., which company operates trackage at Villard Jct., Wallula Jct., and Zanger Jct.
9. Joint owned with C. M. St. P. & P. R.R. Co. at Emerson Jct., Montana.
10. Joint owned with C. M. St. P. & P. R.R. Co. at Dracut Jct., Montana.
11. Joint owned with C. M. St. P. & P. R.R. Co. at Spring Creek Jct., Montana.
12. Illinois Northern Ry. Co. operates yard tracks under agreement at Chicago, Illinois.
13. Illinois Central Ry. Co. operates yard tracks under agreement at West Frankfort, Illinois.
14. C. M. St. P. & P. R.R. Co. operates yard tracks under agreement at Council Bluffs, Iowa.
15. South Omaha Terminal Ry. Co. operates yard tracks under agreement at South Omaha, Nebraska.

412. MILES OF ROAD AT CLOSE OF YEAR—BY STATES AND TERRITORIES (SINGLE TRACK)

(For other than switching and terminal companies)

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), (e), or (f), as may be appropriate. The remainder of jointly operated mileage should be shown in column (g). Respondent's proportion of road jointly owned, not operated, should be shown in columns (i) and (j), as

may be appropriate. Tracks which have been permanently abandoned should not be included in columns (i) and (j). Lengths should be stated to the nearest hundredth of a mile.

Line No.	State or territory	ROAD OPERATED BY RESPONDENT										LINE OWNED, NOT OPERATED BY RESPONDENT				New line constructed during year				
		LINE OWNED					Line of proprietary companies (d)	Line operated under lease (e)	Line operated under contract, etc. (f)	Line operated under trackage rights (g)	Total mileage operated (h)	Main line (i)		Branch lines (j)						
		Main line (b)		Branch lines (c)								(k)								
	(a)	(b)		(c)			(d)	(e)		(f)		(g)		(h)		(i)		(j)		(k)
1	California	65	75	6	33	15	3					62	1	99	52	0				
2	Colorado	213	94	4	178	63	9					38 28	8	430	85	1				
3	Idaho	160	94	1	311	04	1					7 30	7	479	28	9				
4	Illinois	943	18	3	540	92	1					135 20	5	1 619	30	9				
5	Iowa	449	10	9	425	71	6					136 92	7	1 011	73	2				
6	Kansas	12	85	3	187	03	7					18 03	8	217	91	8				
7	Kentucky											12 42	2	12	42	2				
8	Minnesota	1 870	59	0 1	218	61	9					69 63	0	3 158	83	9				
9	Missouri	597	71	8	479	00	9					189 96	0	1 266	67	7				
10	Montana	2 376	92	7 1	063	83	4	52	02	2		33 51	3	5 526	28	6				
11	Nebraska	1 406	48	6 1	229	88	0					7 42	8	2 643	78	4				
12	North Dakota	1 103	01	3 2	336	97	7					34 18	4	3 474	16	4				
13	Oregon	133	71	4	43	75	4		08	-	121 34	1 82 76	5	381	64	2				
14	South Dakota	61	55	1	482	73	3					1 92	2	546	20	6				
15	Washington	1 155	21	5 1	611	58	1	48	40	8	407 93	8 193 17	4	3 416	29	6				
16	Wisconsin	342	89	3	1	43	1					1 31	1	345	63	2				
17	Wyoming	506	61	7	45	46	5	30	92	1				682	99	3				
18	Prov. of British Columbia											9 51	9	134	27	4				
19		33	81	4	90	95	1													
20	Prov. of Manitoba											75 48	6	75	48	6				
21	TOTAL MILEAGE (single track)	11 534	25	410	280	67	1	None	131	42	1 529 27	91 047 62	8	23 523	23	3	NONE	NONE	NONE	

10,280.671
21,814.925

414. TRACKS OPERATED AT CLOSE OF YEAR

(For switching and terminal companies only)

Give particulars of all tracks operated by the respondent at the close of the year.

Classify the tracks, as follows:

- (1) Tracks owned by the respondent;
- (2) Tracks operated by the respondent but owned by the respondent's proprietary corporations;
- (3) Tracks operated under lease for a specified sum, lessor being (A) an affiliated corporation, or (B) independent or not affiliated with respondent;
- (4) Tracks operated under contract or agreement, or where the rent is contingent upon earnings or other consideration, owner being (A) an affiliated corporation, or (B) independent or not affiliated with respondent;
- (5) Tracks operated under trackage rights.

Name all the tracks of each class before any of a later class, and insert in column (a) before the name of each owner the figure (and letter, if any) indicating its class in accordance with the preceding classification.

Give subtotals for each of the several numbered classes.

Class (1) includes all tracks 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 relation to the respondent of the corporation holding the securities should be fully set forth in a footnote. An inactive corporation is one which has been practically absorbed in a controlling corporation, and which neither operates property nor administers its financial affairs; if it maintains an organization it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises.

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

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

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

Lengths should be stated to the nearest hundredth of a mile. Tracks belonging to an industry for which no rent is payable should not be reported.

Tracks held by the respondent as joint or common owner or a joint lessee or under any joint arrangement should be shown in its appropriate class and the entry of length should be of the entire length of the portion jointly held. The class symbol should have the letter (J) attached, and full particulars showing all of the joint or common title holders, and the extent of their respective interests should be shown in a memorandum attached to the schedule.

Line No.	Class (a)	Name of owner (b)	Location (c)	Character of business (d)	Total mileage operated (e)	
1			NOT APPLICABLE			
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
TOTAL						
Miles of road or track electrified (included in each preceding total)						

TRACKS OPERATED AT COST FOR JOINT BENEFIT—INCLUDED ABOVE

21			NOT APPLICABLE			
22						
23						
24						
25						
26						
27						
28						
29						
TOTAL						

30 Are the tracks of the respondent operated primarily in the interest of any industrial, manufacturing, or other corporation, firm, or individual?

If so, give name, address, and character of business of corporation, firm, or individual. Name Address

Character of business

415. MILES OF TRACKS AT CLOSE OF YEAR—BY STATES AND TERRITORIES

(For switching and terminal companies only)

Give particulars, as of the close of the year, of all tracks operated and of all owned but not operated. The respondent's proportion of operated tracks held by it as joint or common owner, or under a joint lease, or under any joint arrangement, should be shown in columns (b), (d), or (e), as may be appro-

priate. The remainder of jointly operated mileage should be shown in column (f). Tracks owned, not operated by respondent (including respondent's proportion of jointly owned tracks, not operated), should be shown in column (h). If any of the tracks returned in column (h) are operated by other than

the respondent, the name of the company or individual operating them and the conditions under which they are held for operation should be shown in a footnote. Tracks which have been permanently abandoned should not be included in column (h). Lengths should be stated to the nearest hundredth of a mile.

Line No.	State or Territory (a)	TRACKS OPERATED								Tracks owned, not operated by respondent (h)	New tracks constructed during year (i)		
		Tracks owned (b)		Tracks of proprietary companies (c)		Tracks operated under lease (d)		Tracks operated under contract, etc. (e)				Tracks operated under trackage rights (f)	
1	NOT APPLICABLE												
2													
3													
4													
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417. INVENTORY OF EQUIPMENT

Instructions for reporting locomotive and passenger-train car data, pages 404 and 405:

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 (i); units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h); units rented from others for a period less than one year should not be included in column (i).
4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to

an "A" unit, but not equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operating at terminals.

5. A "self-propelled car" is a rail motor car propelled by electric motors receiving power from third rail or overhead, or internal combustion engines located on the car itself. Trailers equipped for use only in trains of cars that are self-propelled are to be included as self-propelled equipment.

6. A "Diesel" unit includes all units propelled by diesel internal combustion engines irrespective of final drive, and whether power may at times be supplied from external conductor. Units other than diesel-electric, e.g., diesel-hydraulic, should be identified in a footnote giving the number and a brief description. An "Electric" unit includes all units which receive electric power from an overhead contact wire or third rail, and use the power to drive one or more electric motors that propel the vehicle. An "Other" unit includes all units other than die-

sel 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.

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), or tractive effort of steam locomotive units; 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.

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

Line No.	Type or design of units	Units in service of respondent at beginning of year	CHANGES DURING THE YEAR					UNITS AT CLOSE OF YEAR				
			UNITS INSTALLED				Units retired from service of respondent whether owned or leased, including reclassification	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)	Leased to others
			New units purchased or built	New units leased from others	Rebuilt units acquired and rebuilt units rewritten into property accounts	All other units, including reclassification and second-hand units purchased or leased from others						
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
<i>Locomotive Units</i>												
1	Diesel-Freight-----A units	473*	50	104		226	30	560	263	823	2 268 900	
2	Diesel-Freight-----B units	71*					10	61		61	97 750	
3	Diesel-Passenger-----A units	141*					57	78	6	84	169 650*	
4	Diesel-Passenger-----B units	39*						39		39	61 250**	
5	Diesel-Multiple purpose--A units	867*					190	639	38	677	1 113 950	
6	Diesel-Multiple purpose--B units											
7	Diesel-Switching-----A units	382*	12			2	14	370	12	382	407 860	1
8	Diesel-Switching-----B units											
9	Total (lines 1 to 8)-----	1 973*	62	104		228	301	1 747	319	2 066	4 119 360	1
10	Electric-Freight-----											
11	Electric-Passenger-----											
12	Electric-Multiple purpose-----											
13	Electric-Switching-----											
14	Total (lines 10 to 13)-----											
15	Other-----											
16	Grand total (lines 9, 14, 15)-----	1 973*	62	104		228	301	1 747	319	2 066	XXXX	1

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

Type or design of units		DURING CALENDAR YEAR										TOTAL
		Before Jan. 1, 1950	Between Jan. 1, 1950, and Dec. 31, 1954	Between Jan. 1, 1955, and Dec. 31, 1959	Between Jan. 1, 1960, and Dec. 31, 1964	Between Jan. 1, 1965, and Dec. 31, 1969	1970	1971	1972	1973	1974	
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)
17	Diesel-----	316	547	464	169	349	55	166				2 066
18	Electric-----											
19	Other-----											
20	Total (lines 17 to 19)-----	316	547	464	169	349	55	166				2 066

* 54 Units operated on behalf of N.R.P.C.

** 26 Units operated on behalf of N.R.P.C.

417. INVENTORY OF EQUIPMENT

Instructions for reporting locomotive and passenger-train car data, pages 404 and 405:

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 (i); units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h); units rented from others for a period less than one year should not be included in column (i).
4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to

an "A" unit, but not equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operating at terminals.

5. A "self-propelled car" is a rail motor car propelled by electric motors receiving power from third rail or overhead, or internal combustion engines located on the car itself. Trailers equipped for use only in trains of cars that are self-propelled are to be included as self-propelled equipment.

6. A "Diesel" unit includes all units propelled by diesel internal combustion engines irrespective of final drive, and whether power may at times be supplied from external conductor. Units other than diesel-electric, e.g., diesel-hydraulic, should be identified in a footnote giving the number and a brief description. An "Electric" unit includes all units which receive electric power from an overhead contact wire or third rail, and use the power to drive one or more electric motors that propel the vehicle. An "Other" unit includes all units other than die-

sel 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.

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), or tractive effort of steam locomotive units; 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.

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

Line No.	Type or design of units	Units in service of respondent at beginning of year	CHANGES DURING THE YEAR					UNITS AT CLOSE OF YEAR				
			UNITS INSTALLED				Units retired from service of respondent whether owned or leased, including reclassification	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	Leased to others (l)
			New units purchased or built	New units leased from others	Rebuilt units acquired and rebuilt units rewritten into property accounts	All other units, including reclassification and second hand units purchased or leased from others						
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
<i>Locomotive Units</i>												
1 Diesel-Freight-----A units		473*	50	104		226	30	560	263	823	2 268 900	
2 Diesel-Freight-----B units		71*					10	61		61	97 750	
3 Diesel-Passenger-----A units		141*					57	78	6	84	169 650*	
4 Diesel-Passenger-----B units		39*						39		39	61 250**	
5 Diesel-Multiple purpose--A units		867*					190	639	38	677	1 113 950	
6 Diesel-Multiple purpose--B units												
7 Diesel-Switching-----A units		382*	12			2	14	370	12	382	407 860	1
8 Diesel-Switching-----B units												
9 Total (lines 1 to 8)-----		1 973*	62	104		228	301	1 747	319	2 066	4 119 360	1
10 Electric-Freight-----												
11 Electric-Passenger-----												
12 Electric-Multiple purpose-----												
13 Electric-Switching-----												
14 Total (lines 10 to 13)-----												
15 Other-----												
16 Grand total (lines 9, 14, 15)-----		1 973*	62	104		223	301	1 747	319	2 066	4 119 360	1

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

Type or design of units	Before Jan. 1, 1950	Between Jan. 1, 1950, and Dec. 31, 1954				DURING CALENDAR YEAR					TOTAL
	(b)	Between Jan. 1, 1950, and Dec. 31, 1954	Between Jan. 1, 1955, and Dec. 31, 1959	Between Jan. 1, 1960, and Dec. 31, 1964	Between Jan. 1, 1965, and Dec. 31, 1969	1970	1971	1972	1973	1974	
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
17 Diesel-----	316	547	464	169	349	55	166				2 066
18 Electric-----											
19 Other-----											
20 Total (lines 17 to 19)-----	316	547	464	169	349	55	166				2 066

* 54 Units operated on behalf of N.R.P.C.

** 26 Units operated on behalf of N.R.P.C.

417. INVENTORY OF EQUIPMENT—Continued

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS
CHANGES DURING THE YEAR

UNITED STATES RAILROADS - Continued

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS												
Line No.	Class of equipment and car designations (a)	Units in service of respondent at beginning of year (b)	CHANGES DURING THE YEAR				UNITS AT CLOSE OF YEAR					
			UNITS INSTALLED				Units retired from service of respondent whether owned or leased, including reclassification (g)	Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h) + (i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)
			New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units, including reclassification and second hand units purchased or leased from others (f)						
PASSENGER-TRAIN CARS												
Non-Self-propelled												
21	Coaches [PA, PB, PBO]-----	359					61	268	10	27	(Seating capacity) 24 337	
22	Combined cars [All class C, except CSB]-----	14					3	9	2	11	330	
23	Parlor cars [PBC, PC, PL, PO]-----	23					14	7	2	9	288	
24	Sleeping cars [PS, PT, PAS, PDS]-----	122					56	62	4	66	1 472	
25	Dining, grill and tavern cars [All class D, PD]-----	76					30	44	2	46	XXXX	
26	Postal cars [All class M]-----	60					2	42	16	58	XXXX	
27	Non-passenger carrying cars [All class B, CSB, PSA, IA]-----	530					247	268	15	283	XXXX	
28	Total (lines 21 to 27)-----	1 164					413	700	51	751*	26 437	
Self-Propelled Rail Motorcars												
29	Electric passenger cars [EP, ET]-----											
30	Electric combined cars [EC]-----											
31	Internal combustion rail motorcars [ED, EG]-----	7						7		7	330	
32	Other self-propelled cars (Specify types)-----											
33	Total (lines 29 to 32)-----	7						7		7	330	
34	Total (lines 28 and 33)-----	1 171					413	707	51	758*	26 767	
COMPANY SERVICE CARS												
35	Business cars [PV]-----	12					3	9		9	XXXX	
36	Boarding outfit cars [MWX]-----	1 639				78	132	1 497	93	1 585	XXXX	
37	Derrick and snow removal cars [MWU, MWV, MWW, MWK]-----	158				17	3	160	12	172	XXXX	
38	Pump and ballast cars [MWB, MWD]-----	1 231					95	1 102	34	1 136	XXXX	
39	Other maintenance and service equipment cars-----	5 210	1**			165	252	4 902	222	5 124	XXXX	
40	Total (lines 35 to 39)-----	8 250	1**			260	485	7 670	356	8 026	XXXX	

* No cars leased to or operated on behalf of...

* No cars leased to or operated on behalf of N.R.P.C. 634 cars held for sale or conversion. Balance of cars are coaches in suburban service.

** Company Service—Jointly owned scale test car (B. N., S. P. & S., U. P., S. P., Milw., Columbia & Cowlitz Railway, Mt. Hood Railway, P. T. M. & Prtd.)

417. INVENTORY OF EQUIPMENT—Continued

Instructions for reporting freight-train car data, pages 406 and 407:

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.

2. In column (p) give the number of units purchased new or built in company shops. In column (q) 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 (z); units temporarily out of respondent's service and rented to others for less than one year are to be included in column (u); units rented from others for a period less than one year should not be included in column (v).

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

Line No.	Class of equipment and car designations (m)	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 (t)
		Per diem (n)	Non-per diem (c)	UNITS INSTALLED					
				New units purchased or built ¹ (p)	New units leased from others (q)	Rebuilt units acquired and rebuilt units rewritten into property accounts ¹ (r)	All other units, including reclassification and second-hand units purchased or leased from others (s)		
FREIGHT-TRAIN CARS									
41	Box-General Service (unequipped) (All B (except B080), L070, R-00, R-01)	52 699		450			2 643	5 043	
42	Box-General Service (equipped) (A-20, A-30, A-40, A-50, R-06, R-07)	8 605		8			100	176	
43	Box-Special Service (A-00, A-10, B080)	1 003					280	77	
44	Gondola-General Service (All G (except G-9))	7 803					552	2 517	
45	Gondola-Special Service (G-9, J-00, all C, all E)	1 450		24			477	220	
46	Hopper (open top)-General Service (All H (except H-70))	11 478		300			5	1 110	
47	Hopper (open top)-Special Service (H-70, J-10, all K)	6 188						329	
48	Hopper (covered) (L-5)	11 655		1 172				68	
49	Tank (All T)	150							
50	Refrigerator (meat)-Mechanical (R-11, R-12)								
51	Refrigerator (other than meat) -Mechanical (R-04, R-10)								
52	Refrigerator (meat)-Non-Mechanical (R-02, R-08, R-09, R-14, R-15, R-17)								
53	Refrigerator (other than meat) -Non-Mechanical (R-03, R-05, R-13, R-16)								
54	Stock (All S)	3 458						131	
55	Autorack (F-5, F-6)	22							
56	Flat-General Service (F10, F20)	4 688					414	508	
57	Flat-Special Service (F30, F-1, F-20, F-30, F-40, F-9, L-2, L-3)	5 703		200			106	126	
58	Flat-TOFC (F-7, F-5)	371					8	4	
59	All other (L-0, L-1, L-4, L080, L090)	137					2 209	107	
60	Total (lines 41 to 59)	115 410		2 154			6 794	10 416	
61	Caboose (All N)	XXXX	1 081	47				24	
62	Total (lines 60 and 61)	115 410	1 081	2 201			6 794	10 440	
63	Grand total, all classes of cars (lines 34, 40 and 62)	115 410 116 641	10 502 9 271	2 202			7 054	11 338	
FLOATING EQUIPMENT									
64	Self-propelled vessels (Tugboats, car ferries, etc.)	XXXX							
65	Non-self-propelled vessels (Car floats, lighters, etc.)	XXXX							
66	Total (lines 64 and 65)	XXXX							
		New units purchased or built			Units rebuilt or acquired				
		General funds		Incentive funds		General funds		Incentive funds	
Box, unequipped (which relate to incentive per diem order)		450		None		None		None	

417. INVENTORY OF EQUIPMENT—Continued

4. Column (y) should show aggregate capacity for all units reported in columns (w) and (x), 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. Freight-train car type codes shown in column (m) correspond to the AAR Multilevel Per Diem Master List. Dashes are used in appropriate places to

permit a single code to represent several car type codes. Descriptions of car codes and designations are published in *The Official Railway Equipment Register*.

6. Per diem cars, as used herein, refers to freight cars other than cabooses owned or held under lease arrangement by U. S. Class I line-haul railroads, whose interline rental is settled on a per diem basis under the code of per diem rules, or would be so settled if used by another railroad.

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

UNITS AT CLOSE OF YEAR

Owned and used (u)	Leased from others (v)	Total in service of respondent (col. (u) + (v))		Aggregate capacity of units reported in col. (w) + (x) (see ins. 4) (y)	Leased to others (z)	Line No.
		Per diem (w)	Non-per diem (x)			
40 398	10 351	50 749		(Tons) 2 703 967		41
7 555	982	8 537		582 453	807	42
1 142	64	1 206		73 761		43
4 890	948	5 838		393 931	209	44
1 058	673	1 731		131 383		45
9 052	1 621	10 673		820 164		46
5 859		5 859		451 143		47
12 653	106	12 759		1 147 530		48
150		150		14 325		49
					247	50
					1 360	51
					343	52
					1 546	53
3 327		3 327		132 918		54
22		22		1 540		55
3 927	667	4 594		264 982		56
5 676	207	5 883		405 498	150	57
375		375		21 212		58
2 239		2 239		157 567		59
98 323	15 619	113 942		7 304 374	4 662	60
1 057	47	XXXX	1 104	XXXXXXXXXXXXXX		61
99 380	15 666	113 942	1 104	7 304 374	4 662	62
107 757	15 073	115 078	8 752		4 662	63
		XXXX	NONE			64
		XXXX	NONE			65
		XXXX	NONE			66

421. HIGHWAY MOTOR VEHICLE OPERATIONS

Give particulars of highway motor vehicles operated by respondent in revenue and nonrevenue service and of revenue traffic handled for the respondent by others under contractual arrangements.

In reporting highway motor vehicle miles in line-haul service, show the mileage of buses and combination bus-trucks on line 6; the mileage of trucks and of bogies, trailers and semitrailers with trucks on line 9; and the mileage of tractors and of bogies, trailers and semitrailers with tractors on line 10. Vehicle miles in terminal service should be reported on lines 12 and 13.

In reporting traffic carried and traffic handled 1 mile on lines 14 to 21, and on lines 40 to 45, both inclusive, show the total number of tons and ton-miles of revenue freight in column (b) and the total number of passengers carried and passenger-miles in column (c), regardless of the class of vehicle used to perform the transportation service.

In reporting highway motor vehicles in nonrevenue service include those used in maintenance, shops, and storehouses, and transportation of company material; also buses used for transportation of company employees. Exclude automobiles used by officials and employees.

A. OPERATED BY RESPONDENT
(Revenue and nonrevenue service)

Line No.	Item (a)	Bogies (b)	Buses (c)	Chassis (d)
REVENUE SERVICE				
1	Vehicles owned or leased:			
2	Number available at beginning of year	108	1	44
3	Number installed during the year			5 *
4	Number retired during the year	102		
5	Number available at close of year	6	1	49
6	Vehicle miles (including loaded and empty):			
7	Line haul (station to station):			
8	Passenger vehicle miles	XXXXXX	28 536	XXXXXX
9	Truck miles		XXXXXX	XXXXXX
10	Tractor miles		XXXXXX	XXXXXX
11	Terminal service:			
12	Pick-up and delivery			
13	Transfer service			
14	Traffic carried:			
15	Tons—Revenue freight—Line haul	XXXXXX	XXXXXX	XXXXXX
16	Tons—Revenue freight—Terminal service only	XXXXXX	XXXXXX	XXXXXX
17	Revenue passengers—Line haul	XXXXXX	4 897	XXXXXX
18	Revenue passengers—Terminal service only	XXXXXX		XXXXXX
19	Traffic handled 1 mile:			
20	Ton-miles—Revenue freight—Line haul	XXXXXX	XXXXXX	XXXXXX
21	Revenue passenger-miles—Line haul	XXXXXX	246 566	XXXXXX
NONREVENUE SERVICE				
22	Vehicles owned or leased:			
23	Number available at beginning of year		36	
24	Number installed during the year			
25	Number retired during the year			
26	Number available at close of year		36	

*When performed by vehicles other than those used for line haul.

B. OPERATED BY OTHERS
(Revenue service)

Line No.	Item (a)	Bogies (b)	Buses (c)	Chassis (d)
40	Traffic carried:			
41	Tons—Revenue freight	XXXXXX	XXXXXX	XXXXXX
42	Revenue passengers	XXXXXX	**	XXXXXX
43	Traffic handled 1 mile:			
44	Ton-miles—Revenue freight	XXXXXX	XXXXXX	XXXXXX
45	Revenue passenger-miles	XXXXXX	**	XXXXXX

Note: Section A includes operations under I.C.C. MC 28572 and 28573 certificates.

* Correction - Included in semi-trailers previous year.

** BN Transport Inc. operates bus, on contractual basis with respondent, in round trip service, Helena to Butte, Montana, for connection with N.R.P.C. Trains Nos. 9 and 10. Passenger and passenger mile statistics are not included in respondent's statistics but are included in the train statistics reported to Amtrak.

421. HIGHWAY MOTOR VEHICLE OPERATIONS - Concluded

"Trailers" means trailer bodies used in TOFC/COFC service which are permanently mounted on running gear. "Containers" means trailer bodies used in TOFC/COFC service which

are not permanently mounted on wheels or chassis, but are separated from such running gear before being loaded on flat cars.

A. OPERATED BY RESPONDENT - Concluded
(Revenue and nonrevenue service)

Containers (e)	Semitrailers (f)	Tractors (g)	Trailers (h)	Trucks (i)	Combination bus-trucks (j)	Line No.
296	1 322	48		28	1	1
						2
98	154	4		7		3
198	1 168	44		21	1	4
						5
						6
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	80 940	7
XXXXXX		XXXXXX		68 136	XXXXXX	8
XXXXXX		2 049 104	2 049 104	XXXXXX	XXXXXX	9
				108 815		10
						11
						12
				61 493		13
XXXXXX	XXXXXX	XXXXXX	XXXXXX	70 260	XXXXXX	14
XXXXXX	XXXXXX	XXXXXX	XXXXXX		XXXXXX	15
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	16
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	17
				11 545 716		18
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	19
XXXXXX	XXXXXX	XXXXXX	XXXXXX			20
		6	114	2 214		21
				73		22
				80		23
		6	114	2 207		24
						25
						26

B. OPERATED BY OTHERS - Concluded
(Revenue service)

Containers (e)	Semitrailers (f)	Tractors (g)	Trailers (h)	Truck (i)	Combination bus-trucks (j)	Line No.
XXXXXX	XXXXXX	XXXXXX	XXXXXX	29 104	XXXXXX	40
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	41
						42
XXXXXX	XXXXXX	XXXXXX	XXXXXX	3 079 365	XXXXXX	43
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	44
						45

422. HIGHWAY MOTOR-VEHICLE ENTERPRISES IN WHICH THE RESPONDENT HAD A DIRECT OR INDIRECT FINANCIAL INTEREST DURING THE YEAR

Give particulars of highway motor-vehicle enterprises (excluding Railway Express Agency, Inc.) in which the respondent had a financial interest, either directly or indirectly, during the year.

In column (a) identify each motor-vehicle enterprise by name and address, and in column (b) state whether the respondent's interest in

such enterprise was direct or indirect. If the interest was indirect, give the names of all intermediaries.

In column (c) give the date on which respondent first acquired its direct or indirect interest in the enterprise.

Line No.	Name and address of highway motor-vehicle enterprise (a)	Nature of respondent's interest (b)	Date on which respondent's direct or indirect interest was originally acquired (c)
1	BN Transport Inc.	Direct	December 27, 1929
2	176 East Fifth Street		
3	St. Paul, Minnesota 55101		
4	Western Motor Express, Inc.	Indirect	April 18, 1960
5	12400 - 51st Place	BN Transport Inc.	
6	Seattle, Washington		
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			

510. GRADE CROSSINGS -- Continued B--RAILROAD WITH HIGHWAY

1. A highway grade crossing is to be regarded as a single crossing of all of the tracks with-
in the adjacent owned or leased right(s) of way of the railroad(s) at the point of intersection
with a publicly maintained highway, street or avenue at the same grade to the extent that the
tracks are located within the limits of a single set of grade crossing signs or protective
devices having an integrated set of actuating circuits.

2. Not to be included are crossings of tracks with: private roads leading to or within indus-
trial plants, or with other roads or driveways not dedicated to public use. All crossings of
tracks at grade with public roads and streets should be included if any railroad operations
are conducted thereover by the reporting company whether or not the track is located on rail-
road right-of-way.

3. A private grade crossing which becomes public during the year should be reported as a
new grade crossing. A grade crossing of a dual or multi-lane highway should be reported as
one crossing. In the classification of protection, a crossing having more than one of the classes
of protection listed below should be reported once only, using the furthest left column that

applies. To avoid duplicate reporting of jointly owned, jointly maintained or jointly used cross-
ings, one railroad shall be designated the reporting road by mutual agreement of the interested
parties.

4. In columns (b) and (c) include grade crossings with or without audible signals, in columns
(d) and (e) include grade crossings with or without any type of audible or visible supplemented
device. Exclude from columns (f) and (g) those crossings where train movement is protected
only by a member of the train crew. Audible signals reportable in column (h) include any
train-actuated bell, whistle, siren or other audible device located adjacent to the crossing.
Other automatic signals reportable in column (i) include wigwags, Highway Traffic Signals
or special types of train-actuated devices with or without audible supplements. Include in
column (j), in addition to "Railroad Crossing" crossbuck, any other static sign (except
"Number of Tracks" sign) or any non-train-actuated signal such as amber continuous-
flashing lights. In column (m) report other than railroad crossbuck. Totals in column (o)
lines 38 and 39, should be equal, resulting in no change in the total number of crossings.

TYPES OF PROTECTION FOR, AND NUMBERS OF CROSSINGS AT GRADE

Line No.	Item of Annual Change	Automatic flashing lights		Automatic flashing light signals		Gates manually operated		Watchmen only		Audible signals only		Other automatic signals		Total indicating warning of train approach		"Rail-road Crossing" crossbuck signals only		Crossbuck signals with other fixed signals		Other fixed signals only		No signals or signals		Total crossings at grade	
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)	(v)	(w)	
30	Number at beginning of year	527	1	492	13	4	13	31	29	480	2	589	15	176*	2	824	184	752*	21	525*					
31	Added: By new, extended or relocated highway	1	3																						
32	By new, extended or relocated railroad	1																							
33	Total added	2	3																						
34	Eliminated: By closing or relocation of highway		1																						
35	By relocation or abandonment of railroad		1																						
36	By separation of grades																								
37	Total eliminated		2																						
38	Changes in protection: Number of each type added	25	36																						
39	Number of each type deducted	1	9																						
40	Net of all changes	+ 26	+ 28																						
41	Number at close of year	553	1	520	13	4	13	30	29	479	2	641	14	987	2	802	195	781	21	406					
42	Number at close of year by States:																								
43	Colorado	4	26																						
44	Idaho	2	7																						
45	Illinois	13	156	308	1	2																			
46	Iowa	66	54	2																					
47	Kansas	6	6																						
48	Minnesota	86	268																						
49	Missouri	12	137	2																					
50	Montana	45	102																						
51	Nebraska	60	173																						
52	North Dakota	34	127																						
53	Oregon	8	7																						
54	South Dakota	41	33																						
55	Washington	47	188																						
56	Wisconsin	47	32																						
57	Wyoming	60	31																						
58	British Columbia	53	5	20																					

510. GRADE CROSSINGS A—RAILROAD WITH RAILROAD

1. A crossing of a railroad with a railroad means the intersection of all the tracks on one right-of-way with all of the tracks on another right-of-way, whether or not owned or operated by the same company; thus, the intersection of one double-track line with another double-track line shall be reported as one crossing. Each such crossing shall be reported only by the carrier who performs the actual maintenance of the signal or interlocking protection, if so provided, or by the carrier who maintains the crossing frogs where no protection exists. The carrier which actually performs the maintenance shall be the reporting carrier, even though other party, or parties, assume a part or all of the expense of such maintenance. Where portions of the apparatus are maintained by two or more companies, as for example—the condition where one crossing frog is maintained by one company and the second frog by the other company, agreement should be made between carriers as to which shall report. Report should be made of each crossing, whether main line, branch line, or switching tracks are involved, so long as separate rights-of-way are involved, regardless of whether or not the rights-of-way involved are owned or leased

by the same company. A cross-over from one track to another on the same right-of-way, or the use of a crossing frog for the intersection of two tracks in the same right-of-way, is not to be considered as a crossing in this connection. If one right-of-way intersects two or more rights-of-way in the same vicinity a separate crossing shall be reported for each such intersection, even though all are controlled by one interlocking plant. In such case, this fact should be explained in a footnote in order that the interlocking plant may not be counted more than once.

2. The term "Protection" as used in this connection should include all signalling or derailing devices which may restrict the use of the crossing by either carrier. It shall not include stationary or other cautionary signs which merely indicate the proximity of a crossing. Where crossings are protected by more than one of the types of protection shown in columns (b) to (f) inclusive, the kind of protection, etc., should be reported in only one classification and that of the more elaborate type.

Line No.	Number of crossings (a)	Interlocking (b)	Automatic signals (automatic interlocking) (c)	Derails on one line, no protection on other (d)	Hand-operated signals, without interlocking (e)	Gates (f)	Total specially protected (g)	Total not specially protected (h)	Grand total (i)
1	Number at beginning of year.....	57	73	4	4*	23	161	210*	371*
2	Crossings added: New crossings.....								
3	Change in protection.....								
4	Crossings eliminated: Separation of grade.....								
5	Change in protection.....								
6	Other causes.....	2	1			1	4	2	6
7	Number at close of year.....	55	72	4	4	22	157	208	365
	NUMBER AT CLOSE OF YEAR BY STATES:								
8	California.....		1				1		1
9	Colorado.....	1					1	6	7
10	Idaho.....								
11	Illinois.....	7	7			4	18	12	30
12	Iowa.....	9	4			4	17	27	44
13	Kansas.....							1	1
14	Minnesota.....	15	23		1		39	50	89
15	Missouri.....	4	1			1	6	11	17
16	Montana.....		1			1	2	2	4
17	Nebraska.....	9	13	1		2	25	14	39
18	North Dakota.....	1	8		3	1	13	13	26
19	Oregon.....							1	1
20	South Dakota.....		5			1	6	10	16
21	Washington.....	6	2	3		8	19	41	60
22	Wisconsin.....	3	4				7	18	25
23	Wyoming.....							1	1
24	British Columbia.....		3				3	1	4

* Corrected figures.

511. GRADE SEPARATIONS

HIGHWAY-RAILROAD

1. (a) A highway-railroad grade separation is to be regarded as a single crossing of all of the tracks within the owned or leased right-of-way or contiguous rights-of-way of the railroad(s) at the point of intersection with a publicly maintained highway, street or avenue at separate grades.

(b) Not to be included are structures which serve some major purpose other than the avoidance of conflict of railway movements with highway movements and which contain no design features required for accommodation of the intersecting traffic flow as in the case of major tunnels.

(c) In order to avoid duplicate reporting and possible confusion, in reporting grade separations used or maintained by more than one railroad, the interested parties in each case should designate one line to

be the reporting railroad.

2. All separated crossings of tracks with public roads and streets should be included if any railroad operations are conducted thereover by the reporting company whether or not the track is located on railroad owned right-of-way.

3. Not to be included are crossings of tracks with private roads leading to or within industrial plants, or with other roads not dedicated to public use.

4. A private crossing which becomes public during the year should be reported as a new crossing.

5. A crossing of a dual or multi-lane highway should be reported as one crossing.

Line No.	Items of Annual Change (a)	Types and numbers of highway-railroad grade separations		
		Overpass (Highway above railroad) (b)	Underpass (Railroad above highway) (c)	TOTAL (d)
1	Number at beginning of year	1 251*	1 125*	2 376
2	Added: By new, extended or relocated highway	20	1	21
3	By new, extended or relocated railroad	2		2
4	By elimination of grade crossing	22	1	23
5	Total added		1	1
6	Deducted: By closing or relocation of highway		3	3
7	By relocation or abandonment of railroad		4	4
8	Total deducted			
9	Net of all changes	+ 22	- 3	+ 19
10	Number at close of year	1 273	1 122	2 395
Number at close of year by States:				
11	California	5	1	2
12	Colorado	6	29	41
13	Idaho	12	17	48
14	Illinois	13	132	290
15	Iowa	15	97	181
16	Kansas	16	7	11
17	Kentucky	17	6	11
18	Minnesota	23	210	361
19	Missouri	25	85	142
20	Montana	26	109	162
21	Nebraska	27	121	222
22	North Dakota	34	53	120
23	Oregon	37	31	75
24	South Dakota	41	22	52
25	Washington	47	285	547
26	Wisconsin	49	19	53
27	Wyoming	50	33	61
28	British Columbia	53	16	16
29				

* Total in column (d) should correspond to total number of grade crossings eliminated "By separation of grades", Schedule 510-B, line 36, column (a).

* Corrected figures.

513. TIES LAID IN REPLACEMENT

Give particulars of ties laid during the year in previously constructed tracks maintained by the respondent. Do not include any ties used in any new tracks or in track extensions.

In column (a) classify the ties as follows:

- (U) Wooden ties untreated when applied.
 (T) Wooden ties treated before application.
 (S) Ties other than wooden (steel, concrete, etc.). Indicate type in column (h).

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

In columns (d) and (g) should be shown 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 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.

The sum of entries on lines 21, 22, and 23 should equal the total of columns (d) and (g).

Any material difference between the return on line 22 and the charge to operating expense account No. 212, or between the sum of charges to additions and betterments shown in schedules Nos. 513 and 514 and the related charge to investment account No. 8, should be explained in a footnote.

Line No.	Class of ties	CROSSTIES				SWITCH AND BRIDGE TIES				Remarks
		Total number of ties applied		Average cost per tie	Total cost of cross-ties laid in previously constructed tracks during year	Number of feet (board measure) applied		Average cost per M feet (board measure)	Total cost of switch and bridge ties laid in previously constructed tracks during year	
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	
1	T	1 227 625	\$ 5 71	\$ 7 015 046	2 434 399	\$ 173 94	\$ 423 436	New		
2	T	37 505	2 54	95 163	5 011	90 40	453	Relay		
3	U	5	3 80	19				New		
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										
16										
17										
18										
19										
20	TOTAL	1 265 135	5 62	7 110 228	2 439 410	173 77	423 889			

21	Amount of salvage on ties withdrawn	\$ 49,484
22	Amount chargeable to operating expenses	\$7,439,011
23	Amount chargeable to additions and betterments	\$ 45,922
24	Estimated number of cross-ties in all maintained tracks:	

	Number	Percent of Total
(a) Wooden ties	94,069,875	100.00
(b) Other than wooden ties (steel, concrete, etc.)	303	-
TOTAL	94,070,178	100.00

Operating Expenses	\$7,439,011
Miscellaneous Adjustments	(9,314)
Inventory Adjustments	1,550,003
Total Account 212	\$8,979,700

Class "T" ties are treated with crude oil and creosote oil, pressure and vacuum system, known as the "Lowry" process.

514. TIES LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS

Give particulars of ties laid during the year in new construction, following the instructions given in the preceding schedule, so far as applicable.

Line No.	Class of ties (a)	CROSS TIES			SWITCH AND BRIDGE TIES			Remarks (h)
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of cross-ties laid in new tracks during year (d)	Number of feet (board measure) laid in tracks (e)	Average cost per M feet (board measure) (f)	Total cost of switch and bridge ties laid in new tracks during year (g)	
1	T	69 753	\$ 5 72	\$ 399 183	374 605	\$ 190 75	\$ 71 456	New
2	T	391	2 45	956	7 754	90 40	701	Relay
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20	TOTAL	70 144	5 70	400 139	382 359	188 72	72 157	

- 21 Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid 3.44
 22 Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid 15.65

Cost of ties in new track	\$472,296
Additions and betterments (Schedule 513)	45,622
Adjustment of previous year's charges	<u>38,621</u>
Total Account 8 (Schedule 211, Col. (e))	\$556,539

515. RAILS LAID IN REPLACEMENT

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

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

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

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

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

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

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

Line No.	Class of rail (a)	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS			
		WEIGHT OF RAIL		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year (d)	Average cost per ton (2,000 lb.) (e)	WEIGHT OF RAIL		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year (h)	Average cost per ton (2,000 lb.) (i)
		Pounds per yard of rail (b)	Number of tons (2,000 lb.) (c)			Pounds per yard of rail (f)	Number of tons (2,000 lb.) (g)		
1	2	136	4 395	626 961	142 65	136	17	2 353	138 41
2	2	132	7 935	1 469 172	185 15	132	14	2 085	148 93
3	2	131	5	853	170 60				
4	2	129	62	8 749	141 11				
5	2	115	19 985	3 060 152	153 12	115	92	15 789	171 61
6	2	112	336	34 106	101 51	112	5	754	150 80
7	4	136	8	909	113 63	136	1	112	112 00
8	4	132	237	30 122	127 10	132	6	766	127 67
9	4	131	1 842	74 002	40 17	131	23	941	40 91
10	4	130	55	2 165	39 36	130	2	91	45 50
11	4	129	72	5 522	76 69	129	7	518	74 00
12	4	115	765	70 921	92 71	115	33	3 245	98 33
13	4	112	14 666	630 233	42 97	112	1 914	75 893	39 65
14	4	110	721	28 305	39 26	110	261	9 779	37 47
15	4	100	1 038	42 291	40 74	100	435	16 876	38 80
16	4	90	3 759	145 362	38 67	90	1 971	76 891	39 01
17	4	85	846	24 257	28 67	85	319	9 256	29 02
18	4	80	307	8 496	27 67	80	165	4 683	28 38
19	4	77.5	271	7 727	28 51	77.5	48	1 355	28 23
20	TOTAL	XXXX	58 061	6 292 187	108 37	XXXX	5 123	227 590	41 19

21	Number of tons (2,000 lb.) of relays and scrap rail taken up	32 718 25 343	\$ 199 793 1 092 187	36 067	5 398	20 980 206 610
22	Salvage value of rails released		\$ 1,367,213			
23	Amount chargeable to operating expenses		\$ 4,010,205			
24	Amount chargeable to additions and betterments		\$ 1,142,359			
25	Miles of new rails laid in replacement (all classes of tracks) †	307.73		(rail-miles)		
26	Miles of new and second-hand rails laid in replacement (all classes of tracks) †	944.08		(rail-miles)		
27	Average weight per yard of new rails laid in replacement (running, passing, and cross-over tracks, etc.) •	121.29		(pounds)		
28	Tons of rail sold as scrap and amount received therefor	22,863		(tons of 2,000 lb.); \$ 692,347		

29	Track-miles of welded rail installed this year	188.94	total to date	3,022.92		
Lines 19a through 19j are included in line 20 totals						
19a	1	75	162	\$ 4,577	\$ 28.25	75
19b	2	72	47	1,468	31.23	25
19c	4	70	23	635	27.61	70
19d	4	68	196	5,529	28.21	68
19e	4					67
19f	4	66	49	1,488	30.37	33
19g	4	65	15	417	27.80	65
19h	4	60	115	3,247	28.23	26
19i	4	56	146	4,436	30.38	56
19j	4	52	3	85	28.33	37

Operating Expenses \$4,010,205

Cost of welding rail in tracks 629,774

Inventory adjustments and profit on rail sold 599,163

Total Account 214 \$5,239,142

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

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

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

ANNUAL REPORT 1971 CL. 2

310

BURLINGTON NORTHERN INC.

3 OF 3

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

Give particulars of rails applied during the year in the construction of new tracks, following the instructions given in the preceding schedule, so far as applicable.

Line No.	Class of rail (a)	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS			
		WEIGHT OF RAIL		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year (d)	Average cost per ton (2,000 lb.) (e)	WEIGHT OF RAIL		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year (h)	Average cost per ton (2,000 lb.) (i)
		Pounds per yard of rail (b)	Number of tons (2,000 lb.) (c)			Pounds per yard of rail (f)	Number of tons (2,000 lb.) (g)		
1	2	136	17	\$ 2 482	146 00			\$	\$
2	2	132	178	32 787	184 20				
3	2	115	134	22 268	166 18	115	574	82 972	144 55
4	2					112	55	5 712	103 85
5	4					131	340	13 658	40 17
6	4	115	15	1 581	105 40	115	68	6 094	89 62
7	4	112	335	16 808	50 17	112	1 352	51 490	38 00
8	4	100	9	395	43 89	100	5	209	41 80
9	4					90	367	16 730	45 59
10	4	85	13	472	36 31	85	227	6 276	27 65
11	4	56	3	106	35 33				
12									
13									
14									
15									
16									
17									
18									
19									
20	TOTAL	X X X X	704	76 890	109 23	X X X X	2 988	183 141	61 29

21 Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid 3.44

22 Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid 15.65

Cost of rail in tracks \$ 260,040

Additions and betterments (Schedule 515) 1,142,359

Welding 691,282

Adjustments of previous years (116,048)

Total Account 9 (Schedule 211, col. (e)) \$1,977,633

517. GAGE OF TRACK AND WEIGHT OF RAIL

Give the particulars below called for 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. If any part of the road operated at the close of the year is other than standard

gage, 4 ft. or 8½ inches, show the gage of each part in column (d). Road and track occupied under trackage right or other form of license should not be included herein, but all road and track held under any form of lease (granting exclusive possession to the lessee) should be included.

Line No.	Weight of rails per yard (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Line No.	Weight of rails per yard (a)	Line-haul companies (miles of main track) (b)	Remarks (d)
1	155	97	NONE	21	67	10.70	
2	140	2 01		22	66.5	8.48	
3	136	393 97		23	66	471.43	
4	132	814 18		24	65	107.14	
5	131	388 00		25	60	313.71	
6	130	21 17		26	56	791.54	
7	129	669 49		Total		23,639.12	
8	119	96					
9	115	3 770 78					
10	112	5 058 11					
11	110	724 91					
12	100	1 192 73					
13	90	4 816 46					
14	85	1 558 11					
15	80	169 97					
16	77.5	474 63					
17	75	859 02					
18	72	603 16					
19	70	215 24					
20	68	202 25					

531. STATISTICS OF RAIL-LINE OPERATIONS

1. Give the various statistical items called for concerning the rail-line operations of respondent's road during the year. Train-miles, car-miles and other particulars are to be reported in accordance with the classification of train-miles and car-miles prescribed in the Uniform System of Accounts for Railroad Companies (Miscellaneous Accounts 800 to 805 and 820 to 825). Locomotive unit-miles should include all miles made by each locomotive unit.

2. Per diem cars, as used herein, refers to freight cars other than cabooses owned or held under lease arrangement by U.S. class I line-haul railroads, whose interline rental is settled on a per diem basis under the code of per diem rules, or could be so settled if used by another railroad.

3. Item No. 1 includes miles of road operated under trackage rights.

4. For gross ton-miles compute from conductors' or dispatchers' train reports weight in tons (2,000 pounds). Item 27 includes weight of all locomotive units moved one mile in transportation trains. Ton-miles of motorcars should be excluded. Items 28 and 29 represent tons behind locomotive units (cars and contents, company-service equipment and cabooses) moved one mile in transportation trains. Include ton-miles of exclusive work service equipment and motorcars moving in transportation trains. Use 150 pounds as the

average weight per passenger and four tons as the average weight of contents of each head-end car.

5. Item No. 35 should represent the ton-miles of revenue freight in water transfer service on the Great Lakes involving a rail-line haul, the revenue from which is includible in account No. 101, "Freight." Ton-miles of revenue freight in water transfer service which was moved on the basis of local tariff rates, the revenue from which is creditable to account No. 113, "Water transfers," should be excluded. Item 36, Total ton-miles—Revenue freight, should correspond to the ton-miles reported on Form OS-B, Item 2.

6. For net ton-miles, Item 40, compute from conductors' train reports. This item represents the number of tons of revenue and non-revenue freight moved one mile in transportation trains. Include a reasonable proportion of the weight of exclusive work equipment moved one mile. Include net ton-miles in motorcar trains. Exclude LCL shipments handled in mixed baggage-express cars.

7. The mileage of company service equipment, designed exclusively for work service and moved in transportation trains, should be classed as loaded freight car-miles.

8. Highway vehicle operations should not be included in Schedule 531 but particulars thereof given in a footnote on page 509.

Motorcars moving in transportation trains. Use 150 pounds as the unit but particulars must be stated in full.															
Item No.	Item (a)	Freight trains (b)			Passenger trains (c)			Total transportation service (d)			Work trains (e)				
1	Average mileage of road operated (State in whole numbers)		23	289		1	833		23	592	x	x	x		
	TRAIN-MILES														
2	Diesel locomotives	36	597	327	3	739	943	40	337	270	x	x	x		
3	Other locomotives										x	x	x		
4	Total locomotives	36	597	327	3	739	943	40	337	270		259	885		
5	Motorcars					29	373		29	373					
6	Total train-miles	36	597	327	3	769	316	40	366	643		259	885		
	LOCOMOTIVE UNIT-MILES														
7	Road service	101	836	753	8	022	526	109	859	279	x	x	x		
8	Train switching	3	278	295				3	278	295	x	x	x		
9	Yard switching	14	409	453		127	150	14	536	603	x	x	x		
10	Total locomotive unit-miles	119	524	501	8	149	676	127	674	177	x	x	x		
	CAR-MILES														
						29	889		29	889	x	x	x		
11	Total motorcar car-miles	1076	850	897	1	717	697	1078	568	594	x	x	x		
12	Loaded per diem freight cars	197	523	529				197	523	529	x	x	x		
13	Loaded non-per diem freight cars	905	541	048		72	198	903	713	245	x	x	x		
14	Empty per diem freight cars	196	356	581				196	356	581	x	x	x		
15	Empty non-per diem freight cars	36	548	856				36	548	856	x	x	x		
16	Caboose	2410	920	911	1	789	895	2412	710	806	x	x	x		
17	Total freight car-miles (lines 12, 13, 14, 15 and 16)		80	615	11	463	445	11	544	060	x	x	x		
18	Passenger coaches		55	527					55	527	x	x	x		
19	Combination passenger cars (mail, express, or baggage, etc., with passenger)		36	028	4	634	612		4	670	640	x	x	x	
20	Sleeping and parlor cars		20	496	3	340	093		3	360	589	x	x	x	
21	Dining, grill and tavern cars		1	164	728	6	337	915		7	502	643	x	x	x
22	Head-end cars		1	357	394	25	776	065		27	133	459	x	x	x
23	Total (lines 18, 19, 20, 21, and 22)		3	823		101	470		105	293	x	x	x	x	
24	Business cars										x	x	x	x	
25	Crew cars (other than caboose)										x	x	x	x	
26	Grand total car-miles (lines 11, 17, 23, 24 and 25)	2412	282	128	27	697	319	2439	979	447	x	x	x	x	
	GROSS TON-MILES AND TRAIN-HOURS IN ROAD SERVICE														
27	Gross ton-miles of locomotives and tenders (thousands)	15	636	333	1	126	530	16	762	863	x	x	x	x	
28	Gross ton-miles of freight-train cars, contents, and cabooses (thousands)	128	186	626		89	495	128	276	121	x	x	x	x	
29	Gross ton-miles of passenger-train cars and contents (thousands)		75	061	1	750	120		1	825	181	x	x	x	
30	Train-hours—Total		1	646	364		87	615		1	733	979	x	x	x
	REVENUE AND NONREVENUE FREIGHT TRAFFIC														
31	Tons of revenue freight								131	128	313	x	x	x	x
32	Tons of nonrevenue freight								1	903	129	x	x	x	x
33	Total tons revenue and nonrevenue freight								133	031	442	x	x	x	x
34	Ton-miles—Revenue freight in road service (thousands)								60	754	196	x	x	x	x
35	Ton-miles—Revenue freight in lake transfer service (thousands)											x	x	x	x
36	Total ton-miles—Revenue freight (thousands)								60	754	196	x	x	x	x
37	Ton-miles—Nonrevenue freight in road service (thousands)								600	329		x	x	x	x
38	Ton-miles—Nonrevenue freight in lake transfer service (thousands)											x	x	x	x
39	Total ton-miles—Nonrevenue freight (thousands)								600	329		x	x	x	x
40	Net ton-miles of freight—Revenue and nonrevenue (thousands)	61	318	727		35	796		61	354	525	x	x	x	x
	REVENUE PASSENGER TRAFFIC														
41	Passengers carried—Total								10	397	114	x	x	x	x
42	Passenger-miles—Total								323	791	035	x	x	x	x

532. SWITCHING AND TERMINAL TRAFFIC AND CAR STATISTICS

(For switching and terminal companies only)

1. Give particulars of cars handled during the year. For descriptions of kinds of services included in switching operations, and in terminal operations, reference is made to the "Notice" on the inside of the front cover of this form. With respect to the term "cars handled" it should be observed that, when applied to switching operations, the movement of a car from the point at which a switching company receives it, whether loaded or empty, to the point where it is loaded or unloaded or delivered to another connecting line is to be counted as one car handled. The return of a car, whether loaded or empty, from the point where it is loaded or unloaded, to

the point of delivery is to be counted as one car handled. No incidental movement is to be considered, unless such incidental movement involves the receipt of additional revenue. When applied to terminal operations, such as union station, bridge, ferry, or other joint facility terminal operations, the term "cars handled" includes all cars for which facilities are furnished.

2. The number of locomotive-miles in yard switching service should be computed in accordance with account No. 816, "Yard Switching Locomotive-miles."

Item No.	Item (a)	Switching operations (b)	Terminal operations (c)	Total (d)
FREIGHT TRAFFIC				
201	Number of cars handled earning revenue—Loaded		NOT APPLICABLE	
202	Number of cars handled earning revenue—Empty			
203	Number of cars handled at cost for tenant companies—Loaded			
204	Number of cars handled at cost for tenant companies—Empty			
205	Number of cars handled not earning revenue—Loaded			
206	Number of cars handled not earning revenue—Empty			
207	Total number of cars handled			
PASSENGER TRAFFIC				
208	Number of cars handled earning revenue—Loaded			
209	Number of cars handled earning revenue—Empty			
210	Number of cars handled at cost for tenant companies—Loaded			
211	Number of cars handled at cost for tenant companies—Empty			
212	Number of cars handled not earning revenue—Loaded			
213	Number of cars handled not earning revenue—Empty			
214	Total number of cars handled			
215	Total number of cars handled in revenue service (items 207 and 214)			
216	Total number of cars handled in work service			

Number of locomotive-miles in yard switching service: Freight; passenger:

Notes relating to Schedule 531

Returns on Page 508 do not include statistics of motor vehicle operations as follows:

Item 31	Tons of Revenue Freight	66,122
Item 32	Tons of Nonrevenue Freight	772
Item 34	Ton-Miles-Revenue Freight in Road Service (Thousands)	13,057
Item 37	Ton-Miles-Nonrevenue Freight in Road Service (Thousands)	177
Item 40	Net Ton-Miles of Freight-Revenue and Nonrevenue (Thousands)	13,234
Item 41	Passengers Carried	4,897
Item 42	Passenger-Miles	345,566

561C. COMPENSATION APPLICABLE TO PRIOR YEARS

Show hereunder, for each group of employees, the amount of compensation applicable to prior years, which was paid or is payable under labor awards of the current year or for other reasons. Additional compensation for the current year under labor awards or for other reasons is includible in I.C.C. Wage Statistics Form A and B, "Report of Employees, Service, and Compensation," for the calendar year. For purposes of this report, labor awards are intended to cover adjustments resulting from the decisions of Wage Boards and voluntary awards by the respondent incident thereto. Explain the nature of any amounts in excess of \$10,000 included in column (c) in a footnote.

Line No.	Group No.	Class of employees (a)	AMOUNT OF COMPENSATION								
			Under labor awards (b)			Other back pay (c)			Total (d)		
			\$			\$			\$		
1	I	Executives, officials, and staff assistants.....	2	298	683				2	298	683
2	II	Professional, clerical, and general.....	2	615	433				2	615	433
3	III	Maintenance of way and structures.....		654	217					654	217
4	IV	Maintenance of equipment and stores.....	2	328	047				2	328	047
5	V	Transportation (other than train, engine, and yard).....		423	370					423	370
6	VI (a)	Transportation (yardmasters, switch tenders, and hostlers).....	8	149	320				8	149	320
7	VI (b)	Transportation (train and engine service).....									
8		TOTAL.....	16	469	070				16	469	070

9 Amount of foregoing compensation that is chargeable to operating expenses: \$16,469,070

562. COMPENSATION OF OFFICERS, DIRECTORS, ETC.

Give the name, position, salary, and other compensation, such as bonus, commission, gift, reward, or fee, of each of the five persons named in Schedules 102 and 103 of this report to whom the respondent paid the largest amount during the year covered by this report as compensation for current or past service over and above necessary expenses incurred in discharge of duties, and in addition, all other officers, directors, pensioners or employees, if any, to whom the respondent similarly paid \$30,000 or more. If more convenient, this schedule may be filled out for a group of roads considered as one system and shown only in the report of the principal road in the system, with references thereto in the reports of the other roads. Any large "other compensation" should be

explained in a footnote. If salary of an individual was changed during the year, show salary before each change as well as at close of year. If an officer, director, etc., receives compensation from more than one transportation company (whether a subsidiary or not) or from a subsidiary company, reference to this fact should be made if his aggregate compensation amounts to \$30,000 or more, and the detail as to division of the salary should be stated. By salary column (c) is meant the annual rate at which an employee is paid, rather than the amount actually paid for a part of a year when the salary is changed. Also, when a 10 percent (or other percent) reduction is made, the net rate and not the basic rate should be shown.

Line No.	Name of person (a)	Title (b)	Salary per annum as of close of year (see instructions) (c)		Other compensation during the year (d)	
			\$		\$	
1						
2						
3						
4						
5						
6						
7						
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563. PAYMENTS FOR SERVICES RENDERED BY OTHER THAN EMPLOYEES

In the form below give information concerning payments, fees, retainers, commissions, gifts, contributions, assessments, bonuses, pensions, subscriptions, allowance for expenses, or any form of payments amounting in the aggregate to \$30,000 or more during the year to any corporation, institution, association, firm, partnership, committee, or any person (other than one of respondent's employees covered in schedule 562 in this annual report) for services or as a donation, except that with respect to contributions under \$30,000 which are made in common with other carriers under a joint arrangement in payment for the performance of services or as a donation, each such contribution shall be reported, respectively of the amount thereof, if the total amount paid by all contributors for the performance of the particular service is equal to the sum of \$30,000 or more.

To be included are, among others, payments, directly or indirectly, for legal, medical, engineering, advertising, valuation, accounting, statistical, financial, educational, entertainment, charitable, advisory, defensive, detective, developmental, research, appraisal, registration, purchasing, architectural, and hospital services; payments for expert testimony and for handling wage disputes; and payments for services of banks, bankers, trust companies, insurance companies, brokers, trustees, promoters, solicitors, consultants, actuaries, investigators, inspectors, and efficiency engineers. Payments to the various railroad associations, commissions, committees,

bureaus, boards, and other organizations maintained jointly by railroads shall also be included. The enumeration of these kinds of payments should not be understood as excluding other payments for services not excluded below.

To be excluded are: Rent of buildings or other property, taxes payable to the Federal, State, or local Governments, payments for heat, light, power, telegraph, and telephone services, and payments to other carriers on the basis of lawful tariff charges or for the interchange of equipment between carriers, as well as other payments for services which both as to their nature and amount may reasonably be regarded as ordinarily connected with the routine operation, maintenance, or construction of a railroad, but any special and unusual payments for services should be reported. Payments of \$30,000 or more to organizations maintained jointly by railroads with other railroads are not to be excluded even if their services are regarded as routine.

If more convenient, this schedule may be filled out for a group of roads considered as one system and shown only in the report of the principal road in the system, with references thereto in the reports of the other roads.

If any doubt exists in the mind of the reporting officer as to the reportability of any type of payment, request should be made for a ruling before filing this report.

Line No.	Name of recipient (a)	Description of service (b)	Amount of payment (c)	
			\$	
1	Association of American Railroads	Assessments and Expenses	888	238.
2	Association of American Railroads	Advertising	54	352.
3	Association of Western Railways	Assessments and Expenses	3 09	473.
4	California Railroad Association	Contribution	3	583.
5	Minnesota Railroad Association	Expenses	116	998.
6	Montana Railroad Association	Expenses	97	334.
7	Washington Railroad Association	Contribution	36	951.
8	National Railway Labor Conference	Expenses	191	878.
9	North Pacific Coast Art. Bureau	Expenses	107	367.
10	Batten, Barton, Durstine & Osborn Inc.	Advertising	307	588.
11	Bishop, Ericson & Flynn	Services	53	776.
12	Crowley, Kilbourne, Haughey,			
13	Hanson & Gallagher	Services	70	325.
14	Davies, Biggs, Strayer, Stoel &			
15	Baley	Services	58	590.
16	Gough, Booth, Shanahan & Johnson	Services	30	000.
17	Haskins & Sells	Services	136	442.
18	Howard, Needles, Tammen &			
19	Bergendoff	Consulting Engineers	297	978.
20	Johnson & Thompson	Services	53	167.
21	Linde, Thomson & Van Dyke	Services	47	856.
22	Morgan Guaranty Trust Company	Services	47	253.
23	Sidley & Austin	Services	279	423.
24	Strong, Wishart & Associates	Services	99	875.
25	Tatham, Laird & Kudner	Advertising	182	196.
26	Winston, Strawn & Smith	Services	49	932.
27				
28				
29				
30				
31				
32				
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51				
52				
TOTAL			6 333	575

571. CONSUMPTION OF FUEL BY MOTIVE-POWER UNITS

Show hereunder the amounts of the various kinds of fuel consumed by locomotive units and motor or other self-propelled rail cars in the service of the respondent during the year, and the number of kilowatt-hours for such tractive equipment as was propelled by electricity. The ton of 2,000 pounds should be used.

Kilowatt-hours, for entry in column (c) of section A, and column (A) of section B, are to be figures at high-tension taps (point of production or point of purchase), and divided among the several classes of service, the division being made on the respondent's best estimate if actual figures are not available.

A. LOCOMOTIVES

Line No.	Kind of locomotive service (a)	DIESEL	ELECTRIC	OTHER (STEAM, GAS TURBINE, ETC.)	
		Diesel oil (gallons) (b)	Kilowatt-hours (c)	Coal (tons) (d)	Fuel oil (gallons) (e)
1	Freight.....	202 101 065			
2	Passenger.....	16 200 935			
3	Yard switching.....	30 560 289			
4	Total.....	248 862 289			
5	Work train.....	400 487			
6	GRAND TOTAL.....	249 262 776			
7	Total cost of fuel*	\$ 32 085 217			

B. RAIL MOTORCARS

Line No.	Kind of locomotive service (f)	DIESEL	ELECTRIC	GASOLINE
		Diesel oil (gallons) (g)	Kilowatt-hours (h)	Gasoline (gallons) (i)
11	Freight.....	-		
12	Passenger.....	223 159		
13	Yard switching.....	-		
14	Total.....	223 159		
15	Work train.....	-		
16	GRAND TOTAL.....	223 159		
17	Total cost of fuel*	\$ 19 428		

*Show cost of fuel charged to train and yard service (accounts Nos. 282 and 284, for other than electric, and accounts Nos. 283, 284, 285, and 286, for electric). The cost stated for the various kinds of fuel should be the total charges in the accounts specified, including freight charges and handling expenses. The cost stated for electric current should be the total charges in the accounts enumerated. Fuel and power 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 and power used should be included in passenger service.

NOTES AND REMARKS

581. CONTRACTS, AGREEMENTS, ETC.

1. Hereunder give a concise statement of each important contract, agreement, arrangement, etc., with other companies or persons, together with important revisions, modifications, terminations, and other changes thereof, which became effective during the year, and concerned in any way the transportation of persons or things at other than tariff rates, or the purchase of equipment under conditional sales plans without the issuance of securities by respondent, making such statements in the following order:

- (a) Express companies.
- (b) Mail.
- (c) Sleeping, parlor, and dining-car companies.
- (d) Freight or transportation companies or lines.
- (e) Other railway companies.
- (f) Steamboat or steamship companies.
- (g) Telegraph companies.
- (h) Telephone companies.
- (i) Equipment purchased under conditional sales contracts.
- (j) Other contracts.

2. Under item 1 (e), include particulars of joint facility arrangements entered into during the year by the respondent, including those maintained or operated by other carriers as well as those maintained or operated by respondent. For each joint facility, give a brief statement of the basis or bases on which revenues, expenses, taxes, interest on investment, and other items, if any, related to the facility are apportioned among the carriers using the facility or otherwise deriving benefit therefrom.

3. Under item 1 (i), give particulars of conditional sales agreements, lease or rental contracts, and other similar instruments, entered into by respondent for the purchase of equipment, which provide for payment in installments and do not involve the issuance of securities by respondent. State the names of the parties to the contracts or agreements, the number of units of each class of equipment covered, and the terms and conditions of payment.

4. Under item 1(j), Other contracts, describe briefly the particulars of all contracts or agreements, including estimated amounts receivable, under which a government agency, or instrumentality thereof, seeks to assist respondent with grants or aid for providing passenger commuter or other passenger-train services.

5. Information concerning contracts of minor importance may be omitted. A contract of minor importance is defined as one involving receipts or payments of less than \$25,000 per year, and which, by its terms, is otherwise unimportant.

6. In lieu of giving abstracts, copies of contracts may be filed. Every copy of a contract furnished in connection with the foregoing requirement should be listed hereunder.

7. The basis for computing receipts and payments should be fully stated in the case of each such contract, agreement, or arrangement.

8. Compliance with the requirements of this schedule does not relieve the respondent of the duty placed upon common carriers by section 6 (5), Part I, of the Interstate Commerce Act, which reads as follows:

"Every common carrier subject to this part shall also file with said Commission copies of all contracts, agreements, or arrangements with other common carriers in relation to any traffic affected by the provision of this part to which it may be a party. Provided, however, that the Commission, by regulations, may provide for exceptions from the requirements of this paragraph in the case of any class or classes of contracts, agreements, or arrangements, the filing of which, in its opinion, is not necessary in the public interest."

1. (a) 1.(c) 1.(d) 1.(f) 1.(g) 1.(h) - None.

(b) United States of America (Postmaster General) Agreement dated May 29, 1971 covering terminal handling charges at Chicago, Illinois, Kansas City, Missouri, Omaha, Nebraska, and Portland, Oregon. Cancels agreement dated July 9, 1970.

United States of America (Postmaster General) Agreement dated April 24, 1971 covering non-priority mail service at various points. Terminated agreements with former Great Northern Railway dated August 1, 1967 and former Northern Pacific Railway dated July 1, 1968.

United States of America (Postmaster General) Agreement dated April 24, 1971 covering regular bulk mail service at various points. Terminated former Chicago, Burlington & Quincy Railroad agreement dated September 2, 1968, and former Great Northern Railway dated March 25, 1969.

United States of America (Postmaster General) Agreement dated May 1, 1971 covering hauling mail on route SC-150761 between Spokane, Pasco and Portland via highway motor vehicle. Terminated agreement dated July 1, 1970.

(e) Chicago and North Western Railway - Termination effective February 19, 1971 of November 1, 1894 contract with former Northern Pacific covering Chicago and North Western Railway use of "A" Line and Burlington Northern use of tracks 1st Avenue North to 20th Avenue South in Minneapolis, Minnesota.

Milwaukee Railroad and Union Pacific Railroad agreement dated November 1, 1970 covering switching by Burlington Northern Inc. of Milwaukee Railroad and Union Pacific Railroad cars to Cargill, Inc., at Seattle, Washington. Rate is \$20.25 per car either loaded or empty.

Chicago, Milwaukee, St. Paul & Pacific Railroad Company joint purchase of Sioux City Terminal Railway Company's trackage and lease of underlying right of way dated September 30, 1971. Purchase price is \$38,193.00 for trackage and rental on right of way is \$20,000.00 annually to be borne equally.

Soo Line Railroad Company supplement dated March 2, 1970 to agreement dated April 15, 1929 allows Soo Line use of Burlington Northern Yard and dock facilities at Allouez, Wisconsin, and relieves Soo Line of rental and other obligations on Hill Avenue Yard and Superior Ore Dock of former Northern Pacific Railway.

Gulf, Mobile & Ohio Railroad - Agreement dated January 12, 1971, allowing Gulf, Mobile & Ohio Railroad use of Burlington Northern locomotives and cabooses on unit trains movement of coal.

(Continued on Page 529-A)

Schedule 581, Contracts, Agreements, Etc. (Continued from Page 529)

- (e) Union Pacific Railroad Company and Milwaukee Railroad Company - Agreement dated December 10, 1971 provides for Union Pacific Railroad and Burlington Northern Inc. to perform joint switching at North Pacific Grain Growers Elevator at Kalama, Washington. Terminates agreement dated May 31, 1962 between Union Pacific - Great Northern - Northern Pacific.
- Louisville & Nashville Railroad Company - Run-through agreement dated March 14, 1971 for utilization and mileage equalization of locomotives and cabooses between Galesburg, Illinois, and Nashville, Tennessee, via Woodlawn, Illinois.
- Southern Railway Company - Run-through agreement dated July 6, 1970 for utilization and mileage equalization of locomotives and cabooses between Galesburg, Illinois, and Louisville, Kentucky, via Centralia, Illinois.
- Western Pacific Railroad Company - Run-through agreement dated November 24, 1971 for utilization and mileage equalization of locomotives between Seattle, Washington, and Stockton, California, and between Spokane, Washington, and Stockton, California, via Bieber, California. This agreement cancels former agreements between Western Pacific and Great Northern, dated April 28, 1953, August 5, 1953, August 7, 1953, June 27, 1956, August 10, 1956, August 22, 1956, and March 19, 1959.
- Milwaukee Railroad Company and Union Pacific Railroad Company - Agreement dated January 10, 1971 covering organization, operation and management of Longview Switching Company and termination of agreement dated October 2, 1931 between former Northern Pacific Railway and Great Northern Railway. All costs to be apportioned on basis of cars set out by owners at Longview and Longview Junction.
- (i) Fort Worth and Denver Railway Company - Agreement dated February 2, 1971 covering lease of four diesel locomotives from Burlington Northern Inc. at a rate of \$175.00 per day per unit.
- Colorado and Southern Railway Company - Lease agreement dated October 7, 1971 covering fifteen diesel locomotives by Colorado and Southern Railway at a rate of \$150.00 per day per unit.
- Western Fruit Express and National Car Company - Lease of 4,441 cars from Burlington Northern Inc. dated June 1, 1970. Rental is approximately \$304,307.00 per month. Cancels agreements between Chicago, Burlington & Quincy Railroad and Burlington Refrigerator Express dated June 1, 1926 and August 1, 1949; between C. B. & Q. and National Car Company dated August 1, 1949; between Great Northern Railway and Western Fruit Express dated October 27, 1969 and July 14, 1969.
- A. A. Morrison Company Inc. lease dated August 31, 1971 by Burlington Northern of 2,042 cars. Rental is \$175,116.00 per month. This agreement supersedes G.N. 53783 dated November 12, 1962, N.P. 17033 dated May 17, 1962, N.P. 17203 dated February 18, 1963 and N.P. 17055 dated July 16, 1962.
- General Motors Corporation - Lease of 50 locomotives by Burlington Northern dated October 9, 1971. \$69,134.85 per month rental.
- First Western Bank and Trust - Burlington Northern lease of 104 diesel locomotives dated February 1, 1971. Annual rental is \$3,134,037.26.
- Burlington Truck Lines - Agreement dated May 3, 1971 of twenty trailers by Burlington Northern Inc. at \$3.50 per day per unit.
- Burlington Northern Trusts No. 2 and No. 3 and U. S. Leasing dated July 2, 1971 and April 1, 1971, respectively, covers 3,800 total cars. 1971 lease payments on 468 cars were \$1,990,869.00 and accrual for 1972 is \$2,258,000.00.
- A.C.F. Industries - Standard user agreement dated August 1, 1971 covers 500 hopper cars from August 1, 1971 to December 31, 1971. Rental was \$181,267.02. These cars and others are now in Burlington Northern Equipment Trust of 1971, Series 3 of December 1, 1971.
- National Railroad Passenger Corporation (AMTRAK) Agreement dated April 16, 1971 covering operation of passenger trains.

Schedule 581 - Concluded

Decreases:

- .01 St. Louis, Missouri - Recalculation.
- .10 Mulberry Street Branch, Minnesota - Removed at end.
- .07 Edgemont to Deadwood, South Dakota - Removed at end.
- .02 North Dakota State Line to Idaho State Line - Recalculation.
- .03 Montana State Line to Wallace, Idaho - Line change.
- 1.50 Anacortes to Concrete, Washington - Tracks removed.
- .01 Idaho State Line to Vancouver, Washington - Line change.
- .01 St. Joseph to Omaha, Iowa - Recalculation.
- .01 Little Falls to Morris, Minnesota - Recalculation.
- .01 Anacortes to Concrete, Washington - Removed diamond crossing.
- .27 Mendota to Denrock, Illinois - Line change.
- 1.14 Broadway to Mississippi Street, St. Paul, Minnesota - Tracks removed.
- .01 Black River to Woodinville, Washington - Line change.
- .01 Hastings to Lester, Nebraska - Recalculation.
- .01 Conrad to Valier, Montana - Recalculation.
- .07 Fairview to Great Bend, North Dakota - Removed at end.
- .01 Dean to International Boundary, Washington - Line change.
- .01 Williston to Snowden, North Dakota - Recalculation.
- .01 Grand Forks to Devils Lake, North Dakota - Recalculation.
- * 49.39 Junction Stryker to junction at Ripley, Montana - Line sold to U.S.A. effective May 10, 1971.
- 3.03 Casselton, North Dakota - Realignment of Divisions.
- .16 Tilden Junction to Carthage Junction, Minnesota - Transferred to side track.
- * 4.94 Towner to Maxbass, North Dakota - Track removed effective April 30, 1971, I.C.C. Docket No. 26448.
- * 3.79 Tracy to Tracy Junction, Washington - Track removed effective January 31, 1971, I.C.C. Docket No. 26275.
- * 17.00 Wickersham to Larson, Washington - Track removed effective June 22, 1971, I.C.C. Docket No. 26468.
- * 14.48 Snake River to Monumental, Washington - Track removed effective December 1, 1971, I.C.C. Docket No. 25997.
- .01 Seattle to Auburn, Washington - Line change.
- .01 Auburn to Yakima, Washington - Recalculation.
- 96.12 Total Decreases in Miles of Road.

591. CHANGES DURING THE YEAR

Hereunder state the matters called for. Make the statements explicit and precise, and number them in accordance with the inquiries; each inquiry should be fully answered, and if the word "none" truly states the fact it may be used in answering any particular inquiry. Changes in mileage should be reported by classes and stated to the nearest hundredth of a mile.

1. For each railroad property used in respondent's transportation service, show all increases and decreases in mileage, classifying the changes in the tables below as follows:

(Class 1) Line owned by respondent.

(Class 2) Line owned by proprietary companies.

(Class 3) Line operated under lease for a specified sum.

(Class 4) Line operated under contract or agreement for contingent rent.

(Class 5) Line operated under trackage rights.

2. For changes in miles of road, give dates of beginning or abandonment of operations. If any changes reportable in this schedule occurred

under authority granted by the Commission in certificates of convenience and necessity, issued under paragraphs (18) to (22) of section 1 of the Interstate Commerce Act or otherwise, specific reference to such authority should in each case be made by docket number or otherwise, as may be appropriate.

3. All consolidations, mergers, and reorganizations effected, giving particulars.

This statement should show the mileage, equipment, and cash value of property of each company as well as the consideration received by each company party to the action. State the dates on which consolidated, etc., and whether the prior companies have been dissolved. Copies of the articles of consolidation, merger, or reorganization should be filed with this report.

4. Other important changes not elsewhere provided for involving more than \$50,000, giving full particulars.

INCREASES IN MILEAGE

Line No.	Class	Main (M) or branch (B) line	RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				Miles of way switching tracks	Miles of yard switching tracks	Total	Remarks			
			Miles of road		Miles of second main track						Miles of all other main tracks	Miles of passing tracks, cross-overs, and turn-outs	
			(a)	(b)	(c)	(d)					(e)	(f)	(g)
1	1	M		07		01			5 22	4 67	29 59	39 56	
2	1	B	10	04					8 95	6 25	4 23	29 47	
3	1J	M								14	18 44	18 58	
4	1J	B							68		1 38	2 06	
5	3B	M		01								01	
6	4A	M									03	03	
7	5	H									2 28	2 28	
8	5	B							21	67	04	92	
9													
10													
11													
12													
13	TOTAL INCREASE		10	12		01			15 06	11 73	55 99	92 91	

DECREASES IN MILEAGE

21	1	M	52 50	3 79		22 72	7 03	8 13	94 17	
22	1	B	43 61	01		1 33	8 73	3 40	57 17	
23	1J	M	01					15	16	
24	1J	B						06	06	
25	3B	M						24	24	
26	5	M					3 69		3 69	
27	5	B						33	33	
28										
29										
30										
31										
32	TOTAL DECREASE		96 12	3 80		24 05	19 45	12 40	155 82	

If returns under Inquiry No. 1 above include any first main track owned by respondent or its proprietary companies representing new construction or permanent abandonment give the following particulars:

Owned by respondent:

Miles of road constructed None Miles of road abandoned 99.60 *

Owned by proprietary companies:

Miles of road constructed None Miles of road abandoned None

The item "miles of road constructed" is intended to show the mileage of first main track laid to extend respondent's road, and should not include tracks relocated and tracks laid to shorten the distance between two points, without serving any new territory.

By road abandoned is meant "permanently abandoned," the cost of which has been or is to be written out of the investment accounts.

2. Increases: .02 Creston to Barnard, Missouri - Recalculation.

9.32 Jamestown to Klose, North Dakota - Acquired portion of Midland Continental Railroad by Quitclaim Deed October 29, 1970.

.70 Benson to State Line, Minnesota - Line change.

.01 Idaho State Line to Vancouver, Washington - Recalculation.

.01 Garrison to Butte, Montana - Recalculation.

.02 North Dakota State Line to Idaho State Line - Line change.

.02 Northport to Laurel, Montana - Transferred from side track.

.02 North Dakota State Line to Idaho State Line, Montana - Recalculation.

10.12 Total Increases in Miles of Road.

(Continued on Page 529-B)

VERIFICATION

The foregoing report must be verified by the oath of the officer having control of the accounting of the respondent. It should be verified, also, by the oath of the president or other chief officer of the respondent, unless the respondent states on the last preceding page of this report that such chief officer has no control over the accounting of the respondent. The oath required may be taken before any person authorized to administer an oath by the laws of the State in which the same is taken.

OATH

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

State of MINNESOTA
County of RAMSEY ss:

W. N. Erzen makes oath and says that he is Vice President and Controller
(Insert here the name of the affiant) (Insert here the official title of the affiant)

of Burlington Northern Inc.
(Insert here the exact legal title or name of the respondent)

that it is his duty to have supervision over the books of account of the respondent and to control the manner in which such books are kept; that he knows that such books have, during the period covered by the foregoing report, been kept in good faith in accordance with the accounting and other orders of the Interstate Commerce Commission, effective during the said period; that he has carefully examined the said report and to the best of his knowledge and belief the entries contained in the said report have, so far as they relate to matters of account, been accurately taken from the said books of account and are in exact accordance therewith; that he believes that all other 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 during the period of time from and including

January 1, 1971, to and including December 31, 1971

(Signature of affiant)

Subscribed and sworn to before me, a Notary Public, in and for the State and county above named, this 27th day of March, 1972

My commission expires DEC 29 1974

Use an
L. S.
Impression seal

R. A. Arneberg
(Signature of officer authorized to administer oaths)
R. A. ARNEBERG

SUPPLEMENTAL OATH

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

State of MINNESOTA
County of RAMSEY ss:

Louis W. Menk makes oath and says that he is Chairman and Chief Executive Officer
(Insert here the name of the affiant) (Insert here the official title of the affiant)

of Burlington Northern Inc.
(Insert here the exact legal title or name of the respondent)

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

period of time from and including January 1, 1971, to and including December 31, 1971

(Signature of affiant)

Subscribed and sworn to before me, a Notary Public, in and for the State and county above named, this 27th day of March, 1972

My commission expires DEC 29 1974

Use an
L. S.
Impression seal

R. A. Arneberg
(Signature of officer authorized to administer oaths)
R. A. ARNEBERG

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INDEX

	Page No.
Accruals—Railway tax.....	316
Accrued taxes—Federal income and other.....	242B
Additions and betterments—Investment in, made during year.....	220-222
Advances to other companies—Investment.....	214-217-B
Affiliated companies—Amounts payable to.....	242
Investments in.....	210-213
Agreements, contracts, etc.....	529-529-A
Amortization of defense projects—Road and equipment owned and leased from others (balance-sheet account).....	227
Amounts payable to affiliated companies.....	242
Assets—Contingent.....	248
Other.....	232
Balance sheet.....	200, 201
Capital funds.....	206, 207
Stock (see Stock).....	247
Surplus.....	247
Car, locomotive, and floating equipment—Classification of respondent's.....	404-407
Car statistics.....	508, 509
Cash investments—Temporary.....	203
Changes during the year.....	530
Charges—Other deferred.....	232
Coal (see Fuel).....	
Company service equipment.....	405
Compensation of officers and directors.....	526
Paid under labor awards (back pay only).....	514
Consumption of fuel by motive-power units.....	528
Contingent assets and liabilities.....	248
Contracts—Abstract of leasehold.....	321
Agreements, etc.....	529
Control over respondent.....	105
Conversion of securities of other companies—Stock liability for.....	246
Corporations controlled by respondent.....	104, 210-213
Cost of equipment installed during the year—Unit.....	229
Credits—Other deferred.....	243
Crossings—Grade.....	415, 500
Added and eliminated during year.....	415, 500
Crossings (see Ties).....	
Debt—Funded, unmatured.....	234-237-D
Changes during the year.....	234-237-D
Consideration received for issues during year.....	234-237-D
In default.....	234-237-D
Other due within 1 year.....	234-237-D
Defense projects, road and equipment owned and leased from others—Amortization of.....	227
Deposits—Special.....	203
Depreciation base—Miscellaneous physical property.....	230B, 231
Road and equipment leased from others.....	224
To others.....	225
Owned and used.....	224
Charged to operating expenses—Equipment.....	314
Road property.....	312
Shop and power-plant machinery.....	314
Rates—Miscellaneous physical property.....	230B, 231
Road and equipment leased from others.....	224
To others.....	225
Owned and used.....	224
Reserve—Miscellaneous physical property.....	230B, 231
Road and equipment leased from others.....	226-A&C
To others.....	226-D
Owned and used.....	226
Directors.....	101
Dividend appropriations.....	302
Electric and voting powers.....	108
Electric locomotive equipment at close of year.....	404
Enterprises—Highway motor-vehicle.....	414

	Page No.
Equipment—Classified.....	404-407
Company services.....	405
Covered by equipment obligations.....	238-238-A
Depreciation charged to operating expenses.....	314
Floating.....	406
Freight-train cars.....	406-407
Installed during the year—Unit cost.....	229
Inventory of.....	404-407
Leased from others—Depreciation base and rates.....	224
Reserve.....	226-A&C
To others—Depreciation base and rates.....	225
Reserve.....	226-D
Locomotive.....	234-237-D
Obligations.....	234-237-D
Obligations due within 1 year.....	234-237-D
Owned—Depreciation base and rates.....	224
Reserve.....	226
Or leased not in service of respondent.....	404-407
Passenger-train cars.....	405
Retirements charged to operating expenses.....	314
Used—Depreciation base and rates.....	224
Reserve.....	226
Expenses—Of miscellaneous nonoperating physical property.....	230B, 231
Railway operating.....	304-315
Extraordinary and prior period items.....	301A
Floating equipment.....	406
Freight-train cars.....	406-407
Cars—Hire of.....	319
Fuel consumed by motive-power units.....	528
Cost.....	528
Funded debt (see Debt).....	
Funds—Capital.....	206, 207
Insurance.....	206, 207
Other reserve.....	206, 207
Sinking.....	206, 207
Gage of track.....	507
Gasoline (see Fuel).....	
General officers.....	101
Grade crossings.....	415, 500
Separations.....	503
Guaranties and suretyships.....	109
Highway motor-vehicle entries in which respondent had a financial interest during year.....	414
Operations.....	406, 411
Hire of freight cars.....	319
Identity of respondent.....	100
Income account for the year.....	300-301A
Bonds—Interest on.....	239
From lease of road and equipment.....	317
From nonoperating property.....	231
Insurance funds.....	206, 207
Interest accrued on amounts payable to affiliated companies.....	242
Unmatured funded debt.....	236-237-C
Receivers' and trustees' securities.....	236-237-C
In default.....	236-237-C
On income bonds.....	239
Investments in securities of (and advances to) affiliated companies.....	210-217-B
Other.....	217-B
Adjustment of book values.....	217-B
Controlled through nonreporting subsidiaries.....	218, 219
Disposed of during year.....	210-217-B
Made during year.....	210-217-B
Equipment, unit cost of.....	229
Miscellaneous physical property.....	230B, 231
Railway property used in transportation service.....	230-230A
Road and equipment.....	220-222
Changes during year.....	220-222
Of proprietary companies.....	249
Temporary cash.....	203

INDEX—Concluded

	Page No.		Page No.
Leased lines—Investments made during the year in additions and betterments on.....	220-222	Rent for leased roads and equipment.....	321
Leasehold contracts—Abstracts of.....	231	Income, miscellaneous.....	317
Leases—Abstract of terms and conditions of.....	317	Locomotives.....	320
Liabilities—Contingent.....	248	Rentals—Passenger-train car.....	320
Other.....	243	Rents—Miscellaneous.....	327
Loans and notes payable.....	242A	Retained income—Appropriated.....	247
Receivable.....	203	Unappropriated.....	302
Locomotive equipment.....	404	Miscellaneous items in account for year.....	323
Electric and other.....	404	Retirements—Equipment.....	314
Rentals.....	230	Road.....	312
Long-term debt due within 1 year.....	234-237-D	Revenues—Freight.....	303
In default.....	234-237-D	Miscellaneous nonoperating physical property.....	231
		Passenger.....	303
		Railway operating.....	303
		Road and equipment—Investment in.....	220-222
		Projects—Amortization of.....	227
		Leased from others—Depreciation base and rates.....	224
		Reserve.....	226 A&C
		To others—Depreciation base and rates.....	225
		Reserve.....	226-D
		Owned—Depreciation base and rates.....	224
		Reserve.....	226
		Used—Depreciation base and rates.....	224
		Reserve.....	226
		Operated at close of year.....	400A, 401
		By States and Territories.....	401
		Owned and not operated at close of year.....	400B
		Property—Depreciation.....	312
		Retirements.....	312
Mileage—Changes during the year.....	530	Salvage on rails taken up.....	506
Average of road operated.....	508	Ties withdrawn.....	504
Of main tracks and weight of rail.....	507	Securities (see Investments).....	
Of new tracks in which rails were laid.....	507	Separately operated properties—Profit or loss.....	318
Of new tracks in which ties were laid.....	505	Separations—Grade.....	503
Of road constructed and abandoned.....	530	Services rendered by other than employees—Payments for.....	527
Operated at close of year.....	400-403	Shop and power-plant machinery—Depreciation.....	314
By States and Territories.....	401, 403	Sinking funds.....	206-207
Owned and not operated at close of year.....	400B	Special deposits.....	203
Miscellaneous items in retained income accounts for the year.....	323	Statistics of rail-line operations.....	503
Physical property—Depreciation base and rates.....	230B, 231	Switching and terminal traffic and car.....	509
Reserve.....	230B, 231	Stock outstanding.....	245
Investment in.....	230B, 231	Changes during year.....	246
Physical properties operated during year.....	230B, 231	Consideration received for issues.....	246
Rent income.....	317	Liability for conversion.....	246
Rents.....	322	Number of security holders.....	108
Motor rail cars owned or leased.....	405	Total voting power.....	108
Motor-vehicle enterprises, highway, in which respondent had an interest during year.....	414	Value per share.....	108
Motor vehicles, highway.....	408, 411	Voting rights.....	108
		Suretyships—Guaranties and.....	109
		Surplus capital.....	247
		Switching and terminal traffic and car statistics.....	509
Not income.....	301A		
Oath.....	533		
Obligations—Equipment.....	234-237-D	Tax accruals—Railway.....	316
Due within 1 year.....	234-237-D	Taxes accrued—Federal income and other.....	242B
Officers—General, of corporation, receiver, or trustee.....	101	On miscellaneous nonoperating physical property.....	230B, 231
Compensation of.....	526	Temporary cash investments.....	203
Operating expenses (see Expenses).....		Ties laid in replacement.....	504
Revenues (see Revenues).....		Change to additions and betterments.....	504
Statistics (see Statistics).....		Operating expenses.....	504
Ordinary income.....	301A	Salvage.....	504
Other assets.....	232	Additional tracks, new lines, and extensions.....	505
Deferred credits.....	243	Miles of new tracks in which ties were laid.....	505
Deferred charges.....	232	Number in maintained tracks.....	504
Elements of investment.....	223	Tracks operated at close of year (switching and terminal companies).....	402
Liabilities.....	243	Miles of, at close of year, by States and Territories (switching and terminal companies).....	403
Reserve Funds.....	206, 207		
Passenger-train car rentals.....	320		
Train cars.....	405		
Payments for services rendered by other than employees.....	527		
Pick-up and delivery service.....	408, 411		
Payments to others.....	303		
Profit or loss—Separately operated properties.....	318		
Property (see Investments).....			
Proprietary companies.....	240		
Purposes for which funded debt was issued or assumed during year.....	237-237-D		
Of stocks actually issued.....	246		
Rail motor cars owned or leased.....	405		
Rails laid in replacement.....	506		
Charges to additions and betterments.....	506		
Charges to operating expenses.....	506		
Salvage value.....	506		
Additional tracks, new lines, and extensions.....	507		
Miles of new track in which rails were laid.....	507		
Weight of.....	507		
Railway operating expenses.....	304-315		
Revenues.....	303		
Tax accruals.....	316		
Receivers' and trustees' securities.....	234-237-D		
		Unit cost of equipment installed during the year.....	229
		Unmatured funded debt.....	234-237-D
		Vehicles—Highway motor.....	408, 411
		Verification.....	533
		Voting powers and elections.....	108
		Weight of rail.....	507